

City of Mississauga

Municipal Class EA Study for Creditview Road from Bancroft Drive to Old Creditview Road Community Information Sharing Session #2 Summary Report

Prepared by:

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1. Introduction

In conformance with the Municipal Class Environmental Assessment (EA) process, a Community Information Sharing Session (CISS) was held to receive input, comments and concerns on the study. A Public Information Centre (PIC) was previously held in February 2014. The purpose of the CISS was to update members of the public on the study progress and to present and discuss elements of the Preliminary Preferred Alternative and Long-term Solution. 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 Community Information Sharing Session

The Notice of CISS (Notice) was published in the Mississauga News on May 28 and 29 and June 4 and 5, 2015. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned CISS. The Notice of CISS was also posted on the City of Mississauga website (<u>http://www.mississauga.ca/portal/residents/creditviewroadenvironmentalassessmentstudy</u>) which is accessible to all external stakeholders and members of the public.

In addition, the Notice was mailed to residences situated within 300 m of the study area and mailed or emailed to those included on the project contact list, which has been maintained throughout the duration of the study. The contact list also includes the following:

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

A copy of the Notice of CISS #2 is provided in **Appendix A** of this report.

3. Community Information Sharing Session

A formal presentation was offered by members of the project team, followed by a workshop activity, question and answer session and open house/informal discussion. The CISS provided an opportunity for members of the public to view the display material and ask questions and/or provide comments to members of the project team. Attendees were also encouraged to provide written comments. The session was held as follows:

Date:	Saturday, June 20, 2015
Time:	9:00 am to 11:30 am
Location:	Vic Johnston Community Centre, 'Hazel McCallion Hall'
	335 Church Street, Streetsville, ON L5M 1N1

Thirty-one (31) attendees signed in to the CISS (a copy of the attendance register is available in **Appendix B**). A number of representatives from the project team were present to respond to questions and concerns, including the following:

- Jessica Lee, Co-Project Manager, City of Mississauga
- Dana Glofcheskie, Co-Project Manager, City of Mississauga
- Leslie Green, Manager, Transportation Projects, City of Mississauga
- Steve Barrett, Manager, Transportation Asset Management, City of Mississauga

- Ben Gomberg Active Transportation Manager, City of Mississauga
- Giancarlo Tedesco Traffic Planning Technologist,, City of Mississauga
- Matthew Shilton, Planner, Park Planning, City of Mississauga
- Glenn Pothier, President, GLPi
- Tammy Dow, Project Manager, AECOM
- Pranav Dave, Transportation Planning, AECOM
- Alan Oldfield, Senior Acoustic Engineer, AECOM
- Mirjana Osojnicki, Environmental Planning and Consultation Lead, AECOM
- Diana Addley, Environmental Planning, AECOM

In addition, Mississauga Councillor George Carlson (Ward 11) attended the workshop.

The materials presented at the CISS, including comment forms, were made available on-line on the City of Mississauga website (http://www.mississauga.ca/portal/residents/creditviewroadenvironmentalassessmentstudy).

4. Information Presented

4.1 Presentation

Opening remarks were provided by Councillor Carlson. Subsequently, a half hour formal presentation was provided by Leslie Green, which included a summary of the background on the project, the Municipal Class EA process, the feedback received from the public since initiation of the study, the Preliminary Preferred and Long-term solutions, potential impacts and mitigation measures, preliminary concepts for the Preliminary Preferred and Long-term solutions, the next steps in the study process and the agenda for the remainder of the CISS. A copy of the presentation is included in **Appendix C** of this report.

4.2 Workshop Activity

Attendees were asked to participate in a workshop activity to review the preliminary design drawings for the Preliminary Preferred Alternative and Long-term Solution and provide their input in an interactive setting. As part of the workshop, attendees were asked to be seated at one of four tables facilitated by 2 project team members. A copy of the preliminary design concept drawings for the Preliminary Preferred Alternative and the Long-term Solution were provided at each of the tables. Workshop facilitators subsequently reviewed the concept drawings with attendees and proceeded through the comment sheet, encouraging attendees to provide their thoughts on each of the topics indicated in the comment sheet. The comment sheet posed the following questions in relation to the Preliminary Preferred Alternative and the Long-term Solution:

Advantages:

- What do you like about this Preliminary Preferred Alternative? Long Term Solution?
- What are its strengths?
- Why might it be desirable to the community? Long Term Solution?
- What are the potential benefits?

Impediments:

- What are the weaknesses or disadvantages with this Preliminary Preferred Alternative?
- Why might it not be good for the community?
- Are there any flaws with this alternative?

Maybes:

- What, if any, are the uncertainties with this Preliminary Preferred Alternative? Long Term Solution?
- Are there any unknowns or outstanding questions that the project team needs to address?

Mitigation:

- How can your concerns or the identified impediments be addressed?
- How can the perceived disadvantages or weaknesses be mitigated, reduced or eliminated?
- What other advice do you have for refining or strengthening this Preliminary Preferred Alternative? Long Term Solution?

In addition, the comment sheet provided an opportunity for respondents to offer any other comments related to the project.

A summary of the comments received and associated responses, including the comments received from individuals at/following the CISS, are included in Tables G-1 to G-3, provided in **Appendix G** of this report.

4.3 Question and Answer Session

Following the workshop activity, a formal question and answer session was offered to provide attendees an opportunity to ask questions and/or make comments to members of the project team in a public forum. At the time of the question and answer session, respondents generally noted their concerns with the expected change to the area aesthetics, including the implementation of noise walls. In addition, some respondents questioned the overall need for the project. However, it was also noted that the proposed roundabouts were an excellent solution to observed vehicle speeding on Creditview Road.

A summary of the comments/question posed and associated responses is provided in **Appendix D** of this report.

4.4 Open House

Display panels were organized in a manner which effectively presented information on the project, as outlined below:

- Welcome
- Agenda/Study Area
- Study Purpose and Background
- Our Creditview Road
- Preferred Alternative (description and preliminary design drawing)
- Impacts and Mitigation (Preferred Alternative)
- Long-term Solution (description and preliminary design drawing)
- Roundabouts
- Streetscape Vision
- Preliminary Tree Protection and Planting Plan
- Conception Design
- Study Area Context
- Needs and Opportunities
- Problem/Opportunity Statement
- Summary of Comments Received at PIC #1
- Evaluation Criteria
- Design Alternatives
- Evaluation of Alternatives
- Next Steps

• Remain Involved in the Project

A copy of the display panels is provided in **Appendix E** of this report. A copy of the information presented as part of PIC #1 was also available as part of the CISS.

5. Comments from the Public

In addition to the comment sheet, a Priority Rating Exercise was available to CISS attendees, as described below. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. The public was requested to submit comments by July 13, 2015. In total, sixteen (16) Priority Rating Exercise sheets and nine (9) Comment Sheets were received at/following the CISS.

It is understood that representatives from an organized group also attended the CISS and are inferred to have distributed pamphlets entitled, *"Preserve Our Neighbourhood, Creditview Awareness"* to some individuals at the CISS.

5.1 Priority Rating Exercise

As part of the Priority Rating Exercise, respondents were asked their perspective and identify the level of importance they would give selected factors when implementing the Preferred Alternative. Respondents were directed to rank their priorities on a scale from 1 to 5, where '1' indicated the lowest importance and '5' indicated the most important. Sixteen (16) Priority Rating Exercise sheets were received at/following the CISS. **Table 5-1** provides a tally of the responses received as part of the exercise. A copy of the Priority Rating Exercise forms is available in **Appendix F**.

Table 5-1:	Priority Rating Exercise Response Summary
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Drianita	Rating (number of respondents per)						
Priority	1	2	3	4	5		
Improving traffic flow along Creditview Road	6	1	3	3	3		
Meeting walking and cycling needs	1	1	2	2	9		
Improving safety for pedestrians, cyclists and vehicles	-	-	3	1	12		
Enhancing aesthetics/streetscaping	-	1	5	3	7		
Minimizing property impacts	1	-	-	3	12		

In summary, many respondents rated 'Improving traffic flow along Creditview Road' as the least important priority; however majority indicated that improving traffic flow was important (3 or 4) to most important (5). In addition, the majority of respondents indicated that meeting walking and cycling needs, improving safety, enhancing aesthetics and minimizing property impacts were the most important priorities when considering implementation of the Preliminary Preferred Alternative.

Respondents were also invited to list and rank any other key priority as part of the exercise, a summary of which consisted of the following:

- Connecting the areas in front and behind the Highway 401 bridge for cyclists
- Slowing traffic
- Noise and pollution
- Maintaining the 'community'
- Maintaining a 2 lane corridor

It should be noted that each of the 'other' priorities were rated has the most important priority (i.e., 5) by the respective respondent.

5.2 Comment Sheets

As noted in Section 4.2, a Comment Sheet was available at the CISS to offer an opportunity for respondents to provide their feedback on the preliminary design concepts and/or the project. Four (4) sets of comment sheets were populated as part of the workshop activity and represented the collective input from participants at each of the tables. In general, workshop participants recognized the advantages of implementing roundabouts as part of the Preliminary Preferred Alternative while maintaining 2 lanes from Bancroft Drive to Argentia Road. The majority of respondents disagreed with the long-term solution and questioned the need for a widened facility in the future. The project team indicated that the preliminary preferred alternative is expected to support traffic operations to year 2031 and potentially beyond. The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the Long-term Solution.

Nine (9) comment sheets were received from individual members of the public at/following the CISS. A summary of the comments received and associated responses, including the comments received at the time of the workshop, are included in Tables G-1 to G-3 provided in **Appendix G** of this report.

6. Next Steps

Following the CISS, the Project Team will:

- Review and consider all comments and suggestions received;
- Prepare the Environmental Study Report and issue the Notice of Study Completion (30-day public review process); and
- Upon approval of the Environmental Study Report, proceed to Detail Design.



Appendix A

Notice of Community Information Session



CITY OF MISSISSAUGA NOTICE OF COMMUNITY INFORMATION SHARING SESSION 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 Credit River bridge structure is not part of this study (the Class EA for the bridge was separate and approved in 2013).

Within the study area, Creditview Road is a Major Collector road with a posted speed limit of 60 km/hr. 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 City cultural heritage landscape. The study also considers the future Active Transportation corridor, including a 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 OPPORTUNITY:

Public consultation is a vital component of the Class EA process. Public Information Centre (PIC) #1 was held on February 10, 2014. The next consultation opportunity is a **Community Information Sharing Session** to be held on **Saturday June 20, 2015, 9:00 am** to **11:30 am**, with registration at **8:30 am** at **Vic Johnston Community Centre**, **Hazel McCallion Hall**, **335 Church Street**, **Streetsville**, **ON L5M 1N1**. In order to best prepare for the upcoming session, for those interested in attending, please kindly notify the project team via the contact information below **by Friday June 12, 2015**.

The purpose of this event is to update members of the public on the study progress and to present and discuss elements of the preliminary preferred interim and ultimate alternatives.

Following this event, the preliminary preferred alternatives will be reviewed taking into consideration the comments received, and the design will be confirmed or modified.

If you would like to provide any comments, require additional information, or be placed on the project mailing list to be notified of project developments, 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: creditview.projectteam@aecom.com Tammy Dow, M.Sc.Eng, P.Eng., CVS Consultant Project Manager AECOM 290-50 Sportsworld Crossing Road Kitchener, ON N2P 0A4 Tel: 519-650-8656 Fax: 519-650-3424 Email: <u>creditview.projectteam@aecom.com</u> Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM 5080 Commerce Boulevard Mississauga, ON L4W 4P2 Tel: 905-712-6987 Fax: 905-501-0181 Email: creditview.projectteam@aecom.com



Appendix B

Attendance Register



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

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AECOM

Community Information Sharing Session Saturday, June 20, 2015 9:00 am - 11:30 am Vic Johnston Community Centre – Hazel McCallion Hall 335 Church Street; Streetsville, ON L5M 1N1

ATTENDANCE REGISTER



3							0		
203	Telephone No. / E-Mail Address								Page 9
for Creditview Road	Mailing Address / Postal Code					7			
Municipal Class Environmental Assessment Study for Creditview Road from Bancroft Drive to Old Creditview Road ATTENDANCE REGISTER – JUNE 20, 2015	Name (PLEASE PRINT)								

Municipal Class Environmental Assessment Study for Creditview Road from Bancroft Drive to Old Creditview Road ATTENDANCE REGISTER – JUNE 20, 2015	for Creditview Road	30f. 3
Name (PLEASE PRINT)	Mailing Address / Postal Code	Telephone No. / E-Mail Address
10		

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Appendix C

Presentation Material



Creditview Road Class Environmental Assessment

WELCOME

Community Information Sharing Session

Saturday June 20, 2015 9:00 am to 11:30 am





Creditview Road Class Environmental Assessment





Municipal Class EA Process





Study Area Context

Investigate the need for additional north-south road capacity, intersection and safety improvements for Creditview Road, taking into consideration:

- Classified as a Major Collector within the Official Plan;
- Identified as a scenic route from Britannia Road to north of Highway 401 in the City's Cultural Heritage Inventory;
- Bridge improvement opportunities over Highway 401;
- Preservation, restoration and enhancement of the existing natural heritage features;
- Adjacent land uses;
- Considerations of existing and future travel demands;
- Future plans for an active transportation corridor, including a multi-use trail with connections to other facilities in the adjacent neighbourhoods;
- Streetscaping and landscaping improvement opportunities; and
- Local community interests.

A separate Class EA study was completed by the City in 2013 for the Creditview Road Bridge over the Credit River. The construction for the bridge is expected to occur in 2016.





What We Have Heard

Comments and concerns received from the community:

- Pedestrian and cyclist safety.
- Vehicular speeding.
- Preservation of wildlife habitat.
- Loss of vegetation and Natural Areas in the vicinity of the Credit River.
- Impact to existing trees along the roadway.
- Aesthetics of the proposed plan.
- Potential property impacts associated with the roadway widening.
- Potential for increase in noise impacts due to the improvements.
- Preservation of unique cultural heritage features.



Creditview Road Class Environmental Assessment



Our Creditview Road

- Following a context sensitive design approach;
- Implementing roundabouts as a unique solution to addressing existing and future traffic demands;
- Maintaining Creditview Road as 2 lanes between Bancroft Drive and Argentia Road;
- Providing opportunities to enhance landscaping and community features;
- Minimizing property impacts; and,
- Providing facilities for pedestrians and cyclists.





PROPOSED SINGLE LANE ROUNDABOUT VIEW NORTH ON CREDITVIEW ROAD AT KENNINGHALL BLVD





Preferred Alternative to Year 2031

To address the future needs of the corridor, an evaluation of five alternatives was undertaken and the preliminary preferred alternative was selected.



Key elements include:

- Maintaining 2 lanes from Bancroft Drive to Argentia Road;
- Widening to 4 lanes from Argentia Road to Old Creditview Road;
- Maintaining Bancroft Drive and Old Creditview Road as signalized intersections;
- Proposing roundabouts at Kenninghall Boulevard, Falconer Drive and Argentia Road (2-lane);and
- Implementing a continuous multi-use trail (west side) and sidewalk (east side).





Impacts and Mitigation Preferred Alternative

Trees

- Expected to remove +/- 250 trees and potentially impact +/- 60 trees , many of which are in poor to fair condition.
- A Tree Protection Zone will be established prior to construction to protect the remaining trees.
- Trees that are removed will be replaced at a 2:1 ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas.

Air Quality

• The improvements to Creditview Road will reduce traffic congestion (e.g. delays, idling).

Speed and Safety

Incorporate roundabout design to manage speeds and facilitate safe pedestrian crossing.

Noise

- Based on findings of the traffic noise assessment, similar to today, noise levels are mostly above 60 dBA, which is the threshold for noise barrier installation under the City's Noise Attenuation Barrier on Major Roadways Policy.
- New noise barriers will be installed where none currently exist.

Property and Construction

- Approximately 2,158 m2 of additional right-ofway will be required for the preferred alternative, 132 m2 of which is private property.
- The City will negotiate the property requirements with private owners during Detail Design.
- A Construction Management Plan will be developed during Detailed Design.



Long-term Solution beyond 2031

The preliminary preferred alternative is expected to support traffic operations to Year 2031 and potentially beyond.

The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the long-term solution.

The long-term solution includes the following key elements:

- Widening to 4 lanes from Bancroft Drive to Argentia Road; and,
- Proposing 2-lane roundabouts at Kenninghall Boulevard and Falconer Drive.





Impacts and Mitigation Long-term Solution

Trees

- An additional +/- 50 trees and potentially impact +/- 25 trees will be impact, many of which are in poor to fair condition.
- A Tree Protection Zone will be established prior to construction to protect the remaining trees.
- Trees that are removed will be replaced at a 2:1 ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas.

Air Quality

• The improvements to Creditview Road will reduce traffic congestion (e.g. delays, idling).

Speed and Safety

Incorporate roundabout design to manage speeds and facilitate safe pedestrian crossing.

Noise

No additional noise mitigation is required as new noise walls will be installed as part of the preferred alternative.

Property and Construction

- Approximately 875 m2 of additional right-of-way will be required for the recommended long-term solution, 61 m2 of which is private property.
- The City will negotiate the property requirements with private owners.
- A Construction Management Plan will be developed.

* Further community consultation will take place prior to the implementation of the long-term solution.





Creditview Road Class Environmental Assessment

Roundabouts

A circular intersection design that has specific traffic control features and is designed to control speeds.



One-Lane Approaches

The following are benefits of roundabouts over traditional intersections:

- Improved safety
- Speed management
- Increased capacity
- Fewer stops and reduced delays
- · Less idling and air pollution
- Reduced maintenance costs
- Aesthetics

Source: Manual on Uniform Traffic Control Devices for Streets and Highways

Pedestrian and Cyclist Use

- Pedestrians use splitter islands to cross one direction of traffic at a time.
- Experienced cyclists may ride through a roundabout as per other vehicles.
- Other cyclists dismount and walk their bicycles as per pedestrians.

Traffic Flow

- All traffic circulates in a counterclockwise direction, to the right of a central island.
- Traffic must yield at entry to traffic already within the roundabout.
- Vehicles entering or leaving the traffic circle must stop for pedestrians at the crosswalk.





Streetscape Vision

- Enhance the natural and scenic route qualities along Creditview Road with new tree species and vegetative planting.
- Opportunities to enhance the City parkland.
- Incorporate plantings into the central island of roundabouts as a means of enhancing the natural and scenic route qualities.
- Restoration of the natural environment using appropriate tree, shrub and herbaceous species throughout the corridor.













AECOM

PROPOSED SINGLE LANE ROUNDABOUT VIEW NORTH ON CREDITVIEW ROAD AT KENNINGHALL BLVD





Creditview Road Class Environmental Assessment





VIEW SOUTH ON CREDITVIEW ROAD AT ARGENTIA ROAD















Mississauga



Creditview Road Class Environmental Assessment





PROPOSED 4 LANE CREDITVIEW ROAD VIEW NORTH TOWARDS HWY 401 BRIDGE AT ARGENTIA ROAD





Today's Agenda

- AIMM Exercise for the Preferred Alternative and Long-term Solution:
 - Advantages
 - Impediments
 - Maybes
 - Mitigation
- Next Steps/Closing Remarks
- Display Panels Available for Viewing





Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this event.
- The preliminary preferred alternatives will be reviewed taking into consideration the comments received and the design will be confirmed or modified.
- Prepare the Environmental Study Report and issue the Notice of Study Completion (30-day public review process).
- Upon approval of the Environmental Study Report, proceed to Detail Design.





Remain Involved in the Project

Thank you for attending this Community Information Sharing Session 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 **Monday**, **July 13**, **2015**, to the individuals listed below:

Jessica Lee, P.Eng. Project Manager City of Mississauga	Tammy Dow, M.Sc.Eng, P.Eng., CVS Consultant Project Manager AECOM	Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM
201 City Centre Drive, Suite 800	290-50 Sportsworld Crossing Road	5080 Commerce Boulevard
Mississauga, ON L5B 2T4	Kitchener, ON N2P 0A4	Mississauga, ON L4W 4P2
Tel: 905-615-3200, Ext. 3170	Tel: 519-650-8656	Tel: 905-712-6987
Fax: 905-615-3173	Fax: 519-650-3424	Fax: 905-501-0181
E-mail: <u>creditviewprojectteam@aecom.com</u>	Email: creditviewprojectteam@aecom.com	Email: creditviewprojectteam@aecom.com

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





Appendix D

Question and Answer Session Summary

Table D-1: Question and Answer Session Summary	Table D-1:	Question and Answer Session Summary
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Question/Comment	Response
Rather than accommodating traffic congestion during peak	Comment noted. The City will also continue to work with
hours, a better solution would be to encourage employers	businesses to reduce traffic demands/implement
to stagger hours.	transportation demand management measures.
What is this a solution to? There is no existing traffic flow problem so why are we spending money on this now?	Traffic on Creditview Road currently operates at or beyond capacity and is forecasted to increase further by 2031. Hourly traffic volumes collected in 2013 demonstrate that a considerable number of vehicles travel along Creditview Road not only during peak hours, but also during off-peak hours in both directions. If no modifications to the roadway are undertaken, an overall deficiency in traffic operations will occur and result in significant queuing and potential safety concerns.
	Pending EA Approval and construction of the Preferred Plan, the Transportation and Works Department will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. The City will also continue to work with businesses to reduce traffic demands/implement transportation demand
	management measures.
Speeding is the problem and the roundabouts are an excellent solution.	Thank you for your input. Roundabouts act as speed management measure.
The roadway is aesthetic already.	Comment noted. As part of this project, the City is planning to enhance the existing natural features of the surrounding area. Trees will be planted at a 2:1 ratio and opportunities for enhanced landscaping will be available within the central islands of the roundabouts.
How is the City going to enforce drivers to keep pedestrians	Comment noted. Roundabouts provide safe crossings for
and children safe? This is a concern in a residential area.	pedestrians. The City will explore additional measures to enhance the pedestrian crossings during detailed design. The City's traffic and safety operations staff will also be involved as part of the design.
The noise wall is not desired by some members of the	Comment noted.
community.	


Appendix E

Display Panels



WELCOME

Community Information Sharing Session Saturday June 20, 2015 9:00 am to 11:30 am

Please sign in **Direct any questions or comments to Study Team Members**





Agenda

Study Area

- Opening Remarks
- Study Update
- Presentation
- AIMM Exercise
- Rating Exercise for Future
 Consideration
- Next Steps/Closing Remarks
- Information Stations (Display Boards)







Creditview Road Class Environmental Assessment Study Purpose and Background

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; •
- Roadway is identified as a scenic route from Britannia Road to north of Highway 401 in the City's Cultural Heritage Inventory;
- Creditview Road bridge structure improvement opportunities over Highway 401; \bullet
- Preservation, restoration and enhancement of the existing natural heritage features;
- Adjacent land uses;
- Consideration of existing and future travel demands; lacksquare
- Future plans for an active transportation corridor, including a multi-use trail with ulletconnections to other facilities in the adjacent neighbourhoods;
- Streetscaping and landscaping improvement opportunities; and, \bullet
- Local community interests. •

A separate Class EA study was completed by the City in 2013 for the Creditview Road Bridge over the Credit River. The construction for the bridge is expected to occur in 2016.





Our Creditview Road

- Following a context sensitive design approach;
- Implementing roundabouts as a unique solution to addressing existing and future traffic demands;
- Maintaining Creditview Road as 2 lanes between Bancroft Drive and Argentia Road;
- Providing opportunities to enhance landscaping and community features;
- Minimizing property impacts; and,
- Providing facilities for pedestrians and cyclists.





PROPOSED SINGLE LANE ROUNDABOUT VIEW NORTH ON CREDITVIEW ROAD AT KENNINGHALL BLVD





Preferred Alternative

To address the future needs of the corridor, an evaluation of five alternatives was undertaken and the preliminary preferred alternative was selected and includes the following key elements:

- Maintaining 2 lanes from Bancroft Drive to Argentia Road;
- Widening to 4 lanes from Argentia Road to Old Creditview Road;
- Maintaining Bancroft Drive and Old Creditview Road as signalized intersections;
- Proposing 1-lane roundabouts at Kenninghall Boulevard and Falconer Drive;
- Proposing a 2-lane roundabout at Argentia Road;
- Implementing a continuous multi-use trail along the west side of the corridor; and,
- Implementing a continuous sidewalk along the east side of the corridor.







										/IEW ROAD CLASS EA / CROSS SECTIONS RRED ALTERNATIVE	
										RRED ALTERNATIVE STA. 8+037 TO STA. 10+487	
									DESIGN DRAWN	CHECKED CONT	RACT No.
CONSULTANTS AECOM	НС	ORIZONTAL \ VERTICAL CON	ROL MONUMENTS	DIGITAL INFORMATION	No.	DATE	REVISIONS	L SIGNED	SCALE : 15 0 30 DATE :	DRAWING NUMBER	SHEET

Impacts and Mitigation Preferred Alternative

Trees

- Expected to impact +/-250 trees, many of which are in poor to fair condition.
- A Tree Protection Zone will be established prior • to construction to protect the remaining trees.
- Trees that are removed will be replaced at a 2:1 • ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas.

Air Quality

The improvements to Creditview Road will reduce traffic congestion (e.g. delays, idling).

Speed and Safety

Incorporate roundabout design to manage speeds and facilitate safe pedestrian crossing.

Noise

- Based on findings of the traffic noise assessment, similar • to today, noise levels are mostly above 60 dBA, which is the threshold for noise barrier installation under the City's Noise Attenuation Barrier on Major Roadways Policy.
- New noise barriers will be installed where none currently exist.

Property and Construction

- Approximately 2,158 m² of additional right-of-way will be required for the preferred alternative, 132 m² of which is private property.
- The City will negotiate the property requirements with • private owners during Detail Design.
- A Construction Management Plan will be developed during Detailed Design.





Long-term Solution

The preliminary preferred alternative is expected to support traffic operations to Year 2031 and potentially beyond.

The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the long-term solution.

The **long-term solution** includes the following key elements:

- Widening to 4 lanes from Bancroft Drive to Argentia Road; and, lacksquare
- Proposing 2-lane roundabouts at Kenninghall Boulevard and Falconer Drive. lacksquare





- BOULEVARD EAST) PROPERTY LINE NEW NOISE BARRIER
- EXISTING TREE



						MISSISSAUGA	CREDITVIEW ROAD CLASS EA PLAN / CROSS SECTIONS LONG-TERM SOLUTION
							LONG-TERM SOLUTION PLAN - STA. 8+037 TO STA. 10+487
AECOM							DESIGN DRAWN CHECKED CONTRACT No. SCALE : 15 0 30
CONSULTANTS	HORIZONTAL \ VERTICAL CONTROL MONUMENTS	DIGITAL INFORMATION	No. DATE	REVISIONS	INITIAL SIGNED		DATE : DICKWING



Impacts and Mitigation Long-term Solution

Trees

- An additional +/- 50 trees will be impacted, many of which are in poor to fair condition.
- A Tree Protection Zone will be established prior to construction to protect the remaining trees.
- Trees that are removed will be replaced at a 2:1 ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas.

Air Quality

The improvements to Creditview Road will reduce traffic congestion (e.g. delays, idling).

Speed and Safety

Incorporate roundabout design to manage speeds and facilitate safe pedestrian crossing.

Noise

No additional noise mitigation is required as new • alternative.

Property and Construction

- be required for the recommended long-term solution, 61 m² of which is private property.
- The City will negotiate the property requirements with private owners.
- A Construction Management Plan will be developed.

* Further community consultation will take place prior to the implementation of the long-term solution.



noise walls will be installed as part of the preferred

Approximately 875 m² of additional right-of-way will



Roundabouts

A circular intersection design that has specific traffic control features and is designed to control speeds.

Central

Island

Splitter Island



Source: Manual on Uniform Traffic Control Devices for Streets and Highways

Pedestrian and Cyclist Use

- Pedestrians use splitter islands to cross one direction of traffic at a time.
- Experienced cyclists may ride through a roundabout as per other vehicles.
- Other cyclists dismount and walk their bicycles as per pedestrians. **Traffic Flow**
- All traffic circulates in a counterclockwise direction, to the right of a central island.
- Traffic must yield at entry to traffic already within the roundabout.
- Vehicles entering or leaving the traffic circle must stop to allow _ pedestrians to fully cross at the crosswalk.

The following are benefits of roundabouts over traditional intersections: **Improved safety** - Reducing the number of vehicular conflict points and reducing vehicular speeds, in turn, reduces the potential for severe crashes and serious injury. Speed management - A reduction in speed is necessary to negotiate the roundabout, whereas vehicles may not slow down during the green phase of a traffic signal or speed though a yellow/red phase. Increased capacity - A high volume of left turning vehicles is better handled by a roundabout than a multi-phased traffic signal.

Fewer stops and reduced delays - Delay is significantly reduced by yielding at the entry of a roundabout, rather than stopping and waiting for a green light at a signalized intersection; or waiting for a gap in the traffic at a stop sign. Less idling and air pollution - Reduced delays mean reduced fuel consumption and improved air quality by reducing emissions.

Reduced maintenance costs - The roundabout eliminates maintenance and electricity costs associated with traffic signals.

Aesthetics - There is an opportunity for landscaping within the central island. Reference: mto.gov.on.ca



Streetscape Vision

- Improve active transportation opportunities and connections to adjacent neighbourhoods and open spaces;
- Balance the functional and aesthetic requirements of pedestrians, cyclists, transit, vehicles and the natural environment;
- Enhance the natural and scenic route qualities along Creditview Road with new tree species and vegetative planting;
- Opportunities to enhance the City parkland; ullet
- Consideration of the transition of land uses in the study area from businesses and Highway 401 crossing to low/medium density residential and parklands;
- Incorporate plantings into the central island of roundabouts as a means ulletof enhancing the natural and scenic route qualities; and,
- Restoration of the natural environment using appropriate tree, shrub and herbaceous species throughout the corridor.





			Mississauga							
						PRU			ROSS SECTIONS	
					DEBION			A. 8+037 TO STA. 10		
					 DESIGN	15	30	CHECKED	CONTRACT No.	
					SCALE :			DRAWING		SHEET
REVISIONS	INITIAL	SIGNED			DATE :			NUMBER		



AECOM

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

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REVISIONS	INITIAL	SIGNED			DATE :			NUMBER			

No. DATE

DIGITAL INFORMATION



Preliminary Tree Protection and Planting Plan

Tree Protection

- A Tree Protection Zone will be established prior to construction. Root damage will be minimized to the extent possible;
- Root pruning will occur prior to the start of construction and under the supervision of a certified arborist; •
- Any roots severed during construction will be cut cleanly to minimize decay and entry points for disease; •
- Limbs and/or branches will be pruned prior to construction, where it is expected that they could be damaged or ٠ interfere with construction, under the supervision of the contract administrator;
- Construction restrictions and maintenance practices; and, ۲
- Special consideration will be given to the preservation of identified significant/mature trees.

Tree Planting

- Trees that will be removed or damaged during construction will be replaced in appropriate locations; ullet
- Replacement planting will include native tree species where appropriate; and, ۲
- Significant tree species (e.g. Sugar Maple, Red Oak, Bur Oak, Shagbark Hickory and Black Walnut) will be ulletplanted, where appropriate.

Enhanced street tree planting helps to improve air quality and enhances the aesthetics of the roadway. Opportunities to plant additional trees and improve the diversity of age and species will be explored as part of this project.



Creditview Road Class Environmental Assessment



Conceptual Design





PROPOSED 2 LANE ROUNDABOUT VIEW SOUTH ON CREDITVIEW ROAD AT ARGENTIA ROAD



Creditview Road Class Environmental Assessment





Conceptual Design





PROPOSED SINGLE LANE ROUNDABOUT VIEW NORTH ON CREDITVIEW ROAD AT KENNINGHALL BLVD







Conceptual Design





PROPOSED 4 LANE CREDITVIEW ROAD VIEW NORTH TOWARDS HWY 401 BRIDGE AT ARGENTIA ROAD







Conceptual Design





PROPOSED 2 LANE CREDITVIEW ROAD

VIEW NORTH TOWARDS FALCONER DRIVE





Ississauga

Creditview Road Class Environmental Assessment

Study Area Context

Creditview Road is a Major Collector Road:

Collects and distributes traffic between local streets, • other collector roads and arterial roads.

Primary Function:

- 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.
- Provides north-south connectivity for existing and future • modes of transportation, linked with east-west connectivity via intersecting arterials and major collectors.
- Major transit route (MiWay) for northbound and ulletsouthbound travel on Bus Route 38 (weekdays) and 38A (weekends).





Features:

- 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.
- Signalized Intersections at Old Creditview Road, Drive.
- Creditview Road bridge over Highway 401.
- Creditview Road bridge over the Credit River (not included as part of this study.





Construction of a multi-use trail on the west side from Britannia Road to Velebit Court was approved in 2013. Argentia Road, Kenninghall Boulevard and Bancroft





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 improvements are required.
- Opportunity for safety improvements. •
- Intersection geometric improvements (i.e. • dedicated turning lanes) are required.

Active Transportation:

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

Streetscaping:

- Enhance existing Cultural and Natural Heritage features.
- Enhance the natural and scenic route • tree species and vegetative planting.

Other:

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



qualities along Creditview Road with new



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. It 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 as well as enhancing cultural and natural heritage of the corridor.





Summary of Comments Received at PIC #1 rn Will Be Addressed

Concer stand and dents wh lems, as
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Creditview Road Class Environmental Assessment

nd appreciate the importance of safety. The ho reside within the area that can provide is well as the types of mitigation measures they n has undertaken a comprehensive traffic safety on of the alternatives.

ancroft Drive on Creditview Road. The right turn

- brought to the attention of Peel Police and the
- een considered in the evaluation of the
- ewed with the City's Traffic Engineering and

direction changes between the morning and ur on this road where the traffic directions remain sible lanes requires the installation of extensive lirections of traffic, and this would have a

restrial assessments to identify any impacts to nents to Creditview Road. Although the limits for ew Road, we anticipate minor, if any impact on egarding wildlife in the vicinity of the Creditview warded to the project team responsible for the

leted as part of this Class EA study. A tree Tree protection fencing will be maintained during



Summary of Comments Received at PIC #1

Recreation	 The multi-use trail looks like a "sea of concrete" – it should be picturesque. Off-road cycling lanes are a better option than on-road due to speeding. Existing sidewalks are dangerous, especially on the Creditview Bridge. 	The Mississauga Cycling Master Plan outlines a stra routes in the city over the next twenty years. A prima multi-use trail is identified along Creditview Road. The trail for the section between Bancroft Drive and Ken Boulevard and Old Creditview Road. Further inform website: http://www.mississauga.ca/portal/residents.
Property Impacts	• There is no room for 4 lanes. Properties will be severely impacted, especially the townhomes on Falconer Drive backing onto Creditview Road.	Should the need for 4 lanes be recognized beyond term solution is expected to require approximately m ² of which is private property. In addition, based of term/4 lane design, no additional property is Drive/Creditview Road. It should be noted that pr detailed design, at which time property owners will be
	 Concern about the devaluation of properties with the potential reduction of natural features and proximity of potentially widened roadway to homes. 	The City of Mississauga will confirm the landscape tree protection and planting plan (i.e. enhanced st addition, opportunities to plant additional trees and be explored as part of this project.
Noise and Pollution	 Pollution in the community will increase as a result of construction, and ultimately, increased traffic. If the road is to be widened/traffic increased, noise barriers should be considered, especially if speed is not being reduced. 	Based on findings of the traffic noise assessment, si 60 dBA, which is the threshold for noise barrier insta Barrier on Major Roadways Policy.
Cultural Heritage	 The areas unique cultural environment should be preserved. 	The City recognizes the cultural heritage importa Assessment, including recommendations for approp for the preferred alternative.
Transit	 Shelters for bus stops should be considered. 	The Project Team has considered bus shelters in the the Long-term Solution. According to the current ric for bus shelters. However, the City will monitor the ric
Need for Improvements	 Divert traffic to parallel arterials (McLaughlin Road, Mavis Road, Winston Churchill Boulevard, and Erin Mills Parkway). The proposal benefits other areas of the City, not the local community. 	The need for improvements to Creditview Road has through numerous policies/ studies. In addition, traf beyond capacity and is forecasted to increase furthe



ategy to develop both on and off-road cycling ary boulevard cycling route in the form of a he City is proposing to construct a multi-use ninghall Boulevard, as well as Kenninghall nation can be found on the City of Mississauga /mississaugacyclingplan.

d 2031, the recommended design for the long 874.9 m² of additional right-of-way, only 60.9 on the proposed preliminary design for the long required on the north side of Falconer roperty requirements will be confirmed during be further contacted.

e restoration and streetscape plan, as well as treet tree planting) during detailed design. In I improve the diversity of age and species will

imilar to today, noise levels are mostly above allation under the City's Noise Attenuation

ance of Creditview Road. A Heritage Impact priate mitigation measures, has been prepared

e development of the Preferred Alternative and dership, the existing bus stops do not warrant idership for future needs of bus shelters.

been established at the planning level ffic on Creditview Road currently operates at or er within the planning horizon (2031).



Evaluation Criteria

The following criteria and factors were used in the assessment and evaluation of the Alternative Designs:

Transportation

- Traffic Operations
- Traffic Safety
- Road Network Compatibility
- Accommodation of Transit/Pedestrians/Cyclists
- Response Times / Access for Emergency Vehicles

Engineering Considerations

- Utilities
- Cost
- Construction Staging

Cultural Environment

- Archaeological resources
- Cultural Landscape
- Built Heritage Resources

Socio-Economic Environment

- Planning Policies
- Noise Impacts
- Aesthetics
- Property Impacts

Natural Environment - Vegetation and Wildlife

- Trees



- Surface Drainage and Groundwater



Design Alternatives





Evaluation					UNICIPAL CLASS EA FOR CREDITIVEW ROAD DESIGN ALTERNATIVES EVALUATION		
Criteria and Sub-Factors	Criteria Indicators	Unit of Measure	Alternative #1 (2-lane with existing signals)	Alternative #2 (2-lane with 1 roundabout)	Alternative #3 (2-lane with 3 roundabouts)	Alternative #4 (4-lane with existing signals)	Alternative #5 (4-lane with 3 roundabouts)
TRANSPORTATION				4-lane design between Argentia Road and Old Creditview Roa			
Traffic Operations	Ability to accommodate future traffic demands	Overall Corridor Traffic Performance	 Unacceptable Mix of stable and unstable flow with major delays by 2021. Many of the individual turning movements at the intersections are operating poorly and experiencing long delays by 2021. Kenninghall Boulevard intersection has exceeded its capacity by 2021 in the PM peak period. A traffic signal at the Falconer Drive intersection is not warranted based on the traffic volumes, pedestrian volumes and collision history. Refuges at unsignalized intersection (e.g. Velebit Court, Rivergate Place, Falconer Drive) to facilitate a 2-stage left turn to minimize the left turn delay onto Creditview Road. 	 Unacceptable Mix of stable and unstable flow by 2021. Kenninghall Boulevard intersection is approaching its capacity by 2021 in the PM peak period. Falconer Drive intersection is operating poorly with major delays by 2021 due to upstream roundabout at Argentia Road. A traffic signal at the Falconer Drive intersection is not warranted based on the traffic volumes, pedestrian volumes and collision history. Refuges at unsignalized intersection (e.g. Velebit Court, Rivergate Place, Falconer Drive) to facilitate a 2-stage left turn to minimize the left turn delay onto Creditview Road. 	 Preferred Stable flow and no major delays with intersections operating well to 2031. Although the movements are approaching capacity by 2031 due to the function of roundabouts, motorists are able to travel through the roundabout with minimal delay. Refuges at unsignalized intersection (e.g. Velebit Court, Rivergate Place) to facilitate a 2-stage left turn to minimize the left turn delay onto Creditview Road. 	 Acceptable Mix of stable and unstable flow to 2031. Many of the individual turning movements at the intersections are operating poorly and experiencing long delays by 2031. Kenninghall Boulevard intersection is approaching its capacity by 2031 in the PM peak period. Falconer Drive intersection is operating poorly with major delays by 2031. A traffic signal at the Falconer Drive intersection is not warranted based on the traffic volumes, pedestrian volumes and collision history. 	 Preferred Stable flow and no delays with intersection operating well beyond 2031. All three roundabouts have residual capacity.
Traffic Safety	Ability to improve traffic safety for all users.	Potential for Conflicts and Speed Management	 Acceptable Although signal-controlled crossings are provided, pedestrians/cyclists are required to be aware of vehicles making turns (multiple conflict points). Potential for pedestrians (including transit users) to cross Creditview Road at the unsignalized Falconer Drive intersection. Collision types between vehicles are typically more severe at signalized intersections (i.e. right-angle collision due to running a red light). No speed management measures proposed resulting in no change to operating speeds. 	 Acceptable Similar to Alternative 1 with the exception of the Argentia Road intersection. Reduced severity of collisions due to the reduced vehicular travel speed at the Argentia Road roundabout. In the absence of auditory cues at the Argentia Road roundabout, other measures may be required to accommodate the visually-impaired pedestrians. Minor speed management effect on the operating speed at Argentia Road due to use of a roundabout at the intersection. Multi-lane roundabout at the intersection of Argentia Road may result in additional conflict points between vehicles, as compare to single lane roundabout, due to the additional travel lanes and increased pedestrian/cyclist crossing complexity. At the intersection of Argentia Road, pedestrians/cyclists are required to be aware of only one direction of traffic at a time when crossing through a roundabout and have a refuge at the median splitter island. 	 Preferred Pedestrians/cyclists are required to be aware of only one direction of traffic at a time when crossing through all three roundabouts and have a refuge at the median splitter island. Reduced severity of vehicle-pedestrian/cyclists collisions as the vehicular travel speed is typically slower at roundabouts. In the absence of auditory cues at roundabouts, other measures may be required to accommodate the visually-impaired pedestrians. Multi-lane roundabout at the intersection of Argentia Road may result in additional conflict points between vehicles, as compare to single lane roundabout, due to the additional travel lanes and increased pedestrian/cyclist crossing complexity. Reduced severity of collisions due to the reduced vehicular travel speed at roundabouts (i.e. rear-end). Moderate speed management effect on the operating speed due to use of a series of roundabouts at three consecutive intersections. 	 Acceptable Similar to Alternative 1. Pedestrians (including transit users) are required to cross a 4-lane Creditview Road at the unsignalized Falconer Drive intersection. 	 Acceptable Similar to Alternative 3. Increased pedestrian/cyclist crossing complexity due to multi-lane roundabouts at all three intersections.
Road Network Compatibility / Connectivity	Consistency with Other Road Network Improvements	All modes of transportation	 Acceptable Creditview Road is a major collector and provides a key role proposed alternative improves the connectivity and movement travel demands beyond 2021. 		 Preferred Creditview Road is a major collector and provides a key role a modes of transportation. 	as part of the City's transportation network. Therefore, the propose	ed alternative improves the connectivity and movement for all
Accommodation of Transit	Ability to Accommodate Transit	Transit Operation and Infrastructure	 Less Desirable Reduced reliability of service as this alternative does not support future travel demands beyond 2021. 	 Less Desirable Similar to Alternative 1. 	 Acceptable Improved reliability of service as this alternative supports future travel demands to 2031. 	 Acceptable Similar to Alternative 3. 	 Preferred Improved reliability of service as this alternative supports future travel demands beyond 2031.
Accommodation of Cyclists	Ability to Accommodate Cyclists	Cycling Facilities	 Acceptable All options provide a multi-use trail along the west side of the Operation of cyclists traveling through the intersections is similar. 	nilar for all options.			
Accommodation of Pedestrians	Ability to Accommodate Pedestrians	Pedestrian Facilities	 Less Desirable Facilities (sidewalk and multi-use trail) provided. No crosswalks provided across Creditview Road at the Falconer Drive intersection. 	Ess Desirable Similar to Alternative 1.	 Preferred Facilities (sidewalk and multi-use trail) provided Roundabout at Falconer Drive will facilitate a crossing of Creditview Road. 	 Similar to Alternative 1. 	 Acceptable Similar to Alternative 3. Increased pedestrian/cyclist crossing complexity due to multi-lane roundabouts. Preferred
Response Times / Access for Emergency Vehicles	Potential to Improve Emergency Service Response Time	Emergency Services Operation	 Less Desirable There would be more delay and queuing approaching the intersections that must be negotiated; this may be particularly challenging along segments with 2-lane cross-section. 	 Less Desirable Similar to Alternative 1. 	 There would be less delay and queuing approaching the roundabouts, facilitating faster emergency vehicle travel. 	 Similar operations to Alternative 3, however, a passing lane is provided with the 4-lane cross-section. 	 Better operations when compared to Alternatives 3 and 4. Additional passing lane is provided with the 4-lane cross-section.
TRANSPORTATION - OV	/ERALL	•					
ENGINEERING CONSI		1					
Utilities	Impact to Existing and Future Utilities	Type of Impact	 No Significant difference between the alternatives. Relocation of some hydro poles and underground utilities 	(e.g. Bell, gas and hydro) may be required.			
Costs	Capital Construction and Maintenance Cost (roadway, utilities, etc.). Excludes property costs.	Estimated Present Value Cost	 Acceptable Moderate capital cost and high maintenance. 	 Acceptable Moderate capital cost and high maintenance. 	 Preferred Moderate capital cost and low maintenance. 	 Less Desirable High capital cost and high maintenance. 	 Acceptable Highest capital cost and low maintenance.
Construction Staging	During Construction (Traffic Management Requirements)	Complexity	Preferred Low Complexity.	 Acceptable Low to Moderate Complexity. Requires potential detouring of traffic due to the construction of the roundabout. 	 Acceptable Low to Moderate Complexity. Requires potential detouring of traffic due to the construction of the roundabouts. 	 Acceptable Low to Moderate Complexity. 	 Less Desirable Moderate to High Complexity. Requires potential detouring of traffic due to the construction of the roundabouts.
ENGINEERING CONSIDE	RATIONS - OVERALL	1					
CULTURAL							
Archaeological Resources	Potential for loss of archaeological resources	Area impacted beyond ROW	 Preferred Not anticipated to impact area identified as having archaeological potential. 	 Preferred Similar to Alternative 1. 	 Acceptable Grading activities may encroach onto portion of land identified as having archaeological potential. Stage 2 Archaeological Assessment would be completed to confirm presence/absence of archaeological resources, if required. 	 Acceptable Similar to Alternative 3. Roadway widening has potential to impact a greater area of land identified as having archaeological potential. 	 Acceptable Similar to Alternative 3. Multi-lane roundabout and associated roadway widening has potential to impact a greater area of land identified as having archaeological potential.
Cultural Landscapes	Maintain/Enhance Character of the Roadway	 Limited opportunities to compliment the overall cultural subjective Limited opportunities to compliment the overall cultural andscape of the roadway and scenic qualities. The Argentia Road roundabout improves the views and vistas of the overall cultural landscape of the roadway and vistas of the overall cultural landscape of the roadway and vistas of the overall cultural landscape of the roadway and cultural landscape of the roadway and scenic qualities. Subjective 		 Less Desirable Roundabouts improve the views and vistas of the overall cultural landscape of the roadway and scenic qualities. Roadway widening further reduces the opportunities to compliment the overall cultural landscape of the roadway and scenic qualities. 			
Built Heritage Resources	Potential for displacement of built heritage features	Area impacted beyond ROW	 No Significant difference between the alternatives. No impact to built heritage resources identified and/or expect 	ted to be impacted by alternatives			
		1	the impact to said homego record coo identified and/or expect				

RATING / SCORING:

Creditview Road Class Environmental Assessment





Evaluation Criteria and	Criteria Indicators	Unit of Measure			UNICIPAL CLASS EA FOR CREDITIVEW ROAD DESIGN ALTERNATIVES EVALUATION		
Sub-Factors		Unit of Weasure	Alternative #1 (2-lane with existing signals)	Alternative #2 (2-lane with 1 roundabout) 4-lane design between Argentia Road and Old Creditview Roa	Alternative #3 (2-lane with 3 roundabouts)	Alternative #4 (4-lane with existing signals)	Alternative #5 (4-lane with 3 roundabouts)
SOCIO-ECONOMIC EN	NVIRONMENT	1		+-iane design between Argentia Road and Old Creditivew Roa	u		
Planning Polices	Supports Planning Policies	Yes/No	No Significant difference between the alternatives.				
			 Each alternative will be designed to support local and regional Acceptable 	Acceptable	Acceptable	Acceptable	Acceptable
Noise Impacts	ise Impacts Proximity to Residences Noise Level		 No significant change in traffic noise levels. Noise mitigation measures would be implemented, where warranted. 	 Similar to Alternative 1. Noise mitigation measures would be implemented, where warranted. 	 Similar to Alternative 1. Noise mitigation measures would be implemented, where warranted. 	 Moderate potential increase in traffic noise levels due to the increase of travel lanes. Noise mitigation measures would be implemented, where warranted. 	 Similar to Alternative 4. Noise mitigation measures would be implemented, where warranted
Aesthetics Potential to enhance area aesthetics Subjective		Subjective	 Less Desirable Midblock potential for aesthetics are similar for all alternatives. Anticipated to provide least opportunities to implement enhanced landscaping and community features. 	 Acceptable Similar to Alternative 1. Streetscape elements will be considered within the central island of the roundabout. 	 Preferred Similar to Alternative 1. Streetscape elements will be considered within the central island of the three roundabouts. 	 Less Desirable Similar to Alternative 1. Roadway widening reduces midblock potential for aesthetics. 	 Less Desirable Similar to Alternative 3. Roadway widening reduces midblock potential for aesthetics.
	Impacts on Residential / Commercial/Parkland	Property access during normal operation	 Preferred No impact to existing property accesses. 	 Preferred Similar to Alternative 1. 	 Acceptable Existing access (1) impacted to private property on Kenninghall Crescent; however, potential to mitigate impact will be further reviewed. 	 Preferred Similar to Alternative 1. 	Acceptable Similar to Alternative 3.
Property Impacts	Additional Right-of-Way	Area (m²) of Private/ City Park Lands Property	 Less Desirable Largest area of private property required to accommodate modifications Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities. 	 Preferred Smallest area of private property required to accommodate modifications Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities. 	 Preferred Smallest area of private property required to accommodate modifications Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities. 	 Less Desirable Largest area of private property required to accommodate modifications. Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities. 	 Acceptable Moderate area of private property required to accommodate modifications. Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities.
SOCIO-ECONOMIC ENVI	RONMENT – OVERALL						
NATURAL ENVIRONM	IENT						
Vegetation and Wildlife	Impact to vegetation, wildlife and wildlife habitat	Vegetation and habitat impacts	 Acceptable Expected to impact the smallest area of vegetation, when compared to the other alternatives. Potential impacts to habitat limited to edge effects. Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows. 	 Acceptable Expected to impact a moderate area of vegetation, when compared to the other alternatives. Impacts limited to habitat edge effects. Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows. 	 Less Desirable Expected to impact a large area of vegetation, when compared to the other alternatives. Impacts limited to habitat edge effects. Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows. 	 Less Desirable Similar to Alternative 3. 	 Less Desirable Expected to impact the largest area of vegetation, when compared to the other alternatives. Impacts limited to habitat edge effects. Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows.
Trees	Impact to Trees	Number of trees to be removed	 Acceptable Expected to impact +/-210 trees, many of which are in poor to fair condition. Tree planting will be undertaken to mitigate impacts to existing trees. 	 Acceptable Expected to impact +/-190 trees, many of which are in poor to fair condition. Tree planting will be undertaken to mitigate impacts to existing trees. 	 Less Desirable Expected to impact +/-250 trees, many of which are in poor to fair condition. Tree planting will be undertaken to mitigate impacts to existing trees. 	 Less Desirable Expected to impact +/-310 trees, many of which are in poor to fair condition. Tree planting will be undertaken to mitigate impacts to existing trees. 	 Less Desirable Expected to impact +/-300 trees, many of which are in poor to fair condition. Tree planting will be undertaken to mitigate impacts to existing trees.
Surface Drainage and Groundwater	Stormwater Quality and Quantity	Additional Paved Area	 Less Desirable Stormwater treatment required to accommodate roadway modifications. 	 Acceptable Similar to Alternative 1. Roundabout provides opportunity to implement Low Impact Development strategies to mitigate water quality, quantity and groundwater recharge (e.g. bioretention areas, infiltration galleries, soakways or permeable pavement). 	 Preferred Similar to Alternative 2. Additional opportunities to implement Low Impact Development strategies at three roundabouts. 	 Less Desirable Similar to Alternative 1. Roadway widening increases pavement area. 	 Acceptable Similar to Alternative 3. Roadway widening increases pavement area.
NATURAL ENVIRONMEN	IT – OVERALL						
OVERALL SUMMARY AN	ND CONCLUSIONS		NOT RECOMMENDED	NOT RECOMMENDED	PREFERRED	NOT RECOMMENDED	PREFERRED LONG-TERM SOLUTION
			 Does not support future travel demands beyond 2021. A traffic signal at the Falconer Drive intersection is not warranted as a result no designated cross-walk provided. Although this alternative can be implemented at a moderate capital cost it is expected to incur high maintenance costs. Limited opportunity to improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities. Encroaches onto the largest area of private property. Least natural environment impacts compared to all other alternatives, however, limited opportunity for landscaping. 	 Does not support future travel demands beyond 2021. A traffic signal at the Falconer Drive intersection is not warranted as a result no designated cross-walk provided. Similar to Alternative 1in terms of capital costs; however, implementation of the roundabout at Argentia Road will result in a lower maintenance cost. Limited opportunity to improve the views and vistas of the overall cultural landscape of the roadway and scenic qualities. Similar to Alternative 1 in terms of natural environment. 	 Provides significant improvements to traffic operations to 2031. Reduces severity of collisions due to the reduced vehicular travel speed at roundabouts (i.e. rear-end). Designated cross-walk is provided at Falconer Drive crossing Creditview Road. A higher capital cost when compared to Alternatives 1 and 2; however, the maintenance cost is expected to be lower as maintenance of signal infrastructure and powering of signals at Kenninghall Boulevard and Argentia Road is not required. Roundabouts improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities. Encroaches onto the smallest area of private property. Slightly higher natural environment impacts compared to Alternatives 1 and 2, however, increase opportunity for landscaping within the roundabouts. 	 Although the corridor is widened to 4-lanes, it doesn't provide any improvement to traffic operations compared to Alternative 3. A traffic signal at the Falconer Drive intersection is not warranted as a result no designated cross-walk provided. Expected to incur high capital cost and highest maintenance costs. Limited opportunity to improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities. Encroaches onto the largest area of private property Higher natural environment impacts compared to Alternative 3 and limited opportunity for landscaping. 	 With a widened 4-lane corridor with roundabouts, it provide significant improvements to traffic operations beyond 2031. Similar to Alterative 3, reduces severity of collisions, however multi-lane roundabouts increases complexity. Designated cross-walk is provided at Falconer Drive crossing Creditview Road. Highest capital cost when compared to all alternatives; however, similar to Alternative 3, the maintenance cost is expected to be low. Roundabouts improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities. Encroaches onto a moderate area of private property. Higher natural environment impacts compared to all other alternatives, however, increase opportunity for landscaping within the roundabouts.





Next Steps

- Review all comments and suggestions received from the public, ulletstakeholders and agencies, before, during and following this event.
- The preliminary preferred alternatives will be reviewed taking into ulletconsideration the comments received and the design will be confirmed or modified.
- Prepare the Environmental Study Report and issue the Notice of lacksquareStudy Completion (30-day public review process).
- Upon approval of the Environmental Study Report, proceed to Detail ulletDesign.





Remain Involved in the Project

Thank you for attending this Community Information Sharing Session 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 Monday, July 13, 2015, to the individuals listed below:

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: creditviewprojectteam@aecom.com

Tammy Dow, M.Sc.Eng, P.Eng., CVS Consultant Project Manager AECOM	N EA and
290-50 Sportsworld Crossing Road	508
Kitchener, ON N2P 0A4	Mis
Tel: 519-650-8656	
Fax: 519-650-3424	
Email: creditviewprojectteam@aecom.com	Email: <u>cre</u>

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



Creditview Road Class Environmental Assessment

Mirjana Osojnicki, BES d Public Consultation Lead AECOM 80 Commerce Boulevard ississauga, ON L4W 4P2 Tel: 905-712-6987 Fax: 905-501-0181 editviewprojectteam@aecom.com



Appendix F

Priority Rating Exercise Forms



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Priority Rating Exercise

Community Information Sharing Session

Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority Le Import	ast ant	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road					V]
Meeting walking and cycling needs						V	r
Improving safety for pedestrians, cyclists and vehicles						V	Y
Enhancing aesthetics/streetscaping						v	r
Minimizing Property Impacts					V]
Other (please describe):]

Please complete the following_information for our record (Optional):

Name:				
Address:	v		 1	
Email:		2		

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



AECOM

Priority Rating Exercise

Community Information Sharing Session

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Priority	Least nportant	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road					X		
Meeting walking and cycling needs						X	
Improving safety for pedestrians, cyclists and vehicles	5					X	
Enhancing aesthetics/streetscaping						×	
Minimizing Property Impacts		X					
Other (please describe):							

Please complete the following information for our record (Optional):

Name:	-	
Address:	_	<u></u>
Email:		

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



Priority Rating Exercise

Community Information Sharing Session

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Priority Least Important	· 8	I	2	3	4	5	Most Important
Improving traffic flow along Creditview Road				X			
Meeting walking and cycling needs						X	
Improving safety for pedestrians, cyclists and vehicles						Х	
Enhancing aesthetics/streetscaping		1		X			
Minimizing Property Impacts						Х	ĺ
Other (please describe):							
I DISAGREE BUILDINGNOF COMMUNICAT	70	N	7	Тои)EI	25-	

Please complete the following information for our record (**Optional**):

Name:	-	a to a construction of a second state of the s	
Address:	-		
Email:			

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



AECOM

Priority Rating Exercise

Community Information Sharing Session

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Priority Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road				X		
Meeting walking and cycling needs			X			
Improving safety for pedestrians, cyclists and vehicles					Х	
Enhancing aesthetics/streetscaping				X		
Minimizing Property Impacts					χ	
Other (please describe): <u>Slowing fraffic</u>					X	

Please complete the following information for our record (Optional):

Name:		,					
Address:	-						_
Email:			(E	<u>, ,,</u>	. 7		-

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: creditview.projectteam@aecom.com

Thank you for your participation in this Project.


AECOM

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Community Information Sharing Session

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Priority	Least nportant	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	[1			
Meeting walking and cycling needs	[\checkmark	
Improving safety for pedestrians, cyclists and vehicles	6	2				\checkmark	
Enhancing aesthetics/streetscaping					\checkmark		
Minimizing Property Impacts					\checkmark		
Other (please describe): Connecting the areas in front and behind the top bridge for	_сус	lis	ts.			\checkmark	4

Please complete the following information for our record (Optional):

		2010 - 10 - 10 - 10 - 10 - 10 - 10 - 10	
Name:	-		
Address:	-		
Email:			

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.





Priority Rating Exercise

Community Information Sharing Session

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Priority Least Important	1.0	2	3	4	5	Most Important
平 Improving traffic flow along Creditview Road					\times	
Meeting walking and cycling needs				X		
Improving safety for pedestrians, cyclists and vehicles				X		
Enhancing aesthetics/streetscaping				ļХ		
Minimizing Property Impacts					\times	
Other (please describe): * RATING BASED ON "IMPROVING" HEAVING SLOWING DOWN! IF IT MEANS MORE VOLUME THEN RATI			C	1		u.

Please complete the following information for our record (Optional):

Name:	-	
Address:	-	
Email:		

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



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Priority Lea Importa			23	4	5	Most Important
Improving traffic flow along Creditview Road	$\left \right\rangle$	$\langle $				
Meeting walking and cycling needs			X]
Improving safety for pedestrians, cyclists and vehicles			Х			
Enhancing aesthetics/streetscaping			Х]
Minimizing Property Impacts					\times]
Other (please describe): Noise, pollution					Х]
·				pe.		

Please complete the following information for our record (Optional):

Name:			
Address:			
Email:			
	ojnicki, BES	*	
EA and Put	blic Consultation Lead		
AECOM Ca	anada Ltd.		
5090 Comr	merce Boulevard		
Tel: 905.71	2.6987		
Email: cred	litview.projectteam@aecom.com		

Thank you for your participation in this Project.



AECOM

Priority Rating Exercise

Community Information Sharing Session

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Priority Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road		V	1			
Meeting walking and cycling needs					\bigvee	ſ
Improving safety for pedestrians, cyclists and vehicles					V	ĺ.
Enhancing aesthetics/streetscaping			Ĺ			, ,
Minimizing Property Impacts					1	
Other (please describe): Maintaining the					V	

Please complete the following information for our record (Optional):

Name:	-	
Address:	-	
Email:	-	

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



AECOM

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Priority Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road					\checkmark	
Meeting walking and cycling needs						1
Improving safety for pedestrians, cyclists and vehicles					\checkmark	
Enhancing aesthetics/streetscaping					\checkmark	,
Minimizing Property Impacts					\checkmark	
Other (please describe): $\int du de THE IDER$						



Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



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Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority Lea Importa		1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	[V			
Meeting walking and cycling needs	[V	
Improving safety for pedestrians, cyclists and vehicles						V	
Enhancing aesthetics/streetscaping						V	
Minimizing Property Impacts						\checkmark	
Other (please describe):	[1			5.

Please complete the following information for our record (Optional):

Name:	33 		_		
Address:					
Email:					

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



Priority Rating Exercise

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Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority Leas Importan		2	3	4	5	Most Important
Improving traffic flow along Creditview Road						-
Meeting walking and cycling needs						
Improving safety for pedestrians, cyclists and vehicles					V	
Enhancing aesthetics/streetscaping					V	
Minimizing Property Impacts					V	1
Other (please describe): USE ALTERNATIVE ROUTES FIND BETTER						
SOLUTION. TO OTHER MASON	2	1	20), .		

Please complete the following information for our record (Optional):

Name:	energy and the second second
Address:	
Email:	

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



AECOM

Priority Rating Exercise

Community Information Sharing Session

Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority	Least 1 2 3 4 5 Most Doortant Important
Improving traffic flow along Creditview Road	X
Meeting walking and cycling needs	
Improving safety for pedestrians, cyclists and vehicles	
Enhancing aesthetics/streetscaping	
Minimizing Property Impacts	X
Other (please describe): LEAVE AS 2 LANES	X

Please complete the following information for our record (Optional):

Name:	
Address:	
Email:	

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



view Road

AECOM

Priority Rating Exercise

Community Information Sharing Session

Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority Lea Importa		1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	•	X					
Meeting walking and cycling needs		×					
Improving safety for pedestrians, cyclists and vehicles				×			
Enhancing aesthetics/streetscaping				X			
Minimizing Property Impacts						×	
Other (please describe):							

Please complete the following information for our record (Optional):

		•	1	
Name:	·			
Address:				
Email:				

Mirjana Osojnicki, BES EA and Public Consultation Lead AECOM Canada Ltd. 5090 Commerce Boulevard Tel: 905.712.6987 Email: <u>creditview.projectteam@aecom.com</u>

Thank you for your participation in this Project.



AECOM

Priority Rating Exercise

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Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority Least Important	1.0	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	×					
Meeting walking and cycling needs					×	
Improving safety for pedestrians, cyclists and vehicles					×	
Enhancing aesthetics/streetscaping			X			
Minimizing Property Impacts				×		
Other (please describe):						

Please complete the following information for our record (Optional):

Name:					
A . I					
Address:					
Email:					
Mirjana Os	ojnicki, BES				
EA and Pul	olic Consultation Lead				
AECOM Canada Ltd.					
5090 Commerce Boulevard					
Tel: 905.712.6987					
Email: <u>cred</u>	Email: <u>creditview.projectteam@aecom.com</u>				

Thank you for your participation in this Project.



Appendix G

Comment Sheet Summary and Response Tables

Comment	Response
Adva	ntages
Aesthetics/Landscaping	
Looks good. We like the trees and the multi-use trails.	Your comments are noted and thank you for your input.
Landscaping much more in keeping with community.	
Improved aesthetics.	
Less environmental impact.	
Roundabouts	
Love the roundabouts! It will slow traffic and make the road safer and nicer.	Your comments are noted and thank you for your input.
Roundabouts are safer for cars.	
Roundabouts will help even out traffic flow while reducing speeds.	
Improves traffic flow.	
Easier access off of Creditview Road from roundabout.	
Improvements to safety and speed, also aesthetics with roundabouts.	
Easily obey merge factor.	
Continuous movement through intersection.	
Roundabouts doing away with stop lights and a steady flow of traffic (less noise and gas fumes), in particular where trucks are concerned.	
Active Transportation	
Pedestrian and cycle traffic integration a great idea.	Thank you for your input. The City of Mississauga
The multi-use trail finally gives us a safe option to bike- ride all the way to Old Meadowvale or up to Financial Drive to get some cafes or restaurants.	intends to improve active transportation opportunities and connections to adjacent neighbourhoods and open spaces as part of this project.
Better for pedestrians on bridge - multi-use trail retains width of path, as opposed to narrowing as it does currently.	
Improvements to pedestrian safety at Falconer Drive and Creditview Road with roundabout. Safer for pedestrians because traffic has slowed down.	
Traffic Operations	

Table G-1: Preliminary Preferred Alternative

Comment	Response
Reduces traffic speeds and hopefully reduces growth in	Thank you for your comments.
traffic volumes.	The Preliminary Preferred Alternative is expected to
The two lanes for the majority of Creditview Road will	support traffic operations to Year 2031 and potentially
discourage trucks from using Creditview Road.	beyond. The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the
It doesn't call for 4 lanes!	needs of the community. If and when additional capacity
	is required, community consultation at that stage will take
Pleased that widening to 4 lanes along entire corridor is	place prior to the implementation of the Long-term
not being recommended for the preliminary preferred	Solution.
solution.	
General	
Cheaper solution.	Your comments are noted and thank you for your input.
Less impact on traffic during construction.	The City will be preparing a construction staging plan
	during detail design, with the intention of minimizing traffic
It is the perfect solution, even permanently.	impacts during construction.
Impec	liments
Trees and Vegetation	
Maintaining trees and grass.	Thank you for your input.
Tree removal.	It is understood that the mature trees lining the roadway
	contribute to the character of the area. A tree inventory
Trees in the roundabout will obscure views. I would	and assessment was completed as part of this study and
suggest lower vegetation to lessen shadows from trees.	identified 550 trees within and adjacent to the ROW. A
	number of trees will have to be removed to accommodate
	the recommended design; however, many were assessed
	to be in fair to poor condition. Remaining trees will be
	protected from construction activities and the City will replace any trees that will be removed or damaged at a
	2:1 ratio. In addition, significant trees (e.g. Sugar Maple,
	Red Oak, Bur Oak, Shagbark Hickory and Black Walnut)
	will be planted, where appropriate. Opportunities to plant
	additional trees and improve the diversity of age and
	species will also be explored as part of this project.
	The central islands of the roundabout will also provide
	landscaping opportunities. Incorporating tree planting into
	the central island of roundabouts will provide an opportunity for enhancing the natural and scenic route
	qualities of the street.
	Tree planting within the central island of a roundabout, is
	used to break the forward view for through vehicles
	entering the roundabout, thereby contributing to speed reductions and reducing oncoming headlight glare.
	Landscape treatments within the roundabouts will be
	confirmed during detailed design.
Transportation Planning	
Door is open for 4 lanes.	Thank you for your input. The Preliminary Preferred
	Alternative is expected to support traffic operations to
	Year 2031 and potentially beyond. The Long-term

Comment	Response
	Solution will only be considered by the City if and when
	additional capacity is required. The City will implement a
	monitoring program on Creditview Road to ensure the
	road continues to meet the needs of the community.
Noise Mitigation	
The noise barriers sound like a nice idea - but I find that	Thank you for your input. Based on the findings of the
most of the noise pollution is coming from the 401, a bit	noise assessment completed as part of this study, it was
also from air traffic during humid days.	concluded that future noise levels are expected to be
	similar to present-day conditions (typically above 60 dBA),
The noise walls will impede our current views of a natural	which is the threshold for noise barrier installation under
setting. Can you plant trees instead of noise barriers?	the City's Noise Attenuation Barrier on Major Roadways
	Policy.
Dislike appearance of noise walls.	
	New noise barriers will be installed where none currently
I love the sound walls. Please don't remove them from the	exist. The type and exact location of noise mitigation
plan. If the noise walls are wood, they will not impact the	measures will be determined during detailed design, in
aesthetics.	consultation with affected property owners. However, it
	should be noted that trees do not provide sufficient noise
	attenuation.
Traffic Operations	
Traffic infiltration will continue from Financial Drive.	Thank you for your input. Creditview Road is designated
	a Major Collector in the City's Official Plan. Creditview
Concerns with resulting traffic delays (passing via centre	Road has an important role within the City's network of
lane).	streets to provide mobility for all users to move people from the surrounding communities to their destinations via
Traffic flow will be affected by change/'bottleneck' from 4	the surrounding local and arterial streets. Each street is
to 2 lanes at the 4-lane roundabout.	currently playing its assigned role in the City's street
	network. The proposed improvements to Creditview Road
	will improve operations at the Argentia Road intersection,
	reducing infiltration on more minor streets (e.g., Falconer
	Drive). In addition, the multi-use pathway is being
	planned to provide an alternative mode of transportation
	for commuters and other travellers in and out of the area.
	Vehicles using the centre lane for passing is not
	anticipated as the centre lane would not be continuous
	along this segment of Creditview Road. The centre lane
	would only be present near Velebit Court and River Gate
	Place to support access in and out of these streets. The
	Preliminary Preferred Alternative is projected to reduce
	delay compared to existing conditions, particularly at the
	Argentia Road intersection, because of the increased
	capacity that the proposed roundabouts will provide.
	The reduction from 4 to 2 lanes south of Argentia Road
	has been analyzed using traffic modelling as part of the
	traffic analysis for the study. The lane reduction will occur
	140 m south of the intersection, which will enable traffic to
	merge. The traffic analysis demonstrates that traffic would not spill back into the intersection of Argentia Road and
	Creditview Road.
Tropoit	
Transit	

Comment	Response
No bus bays in current design.	Thank you for your input. The implementation of bus bays were discussed with Mississauga Transit and it was determined that it was not appropriate for the corridor as it can be difficult for a bus to re-enter traffic, which impacts transit reliability. Currently, on the one lane/direction section of Creditview Road, this requires traffic to wait behind a stopped bus. Where two lanes are provided, the traffic has the option of passing a stopped bus on the left. In addition, implementing bus bays would require more property and reduce the ability to provide landscaping opportunities.
Property Impacts	
Concerns with property impacts.	Thank you for your input. Approximately 2,158 m ² of additional right-of-way will be required for the preferred alternative, 132 m ² of which is private property. Impacts to private property will be confirmed during detailed design, at which time the City will negotiate the property requirements with private owners.
Ма	ybes
Pedestrian Safety	
A proper crosswalk is needed. I would suggest pedestrian signals at the crossings.	Thank you for your input. Pedestrians and cyclists crossing the roadway will be accommodated by the designated crossings provided at each leg of the roundabout.
What about night visibility? Will pedestrians be seen at nighttime? Will there be splitter islands for all legs of each roundabout?	The implementation of street lighting has been reviewed as part of this study. At this time, street lighting is being proposed on both sides of the roadway. In addition, lighting is being proposed along the multi-use path being planned as part of the project.
	The crossings are being planned to include a 'splitter island' (median) that ensure pedestrians and cyclists cross only one direction of traffic at a time when traversing the roadway.
Project Need	
Traffic is moving well now so why do anything at all?	Thank you for your input. Traffic on Creditview Road currently operates at or beyond capacity and is forecasted
Is this project really necessary? Project Staging	to increase further by 2031. Hourly traffic volumes collected in 2013 demonstrate that a considerable number of vehicles travel along Creditview Road not only during peak hours, but also during off-peak hours in both directions. If no modifications to the roadway are undertaken, an overall deficiency in traffic operations will occur and result in significant queuing and potential safety concerns. Improvements are proposed in order to ensure the street provides the level of service needed for all users. The preferred plan for Creditview Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.

Comment	Response
How will the project be constructed?	Thank you for your interest in this study. During construction, traffic would be shifted to one side of the existing roadway, with localized temporary widening provided to accommodate travel (if required). Once construction of one side of the roadway is complete, traffic would be shifted to the completed side and construction activities would be undertaken on the remaining side. Construction staging plans will be confirmed during detail design.
	Note that two lanes of traffic will be maintained during the construction period.
Is construction dependent on 401 widening? When will noise walls be constructed? What is the project duration from start to finish?	Thank you for your input. The construction of Creditview Road is not dependent on the Highway 401 widening. However, in order to efficiently construct and reduce construction time along Creditview Road, the City will explore coordinating the construction of the Creditview Road bridge as part of future Ministry of Transportation (MTO) works.
	The noise walls will be constructed as part of this study. It is anticipated that the project will take 2 to 3 construction seasons. However, this will be determined during detail design.
Project Design	
Will road widenings (Kenninghall Boulevard) be required? Are sidewalks on either side of Creditview Road the same width? Or is the bicycle path wider to allow pedestrians to walk as well? If walking (bike) paths are the same width why not have the bike path on the east side of Creditview Road?	Thank you for your input. Modifications to other roadways in the study area are not being planned as part of this project. A 1.5 m sidewalk and 3.5 m multi-use trail are being planned along the east and west sides of Creditview Road, respectively.
Other than Kenninghall Boulevard roundabout, any cyclist or walker would have fewer intersections to negotiate (as well as less traffic turning in that direction) when crossing a roundabout.	The multi-use trail can accommodate both cyclists and pedestrians and will connect with the existing multi-use trail to the south on Creditview Road, which is consistent with the City's Cycling Master Plan.
I did not understand if there will be a connection between Creditview Road (near Argentia) and Meadowvale Village through Sanford Farms.	A connection between Creditview Road and Meadowvale Village, through Sanford Farms, is not being planned as part of this project.
Landscape Design	
Large vegetation will impact views when approaching intersection. I would suggest smaller shrubs in a roundabout.	Thank you for your input. Tree planting within the central island of a roundabout is used to break the forward view for through vehicles entering the roundabout, thereby contributing to speed reductions and reducing oncoming headlight glare. Landscape treatments within the roundabouts will be confirmed during detailed design.
Vegetation/Trees	
Will the 42 year old pine on the west side of Creditview Road and Kenninghall Boulevard be removed as part the	Thank you for your input. It is understood that you are concerned with the Austrian Pine Tree situated at the

Comment	Response
Preliminary Preferred Alternative?	southwest portion of the intersection of Creditview Road
	and Kenninghall Boulevard. As presented at the CISS, a
Why are so many trees being removed for the	Tree Inventory and Assessment (TIA) was completed as
roundabouts?	part of this study. Trees along the municipal right-of-way
	were identified, sized and assessed for condition, and
Replacement of trees should be 5:1 rather than the 2:1	each tree was given a subjective condition rating of
being proposed by the City.	Excellent, Good, Fair and Poor. According to the
	information collected at the time of the TIA, the Austrian
Larger trees should be planted during	Pine Tree is 49.5 cm in diameter (at 1.4 m above the base
replacement/planting activities.	height) and assessed to be in fair condition.
Can the trail be designed around trees to reduce the	Based on the preliminary design for the Preliminary
number of trees that will have to be removed?	Preferred Alternative, it appears that the trees situated at
	the southwest portion of Kenninghall Boulevard and
	Creditview Road, including the Austrian Pine Tree, may
	be impacted by grading activities; however, this will be
	confirmed during detailed design.
	Approximately +/-250 trees are anticipated to be impacted
	by the Preliminary Preferred Alternative, many of which
	have been assessed to be in poor to fair condition.
	A Tree Protection Zone will be established prior to
	construction to protect the remaining trees. In addition,
	trees that are removed will be replaced at a 2:1 ratio
	along the corridor as much as possible and additional
	trees may be planted in nearby parks and natural areas.
	Opportunities to plant additional trees and improve the
	diversity of age and species will be explored as part of the
	implementation of this project.
	Plans for landscape restoration, the streetscape and tree
	protection and planting plan (i.e., enhanced street tree
	planting) will be confirmed during detailed design.
	Opportunities to avoid impacts to trees will be further
	reviewed during detailed design.
Project Costs	
What is the approximate cost?	Thank you for your input. The approximate cost to
	implement the Preliminary Preferred Alternative is \$31.4
	M. The project will be fully funded by the City of
	Mississauga as part of capital projects implementation.
	Poundaboute have been proven to reduce maintenance
	Roundabouts have been proven to reduce maintenance costs overtime as they do not have signal maintenance
	and power operation costs.
Property Impacts	ןמוים אסשיט טאטומווטוז נטפוס.
What will impacts be to my backyard features?	Thank you for your input. Impacts to private property will
	be confirmed during detailed design, at which time the
	City will negotiate the property requirements with private
	owners.

Comment	Response
Traffic Operations	·
Roundabouts going from 401 to Britannia - what's the traffic volume like? Will there be backlogs because of the roundabouts?	Thank you for your input. Two traffic volume scenarios were evaluated for both interim and long-term solutions. Based on the results of the traffic analyses, traffic operations under the Preliminary Preferred Alternative are expected to improve, when compared to the Do Nothing and/or signalized design. However, some capacity issues are still expected in the southbound direction at the Kenninghall Boulevard and Falconer Drive intersections with Creditview Road. The findings of the traffic analyses also indicated that the Long-term Solution would accommodate the anticipated future traffic volumes with no vehicular queuing at intersections within the study area.
Noise Mitigation	
What are the design options? Shouldn't there be plantings next to the barriers so that there isn't a long corridor of bare 6' or higher fencing? What good is a sound barrier behind townhouses backing on Creditview Road south of Kenninghall Boulevard? Those townhouses are on top of a relatively high incline from the road. Would owners of those townhouses have a say in whether a barrier goes up or not? How much of a sound barrier will be put up between Bancroft and Argentia? Wouldn't a reduction in noise be expected since vehicle speeds are expected to decrease? A reduction would mean that no noise wall would be required and trees wouldn't have to be cut down. I would rather have trees than a concrete wall. Construct the noise wall after the roadway modifications have been completed.	Thank you for your interest in this study. Based on the findings of the noise assessment completed as part of this study, it was concluded that noise levels in the future are expected to be similar to present-day conditions (typically above 60 dBA), which is the threshold for noise barrier installation under the City's Noise Attenuation Barrier on Major Roadways Policy. The City will mitigate any additional noise impacts through the installation of new noise barriers. It should be noted that all new noise barriers will be located on City property. Further review of the noise barriers proposed will be finalized and documented as part of the ESR. The type and exact location of noise mitigation measures will be determined during detailed design, in consultation with affected property owners. Tree planting along the barriers will be reviewed during detail design; however, it should be noted that trees alone do not provide sufficient noise attenuation. The City will confirm the landscape restoration and streetscape plan, as well as the tree protection and planting plan (i.e.,
	enhanced street tree planting) as part of this project.
Transportation Planning	
Is it possible for a roundabout at Bancroft Road and Creditview Road?	Thank you for your input. The Creditview Road intersection with Bancroft Road is located within an existing developed portion of the study area. A roundabout at this intersection would impose great property impacts.
Aren't there challenges associated with accessing Credit Meadow Park (i.e., turning left onto Creditview Road from the park)? What about a 'No Left Turn' sign from Credit Meadow Park?	Thank you for your input. This segment of Creditview Road would have a 3.5 m lane in the centre, between the northbound and southbound travel lanes. This refuge would facilitate this turn. A driver wishing to turn left out of the park could use this lane after northbound traffic clears and wait until southbound traffic clears.
Why build Creditview Road as a Local Road?	Thank you for your input. Creditview Road is designated a Major Collector in the City's Official Plan. Creditview

Comment	Response
	Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.
Mitig	ation
Transit Stops	
Possibility for bus bays, however low frequencies.	Thank you for your input. The implementation of bus bays were discussed with Mississauga Transit and it was
Locate bus bay locations to suit ideal concepts.	determined that it was not appropriate for the corridor as it can be difficult for a bus to re-enter traffic, which impacts transit reliability. Currently, on the one lane/direction section of Creditview Road, this requires traffic to wait behind a stopped bus. Where two lanes are provided, the traffic has the option of passing a stopped bus on the left. Implementing bus bays would require more property and reduce the ability to provide landscaping opportunities.
Traffic Operations	
Roundabouts would help as safety measure to discourage cut-through traffic. Addition of roundabout at Kenninghall Boulevard splits the current traffic all flowing to existing Falconer Drive	Your comments are noted and thank you for your input.
signalized access.	
More lanes across the 401 bridge will eliminate the 4:00 pm to 5:30 pm congestion on bridge.	Your comments are noted and thank you for your input. Please note that the preliminary preferred alternative for the street includes widening the existing Highway 401 bridge to 4 lanes.

Table G-2:	Long-term Solution
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Comment	Response
Adva	ntages
Planning/Transparency	
Provides future home-buyers with benefit of transparency and knowing long-term plans. Continuous monitoring of plan important prior to making decisions.	Thank you for your input. The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the Long-term Solution.
Aesthetics	
Still continues to maintain the same aesthetic qualities (via roundabouts). Multi-use path and sidewalk.	 Thank you for your input. As part of this project, the City envisages a balance the functional and aesthetic requirements of pedestrians, cyclists, transit, vehicles and the natural environment by: Incorporating plantings into the central island of roundabouts as a means of enhancing the natural and scenic route qualities; and, Restoration of the natural environment using appropriate tree, shrub and herbaceous species throughout the corridor.
Impec	liments
Aesthetics/Tree Removal	
Loss of trees (42 year old at Creditview Road and Kenninghall Boulevard). Removal of landscaping buffer between roads and sidewalk.	Thank you for your input. An additional +/- 50 trees would be impacted if the long-term solution was implemented, many of which were assessed as part of this project to be in poor to fair condition. A Tree Protection Zone will be established prior to construction to protect the remaining trees. Trees that are removed will be replaced at a 2:1 ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas. In general, the landscaped boulevard will be retained along the east side of roadway. In addition, a median is proposed between the multi-use trail and the roadway along the west side of the roadway.
Pollution/Noise Impacts	
Noise.	Thank you for your input. No additional noise mitigation is required as new noise walls will be installed as part of the preferred alternative.
Truck Use	
Truck traffic. Truck traffic restrictions should be enforced. Once the road is widened to 4 lanes, trucks will eventually be permitted to use the road as well. Will truck traffic continue to be discouraged along the	Thank you for your input. Trucks are currently restricted from using Creditview Road. The City of Mississauga is planning to continue this restriction after the project has been implemented.

Comment	Response
roadway?	
Transportation Planning	
I'm concerned that this will become a short cut/benefit for drivers coming from elsewhere.	Thank you for your input. Traffic on Creditview Road currently operates at or beyond capacity and is forecasted to increase further by 2031. Hourly traffic volumes
No benefit; the roadway would become a main thoroughfare.	collected in 2013 demonstrate that a considerable number of vehicles travel along Creditview Road not only during peak hours, but also during off-peak hours in both
Discourages alternative modes of traffic - money should be used on transit improvements.	directions. If no modifications to the roadway are undertaken, an overall deficiency in traffic operations will occur and result in significant queuing and potential safety concerns. Improvements are proposed in order to ensure the street provides the level of service needed for all users. The d plan for Creditview Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.
Ma	ybes
Transportation Planning	
Why can we only look toward 2031?	Thank you for your input. The models used in this assessment are standard software suites that are typically
How are models determined? There are limitations on modelling, should operate at a B.	used in planning for a project of this nature. Projected traffic volumes have been determined based on the expected growth in population and employment and associated traffic growth.
	Level of Service (LOS) measures the average vehicle delay on a turning movement and intersection basis. The LOS is measured on a scale from A (low delay) to F (high delay). In urbanized areas, the study reviews this measures considering context striving to balance the objective of achieving manageable congestion levels during the peak while avoiding having excessive unused capacity off-peak.
Public Consultation	
Is there another PIC re: Long-term Solution? How much will the residents' concerns be regarded? Process is limited by public input.	Thank you for your input. The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the Long-term Solution.
	Please note that public consultation is a key component of this study and the EA process. As part of this process, the City has reviewed and taken into consideration all comments received and has responded, and will continue to consider and respond to future comments received.
Transportation Demand Management	
Why is multi-use trail being built if the City is already looking into developing another path from Lake Ontario to Brampton?	Thank you for your input. The Mississauga Cycling Master Plan (2010) outlines a strategy to develop both on and off-road cycling routes in the city over the next twenty years. As part of the master plan a primary boulevard

Comment	Response
Comment Improve public transit to reduce road traffic.	 cycling route in the form of a multi-use trail is identified along Creditview Road. The City is proposing to construct a multi-use trail for the section between Bancroft Drive and Kenninghall Boulevard, as well as Kenninghall Boulevard and Old Creditview Road. In addition, the multi-use trail will connect with the existing multi-use trail to the south on Creditview Road. Further information can be found on the City of Mississauga website: http://www.mississauga.ca/portal/residents/mississaugacy_clingplan. Major transit route (MiWay) for northbound and southbound travel on Creditview Road is Bus Route 38 (weekdays) and 38A (weekends). In addition, Mississauga Transit is currently undertaken the plan (MiWay Five) for evolving public transit in Mississauga over the five years from 2016 to 2020. It will provide a comprehensive review of where transit operates, when it
	operates, and how frequently. Once completed, the plan will define MiWay's service standards for the next five years and set the stage for future transit expansion. For more information, please visit the following website: <u>http://www.mississauga.ca/portal/miway/miwayfive</u> .
	The proposed modifications are expected to increase transit reliability along the corridor.
Transportation Planning	
Why not under another roadway?	Thank you for your input. Traffic on Creditview Road currently operates at or beyond capacity and is forecasted
Can something be done on other already busy roads?	to increase further by 2031. Hourly traffic volumes
Improvements needed elsewhere e.g. Britannia.	collected in 2013 demonstrate that a considerable number of vehicles travel along Creditview Road not only during
Deal with traffic on other roads.	peak hours, but also during off-peak hours in both directions. If no modifications to the roadway are
Preliminary should be the permanent solution.	undertaken, an overall deficiency in traffic operations will occur and result in significant queuing and potential safety
Potential for 401 Interchange.	concerns. Improvements are proposed in order to ensure the street provides the level of service needed for all
Creditview Road is identified as collector in Official Plan.	users. The d plan for Creditview Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.
	Creditview Road is designated a Major Collector in the City's Official Plan. Creditview Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.
	The preliminary preferred alternative is expected to support traffic operations to Year 2031 and potentially

Comment	Response
	beyond. The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the Long-term Solution.
	Interchanges with Highway 401 are already in place to the east and west of Creditview Road, at Mississauga Road and Mavis Road, respectively. There is no intersection/interchange being planned at Creditview Road and Highway 401.
	It should be noted that the Ministry of Transportation is currently completing the detail design phase for the widening of Highway 401, between the Highway 401/403 Interchange and the Credit River and recently completed preliminary design and environmental assessment for the section for Highway 401 from the Credit River to Trafalgar Road.
	Creditview Road is designated a Major Collector in the City's Official Plan. Creditview Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.
Economic Impacts	
Concerned about impact on property prices. My biggest concern is that my property value will be blighted all the time the 4 lane option is on the table as it appears to significantly impact the property.	Thank you for your input. Creditview Road is designated a Major Collector in the City's Official Plan. Creditview Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.
	The City of Mississauga will confirm the landscape restoration and streetscape plan, as well as tree protection and planting plan (i.e. enhanced street tree planting) during detailed design. In addition, opportunities to plant additional trees and improve the diversity of age and species will be explored as part of this project.

Comment	Response
Other Co	omments
Public Consultation	
Was not aware that it was a workshop session. Not clearly communicated.	Thank you for your input. The notice of the Community Information Sharing Session (CISS) was published in the Mississauga News on May 28 and 29 and June 4 and 5, 2015. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned event. In addition, the Notice was mailed to residences situated within 300 m of the study area and mailed or emailed to those included on the project contact list, which has been maintained throughout the duration of the study, approximately 2 weeks in advance of the event. As part of the CISS, a formal presentation was offered by
	members of the project team, followed by a workshop activity, question and answer session and open house/informal discussion. The CISS provided an opportunity for members of the public to view the display material and ask questions and/or provide comments to members of the project team. The information is posted on the City of Mississauga website: <u>http://www.mississauga.ca/portal/residents/creditviewroad</u> <u>environmentalassessmentstudy</u> We apologize that the workshop component of the
Thank you for proporting this proportation! We appreciate	session was not clearly communicated to you.
Thank you for preparing this presentation! We appreciate you taking the time to listen to our concerns.	Thank you for your interest in this study.
Not happy with meeting being a Saturday.	Thank you for your input. The first public consultation event (Public Information Centre #1) was held on a weekday evening as an 'open-house' format , however responses received at/following the PIC indicated that some respondents disagreed with the timing of this event. It is understood that weekday schedules can be demanding for some. As such, the City held the workshop on Saturday, June 20, 2015, to accommodate weekday schedules and ensure that members of the public had an opportunity to attend prior to the beginning of summer vacation. In addition, as the event was held as a workshop, a Saturday session allowed participants to attend for a 2-3 hour duration, which is challenging to do on a weeknight.
Will there be another meeting covering concerns from this meeting as well as a more final solution?	Thank you for your interest in this study. This is the last of two public consultation events planned as part of this study. However, this CISS summary report documents the comments, questions and concerns discussed at/following the meeting.

Table G-3: General Comments and Responses

Comment	Response
	If you have any additional questions or concerns, please do not hesitate to contact the project email address (creditviewprojectteam@aecom.com) or telephone one the following project team members:
	City of Mississauga: Dana Glofcheskie, Project Manager (905) 615-3200, ext. 8243
	AECOM: Tammy Dow, Consultant Project Manager (519) 650-8656
	Mirjana Osojnicki, EA and Public Consultation Lead (905) 712-6987
	Subject to comments received, the City plans to proceed with planning for this project. The Environmental Study Report (ESR) is currently being prepared and documents the planning and decision-making process for this project. As per the requirements of the Municipal Class Environmental Assessment process, the ESR will be placed on the public record for a minimum 30 day review period. Members of the public, interest groups and review agencies may request a Part II Order from the Minister of Environment within the 30 day review period.
Transportation Planning	
There is going to be an Islamic Centre (addition to current one) on Argentia Road, close to Creditview Road. Has the traffic flow been studied?	As part of the traffic analysis undertaken for this study, the traffic modelling considers the development of Mississauga based on the City's growth forecasts.
	As part of the development application for the Meadowvale Islamic Centre, the applicant's consultant has undertaken a traffic impact study, which is under review by the City.

Comment	Response
I believe that widening Creditview Road between Bancroft	Traffic on Creditview Road currently operates at or
Road to Old Creditview Road is:	beyond capacity and is forecasted to increase further by
 not required; 	2031. Hourly traffic volumes collected in 2013
• would not be good use of taxpayers money; and	demonstrate that a considerable number of vehicles travel
 would be detrimental to the cultural heritage 	along Creditview Road not only during peak hours, but
landscape.	also during off-peak hours in both directions. If no
	modifications to the roadway are undertaken, an overall
Widening Creditview Road will only serve to invite more	deficiency in traffic operations will occur and result in
traffic, making it busier, thereby defeating the purpose.	significant queuing and potential safety concerns.
	Improvements are proposed in order to ensure the street
The previous introduction of traffic lights at Argentia Road	provides the level of service needed for all users. The
and Kenninghall Boulevard, and a left hand turn lane at	preferred plan for Creditview Road is to improve
Argentia Road and Falconer Drive greatly improved the	transportation conditions along the street for all users and
flow of traffic.	enhance the scenic route qualities of the street.
It is a lovely refreshing drive, across the Credit River and	The preliminary preferred alternative is expected to
along the tree lined Creditview Road, beautiful in each	support traffic operations to Year 2031 and potentially
season. We live down Creditview Road south of Britannia	beyond. The City will implement a monitoring program on
Road, and would hate to see this small section of road	Creditview Road to ensure the road continues to meet the
ruined for the sake of waiting a few minutes in rush hour	needs of the community. If and when additional capacity
traffic. I imagine that we are not the only local residents	is required, community consultation at that stage will take
that feel this way. Hopefully our tax dollars will be used for	place prior to the implementation of the Long-term
something more useful.	Solution.
Keeping the road to a single lane is ideal.	
Noise Mitigation Measures	
Suggest that some consideration be given to living wall	Thank you for your input. Noise mitigation treatments will
sound barriers along the road as an alternative to treated	be confirmed during detailed design, in consultation with
wood or manufactured materials.	affected property owners.
Roundabout Safety	
The City of Mississauga should consult with Niagara	Thank you for your suggestion to contact Niagara Region.
Police/ Niagara Region regarding the two-lane	
roundabout at Argentia Road. Niagara has constructed a	It is understood that the introduction of a roundabout is a
two-lane roundabout the end of Highway 406 and a few	potential learning curve to some drivers, particularly
near-misses while driving through the round-about. The	occasional drivers, as roundabouts may be an unfamiliar
City would benefit from Niagara's experience to teach	traffic control measure. The City has successfully
people to adjust their driving.	implemented a few roundabouts including the roundabout
	at Square One Drive and Duke of York Boulevard.
Active Transportation	
There is a City Park (P505 former Harris Lands) that is	Please note that as part of the City's preferred alternative,
located on the east side of Creditview Road between	it is proposed that Creditview Road will be maintained as
Falconer Drive and Argentia Road. It is currently in the	2 lanes between Bancroft Road and Argentia Road. As a
process of development for public use. You can see the	result, the street will not be widened in the vicinity of the
	future park. As such, the entrance to the park will be
Credit River Parks Strategy Plan for the site here:	
http://www7.mississauga.ca/Departments/Rec/parks/crps/	maintained as part of the proposed modifications (please
http://www7.mississauga.ca/Departments/Rec/parks/crps/ pdf/P505 former harris lands.pdf. Getting in and out of	refer to snapshot of portion of preferred alternative
http://www7.mississauga.ca/Departments/Rec/parks/crps/ pdf/P505 former harris lands.pdf. Getting in and out of this public park space/connecting trails, etc., will be	refer to snapshot of portion of preferred alternative below). The future development of the park lands will be
http://www7.mississauga.ca/Departments/Rec/parks/crps/ pdf/P505 former harris lands.pdf. Getting in and out of this public park space/connecting trails, etc., will be another traffic need on Creditview Road over the coming	refer to snapshot of portion of preferred alternative below). The future development of the park lands will be further considered by the City under separate planning.
http://www7.mississauga.ca/Departments/Rec/parks/crps/ pdf/P505 former harris lands.pdf. Getting in and out of this public park space/connecting trails, etc., will be another traffic need on Creditview Road over the coming years, but I don't see that entrance indicated on your	refer to snapshot of portion of preferred alternative below). The future development of the park lands will be further considered by the City under separate planning. The preferred alternative also includes widening
http://www7.mississauga.ca/Departments/Rec/parks/crps/ pdf/P505 former harris lands.pdf. Getting in and out of this public park space/connecting trails, etc., will be another traffic need on Creditview Road over the coming	refer to snapshot of portion of preferred alternative below). The future development of the park lands will be further considered by the City under separate planning.

Comment	Response
Can you provide some information on (a) how the	expected to support traffic operations to Year 2031 and
proposed road widening will impact the development of	potentially beyond.
the park site, (b) how the bike path along the roadway will	
connect with the bike trails proposed inside the park and	In addition, a continuous sidewalk will be provided along
(c) how the needs for pedestrians etc. to cross the road	the east side of Creditview Road, as well as a continuous
from the residential neighbourhoods to the west and enter	multi-use trail along the west side of roadway.
the park will be accommodated?	Pedestrians and cyclists crossing the roadway will be
	accommodated by the designated crossings provided at
	each leg of the roundabout. The crossings are being
	planned to include a 'splitter island' (median) that ensure
	pedestrians and cyclists cross only one direction of traffic
	at a time when traversing the roadway.