

A-2 Public Consultation Events

City of Mississauga

Municipal Class EA Study for Creditview Road from Bancroft Drive to Old Creditview Road Public Information Centre #1 Summary Report

Prepared by:

AECOM

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Project Number:

60304588

Date:

March, 2014

Distribution List

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Revision Log

Revision #	Revised By	Date	Issue / Revision Description

AECOM Signatures

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Mirjana Osojnicki, Senior Environmental Planner

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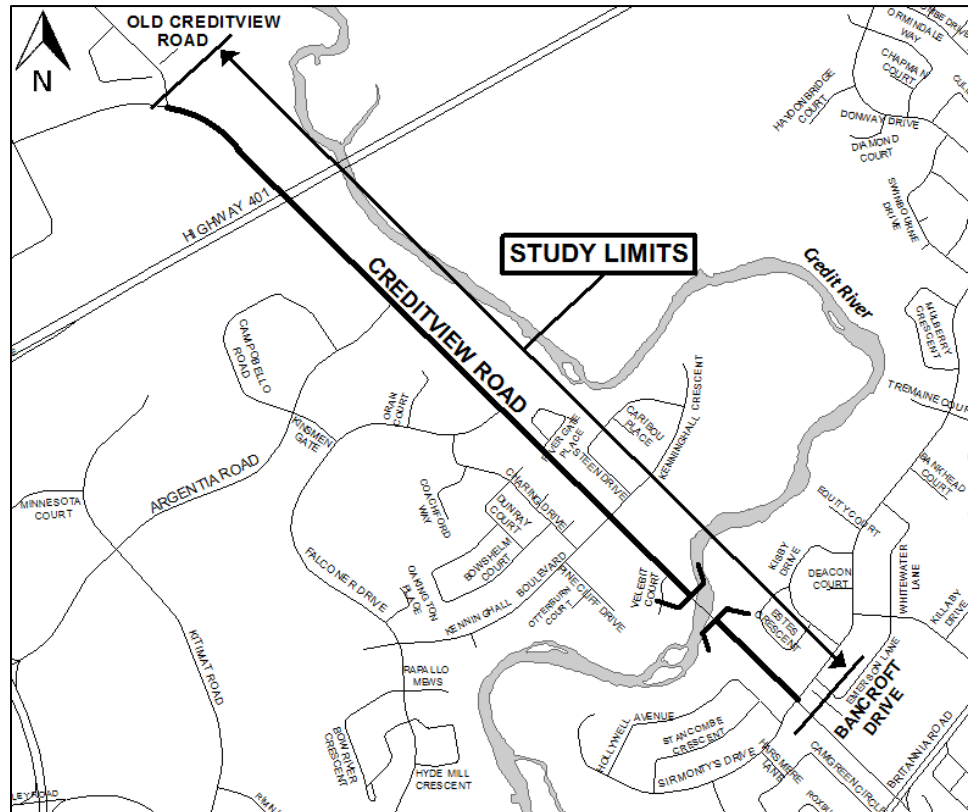
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1. Introduction

The City of Mississauga has retained AECOM to conduct a Class Environmental Assessment (Class EA) Study 'Schedule C', including preliminary design for the section of Creditview Road from Bancroft Drive to Old Creditview Road (see **Figure 1**). The current study does not include the Credit River bridge, which has been the subject of a separate earlier study¹.

Figure 1: Study Limits



Within the study area, Creditview Road consists of a mixed two-lane urban and rural cross section with a posted speed limit of 60 km/hr. Per the City's Official Plan, Creditview Road within the study area is designated a Major Collector road with a right-of-way (R.O.W.) of 30 m. The actual current right-of-way varies in width and is less than 30 m in some segments. The study area includes a bridge over Highway 401 at the north end, greenbelt, businesses and a mix of low to medium density residential areas. This study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of Creditview Road, taking into consideration the road's identification as a part of the City's cultural heritage landscape. The study also considers the future Active Transportation corridor, including a future multi-use trail with connections to other neighbourhoods.

The Study is being conducted in accordance with the planning and design process for 'Schedule C' projects, as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as

¹ The Class Environmental Assessment for Improvements to the Creditview Road Bridge over the Credit River was approved in January 2013. As such, the Credit River bridge structure is not considered as part of this Class EA study.

amended in 2007 and 2011), which is approved under the Ontario *Environmental Assessment Act*. The Municipal Class EA mandates several points of public contact, including one at the early stage of the study process to outline the study, present background information, and seek public input to the identification of problems and opportunities to be addressed by the study.

The Notice of Study Commencement (another mandatory Class EA step) was published on September 15, 2013.

In conformance with the Municipal Class EA, therefore, Public Information Centre (PIC) #1 was held to receive input, comments and concerns on the study. The PIC had an open house format where information about the project and the preliminary planning alternatives were displayed. Representatives from the City of Mississauga and the project consulting team were available to answer questions and discuss the details of the study.

2. Notice of Public Information Centre #1

The Notice of PIC #1 (**Appendix A**) was published in the Mississauga News on January 22 and January 29, 2014. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned PIC. The Notice of PIC was also posted on the City of Mississauga website (<http://www.mississauga.ca/portal/residents/creditviewroadenvironmentalassessmentstudy>) which was accessible to all external stakeholders and members of the public.

The Notice of PIC was mailed to residences within 300m of the study area and mailed or e-mailed to contacts identified on the project contact list which was developed at the outset of the study. The list is updated regularly as required and includes the following groups:

- First Nation / Aboriginal Communities;
- External Agencies;
- Members of the Public; and,
- Stakeholders

3. Public Information Centre

The PIC was an open house format where members of the project team were available to answer questions and address concerns. The session was held as follows:

Date: Monday February 10, 2014
Time: 5:30 pm to 8:00 pm
Location: Vic Johnston Community Centre, 'Streetsville Hall'
335 Church Street, Streetsville, ON L5M 1N1

Approximately 110 individuals attended the PIC (110 signed in). The attendance register is available under **Appendix B**. Members of the project team were available to facilitate the understanding of information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

- Jessica Lee, Project Manager, City of Mississauga
- Abdul W. Shaikh, Transportation Project Engineer, City of Mississauga
- Farhad Shahla, Transportation Project Engineer, City of Mississauga
- Steve Barrett, Manager, Transportation Asset Management, City of Mississauga
- Jacquelyn Hayward Gulati, Manager, Cycling Office, City of Mississauga
- Matthew Shilton, Community Services, City of Mississauga

- Jose Vernaza, Project Manager, AECOM
- Mirjana Osojnicky, Environmental Planning and Consultation Lead, AECOM
- Stephen Schijns, Transportation Planning, AECOM
- Pranav Dave, Transportation Planning, AECOM
- David Brutto, Environmental Planning, AECOM

The materials presented at the PIC, including comment forms, were made available on-line on the City of Mississauga website

(http://www7.mississauga.ca/documents/TW/pdfs/60304588_Creditview_PIC_1_Presentation_Boards_2014_02_11_FINAL.pdf).

4. Information Presented

Display panels were organized in a manner which effectively presented information on the project. The display panels are outlined below and can be viewed in full in **Appendix C**.

- **Welcome**
- **Purpose of Public Information Centre #1**
- **Study Background**
- **Creditview Road Role and Function**
- **Class Environmental Assessment Process**
- **Planning Principles**
- **Existing Cultural Environment**
- **Existing Environmental Conditions – Natural and Socio-Economic Environment**
- **Existing Environmental Conditions – Tree Assessment**
- **Existing Infrastructure and Transit Services**
- **Existing Traffic Operations Conditions**
- **Existing AM and PM Peak Hours Traffic Conditions**
- **Future (2031) – Do-Nothing AM and PM Peak Hours Traffic Conditions**
- **Needs and Opportunities**
- **Problem / Opportunity Statement**
- **Alternative Solutions Under Consideration**
- **How are the Alternative Solutions Evaluated?**
- **Evaluation of Alternative Solutions**
- **Preliminary Preferred Alternative Solutions**
- **Next Steps**
- **Remain Involved in the Project**

5. Comments from the Public

The public was requested to submit comments by February 24, 2014. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. In total, 84 comment forms were completed and submitted to the project team during or after the PIC. An organized group titled 'Concerned Citizens of the Creditview Road Neighbourhood' also attended the PIC. The group submitted individual responses including their comments and concerns.

Table 5-1 summarizes written comments/ concerns received as of February 24, 2014. One email was submitted after the deadline, and is also included in **Table 5-1**. All comment forms and correspondence received is available in **Appendix D**.

Table 5-1: Summary of Public Comments/Concerns

Question #1 My Property/interest is:	Number of responses				
Access onto and off Creditview Road	54				
Travel along Creditview Road	56				
Residential Property	69				
Commercial/Industrial Property	2				
General Interest	23				
Other: <ul style="list-style-type: none"> • Long term sustainable urban planning • Wildlife/Environmental impacts • Recreational Value of existing nature trails • Cycling/Walking 					
Question #2 How often do you use Creditview Road between Bancroft Drive and Old Creditview Road?					
Daily	74				
Weekly	4				
Monthly	2				
Rarely	2				
Question #3 Please rank the following types of potential solutions to improve operations within the corridor	#1	#2	#3	#4	#5
Improve intersection operations (i.e. add turning lanes, optimize signal timing)	34	6	11	8	9
Improve transit services/facilities (i.e. frequency of service, bus stops)	5	6	17	19	14
Increase road capacity/operations (i.e. add travel lanes)	3	3	2	2	53
Improve facilities for cyclists (i.e. add on-road cycling lanes or off-road pathway)	9	26	13	10	6
Improve pedestrian facilities (i.e. add sidewalks and/or multi-use trail)	20	15	18	7	6
Other: <ul style="list-style-type: none"> • Leave as is • Preserve the natural environment • Improve wildlife crossing(s) • Improve only the bridge • Add traffic signals • Introduce speed control (electronic monitoring) • Reduce speed limit • Keep the neighbourhood as rural as possible • Divert traffic to parallel arterials (McLaughlin, Mavis, Winston Churchill, and Erin Mills were mentioned) • Do not add lanes • Add shelters for bus stops • Do not allow school buses to pick up/drop off children and then have to cross Creditview Road 					

<ul style="list-style-type: none"> • Prohibit large trucks • Add a noise barrier • Add more local jobs • Restrict turning onto Creditview during rush hour 	
--	--

Question #4 In addition to the solutions presented today, are there any other types of solutions that should be considered for Creditview Road?

- Do nothing
- Increase safety
- Preserve scenic qualities
- Preserve the Natural Environment, including wildlife crossing opportunities
- Increase capacity on parallel roads
- Improve off-road bike trails (on-road bike lanes would be unsafe)
- Divert traffic flow to other roads
- Decrease speed limits (e.g. to 50 km/h)
- Centre lane as a reversible flow lane
- Install noise barriers
- Install traffic signals at the following intersections:
 - Falconer Drive
 - Rivergate Place

Question #5 In addition to the study issues presented today, are there any other issues we should be aware of?

- The study team should gain/present a better understanding of why the traffic is there (avoiding 401?). Adding capacity is not the solution
- Multi use trail looks like 'a sea of concrete' – it should be picturesque
- Concern for wildlife (including turtle crossings, deer crossing, heron nest near the Creditview Road bridge, owl and hawk nests on the east side of the road)
- Concern over potential for loss of vegetation
- Turning out of Velebit Court is difficult, especially during rush hour
- The right turn lane to Bancroft Drive off Creditview Road north is not being used as intended. Many drivers continue north on Creditview, causing safety issues.
- There is no room for 4 lanes. Properties will be severely impacted, especially the townhomes on Falconer Drive backing onto Creditview
- Off-road cycling lanes are a better option than on-road due to speeding
- Review traffic signal synchronization
- Devaluation of properties. Decreases 'conservation area'
- The proposal benefits other areas of the city, not the local community.
- The Creditview Road EA should have been 'aligned' with the Creditview Bridge EA
- Noise and pollution due to construction/operation
- The fatality at Creditview/Kenninghall in 2010 should have been noted in the presentation material and moving forward (safety issues)
- Creditview/Kenninghall intersection school bus drop off/pickup is unsafe with students having to cross Creditview.
- The left turn signal from northbound Creditview to Kenninghall should be at least between 4 pm and 7 pm
- Existing sidewalks are dangerous, especially on the Creditview Bridge
- Remove the left turn prohibition SB Creditview to Bancroft during morning rush hour. Add left turn signal to NB Creditview/Sir Monty's. Left turns at this intersection are dangerous in the evening.
- Speed is an issue, particularly north of Kenninghall
- If the road is to be widened/traffic increased, noise barriers should be considered, especially if speed is not being reduced

<ul style="list-style-type: none"> • Police enforcement of traffic should be increased • Large trucks restriction should be greater enforced by police • Nature and recreation should be of paramount concern • Preserve the areas unique natural and cultural heritage • Concerns that the City is being too vague about the study. The City keeps using the phrase ‘it has been on the books for years’ yet we have residents that have lived here for even longer...
Email
<ul style="list-style-type: none"> • (March 6, 2014) Supports increasing Creditview Road to 4 lanes of traffic to reduce the congestion on the road during rush hour.

6. Comments from External Agencies

A total of three (3) agency comments were received in response to the Notice of PIC #1. They are summarized in **Table 6-1** below. No agencies attended PIC #1. All correspondence received is available in **Appendix E**.

Table 6-1: Summary of Agency Comments/Concerns

Comment	Agency/Contact
<ul style="list-style-type: none"> • (email – 2/27/2014) Aboriginal Affairs and Northern Development Canada (AANDC) officials do not participate in environmental assessments that pertain to projects off-reserve, nor does the department track how other parties carry out their EAs. Therefore, please omit AANDC officials from your contact list. Only when a project intersects with reserve land, should the Environmental Unit of AANDC be contacted. 	Consultation Information Service (CIS) Consultation and Accommodation Unit, Aboriginal Affairs and Northern Development Canada
<ul style="list-style-type: none"> • (email - 1/31/2014) We are aware that city is planning to conduct its first PIC on improvements on Creditview Rd. Following are the water and wastewater comments: Water: There is a planned new 400mm watermain on Creditview Rd from Argentia Rd to Old Creditview Rd (crossing Hwy 401), scheduled to be constructed in 2013/ 2014. Watermain on rest of the section is in good condition. <u>The proposed widening of Creditview Rd definitely needs to be coordinated with planned water works.</u> Wastewater: The existing 1500mm CPP sewer on Creditview Rd from Old Creditview Rd to Hwy 401 has been installed recently in 2010 and is in good condition. Sewer from 200m South of Kenninghall Cr to 250m North of Kenninghall Cr has been scheduled for trenchless repairs for 2015. There are no other wastewater concerns for that stretch of pipe. Please note that Region is currently twinning the West Trunk Sewer that crosses the Creditview Rd. <u>Sewer twinning timelines need to be coordinated with Ajay Puri (concerned PM).</u> 	Nimarta Gill, M. Eng, EIT Project Manager, Water and Wastewater Program Planning Region of Peel
<ul style="list-style-type: none"> • (email - 1/28/2014) Requested more information on the study. 	Thanga Murugesu, P.Eng Senior Project Engineer, Peel-Halton MTO Central Region

Appendix A

Notice of Public Information Centre #1



CITY OF MISSISSAUGA

NOTICE OF PUBLIC INFORMATION CENTRE #1

Municipal Class Environmental Assessment Study for Creditview Road

THE STUDY:

The City of Mississauga is conducting a Class Environmental Assessment (Class EA) Study 'Schedule C', including preliminary design for the section of Creditview Road from Bancroft Drive to Old Creditview Road. The Class Environmental Assessment for Improvements to the Creditview Road Bridge over the Credit River was approved in January 2013. As such, the Credit River bridge structure is not considered as part of this Class EA study.

Within the study area, Creditview Road consists of a mixed two-lane urban and rural cross section with a posted speed limit of 60 km/hr. As per the City's Official Plan, Creditview Road, within the study area is considered a Major Collector road with a right-of-way (R.O.W.) of 30 m. The study area includes a bridge over Highway 401 at the north end, greenbelt, businesses and a mix of low to medium density residential areas.

This study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of Creditview Road, taking into consideration the road's identification as a part of the City's cultural heritage landscape. The study also considers the future Active Transportation corridor, including a future multi-use trail with connections to other neighbourhoods.

The Study will be conducted in accordance with the planning and design process for 'Schedule C' projects, as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011), which is approved under the *Ontario Environmental Assessment Act*.

PUBLIC CONSULTATION:

Public consultation is a vital component of the Class EA process. Public Information Centre (PIC) #1 is being held to receive your input, comments and concerns on the study. The PIC will have an open house format where information about the project and the preliminary planning alternatives will be displayed. Representatives from the City of Mississauga and the project consulting team will be available to answer questions and discuss the details of the study.

The PIC will be held as follows:

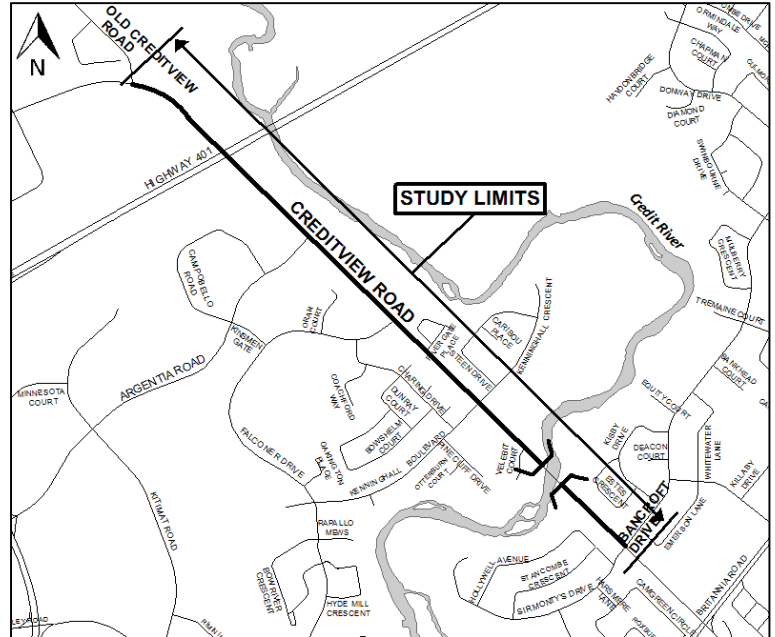
- Date:** Monday February 10, 2014
- Time:** 5:30 p.m. to 8:00 p.m.
- Location:** Vic Johnston Community Centre, Streetsville Hall
335 Church Street, Streetsville, ON L5M 1N1

COMMENTS INVITED:

If you would like to provide us with your comments, require additional information, or would like to be placed on the project mailing list to be notified about upcoming public meetings, please contact:

Jessica Lee, P. Eng.
Project Manager
 City of Mississauga
 201 City Centre Drive, Suite 800
 Mississauga, ON L5B 2T4
 Tel: 905-615-3200, Ext. 3170
 Fax: 905-615-3173
 E-mail: jessica.lee@mississauga.ca

Mirjana Osojnicky, BES
EA and Public Coordination Lead
 AECOM
 5600 Cancross Court, Suite A
 Mississauga, ON L5R 3E9
 Tel: 905-712-6987
 Fax: 905-501-0181
 E-mail: mirjana.osojnicki@aecom.com



Appendix B

Attendance Register

Municipal Class Environmental Assessment Study for Creditview Road from Bancroft Drive to Old Creditview Road

Public Information Centre
 Monday February 10, 2014
 Vic Johnston Community Centre, Streetsville Hall
 335 Church Street, Streetsville, ON
 L5M 1N1

ATTENDANCE REGISTER

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	Maple Ridge Dr. Mississauga	[REDACTED]
[REDACTED]	9 Kenningshall Blvd	[REDACTED]
[REDACTED]	Cunningham Blvd.	[REDACTED]
[REDACTED]	KENNINGHALL BLVD	[REDACTED]
[REDACTED]	Kenningshall Blvd	[REDACTED]
[REDACTED]	KENNINGHALL Blvd	[REDACTED]

Municipal Class Environmental Assessment Study
 for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	Ottarburn Ct	[REDACTED]
[REDACTED]	Durway Cw.	[REDACTED]
[REDACTED]	RIVERGATE PLACE	[REDACTED]
[REDACTED]	DUNDRAK CRT	[REDACTED]
[REDACTED]	Rivengate Place	[REDACTED]
[REDACTED]	ORAN CTS	[REDACTED]
[REDACTED]	Kenningshall Crisse.	[REDACTED]
[REDACTED]	Kenningshall Blvd	[REDACTED]
[REDACTED]	Steen dr	[REDACTED]
[REDACTED]	KENNINGSALL BLVD	[REDACTED]

Municipal Class Environmental Assessment Study
for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	Sir Monty's Dr. Miss.	[REDACTED]
[REDACTED]	Falconer Dr	[REDACTED]
[REDACTED]	VETERAN COURT	[REDACTED]
[REDACTED]	MISS [REDACTED]	[REDACTED]
[REDACTED]	Kenningshall Blvd	[REDACTED]
[REDACTED]	Kenningshall Blvd	[REDACTED]
[REDACTED]	Pine Cliff Dr.	[REDACTED]
[REDACTED]	Steen Dr.	[REDACTED]
[REDACTED]	KENNING HALLS	[REDACTED]
[REDACTED]	Kenningshall Blvd	[REDACTED]
[REDACTED]	FRENCH DR	[REDACTED]

Municipal Class Environmental Assessment Study
for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER - FEBRUARY 10, 2014 - 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	OLD DEERY RD	[REDACTED]
[REDACTED]	BAUCHT	[REDACTED]
[REDACTED]	Falconer Drive,	[REDACTED]
[REDACTED]	Falconer Dr.	[REDACTED]
[REDACTED]	Falconer Dr.	[REDACTED]
[REDACTED]	Dundas CH. SWIL	[REDACTED]
[REDACTED]	Kenning Hall	[REDACTED]
[REDACTED]	Falcons - D-	[REDACTED]
[REDACTED]	PLAINS DR	[REDACTED]
[REDACTED]	PLAINS MAN RD.	[REDACTED]
[REDACTED]	BOUSTEL H CRT	[REDACTED]

Municipal Class Environmental Assessment Study
for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER - FEBRUARY 10, 2014 - 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	2120 FILL TRAIL	[REDACTED]
[REDACTED]	STANLONBE CRESENT MISSISSAUGA	[REDACTED]
[REDACTED]	Bunray Co Reinforcement	[REDACTED]
[REDACTED]	WESSON CRT	[REDACTED]
[REDACTED]	Dunroy CRT	[REDACTED]
[REDACTED]	KEMNIGHTLY BLVD.	[REDACTED]
[REDACTED]	DELEBIT CT	[REDACTED]
[REDACTED]	Hyde Mill Crescent	[REDACTED]
[REDACTED]	Hyde Mill Cres	[REDACTED]

Municipal Class Environmental Assessment Study
for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	KINGSBRIDGE GARDENS INC. FALCONER DR. Creditview Way	[REDACTED]
[REDACTED]	Rappallo	[REDACTED]
[REDACTED]	RAPPALLO MENIS	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

Municipal Class Environmental Assessment Study
for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	Helsinki Meadows	[REDACTED]
[REDACTED]	Borghelm Court [REDACTED]	[REDACTED]
[REDACTED]	Bancroft Way	[REDACTED]
[REDACTED]	KENN. MCINTYRE CRES	[REDACTED]
[REDACTED]	STEVEN DR MISS	[REDACTED]
[REDACTED]	"	[REDACTED]
[REDACTED]	St. Mary's Dr [REDACTED]	[REDACTED]
[REDACTED]	"	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

Municipal Class Environmental Assessment Study
for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	FALCONER DR. [REDACTED]	[REDACTED]
[REDACTED]	KENNINGHALL BLVD L5N1S6	[REDACTED]
[REDACTED]	KENNINGHALL BLVD [REDACTED]	[REDACTED]
[REDACTED]	Old Creditview [REDACTED]	[REDACTED]
[REDACTED]	Kenningshall [REDACTED]	[REDACTED]
[REDACTED]	FALCONER DR [REDACTED]	[REDACTED]
[REDACTED]	SS L5N1L5	[REDACTED]
[REDACTED]	Falconer Dr. [REDACTED]	[REDACTED]
[REDACTED]	MISS [REDACTED]	[REDACTED]
[REDACTED]	RIVERGATE PLACE	[REDACTED]
[REDACTED]	MISSISSAUGA [REDACTED]	[REDACTED]
[REDACTED]	STEAN ST MISS	[REDACTED]
[REDACTED]	Denray Crt. Mississauga	[REDACTED]
[REDACTED]	Stancovich Cres [REDACTED]	[REDACTED]

Municipal Class Environmental Assessment Study
for Creditview Road from Bancroft Drive to Old Creditview Road

PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	[REDACTED] Pine Cliff Dr.	[REDACTED]
2 CONNORSON AVE	Steele dr	[REDACTED]
Bidwell Trail	Ponytrail Dr	[REDACTED]
OTTASBURN COURT	Bancroft Drive, Muskegon	[REDACTED]
LISBON NEWS	Caughey Circle, LeNure	[REDACTED]

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	[REDACTED] Dunway Crt. Miss. Ont	[REDACTED]
[REDACTED]	[REDACTED] Dunway Crt. Miss. Ont	[REDACTED]
[REDACTED]	[REDACTED] Riversgate Place	[REDACTED]
[REDACTED]	[REDACTED] Riversgate Place	[REDACTED]
[REDACTED]	[REDACTED] Kerrington Blvd	[REDACTED]
[REDACTED]	[REDACTED] Riversgate Place	[REDACTED]
[REDACTED]	[REDACTED] STEEN DR	[REDACTED]
[REDACTED]	[REDACTED] Dunkley Court	[REDACTED]

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 PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	Kenningshall Blvd.	[REDACTED]
[REDACTED]	Kenningshall Blvd.	[REDACTED]
[REDACTED]	Ottoburn Ct.	[REDACTED]
[REDACTED]	Kenningshall Blvd.	[REDACTED]
[REDACTED]	Stearn Dr.	[REDACTED]
[REDACTED]	Falconer Dr.	[REDACTED]
[REDACTED]	KENNINGSHALL	[REDACTED]
[REDACTED]	RIVERGATE Rv.	[REDACTED]
[REDACTED]	Rivergate Pl.	[REDACTED]
[REDACTED]	RIVERGATE PL	[REDACTED]
[REDACTED]	Rivergate Pl	[REDACTED]

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PIC REGISTER – FEBRUARY 10, 2014 – 5:30 P.M. TO 8:00 P.M.

Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
[REDACTED]	KENNINGHALL CRES _____ HIDE MILL CRTS " " " KENNINGHALL BLVD MISSISSAUGA	[REDACTED]

Appendix C

Display Panels



WELCOME

Public Information Centre #1

February 10, 2014, 5:30 p.m. to 8:00 p.m.

**Please sign in and
fill in a comment sheet**

**Direct any questions or comments to Study Team
members**

Purpose of Public Information Centre #1

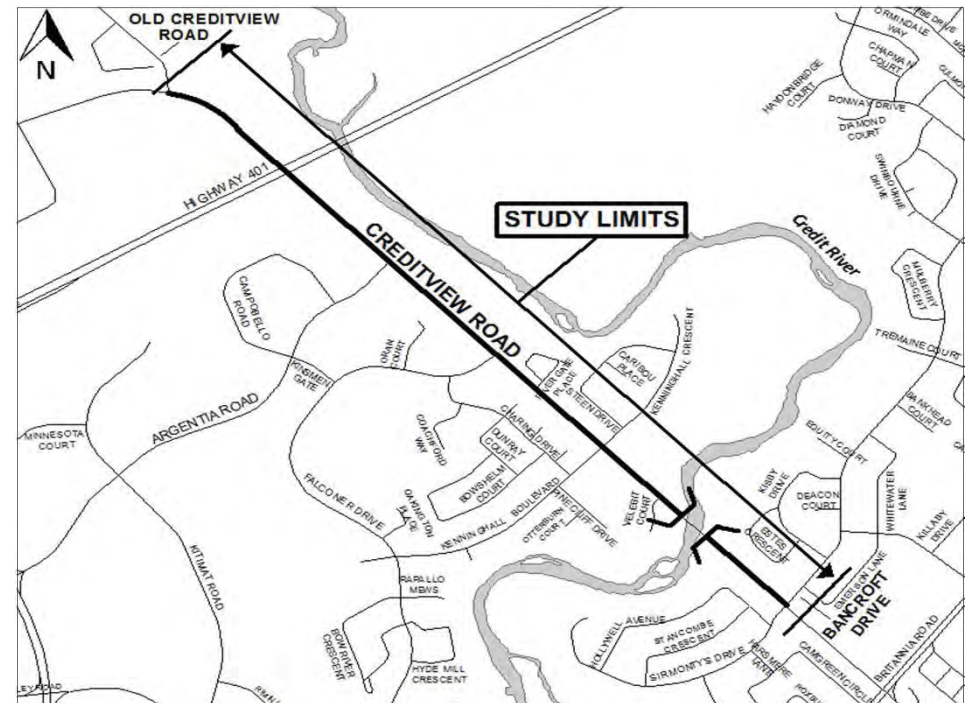
- To introduce the study to the public and to provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making process.

- To present and receive public input on:
 - Existing conditions within the study area;
 - Existing and future traffic considerations;
 - Need and justification for improvements to Creditview Road;
 - Alternative solutions being evaluated;
 - Recommended evaluation criteria for the alternative solutions;
 - Recommended preliminary preferred planning alternatives; and
 - Next steps in the process.



Study Background

- The study limits are Creditview Road, from Bancroft Road at the south end to Old Creditview Road at the north end, excluding the bridge over the Credit River.
- A separate Class EA study was completed by the City in 2013 for the Creditview Road Bridge over the Credit River. A copy of this report is available on the reference table or by contacting City staff.
- MTO has completed the Environmental Assessment study for the "Highway 401 Improvements - From East of Credit River to Trafalgar Road". The study proposes to replace the Creditview Road bridge structure due to Highway 401 expansion. The City will explore opportunities for potential improvements to the bridge structure through this EA process.
- The purpose of this study is to investigate the need for additional north-south road capacity, intersection and safety improvements for Creditview Road, taking into consideration:
 - Creditview Road is classified as a Major Collector within the Official Plan;
 - The road is identified as a Scenic Route in the City's Cultural Heritage Inventory;
 - Existing natural heritage features;
 - Adjacent land uses;

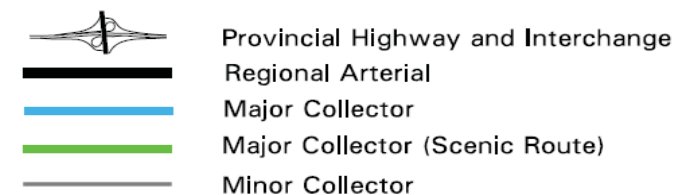
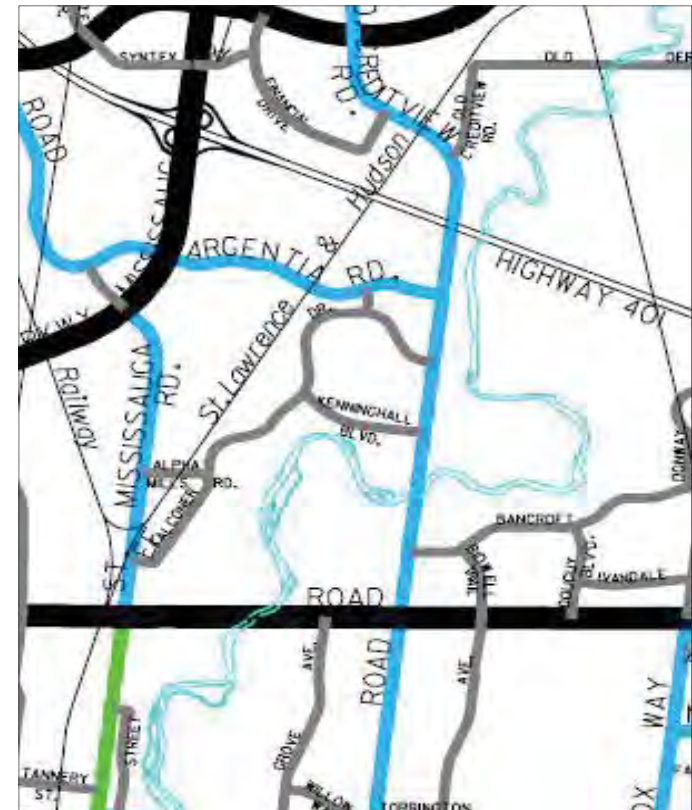


- Future plans for an active transportation corridor, including a multi-use trail with connections to other neighbourhoods;
- Streetscaping and landscaping improvement opportunities; and
- Local public interests.

Creditview Road Role and Function

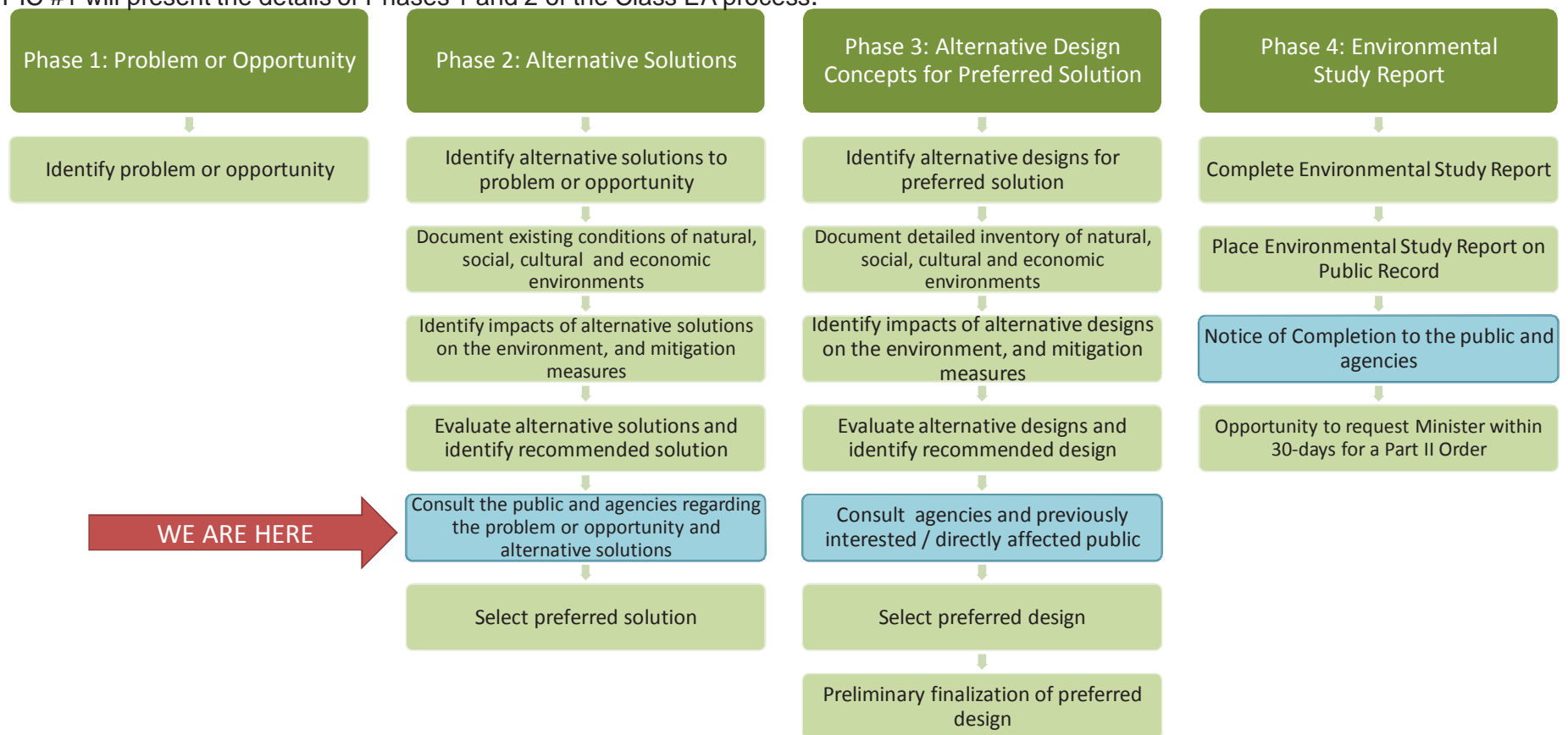
- **Major Collector Road (as identified in the Mississauga Official Plan):**
 - Collects and distributes traffic between local streets, other collector roads and arterial roads.

- **Primary Function:**
 - Act as a major north-south route that currently consists of a 2-lane cross-section.
 - Carry through traffic between neighbourhoods, provide vehicular and pedestrian access to abutting businesses, and indirectly to residential properties via minor collector and local streets.
 - Provide north-south connectivity for existing and future modes of transportation, linked with east-west connectivity via intersecting arterials and major collectors.



Class Environmental Assessment Process

- The study is being conducted in accordance with the planning process for Schedule “C” projects as outlined in the Municipal Engineers Association “Municipal Class Environmental Assessment” and includes two (2) Public Information Centres (PIC).
- The Class EA process includes consultation, evaluation of alternative solutions and design concepts, an assessment of potential impacts associated with the proposed improvements, and development of mitigating measures.
- PIC #1 will present the details of Phases 1 and 2 of the Class EA process.



Planning Principles

- **City of Mississauga “Our Future Mississauga” Strategic Plan:**
 - Identifies opportunities, challenges and external forces that can affect planning for the city’s future; ‘Pillars for Change’
 - Completing Our Neighbourhoods’ Pillar for Change has the strategic goal of providing mobility choices; “...to provide all with the choice to walk, cycle and use transit or active modes of transportation in all seasons, because it is convenient, connected, desirable and healthy.”
- **City of Mississauga “Living Green” Master Plan:**
 - Make Creditview Road more transit efficient, therefore more attractive to commuters
 - Expand alternative forms of transportation, including cycling
- **Credit River Parks Strategy:**
 - Plans for a continuous trail system along the Credit River from Port Credit to Mississauga’s northern border
 - Includes expanding trail connections in city owned or managed parkland/natural areas, Credit Meadows Park, P-505 (former Harris Lands), and Sanford Farm
- **City of Mississauga Official Plan:**
 - Identifies Creditview Road as a Major Collector, with 30 m right-of-way
 - Provides a policy framework to protect, enhance, restore and expand the Natural Areas System, direct growth, support a strong public transportation system and address the long term sustainability of the city
- **Natural Heritage and Urban Forest Strategy:**
 - Ensures the protection, enhancement, restoration and expansion of the City’s Natural Heritage System and urban forest.
 - Identifies Credit Meadows Park and P-505 (former Harris Lands) as part of the Natural Heritage System
- **City of Mississauga Cycling Master Plan:**
 - Identifies a future Primary Boulevard Route along the length of Creditview Road in the study area
 - Identifies future secondary routes along other roads in the neighbourhood
- **Highway 401 Expansion:**
 - MTO completed the Transportation Environmental Study Report in 2013 for highway expansion from the Credit River to Trafalgar Road
 - Considers the replacement for the Creditview Road bridge over Highway 401 due to the Highway 401 expansion

Existing Cultural Environment

Cultural Landscape

A Cultural Landscape is a visually distinct area which is recognizable by its natural features and historical uses. These areas have been identified as having heritage and visual qualities that are worthy of recognition, protection, preservation and management.

- Creditview Road is one part of Mississauga's Cultural Landscapes and is recognized as having scenic and visual qualities; horticultural interest; and that it illustrates an important phase in the City's social or physical development. As such, it is included in the City's Heritage Register.
- Creditview Road is an early settlement road in Mississauga, having formed part of the local road network.
- The road offers a scenic view of various parts of Mississauga, from recently established commercial and residential neighbourhoods to areas of significant historical, horticultural and scenic interest.

Built Heritage

There are a number of listed and designated properties that fall within the Creditview Road Scenic Route Cultural Heritage Landscape, amongst them:

- 1850 Pearson-Harris Farm
- 1860 Brown-Milson-Fitzwood House
- 1860 Simpson-Humphries house and the Sanford farm barn
- 1880 Humphries Residence

Archaeology

- Archaeological potential has been identified within the study area and further research will be undertaken.



Existing Environmental Conditions

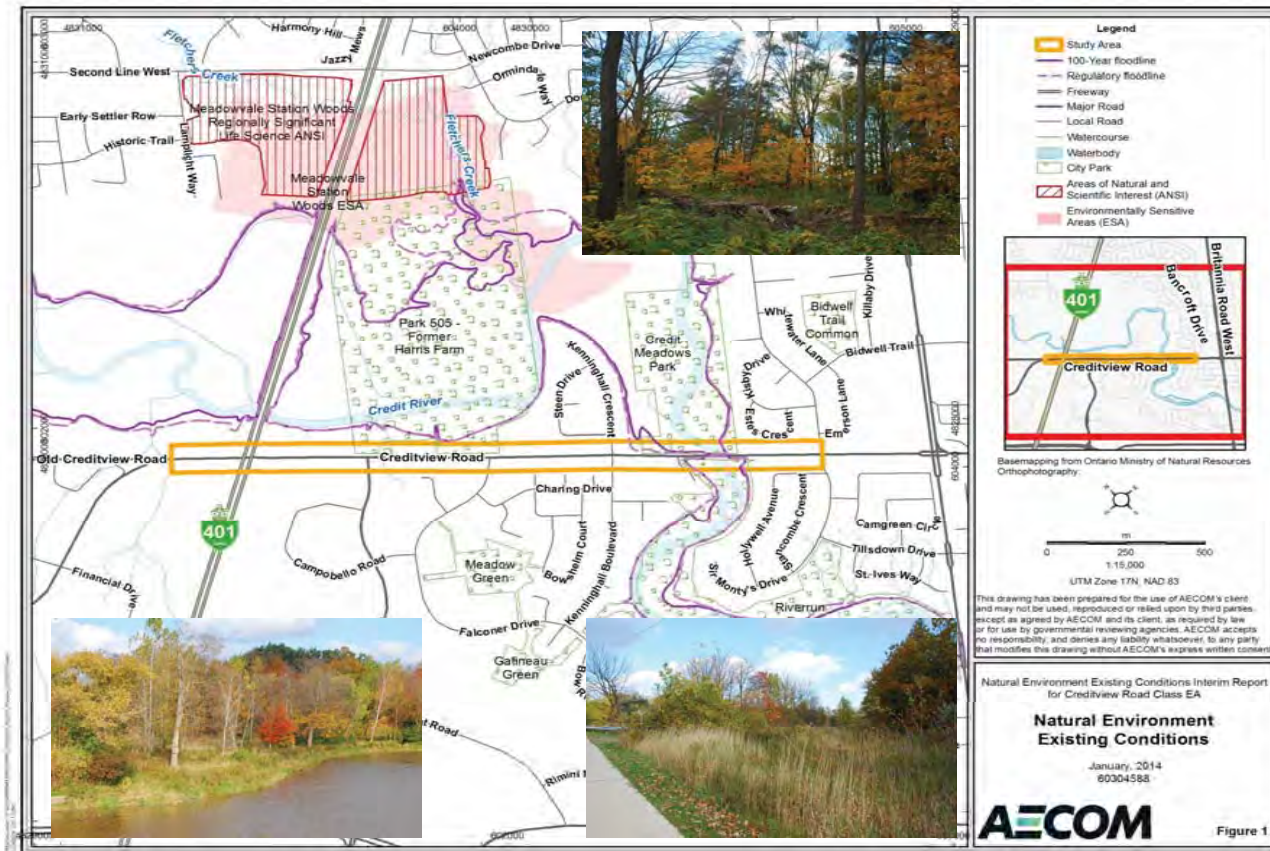
Natural Environment

- The Credit River
- Credit Meadows Park Significant Natural Site (Mississauga Natural Areas Survey, 2011 Update)
- Vegetation communities consist of a mixture of cultural, forest, and some wetland vegetation
- Seven (7) potential Species at Risk habitats
- Other observed wildlife includes Snapping Turtles, Midland Painted Turtles, White Tailed Deer, Eastern Grey Squirrel, American Robin, Song Sparrow, Rock Pigeon, Red Tailed Hawk
- No designated Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmentally Sensitive Areas located within 120 m of the study area

Socio-Economic Environment

Land Uses along Creditview Road, within the study area include:

- Low and medium density residential, business employment and greenbelt
- Two park properties: Park 505 (former Harris farm) and Park 122 Credit Meadows
- Highway 401 Crossing at the north end of the study area



Note: The Creditview Road Bridge over the Credit River is not part of the EA Study.

Existing Environmental Conditions

Tree Assessment

- There are many social, economic and environmental benefits associated with trees in the community including aesthetics, increased property value, improved air quality, as well as food and shelter for birds and other wildlife.
- The trees along Creditview Road contribute to the character of this roadway.
- A Tree Inventory and Assessment Report identifying 550 trees within and adjacent to the right-of-way was completed in accordance with standard techniques in the Council of Tree and Landscape Appraisers 'Guide For Plant Appraisal'.
- Significant trees include mature Shagbark Hickories along the southeast portion and a large Sugar Maple that is part of a remnant hedgerow.
- Evidence of Emerald Ash Borer was not found, however it is likely that Ash trees will be impacted.
- Grading limits of any proposed work will be reviewed to determine construction impacts to trees. Tree size, condition, and species are considered in determining construction tolerance and required preservation setbacks. Tree protection fencing will be maintained throughout construction at the established tree protection zones.



Existing Infrastructure and Transit Services

- Utilities are present along both sides of Creditview Road.
- A concrete sidewalk exists on the west side and a partial sidewalk exists on the east side. Construction of a multi-use trail on the west side from Britannia Road to Velebit Court was approved in 2013.
- A 1 m wide splash pad exists for limited sections on both sides of the road north of the Credit River.
- Runoff from the Creditview Road right-of-way in the study area is conveyed by the existing storm sewer system discharging directly into the Credit River at outlets located at the Credit River and north and south of Highway 401.
- Noise walls are located in the form of backyard wooden fences.
- Signalized intersections at Old Creditview Road, Argentia Road, Kenninghall Boulevard and Bancroft Drive.
- Creditview Road bridge over Highway 401.
- Creditview Road bridge over the Credit River (not included in this study).
- Bus stops are located for northbound and southbound travel for Bus Route 38 (weekdays) and 38A (weekends).



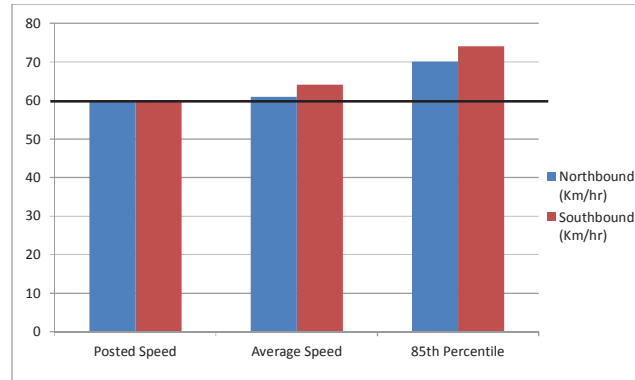
Existing Traffic Operations Conditions

Road Safety



- A total of 69 collisions were reported for the study corridor between 2009 and 2012 including 8 mid-block collisions.
- The safety performance of the intersections would be considered typical in comparison to other similar roadways in Mississauga.
- The majority of collisions were property damage only. There is no record of fatal collisions in the corridor

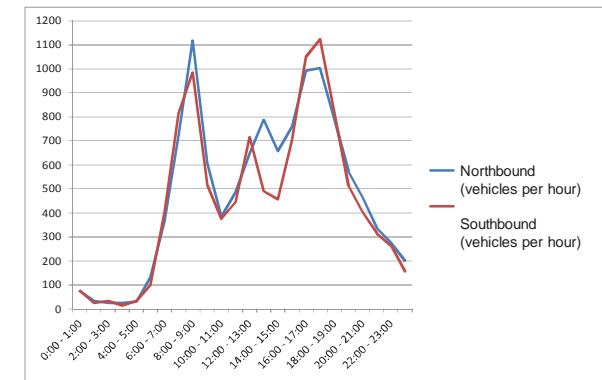
Speed



15% vehicles travelling above 70 km/hr in northbound
15% vehicles travelling above 74 km/hr in southbound

- Speed study was conducted by the City in November 2012 between Bancroft Drive and Velebit Court for 24 hour period.
- Study shows higher percentage of speed violations in southbound direction.
- 85th percentile speed is the speed that 85% of vehicles travel at or below and 15% travel above.

Daily Traffic Volumes



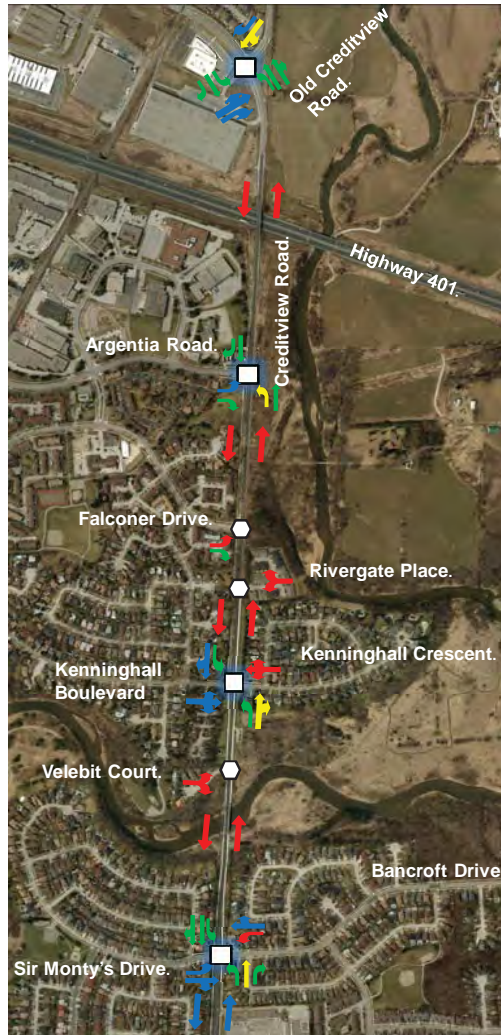
- Annual Average Daily Traffic (AADT) count was undertaken by the City in May 2013.
- Hourly traffic volumes show considerable vehicles travelling along Creditview Road not only during peak hours, but also during off-peak hours in both directions.

Existing AM and PM Peak Hours Traffic Conditions

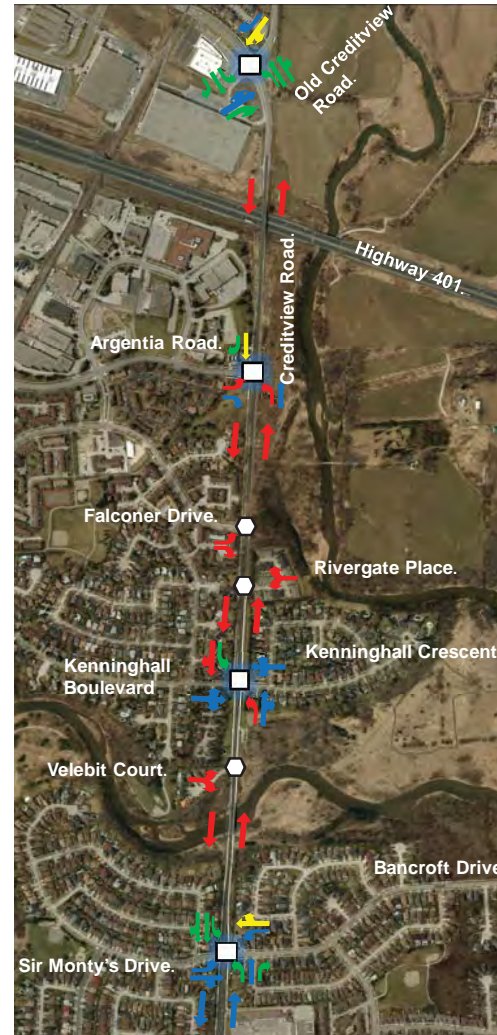
AM (PM) Peak Hour Volumes

860 (935)	945 (850)
Driveway	Old Creditview Rd.
Highway 401	
940 (1020)	990 (865)
Argentia Road	
1000 (1300)	1210 (845)
Falconer Drive	Creditview Rd.
1080 (1325)	1235 (945)
	Rivergate Place
1085 (1320)	1230 (950)
Kenninghall Blvd	Kenninghall Crescent
1265 (1420)	1200 (1165)
Velebit Court	
1265 (1420)	1200 (1165)
1405 (1425)	1225 (1140)
Sir Monty's Drive	Bancroft Drive

AM Peak Hour Traffic Operations



PM Peak Hour Traffic Operations



- LEGEND**
- Unsignalized intersection
 - Signalized intersection
 - Travel direction
 - Movement failure
 - Congested
 - Approaching congestion
 - Uncongested
 - XX AM Peak Volumes
 - (XX) PM Peak Volumes

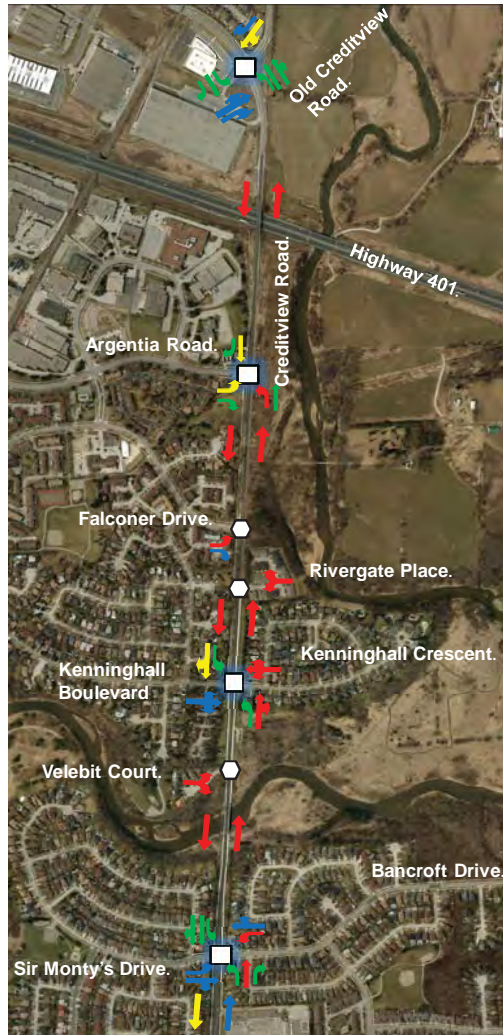
- Significant congestion and delays in both AM and PM peak hours at majority of intersections.
- Congestion is greatest during the PM peak hour in the southbound direction.
- Some of the movements at signalized intersections of Argentia Road, Kenninghall Boulevard and Bancroft Drive are experiencing significant delays.
- Unsignalized intersections of Falconer Drive, Velebit Court and Rivergate Place experience significant delays while exiting due to heavy through traffic flow on Creditview Road.
- Creditview Road carries between 900 and 1400 vehicles per direction in the peak hour under the existing conditions, which is already at or beyond the typical capacity of a single lane.

Future (2031) – Do-Nothing AM and PM Peak Hours Traffic Conditions

AM (PM) Peak Hour Volumes

1015 (1105)	↓	↑	1065 (950)
Driveway			Old Creditview Rd.
Highway 401			
1095 (1190)	↓	↑	1110 (965)
Argentia Road			
1095 (1430)	↓	↑	1405 (1030)
Falconer Drive			Creditview Rd.
1170 (1445)	↓	↑	1435 (1125)
			Rivergate Place
1180 (1450)	↓	↑	1425 (1130)
Kenninghall Blvd			Kenninghall Crescent
1360 (1550)	↓	↑	1395 (1345)
Velebit Court			
1365 (1550)	↓	↑	1395 (1350)
Sir Monty's Drive			Bancroft Drive
1500 (1550)	↓	↑	1420 (1325)

AM Peak Hour Traffic Operations



PM Peak Hour Traffic Operations



- Traffic volumes are forecasted to increase by 16% in northbound direction and 18% in the southbound by year 2031.
- Argentia Road, Kenninghall Boulevard and Bancroft Drive intersections are expected to experience increased queuing and delays during AM and PM peak hours.
- Unsignalized intersections of Falconer Drive, Velebit Court and Rivergate Place are expected to experience significant increased delays while exiting.
- Overall deficiency in traffic operations will result in significant queuing and potential safety concerns.

LEGEND

○	Unsignalized intersection
□	Signalized intersection
→	Travel direction
→ (red)	Movement failure
→ (yellow)	Congested
→ (blue)	Approaching congestion
→ (green)	Uncongested
XX	AM Peak Volumes
(XX)	PM Peak Volumes

Needs and Opportunities

Traffic:

- Traffic on Creditview Road currently operates at or beyond capacity and is forecasted to increase further within the planning horizon (2031).
- Capacity and safety improvements are required.
- Intersection geometric improvements i.e., dedicated turning lanes.
- Traffic signal control improvements.

Active Transportation:

- City of Mississauga Cycling Master Plan designates Creditview Road as a Primary Boulevard Route.
- Opportunity to enhance sidewalk and cycling route connectivity.
- Design options include on-road or off-road cycling.
- Buffer pedestrians and cyclists from traffic.
- Balance the functional requirement of pedestrians, cyclists, transit and vehicles.

Streetscaping:

- Preserve existing Cultural and Natural Heritage features while facilitating enhanced transportation options and better traffic flow.
- Maintain and enhance scenic route qualities along Creditview Road – opportunity to restore hedgerow
- Add supplementary planting and upgrade landscape features.

Other:

- Increase transit service.
- Coordinate improvements to the Creditview Road bridge structure with Highway 401 expansion project.

Problem / Opportunity Statement

The City of Mississauga Official Plan identifies Creditview Road as a Major Collector Road. Existing traffic volumes have reached or exceeded the available road capacity. There is projected traffic growth which will exacerbate existing conditions.

An opportunity exists to address the capacity and operational deficiencies on Creditview Road while preserving the existing cultural and natural heritage of the corridor.

This opportunity allows for the implementation of City-wide strategic objectives which promote sustainable multi-modal transportation options that provide residents with opportunities to walk, cycle, or use public transit to reach their destinations. Improvements to Creditview Road will facilitate safer operations along the corridor and coordinate bridge capacity across Highway 401.

Alternative Solutions Under Consideration



- **Do Nothing:** No additional measures to address long-term project specific problems or opportunities.
- **Upgrade Parallel Roads Instead of Creditview Road:** Diversion of traffic that is currently using Creditview Road to other parallel corridors.
- **Intersection and Signal Improvements:** Improve capacity of existing intersections by means of adding turning lanes and optimizing signal timing.
- **Implement Travel Demand Management (TDM):** Change travel demand, reducing traffic volumes (i.e., more walking, cycling, transit, ridesharing, work at home).
- **Enhance Corridor Capacity:** Add travel lanes, turning lanes, cycling lanes and/or sidewalks, in addition to intersection and signal improvements.



How are the Alternative Solutions Evaluated?

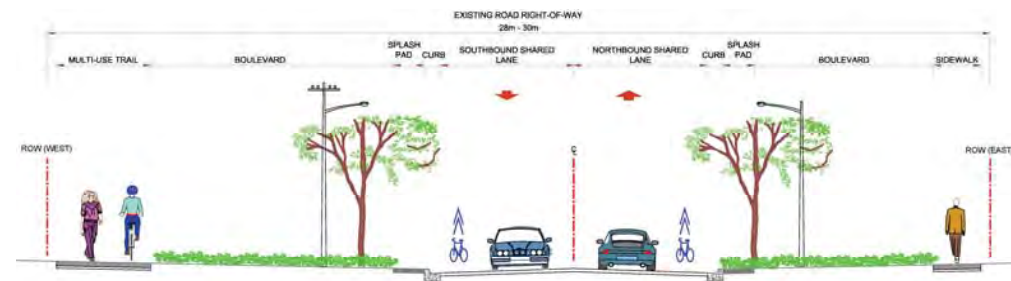
The following assessment criteria will be used to evaluate alternative solutions in the next phase of study:

- **Transportation:** existing traffic operations and accommodation of future travel demand, safety, neighbourhood traffic infiltration, accommodation of pedestrian/cyclists, response times for emergency vehicles
- **Engineering Considerations:** utilities, costs, construction staging, drainage/stormwater management
- **Cultural Environment:** archaeological resources, cultural landscape and built heritage resources
- **Natural Environment:** vegetation, wildlife, trees, water resources and fisheries impacts, natural hazards
- **Socio-Economic Environment:** compliance with planning policies, noise and property impacts

Evaluation Criteria and Sub-Factors	EVALUATION OF ALTERNATIVE SOLUTIONS				
	Do Nothing	Upgrade Parallel Roads Instead of Creditview Road	Intersection and Signal Improvements	Implement Travel Demand Management (TDM)	Enhance Corridor Capacity
TRANSPORTATION					
Existing Traffic Operations and Accommodation of Future Travel Demand	No opportunity to address existing congestion and to accommodate future travel demands	Moderate potential to address existing congestion and to accommodate future travel demands. Low potential to accommodate future local travel demands as travel demands will increase over time	Low potential to address existing congestion and to accommodate future travel demands. Improved traffic operations at intersections, however mid-block roadway would not have sufficient capacity to meet future travel demands	Low potential to address existing congestion and to accommodate future travel demands. Limits traffic increase by promoting alternative modes of travel	High potential to address existing congestion and to accommodate future travel demands. Provides required capacity to accommodate both future vehicle and transit travel demands, reduce queuing and delays
Safety	No opportunity to improve traffic safety. Traffic congestion will increase over time and increase potential for collisions due to degraded operations	Moderate potential to improve traffic safety. May reduce congestion and potential for collisions for the short term. Traffic congestion may increase over time which could increase potential for collisions	Low potential to improve traffic safety. Improved traffic operations at intersections, however traffic congestion may increase over time which could increase potential for collisions	Low potential to improve traffic safety. May reduce some auto use, with some improved operations and reduce potential for collisions	High potential to improve traffic safety. Reduced traffic congestion will improve travel safety and reduce potential for collisions
Neighbourhood Traffic Infiltration	No opportunity to reduce neighbourhood traffic infiltration due to increase in future travel demands	Low potential to reduce neighbourhood traffic infiltration	Moderate potential for reduction of neighbourhood traffic infiltration due to improvements in vehicular movement at intersections	Moderate potential to reduce neighbourhood traffic infiltration with the potential for reduction of projected traffic volumes	High potential to reduce neighbourhood traffic infiltration with the enhancement of corridor capacity
Accommodation of Pedestrians / Cyclists	No opportunity to improve accommodation for pedestrians / cyclists	No opportunity to improve accommodation for pedestrians / cyclists	Low potential to improve pedestrian / cyclist movements at intersections	Low potential to improve pedestrian / cyclist routes	High potential to improve pedestrian / cyclist routes
Response Times for Emergency Vehicles	No opportunity to improve emergency service response times due to increased roadway congestion and associated travel times	Low potential to improve emergency service response times as traffic congestion increases over time.	Improved traffic flow may improve emergency response times for the short term but long term traffic congestion will increase (during peak travel times), thus reducing emergency response times.	Improved traffic flow may improve emergency response times for the short term but long term traffic congestion will increase (during peak travel times), thus reducing emergency response times.	High potential to improve emergency service response times and improve accessibility of emergency response vehicles through additional capacity and improved traffic operations and/or flow over the long term
ENGINEERING CONSIDERATIONS					
Utilities	No impact	No impact	Moderate impact to existing minor and major services/utilities	Low impact to existing services/utilities	High impact to existing services/utilities
Costs	No cost associated	Highest costs	Moderate costs	Lowest costs	Highest costs
Construction Staging	No construction impacts	No construction impacts	High temporary impact to traffic operations with intersection improvement construction. Traffic management plan would be required.	Low temporary impact to existing traffic operations with pedestrian/cycling improvements within the ROW. Traffic management plan would be required.	High impact to existing traffic operations throughout study area. Traffic management plan would be required. Opportunity to coordinate with the Highway 401 bridge construction schedule
Drainage/Stormwater Management	No impact	No impact	Moderate increase in stormwater runoff volumes due to increased paved surface. Does not provide opportunities to improve existing drainage / stormwater management	No impacts to stormwater / pollutant discharge. Does not provide opportunities to improve existing drainage/stormwater management	Increase in stormwater runoff volumes due to increased paved surface. Mitigation through appropriate stormwater infrastructure
CULTURAL ENVIRONMENT					
Archaeological Resources	No impact to undisturbed lands	No impact to undisturbed lands	Low impact to undisturbed lands	Low impact to undisturbed lands	Moderate impact to undisturbed lands
Cultural Landscape	No impact to cultural heritage features	No impact to cultural heritage features	Low impact. Effects can be mitigated	Low impact. Effects can be mitigated	Moderate impact to cultural heritage features. Effects can be mitigated
Built Heritage Resources	No impact to known built heritage resources	No impact to known built heritage resources	No impact to known built heritage resources	No impact to known built heritage resources	No impact to known built heritage resources
SOCIO-ECONOMIC ENVIRONMENT					
Compliance with Planning Policies	Does not comply with planning policies	Does not comply with planning policies	Partially complies with planning policies	Partially complies with planning policies	Complies planning policies
Noise Impacts	High potential to increase noise in Noise Sensitive Areas (NSA) in association with increased traffic volumes / congestion	High potential to increase noise in NSAs if improved roadways in closer proximity to existing NSAs	Improved traffic flow may decrease noise levels for the short term, but increased traffic volumes/congestion in the long term will increase noise levels. Partial noise mitigation measures can be implemented	Improved traffic flow may decrease noise levels for the short term, but increased traffic volumes/congestion in the long term will increase noise levels. Partial noise mitigation measures can be implemented	Potential to increase noise in NSAs if improved roadway in closer proximity to existing NSAs. Noise mitigation measures can be implemented
Property Impacts	No impact	No impact	Low impact to property in localized areas due to intersection improvements	Low impact to property in localized areas due to pedestrian/cycling improvements	Potential to impact property due to roadway improvements
NATURAL ENVIRONMENT					
Vegetation and Wildlife	No impact to woodlots or vegetation communities. No impact to Species At Risk (SAR) identified in the immediate vicinity of the study area	No impact to woodlots or vegetation communities. No impact to SAR identified in the immediate vicinity of the study area	Low potential to impact to SAR identified in the immediate vicinity of the study area	No impact to woodlots or vegetation communities. No impact to SAR identified in the immediate vicinity of the study area	Low potential to impact to SAR identified in the immediate vicinity of the study area
Trees	No impact	No Impact	Low potential to impact tree areas which will require appropriate mitigation measures	Low potential to impact tree areas which will require appropriate mitigation measures	High potential to impact tree areas which will require appropriate mitigation measures
Water Resources and Fisheries	No impact	No impact	Moderate impact watercourses or fisheries habitat due to increases in runoff discharged at outlets into Credit River. Does not provide opportunities to mitigate discharge	No impact	Potential to impact watercourses or fisheries habitat due to increases in runoff discharged at outlets into Credit River. Effects can be mitigated through stormwater infrastructure
Natural Hazards	No impact to flooding and erosion. Does not provide opportunities to improve any existing flooding and erosion risks.	No impact to flooding and erosion. Does not provide opportunities to improve any existing flooding and erosion risks.	Low potential to impact to flooding and erosion. Does not provide opportunities to improve existing flooding and erosion risks	No impact to flooding and erosion. Does not provide opportunities to improve any existing flooding and erosion risks	Potential to impact flooding and erosion due to increased paved surface area. Effects can be mitigated through stormwater infrastructure and/or erosion control measures
OVERALL SUMMARY AND CONCLUSIONS	NOT PREFERRED DOES NOT ADDRESS NEEDS AND OPPORTUNITIES	NOT PREFERRED DOES NOT ADDRESS NEEDS AND OPPORTUNITIES	CARRIED FORWARD	CARRIED FORWARD	CARRIED FORWARD

Preliminary Preferred Alternative Solutions

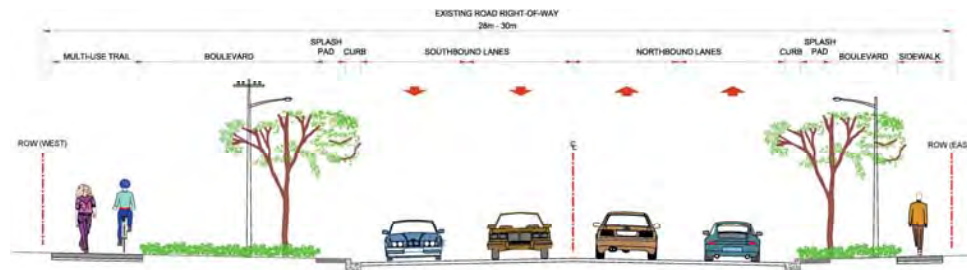
Mid-Block Typical Cross-Sections Under Consideration



Typical Cross-Sections Under Consideration
TWO LANE SECTION



Typical Cross-Sections Under Consideration
THREE LANE SECTION



Typical Cross-Sections Under Consideration
FOUR LANE SECTION

Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this PIC.
- Based on this input, confirm the preferred planning alternative(s) for Creditview Road.
- Develop and evaluate design solution(s) for the preferred planning alternative(s) and identify potential impacts from each design.
- Confirm preferred design option based on public, stakeholder and agency input.
- Present design solution(s) and the preliminary preferred design option at the next Public Information Centre.
- Prepare the Environmental Study Report.
- Issue Notice of Study Completion (30-day public review process).

Remain Involved in the Project

Thank you for attending this PIC and participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax or email your comments by **February 24, 2014** to either of the individuals listed below:

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Public comments 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.

If you would like more information on the Creditview Road Class EA
please visit the project website at:

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