Welcome

Public Information Centre #1

COURTNEY PARK DRIVE EAST
from Kennedy Road to Dixie Road
CLASS ENVIRONMENTAL ASSESSMENT STUDY
AND PRELIMINARY DESIGN

Thursday, June 26, 2014
Frank McKechnie Community Centre, Auditorium 1 & 2
2:30 PM to 5:00PM

PLEASE SIGN IN
to stay updated on this study

Stantec
Region of Peel
MISSISSAUGA
What is a Public Information Centre?

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

- To provide an opportunity for the public to meet with Project Team members to discuss project issues;
- To provide an overview of the Class EA Study process;
- To provide background information and a summary of the Study findings to date;
- To present needs and justifications;
- To present the Alternative Solutions, systematic evaluation of the Alternatives, and the Preliminary Preferred Solution;
- To obtain public comments; and
- To identify the next steps in the process.
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*

- **Phase 3**
  - Alternative Designs
  - *Fall 2014 (Tentative)*

- **Phase 4**
  - Environmental Study Report
  - *Fall 2014 (Tentative)*

- **Phase 5**
  - Implementation
Why are we here?

The City of Mississauga has 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 goods movement;
- Improving pedestrian and bicycle facilities;
- Improving transit services; and
- Improving and protecting streetscaping/landscaping.
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.
Mississauga’s population and employment growth prospects are expected to remain strong through the year 2031.

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>730,000</td>
<td>453,000</td>
</tr>
<tr>
<td>2011</td>
<td>738,000</td>
<td>455,000</td>
</tr>
<tr>
<td>2021</td>
<td>768,000</td>
<td>500,000</td>
</tr>
<tr>
<td>2031</td>
<td>805,000</td>
<td>510,000</td>
</tr>
</tbody>
</table>

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.

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*.

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-occupancy vehicle lane in each direction. This would also include rehabilitation of existing Highway 410 lanes, shoulders, and ramps, as well as improvements to several interchanges.

These improvements were studied in the Highway 410 Improvements Class EA. As a result of this previous study, MTO received approval to construct a Full Interchange at Courtneypark Drive East. However, MTO has chosen to reconfigure the existing Partial Interchange, pending further discussions regarding funding with the City of Mississauga.

Existing Partial Interchange

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

Proposed Interchange

As part of this study, the City of Mississauga 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.
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).

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.
Existing Conditions

Natural Environment

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

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

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

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

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

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

Potential Safety Improvements

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

High population and employment growth expected through 2031
Traffic analysis indicates that the current 4-lane Courtneypark Drive will experience increased delays; additional travel lanes and intersection capacity will be required.

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

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

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

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

**Preliminary Preferred Alternative Solutions**

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

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

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

**Socio-Economic Environment**
- Property Access;
- Property Acquisition Requirements;
- Impacts to Emergency Response Times; and
- Streetscaping and Aesthetics.

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

**Cultural Environment**
- Archaeological; and
- Built Heritage / Cultural Landscape.

**Natural Environment**
- Impacts to Existing Vegetation; and
- Terrestrial Resources.

**Cost**
- Capital Costs; and
- Operation & Maintenance Costs.
## Evaluation Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Criteria Measure</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
<th>Alternative 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Access</td>
<td>Ability to maintain and encourage opportunity for improved access to adjacent industrial and commercial properties.</td>
<td>Least Preferred (1)</td>
<td>Least Preferred (1)</td>
<td>Least Preferred (1)</td>
<td>Least Preferred (1)</td>
<td>Preferred (5)</td>
</tr>
<tr>
<td>Property Required</td>
<td>Amount of additional property that must be acquired to improve access to adjacent properties.</td>
<td>Preferred (5)</td>
<td>Preferred (5)</td>
<td>Preferred (5)</td>
<td>Preferred (5)</td>
<td>Preferred (5)</td>
</tr>
<tr>
<td>Emergency Response</td>
<td>Access to emergency facilities.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Streetscaping</td>
<td>Impact to existing street paving, sidewalks, and landscaping.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Archaeological</td>
<td>Potential for disruption or archaeological resources.</td>
<td>No impact on archaeological resources.</td>
<td>No impact on archaeological resources.</td>
<td>Potential for impact on archaeological resources.</td>
<td>Potential for impact on archaeological resources.</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Cultural Environment</td>
<td>Potential for disruption to historic and cultural landscape features.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Contain Capacity &amp; level of Service</td>
<td>Improve traffic capacity and level of service.</td>
<td>Adams Impact on Courtyard Drive East due to increasing traffic volume on Courtyard Drive East from changes in the area.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Parking</td>
<td>Meet the grade objectives of the City of Mississauga’s 2010 Parking Study (MPARK).</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Planning Objectives</td>
<td>Meet the grade objectives of the OCP and the City of Mississauga’s 2010 Parking Study (MPARK).</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Overall Safety</td>
<td>Improve road safety within the study area.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Pedestrian/Cycling Accommodation</td>
<td>Improve access to existing and/or better-designed intercepts to the existing transportation system.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Transit Services</td>
<td>Improve access to existing and/or better-designed intercepts to the existing transportation system.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Impacts to existing vegetation</td>
<td>No impacts to existing vegetation.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Water Resources</td>
<td>No impacts to water resources.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Capital Costs</td>
<td>Cost of Construction.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Maintenance &amp; Operation Costs</td>
<td>Cost to maintain and operate the infrastructure and system.</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
<td>Partially Preferred (3)</td>
</tr>
<tr>
<td>Total Score</td>
<td>28</td>
<td>34</td>
<td>19</td>
<td>35</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>Ability to Address Problem/Opportunity Statement</td>
<td>No</td>
<td>Partially</td>
<td>No</td>
<td>Partially</td>
<td>Preferred</td>
<td></td>
</tr>
<tr>
<td>Recommendation</td>
<td>Not carried forward, as it does not address the problem/opportunity statement.</td>
<td>Not carried forward, as it does not address the problem/opportunity statement.</td>
<td>Not carried forward, as it does not address the problem/opportunity statement.</td>
<td>Addressing Problem/Opportunity Statement.</td>
<td>Addressing Problem/Opportunity Statement. Recommended.</td>
<td></td>
</tr>
</tbody>
</table>

COURTFEYPARK DRIVE EAST Public Information Centre #1
Without improvements, Courtneypark Drive East will experience congestion between Kennedy Road and Shawson Drive, and at the Kennedy Road, Highway 401 East Ramp Terminal, Tomken Road, and Dixie Road intersections.

After widening to 6 lanes from Kennedy Road to Dixie Road, congestion is improved at most of these locations.

“Do Nothing” v. Widened Mid-Block Capacity

“Do Nothing” v. Widened Intersection Conditions
Alternative 5

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

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

“Do Nothing” v. Widened + Full Interchange

Mid-Block Capacity

“Do Nothing” v. Widened + Full Interchange

Intersection Conditions

within and below capacity
approaching or at capacity
exceeding capacity

COURTNEYPARK DRIVE EAST Public Information Centre #1
Preliminary Preferred Solutions

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

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

 ✓ Reduce delay by 21% during the AM peak period and 24% during the PM peak period, or almost 137,500 person-hours per year, on Derry Road East specifically;

 ✓ Reduce delay by 3% during the AM peak period and 7% during the PM peak period, or almost 20,000 person-hours per year, on both Courtneypark Drive East and Derry Road East; and,

 ✓ Allow over 400 trucks per day to travel through the Study Area more efficiently (i.e. take a more-direct route or make fewer turns).

The selected Preliminary Preferred Solution is:

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

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

Note: This solution may be constructed in stages depending on available funding and area traffic volume forecasts.
What’s Next?

The next phase of this study is Phase 3:

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

Thank you for attending Public Information Centre No.1

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

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

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

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

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