Welcome

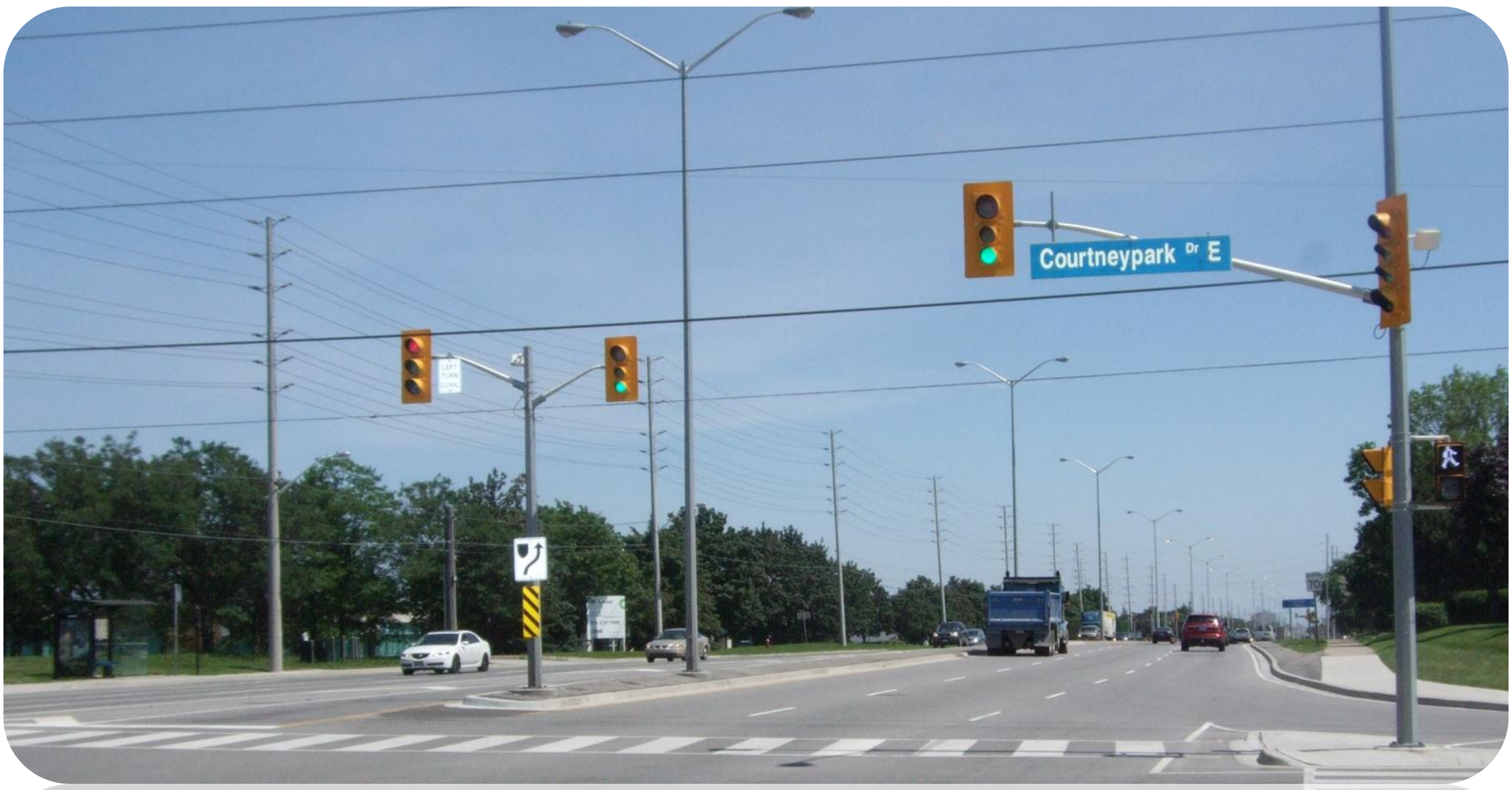
Public Information Sessions

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

Stantec

Region of Peel
Working for you

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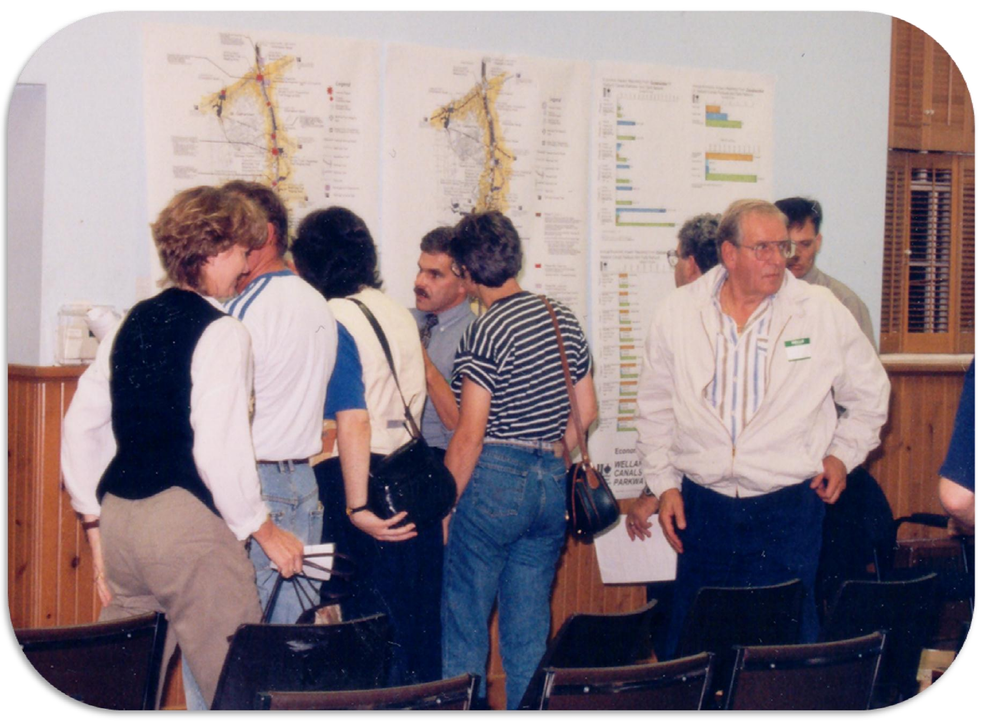
What is a Public Information Session?

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

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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:

Phase 1
Problem/Opportunity
Fall 2013

Phase 2
Alternative Solutions
Spring 2014

PIC No.1
June 26, 2014

Phase 3
Alternative Designs
Fall 2014 (Tentative)

We are here
Public Information Sessions

Phase 4
Environmental Study Report
Fall 2014 (Tentative)

30 Day Public Review

Phase 5
Implementation

Why are we here?

The City of Mississauga and its co-proponent, the Region of Peel, have undertaken a Class EA for Courtneypark 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

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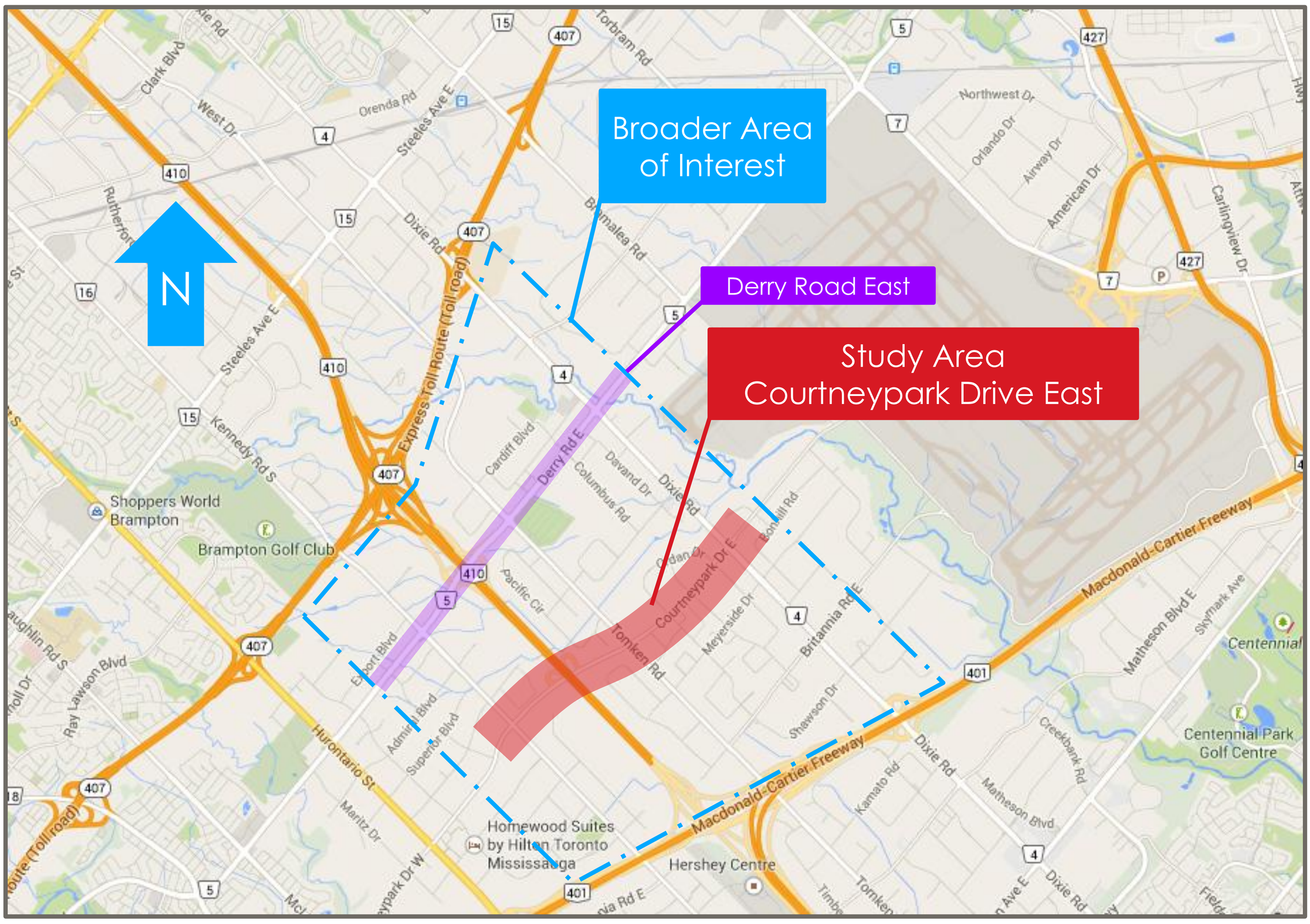
Study Area

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.



map via google.com

Study Background

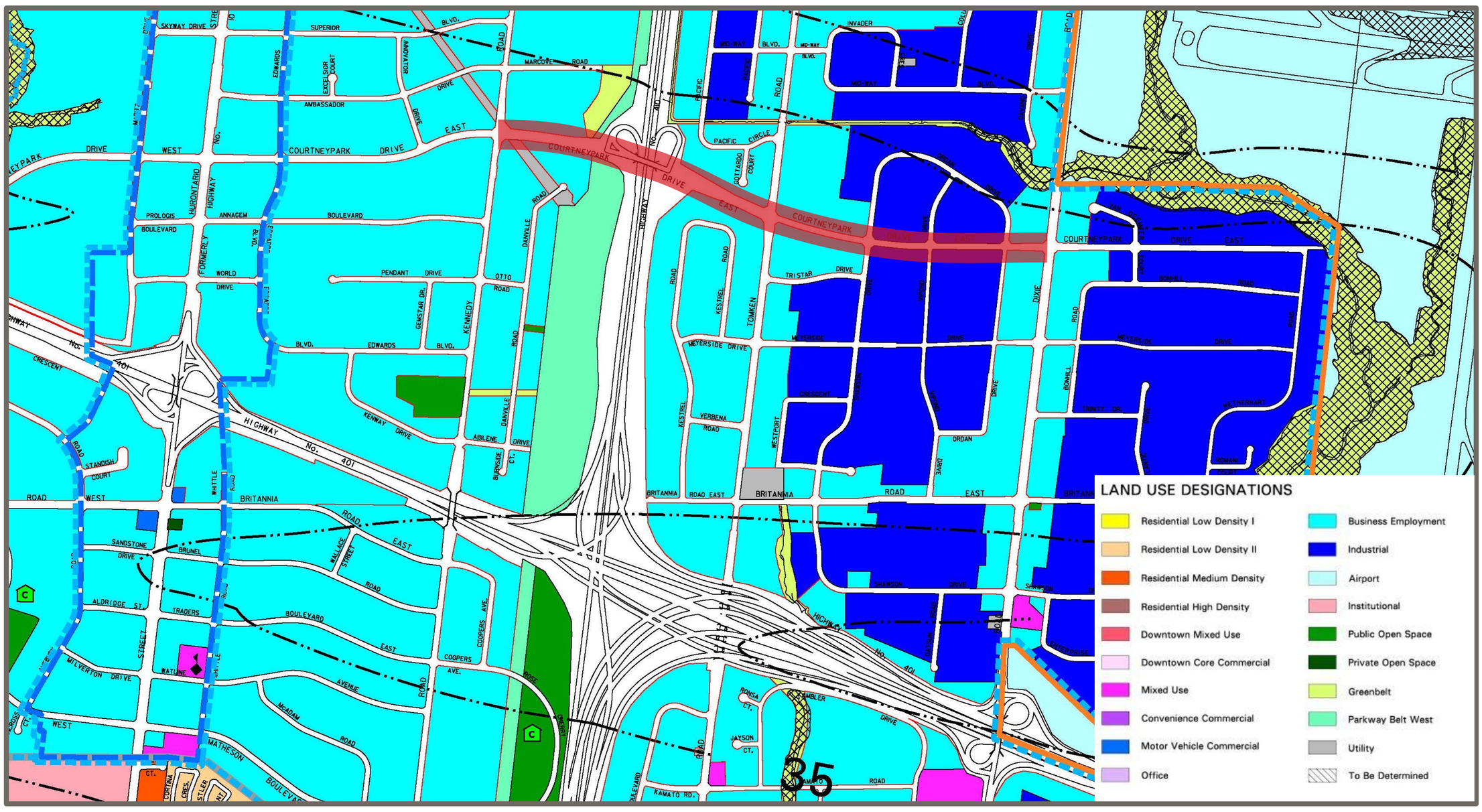
Mississauga Official Plan (OP)

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.

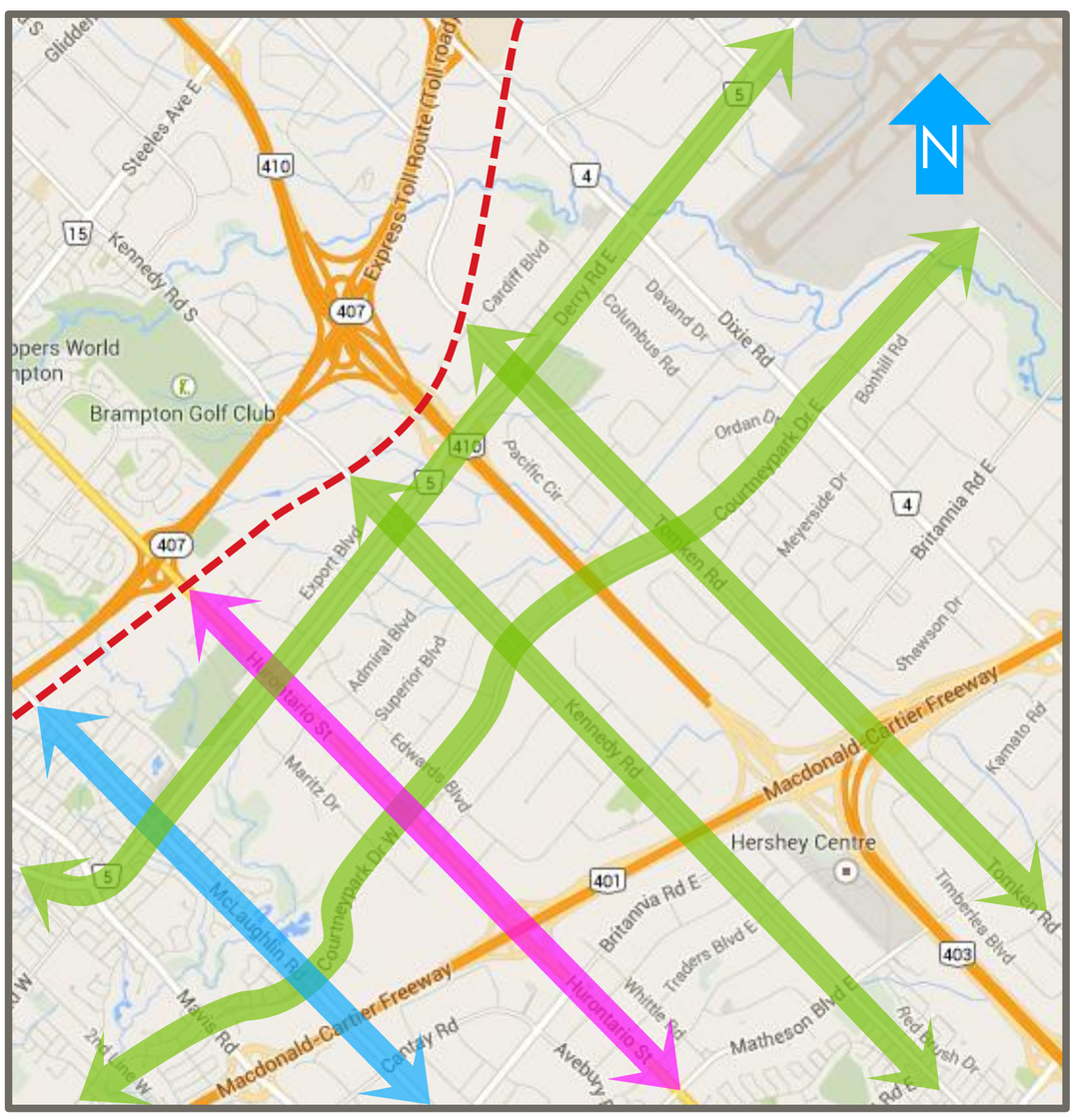
Study Background

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.

Study Background

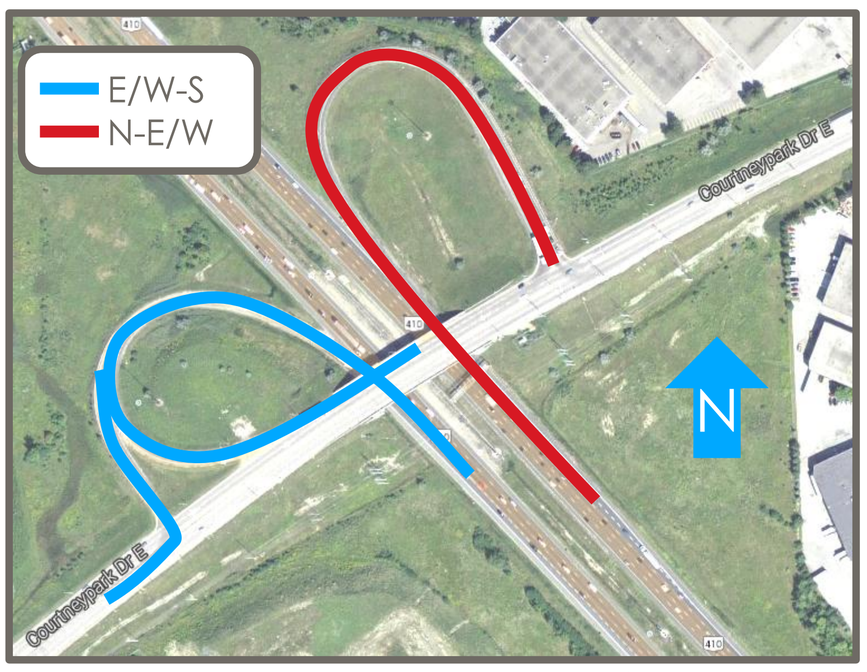
Ministry of Transportation (MTO) Highway 410 Improvements

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-ocucpancy 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



map via google.com

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

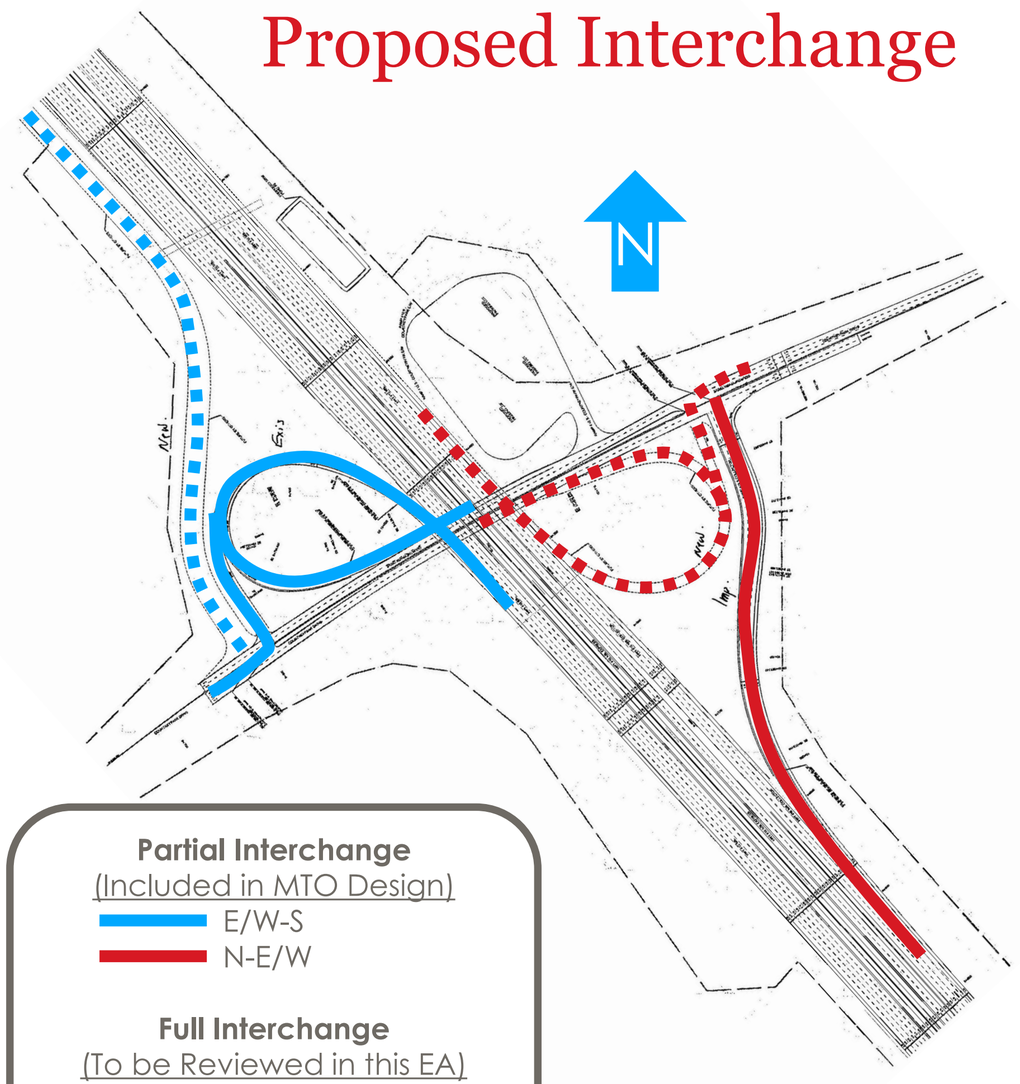
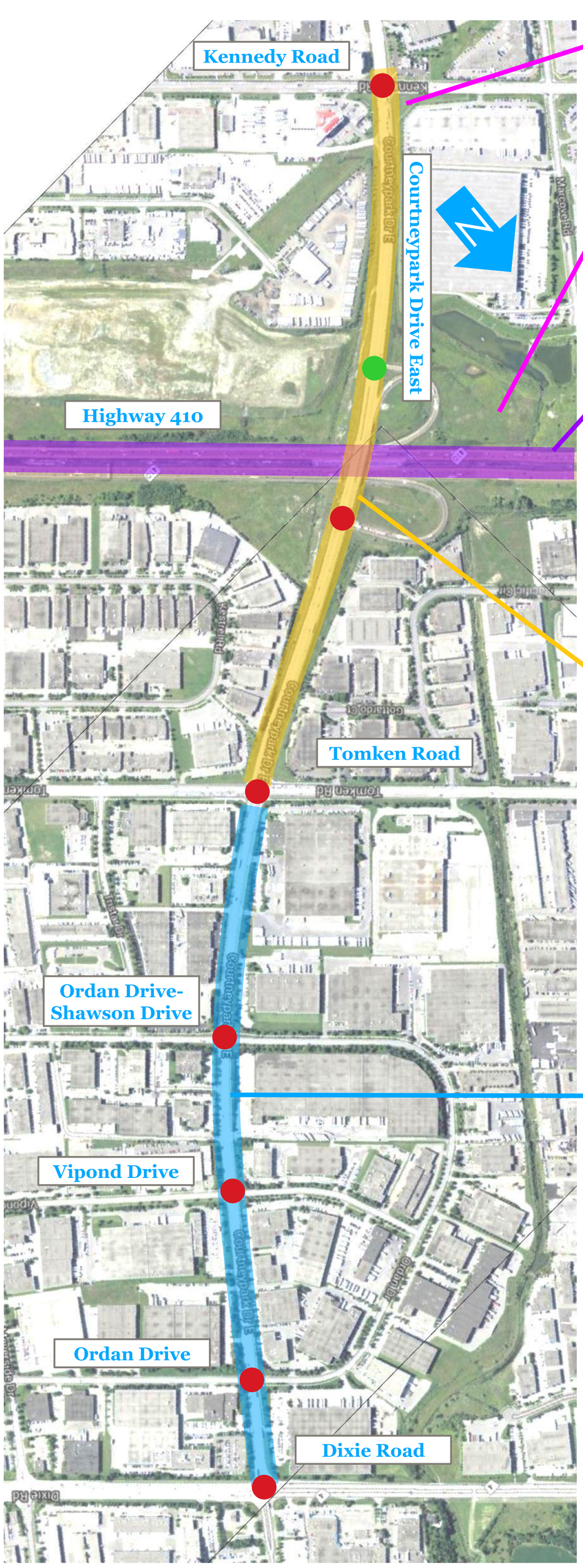


Image via URS

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.*

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.

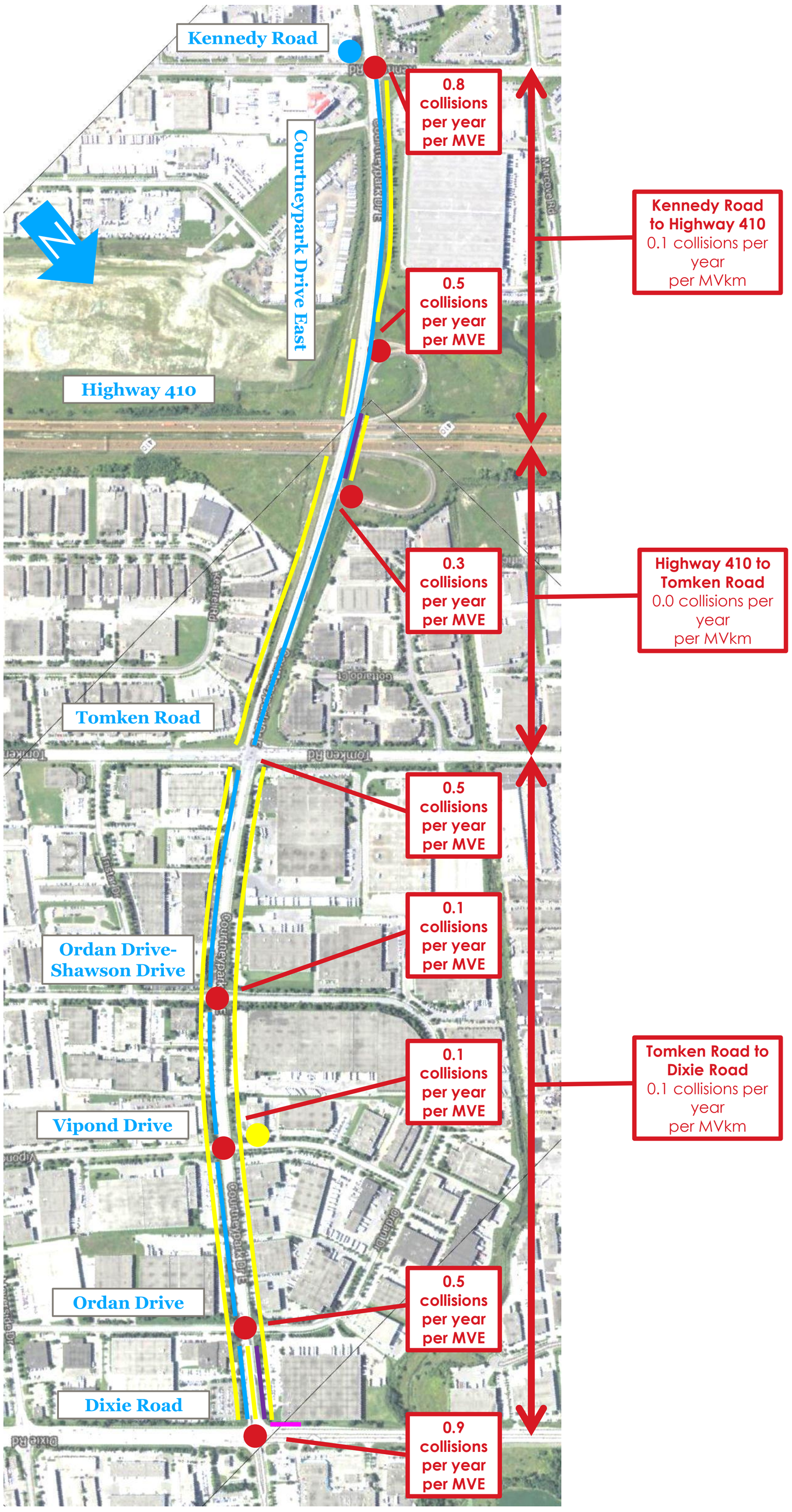
500 trees within the study area have been inventoried – approximately 82 are located on City of Mississauga property, 353 are privately-owned, and 65 are located on the property boundary (which are being evaluated for appropriate ownership). These trees are a variety of different species and a qualified 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.

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



map via google.com

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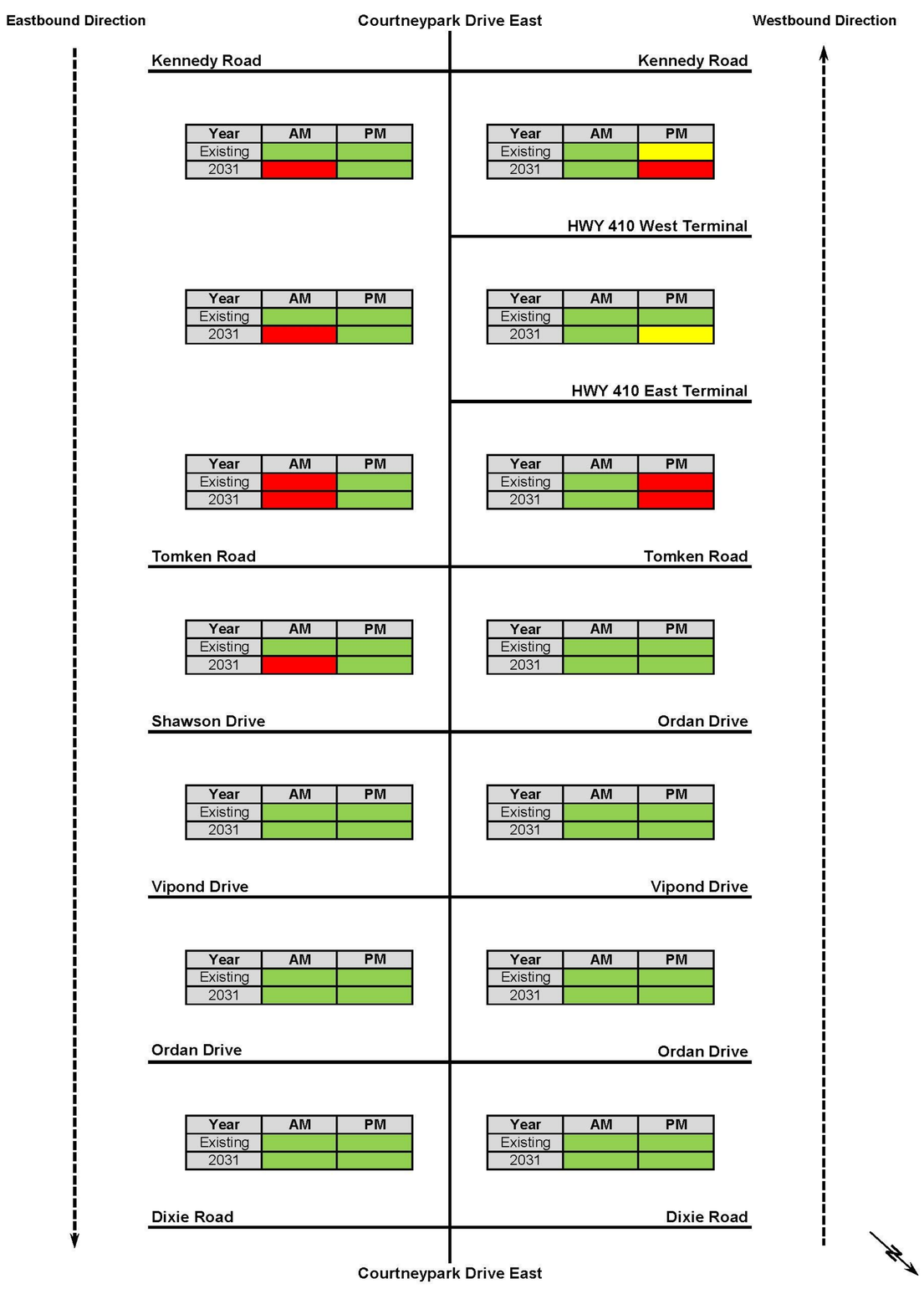
Needs Assessment

Existing / "Do Nothing" (2031)

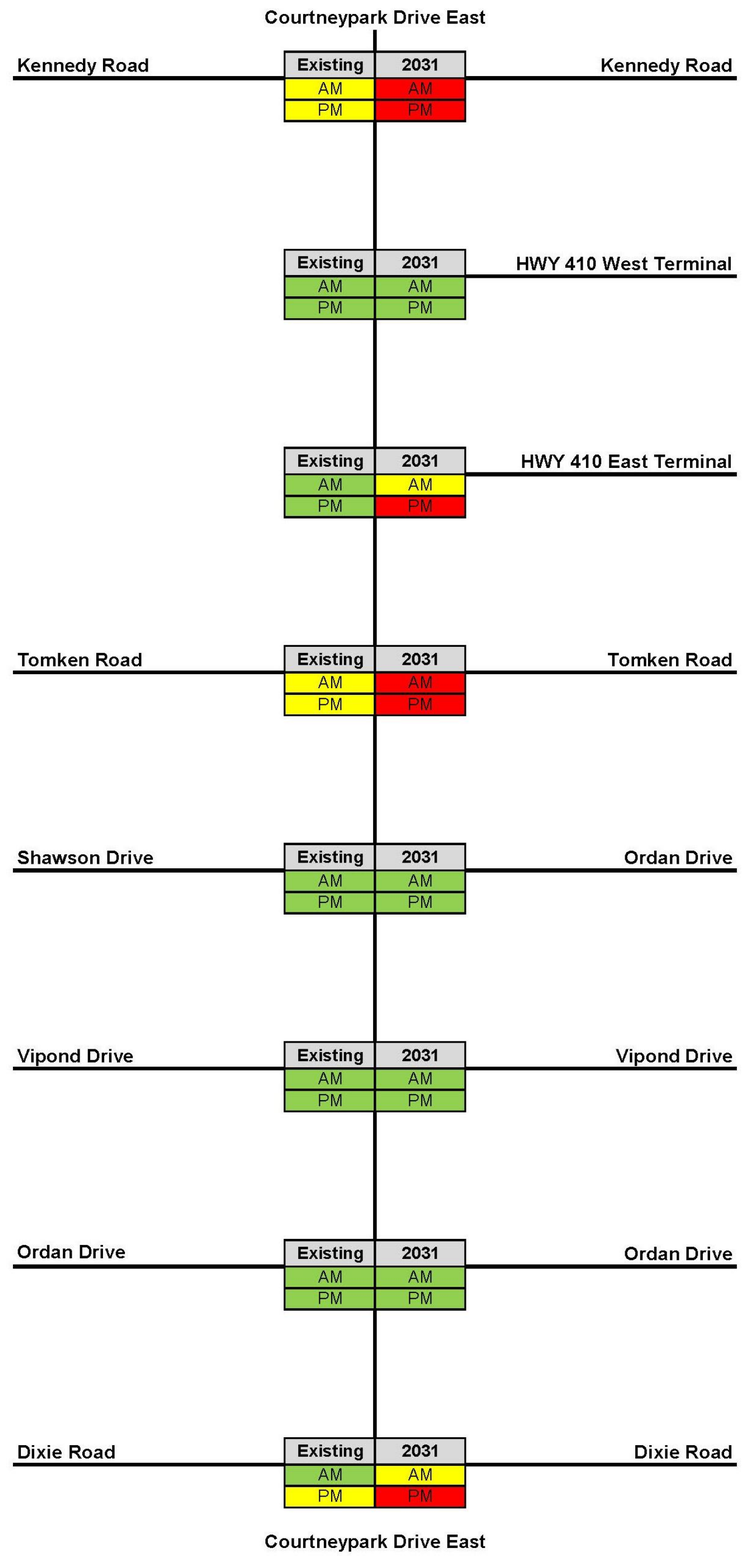
- There are existing capacity issues on Courtneypark Drive East, between Kennedy Road and Shawson Drive, as well as at the Kennedy Road, Tomken Road, and Dixie Road intersections.
- Without improvements to Courtneypark Drive East, congestion at these locations will continue to increase by 2031.

Mid-Block Capacity



Notes:
2031 Existing Courtneypark Drive East and Existing Partial Interchange
- No Widening along Courtneypark Drive East
- Existing lane configuration (two travel lanes in each direction)
- Using City of Mississauga's adjusted lane capacities for 2031

Intersection Conditions



Notes:
- Under existing conditions the existing signal timing plans were utilized
- Under future conditions the signal timing plans were optimized

Within and Below Capacity | Approaching or At Capacity | Exceeding Capacity

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 Courtneypark 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

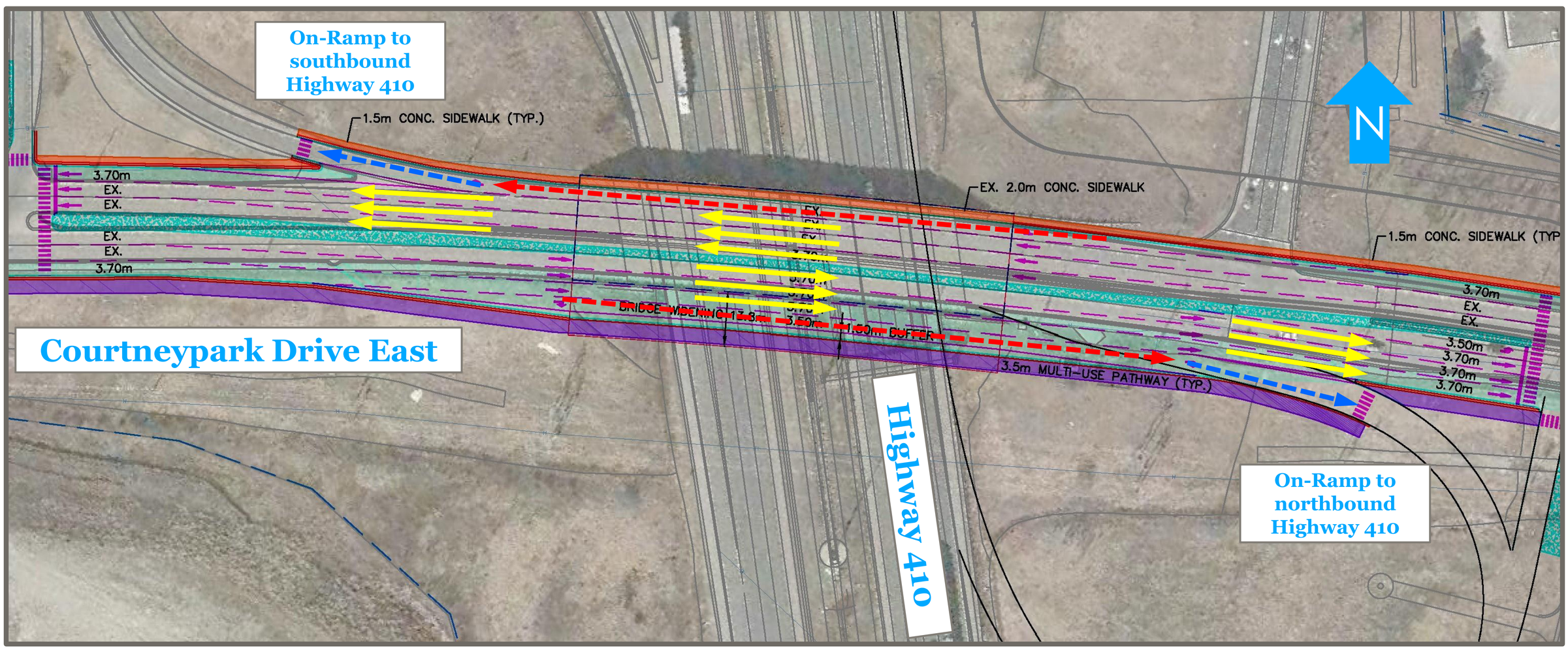
Kennedy Road to Dixie Road

Widen to 6 travel lanes

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

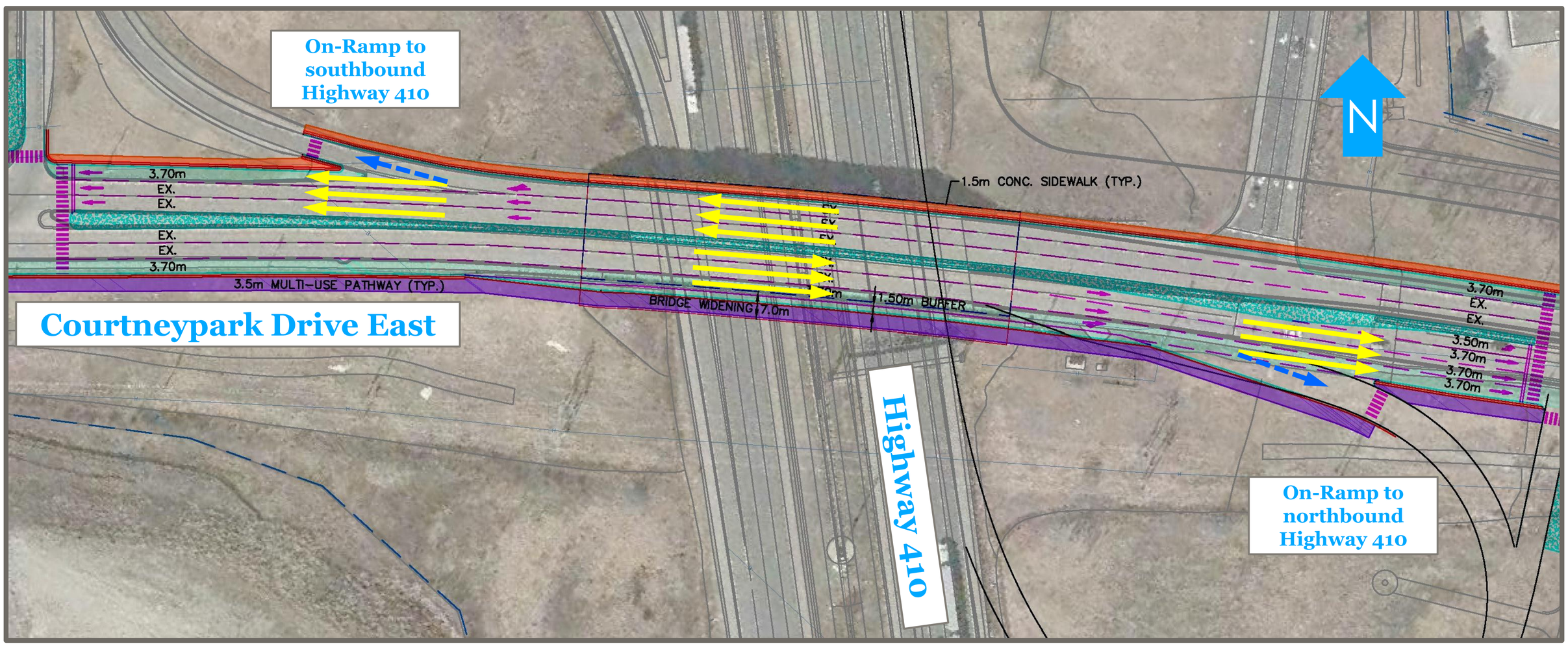
Disadvantages of Alternative 2A include:

- higher construction cost

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:

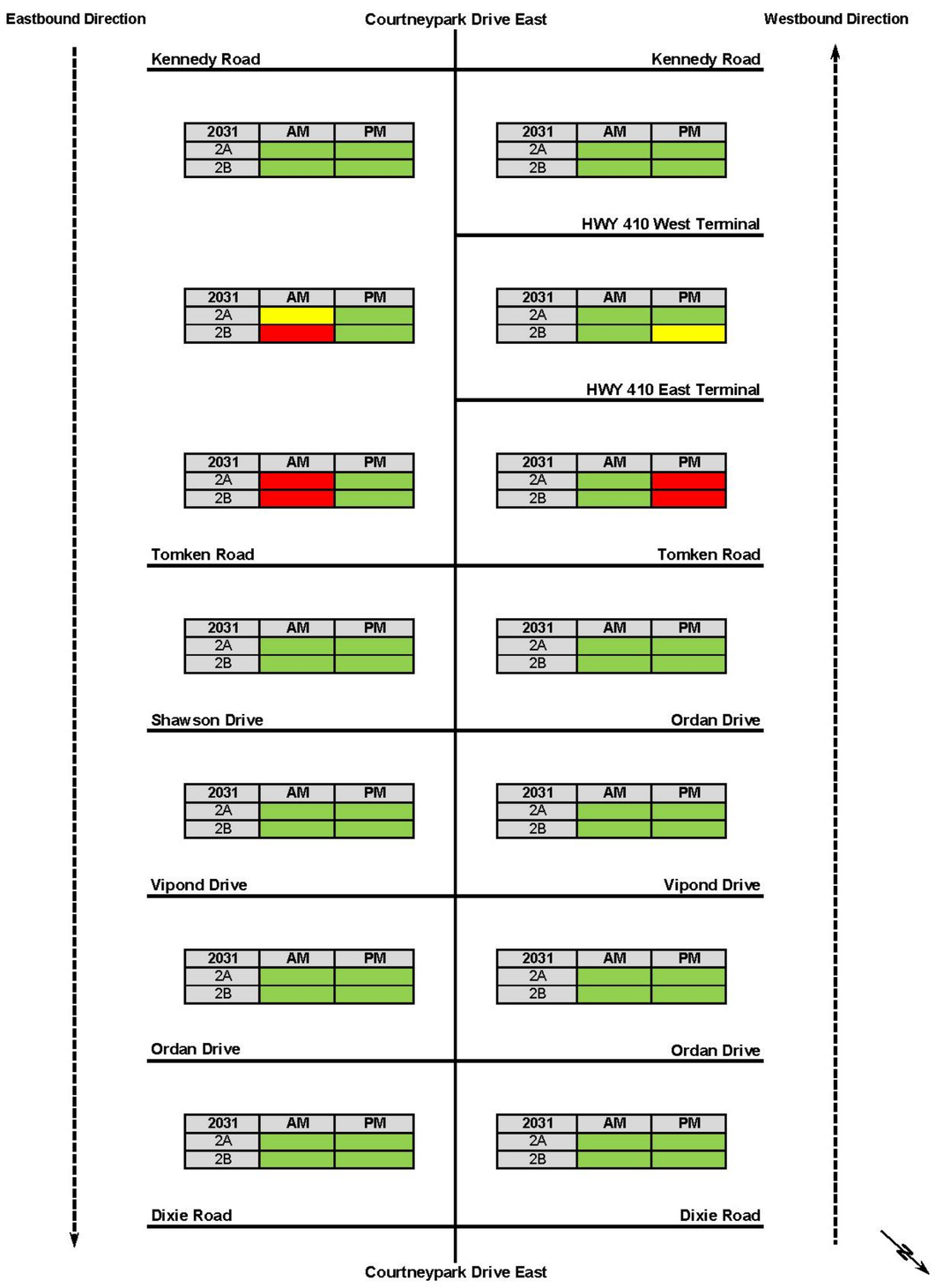
- ⇨ potential for queued traffic to block entrances to loop on-ramps at interchange

Alternative Design Concepts

Alternative 2A vs. Alternative 2B

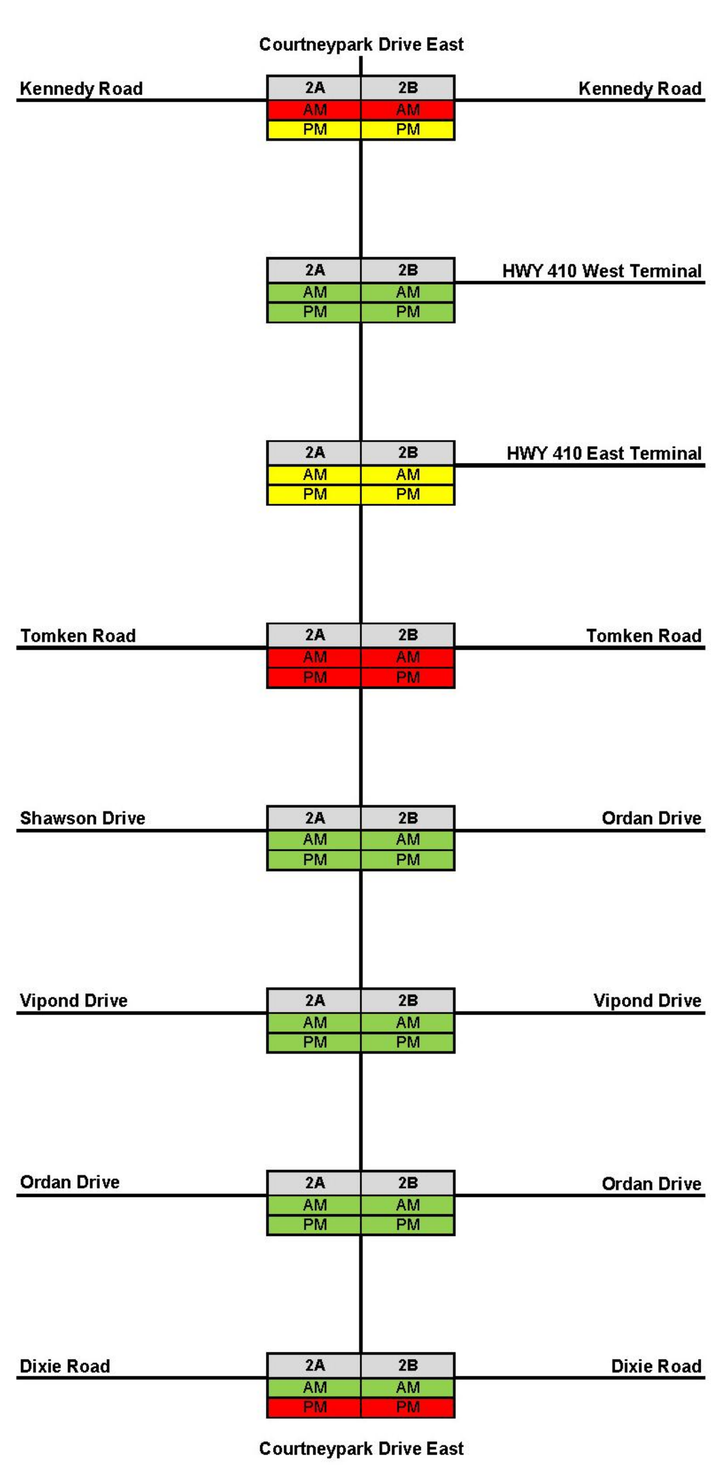
- Both Alternatives 2A and 2B improve traffic operations on Courtneypark Drive East in 2031 when compared to the Existing/"Do Nothing" scenario.
- Under either Alternative 2A or 2B, Courtneypark Drive East will experience some congestion between Kennedy Road and Tomken Road, as well as at the Dixie Road 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



Notes:
2031 Widened Courtneypark Drive East and Full Interchange
- Alternative 2A: 8 Lane Bridge; Alternative 2B: 6 Lane Bridge
- Widening along Courtneypark Drive (between Kennedy Road and Dixie Road)
- Future lane configuration (three travel lanes in each direction)
- Using City of Mississauga's adjusted lane capacities for 2031

Intersection Conditions



Notes:
- Under future conditions the signal timing plans were optimized
- Under future conditions the intersections were analyzed with the following improvements:
  - Provision of auxiliary right-turn lanes on all approaches at Kennedy Road/Courtneypark Drive East
  - Provision of auxiliary right-turn lane on the EB approach at Tomken Road/Courtneypark Drive East
  - Signal coordination optimized along Courtneypark Drive East
  - Full Interchange at Courtneypark Drive East
  - Highway 410 West Terminal/Courtneypark Drive East was analyzed as signalized

Within and Below Capacity | Approaching or At Capacity | Exceeding Capacity

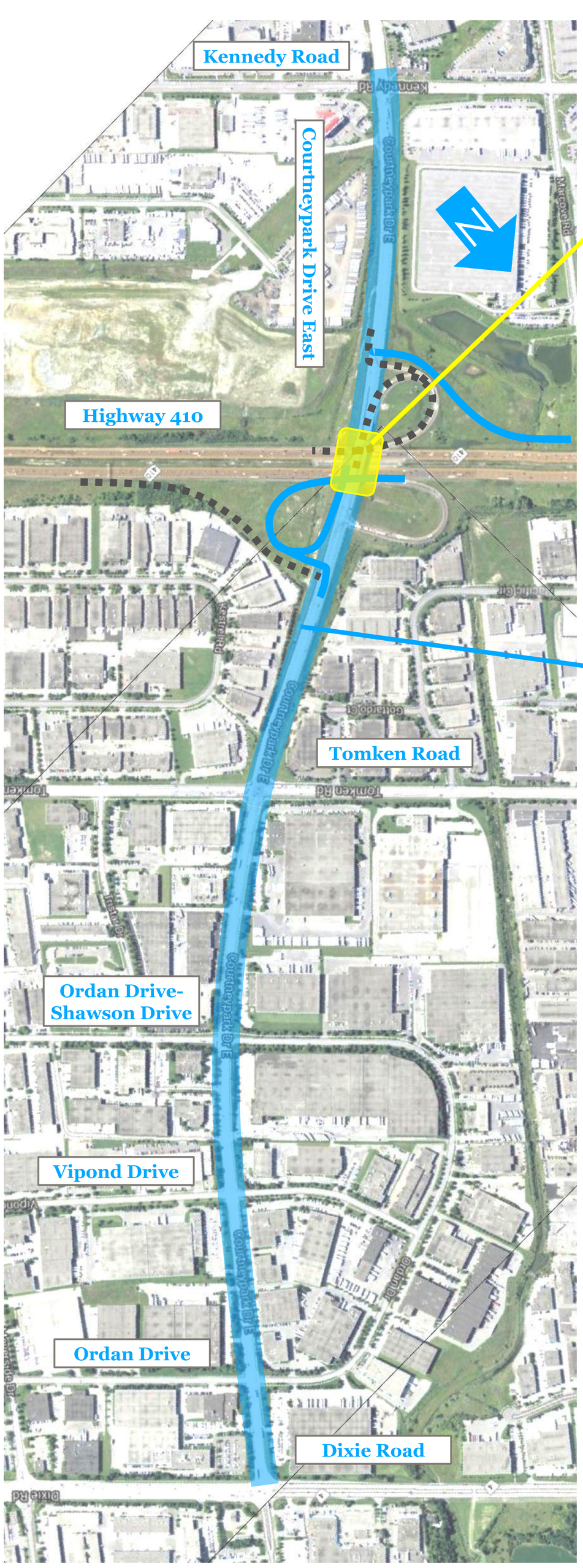
Evaluation Matrix

Factor	Criteria	Criteria Measure	Alternative 2A Widen Courtneypark Drive East *(between Kennedy Rd and Dixie Rd)* + Construct a Full Interchange at Highway 410 *(widen existing bridge to include 6 through lanes and 2 dedicated deceleration lanes for Highway 410 on-ramps)*	Alternative 2B Widen Courtneypark Drive East *(between Kennedy Rd and Dixie Rd)* + Construct a Full Interchange at Highway 410 *(widen 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 Tomken 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.
Natural Environment	**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 13.8m 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 7.0m 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**	**Yes**
Recommendation			**Recommended** **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 recommended** **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**

Preliminary Preferred Design Alternative



map via google.com

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 Orden 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.

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.

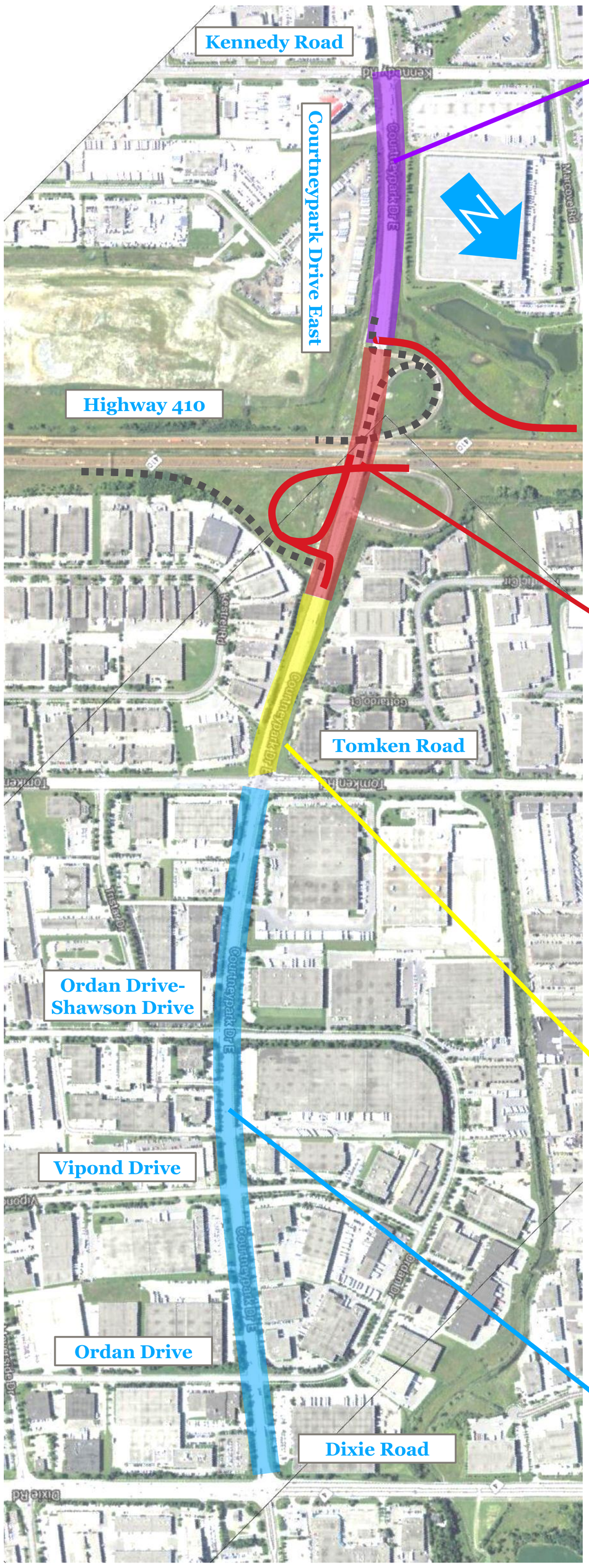
Utilities

- 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.

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;

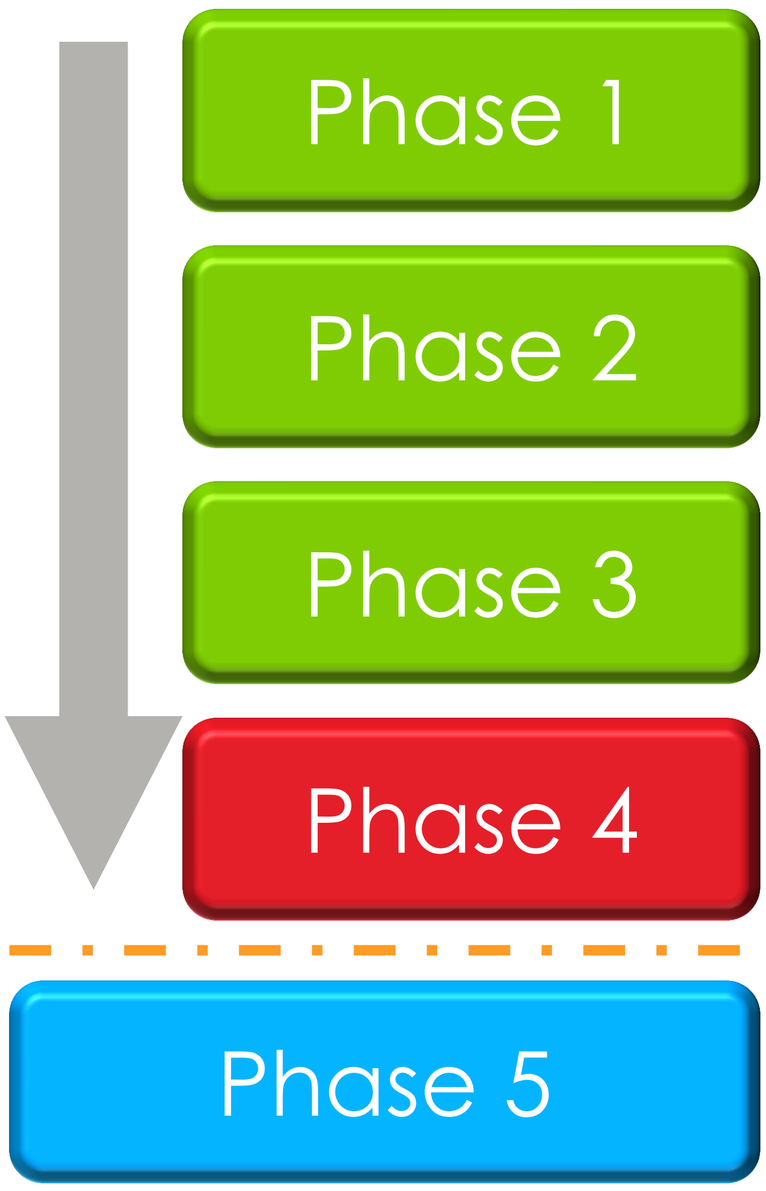
3.5m multi-use trail on south side; and

0.5m splash pad.

Tomken Road to Dixie Road

Maintain existing roadway

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:

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