

Appendix A1

Study Mailing List

First Nations / Aborig	rst Nations / Aboriginal Communities								
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
Mr. Ken Brosseau	Manager	Lands & RRBG, Indian and Northern Affairs Canada	58 Dalhousie Street , 3rd Floor P.O. Box 1960 Brantford, ON N3T 5W5	519-751-2703	519-751-2666	ken.brousseau@inac-ainc.gc.ca			
Mr. Bryan O'Meara	Litigation Case Manager	Aboriginal Affairs and Northen Development Canada	25 Eddy Street, Room 1430 Gatineau, QC K1A 0H4	819-994-8647	819-953-6143	bryan.omeara@inac-ainc.gc.ca			
Mr. Jeffrey Betker		Office of the Federal Interlocutor for Métis and Non-status Indians Aboriginal Affairs and Northern Development Canada	66 Slater Street, Room 1218 Ottawa, ON K1A 0H4	613-992-7037	613-996-1737	jeffrey.betker@inac.gc.ca			
Ms. Heather Levecque	Manager	Consultation Unit Ministry of Aboriginal Affairs	160 Bloor Street East, 9 th Floor Toronto, ON M7A 2E6	416-325-4044	416-325-1066	heather.levecque@ontario.ca			
Ms. Ashley Johnson	Advisor	Strategy Policy & Planning Division Ministry of Aboriginal Affairs	160 Bloor Street East, 9th Floor Toronto, ON M7A 2E6	416-326-6313		ashley.johnson@ontario.ca			
Ms. Melanie Paradis	Director of Lands, Resources and Consultation	Métis Nation of Ontario	75 Sherbourne St., Suite 222 Toronto, ON M5A 2P9	416-977-9881 x 114	416-977-9911	melanieP@metisnation.org			
Ms. Margaret Sault	Director of Lands, Membership and Research	Mississauga's of the New Credit, Lands/ Research/ Membership Department	R.R.6, 468 New Credit Road Hagersville, ON N0A 1H0	905-768-0100	905-768-7911				
Federal Government	Agencies								
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
Ms. Anjala Puvananathan	Director, Ontario Regional Office	Canadian Environmental Assessment Agency	55 St. Clair Avenue East, Room 907 Toronto, ON M4T 1M2	416-952-1575	416-952-15/3	anjala.puvananathan@ceaa- acee.gc.ca			
Mr. Paul Savoie	Regional Environmental Assessment Analyst	Fisheries and Oceans Canada	3027 Harvester Road Unit 304 L7N 3G7 Burlington, ON	867-979-8011		savoiep@dfo-mpo.gc.ca			
Mr. Rob Dobos	Manager, Environment Assessment Section	Environment Canada	867 Lakeshore Road, P.O. Box 5050 Burlington, ON L7R 4A6	416-336-4953		rob.dobos@ec.gc.ca			
Ms. Melanie Lalani	Regional EA Coordinator, Safe Environments Program, Ontario Region	Health Canada	180 Queen Street West, 10 th floor Toronto, ON M5V 3L7	416-954-5013	416-952-4444	melanie.lalani@hc-sc.gc.ca			

Ontario Governmen	Intario Government Agencies								
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
Ms. Agatha Garcia-Wright	Director, EA (Acting) t Environmental Assessment and Approvals Branch	Ministry of the Environment and Climate Change	2 St. Clair Avenue West, 12 th floor Toronto, ON M4V 1L5	416-314-7288		agatha.garciawright@ontario.ca			
Ms. Amanda Graham	Environmental Resource Planner ar EA Coordinator	nd Ministry of the Environment and Climate Change	5775 Yonge Street, 8th floor Toronto, ON M2M 4J1	416-326-5745		amanda.graham@ontario.ca			
Ms. Dolly Goyette	Director, Central Region Office	Ministry of the Environment and Climate Change	5775 Yonge Street, 8th floor Toronto, ON M2M 4J1	416-326-1825		dolly.goyette@ontario.ca			
Mr. Rod Adams	District Manager	Ministry of the Environment and Climate Change, Toronto District Office	5775 Yonge Street, 8th floor Toronto, ON M2M 4J1	416-326-5536		rod.adams@ontario.ca			
Ms. Renee Bowler	Team Leader-Environmental Planning, Planning and Analysis Section	Ministry of Natural Resources, Strategic Coordination and Integration	300 Water Street, P.O. Box 7000 5 th floor, North Tower Peterborough, ON K9J 4R5	705-755-5870	705-755-1971	renee.bowler@ontario.ca			
Mr. Steven Strong	District Planner, Aurora District	Ministry of Natural Resources	50 Bloomington Road West Aurora, ON LOG 1R0	416-713-7366		steven.strong@ontario.ca			
Mr. Mark Heaton	Biologist, Aurora District	Ministry of Natural Resources	51 Bloomington Road West Aurora, ON LOG 1R0						
Ms. Michelle Moretti	Planning Advisor, Municipal Service Section, Central Region	s Ministry of Municipal Affairs and Housing	777 Bay Street 2 nd floor Toronto, ON M5G 2E5	416-585-6554		michelle.moretti@ontario.ca			
Ms. Rosi Zirger	A/Heritage Planner, Cultural Service Unit, Central and Southeast	Ministry of Tourism, Culture, and Sport	401 Bay Street, 17th floor Toronto, ON M7A 0A7	416-314-7159	416-314-7341	rosi.zirger@ontario.com			
Mr. Bernard O'Brien	MTO Permits Officer, Corridor Management Section	Ministry of Transportation	1201 Wilson Avenue, Bldg. D, 7th Floor Toronto, ON M3M 1J8	416-235-4491		bernard.o'brien@ontario.ca			
Ms. Heather Doyle	Land Use Planning, Contract Management & Operations Branch, Corridor Management and Property Section		301 St. Paul Street, 2nd Floor, St. Catharine's, ON L2R 7R4	905-704-2913		heather.a.doyle@ontario.ca			
Joseph Lai	Head, Highway Engineering Peel ar Halton	nd Ministry of Transportation	4th Floor, Bldg. 'D', 1201 Wilson Avenue, Downsview, ON M3M 1J8	416-235-4562		joseph.lai@ontario.ca			
Thanga Murugesu	Senior Project Engineer, Highway Engineering , Peel & Halton	Ministry of Transportation	4th Floor, Bldg. 'D', 1201 Wilson Avenue, Downsview, ON M3M 1J8	416-235-5271		Thanga.Murugesu@ontario.ca			
Tom Hewitt	Head, Corridor Management Sectio	n Ministry of Transportation	7th Floor, Bldg. 'D', 1201 Wilson Avenue, Downsview, ON M3M 1J8	416-235-4351		tom.hewitt@ontario.ca			
Mr. Anil Wijesooriya	General Manager, Planning Survey and Appraisal Professional Services	Ontario Realty Corporation	1 Dundas Street West, Suite 2000, Toronto, ON M5G 2L5	416-212-6183	416-212-1131	anil.wijesooriya@ontariorealty.ca			
Mr. Philip Baron	Development Planning Analyst, Lan Development - Ontario Lands	d Infrastructure Ontario - Realty Planning and Development Group	1 Dundas Street West, Suite 2000, Toronto, ON M5G 2L5	416-326-0494		philip.baron@infrastructureontario.ca			
Ms. Nancy Marconi	Power System Planning	Ontario Power Authority	120 Adelaide Street West, Suite 1600 Toronto, ON M5H 1T1						
Mr. Craig Stewart	Manager, Recreation Unit	Ministry of Health Promotion	393 University Avenue, 18 th floor Toronto, ON M7A 2S1	416-314-7791		craig.stewart@ontario.ca			
Mr. Brent Mikstas		Ontario Provincial Police	2682 Keele Street Toronto, ON M3M 3G5	416-235-4981					

Regional Municipality	of Peel								
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
Mr. Nimarta Gill	Project Manager	Regional Municipality of Peel	10 Peel Centre Drive, Suite A, 4th Floor Brampton, ON L6T 4B9	905-791-7800 ext 4563					
Mr. Brock Criger	Manager, Development Planning	Regional Municipality of Peel	10 Peel Centre Drive, 6th Floor Brampton, ON L6T 4B9	905-791-7800 ext. 7824					
Mr. Dana Banke	Supervisor, Risk and Audit	Peel Region Paramedic Services	5299 Maingate Drive, Mississauga, ON L4W 1G6	905-206-9738		dana.banke@peelregion.ca			
Mr. Paul Callanan	Director, Environmental Health	Peel Region Health Services		905-799-7700 ext. 2802			NO, RETURNED TO SENDER		
City of Mississauga									
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
Mr. Domenic Galati	Capital Project Manager, Transportation & Works Department,	City of Mississauga	3185 Mavis Road Mississauga, ON L5C 1T7			Domenic.Galati@mississauga.ca			
Mr. Jeff Wachman	Chair	Mississauga Cycling Advisory Committee	300 City Centre Drive Mississauga, ON L5B 3C1				NO, RETURNED TO SENDER		
Ms. Julie Lavertu	Legislative Coodinator, Heritage Advisory Committee	City of Mississauga		905-615-3200 ext. 5471		julie.lavertu@mississauga.ca			
Ms. Crystal Greer	City Clerk	City of Mississauga	300 City Centre Drive, 3rd Floor Mississauga ON L5B3C1						
Mr. Silvio Cesario	Manager Capital Works	City of Mississauga	3185 Mavis Road Mississauga, ON L5C 1T7			Silvio.Cesario@mississauga.ca			
	Ť.				Co	puncillor			
Councillor George Carlson	Councillor	City of Mississauga, Ward 11	300 City Centre Drive Mississauga, ON L5B 3C1						
Conservation Authori	ty								
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
Mr. Liam Marray	Manager, Planning Ecology	Credit Valley Conservation Authority	1255 Old Derry Road Mississauga, ON L5N 6R4	905-670-1615 ext. 239		Imarray@creditvalley.ca			
Utilities									
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
Ms. Marian Wright		Rogers Cable TV Limited	3573 Wolfdale Road Mississauga, ON L5C 316					·	
Ms Wendy Lefebvre	Design Manager - Access Network	Bell Canada	5115 Creekbank Road West, FL3 Mississauga, ON L4W 5R1						
Mr. Mike McGlvery	Special Project Supervisor	Enbridge Gas Distribution Inc.	500 Consumers Road North York, ON M2J 1P8						
Mr. George Juhn	Manager, Lines and ROW Programs	Hydro One Networks	483 Bay Street, North Tower, 15th Floor Toronto, ON M5G 2P5						
Mr. Paul Sidhu	Senior Manager, System Planning	Enersource Hydro Mississauga	3240 Mavis Road Mississauga, ON L5C 3K1	905-566-2738					
Mr. Geoff Bowden	Supervisor, Support Services and Connections	Peel Region Sanitary and Watermain	10 Peel Centre Drive, Brampton, ON L6T 4B9						

Stakeholders									
Contact Name	Contact Title	Agency Name	Mailing Address	Phone Number	Fax Number	E-Mail Address	Correspondence Received	Correspondence Sent	Action
					Tra	nsportation			
Ms. Anna Gentile	Operations Officer, West Area	Student Transportation of Peel Region	Keaton Centre, 5685 Keaton Crescent Mississauga, ON L9R 1C5	905-890-6000					
Ms. Ji-Yeon Lee	Acting Manager, Service Development	Mississauga Transit	Mailing Address			Ji-Yeon.Lee@mississauga.ca			
			•		Sch	ool Boards			
Mr. Steve Hare	Senior Planner/Manager	Peel District School Board	5650 Hurontario Street Mississauga, ON L5R 1C6						
Mr. Paul Mountford	Intermediate Planner Officer, Planning and Accounting Department	Peel District School Board	5650 Hurontario Street Mississauga, ON L5R 1C6			paul.mountford@peelsb.com			
Ms. Stephanie Cox	Senior Planner/Manager	Dufferin-Peel Catholic District School Board		905-890-0708 ext. 24163	905-890-1557	stephanie.cox@dpcdsb.org			
Mr. J.P. Melito	Superintendant of Planning and Operation	Dufferin-Peel Catholic District School Board	40 Matheson Blvd. West Mississauga, ON L5R 1C6	905-890-1221					
					Emerg	ency Services			
Mr. Peter Dundas	Director of Ambulance and Emergency Programs	Regional of Peel Ambulance Services	5299 Malngate Drive Mississauga, ON L4W 1G6	905-791-7800 ext. 3921	905-206-9738	peter.dundas@peelregion.ca			
Mr. John McDougall	Fire Chief	Mississauga Fire Department	15 Fairview Road West Mississauga, ON L5B 1K7	905-615-3750	905-615-4579	john.mcdougall@mississauga.ca			
Mr. Mike Grodzinski	Inspector of Operational Planning	Peel Regional Police	7750 Hurontario Street Brampton, ON L6V 3W6						
	•	•	•	•	C	ommittee	•		
Ms. Stephanie Smith	Legislative Coordinator	Mississauga Cycling Advisory Committee	300 City Centre Drive, 2nd Floor Mississauga, ON L5B 3C1			Stephanie.Smith@mississauga.ca			



Appendix A2

Agency Correspondence

City of Mississauga 201 City Centre Drive, Suite 800 MISSISSAUGA ON L5B 2T4

www.mississauga.ca

MISSISSAUGA

Leading today for tomorrow

HWY 401 MAVIS
60213979

February 1, 2012

Mark Heaton, Area Biologist Halton/Peel/Toronto, Aurora District 50 Bloomington Rd. Aurora, ON, L4G 0L8 COPY M. OSOTNICHO E C P. FEB 0 6 2012

AECON

Re: Highway 401 Expansion from Highway 403/410 to the Credit River; Pedestrian/Cyclist connection facility at Fletcher's Creek

Dear Mr. Heaton:

As part of Highway 401 ultimate expansion project – Phase II, from east of Mavis Road to east of Credit River, Ministry of Transportation Ontario (MTO) is proposing the replacement of the existing Highway 401 structure crossing Fletcher's Creek, with a bridge structure. Subject to the Ministry of Natural Resources (MNR) approval, the City of Mississauga understands that the MTO will consider 5m wide construction accesses on either side of Fletcher's Creek to allow the construction of the MTO's proposed creek replacement structure, with minimum impact on Fletcher's Creek. This structure is anticipated to be constructed at a wider width, spanning from 24m to 26m to accommodate construction.

The City of Mississauga Cycling Master Plan recognizes the existing on-road shared-use bicycle lanes on Second Line West crossing Highway 401 and has recommended provision of a cyclist/pedestrian connection facility once the existing vehicular structure has been removed. This connection is currently being explored by the City in collaboration with the MTO. Fletcher's Creek is located 150m west of the existing Second Line vehicular structure and provides an opportunity to incorporate the City's desired cyclist/pedestrian connection across Highway 401 within the MTO's proposed bridge span.

The City of Mississauga would like to recognize the support received from Ministry of Natural Resources representatives with regards to construction of an underpass facility at this location. This ministry, however, has advised that the width for a cyclist/pedestrian facility must be in addition to the existing width of the construction access, which would ultimately lead to a wider bridge span than that proposed by the MTO, thus potentially more disturbance around the Fletcher's Creek area.

The City of Mississauga trail facility guidelines endorse construction of 3m width trails with minimum 3m clear headroom, based on a 10yr storm event. Discussions with the MTO's consultant reveal that these requirements cannot be achieved within their proposed bridge structure even if the structure is widened to accommodate additional width for the trail. MTO's existing proposed structure, however, allows for construction of a 3m clear headroom trail, based on a 2yr storm event, with no need for additional widening. Due to these circumstances, the City is reluctant to financially support the extra widening. However, the City still perceives the benefit of this opportunity to

consider a 'basic' connection facility that will address cyclist/pedestrian needs, once the Second Line West vehicular bridge has been removed. In this regard, the City of Mississauga would like to request MNR to consider these exceptional circumstances to allow construction of a cyclist/pedestrian facility, using the MTO construction accesses, with no additional widening required.

In consideration of the above, the City would like to bring to your attention some of the positive implications associated with the integration of a 'basic' cyclist/pedestrian facility with the proposed Fletcher's Creek structure:

- (1) Positive environmental and economic benefits due to less bridge footings required (less disturbance area), at minimal construction cost;
- (2) Achieving economy of scale in combining this initiative, in a timely manner, without impacting the MTO's on-going project;
- (3) Provision of a naturalized soft surface composed of gravel for the pedestrian/cyclist facility connections;
- (4) A better alternative compared to an overpass cyclist/pedestrian structure, in terms of less impact on the already approved requirements and environmental mitigating measures endorsed by the MTO's 2005 TESR.

The City of Mississauga acknowledges and respects policies and regulations imposed by MNR, which are designed to protect the environment and to minimize construction impacts. Upon your approval, the City would welcome an opportunity to work closely with MNR and MTO to accommodate the proposed cyclist/pedestrian connection facility, ensuring minimal impacts and sufficient mitigating measures.

Should you have any technical questions, please contact Farhad Shahla, E.I.T. at 905-615-3200, ext. 3377.

Thank you,

Steve Barrett

Mgr, Transportation Asset Management

c. Wendy Alexander, Transportation and Works
Miao Zhou, M.Eng., P.Eng, MTO
Brian Ruck, P.Eng., Consultant Project Manager, AECOM

City of Mississauga 201 City Centre Drive, Suite 800 MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 30, 2012

Rina Kulathinal, P.Eng.
Head, Highway Engineering
Peel & Halton Section
Central Region
Ministry of Transportation
4th Floor, Building D,
1201 Wilson Avenue,
Downsview, ON., M3M 1J8

Dear Ms. Kulathinal:

RE: Second Line West vehicular bridge structure across Highway 401

As you may recall, on November 16, 2011, staff from the City of Mississauga and the Ministry of Transportation Ontario (MTO) met with community residents, regarding MTO's Highway 401 widening project and the permanent removal of the Second Line West structure over Highway 401. In this meeting, community residents raised concerns regarding the potential increase in traffic on local roads should the Second Line West structure be permanently removed.

A petition has been received, signed by more than 500 residents opposing the permanent removal of the Second Line West structure. Furthermore, in a deputation to Council on January 18, 2012, the Meadowvale Village Community Association expressed concerns and requested Council consider a replacement of the Second Line West vehicular bridge as part of the Highway 401 expansion project.

It is recognized that there is an agreement in place with the MTO regarding the permanent removal of the Second Line West structure which was identified in the MTO's 2007 TESR for the Highway 401 widening and that the MTO is currently undergoing the detailed design for this work. By means of this letter, the City would like to request the MTO to confirm its official position regarding the replacement of Second Line West vehicular structure, understanding the opposition received from the members of the public. Please advise of the implications on the MTO's current project, should the City wish to pursue a vehicular bridge.

In addition, staff recently met with a community focus group to discuss the bridge removal. It was mentioned at this time that should a vehicular bridge not be feasible, the community may

request the City to pursue a pedestrian/cyclist overpass rather than an underpass. The City would like to understand how this could be included as part of the MTO's ongoing widening project.

As we need to report back to Council, a response at your earliest opportunity would be appreciated. Should you have any questions, please do not hesitate to contact me.

Regards,

Steve Barrett,

Manager, Transportation Asset Management Transportation and Works Department

City of Mississaga

201 City Centre Drive, Suite 800

Mississauga, ON, L5B 2T4 Tel: 905-615-3200 ext. 3017

cc: Miao Zhou, Ministry of Transportation

Ministry of Transportation Engineering Office Central Region 4th Floor, Bldg. D 1201 Wilson Avenue Downsview, Ontario M3M 1J8 Fax: (416) 235-3576 Ministère des Transports Bureau de génie Région du Centre 4e étage, édifice D 1201 avenue Wilson Downsview Ontario M3M1J8 Téléc: (416) 235-3576



May 25, 2012

Mr. Steve Barrett, Manager, Transportation Asset Management Transportation and Works Department City of Mississauga 201 City Centre Drive, Suite 800, Mississauga, ON, L5B 2T4

Dear Mr. Barrett:

Re: Highway 401 Expansion from 403/410 to the Credit River; Second Line West bridge

Thank you for your letter dated March 30, 2012 regarding the Second Line West vehicular structure across Highway 401. The Ministry of Transportation ("MTO, the Ministry") has reviewed your letter, and offer the following in response to the inquiries raised.

While the Ministry acknowledges the on-going public interest in maintaining a vehicular crossing over Highway 401 at Second Line West with the 12-lane core/collector expansion to the Credit River, the Ministry's formal position is to proceed with the recommended design as outlined in the *Highway 401 Improvements from Highway 410/403 Interchange to East of the Credit River Transportation Environmental Study Report (TESR)* (August 2005), which includes permanent removal of the Second Line West structure over Highway 401.

As you are aware, the 2005 TESR recommended utilizing the embankment area on the north side of the existing Second Line West structure to construct a Stormwater Management (SWM) pond. The location of this pond is crucial in providing treatment within the Fletcher's Creek Watershed and endeavours to address regulatory agency concerns with additional highway runoff into receiving watercourses. It is noted that during the preliminary design, different types and locations of SWM were considered and evaluated by a number of criteria including effectiveness, land requirements, engineering complexity, and costs.

A condition of approval to this TESR as prescribed by the Minister of the Environment was that the MTO shall develop a restoration plan to offset the extent of removal within the adjacent Meadowvale Station Woods area on the west side of Fletcher's Creek, north and south of Highway 401. To this end, the closure of Second Line West crossing will provide an opportunity to re-naturalize and restore an area which will generally offset vegetation impacts associated with the widening.

For these reasons, pursuing a vehicular bridge in conjunction with the current Detail Design component of the Highway 401 expansion would constitute a significant change to the commitments outlined in the 2005 TESR. Consequently, portions of the approved design would have to be altered and the current project would require a TESR Addendum under the Ministry's *Class Environmental Assessment for Provincial Transportation Facilities* (MTO, 2000).

Should the City wish to pursue a vehicular bridge independent of the current Detail Design, the City would be responsible to undertake its own Class Environmental Assessment Process including public and regulatory agency consultation and receive all requisite environmental permits and approvals. In doing so, the City will need to recognize the agreement in place with the Ministry to permanently remove the Second Line West structure as well as the 2005 TESR commitments and EA conditions of approval, including, but not limited to the examples provided above.

As previously discussed with the Project Team, the Ministry is more than willing to further explore opportunities for the City to incorporate the construction of a pedestrian/cyclist overpass as part of the MTO's ongoing widening project.

With the recent release of the Ontario 2012 budget, which commits to several spending reductions over the next few years to help the province eliminate the projected deficit, the construction of the Highway 401 expansion project has been delayed. There are now opportunities and time for the City to secure all necessary permits and approvals for the preferred overpass structure, while continue to liaise with the Ministry and coordinate the construction with the Highway 401 expansion.

Should you have any questions or require any additional information, please do not hesitate to contact me.

Regards,

Rina Kulathinal,

Section Head, Peel-Halton

Planning and Design

Ministry of Transportation Central Region

Highway Engineering

1201 Wilson Avenue, Building D, 4th Floor

M3M 1J8

CC: Jason White, MTO

Miao Zhou, MTO

Larry Sarris, MTO

Brian Ruck, AECOM

Please Reply By April 30, 2014

To: Mirjana Osojnicki, AECOM			Date: 7 A/R 2014			
Tel: (905) 712.698 Fax: (905) 501.01		E-mail	: mirjana.osojnicki(@aecom.com		
Re: Class Envi of Highway	ronmental Asses / 401, City of Miss	sment Study for S sissauga	econd Line Wes	st Crossing		
NAME:	D-R. BAN	1 KLE	•			
TITLE:	Supervise	SR RISK & A	2017			
MUNICIPALITY	AGENCY:	REGIONAL	Paramedic	Bedoes		
ADDRESS:	5299 W	andanse be				
		in apa				
PHONE:	5 05-791-	7800 K 393	(
FAX:	e965- 25G	- 9738				
E-MAIL:	dana. bo	nke @ pzetregi	ص٠ د د د			
Please indicate t	he appropriate res	sponse:				
— My group/a leave me o	igency <u>is intereste</u> n the Study Mailing	e <u>d</u> in providing inpu g List.	t regarding this S	tudy. Please		
My group/a	gency is not inter	<u>ested</u> in providing i . Please leave me	input regarding th	nis Study but		
		ency from Study Ma		illing List.		
	or concern/prelim		-			
~		on Rosas Cac	Sopes La	15		
2	\mathcal{O}	AFTE DESTRIC	· · · · · · · · · · · · · · · · · · ·			
ATERNAT	= Boutines	APPANTE ME	of Which	MIGHT		
BE BT W	LACE #	Infact ANB	marke B	SPENSIES		
in that	GE EANEROCE	ain of the last	<u></u>			

Please Reply By April 30, 2014

To: Mirjana Osojnicki, AECOM Tel: (905) 712.6987 Fax: (905) 501.0181 E-mail: mirjana.osojnicki@aecom.com Re: Class Environmental Assessment Study for Second Line West Crossing of Highway 401, City of Mississauga LTAM NAME: LANNIC TITLE: MUNICIPALITY/AGENCY: ADDRESS: POSTAL CODE: 0-1615 ext 239 PHONE: FAX: E-MAIL: Please indicate the appropriate response: My group/agency is interested in providing input regarding this Study. Please leave me on the Study Mailing List. My group/agency is not interested in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List. Please **remove** my group/agency from Study Mailing List. Area of interest or concern/preliminary comments: Environmen

Please Reply By April 30, 2014

To: Mirjana Oso	jnicki, AECOM	Date: 4014	_
Tel: (905) 712.6 Fax: (905) 501.6		E-mail: mirjana.osojnicki@a	aecom.com
	vironmental Assessment S vay 401, City of Mississauga	50	Crossing
NAME:	LARRY SARRIS		
TITLE:	Ensignmental Plans	nes	
MUNICIPALIT	Y/AGENCY: MTO		
ADDRESS:	1201 wilson De	Bulding D, 3rd	floor
POSTAL COD	E: M3M 158		
PHONE:	(416) 235-670)		, 190 H 2
FAX:			
E-MAIL:	lory, Sorris 3 order	%o,cq	
My grou leave m My grou would like	te the appropriate response: p/agency <u>is interested</u> in prope on the Study Mailing List. p/agency <u>is not interested</u> in the test of the second contract of t	oviding input regarding this St on providing input regarding this se leave me on the Study Mai	is Study but
- Context - MOE TEST	st or concern/preliminary co of Huy 401 widening & Approal Conditions ital Witigation Compans	to credit River & re-vegetating MSM	Jareol.

From: Gill, Nimarta [mailto:Nimarta.Gill@peelregion.ca]

Sent: Tuesday, April 08, 2014 4:18 PM

To: Osojnicki, Mirjana **Cc:** Tavana, Mahtab

Subject: Class EA study for Second Line W crossing HWY401, COM

Hey Mirjana

It has recently come to our attention that COM is conducting EA study for identifying the plan for pedestrian/ cyclist connection for Second Line W across HWY401, and removal of existing bridge structure for widening of HWY401. At the intersection of Second Line W and HWY401, we have an existing 400mm Concrete watermain, which has been tunnelled, approx. 8m deep and liner has already been applied. The line and drain valves are already located out of the HWY401 widening limits. And, there is no existing sewer at that location.

Thanks

Nimarta Gill, M.Eng., EIT

Project Manager Water & Wastewater Program Planning Public Works Region of Peel Tel: 905-791-7800 Ext. 4563

Tel: 905-791-7800 Ext. 4563 nimarta.gill@peelregion.ca

Please Reply By April 30, 2014

To: Mirjana Osojnio	cki, AECOM	Date: April 11, 2014				
Tel : (905) 712.698 Fax : (905) 501.018		E-mail: mirjana.osojnicki@aecom.com				
	Re: Class Environmental Assessment Study for Second Line West Crossing of Highway 401, City of Mississauga					
NAME:	Renéé Bow	ler				
TITLE:	Team Leader, Plans	ning + Analysis Section				
MUNICIPALITY/	AGENCY: MNR) '				
ADDRESS:	300 Water S	treet Peterborough				
POSTAL CODE:		,				
PHONE:						
FAX:						
E-MAIL:						
Please indicate the appropriate response: My group/agency is interested in providing input regarding this Study. Please leave me on the Study Mailing List. My group/agency is not interested in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.						
Please <u>rer</u>	<u>nove</u> my group/agency from S	tudy Mailing List.				
Area of interest	Area of interest or concern/preliminary comments:					
Aurora have	District Offer	e sifthey exided Rominat				

Ministry of the Environment

Central Region
Technical Support Section

5775 Yonge Street, 8th Floor North York, OntarioM2M 4J1

Tel.: (416) 326-6700 Fax: (416) 325-6347 Ministère de l'Environnment

Région du Centre Section d'appui technique

5775, rue Yonge, 8^{ième} étage North York, Ontario M2M 4J1

Tél.: (416) 326-6700 Téléc.: (416) 325-6347

April 11, 2014 File No.: EA01-06-05

Farhad Shahla, M.Eng., P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario, L5B 2T4

RE: Second Line West Crossing at Highway 401

City of Mississauga

Class Environmental Assessment, Schedule C

Response to Notice of Commencement

Dear Ms. Shahla,

This letter is our response to the Notice of Study Commencement for the above noted project. This response acknowledges that the Region of Peel has indicated that its study is following the approved environmental planning process for a Schedule C Environmental Assessment project under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA).

Based on the information submitted, we have identified the following areas of interest with respect to the proposed undertaking:

- Ecosystem Protection and Restoration
- Surface Water
- Groundwater
- Air Quality, Dust and Noise
- Servicing and Facilities

- Contaminated Soils
- Mitigation and Monitoring
- Planning and Policy
- Class EA Process
- Aboriginal Consultation

We are providing the following general comments to assist your team in effectively addressing these areas of interest:

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential
 impacts and to develop appropriate mitigation measures. Our records confirm that the following
 sensitive environmental features are located within or adjacent to the study area:



- Areas of Natural and Scientific Interest (ANSIs)
- Rare Species of flora or fauna

- Watercourses
- Woodlots

We recommend consulting with the Ministry of Natural Resources (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional study will be necessary to preserve and protect these sensitive features.

Surface Water

- The ESR must include a sufficient level of information to demonstrate that there will be no
 negative impacts on the natural features or ecological functions of any watercourses within
 the study area. Measures should be included in the planning and design process to ensure
 that any impacts to watercourses from construction or operational activities (e.g. spills,
 erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's Stormwater Management Planning and Design Manual (2003) should be referenced in the ESR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.

Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act*.
- Potential impacts to groundwater-dependent natural features should be addressed. Any
 changes to groundwater flow or quality from groundwater taking may interfere with the
 ecological processes of streams, wetlands or other surficial features. In addition,
 discharging contaminated or high volumes of groundwater to these features may have direct
 impacts on their function. Any potential effects should be identified, and appropriate
 mitigation measures should be recommended. The level of detail required will be dependent
 on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified
 in the ESR. In particular, a Permit to Take Water (PTTW) under the Ontario Water
 Resources Act will be required for any water takings that exceed 50,000 litres per day.

Air Quality, Dust and Noise

- Any potential air quality impacts should be assessed and used in the evaluation of alternatives for the proposed project. Appropriate mitigation measures of any potential effects should be identified.
- Dust and noise control measures should be addressed and included in the construction
 plans to ensure that nearby residential and other sensitive land uses within the study area
 are not adversely affected during construction activities.
- The ESR should consider the potential impacts of increased noise levels during the
 operation of the undertaking due to potentially higher traffic volumes resulting from this
 project. The proponent should explore all potential measures to mitigate significant noise
 impacts during the assessment of alternatives.

Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground
 or surface water, provides potable water supplies, or stores, transports or disposes of waste
 must have an Environmental Compliance Approval (ECA) before it can operate lawfully.
 Please consult with the Environmental Approvals Branch to determine whether a new or
 amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines *Land Use Compatibility* to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Contaminated Soils

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with Part XV.1 of the Environmental Protection Act (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. We recommend contacting the ministry's Halton Peel District Office in Burlington for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be investigated in the ESR.
 Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the Environmental Protection Act may be required for land uses on former disposal sites.
- The ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry requirements.
- Contractors must be made aware of all environmental considerations so that all
 environmental standards and commitments for both construction and operation are met.
 Mitigation measures should be clearly referenced in the ESR and regularly monitored during
 the construction stage of the project. In addition, we encourage proponents to conduct postconstruction monitoring to ensure all mitigation measures have been effective and are
 functioning properly. The proponent's construction and post-construction monitoring plans
 should be documented in the ESR.

Planning and Policy

- Parts of the study area are subject to the Growth Plan for the Greater Golden Horseshoe.
 The ESR should demonstrate how the proposed study adheres to the relevant policies in these plans.
- The Provincial Policy Statement contains policies that protect Ontario's natural heritage and water resources, including designated vulnerable areas mapped in source water protection assessment reports under the Clean Water Act. Applicable policies should be referenced in the ESR, and the proponent should demonstrate how this proposed project is consistent with these policies. Assessment reports can be found on the Conservation Ontario website at: http://www.conservation-ontario.on.ca/source_protection/otherswpregionsindex.htm.

Class EA Process

- The ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The ESR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the ESR should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File.
- Please include in the ESR a list of all subsequent permits or other approvals that may be required for the implementation of the preferred alternative, including Permits to Take Water, Environmental Compliance Approvals, approval under the Canadian Environmental Assessment Act (CEAA), and conservation authority permits.

 Please note that ministry guidelines and other information related to the issues noted above are available at http://www.ontario.ca/environment-and-energy/environment-and-energy under the publications link. We encourage you to review all the available guides and to reference any relevant information in the ESR.

Aboriginal Consultation

- Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's Constitution Act 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that may adversely affect them.
- Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.
- The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.
- The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.
- Where the Crown's duty to consult is triggered in relation to your proposed project, the
 Ontario Ministry of the Environment is delegating the procedural aspects of rights-based
 consultation to you through this letter.
- Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the attached "Aboriginal Consultation Information" document. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.
- You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order request has been submitted. The ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

Thank you for the opportunity to comment on this project. A draft copy of the ESR should be sent to this office prior to the filing of the final draft, allowing approximately 30 days review time for the ministry's reviewers to provide comments. Please also forward our office the Notice of Completion and Project ESR when completed. Should your team have any questions regarding the above, please contact me at 416-326-5745.

Yours sincerely,

Amarda Gaham

From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]

Sent: Monday, April 14, 2014 8:32 AM

To: O'Brien, Bernard (MTO) **Cc:** Osojnicki, Mirjana

Subject: RE: EA assessment study - Hwy. 401 & Second Line West

Good morning Bernard – Received your input and thanks for notifying the MTO's Planning & Design Office for additional comments.

Regards - Farhad.

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works € 905-615-3200 ext. 3377 | ₱ 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From: O'Brien, Bernard (MTO) [mailto:Bernard.O'Brien@ontario.ca]

Sent: 2014/04/14 8:27 AM

To: Farhad Shahla

Subject: EA assessment study - Hwy. 401 & Second Line West

Any crossings within the Ministry right-of-way will require an Encroachment Permit. If you have any questions regarding this project please call me at 416-235-4491.

I will pass your request to our Planning & Design Office to review and comment.

Bernie O'Brien – Permits Officer MTO- Corridor Management Section

Please Reply By Ap	rii 30, 2014					
To: Mirjana Osojnicki, AECOM	Date:					
Tel : (905) 712.6987 Fax: (905) 501.0181	E-mail: mirjana.osojnicki@aecom.com					
Re: Class Environmental Assessment Study for Second Line West Crossing of Highway 401, City of Mississauga						
NAME: Thornga Mo	orugesu otect Managen					
TITLE: SCHIOR PR	otect warden					
MUNICIPALITY/AGENCY: TRANSPI	MOITHISIC					
MUNICIPALITY/AGENCY: TRANSPORT ADDRESS: 1201 WILSON	AUX, TOROND, ON BUILDIN					
POSTAL CODE: M3m 138						
PHONE: 416-235-4	685					
FAX:						
E-MAIL: thanga mur.	ugesus ordanis.cq					
Please indicate the appropriate response: My group/agency is interested in providi leave me on the Study Mailing List.	ng input regarding this Study. Please					
My group/agency <u>is not interested</u> in prowould like to be kept informed. Please le	ATT 1. (ATT) (TE)					
Please <u>remove</u> my group/agency from S	tudy Mailing List.					
Area of interest or concern/preliminary comr	nents:					
Ministry context for The Mr. Otherage Moreg email: thange moreg Phore: 416-235-4689	esu 6 ontariores					

From: Nancy Macwhirter [mailto:Nancy.Macwhirter@aadnc-aandc.gc.ca]

Sent: Thursday, April 24, 2014 2:25 PM

To: Ruck, Brian; Osojnicki, Mirjana; farhad.shahla@mississauga.ca

Subject: Aboriginal consultation - Second Line West Crossing of Highway 401 - Mississauga - ON

Hello Project Leadership;

Aboriginal Affairs and Northern Development Canada (AANDC) officials do not participate in environmental assessments that pertain to projects off-reserve, nor does the department track how other parties carry out their EAs. Therefore, please omit AANDC officials from your contact list. Only when a project intersects with reserve land, should the Environmental Unit of AANDC be contacted.

AANDC has launched the Aboriginal and Treaty Rights Information System (ATRIS). This Web-based system uses a mapping interface to provide information to federal officials and other interested parties on the location and nature of established and potential Aboriginal and Treaty rights. With ATRIS bringing together information regarding Aboriginal groups such as their exact location, their established rights (through treaties and other agreements) and their asserted rights through claim processes and also enabling users to relate many types of AANDC corporate data within a geographical and consultation context, ATRIS has become the main platform for Canada to disseminate its real or constructive knowledge of section 35 rights.

You can go directly to http://sidait-atris.aadnc-aandc.gc.ca/atris online/ and begin research in ATRIS. At the ATRIS "Help" button, there are answers to frequently asked questions, a glossary, and instructions on how to navigate the system. Please familiarize yourself with the information available there so you can carry out your research using ATRIS.

Please keep in mind that some of the information provided by ATRIS will be contextual. Depending on your project, the information that comes up in a search may or may not pertain to Aboriginal or treaty rights in your particular project area. In most cases, therefore, the Aboriginal communities identified by ATRIS are best placed to explain their traditional use of land, their practices, or their claims that may fall under section 35 of the *Constitution Act, 1982*.

If you have specific questions on how to conduct research using ATRIS, we will endeavour to assist you if you contact the CIS through the e-mail address: <u>UCA-CAU@aadnc-aandc.gc.ca</u>. Should you have comments regarding the contents in ATRIS, please complete the "Provide Feedback" form available in the "Help" or provide them through e-mail. Your input is valuable as ATRIS is continually evolving through the addition of new information and the observations and contributions of users.

Regional Subject Experts
Consultation Information Service (CIS)
Consultation & Accommodation Unit
Aboriginal Affairs and Northern Development Canada

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

http://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may in

certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 12A Flr 2 St Clair Ave W Toronto ON M4V1L5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;

- Following up with First Nation and/or Métis communities to ensure they received project
 information and that they are aware of the opportunity to express comments and concerns
 about the project. If you are unable to make the appropriate contacts (e.g. are unable to
 contact the Chief) please contact the Environmental Assessment and Planning Coordinator at
 the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites):
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which
 may include providing support to help build communities' capacity to participate in
 consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all
 the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
 - summarize the nature of any comments and questions received from First Nation and/or Métis communities
 - o describe your response to those comments and how their concerns were considered
 - o include a communications log indicating the dates and times of all communications; and
 - o document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. "Yes" responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the

following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

		YES	NO
1.	Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area?		
	The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.		
2.	Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?		
3.	Is the project located in an open or forested area where hunting or trapping could take place?		
4.	Does the project involve the clearing of forested land?		
5.	Is the project located away from developed, urban areas?		
6.	Is your project close to, or adjacent to, an existing reserve?		
	Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.		
7.	Will the project affect First Nations and/or Métis ability to access areas of significance to them?		
8.	Is the area subject to a land claim?		
	Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.		
9.	Does the project have the potential to impact any archaeological sites?		



April 30, 2014

Ms. Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM 5600 Cancross Court, Suite A Mississauga, ON L5R 3E9

Dear Ms. Osojnicki:

RE: Class Environmental Assessment - Notice of Commencement and PIC#1

Second Line West Crossing of Highway 401

City of Mississauga

Thank you for your letter to the Board dated April 2, 2014 informing the Board of the PIC #1 that was held on April 16, 2014 and the commencement of the above noted study. Please continue to provide the Board with any information that is available and keep the Board informed of the status of this project so that the Board may monitor its progress and provide comments as necessary.

If you require any further information please contact me at 905-890-1010, ext. 2724.

Yours truly,

Branko Vidovic

Intermediate Planning Officer

Planning and Accommodation Department

c. D. Dundas, Peel District School Board

F. Shahla, City of Mississauga

B. Ruck, AECOM

Second Line West Crossing 401 PIC1.doc

ISO 9001 CERTIFIED - CUSTODIAL SERVICES AND MAINTENANCE SERVICES

Director of Education and Secretary Tony Pontes



From: George Carlson Sent: 2014/05/20 2:35 PM

To: Steve Barrett

Cc: Jessica Lee; Farhad Shahla

Subject: Second Line Overpass / Creditview Road Widening

Good afternoon,

Councillor Carlson received the following comments from the Meadowvale Village Community Association, he has advised them that the Creditview Road Bridge has not been approved as yet. He agrees that the new Creditview Road Bridge should be installed before the Second Line Bridge is removed (if possible).

COMMENTS:

2nd Line Overpass

With the inevitable closing of the 2nd Line overpass at the 401, it was suggested that Creditview widening and overpass be constructed prior to removing 2nd Line. We realize that this is a Provincial matter, but input from the City is obviously warranted.

Sincerely,

Kimberly for

George Carlson, Councillor Ward 11 City of Mississauga 300 City Centre Drive, 3rd Floor Mississauga, ON L5B 3C1

Office: 905-896-5011 Fax: 905-896-5863

Email: george.carlson@mississauga.ca Web page: www.georgecarlson.ca









From: Hazel McCallion Sent: 2014/05/30 12:20 PM

Cc: George Carlson; Martin Powell; Steve Barrett; Farhad Shahla

Subject: Second Line West Bridge

May 30, 2014

Dear Residents:

Thank you to all those who wrote to me expressing your concerns pertaining to the permanent removal of the Second Line West vehicular bridge as part of the Ministry of Transportation Ontario (MTO)'s Highway 401 expansion project. The City is very supportive of the highway expansion, which is long overdue, and has collaborated with MTO staff throughout the process.

As you may have learned from information provided at several public engagements, the highway expansion planning dates back to 1982 when the MTO completed a preliminary design study for Highway 401. The preliminary design identified the permanent removal of the Second Line vehicular bridge across Highway 401 to accommodate the highway widening. Mississauga Council subsequently adopted a recommendation for the closure and removal of the vehicular bridge at the time of the future Highway 401 widening, with no further plan to reconstruct as a vehicular crossing.

As part of the process related to the future highway expansion, and for the protection of the Old Meadowvale Village, an agreement was struck with the MTO that included construction of the Mavis Road highway interchange, which was completed in 1999. As well, the Derry Road bypass was constructed which directed through traffic away from Old Derry Road and the village. Residential subdivisions adjacent to Second Line West, as well as the local road network north and south of Highway 401, were planned and constructed anticipating the removal of the structure.

In 2005, the MTO completed an Environmental Assessment study (EA) for the Highway 401 expansion, and through two public information centres (PICs), formally identified the removal of the Second Line West vehicular crossing. According to the MTO, local residents and businesses were informed of the EA study and invited to participate by means of newspaper advertisement and the circulation of approximately 5500 and 8000 brochures for the first and second PICs, respectively. The EA study was approved in 2007 with conditions that included the re-vegetation of the existing right-of-way available upon the removal of Second Line West vehicular bridge, to enhance the sensitive natural features within the Meadowvale Station Woods property.

In 2013, MTO held a pre-construction PIC, showing the detailed design of the Highway 401 widening project from east of the Mavis Road interchange to east of the Credit River. Based on the current schedule for the Highway 401 widening project, the MTO will initiate the work for the Mavis Road interchange in early 2014 and the Highway 401 mainline construction in 2015. It is anticipated that the MTO will remove the Second Line West structure over highway 401 as early as 2015 in order to facilitate the highway construction.

In 2011, I attended a meeting which was hosted by Councillor Carlson where City staff presented information to area residents on the MTO's Highway 401 widening project and the history related to the future removal of the Second Line West crossing. A number of concerns were raised related to existing traffic conditions transportation operations for the road network in the vicinity of Highway 401/Second Line West including the following:

- Sombrero Way is currently operating under poor conditions, and the removal of Second Line West vehicular structure would further deteriorate conditions.
- Second Line West vehicular crossing is used for means of 'convenience' to by-pass Mavis Road, accessing the interchange at Highway 401.
- There are currently transportation operation challenges on Sombrero Way, Donway Drive, Bancroft Drive, Boyer Boulevard, etc.

In response to the public comments received at the public meetings, City staff conducted a traffic review – for AM peak hour (busiest 1 hour in a weekday and weekend) – and concluded that:

- There would be marginal changes in travel patterns and traffic volumes within the road network i.e. Sombrero Way, upon removal of the structure.
- The existence of Second Line West vehicular bridge is independent of the existing traffic operation conditions in the surrounding road network.
- The current and the projected future vehicular traffic demands using Second Line West do not warrant reconstruction of a vehicular crossing at Highway 401.

The City's Cycling Master Plan has identified a bridge at the location of Second Line West over Highway 401 as an important link in the City's cycling network. Counts of pedestrians and cyclists have not been collected for the existing Second Line West crossing over Highway 401. As the current Second Line West crossing of Highway 401 does not have sidewalks and cyclists using the bridge currently share the lanes with vehicles, counts of this facility could not be expected to reflect the level of demand for a dedicated pedestrian and cycling crossing at this location. Should a dedicated pedestrian and cycling crossing be constructed at this location, users with all levels of confidence would be encouraged to use the facility by means of active transportation in a much safer environment, with improved accessibility and connectivity to sidewalks, cycling routes and trails in the neighbourhoods north and south of the highway.

As discussed earlier, the Second Line West vehicle crossing of Highway 401 will be permanently removed by the MTO as part of the MTO's widening works along Highway 401. There is no plan to reconstruct the connection as a vehicular access upon completion of the works, due to the reasons described above. However, aligned with the City's 2010 Cycling Master Plan, the City is currently undertaking a municipal Class Environmental Assessment (Class EA Study) to construct an active transportation crossing on Second Line West at Highway 401 to accommodate pedestrians and cyclists only. The Class EA Study includes public and external agency consultation when identifying and evaluating alternative solutions and design concepts, including consultation with Mississauga Fire, Peel Regional Police and Peel Regional Paramedic Services.

Please note that the second public information centre for the Class EA Study is scheduled for June 5, 2014. Additional meeting information and all related project updates and earlier presentation materials for this study and the on-going traffic operations investigation can be reviewed by visiting: http://www.mississauga.ca/portal/residents/secondlinewest.

Subsequent to the removal of the Second Line West crossing by the MTO, the City will continue monitoring local traffic conditions. Typically, changes in driver behaviour as a result of road closures and other network changes take time; therefore, the traffic review will be completed over a six month time frame, and appropriate mitigation measures, if required, would be recommended through a consultation process with the residents.

I hope this letter addresses your concerns. Should you have any questions please contact Mr. Farhad Shahla, Transportation and Works Department, at (905) 615-3200, ext. 3377 or by e-mail at farhad.shahla@mississauga.ca.

Once again, thank you for taking the time and effort to write to me.

Sincerely,

HAZEL McCALLION, C.M., LL.D. MAYOR

cc: Councillor George Carlson, Ward 11

Martin Powell, Commissioner, Transportation and Works

Steve Barrett, Acting director, Transportation and Infrastructure Planning

Farhad Shahla, Transportation Project Engineer, Transportation

Infrastructure Management

[&]quot;This e-mail may not be forwarded or shared without written permission of the author."

Blacha, Madelin

From: Blacha, Madelin

Sent: Monday, June 02, 2014 5:06 PM

To: Blacha, Madelin

Subject: FW: Regarding: PIC #2 MCEA Study for Second Line West Pedestrian/Cyclist Crossing

of Hwy 401

From: Farhad Shahla Sent: 2014/06/02 1:21 PM To: 'Pereira, Aidan (MNR)'

Cc: Burkart, Jackie (MNR); Ruck, Brian (Brian.Ruck@aecom.com)

Subject: RE: Regarding: PIC #2 MCEA Study for Second Line West Pedestrian/Cyclist Crossing of Hwy 401

Good afternoon Aidan - Received with thanks.

Regards - Farhad.

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works

¶ 905-615-3200 ext. 3377 № 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From: Pereira, Aidan (MNR) [mailto:Aidan.Pereira@ontario.ca]

Sent: 2014/06/02 1:16 PM

To: Farhad Shahla; brian.ruck@aecom.com

Cc: Burkart, Jackie (MNR)

Subject: Regarding: PIC #2 MCEA Study for Second Line West Pedestrian/Cyclist Crossing of Hwy 401

The Ministry of Natural Resources (MNR) has reviewed the previous e-mail regarding the Notice of Public Information Center (PIC) #2 Municipal Class Environmental Assessment Study for Second Line West Pedestrian/Cyclist Crossing of Highway 401. MNR has no concerns provided that sediment erosion controls are implemented and that the crossing stays within the existing footprint of 2nd Line.

If you require any further comments please direct your response to jackie.burkart@ontario.ca

Regards,

Aidan

Aidan Pereira
Planning Assistant
Aurora District Ministry of Natural Resources
50 Bloomington Road
Aurora, ON L4G 0L8
Telephone: (905) 713-7448

From: Litner, Matthew (IO) [mailto:Matthew.Litner@infrastructureontario.ca]

Sent: Wednesday, June 04, 2014 11:52 AM

To: Ruck, Brian **Cc:** Osojnicki, Mirjana

Subject: RE: Second Line West Pedestrian Crossing of Hwy 401

Perfect. Good to hear.

Thanks,

Matthew Litner

Summer Associate - Environmental Management
Ontario Infrastructure and Lands Corporation

☑ Matthew.Litner@infrastructureontario.ca

From: Ruck, Brian [mailto:Brian.Ruck@aecom.com]

Sent: Wednesday, June 04, 2014 11:49 AM

To: Litner, Matthew (IO) **Cc:** Osojnicki, Mirjana

Subject: RE: Second Line West Pedestrian Crossing of Hwy 401

Thanks Matt; I'll send it along.

There are no impacts to any IO lands associated with this project.

Brian Ruck, P. Eng. CVS-Life; Certified Value Specialist Vice-President, Transportation Ontario District, Canada Region

Manager, Value Engineering

Direct: 905-668-4021 Ext 2250 Brian.Ruck@aecom.com

AECOM 300 Water Street Whitby Ontario Canada L1N 9J2 www.aecom.com

This communication is intended for the sole use of the person(s) to whom it is addressed and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.

Please consider the environment before printing this page.

Matthew.Litner@infrastructureontario.ca

From: Litner, Matthew (IO)

Sent: Wednesday, June 04, 2014 11:29 AM

To: 'Farhad.Shahia@mississauga.ca'

Subject: Second Line West Pedestrian Crossing of Hwy 401

Hi Farhad,

On behalf of Lisa Myslicki, please refer to attached PDF that highlights next steps <u>only if</u> your project impacts lands managed by Infrastructure Ontario.

Thank you,

Matthew Litner

Summer Associate - Environmental Management Ontario Infrastructure and Lands Corporation

Matthew.Litner@infrastructureontario.ca

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.



June 4, 2014

Thank you for circulating Infrastructure Ontario (formerly the Ontario Realty Corporation) on your Notice. Infrastructure Ontario (IO) is the strategic manager of the provincial government's real estate property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing real estate property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI)*. There is a potential that IO manages lands that fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed lands. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or it's predecessors (listed below) ownership. Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO is obligated to complete due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines. IO managed lands can *include within the title but is not limited to* variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also to be circulated notices related to your project.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Heritage Management Process & Class Environmental Assessment (EA) Process

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage issues which can include the cultural landscape, archaeology and places of sacred and secular value could be required. The IO (formerly Ontario Realty Corporation) Heritage Management Process should be used for identifying and conserving heritage properties in the provincial portfolio (this document can be downloaded from the Heritage section of our website: http://www.ontariorealty.ca/What-We-Do/Heritage.htm). Through this process, IO identifies, communicates and conserves the values of its heritage places. In addition, the Class EA ensures that IO considers the potential effects of proposed undertakings on the environment, including cultural heritage.

Potential Triggers Related to MOI's Class EA

IO is required to follow the MOI Public Work Class Environmental Assessment Process for (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at http://www.infrastructureontario.ca/What-We-Do/Buildings/Realty-Services/Environmental-Management/Class-EAs/

Please note that completion of any EA process does not provide an approval for MOI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.

IO is providing this information so that adequate timelines and project budgets should consider MOI's regulatory requirements associated with a proposed realty activity in support of a project. Some due diligences processes and studies can be streamlined. For example, prior to any disposition of land, a Stage I Archaeological Assessment is required. If MOI lands are likely to be impacted by the proposed project, then at the time of studies completion, the incorporation of these lands should be undertaken. In addition to archaeological and heritage reports, a Phase I Environmental Site Assessment (ESA), on IO lands should also be undertaken. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales and Marketing Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:

Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at the contacts below.

Sincerely,

Lisa Myslicki

J. Myslicki

Environmental Advisor, Environmental Management Infrastructure Ontario

1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

OLC: Ontario Lands Corporation
ORC: Ontario Realty Corporation
PIR: Public Infrastructure and Renewal
MGS: Ministry of Government Services
MBS: Management Board and Secretariat

MOI: Ministry of Infrastructure MTO: Ministry of Transportation MNR: Ministry of Natural Resources MEI: Ministry of Energy and Infrastructure From: Heaton, Mark (MNR) [mailto:mark.heaton@ontario.ca]

Sent: Monday, June 23, 2014 9:35 AM

To: Osojnicki, Mirjana

Cc: Burkart, Jackie (MNR); Marray, Liam

Subject: RE: MCEA for Second Line West Crossing of Highway 401: Meeting Thursday July 10, 2014

Hello Mirjana

Thanks for the offer – not available.

MNR will not be getting involved with this project assuming that there will be no impacts to SAR or ESA regulated habitat in the area. Should something change, please contact us.

Thank you Mark Heaton OMNR Aurora

From: Osojnicki, Mirjana [mailto:Mirjana.Osojnicki@aecom.com]

Sent: June 20, 2014 10:51 AM **To:** Heaton, Mark (MNR) **Cc:** Burkart, Jackie (MNR)

Subject: MCEA for Second Line West Crossing of Highway 401: Meeting Thursday July 10, 2014

Hello Mark,

The City of Mississauga, AECOM and Liam Marray are having a meeting on **Thursday July 10 at 3pm** at the Credit Valley Conservation Authority offices and we were wondering if would be available to attend this meeting, as well. We will be discussing the proposed pedestrian/cyclist overpass at Second Line/Highway 401 and would appreciate your input with regards to SAR in the vicinity, particularly if there are opportunities to coordinate with the MTO's Highway 401 (Mississauga) detail design assignment (FYI: the Avoidance Alternatives Form is still being reviewed by your office).

Please advise if are able to attend. Have a good weekend. Mirjana

Mirjana Osojnicki, BES Environmental Planner Environment D 905.712.6987 mirjana.osojnicki@aecom.com

AECOM

5080 Commerce Boulevard Mississauga, ON L4W 4P2 Main Line: 905.238.0007 Fax: 905.238.0038 www.aecom.com

Please consider the environment before printing this e-mail.

From: Burkart, Jackie (MNR) [<u>mailto:Jackie.Burkart@ontario.ca</u>]

Sent: Monday, April 07, 2014 11:16 AM

To: Osojnicki, Mirjana

Cc: Heaton, Mark (MNR); ESA Aurora (MNR)

Subject: MCEA for Second Line West Crossing of Highway 401

Good morning Mirjana,

The ministry of Natural Resources – Aurora District (MNR) has received the subject notice of Commencement and PIC meeting.

MNR will have an interest in this proposed undertaking. The study area is very near to Redside Dace habitat and potentially the habitat of Jefferson Salamander, both species at risk in Ontario (SAR). Early consultation with MNR is recommended on how to address SAR concerns within the proposed undertaking. Mark Heaton, Management Biologist, will be your contact in this regard.

Sincerely,

Jackie Burkart

District Planner

Ministry of Natural Resources | 50 Bloomington Road, Aurora, ON L4G 0L8 | Phone: 905-713-7368 | Fax: 905-713-7360 | Email: jackie.burkart@ontario.ca |

Blacha, Madelin

From: Blacha, Madelin

Sent: Tuesday, August 05, 2014 10:40 AM

To: Blacha, Madelin

Subject: FW: Second Line W - Monitoring Wells

From: Farhad Shahla

Sent: 2014/07/31 11:19 AM **To:** 'Graham, Amanda (ENE)'

Subject: RE: Second Line W - Monitoring Wells

Not a problem Amanda and thanks -

Farhad.



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

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

City of Mississauga | Transportation and Works Department,

Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: Graham, Amanda (ENE) [mailto:Amanda.Graham@ontario.ca]

Sent: 2014/07/31 9:01 AM

To: Farhad Shahla

Subject: RE: Second Line W - Monitoring Wells

Hello,

Thank you for this update, I will add the attachment to our records. As this project is a Schedule C, I would like to have the chance to review and provide comments on the Draft ESR in addition to being sent the project's Notice of Completion.

Does this make sense? Feel free to contact me with any additional clarifications.

Thanks,

Amanda Graham

Environmental Resource Planner and Environmental Assessment Coordinator Central Region, Technical Support Ministry of the Environment and Climate Change

Tel: 416-326-5745

From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]

Sent: July 30, 2014 3:43 PM

To: Graham, Amanda (ENE)

Subject: Second Line W - Monitoring Wells

Hello Amanda - Hope this finds you well.

Attached please see information pertinent to 4 Monitoring Wells which have recently been installed in the study area relater to Second Line West overpass across Highway 401 (map attached). Would you be able to advise if you need a copy of this information for your records or if I should be notifying you when the project has been completed?

Thanks for that information -

Farhad.



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

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

<u>City of Mississauga</u> | Transportation and Works Department, Transportation & Infrastructure Planning Division

Please consider the environment before printing.

Corporate Services Department Legislative Services Division Office of the City Clerk

City of Mississauga 300 City Centre Drive MISSISSAUGA ON L5B 3C1



Leading today for tomorrow

FAX: 905-615-4181 www.mississauga.ca

August 18, 2014

Dear Mr. Farhad Shahla,

Thank you for your presentation to the Mississauga Cycling Advisory Committee on Tuesday July 8, 2014 regarding the proposed Second Line West Pedestrian and Cyclist Crossing of Highway 401.

The Mississauga Cycling Advisory Committee acknowledges that the existing Second Line West bridge over Highway 401 is signed as an on-road bicycle route. Given that the existing bridge is to be removed, the Mississauga Cycling Master Plan identified a proposed pedestrian / cycling crossing at this location. The pedestrian / cycling crossing would provide a connection to the existing and future cycling network and would offer convenient mobility options for the community.

The Mississauga Cycling Advisory Committee is in full support of this project, as a critical link in Mississauga's cycling network.

Sincerely,

Jeff Wachman, Chair

Mississauga Cycling Advisory Committee

Pinto, Michelle

From:

Sent: Monday, September 22, 2014 4:36 PM

To: Farhad Shahla

Subject: Re: Active Transportation Bridge - Second Line / Hwy. 401

I'm available,

---- Original Message -----

From: Farhad Shahla

To: Leslie Green: Steve Barrett: Osoinicki, Miriana (Miriana, Osojnicki@aecom.com);

Sent: Monday, September 22, 2014 3:14 PM

Subject: Active Transportation Bridge - Second Line / Hwy. 401

THIS MEETING IS BY APPOINTMENT ONLY - PLEASE DO NOT FORWARD THE MEETING INVITATION -

Please note change in location.

Date: Monday, September 29, 2014

Time: 5pm to 6:30pm

Location: City of Mississauga

Committee Room C, 300 City Centre Drive, Mississauga, ON. L5B 3C1

Suggestions have been made during the second round of public consultation to hold a design charrette workshop to further discuss the design rendering – developed for the proposed Active Transportation Overpass across Highway 401. The design rendering was first presented to the public on June 5, 2014, followed by a meeting with CPTED on June 26, 2014 for further comments.

You are cordially invited to attend this meeting for an opportunity to review the concept which has been modified since June 5 and brainstorm in a focused working team other opportunities for improvement:

Date: Monday, September 29, 2014

Time: 5pm to 6:30pm

Location: City of Mississauga

Great Hall, 300 City Centre Drive, Mississauga, ON. L5B 3C1

We anticipate the workshop would be attended by City representatives, the consulting team, key representatives from CPTED and a small focused group from the immediate neighbourhood

Please note that this meeting is by invitation **ONLY**; please do not further circulate this invitation.

Kindly please confirm your availability for this meeting. We appreciate your support and look forward to a productive workshop.

#683867

Pinto, Michelle

From:

Sent: Monday, September 22, 2014 2:56 PM

To: Farhad Shahla

Subject: Re: Second Line W Pedestrian/Cyclist Overpass structure across Highway 401

I will attend this meeting.

On Sep 22, 2014, at 12:34 PM, Farhad Shahla < Farhad. Shahla@mississauga.ca > wrote:

Good afternoon – Hope this finds you well.

You are being contacted in response to your expression of interest to remain further involved in the project progress, per your comments received related to June 5 public consultation session.

Suggestions have been made during the second round of public consultation to hold a design charrette workshop to further discuss the design rendering – developed for the proposed Active Transportation Overpass across Highway 401. The design rendering was first presented to the public on June 5, 2014, followed by a meeting with CPTED on June 26, 2014 for further comments.

You are cordially invited to attend this meeting for an opportunity to review the concept which has been modified since June 5 and brainstorm in a focused working team other opportunities for improvement:

Date: Monday, September 29, 2014

Time: 5pm to 6:30pm

Location: City of Mississauga

Great Hall, 300 City Centre Drive, Mississauga, ON. L5B 3C1

We anticipate the workshop would be attended by City representatives, the consulting team, key representatives from CPTED and a small focused group from the immediate neighbourhood

Please note that this meeting is by invitation **ONLY**; please do not further circulate this invitation.

Kindly please confirm your availability for this meeting. We appreciate your support and look forward to a productive workshop.

Regards -

<image001.png>

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

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

<u>City of Mississauga</u> | Transportation and Works Department, Transportation & Infrastructure Planning Division

Please consider the environment before printing.

Pinto, Michelle

From:

Sent: Tuesday, September 23, 2014 6:59 AM

To: Farhad Shahla

Subject: Re: Second Line W Pedestrian/Cyclist Overpass structure across Highway 401

Good morning Farhad,

I am grateful for the opportunity to provide my input to the project.

I confirm that I will be attending.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Farhad Shahla

Sent: Monday, September 22, 2014 12:38 PM

To:

Subject: Second Line W Pedestrian/Cyclist Overpass structure across Highway 401

Good afternoon - Hope this finds you well.

You are being contacted in response to your expression of interest to remain further involved in the project progress, per your comments received related to June 5 public consultation session.

Suggestions have been made during the second round of public consultation to hold a design charrette workshop to further discuss the design rendering – developed for the proposed Active Transportation Overpass across Highway 401. The design rendering was first presented to the public on June 5, 2014, followed by a meeting with CPTED on June 26, 2014 for further comments.

You are cordially invited to attend this meeting for an opportunity to review the concept which has been modified since June 5 and brainstorm in a focused working team other opportunities for improvement:

Date: Monday, September 29, 2014

Time: 5pm to 6:30pm

Location: City of Mississauga

Great Hall, 300 City Centre Drive, Mississauga, ON. L5B 3C1

We anticipate the workshop would be attended by City representatives, the consulting team, key representatives from CPTED and a small focused group from the immediate neighbourhood

Please note that this meeting is by invitation **ONLY**; please do not further circulate this invitation.

Kindly please confirm your availability for this meeting. We appreciate your support and look forward to a productive workshop.

Regards -



Farhad Shahla, M.Eng., P.Eng., PTOETransportation Project Engineer, Transportation Infrastructure Management T 905-615-3200 ext.3377

<u>City of Mississauga</u> | Transportation and Works Department, Transportation & Infrastructure Planning Division

Please consider the environment before printing.



Appendix A3

Aboriginal Consultation Information Checklist

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

http://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidait-atris.aadnc-aandc.gc.ca/atris online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may in

certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca
	Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 12A Flr
	2 St Clair Ave W
	Toronto ON M4V1L5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;

- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project:
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities:
- Bearing the reasonable costs associated with these procedural aspects of consultation, which
 may include providing support to help build communities' capacity to participate in
 consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all
 the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
 - summarize the nature of any comments and questions received from First Nation and/or Métis communities
 - o describe your response to those comments and how their concerns were considered
 - o include a communications log indicating the dates and times of all communications; and
 - o document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

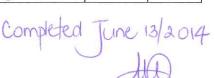
In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. "Yes" responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the

following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area?		
The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.		V
Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?		1
Is the project located in an open or forested area where hunting or trapping could take place?		/
4. Does the project involve the clearing of forested land?		/
5. Is the project located away from developed, urban areas?		/
6. Is your project close to, or adjacent to, an existing reserve?		
Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.		\
7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?		/
8. Is the area subject to a land claim?		
Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.		
9. Does the project have the potential to impact any archaeological sites?		





Appendix A4

Meeting Minutes



Minutes of Meeting

Coordination of network improvements prior to the removal of Second Line West Structure over Highway 401

Date/Time: December 13, 2011, 1:30 – 3:00 PM

Place: 201 City Centre Drive, Ontario Room

Wendy Alexander – Director, Transportation and Infrastructure Planning, City

of Mississauga (CoM)

Jacquelyn Hayward Gulati – Manager, Cycling Office, CoM Abdul Shaikh – Transportation Project Manager, CoM Farhad Shahla – Transportation Project Engineer, CoM

Rina Kulathinal – Head. Planning and Design. Peel & Halton Section. Attendees:

Ministry of Transportation Ontario (MTO)

Miao Zhou – Senior Project Engineer, Highway Engineering, Peel & Halton

Section, MTO

Rebecca Li – Project Engineer, Highway Engineering, Peel & Halton Section.

MTO

Martin Powell – Commissioner, Transportation and Works, CoM Steve Barrett - Manager, Transportation Asset Management, CoM

Jason White - MTO

Attendees

Steve Barrett – Manager, Transportation Asset Management, CoM Distribution:

Martin Powell - Commissioner, Transportation and Works, CoM

Jason White - MTO

PURPOSE OF THE MEETING

Regrets:

- to identify action items pertaining to the removal of Second Line West structure over Highway 401 and the proposed cycling/pedestrian underpass facility at the Fletcher's Creek
- to discuss and review work progress updates and special milestones pertaining to MTO's Highway 401 widening projects for different segments
- to discuss and coordinate City's initiatives in conjunction to the on-going widening projects along Highway 401

ITEMS OF DISCUSSION

1. **Project Schedule**

Highway 401 Detailed Design from east of Mavis Road to east of the Credit River

- This is a time sensitive project tentatively scheduled to be tendered for construction in Spring 2013
- This project has not been programmed yet i.e. funding is yet to be

pm c:\users\pintom\desktop\esr 2nd line west\appendices\appendix a\a.4 meeting minutes\dec 13 meeting minutes_mto.doc

MTO



Coordination of network improvements prior to the removal of Second Line West Structure over Highway 401 Page 2 of 5

confirmed

- Species at risk have been identified on the north side of Highway 401 at Fletcher's Creek
- Second Line West structure is an important piece in this project
- Project implementation is expected to take up to 3 to 4 construction seasons
- Second Line West may need to be removed earlier in the process to allow for the widening works to continue (i.e. completing collectors first, then directing traffic onto collectors in order to complete the core lanes)
- Through construction staging plan, removal of Second Line West structure could be deferred to 2014 in spite of MTO's construction initiation of this project in 2013.
- While included in the 2005 TESR, the two missing ramps at Highway 410/403 interchange are yet to be confirmed subject to on-going traffic studies
- Feasibility of constructing the missing ramps at Highway 410/403 interchange will be confirmed by May 2012
- City of Mississauga Hurontario LRT will benefit substantially should Highway 410/403 be completed as a full interchange i.e. including the two missing ramps – to relieve traffic on Hurontario Street
- CoM will work with the MTO planning staff to provide support on justifying the two missing ramps at this interchange i.e. additional property acquisitions and field investigations

Highway 401 Class EA Study from east of the Credit River to east of Trafalgar Road

- Class EA is currently underway and is anticipated for completion in Spring 2013
- MTO will be holding a design workshop with stakeholders early 2012
- PIC#2 will take place late Spring / early Summer 2012 to present the preferred alternative design
- 'General footage' for the Creditview Road structure over Highway 401 will be presented at PIC#2
- Preliminary design will be initiated after the PIC#2 and is anticipated to be completed by the end of 2012
- This project has triggered number of environmental issues and most of the issues are pertaining to widening of Highway 401 Structure across Credit River

2. Creditview Road Widening

Creditview Road Structure over Highway 401

- MTO will require removal of Creditview Road structure to allow widening of Highway 401
- This structure is in need for rehabilitation to increase its life cycle

CoM

CoM

MTO

MTO



Coordination of network improvements prior to the removal of Second Line West Structure over Highway 401 Page 3 of 5

- The City requires two additional vehicular lanes and a multiuse trail (MUT) on one side of the Creditview Road structure over Highway 401 to facilitate future road widening work from Bancroft Drive to Old Creditview Road/Old Derry Road
- Due to the City's interest of having two additional traffic lanes on Creditview Road structure across Highway 401, construction costs to replace the structure will be cost shared between CoM and MTO
- MTO is in agreement to advance the replacement of this structure once the MTO's EA from the Credit River to east of Trafalgar Road is approved

 Earliest year to construct this structure over Highway 401 would be 2014 considering the MTO's ongoing Class EA study and detailed design

 MTO suggested that the City undertake the replacement of the Creditview Road structure over Highway 401. MTO will cost share the construction of this project with City.

Creditview Road Widening from Bancroft Drive to Old Creditview Road/Old Derry Road

- It is preferred that Creditview Road is widened prior to the removal of Second Line structure over Highway 401
- EA approval for Creditview Road Structure over Highway 401 will be obtained through the MTO's ongoing EA study
- It is preferred that CoM initiate a Class EA study looking at opportunities for widening of Creditview Road from Bancroft Road to a point south of Highway 401. This Class EA is expected to take 1 to 1.5 years to complete – approximately by mid 2013 followed by detailed design and construction
- Earliest year to widen Creditview Road would be 2014 including the structure over Highway 401.

Credit River Structure Rehabilitation (CoM ongoing Class EA and Detailed Design)

- CoM recently has initiated Class EA study and Detailed Design for the Creditview Road structure across the Credit River
- This structure is scheduled for rehabilitation in 2012
- CoM will discuss internally to find out the most reasonable/practical approach regarding Class EA approval of structure and road widening.

3. Detail Design for Highway 401 from east of Mavis Road to east of the Credit River

Second Line West Structure Removal

 CoM will report to the Council early 2012 recommending removal of Second Line West bridge, subject to further directions by the City senior management CoM/MTO

CoM

CoM

MTO



Coordination of network improvements prior to the removal of Second Line West Structure over Highway 401 Page 4 of 5

The November 16, 2011 public meeting subject on Second Line West structure revealed that the City will be in a better position if all feasible traffic mitigating measures have been fully implemented prior to removal of Second Line West structure

CoM

- It's City's preference to 1) complete improvements at Highway 401/Mavis Road interchange and 2) complete the potential Creditview Road widening prior to removal of Second Line West structure
- MTO will confirm if improvements at Highway 401/Mavis Road interchange can be implemented and the road fully opened prior to removal of Second Line West structure.

MTO

 Removal of Second Line West structure could be deferred to 2014 subject to funding availability for Highway 401 construction

Highway 401 widening construction to Mississauga Road / Erin Mills Parkway interchange

 It is a mutual understanding between the CoM and MTO that in general highway widening exercises occur in interchange intervals CoM/MTO

- From a traffic operation perspective, it will be more effective to provide additional capacity for the entire stretch of Highway 401 to a terminating point at an interchange, rather than at a mid-block
- At the Second Line public meeting, public members strongly proposed carrying the widening work for Highway 401 all the way to the next interchange at Mississauga Road / Erin Mills Parkway interchange
- MTO sees this project from Hurontario Street to Mavis Road interchange. MTO will construct to the east of Credit River structure, however some of the lanes may not be open until western section of Highway 401 is fully completed. This will be determined through MTO's traffic simulation.

Fletcher's Creek pedestrian / cyclist bridge

- Based on a preliminary hydraulic calculation undertaken by AECOM, a 13m span is required
- MTO recommended 24 and 26 m clear span designs to fulfill their Highway 401 widening requirement.
- MNR recommended widening beyond 24 and 26 m clear span should 3-m underpass MUT be required at this location
- MTO is satisfied with including a 3-m underpass MUT within the 24 and 26 m clear span designs
- CoM and MTO will work together in negotiations with MNR senior management to obtain their consensus to include the MUT feature within the 24 and 26 m clear span design – should consensus be obtained, the CoM will bear no cost for the bridge design as proposed
- MTO will provide contact information for MNR senior management in order to schedule a meeting early 2012

CoM/MTO



Coordination of network improvements prior to the removal of Second Line West Structure over Highway 401 Page 5 of 5

- Should negotiations with MNR senior management not be successful, the previously quoted construction cost of \$2M for the additional widening of the bridge will be revisited – per the current design the new additional widening cost would be around \$1M. The construction of trail connections to Second Line West will be an additional cost to the City.
- MTO will be undertaking field investigation (boreholes etc) for Fletcher's Creek structure in early Jan. 2012. This will be the only opportunity due to the environmental sensitive area.
- MTO will undertake field investigations assuming an extra width to accommodate MUT. This requires collecting additional boreholes to be included in the site investigations. MTO will provide approximate cost to City for undertaking additional field investigations.
 Meanwhile, CoM will pursue with MNR to get approval for utilizing MTO's existing clear span design towards a pedestrian/cyclist underpass.

Fletcher's Creek trail connection

MTO

- Depending upon vertical grades, MTO suggested using MTO's construction access for the trail connection in the future
- Construction site access management plan will be developed by MTO early 2012

CoM/MTO

 CoM will coordinate the design of trail connection with MTO and their consultant

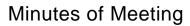
AECOM engineering services to the City (pedestrian/cyclist underpass and Belgrave Road)

CoM

- CoM will hold on the feasibility of Belgrave connection until a new corporate report is presented to the Council in Feb/March 2012
- CoM may retain AECOM (through MTO) for engineering services of pedestrian/cyclist connection.

Next Meeting: TBD

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact Farhad Shahla, M.Eng., E.I.T. x3377 or Abdul Shaikh, P.Eng. x 3734.



Date of Meeting	July 10, 2014	Start Time	3:00 pm	Project Number	60319049
Project Name	Second Line West Pedestrian/Cyclist Crossing of Highway 401 Schedule 'C' Class EA				
Location	Credit Valley Conservation Area – 1255 Old Derry Road West, Mississauga				
Attendees	Liam Marray - Manager F Rizwan Haq - Manager E Farhad Shahla – Project Brian Ruck – Project Mar Mirjana Osojnicki - Enviro	ingineering Manager, nager, AE	g Plan Review City of Missis COM	sauga	
Distribution	All present				
Minutes Prepared By	M. Osojnicki				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Overview

		Action
•	Introductions	Info
•	Second Line West structure will be removed as early as 2015 to accommodate the widening of Highway 401; the vehicular crossing will not be replaced. The City's Official Plan and Cycling Master Plan identify Second Line West as a proposed crossing opportunity of Highway 401 which is why the City is pursuing this Class EA Study.	Info
•	In November 2011, CVC, MNR, MTO and AECOM met regarding the Highway 401 widening project and the Second Line West crossing was discussed; at that time the City was considering two (2) crossing options – (a) overpass using the existing Second Line West right-of-way (ROW) and (b) underpass utilizing the new Highway 401 structures over Fletcher's Creek and creating a pathway through Meadowvale Station Woods.	Info
•	The City's preferred alternative is an overpass; no impact to Meadowvale Station Woods or Species at Risk habitat and there is an opportunity to retain the existing roadway for the future multi-use trail (MUT) from Donway Drive to Sombrero Way. Furthermore, the underpass option was not favoured from a personal safety perspective, potential utility conflicts, risk of pathway flooding and lack of headroom under the new Highway 401 bridges.	Info
•	Aggressive timeline for completion of the EA because of an opportunity to construct a portion or all of the pedestrian/cycling crossing while Highway 401 is under construction. This would include a considerable cost-saving to the City of	Info



Mississauga.

 Two (2) public meetings were held in April and June 2014 and filing of the Environmental Study Report (ESR) is planned for this summer.

2. Design of the Pedestrian Cyclist Crossing and MUT Connection

Proposed Design

Info

- The current Second Line West right-of-way (ROW) width is approximately 10m; the proposed crossing and multi-use trail will reduce the ROW width to 4m using the existing pavement. Therefore, a reduction in the footprint is expected to improve the existing conditions and allow for re-vegetation.
- Access to the private property on the east side of Second Line West (between Sombrero Way and Highway 401) will be maintained. The current landscape design provides a separated vehicular access to the private driveway from the MUT for this section.
- The length of the proposed bridge is approximately 120m with an open rail to avoid snow build up. It will be designed to MTO specifications.
- Illumination of the pathway/crossing is expected and will be confirmed during detail design.
- Infilling is not expected for the proposed crossing.
- A landscaping concept plan has been prepared for the future Second Line
 West ROW and will be finalized during detail design. Landcaping and revegetation will occur in conjuction with the MTO Highway 401 widening project.
 (Note: As a condition of TESR approval, MTO will re-vegetate 1.4ha, as
 replacement for removals within Meadowvale Station Woods for the highway
 widening).

CVC Feedback on Design

- CVC advised that illumination along the pathway will require consultation with the MNR to avoid SAR impacts, particularly the Jefferson Salamander which has confirmed habitat on the north side of Highway 401. AECOM will follow up with MNR during detail design (*Note: MNR declined a meeting invitation*, however CVC staff meet monthly with MNR and offered to discuss this item at their next meeting).
- CVC advised that a hard-limit should be maintained on the west side of the
 proposed MUT, due to the close proximity to Fletcher's Creek. If any widening
 of the MUT is required, CVC advised that it should be to the east. AECOM to
 investigate reducing the width by providing a shared ROW rather than a
 separation between vehicle/MUT. AECOM will also assess the woodlot south
 of Sombrero Way to ensure that any widening to the east can be
 accommodated from a natural heritage perspective.

CVC/AECOM

AECOM



Environmental Study Report (ESR)

- CVC advised that the ESR should document that the project will result in 'no impact' to the floodplain and recognize the proximity to Fletcher's Creek. Also important to highlight that the project will partially remove the existing hazard to the floodplain (i.e. construction of a pedestrian/cyclist crossing rather than vehicular crossing and decrease in the amount of paved area).
- A permit for *Development, Interference with Wetlands and Alterations to Shoreline and Watercourses (O. Reg. 160/06)* to be applied for during detail design to include erosion and sediment control plan, grading, landscaping and restoration plans etc. Permit is valid for a 2-year period. Fees associated with the application can be found online; fees are associated with staff review.
- CVC would like to review a draft copy of the ESR and will provide comments.

AECOM

City/AECOM

AECOM



Appendix A5

Notice of Commencement and Public Information Centre #1



City of Mississauga

Municipal Class EA Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Summary Report

Prepared by:

AECOM

 105 Commerce Valley Drive West, Floor 7
 905 886 7022 tel

 Markham, ON, Canada L3T 7W3
 905 886 9494 fax

 www.aecom.com

Project Number:

60319049

Date:

May, 2014

Distribution List

# of Hard Copies	PDF Required	Association / Company Name

Revision Log

Revision #	Revised By	Date	Issue / Revision Description

AECOM Signatures

Report Prepared By:		
Report Reviewed By:		

Table of Contents

_		• •				
ı٦ı	str	ıhı		n	١.	101
$\boldsymbol{\nu}$	3LI	w	ии	VI.	_	ıəı

	pa	age
1.	Introduction	1
2.	Notice of Commencement / Public Information Centre #1	2
3.	Public Information Centre	2
4.	Information Presented	3
5.	Comments from the Public	3
6.	Comments from External Agencies	6
	f Figures 1: Study Area	1
List o	f Tables	
Table 5 Table 6	-1: Summary of Public Comments/Concerns1: Summary of Agency Comments/Concerns	4

Appendices

Appendix A. Notice of Commencement/Public Information Centre #1

Appendix B. Display Panels
Appendix C. Public comments

1. Introduction

The Second Line West bridge structure over Highway 401 is being removed to accommodate the widening of Highway 401. The need for the removal of the structure was documented by the Ontario Ministry of Transportation in a Transportation Environmental Study Report for the ultimate widening of Highway 401 from the 403/410 interchange to Credit River, with environmental approval in 2007. In 2010, the City of Mississauga's Cycling Master Plan identified a plan for a form of pedestrian/cyclist connection for Second Line West across Highway 401.

The City of Mississauga has initiated this Class Environmental Assessment (Class EA) Study 'Schedule C', for a Second Line West crossing of Highway 401 (see **Figure 1**) upon removal of the existing structure. The City is also undertaking a separate analysis to investigate public concerns and to identify mitigating measures for enhanced traffic management in the vicinity of the study area.



Figure 1: Study Area

The study is being conducted in accordance with the planning and design process for 'Schedule C' projects, as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2007 and 2011), which is approved under the Ontario *Environmental Assessment Act.* The Class EA

process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with proposed improvements and development of measures to mitigate identified impacts. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

In conformance with the Municipal Class EA, therefore, Public Information Centre (PIC) #1 was held to receive input, comments and concerns on the study.

2. Notice of Commencement / Public Information Centre #1

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

The Notice of Commencement/PIC #1 was mailed to over 4000 residences/businesses in the vicinity of the study area and mailed or e-mailed to contacts identified on the project contact list which was developed at the outset of the study. The list is updated regularly as required and includes the following groups:

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

3. Public Information Centre

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

Date: Wednesday, April 16, 2014

Time: 5:30 pm to 8:00 pm
Location: Meadowvale Village Hall

6970 Second Line West, Mississauga ON L5W 1A1

Approximately ninety-three (93) individuals attended the PIC (93 signed in). Members of the project team were available to facilitate the understanding of information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

- Farhad Shahla, Transportation Project Manager, City of Mississauga
- Abdul W. Shaikh, Transportation Project Engineer, City of Mississauga
- Steve Barrett, Manager, Transportation Asset Management, City of Mississauga
- · Jacquelyn Hayward Gulati, Manager, Cycling Office, City of Mississauga
- Jessica Lee, Transportation Engineer, City of Mississauga
- Brian Ruck, Project Manager, AECOM
- Rebecca Luck, Transportation, AECOM
- Mirjana Osojnicki, Environmental Planning and Consultation Lead, AECOM
- David Brutto, Environmental Planning, AECOM

4. Information Presented

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

- Welcome
- Purpose of Public Information Centre #1
- Study Context
- Background Information
- Future Second Line West Role and Function
- Class Environmental Assessment Process
- Planning Principles
- Existing Environmental Conditions Cultural Environment
- Existing Environmental Conditions Natural Environment
- Existing Environmental Conditions Socio-Economic Environment
- Needs and Opportunities
- Problem / Opportunity Statement
- Alternative Solutions Under Consideration
- Underpass Vs. Overpass
- How Are The Alternative Solutions Evaluated?
- Evaluation Criteria
- Preliminary Preferred Solution
- Next Steps
- Remain Involved in the Project

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

In addition to the display panels above, the City of Mississauga also presented the results of a separate neighbourhood traffic study to address concerns associated with existing traffic issues within the study area¹.

5. Comments from the Public

The public was requested to submit comments by April 30, 2014. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. In total, 64 comment forms were completed and submitted to the project team during and after the PIC.

Table 5-1 summarizes written comments/ concerns received as of April 30, 2014. All comment forms and correspondence received is available in **Appendix C**.

Information for this study can also be found at on-line on the City of Mississauga website (http://www.mississauga.ca/portal/residents/secondlinewest). Consultation for this separate traffic study is not documented within this PIC Summary Report.

Table 5-1: Summary of Public Comments/Concerns

Question #1 Do you use Second Line West as a means of Active Transportation (i.e.	Number of
walking, cycling, etc.) and if so, how often and for what purpose?	responses
Walking	5
Cycling	7
Both	9
No	21
Other: • Answered "Yes" but did not specify what type of transportation. **Note: Majority of these comments were the public interpreting 'active transportation' as including vehicular use. • Unrelated responses • No Answer	22
Question #2 Are you in agreement with the proposed Second Line West overpass pedestrian/cyclist crossing at Highway 401?	Number of responses
A variety of detailed responses were given. The following presents a simplified summary. Pleas D for the original detailed responses.	se refer to Appendix
Yes	25
In combination with vehicular traffic lanes	13
No	23
Other:	3
Not sure	
No answer	

Question #3 Do you have any additional comments?

Pedestrian/Cyclist Crossing

- Design the proposed bridge to be wide enough for cyclists and pedestrians to share without cyclists having to dismount.
- Design the proposed bridge to be visually open.
- Connect the proposed bridge to cycling trails.
- Positive response regarding the Cambridge bridge example from the PIC #1 materials.
- Proportion of pedestrians and cyclists who travel the current bridge versus motorists does not justify constructing the proposed bridge.
- Disappointed in the lack of statistics regarding users of the bridge (motorists, cyclists, and pedestrians).
- Decision was made before the community was even built; no longer valid.
- Meadowvale Community should be able to vote on this proposal.
- If the current bridge is removed, Councillor George Carlson will lose his support in the community.

<u>Safety</u>

- Install street lamps between the proposed bridge and Donway Drive; it is too dark and dangerous for pedestrians and cyclists.
- Design the proposed bridge to have a high barrier for the safety of bridge users.

Existing Traffic Issues Within Community

- Creditview Bridge should be removed and rebuilt before Second Line West Bridge is removed.
- Current bridge provides relief from morning traffic at eastbound Highway 401.
- Removing the current bridge and constructing the proposed bridge will increase local traffic.
- Removing the current bridge may delay emergency response time.
- Design the replacement bridge to accommodate vehicular traffic, as well.

- Add more traffic lanes on Sombrero Way.
- Add right turn lanes at all streets exiting to Mavis Craig Carrier and Crawford Mill.
- Add a stop sign at Viola Court/Brass Winds Pl & Sombrero Way.
- No street parking during peak hours.
- "No stopping" signs on Sombrero Way (parents dropping off students causes backups).
- Current 4-way stops on Sombrero Way should be replaced by traffic circles.
- Remove the sidewalk on the south side of Sombrero Way between Mavis Road and Nimbus Gate to accommodate more traffic lanes.
- Sombrero Way should be widened to match Courtneypark Drive, including longer left and right turning lanes.
- School buses and parked cars already cause excessive traffic on Sombrero Way.
- Parking on Sombrero Way should be prohibited on both sides.
- Relocate all school bus stops from the Sombrero Way and Nimbus Gate intersection.
- Relocate the bus stop on the northwest corner of Mavis Road and Sombrero Way further north because it blocks the line of clear sight for vehicles turning right onto Mavis.
- Concerned that the increased traffic on Sombrero Way will bring more cars to Brass Winds Place.
- Left turns at Sombrero Way and Mavis Road should be prohibited from 7am to 9am to allow more traffic to travel east.
- Traffic between Mavis Road and Nimbus Gate needs to be addressed.
- Open more exits to Mavis Road, aside from Sombrero Way.
- Create an access from Old Derry Road to Mavis Road for local traffic only.
- Do not extend Old Derry Road to Mavis Road.
- Traffic calming must be implemented into affected neighbourhoods.
- Traffic study on Sombrero Way doesn't support rebuilding the vehicular bridge based on increased volume that
 is not significant. Adding 70 vehicles during peak hours to an already congested neighbourhood is significant
 and a cause for concern.
- Hope that the alternatives you suggested will be followed through as soon as possible so that the current traffic problems can be alleviated which will only get worse.

Email

- (April 5, 2014) Supports the proposed bridge to maintain cycling corridor.
- (April 10, 2014) Supports proposed bridge to maintain cycling corridor; requests proposed timing of current bridge closure as it relates to Tour de Mississauga.
- (April 14, 2014) Does not support the proposed bridge concept; concerned that removing vehicular access will increase local traffic.
- (April 17, 2014) Does not support the proposed bridge concept; concerned that removing vehicular access will increase local traffic.
- (April 25, 2014) Would appreciate the proposed pedestrian bridge.
- (April 27, 2014) Supports the new proposed bridge; believes it will benefit the neighbourhood.
- (April 28, 2014) Does not support the proposed bridge concept; concerned that removing vehicular access will increase local traffic.
- (April 28, 2014) Supports a bridge for pedestrians but opposes the removal of vehicular access.
- (April 28, 2014) Supports a bridge for pedestrians but opposes the removal of vehicular access.
- (April 29, 2014) Does not support the removal of the bridge; believes that pedestrians and cyclists have enough room to travel safely currently.

Phone

 (April 10, 2014) Does not support the new bridge concept; concerned that removing vehicular access will increase local traffic.

6. Comments from External Agencies

A total of eleven (11) agency comments were received in response to the Notice of PIC #1. They are summarized in **Table 6-1** below. No agencies attended PIC #1.

Table 6-1: Summary of Agency Comments/Concerns

Comment	Agency/Contact
 (email, 04/07/2014) Interested in providing input regarding the close proximity to Redside Dace habitat and potentially Jefferson Salamander habitat, which are both species at risk (SAR) in Ontario, and recommends early consultation on how to address the SAR concerns. Contact Mark Heaton, Management Biologist. 	Jackie Burkart District Planner Ministry of Natural Resources
 (reply form, 04/07/2014) Request to remain on the mailing list. Interested in providing input regarding: Context of 401 widening to Credit River MOE TESR approval conditions and re-vegetating MSW area Environmental mitigation/compensation measures 	Larry Sarris Environmental Planner Central Region Environmental Section Ministry of Transportation
(reply form, 04/07/2014) Request to be kept informed regarding road and lane closures and any alternate routing arrangements that might be put in place	Dana Banke Supervisor, Risk & Audit Peel Regional Paramedic Services
 (reply form, 04/07/2014) Request to be kept on the mailing list and interested in providing input regarding: Impacts on SAR Environmentally Significant Areas ANSI Mississauga NAS Peel Greenlands Natural Hazard Areas (floodplain and erosion) 	Liam Murray Manager of Ecology Credit Valley Conservation Authority
 (email, 04/08/2014) Provided information regarding an existing 400mm concrete watermain at the intersection of Second Line W and 401 with the line and drain valves located outside of the 401 widening limits and there is no existing sewer at that location. 	Nimarta Gill Project Manager Water & Wastewater Program Planning Public Works Region of Peel
(letter, 04/11/2014) Provided extensive input regarding:	Amanda Graham Environmental Resource Planner and Environmental Assessment Coordinator Central Region, Technical Support Ministry of the Environment
(reply form, 04/11/2014) Request to be removed from the mailing list, as MNR comments will come from the Aurora District Office if they have any.	Renee Bowler Team Leader Planning and Analysis Section Ministry of Natural Resources

•	(email, 04/14/2014) Any crossings within the Ministry ROW will require an Encroachment Permit and will also pass along to Planning & Design Office to review and comment.	Berne O'Brien Permits Officer Corridor Management Section Ministry of Transportation
•	(reply form, 04/24/2014) MTO contact for this project is Thanga Murugesu.	Thanga Murugesu Senior Project Manager, Peel Region Central Region Corridor Management Section Ministry of Transportation
•	(email, 04/24/2014) The project does not intersect with any reserve land; remove from study mailing list.	Regional Subject Experts Consultation Information Service (CIS) Consultation and Accommodation Unit Aboriginal Affairs and Northern Development
•	(letter, 04/30/2014) Please keep informed.	Branko Vidovic Intermediate Planning Officer Planning and Accommodation Department Peel District School Board



Appendix A

Notice of Commencement / Public Information Centre #1



CITY OF MISSISSAUGA NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE #1

Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

THE STUDY:

The Second Line West bridge structure over Highway 401 is being removed to accommodate the widening of Highway 401. The need for the removal of the structure was documented by the Ontario Ministry of Transportation in a Transportation Environmental Study Report for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River with environmental approval in 2007. In 2010, City of Mississauga's Cycling Master Plan identified a plan for a form of pedestrian/cyclist connection for Second Line West across Highway 401.

In response, the City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C', including preliminary design, for Second Line West across Highway 401 to enhance the sensitive natural landscape, investigate needs and opportunities and pursue recommendations for a north-south pedestrian/cyclist connection crossing Highway 401, upon removal of the existing structure. The City is also undertaking an analysis to investigate public concerns and to identify mitigating measures for enhanced traffic management in the vicinity of the study area.



PROCESS:

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*. The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with proposed improvements and development of measures to mitigate identified impacts. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

PUBLIC CONSULTATION:

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

Date: Wednesday April 16, 2014 Time: 5:30 p.m. to 8:00 p.m.

Location: Meadowvale Village Hall - 6970 Second Line West, Mississauga, ON

COMMENTS INVITED:

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

Farhad Shahla, M.Eng., P. Eng. Brian Ruck, P. Eng., C.V.S., Project Manager Consultant Project Manager

City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario, L5B 2T4 Tel: 905-615-3200, Ext. 3377

Fax: 905-615-3173

E-mail: Farhad.Shahla@mississauga.ca

Consultant Project Manager
AFCOM

300 Water Street Whitby, ON L19 9J2

Tel: 905-668-4021, Ext. 2250

Fax: 905-665-4867

E-mail: Brian.Ruck@aecom.com

Comments and information are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. With the exception of personal information, all comments shall become part of the public record.

Notice First Posted: April 2, 2014.



Appendix B

Display Panels



April 16, 2014, 5:30 p.m. to 8:00 p.m. Public Information Centre #1

Please sign in and complete a comment sheet

Direct any questions or comments to Study Team members

A=COM



Purpose of Public Information Centre #1

- affected stakeholders with an opportunity to participate in the planning and decision-To introduce the study to the public and to provide interested and/or potentially making process.
- ➤ To present and receive public input on:
- ➤ Existing environmental conditions within the study area;
- ➤ Active transportation considerations (walking, cycling, in-line skating);
- > Alternative solutions being evaluated;
- Needs and opportunities for a north-south pedestrian/cyclist crossing, following the permanent closure and removal of the Second Line West vehicular crossing of Highway 401;
- > Preliminary preferred planning solution; and,
 - ➤ Next steps in the process.







Study Context

- being removed to accommodate the widening of Highway 401. The Second Line West vehicular crossing of Highway 401 is The vehicular crossing will not be replaced.
- The City of Mississauga anticipated the removal of the vehicular crossing through the planning and development of subdivisions and the road network adjacent to Second Line West.
- n 2010, City of Mississauga's Cycling Master Plan identified an opportunity for a pedestrian/cyclist crossing for Second -ine West across Highway 401.
- The City of Mississauga has initiated this Class Environmental opportunities and pursue recommendations for a north-south -ine West crossing of Highway 401 to investigate needs and Assessment (Class EA) Study 'Schedule C', for the Second pedestrian/cyclist crossing.
- elated to existing conditions, to investigate public comments for enhanced traffic management in the vicinity of the study As a separate process, the City is undertaking an analysis







Background Information

Date	Milestone
1958	Opening of the Second Line West vehicular crossing of Highway 401.
1982	Ministry of Transportation (MTO) completed a preliminary design study for Highway 401 from Renforth Drive to Second Line West. Study identified the need for significant capacity improvements to accommodate growing travel demands, including the need for an express/collector system west of the Highway 410/403. MTO and the City met to discuss the permanent closure and removal of the Second Line West bridge. Council subsequently adopted a recommendation for the closure and removal.
June 1994	Second Line West connection to Derry Road West By-pass removed; traffic volume on Second Line West reduced by 45%.
Sept 28, 1994	Council received a petition requesting the closure of Second Line West from Bancroft Drive to Highway 401 due to safety concerns, including a child fatality.
April 16, 1995	City Clerk places Second Line West 'Notice of Closure' in Mississauga News, invites feedback from residents (43 letters of support/13 letters of opposition).
July 12, 1995	City Council registers By-law 215-95, authorizing the closure of Second Line West at Highway 401. Meadowvale Community Association supports closure, on the condition that Mavis Road is improved first. Mavis Road interchange was constructed in 1999.
Mid - late 1990s	Mid - late 1990s Subdivisions adjacent to Second Line West, as well as the local road network, north and south of Highway 401 designed in anticipation of the bridge removal at some point in the future.
August 2005	MTO completed the preliminary design and environmental assessment study for Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River. This study identified that the Second Line West vehicular crossing will be removed following reconstruction of the Mavis Road interchange. Two public information centres were held. Environmental assessment approved in 2007, with MOE Conditions.
2010	Mississauga's Cycling Master Plan identified an opportunity for a cyclist crossing at Second Line West/Highway 401.
November 2011	November 2011 City staff met with local residents to advise that the removal of the Second Line West vehicular crossing is moving forward. City also presented findings of a traffic study confirming low traffic volumes on Second Line West across Highway 401 do not warrant the reconstruction of a vehicular bridge. Other studies to be undertaken for traffic mitigation on Sombrero Way for existing conditions.
2012	Due to delays in Highway 401 expansion, MTO indicates an opportunity for co-ordination in permitting/construction staging for a Second Line West /Highway 401 pedestrian/cyclist crossing. Potential cost saving opportunities for the City of Mississauga if a crossing is built at the same time as the MTO's construction.

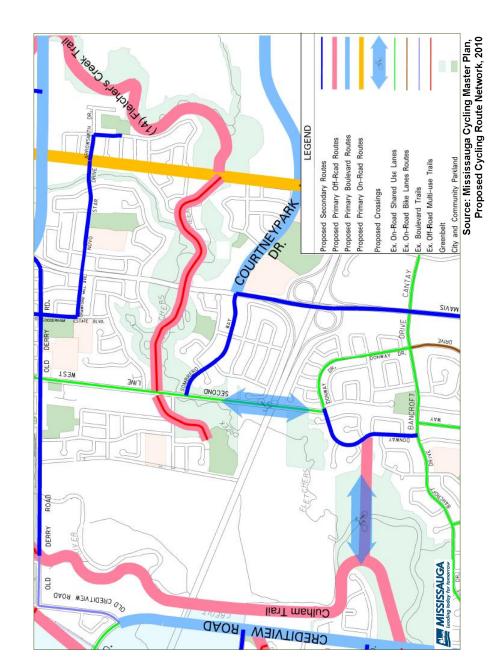




Future Second Line West Role and Function

- The Second Line West vehicular crossing of Highway 401 will be closed as early as 2015.
- The existing right-of-way will be re-vegetated to enhance the sensitive natural features within Meadowvale Station Woods (Condition of 2007 EA Approval).
- A proposed Highway 401 crossing is identified in the 2010
 Mississauga Cycling Master Plan, as well as Schedule 7 of the City of Mississauga Official Plan.
- The crossing would connect neighbourhoods north and south of Highway 401 to the existing and future cycling network (including the Fletchers Creek Trail and Culham Trail).

A







Class Environmental Assessment Process

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

Phase 1: Problem or Opportunity

Phase 2: Alternative Solutions

Identify problem or opportunity

Identify alternative solutions to problem or opportunity

Document existing conditions of natural, social, cultural and economic environments

Identify impacts of alternative solutions on the environment, and mitigation measures

Evaluate alternative solutions and identify recommended solution Consult the public and agencies regarding the problem or opportunity and alternative solutions

Select preferred solution

Phase 4: Environmental Study Report

Concepts for Preferred Solution

Phase 3: Alternative Design

Complete Environmental Study Report

Place Environmental Study Report on **Public Record**

Notice of Completion to the public and

Identify impacts of alternative designs

on the environment, and mitigation

measures

Evaluate alternative designs and

identify recommended design

Document detailed inventory of natural,

social, cultural and economic

environments

Identify alternative designs for

preferred solution

Opportunity to request Minister within 30-days for a Part II Order

interested / directly affected public

Select preferred design

Consult agencies and previously

Preliminary finalization of preferred



Planning Principles

City of Mississauga "Our Future Mississauga" Strategic Plan:

- Identifies opportunities, challenges and external forces that can affect planning for the city's future; 'Pillars for
- or active modes of transportation in all seasons, because 'Completing Our Neighbourhoods' Pillar for Change has provide all with the choice to walk, cycle and use transit the strategic goal of providing mobility choices; "...to it is convenient, connected, desirable and healthy."

City of Mississauga Official Plan:

- Emphasizes the importance of providing for active transportation
- pedestrian/cycling crossing on Second Line West Schedule 7 identifies a future Highway 401

City of Mississauga Cycling Master Plan:

- Identifies a future Highway 401 pedestrian/cycling crossing on Second Line West
- One of the main goals is to connect all major natural and cultural destinations by cycling routes

City of Mississauga "Living Green" Master Plan:

Expand alternative forms of transportation, including

Credit River Parks Strategy:

- Plans for a continuous trail system along the Credit River from Port Credit to Mississauga's northern border
- Expansion of trail connections between parkland/natural areas
- between Credit Meadows Park and Meadowvale Conservation Proposed Second Line West crossing is an important link Area, as well as, the Fletchers Creek and Culham trails

Provincial Policy:

➤ With respect to walking and cycling, the Growth Plan envisions that "an integrated transportation network will allow people choices for easy travel within and between urban centres throughout the Region"

Highway 401 Expansion:

- MTO completed the Transportation Environmental Study Report interchange to the Credit River; approved in 2007 with MOE in 2005 for highway expansion from the Highway 401/403 Conditions
- Expansion of the highway requires the removal of the existing Second Line West vehicular crossing over Highway 401, as early as 2015
- Opportunity for co-ordination in permitting/construction staging potential cost savings to the City if a crossing is built at the for a Second Line West/Highway 401 crossing, including same time as MTO's construction





Existing Environmental Conditions

Cultural Environment

- Cultural Heritage Landscapes:
- Original Highway 401 transportation roadscape (altered by improvements to Highway 401)
- Fletchers Creek waterscape forms a distinctive visual element from Highway 401/Second Line West
- ➤ Built Heritage properties:
- ➤ Mississauga Heritage Register-listed 1850 Pearson-Harris Farm
- Ontario Heritage Act Designated 1860 Simpson-Humphries house and the Sanford farm barn

Archaeology

➤ Within and around Highway 401, the study area has been cleared of archaeological potential





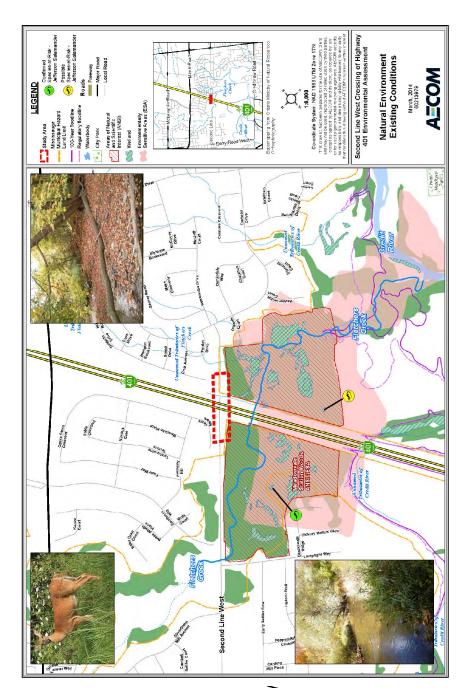




Existing Environmental Conditions

Natural Environment

- Meadowvale Station Woods (MSW)
 Environmentally Sensitive Area (ESA)
 and Area of Natural and Scientific
 Interest (ANSI)
- > Fletchers Creek, a Credit River tributary
- ➤ Wetlands within Meadowvale Station
- ➤ Confirmed Species at Risk Habitats:
- ➤ Jefferson Salamander within MSW
- ➤ Redside Dace within Fletchers Creek
- A wide variety of other wildlife has been observed within Meadowvale Station Woods, including white-tailed deer







Existing Environmental Conditions

Socio-Economic Environment

Land uses along the Second Line West corridor include:

- ➤ Highway 401 bisects the study area
- ➤ Low density residential and greenbelt, north and south of Highway 401
- Driveway access to one residential/business property north of Highway 401
- Continuation of/access to Fletchers Creek off-road multi-use trail, north of Highway 401
- On-road shared use cycling with connections to other cycling routes and trails
- ➤ Fletchers Creek culvert under Highway 401













Needs and Opportunities

Active Transportation:

- ➤Opportunity to enhance pedestrian and cycling route connectivity with the existing and planned network
- ➤2010 City of Mississauga Cycling Master Plan identifies a proposed Highway 401 crossing
- ➤ Buffer pedestrians and cyclists from traffic
- ➤ Connection to parks and trails north and south of Highway 401, as part of the Credit River Parks Strategy

Other:

- ➤Coordinate improvements with Highway 401 expansion project
- ➤ Align construction and associated costs with Highway 401 construction staging





Problem / Opportunity Statement

West as a cycling route and recommend provision of a pedestrian/cyclist crossing of The City of Mississauga Official Plan and Cycling Master Plan recognize Second Line Highway 401. An opportunity exists to address the type of pedestrian/cycling connectivity required on Second Line West and take advantage of cost saving opportunities associated with the Highway 401 expansion.

This opportunity allows for the implementation of City-wide strategic objectives which opportunities to walk and cycle to reach their destinations, "because it is convenient, promote sustainable active transportation options that provide residents with connected, desirable and healthy".





Alternative Solutions Under Consideration

➤ Alternative 1 - Do Nothing: No crossing of Highway 401. Existing vehicular crossing at Highway 401 is removed as per MTO with no provision of a pedestrian/cyclist crossing.

the new Fletchers Creek bridge structures. Underpass options on the Highway 401: Construct a cycling/pedestrian trail connection utilizing ➤ Alternative 2 – Underpass - Pedestrian/Cyclist Crossing of Second Line West right-of-way are not viable.

Highway 401: Construct a pedestrian/cyclist overpass within the Alternative 3 – Overpass - Pedestrian/Cyclist Crossing of existing Second Line West right-of-way.









Underpass Versus Overpass



Overpass 01 Pedestrian/Cyclist Crossing of Highway 401

Underpass
Pedestrian/Cyclist Crossing of Highway 401
'Alternative 2'







How are the Alternative Solutions Evaluated?

The following assessment criteria have been used to evaluate alternative solutions:

- ➤ **Technical:** safety conflicts with vehicular traffic, crossing security, costs, ease of construction, permitting and coordination with external and regulatory agencies, timing
- ➤Cultural Environment: archaeological resources, built and cultural landscape
- Highway 401 and beyond, compliance with planning polices, transportation plans >Socio-Economic Environment: connectivity of pedestrians/cyclists across and other relevant agreements/approvals, noise impacts and property requirements
- Species at Risk and designated natural heritage areas (ESA, ANSI, wetlands) ➤ Natural Environment: vegetation and wildlife, watercourses and fisheries,





Second Line West Crossing of Highway 401 Class EA

		EVALUATION OF ALTERNATIVE SOLUTIONS	
Evaluation Cinena		Alternative 2	Alternative 3
	Do Nothing – No Crossing Of Highway 401	Underpass Pedestrian / Cyclist Crossing	Overpass Pedestrian / Cyclist Crossing
-			
Safety - Conflicts with Vehicular Traffic Patential for vehicle / cycling conflict	 Highest potential for conflict. To cross: Highway 401 in this area, cyclass must travel east to Navis Road which has several cyclask-heliote conflict points at the Highway 401 ramps, or west to Credinlew Acad where there is a high potential for vehicle / cycling conflict on the Highway 401 thrittle rule in real-tracefluidh and makel shouldes. 	 Low potential for conflict between cysts and vehicles due to exclusive use of trail and underpass at Highway 401 by cyclists and pedestrians. 	 Low potential for conflict between cyclists and vehicles due to exclusive use of crossing over Highway 401 by cyclists and pedestrians.
Safety - Crossing Security		Provides low level of personal security due to low visibility on trail and within the Highway And Ent-there. Creek underpass.	Provides high level of personal security due to high visibility of overpass
 Opportunity to provide a high level of personal safety with use of crossing 		40 in location of cook unider pass	
Connectivity of Pedestrians / Cyclists across Highway 401 and Beyond Petential to provide a north-south cornection and to adjacent communities	Noopportunity to provide connectivity for pedestrians / opidsts across Highway 401. Nooonnedtivity to adjacent existing and planned cycling routes on either side of Highway 401.	 Significant improvement to exclusive pedestrian / cyclist connectivity with passage under the highway. Improvement to pedestrian / cycling connectivity to adjacent and planned cycling routes. 	 Sgrificant improvement due to exclusive pedestrian/cycing use of structure across the highway. Improvement to pedestrian/cycling connectivity to adjacent and planned cycling routes.
Costs • Potential cost for design, construction and maintenance	• Noost	 Higher acossing alternative costs due to complex design. Will require a re-design of the Fletchers Creek acossing structures, as well as coordination with agencies (i.e. MOE, MNR, CVC). Second insinhamone of innernass and real competitors (insanifacion). 	Lover crossing alternative costs due to moderate complexity and coordination with agencies (i.e. MOE, MNR, CVC). Seasonal maintenance (i.e. snow dearing).
	No observe to existing constitues		
- Saging and compatibility with other projects (e.g. Hg/tway 401 mainline widening) - Saging and compatibility with other projects (e.g. Hg/tway 401 mainline widening)	• No dalige to existing containers	 Proposed Highway 4U roossing arroune of Herbrats Creek coost not meet Cay's vertical requirements for flood proceding. The new structures would have to be lengthened at a considerable cost. Would have to be built within MTO contract. 	Upportunity to construct part of all of the drossing studule within the MTO Highway 401 contract. Could be built after MTO contract but at higher cost.
Permitting and Coordination with External and Regulatory Agencies	No permit or coordination required		
Permits and/or agency approvals/agreements and coordination		 Extensive consultation with MIO due tore-design of Fletchers Creek crossing as well as staging, permitting and connection of trail. 	 Consultation with MTO regarding staging, permitting, construction of overpass.
Timing	No change	 Construction of underpass may not be compatible with MTO schedule for Highway 401 	Construction of part or all of the pedestrian /cycling structure is
Ability to construct within a reasonable timeframe		widening due to re-design of Fletchers Creek crossing.	compatible with MTO schedule for Highway 401 widening.
CULTURAL ENVIRONMENT			
Archaeological and Built /Cultural Heritage Resources	No impact		No impact provided design and construction are within existing ROW;
 Impads known archaedogical sites along the route Impads known heritage buildings or cultural landscapes 		No impact to built or cultural heritage	study area is previously disturbed and cleared of archaeological potential or botenial or cultural herbane. No innovat to built or cultural herbane.
SOCIO-ECONOMIC ENVIRONMENT			
Compliance with Planning Polices, Transportation Plans and other relevant agreements/approvals	Does not achieve to 2010 City of Mississauga Cycling Master Plan and 2011 OP (Schedule 7: Long Term Cycling Routes); does not provide for north south cycling crossing of Highway 401 Long Term Cycling Routes); does	 Adheres to 2010 City of Mississauga Cyding Master Plan and 2011 OP (Schedule 7: Long Term Cycling Routes); provison for noth south cycling arossing of Highway 401. 	 Adheres to 2010 City of Mssissauga Cyding Master Plan and 2011 OP (Schedule 7: Long Term Cyding Routes); provision for north south cyding crossing of Hahway 401.
Noise Impacts	No change to existing conditions	Mnimal increase along ROW and within Meadowvale Station Woods in noise due to	Minimal increase along ROW in noise due to cycling/pedestrian use of
Potential for noise impacts along ROW and within MSW		cycling/pedestrian use of trail and underpass.	trail and overpass. No impact to Meadowvale Station Woods
	No property required	Easement required from MTO for trail connection within MSW	No property required
NATURAL ENVIRONMENT			
Vegetation and Wildlife • Amount of woodlot or hedgerows affected or removed • Impacts to wildlife	Full restoration plan can be implemented (as per MOE Condition of Approval) within existing execution to the states of Highway 401. Sgrificant improvement to vegetation and widifie habitat due to reduced human activity.	 Opportunity for integration with the re-vegetal ted/restored area within Second Line West ROW. Greater human activity alongside Fletchers Creek and within Meadowale Station Woods, therefore pdential for negative impacts within woodid and widdle habitat from garbage. 	Could be integrated with re-vegetated area within Second Line West ROM. Moderate improvement to surrounding existing vegetation and wild fife habitat with exclusive use of overpass by cyclists pedestrians.
Watercourses and Fisheries	Noimpad	 Greater human activity alongside Fletchers Creek and within Meadowvale Station woods, 	Noimpact
Aquatic habitat within or adjacent to Fletchers Creek that may be harmfully altered or disturbed		therefore potential for negative impacts to Fletchers Creek and adjacent areas from garbage, trespass etc.	
Species at Risk • Amount and quality of SAR (Jefferson Salamander, Redside Dace) and/or habitat removal or	Noimpact	Disturbance to regulated habitat (both Jefferson Salamander and Redside Dace) from construction of a first and human advity. Indonesial Species Art name as a proper and a species of the species and a name required.	No Endangered Spedes Ad permit required due to construction within existing ROW
dsturbance			
Lesignated Natural Hentage Areas (ESAs, ANSIs, wetlands) Amount of ESA, ANSI or wetlands removed or disturbed	ds Estatavsi with reduced numan	 Potential for negative impacts on Meadowate Station Woods ES-A/ANISI due forindeased human activity along the trail and underpass 	No Impact due to construction of exerpass within existing ROVV
OVERALL SUMMARY AND CONCLUSIONS	NOT PREFERRED; DOES NOT ADDRESS	NOT PREFERRED; DOES NOT ADDRESS	
	NEEDS AND OPPORTUNITIES	NEEDS AND OPPORTUNITIES	CARRIED FORWARD





Preliminary Preferred Solution

Illustrative Examples of Pedestrian/Cyclist Overpass









Pioneer Cycling and Pedestrian Overpass Surrey, British Columbia

Design to be determined at next stage in EA Study





Next Steps

- stakeholders and agencies, before, during and following this PIC. Review all comments and suggestions received from the public, Д
- Based on this input, confirm the preferred alternative solution for the Second Line West crossing of Highway 401.
- Develop and evaluate design concepts for the preferred solution and identify potential impacts from each design. A
- Present design concepts(s) and the preliminary preferred design option at the next Public Information Centre planned for May/June 2014. A
- Confirm preferred design option based on public, stakeholder and agency A
- Completion (30-day public review process); anticipated in Summer 2014. Prepare the Environmental Study Report and issue Notice of Study





Remain Involved in the Project

Thank you for attending this PIC and participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax or email your comments by April 30, 2014 to either of the individuals listed below:

Phone: (905) 668-4021 Ext. 2250 E-mail: Brian.Ruck@aecom.com Consultant Project Manager **AECOM Canada Ltd.** Whitby, ON L199J2 Brian Ruck, P. Eng. Fax: (905) 665-4867 300 Water Street Email: Farhad.Shahla@mississauga.ca Farhad Shahla, M. Eng., P. Eng. Phone: (905) 615-3200 Ext. 3377 201 City Centre Drive, Suite 800 Mississauga, ON L5B 2T4 City of Mississauga Fax: (905) 615-3173 **Project Manager**

Protection of Privacy Act. With the exception of personal information, all comments will become Public comments will be collected in accordance with the *Freedom of Information and* part of the public record If you would like more information on the Second Line West Crossing of Highway 401 Class EA

please visit the project website at:

http://www.mississauga.ca/portal/residents/secondlinewest





Appendix C

Public Comments





Municipal Class Environmental Assessment Study for Second Line West

Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014

(1)

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1 Downson	appreciated.
1. Do you use Second Line West as a means of Active Transporta cycling etc.) and if so, how often and for what purpose?	tion (i.e. walking
GCCC Size (1)	
I occasionally run over the soul Line	Bridge I use is
via cer multiple times a day.	3
Cay.	
2. Are you in agreement with the	
2. Are you in agreement with the proposed Second Line W. overpa crossing at Highway 401?	ss pedestrian/cyclist
I'd prefer the bridge/cor use remains.	
a grant de remeins.	
3. Do you have any additional comments?	
I use the 2rd Line Bridge Frequently in	
time Blidge trequently in	cluding in the
morning for work ~6:30 cm as even of	3
as even of	that time there is
ignificent bock up to get on the East bound 400	D
Ignificant beck up to get on the East bound 40 bridge Stends to couse excessive traffic comes complete the following information for our resports (Please Print): avea, This ime:	1. Removal of the
ease complete the following information for our respireds (Please Print): 9/69	on other loctes in the
ime:	of life Coach the gradity
dress:	it the tolk lesidents.
nail:	
Surely things have changed since photo primation from the comment sheet will be tabulated and incorporated as part of the street	Tempre bridge was
ormation from the comment sheet will be tabulated and incorporated as part of the student comments via fax or arms!	agreed !
ice completed sheet into the comment box. If you would like to take more time with your comments via fax or email no later than April 30.2014.	our responses feel free to send
rjana Osojnicki RES	,
and Public Coordination Lead	Northbord Movis with no treffic Vs Southbornd Mavis with has Syndicalt beech up.
COM Canada Ltd. 00 Cancross Court, Suite A, Mississauga, ON L5R 3E9	ID na treffic
	16 Parthbornd
nail: mirjana.osojnicki@aecom.com	mavis with has
The Information	significant book up.
The information on this comment sheet is being getbored to society	J .





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1

Comment Sheet Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

Tour mp	ut is greatly appreciated.
1. Do you use Second Line Wast	
1. Do you use Second Line West as a means of Active cycling etc.) and if so, how often and for what purpose?	ransportation (i.e. walking
Ves - running/cycling	
vanning /ayaling	
-1.20 LD	
Welkly.	
2. Are you in agreement with the proposed Second Line crossing at Highway 401?	
crossing at Highway 401?	W. overpass pedestrian/cyclist
Yes - prefer an overnas	
	s vs an underpass
-> personal sujety	
some sufery	
3 Da	
3. Do you have any additional comments?	
	-
Please	
Name:	
Address	
Email: -	
-IIIaii, -	
nformation from the comment sheet will be a set	
nformation from the comment sheet will be tabulated and incorporated as place completed sheet into the comment box. If you would like to take mores as your comments via fax or email no later than April 30.2014.	part of the study documentation. Please
is your comments via fax or email no later than April 30.2014.	e time with your responses feel free to send

us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Public Information Centre #1 **Comment Sheet**

Wednesday April 16, 2014 Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

yes. / use 200	v often and for what pur ん Tがた しゃらて	DAILY	SC=TIABANK	o741
Are you in agreement with crossing at Highway 401?	the proposed Secon	d Line W overn	ass podential	
YES				list
Do you have any additional	comments?			
DO NOT EXTEND		23 70	maris	
se comp		t):		
e:				
9ss:				
l:				

place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West

Crossing of Highway 401 Public Information Centre #1 **Comment Sheet** Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated

r lease take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.
1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
YES, DAILY (PREFERRED OPTION TO MAVIS RD
& SOMBRERO CONGESTION),
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist
#1. PREFERENCE FOR NEW 2ND LINE BRIDGE
#2. PODESTRIAN/OYCLE OVERPASS AT AND LINEAU.
3. Do you have any additional comments?
PERMIT BEFORE 2ND HAR IN PROMONED AND
SOM BARBRO SHOULD BE PROHIBITED.
#3. Sombrero SHOULD BE WIDENED TO MATCH COURTHER PARK (INCLUDING LONGER LETT & RIGHT
Please complete the following of
Name: _ Address: _
Email:
Information the comment sneet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd.

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1

(5)

Comment Sheet Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Occasion and for what purpose?
2. A
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
485, Howevere any AS A BARE MINIMUM / HACK Southow.
3. Do you have any additional comments?
YES, THE DECISION WAS MADE TO BELIEVE THE SECOND LINE
THOSE HUNEUTE DECISIONS CAN BE ETHERSED A DOCK I II
Please con
Please cor
Name: _
Address: _
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please us your comments via fax or email no later than April 20 2044

ent box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West

Crossing of Highway 401 Public Information Centre #1 **Comment Sheet** Wednesday April 16, 2014

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
I use this bridge to aweek. 2. Are you in agreement with the present of
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
No I what The Bridge to story. Too Marit
Traffic on Mais and on Sombers Day.
3. Do you have any additional comments?
SomBERD WAY CONTENTAY Has too Much toll
From School Buses Parlow Care 41 11
I schools where Do You Want the trathe
Please cor Name: _
Address: _
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.

us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Public Information Centre #1 **Comment Sheet** Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.
 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
No-use it for driving a laypassing Movis Rol or Creditives traffic
congestion.
 Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Yes-only if I don't have an afternative to a rehicular bridge.
3. Do way by
3 Do you have any additional comments? (I) En sommero fix frastic flow reorgestion. (2) Take away a tarking on sombrero (all the time) + widen near they're (3) Stop whicles from using and line / Old Derry as a bypass to using Madis Referentian (3) Who Days for the over hass? Are Takes expected to increase of (4) Who Days for the over hass? Are Takes expected to increase of (5) Fix Lines flow on Sombrero thru Courtney park
Please Ema Name:
Address
Noun
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181

E-mail: mirjana.osojnicki@aecom.com





Municipal Class Environmental Assessment Study for Second Line West

Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014

(8)

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
The state of the s
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist
755 A
3. Do you have any additional comments?
A PENDING TRAFFIC REMEDIATION PROTECTS
ARG COMPLETON ALONG SOMBREGRO WAY FO
IN JANDON TO ADDRESS ISSUES
Please c
Name:
Address:
Email: -

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401
Public Information Centre #1
Comment Sheet

Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?	
No re drive a cross it a bout twice / day	
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?	
Ves but I would on they the Gridge storged	
for cars toi	
3. Do you have any additional comments?	
t am conserved that the extra traffic Ebound of	_
Som Grero will Gring mark land on to Braze Winds. Lack a lack of seen a number of species on Brases Winds vol idea to consider making school bases stop on streets other than Please complete the following information for our records (Please Print):	I
have already seen a number of species on Brass Winds	*
Please complete the following information for our records (Please Print):	^
Name: _ Sombrea	0
Address: _	
Email:	
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please	

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1

Comment Sheet Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

The state of the s
 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
les, Idrive on second line to get my kids to school.
I also use it to get to Brittania when Maris Rd is congested
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist
I would gather the current bridge remain. But it
it has to go lagrer with appelostrian bridge
3. Do you have any additional comments?
Please complete the following information of
Please complete the following information for our records (Please Print): Name:
Address: _
Email:
information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please sometimes are completed sheet into the comment box. If you would like to take more time with your responses feel free to send

us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014

(11)

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Yes we do walk over two sometimes (its dangerow!) and plan to
ble den kid de older
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Agree with overpass rather than underpass which I think would
be dangerow/implement experience-potentially dangerow
3. Do you have any additional comments?
He are conversed about school catchneck wear + the inpact
that taking the bridge out will have. I would like to hear
more into about this please
Please complete the fellowing information for any angle (DI D 1)
Name:
Address:
Email: _
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30,2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401
Public Information Centre #1
Comment Sheet

(2)

Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
I do - eyets 5 time per work from April to wavember
during written working on scondline every other day
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
YES THERE A LANGE GROUP of CYCLIST AVOND - TURSDAY
@ 7.15 youll see over 80 cyclist. Week and Also
3. Do you have any additional comments?
-D Son Brero Maris should look et taking at the
heft townskymil Between 700 km & gooden to pular
MOVE traffic flow going EAST -X-
Please
Name:
Address
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014**.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Public Information Centre #1 **Comment Sheet**

Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

Tour input is greatly appreciated.
 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
vershicle transportation-avoid traffic.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
ND-I would like the bridge rebuilt.
3. Do you have any additional comments?
too much traffic along sombers due to highschool
and school buses, thigh risk accidents.
Please complete the first state of the state
Name:
Address:
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

/V//):	STLY	411	Rt	r what purpose?			
	stly		the	um			
Are you crossing	in agreeme g at Highwa	ent with th	e propose	d Second Line	W. overpass	pedestrian/	cyclist
VA	56						
2							
Do you i	have any ac	lditional c	omments?				
.71	Rasda		Ospe		- 4 /		
The	sugge	Tm	7/105	Should	nog be	Olema	lished.
	,	/					
ase com							
ne:							
ress:							
					-		
ail:							

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401 **Public Information Centre #1 Comment Sheet** Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?	
Yes, walking, (yeling) daily or 5 times lucek	
Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?	
Yes Also once closed, local traffic conly	
signs, etc through old Derry and Second like w Encourage traffic to take Derry Road, and Ma vis to heartland, etc.	75
3. Do you have any additional comments?	
3. Do you have any additional comments? Would like to tie crossing into newly aquired (Horrist Form?) on (redit view, with walking bridge over fletchers creek, likely on south Side of 401:	
bridge over fletchers creek, likely on south	
Please complete the following information for our records (Please Print):	
Name:	
Address:	
Email:	
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send	

us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014

(6)

<u> </u>
Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.
1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Rarely, walking or cycling over second line is a faster
way to get to Heartlann; but I mostly drive over the Bridge (Almos
 Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
I WOULD RATHER KEEP THE VEHICULAR PASSAGE AS THAT ALLEVIATES
A LOT OF TRAFFIC CONCERNS. BUT I WOULD CHOOSE A PEDESTRIAN OVERPOSS
TO NO € CONNECTING STRUCTURE. 3. Do you have any additional comments?
Since 1, apparently am too late to vote actainst the Removal of the bridge
I would hope that the necessary traffic mitigations are taken for
the sake of the residents of this area a 1f they are not improved maybe consider keeping it
Please complete the following information for our records (Please Print): Name:
Address:
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.
Mirjana Osojnicki, BES

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







Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Jes, twice a week
Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Not sure, sometimes in favour other times not
3. Do you have any additional comments?
The traffic on silvertherne + sombero is backed if already due to a school buses, farking on both sides of road, all his traffic causing frustration that when people ge on 401 ramp many accidents. Trucks on courtney park & Please complete the following lateration due to a school road for 2 schools.
rush hour + transport trucks on navis +5 Choolbuses, farking on both
sides of road, all his traffic causing frustration that when people ge
Should also be stoffed due to a school road for 2 schools.
Name:
Address:
Email: _

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9
Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401
Public Information Centre #1
Comment Sheet

Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking,

cycling etc.) and it so, now often and for what purpose?
I use it surry day as a means to exid my subdivision
quickly + to avoid the congestion on Sombrero.
Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
I am not in agreement with the removal of the bridge.
havener vid of forced to choose, ild prefer an overpassi
3. Do you have any additional comments?
The situation on Somenero is already unsafe for both
tor lein li und see tindo er anountaebeg lono relander
toygus It . Now to carel ever they am serve the fulm
fording on all re-considering the remotal of the bru
Please complete the following information for our records (Please Print):
Name:
Address:
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401 Public Information Centre #1 **Comment Sheet** Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

and the desired this comment sheet. Your input is greatly appreciated.
 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
I only drive on Second Line to get to Heartland area to arrow
using Sombrero Dray.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
I would prefer a bridge for helicular passage. I would
rather have a lerisize than no budge.
3. Do you have any additional comments?
Please do not tear down the Second Line bridge! I use it
Unery day and feel that transg it down will teach to
Significant traffic problems on Sombreroway.
Please complete the following information for our records (Please Print)
Name:
Address:
Email:
nformation from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014

20

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?	
DRIVING, EACH DAY	
	-
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?	
YES	
3. Do you have any additional comments?	
Leave it as it 10	
Please comp	
Name:	
Address:	
Email: ——	

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181

E-mail: mirjana.osojnicki@aecom.com

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom* of *Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Crossing of Highway 401
Public Information Centre #1

Comment Sheet

Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose? TDO. CYCLING - ALL THROUGH OMMER - COOCD STROWLY SUGGEST PO EFRPATLEAST A CYCLING 2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401? 3. Do you have any additional comments? Please comple Name: Address: Email: -

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9

Tel: 905-712-6987 | Fax: 905-501-0181 E-mail: mirjana.osojnicki@aecom.com

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom* of *Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 **Public Information Centre #1 Comment Sheet**

Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
YES, 7 DAYS A WEEK AS ALTERNATE BOUTE TO AVOID TRAFFICO
AT MANIS / DURNEY / MANIS, SOUTH / BRITTANIA / FRANIS INTERSECTIONS.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
STRANGLY DISAGREE SINCE IT IS A DISSERVICE TO THE
COMM THE THAN A SERVICE IT CREATE MARE RAPHINGS AT
BY AREAS DURING RUSH HOURS, NOT CONSIDERING THE NEEDS
MANGOLATIE COMMUNITY AFFECTED.
3. Do you have any additional comments?
REMOVAL OF SECOND LINE BRIDGE SHOULD BE VOTED B
JE POPULATION OF MEADOWNALE COMMUNITY & NOT A
COSMONUMITY/CITY PLANNERS HOWE AS WE ARE THE
MES DIRECTLY AFFECTED BY THIS. DISMANTLING.
Please complete the following information for our records (Please Brink):
Name:
Addres
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014 .

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401
Public Information Centre #1
Comment Sheet

Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
I drive across 4x daily. My kids some times walk or cycle.
 Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
I do not agree with its removal. Overpass is preferable to underpass.
3. Do you have any additional comments?
1. Bancroft-double left turn to Mavis and light must be green for long time. Add right tuen lane so there is left, straight and right. Extend abutment to prevent left into gas station at first drive way. Have parking only on one side on Bancroft. Advance left from Mavis to Bancroft. 2. Boyer - light needs to be longer - advance left to Mavis - add right turn lane so you have left, straight and right lanes. Advance left from Mavis to Boyer
2. Boyer - light heeds to be longer - advance left to Mauis - add right turn lane so you have left, straight and right lanes. Advance left from Mauis to Boyer
3. Second line - there are no street lights between the bridge and Donway - it is completely dark. You need lights especially for walkers and cyclists MORE ON BACK
Please complete the following information for our records (Please Print):
Name:
Address:
Email:
nformation from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401 **Public Information Centre #1 Comment Sheet** Wednesday April 16, 2014



			d if so, he					l traffi	(20	May	€.
		<u> </u>	10014		vecto(0000		C 071		
			ement wit		propose	ed Sed	cond Line	W. overp	ass ped	estrian/cy	clist
	40										
	7-0										
3 Do	vou hav	,e an	y additior	nal co	mments	2		,			
							Thu (syclart	bridg	re to p.	wevert-
			•					•	•	,	ser of
			- brid					,	,		
Please			0			ls (Please Prir	nt):			
Name:											
. 10											×-
Addres	5										

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Yes, four children have friends on both sides
Atte bridge and we commute each day to drop/picky
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
YES
We also need NEED to retain/replace
3. Do you have any additional comments?
Residents were never communicated about
the vehicular bridge berg removed.
Absolutety unfair. Sombren way is aboutly a very bury street. It will only get worse with this plants constitution of the second with this plants constitution of the second with the plants of the second with the second with the plants of the second with the second with the plants of the second with the second wi
Please complete being street. It will only get worse with this ple
Name: _
Address: _
Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401
Public Information Centre #1
Comment Sheet

Comment Sheet Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

Γ	cycling etc.) and if so, how often and for what purpose?
_	
_	
2	. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
_	LONLY WILL AGREE TO AN OVERPASS.
3	ABSOLUTERY OPPOSED TO AN UNDEPASS - VERY DANGEROUS
3	Do you have any additional comments? WILL LEND ITSELF TO BASE
	UNNANTED BEHAVIOUR DANGEROUS
_	FINE TEENTHE GIRLS ESPECIALL
	DUNGNOTHING, IM NOT SURE IS THE CORRECT APPRO
,	GLYTHER. BLTHOUGH THE COST FOR TAX PAYERS WILL BI
	MASSIVE. BE CAREFU
7	THIS DECISION.
\	lame:
١	address
Ξ	mail: -

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401
Public Information Centre #1

Wednesday April 16, 2014

Comment Sheet



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking,
cycling etc.) and if so, how often and for what purpose?
, and the state of
Was there to The sail
yes, these to four times a Nede.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist
crossing at Highway 401?
3. Do you have any additional comments?
s. 20 you mate any additional comments:
We feel theat the bridge on the Second his shorld he the se for every body. There is to much such such duly from maning of evening on Sombrary way as well as on there should also he a letting wall along with Jazi mens. It shows the following information for our records (Places Print): Seduce the 2006 Centre.
We see that the proble on the second his should
he the se for every have those i to a a and alice
Joseph John Show Charles
An in the second of the second
I morning of evening on Sompran way as well as on
There should also be a Setain a wall I do manie
Please complete the following information for our records (Please Print):
Reduce the O' Went. It
Name:
Address:
Email:
V.

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401 Public Information Centre #1 **Comment Sheet** Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
YES FOR CYCLING. INSETHIS POAD FREQUENTLY 4-6+ times
a week. It is my primary route north to head to financial Dr or Heritage
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
ABSOLUTELY
3. Do you have any additional comments?
PLEASE BUILD THE STRUCTURE WIPE ENOUGH THAT CYCLISTS
AND PEDS CAN USE TOGETHER WITHOUT CYCLISTS DISMOUNTING.
ALSO APPROACHES SO THAT CYCLISTS CAN TRAVEL WITHOUT INTERPORTION
Please complete the following information for our records (Please Print):
lame:
ddress: _
imail:
information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please
lace completed sheet into the comment box. If you would like to take more time with your responses feel free to send

us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES EA and Public Coordination Lead **AECOM Canada Ltd.** 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
3. Do you have any additional comments?
As send printed Gopy-Cred to River Parts
for an American strategy.
Cylist Club
Please complete the following information for our records (Please Print):
Name:
Address:
Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9
Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Mostly driving > 2x perday
Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Yes for own pass. Not in favour of underpass
3. Do you have any additional comments?
Very Concerned about traffic re-routed from Second hine Mais is a traffic jam at mon-pock times of Chalific
Maris is a troffice jam at non-peck times, & Creditiview reduce to one lace. Where is extra traffice to go
Please complete the first state of the second
Name:
Address:
Email: _

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

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





Crossing of Highway 401 **Public Information Centre #1**



Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated

Tiease take a few fillinates to complete this comment offset. Total impacts growing appropriates.
 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
By CAR Drily.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
NO > SHOULD BE AN OVERPASS FOR VEHICLES
3. Do you have any additional comments?
REMOVING VEHICLE OVERPOSS WILL ROSULT IN MORE
TRAPFIC ON EXASTENO CONGESTED STREETS WITH
SCHOOLS AND SMALL CHILDREN IN DANGER
Please complete the following information for our records (Please Brint):
Name:
Address:
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.
Miriana Osoinicki. BES

EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Cycling in The evening as port of a group,
Cycling in the evening as port of a group, Cycling to work from Ninth lie & Egligton to airpor
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Strongly support the overpess to provide a
Bafe way for cyclists to possover 401
3. Do you have any additional comments?
It's possible to crows of Movis or Miss Rd, but these
are las more dangerous la prédestirent & cepchiste
Linking to the proposed cycling route will provid
Please complete the following information for our records (Please Print):
Name:
Address:
Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking,

cycling etc.) and if so, how often and for what purpose?
Yes. I'm on it trice daily with it's current use. In wowmer weather
I cycle over it.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
It's better than no bridge at all if there will be no vehicular bridge.
3. Do you have any additional comments?
Toraffic between Mavis & Nimbus on Sombrero needs to be addressed.
Remove all school bus stops (move them) from the Sombrevo/Nimbus
4-way stop intersection. Remove the sidewalk on the south side of Sombrevo
between Maris & Nimbus to accompate better relicular traffic lanes. Please complete the following information for our records (Please Print):
Name:
Address:
Email: _
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401 Public Information Centre #1 **Comment Sheet** Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

	3 - 101/ 01 1	<u>u 11</u> 30, 110W 0	iren and lon	WNAT DURNOSE	e Transportation	(i.e. walking,
Yes	1 wa	diste	nor	lvo	Offer.	
2. Are yo	u in agree ng at High	ement with the way 401?	e proposed	Second Li	ne W. overpass p	pedestrian/cyclist
4	5-	1 was	el p	refr	overpess	Lo undapers.
3. Do you	have any	additional co	omments?			
	-60	ila	use	th	builde	e t week
Onc	(bila	Surer		Ð	e t walk
lease comp	lete the folio	wing information	for our record	le (Pl ease Pr	int):	
ame:						
ddress:						
mail: —				M		
formation frace comple	om the com ted sheet in	ment sheet will b	e tabulated ar	nd incorporate	d as part of the study more time with your	documentation. Please responses feel free to send
	nieliks via rax	or email <u>no late</u>	r than April 3	<u>80.2014.</u>		

Mirjana Osojnicki, BES

EA and Public Coordination Lead **AECOM Canada Ltd.** 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401
Public Information Centre #1
Comment Sheet

Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?	
daily walking for exercise!	
Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist	_
I Agree but only for pedestrians & eyelists.	
Do you have any additional comments?	
Speed bumps through Main St (Serry RA)	
ase complete the first of the same of the	
me:	
dress:	_
pail:	
rmation from the comment should will be a late to the same	

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Public Information Centre #1

Comment Sheet

Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

.10	and if so, how often and for what purpose?
Ne	
 Are you in ag crossing at H 	reement with the proposed Second Line W. overpass pedestrian/cyclist
110	
Down	
	any additional comments?
_ DO NO	T CLOSSING SECOND LINE
	ta Carrie Dine
lease co	
ease co	
ease co	

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Crossing of Highway 401 **Public Information Centre #1**

Comment Sheet Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

cycling etc.) and if so, how often and for what purpose? VES. WALKING
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
No As This will encrease troffic an
SOMBRERO WAY
3. Do you have any additional comments?
1) Add New Jane, on SOMBRERO WAY
11). Greate New Exit From Old Delly Road to Mouis
Lin) Stock School Busing on SOMBRERO WAY
Please complete the following information for our records (Please Print):
Name:
Address:
Email:
Information from the comment sneet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014. Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1

Iblic Information Centre : Comment Sheet

(39)

Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
IND I DON'T ITS A WASTE OF TIME & TAX PAYERS MONEY I DISAGREE WITH THE BRIDGE
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
NO 1 DISAGREE WE NEED TO LEST THE BRIDGE
3. Do you have any additional comments?
RAIL ROADS INTO THIS DECISION.
Please complete the following information for our records (Please Print): Name:
Address: Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Public Information Centre #1

Comment Sheet

Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
yes. I drive on it several times a week and bike
yes. I drive on it several times a week and bike on it on weekends during the Spring & Summer Time.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Yes. I preger the overpass option much better than
an underpass
3. Do you have any additional comments?
It's a pity to see this bridge gone.
Please complete the following information for our records (Please Print):
Name: _
Address: _
Email: —

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014

(41)

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose? 	
Neither- Live in Con- not Holland-can't cycle	
duning-oct-MARCH.	
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?	
No. This community negures access re be	uses
emorney Services.	
3. Do you have any additional comments?	
Number of People/cycles porusus cas-does	74
Equal we	
Please complete the following information for our records (Please Print):	
Name:	
Address:	
Email:	

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Public Information Centre #1

Comment Sheet

Comment Sheet Wednesday April 16, 2014



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Yes, once a week, as a means to get to credit view or
Britania
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Yes, also a road is required for vehicles as the
Yes, also a troad is required for vehicles as the sensoral of the star bridge would cause a lot of congestion on Sombrero way and a lot of inconvenience to residents on that street. Also it won't be safe for hids to play on the street.
3. Do you have any additional comments?
Having a wad for vehicular traffic is a good idea
as it is a very convenient route to take when going
to Britannia as the truffic gets split between Maris
as it is a very convenient route to take when going to Britannia as the traffic gets split between Maris I Second line West. Remord of the bridge world cause let of conjust Please complete the following information for our records (Please Print): on Maris Road.
Name:
Address
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet



Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you u cycling e	se Second Line West as a means of Active Transportation (i.e. walking, tc.) and if so, how often and for what purpose?
YARAY	Yes- Drive South
2. Are you i	n agreement with the proposed Second Line W. overpass pedestrian/cyclist at Highway 401?
yes	to an overpass, if there is no
δp.	tion to keep the road.
B. Do you ha	ave any additional comments?
DSuic	ide Sarriers on the bridge
2) Ironi	c that this is happening at the same time
ast	he city is investigating stays to improve
Please complet	te the following information for our records (Please Print).
lame:	
ddress	
mail:	
armatian fran	- Alan

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30,2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9

Tel: 905-712-6987 | Fax: 905-501-0181 E-mail: mirjana.osojnicki@aecom.com

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom* of *Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Crossing of Highway 401
Public Information Centre #1
Comment Sheet

Wednesday April 16, 2014



 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
YES. DAILY EITHER WALLING OR CYCLING.
IN GOOD WEATHER. LESS OFTENIN WINTER.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
YES. I WOULD LIKE TO SEE AN OVERPASS PUT
IN. A NICE COMMUNITY BUILDING OVERDASS. GOOD
3. Do you have any additional comments?
I THINK TRAFFIC INCREASES ON SUMBRERO WAY
ARE UNDERESTIMATED. THAT ROAD MEEDS REDESIGN
WITH TRAFFIC CIRCLES RATHER THAN YWAY STOPS
Please complete the following information for our records (Please Print) TURN LAW F5.
Name:
Address:
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9
Tel: 905-712-6987 | Fax: 905-501-0181





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Public Information Centre #1

Comment Sheet



Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use cycling etc.)	Second Line Wand if so, how	est as a mea	ns of Active	Transportatio	n (i.e. walk	king,
Xes,	I USE E	and Dece	ie on	Second	Line	West
2. Are you in a crossing at h	greement with lighway 401?	the proposed	Second Lin	e W. overpass	pedestriar	n/cyclist
No						
3. Do you have						
We Ne	ed to s	ucess	ofened	from (old k	erry Rod
to N	auil to	Roduc	2 Traff	lic on S	om BR	erry Rod FRO WAY
Please complete the	following informs	lan fan arm				
lame:						
Address: _						
imail:						
nformation from the	COmment sheet wi	ll he tabulated as	nd incomment			

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9







Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
to go to Heartland and south and for shopping and appointments.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Yes, it allows us to stay off of major made which are busy.
It will can net residents from northy south and a low us to gos
3. Do you have any additional comments? for safety.
I am still as opposed to the bridge being remared. Still
have concerns of volume of truffe & emergency which
response.
Please complete the following is for the following
Name:
Address
Email: -
Information from the comment sheet will be tabulated and incorporated as part of the attack as a second of the state of th

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email <u>no later than April 30.2014.</u>

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401

Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014

47

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Note walking/cycling-never. Drive it everyday what about School buses, emergency services etal!
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
No Bad chaice. There are more vechicles than cycling.
Couriers, emergency services, school buses etc.
3. Do you have any additional comments?
Make it wider to include vechicles + people add a side
walk but don't climate cars driving over it. Decision
made in 1958? before community was built.
Please complete the following information (
Name:
Address:
Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West

Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014

48

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Yes - drive it to & from work, School, shoping to award
Mais avaid major street. Emergency services, courses es
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
hider the key 401-1 guess-but on taro needs to
there the cost of the bridge. More cars use it than
3. Do you have any additional comments?
widen the bridge to include cans & people. The
bridge is no use for cycling during writer- Colo winters.d
Summer is hard to cycle up hill.
Please complete the following information for any complete the follo
Name:
Address
Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 | Fax: 905-501-0181





Municipal Class Environmental Assessment Study for Second Line West

Crossing of Highway 401
Public Information Centre #1
Comment Sheet
Wednesday April 16, 2014

49

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
YES-CYCLE 2-4 DAYS A WEEK (ME)
MY CHILDREN USE THIS, DAILY, EVERY DAY!
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
YES. ABSOLUTELY. IT MUST PROCEED.
L
3. Do you have any additional comments?
MUCIE MISTAKE TO TAKE THE BRIDGE DOWN.
YOU ARE SEPARATING THE COMMUNITY.
NORTH/SOWTH REMARKA THE BRIDGE.
Please complete the first state of the first state
Name: _
Address:
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





(50)

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
- Used for driving + walking = daily useage.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
yes, 2 agree
3. Do you have any additional comments?
I like the example of the Cambridge bridge, shown at the Wed April 16 Information centre #1
Wed April 16 Information Centre #1
Please complete the following information for our records (Please Print):
Nan
Add
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9







Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

Do you use cycling etc.	Second Lin .) and if so,	e West as a m how often and	neans of Activ	e Transportation?	n (i.e. walking,	
I Co	ount	1 per	300 pe	50	Cars.	
		,	V			
2. Are you in a crossing at	agreement w Highway 40	ith the propos	sed Second L	ne W. overpass	pedestrian/cyclist	
No	1 W	and	lite o	bridge	e Lite	
Mclou	shon 1	Rel. or	0 40	7/		
. Do you hav	e any additio	onal comments	s?			
17 yo	ou lor	not	Remwe	a old	140050 er	
					birrage that	, <u></u>
Lax pa	greer p.	areled 1	Rer			
lease com <u>plete t</u>	he following info	ormation for our re	ecords (Please P	rint)·		
ame: _						
ddress:						
mail: —						

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





(7)

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
YES I use it every day to go south from 2 No line to Britanna +
Millie of foot over the Bridge.
 Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
I prefet the idea of an overpass rather than an underpass
but feel that this really isn't a solution for the diver.
3. Do you have any additional comments?
I restainly hope that by removing the bridge for cars the
offer venus fredition + Mais don't become so partlogged
with other udditional cars that traffic is femble. We will have to
Please complete the following information for our records (Please Print):
Name:
Address
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES
EA and Public Coordination Lead
AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9







Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

. Do you use Secon	d Line West as a means of f so, how often and for what p	Active Transpor	tation (i.e. walking,	
	1 30, now often and for what po	irpose?		
- commute to	s work daily.			
	,			
-Go for bik	e vides (walks (3-4 x	week)	
Are you in agreem crossing at Highwa	ent with the proposed Seco	nd Line W. over	pass pedestrian/cyclis	t
	39 40 1 ?			
Yes				
	dditional comments?			
connect	the cyclist	brielg +	with other	v
Proclina	ta. 15			
<u> </u>	170(1)			
lease compl <u>ete the follow</u>	ing information for our records (Ple	ase Print)		
ame:				
ddress:				
udress:			 	
mail:				
formation from the somm	ont about will be taken but to the			

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Municipal Class Environmental Assessment Study for Second Line West

Crossing of Highway 401 Public Information Centre #1 **Comment Sheet**

Wednesday April 16, 2014



Mirjana Osojnicki, BES

AECOM Canada Ltd.

EA and Public Coordination Lead

Tel: 905-712-6987 | Fax: 905-501-0181 E-mail: mirjana.osojnicki@aecom.com

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transportation (i.e. walking,

cycling etc.) and if so, how often and for what purpose? I do not use and who we for Active Transportation.
I do not use and line w for Active Transportation.
I do use it to avoid extreme traffic jams on Sombreso to Mavis.
 Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
I disagree with the removal of the bridge. I am neutral w.r.t the
overpais or underpais
3. Do you have any additional comments?
Your staff at todays meeting while polite did not have answers back up
numbers (ex: 70 cars by increase in tallis) as so have
provided Q # of cyclist pedistrans is the and the land to
numbers (ex: 70 can/hr increase in traffic) on Sombrero. Also no numbers provided @ # of cyclists, pedestorans using the and line bridge. When the devision was made to close down and line bridge, no subdivisions existed around som bretto. I believe the
traffic on Sombrero poses a risk to children playing, pedestrians, elderly people as well as increased accidents. This also rowers my house value. I. Disagree.
as well as increased accidents This olso tower have a pedestmans, elderly people
Please complete the following information for our mount (D)
Name:
Address
Email: -
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please
place completed sheet into the comment box. If you would like to take more time with your responses feet free to and
us your comments via fax or email no later than April 30.2014.

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the Municipal Freedom of Protection and Privacy Act, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.







Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Yes. 4 times a week.
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
No. This will inchease traffic on SanBura way
ate one to bridge is hought down
3. Do you have any additional comments?
1- Open one more exits to Mavis Rd. Lesides Some
2. Add lanes on Sambres to go East
3. Realised. School Busin to alter woute.
Please complete the following information for our records (Please Print):
Name:
Address:
Email: _

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you ι cycling ε	use Second Line West as a means of Active Transportation (i.e. walking, etc.) and if so, how often and for what purpose?	
acces	we use it very often for cycling, running to sing the conservation areas.	
Are you i	in agreement with the proposed Second Line W. overpass pedestrian/cycl at Highway 401?	
Yes.	we would truly appreciate an overpass	
Struc	ture.	
Do you ha	ave any additional comments?	
ease complete	e the following information (41
me:		
dress		
nail: -		

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than April 30.2014.**

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





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
I use the bridge on Second line several times a week,
neighbourhood snorth of tol
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Yes - I definitely prefer an overposs to an underposs, for
Soifety reason (walking alone) and for environmental reasons.
3. Do you have any additional comments?
I drive over the second line bridge on a daily bosis. It will
Significantly impact me when the vehicular bridge is removed.
and a distance open (visually) bridge for pade than a
Please complete the following information for our records (Please Print): Name:
Address:
Email: _
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please

place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
No for driving only
Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
Do, an concerned recimpost on reignburhoog traffic
3. Do you have any additional comments?
are considery massive problems of drivers speeding
There are already massive problems of drivers speeding and not obleving speed limits + 5 topsigns in highbach and
Please print):
Name:
Address
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send

us your comments via fax or email no later than April 30.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead

AECOM Canada Ltd.

5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:28 AM

To: Blacha, Madelin

Subject: FW: 2nd line bridge Project

From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]

Sent: Wednesday, April 02, 2014 4:25 PM

To:

Subject: RE: 2nd line bridge Project

Dear

Thanks for expressing interest in the Second Line W project crossing of Highway 401. The meeting on April 16 is intended to inform the commencement of the project, and to present and discuss information pertinent to the study and the preliminary planning alternatives under consideration.

Please note that the project team is currently in the process of preparation of the material for this meeting. This information is considered preliminary and will need to be finalized in a second meeting in the future based on public comments gathered in the meeting on April 16, 2014.

For your convenience, a webpage has been considered for this study:

http://www.mississauga.ca/portal/residents/secondlinewest - The information which will be presented on April 16 and the additional information to be shared with the public in the future will be made available on this resource.

Please don't hesitate to let me know should you have any questions or have any comments.

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works

¶ 905-615-3200 ext. 3377 № 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From:

Sent: 2014/04/02 3:46 PM

To: Farhad Shahla

Subject: 2nd line bridge Project

Hi there.

I would like to receive more information about the detruction of the 2nd line bridge over the 401 and what information and data you have so far.

I will be attending the meeting on April 16th and would like to read the information before hand.

Regards,

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:36 AM

To: Blacha, Madelin

Subject: FW: Second Line West crossing of HW 401

-----Original Message-----From: Ruck, Brian

Sent: Monday, April 07, 2014 2:31 PM

To: <u>ferhad.shahla@mississauga.ca</u>
Cc: Osojnicki, Mirjana; Luck, Rebecca; Farhad Shahla
Subject: RE: Second Line West crossing of HW 401

Good afternoon:

Thank you for your comment; we appreciate your input.

Brian Ruck, P. Eng. CVS-Life; Certified Value Specialist Vice-President, Transportation Ontario District, Canada Central Region

Manager, Value Engineering Direct: 905-668-4021 Ext 2250 Brian.Ruck@aecom.com

AECOM

300 Water Street

Whitby

Ontario Canada L1N 9J2

www.aecom.com

This communication is intended for the sole use of the person(s) to whom it is addressed and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed. Please consider the environment before printing this page.

-----Original Message-----

From:

Sent: April 05, 2014 1:08 PM

To: ferhad.shahla@mississauga.ca; Ruck, Brian Subject: Second Line West crossing of HW 401

Hi,

This is the only corridor that we are able to cross 401 with our bcycles without putting ourselves into a great risk of 401 in-out traffic. We would like this bridge to stay as it is or updated with a new one.

Thank you

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:13 AM

To: Blacha, Madelin

Subject: FW: Second Line bridge - resident comments -

From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]

Sent: Thursday, April 10, 2014 8:12 AM

To: Osojnicki, Mirjana Cc:

Subject: Second Line bridge - resident comments -

Good morning Mirjana - Could you please document the following comments I received through a phone call on April 10, 2014 from a local resident - Thanks - Farhad.

Comments from

- Suggest a car lane and not just a bike lane
- Help with pressure off Mavis specially in the morning
- Sombrero Way will have even more traffic and more line ups and school buses stopping on a regular basis.
- Travel south in the morning along second line, take east on Sombrero Way St. Marcellinus Secondary School.
- Use the bridge to get to Heartland Centre.
- Closure of Second line over 407 caused traffic concerns north and south on Mavis Road.
- Second Line bridge is also used by the residents within the 2 subdivisions.

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:14 AM

To: Blacha, Madelin

Subject: FW: Second Line Bridge

From: Farhad Shahla Sent: 2014/04/14 2:22 PM

Cc: Jacquelyn Hayward Gulati **Subject:** RE: Second Line Bridge

Good afternoon and thanks for your message below.

The removal of the Second Line West vehicular crossing at Highway 401 is tentatively scheduled for early 2015. The replacement with a pedestrian/cyclist crossing is intended to occur after the removal; however, design and construction is subject to financial approvals yet to be secured. I have copied Mrs. Jacquelyn Hayward Gulati, the City's Active Transportation Manager, who could keep the Cycling Committee up to date with the project's progress.

Meanwhile please let me know if you have any questions or comments and thanks.

Regards - Farhad.

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works € 905-615-3200 ext. 3377 | € 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From: Sent: 2014/04/10 1:05 PM

To: Farhad Shahla

Subject: Second Line Bridge

Dear Mr. Shahla:

I am a citizen member of the Mississauga Cycling Committee and the route designer of the 100 and 120 km. routes for the Tour de Mississauga scheduled for September 21, 2014. This cycling event is expected to draw at least 1,000 cyclists to these routes this year.

The Second Line bridge over Highway 401 is a critical segment of our route planning as we aim to cross this highway at non-interchange points in order to avoid conflicts with motor vehicles at on and off ramps.

Our route planning for this year is at an advanced stage and must be completed soon to ensure that our deadlines can be met. In addition, the routes we design now are intended for multi-year use.

With foregoing in mind we would appreciate if you would provide the proposed timing of the closure of the current bridge and opening of the proposed replacement pedestrian/cyclist replacement connection. We recognize that your current reply may not be carved in stone, but we would like to have some indication for planning purposes for our event.

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:15 AM

To: Blacha, Madelin

Subject: FW: Assessment study for Second Line West Crossing

From: Farhad Shahla **Sent:** 2014/04/15 8:57 AM

To:

Cc: brian.ruck@aecom.com

Subject: RE: Assessment study for Second Line West Crossing

Good morning and thanks for your interest in this study. This confirms receiving of your inquiry and that we will add you to the study's contact list so you are kept up to date as we progress through the study, with an attempt to address any existing concerns.

I look forward to meeting you at the April 16 meeting.

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works € 905-615-3200 ext. 3377 | € 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From: Sent: 2014/04/14 11:05 PM

To: Farhad Shahla

Cc: brian.ruck@aecom.com

Subject: Assessment study for Second Line West Crossing

Dear Mr. Shahla,

In response to the Notice of Study from the Mississauga City government, I would bring your attention to the following concerns:

- We are residents in the Meadowvale village area and daily users of Second Line West and/or Sombrero Way via Mavis Road to access Heartland area and areas south of Brittania.
- Since the opening of St. Marcellinus Secondary School, we have been experiencing the
 bottleneck/heavy traffic during the morning rush hour from 7:45 to 8:30 which obviously is resulted
 from the flow of traffic at the Courtneypark/Sombrero/Mavis intersection. Since then Second Line
 West crossing has become a major exit from the Meadowvale village area heading down to Heartland
 and south Mississauga.
- One of the major causes of the bottleneck at the above mentioned intersection could be easily found
 to be the northbound traffic light (with no left-turn arrow signal) at the exit of the school and the
 Courtneypark Library area which is thus easily blocked by through traffic entering the school and
 library area as well as students crossing Courtneypark. Eastbound traffic trying to enter the school and

library area which are stuck outside the school area due to the slow-flow exit tend to choose to drop off students at the bus stop at Courtneypark in front of the Library, thus resulting in even worse line-up to as far as Second Line.

- The removal of the Second Line West Crossing will certainly make this situation even worse should there be no change to the traffic light timing programming at the Mavis intersection and addition of priority left-turn arrow signal for the traffic light at the exit of the school to release more vehicles at more frequent green lights.
- Police or traffic regulator should also be considered to stop dropping off of students at Courtneypark bus stop in front of Library during morning rush hour.

We do hope that the above may be considered in your project.

Thanks and regards,

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:16 AM

To: Blacha, Madelin

FW: SECOND LINE WEST Subject:

From:

Sent: Thursday, April 17, 2014 11:01 AM

To: Osojnicki, Mirjana

Cc: ron.starr@mississauga.ca **Subject: SECOND LINE WEST**

WEDNESDAY APRIL 16-PUBLIC INFO RE SECOND LINE WEST

I WAS PRESENT FOR THE INFO SESSION RE SECOND LINE. THIS WAS MY FIRST MEETING/TOWN HALL.

FIRST OFF YOUR PAPER STATES "ASSESSMENT STUDY FOR SECOND LINE WEST"

YOUR ASSESSMENT SEEMS TO FALL SHORT, WHICH LEADS TO SOUNDING MORE LIKE THE DECISION HAS ALREADY BEEN MADE REGARDLESS OF WHAT HUNDREDS OF PEOPLE ARE OPPOSED TOO.

I UNDERSTAND THE 401 IS GOING TO BE WIDEN-TO WHICH THE BRIDGE NEEDS TO BE TEMPORARILY REMOVED WHILE DOING SO. OKAY

BUT TO REPLACE THE BRIDGE FOR ONLY PEDESTRIANS & CYCLISTS??

WHEN ASKED THE NUMBER OF PEOPLE THAT WALK ACROSS THE BRIDGE DAILY/HOURLY THERE WERE NO STATS AVAILABLE.

WHEN ASKED THE NUMBER OF PEOPLE THAT CYCLE ACROSS THE BRIDGE DAILY/HOURLY THERE WERE NO STATS/NUMBERS AVAILABLE.

WE LIVE IN CANADA; BETWEEN THE MONTHS OF NOVEMBER-MARCH I'M PRETTY SURE THERE ARE NO PEOPLE CYCLING UP THAT HILL. LET ALONE ON A GOOD DAY ITS DIFFICULT TO CYCLE UP HILL. THIS CITY IS BUILT AROUND TRANSIT. WE ARE NOT HOLLAND-WE DO NOT USE BICYCLES AS FREQUENTLY AS

THEY DO, DUE TO OBVIOUS REASONS.

THE REASON PEOPLE USE THIS ROAD IS TO AVOID CREDIT VIEW-WHICH IS 1 LANE MAVIS-TO MANY CARS ALREADY-DAILY ACCIDENTS AT BANCROFT & MAVIS NOT ABLE TO MAKE A SAFE LEFT TURN OFF OF SOMBRERO ONTO MAVIS THE 3/4 LIGHTS THAT ARE EACH 3 MINUTES LONG NOT ALLOWING TRAFFIC TO FLOW.

WHAT ABOUT EMERGENCY SERVICES? SCHOOL BUSES? **COURIERS?**

PEOPLE IN THE COMMUNITY THAT USE THIS ROAD EVERYDAY?

THE STAT STATED THAT "ONLY" 70 CARS USE THIS ROAD, BUT NOT ABLE TO TELL ME WHEN THIS STAT WAS

TAKEN.

WAS THAT PER HOUR? DURING RUSH HOUR? ON A WEEKEND DAY? ETC.

I HAVE NEVER SEEN A PERSON/CAR/PIECE OF EQUIPMENT USED TO COUNT THE NUMBER OF CARS THAT USE THIS ROAD.

I DO NOT BELIEVE THAT NUMBER AS I LIVE IN THE COMMUNITY & CAN SEE THAT MANY CARS USE THE ROAD HOURLY, DAILY.

I UNDERSTAND THAT REBUILDING THE BRIDGE IS GOING TO HAPPEN REGARDLESS SO WHY NOT MAKE IT STILL USABLE FOR PEOPLE & CARS? ADD A SIDEWALK WHEN REBUILDING IT. ALLOW BOTH WORLDS TO BE ABLE TO USE IT.

FROM READING THE STATS THIS DECISION WAS MADE IN 1958, 1982?? THE COMMUNITY WAS NOT BUILT UP THE WAY IT IS NOW. FROM THE MEETING LAST NIGHT, PEOPLE DO NOT WANT THE ROAD CLOSED. FROM THE UPDATE ABOUT THE MEETING FROM NOV 2011 PEOPLE WERE OPPOSED TO IT THEN ALSO.

I CAN UNDERSTAND CHANGE BUT IF NOT IT DOESN'T BENEFIT PEOPLE.

NOT ONE "EMPLOYEE" LAST NIGHT SPEAKING WAS A PERSON THAT LIVES IN THE COMMUNITY. NOT A

COUNSELOR FROM OUR COMMUNITY WAS THERE TO SAY "YES THIS IS A GOOD IDEA"

I'M NOT SURE OF THE BENEFIT OF TAKING OUT THE BRIDGE FOR ACCESS FOR CARS. PLEASE PROVIDE ME

WITH A LIST OF BENEFITS

THANK YOU

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:17 AM

To: Blacha, Madelin

Subject: FW: Environmental Assessment Study for Second Line West

From: Farhad Shahla Sent: 2014/04/23 12:28 PM

Subject: RE: Environmental Assessment Study for Second Line West

Good morning

Thanks for your inquiry regarding the Class Environmental Assessment Study for Second Line West crossing at Highway 401. The event was held in an open house format in which information and project updates were made available on display boards for open discussion. Information was presented in two sets: 1) The Class EA study for Second Line W. Crossing at Highway 401 2) Second Line W. Neighbourhood Traffic Study. Members of the public and other attendants had an opportunity to informally meet and discuss with staff from the City of Mississauga and the consulting team the two undertakings and provide comments.

We are currently in the process of summarizing the comments received for better handling and care. Also a webpage is being organized on which all the study material will be posted. I will be in touch with you in the next few days to provide you with the page link.

Meanwhile please let me know if you have any questions and thanks -

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works ¶ 905-615-3200 ext. 3377 № 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From: Sent: 2014/04/22 12:53 PM

To: Farhad Shahla

Subject: Environmental Assessment Study for Second Line West

Good Day Ms. Shahla,

As a resident in the vicinity of Second Line West and Hwy 401 I am interested in viewing the minutes of the community information session that was held on April 16, 2014 regarding the removal of the existing bridge structure and the building of a cyclist/pedestrian bridge over Second Line West.

Can you please forwarded a copy of the minutes from the meeting or let me know where they can be viewed.

Many thanks for your attention to this matter.

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:17 AM

To: Blacha, Madelin Subject: FW: 401 overpass

----Original Message-----From: Osojnicki, Mirjana

Sent: Tuesday, April 29, 2014 4:10 PM

To:

Subject: RE: 401 overpass

Hello

Thank you for submitting your comment regarding the Second Line West pedestrian/cycling crossing. Your comment has been noted.

Regards, Mirjana

Mirjana Osojnicki, BES Environmental Planner Environment D 905.712.6987 mirjana.osojnicki@aecom.com

AECOM

5600 Cancross Court, Suite A Mississauga, ON L5R 3E9 Main Line: 905.501.0641 Fax: 905.501.0181

www.aecom.com

Please consider the environment before printing this e-mail.

----Original Message-----

From:

Sent: Friday, April 25, 2014 8:42 PM

To: Osojnicki, Mirjana Subject: 401 overpass

Please consider to make pedestrian/cyclist overpass over 401 on present 2nd line. Would be much appreciated.

Thank you,

Sent from my iPhone

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:18 AM

To: Blacha, Madelin

Subject: FW:

From: Osojnicki, Mirjana

Sent: Tuesday, April 29, 2014 4:12 PM

To:

Subject: RE:

Hello

Thank you very much for submitting your comment. Your support for the Second Line West pedestrian/cycling crossing has been noted.

Regards, Mirjana

Mirjana Osojnicki, BES Environmental Planner Environment D 905.712.6987 mirjana.osojnicki@aecom.com

AECOM

5600 Cancross Court, Suite A Mississauga, ON L5R 3E9 Main Line: 905.501.0641 Fax: 905.501.0181 www.aecom.com

Please consider the environment before printing this e-mail.

From:

Sent: Sunday, April 27, 2014 8:25 PM

To: Osojnicki, Mirjana

Subject:

Hi Mirjana,

I am emailing you with regards to the possible creation of an overpass/bike pass at the 401 and Old Second Line. My family and I are in favour of this for the future. We feel it would be benefit to the neighbourhood.

Thank you for your time,

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:18 AM

To: Blacha, Madelin

Subject: FW: Study for Second Line West - Follow Up

From: Farhad Shahla **Sent:** 2014/04/28 1:10 PM

To: prian.ruck@aecom.com

Cc: NIRAJ KESWANI

Subject: RE: Study for Second Line West - Follow Up

Good afternoon and thanks for following up on the April 16 meeting, discussing Second Line West Class EA study.

We are currently finalizing the review of the comments received to learn if any new concerns have been shared with us. We will continue finalizing the mitigation plan as discussed with you at the meeting to initiate the implementation of the short term mitigation measures. More extensive solutions will be further reviewed for their feasibility and consideration.

I will make arrangements to have your name added to the mailing list for this project.

Thanks again -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works € 905-615-3200 ext. 3377 | € 905-615-3173 | www.mississauga.ca

4

Please consider the environment before printing this email.

From:

Sent: 2014/04/28 10:17 AM

To: Farhad Shahla; brian.ruck@aecom.com

Cc:

Subject: Study for Second Line West - Follow Up

Hi Farhad / Brian

It was great meeting you on Wednesday April 16th at Meadowale Village hall as part of Second line west study and crossing of 401 highway

As a follow up, I am writing this email to see the status on some of the proposal's made by the Old Meadowale community at the meeting.

Our Primary concerns around removing the Second Line bridge:

- a) Further increase of traffic on Sombrero way which is already very busy at this time.
- b) Current this bridge is used by close to 70-80 cars a day and a majority of these could end up into Sombrero way making it further very heavy traffic road

c) We also use second line bridge to drop our kids to their friends homes which are on south side of 401, with removal of second line bridge this will cut the access for kids thus kids will loose the social activities, as then we will be required to use Mavis rd and could take us additional 10 minutes to drop and pick kids.

Proposal:

- a) Our proposal is to create a new access from Old Derry road to Mavis road, This could help ease some of the traffic from Sombrero way. People currently living around Meadowale school
- all use Sombrero way to get into 401 highway, With new access opened from Old-Derry to Mavis these families could start using the new exit.
- b) Stop the Bus route on Sombrero way as this also causes a lot of traffic
- c) Have new traffic lights installed on the intersection of Sombrero way and Nimbus gate
- d) Add additional lane in sombrero if possible to divert some of traffic.

Let us know if we can be of any additional help in shaping these proposals.

Thanks

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:19 AM

To: Blacha, Madelin

Subject: FW: Study for Second Line West - Follow Up

From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]

Sent: April 28, 2014 3:56 PM

To:

Cc: Ruck, Brian

Subject: RE: Study for Second Line West - Follow Up

Dear Thanks for your email. Your comments have been noted.

I will request your name to be added to the project's contact list.

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works

¶ 905-615-3200 ext. 3377 № 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From:

Sent: 2014/04/28 11:27 AM

To:

Cc: Farhad Shahla; brian.ruck@aecom.com

Subject: Re: Study for Second Line West - Follow Up

Absolutely agree with the suggestions as a resident of Sombrero Way.

I have conveyed the same to Councillor George when I met him the other day at the townhall meeting.

In Addition:

Just to re-emphasize that if it is still possible to keep the vehicular bridge... that would be very helpful At the very least a Pedestrian bridge over 401 is a must.

we often have very close misses and we have been witness to couple of accidents in recent past at the intersection of Sombrero and Nimbus as vehicles fail to follow the stop sign and do not give way to pedestrians (students) even with the school bus flashing lights.

Thanks

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:19 AM

To: Blacha, Madelin

Subject: FW: Crossing of Highway 401: Public Information Center #1 Wednesday April 16,

2014

From: Osojnicki, Mirjana

Sent: Tuesday, April 29, 2014 4:44 PM

To:

Cc: 'Farhad Shahla'; Ruck, Brian

Subject: RE: Crossing of Highway 401: Public Information Center #1 Wednesday April 16, 2014

Hello

Thank you for taking the time to provide us with your comments regarding the Second Line West Class EA. A summary of the comments received following the April 16, 2014 Public Information Centre is being finalized and your comments are noted.

You have been added our study mailing list and you will be notified of any future updates.

Regards, Mirjana

Mirjana Osojnicki, BES Environmental Planner Environment D 905.712.6987 mirjana.osojnicki@aecom.com

AECOM

5600 Cancross Court, Suite A Mississauga, ON L5R 3E9 Main Line: 905.501.0641 Fax: 905.501.0181 www.aecom.com

Please consider the environment before printing this e-mail.

From:

Sent: Monday, April 28, 2014 10:24 PM

To: Osojnicki, Mirjana

Subject: Crossing of Highway 401: Public Information Center #1 Wednesday April 16, 2014

Mr Mirjana

Below is our comments regarding the Municipal Class Environmental Assessment Study for Second Line West; Crossing of Highway 401.

1. Do you use Second Line West as a means of Active Transportation and if so, how often and for what purpose?

Response: We use second line West on a regular basis as a "by-pass" for Mavis rush hour traffic. It is a nice "pressure" re-leaf for Mavis south bound traffic. This bridge is also use for school busses for HIGH SCHOOL students. A regular pick-up point is at Second Line West and Donway Drive. These school busses travel southbound over the bridge to pick up school children.

- 2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
- No, we believe the existing bridge should be rebuilt with pedestrian/cyclist zone. The original decision to remove the bridge did not consider the growing number of cars that use the bridge. From a "value for money" perspective the funds that would be needed to renovate Sombrero Way and Mavis/Bancroft intersection to deal with traffic re-leaf as well as school bust traffic, it would equal the funds needed to rebuild the existing bridge.
- 3. Do you have any additional comments?

Based on the information (story boards) and discussions provided during the Public Information Session, it was clear that the second line bridge impact has been under estimated. As is clear with the increasing north/southbound Mavis traffic. This traffic will only increase as more housing developments are completed north of Mavis/Chinguacousy Rd and Steeles Ave West. In addition, removal of the bridge is highly dependent on two "unapproved" items:

- a) Sombrero Way road work and Mavis/Bancroft intersection expansions completed BEFORE the bridge is removed in 2015.
- b) Widening of Mavis from Derry Road to Courtney Park Dr West also happen BEFORE the bridge is removed in 2015.

Compounding this challenge is the increased traffic activity due to needed school bus route changes should the Second Line W bridge be removed. Item not considered in the proposal changes:

- Widening & adding traffic lights at Sombrero Way and Nimbus Gate to help with traffic management for Sombrero Way & Mavis.



From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:20 AM

To: Blacha, Madelin
Subject: FW: Attached Image
Attachments: 3566_001.pdf

From: Osojnicki, Mirjana

Sent: Tuesday, April 29, 2014 4:32 PM

To: mayor@mississauga.ca; george.carlson@mississauga.ca

Cc: Farhad Shahla'; Ruck, Brian Subject: RE: Attached Image

Hello

Thank you for submitting your comment forms (I also received your fax) regarding the Second Line West Class EA. A summary of the comments received following the April 16, 2014 Public Information Centre is being finalized and we have included the comments you provided.

You have been added our study mailing list and you will be notified of any future updates.

Regards, Mirjana

Mirjana Osojnicki, BES Environmental Planner Environment D 905.712.6987 mirjana.osojnicki@aecom.com

AECOM

5600 Cancross Court, Suite A Mississauga, ON L5R 3E9 Main Line: 905.501.0641 Fax: 905.501.0181 www.aecom.com

Please consider the environment before printing this e-mail.

From:

Sent: Monday, April 28, 2014 5:36 PM

To: mayor@mississauga.ca; george.carlson@mississauga.ca; Osojnicki, Mirjana

Subject: FW: Attached Image

See attached Letters opposing your take down of the Second Line Bridge.

This would be the biggest mistake removing this bridge which elevates the already created traffic mess in this area.

If this project has any intention to raise our taxes, raise our vehicle insurance and be funded by the City; then you are in for a battle.





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active Transports	ation (i.e. walking,
cycling etc.) and if so, how often and for what purpose?	
Barcroft + Credit View to Derry &	d + Mavis-We
all agal (14) bolds I will	LOTONOGIC
allinea TMS Dridge to elevia	e RHHC.
0	
2. Are you in agreement with the proposed Second Line W. overp crossing at Highway 401?	eass pedestrian/cyclist
Cossing at ringinway 401:	
NO, NOT ONE DIT.	
3. Do you have any additional comments?	
	2 6 0 0 11
This bridge needs to stay as	IS Because of all
the other mistakes MTO has	lready reatedo
The other products of the other	I XI I I
the highway near Mauis 401;	Hwy#10 etc.
Please complete the following information for our records (Please Print):	1 112 20
Name:	
Address	
Email: -	
Information from the comment sheet will be tabulated and incorporated as part of the	
place completed sheet into the comment box. If you would like to take more time vus your comments via fax or email no later than April 30.2014.	vitn your responses feel free to send
Mayor	Mississauga. Cc
Mirjana Osojnicki, BES EA and Public Coordination Lead	carlson omississauja
AECOM Canada Ltd.	Mississanga. CCL Carlson omississanja Car
, , , , , , , , , , , , , , , , , , ,	
Tel: 905-712-6987 Fax: 905-501-0181	e'is our

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom of Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active yelling etc.) and if so, how often and for what purpose?	
We use this pridge to	DRIVE ON to cut
the traffic already	exacted by the other
2. Are you in agreement with the proposed Second Lin	ne W. overpass pedestrian/cyclist
crossing at Highway 401?	er.
Big mistake to do 4	his would be creating
3. Do you have any additional comments?	The They was the
The right decision better o	ome out of this er ye
Will be losing all your	Support in this and
I wish Hazel McCallian	- Could Stay foreve
Please complete the following information for our records (Please P	rint):
Name:	
Address:	
Email: 🚙	
Information from the comment sheet will be tabulated and incorporar place completed sheet into the comment box. If you would like to take us your comments via fax or email no later than April 30.2014.	ke more time with your responses feel free to send
Mirjana Osojnicki, BES	Mayor @ Mississauga. CCL
EA and Public Coordination Lead AECOM Canada Ltd.	Mayor @ Mississauga. CCL George. Carlson o mississauja
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 Fax: 905-501-0181	
E-mail: mirjana.osojnicki@aecom.com	George is our Councillar.
	· · · ·

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom* of *Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Do you use Second Line West as a means of Active cycling etc.) and if so, how often and for what purpose?	Transportation (i.e. walking,
We use this bridge to cut	- The traffic that
plready horrible around 3	Bancraft + Danway.
2. Are you in agreement with the proposed Second Lin	e W overnass nedestrian/cyclist
crossing at Highway 401?	vv. overpass podestriam systic
Not At all. You will be	& making a major
Mistake with this tha	ight.
•	U
3. Do you have any additional comments?	
Do the right move and	I leave the bridge
alone. You can Still wie	den 401 without
distructive this bridge	That is well need
1 0	
Please complete the following information for our records (Please Pri	nt):
Name:	
Address:	
Earlie 14	
Email: ==	,
Information from the common table at will be tabulated and incornarets	d as part of the study desumentation. Places
Information from the comment sheet will be tabulated and incorporate place completed sheet into the comment box. If you would like to tak	e more time with your responses feel free to send
us your comments via fax or email no later than April 30.2014.	100, 200, 022, 122 illy 100 . CCL
Mirjana Osojnicki, BES	Mayor & Mississauga. Ca George. Carlson & mississauja
EA and Public Coordination Lead	George Carlson amississauja
AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9	
Tel: 905-712-6987 Fax: 905-501-0181	George is our
E-mail: mirjana.osojnicki@aecorn.com	George is our Councillar.
	cancella.

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom of Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
Not walking but used by Jehick to get
back + forth to school.
 Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?
No Not at all 14 you close this brid
you will be making the biggest mistake t
3. Do you have any additional comments?
Leave the bridge the way it is or you will
lose alot of your voters for election
I Cannot believe that they are still thinking
Please complete the following information for our records (Please Print):
Name:
Address:
Email: _
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 Fax: 905-501-0181 E-mail: mirjana.osojnicki@aecorn.com Mayor Mississauga. Ca George Carlson omississauga George 15 Our Cancillo.
EA and Public Coordination Lead AECOM Canada Ltd.
5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9 Tel: 905-712-6987 Fax: 905-501-0181
E-mail: mirjana.osojnicki@aecorn.com
The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the Municipal Freedom
of Protection and Privacy Act, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose?
To get to School & back from With
Vehicle
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist
crossing at Highway 401?
No , Not at all. We need this bridge to
get back + forth from school.
3. Do you have any additional comments?
If this bridge closes, you will have
abt of very origny people in the
neighbor hood and Good luck being re-exe
Please complete the following information for our records (Please Print):
Name:
Address
Email: -
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than April 30.2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd.
EA and Public Coordination Lead
5600 Cancross Court, Suite A. Mississauga, ON L5R 3F9
Tel: 905-712-6987 Fax: 905-501-0181
Tel: 905-712-6987 Fax: 905-501-0181 E-mail: mirjana.osojnicki@aecorn.com Caucilla.
Canalla.
The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the Municipal Freedom of Protection and Privacy Act, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.

Blacha, Madelin

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:20 AM

To: Blacha, Madelin

Subject: FW: Municipal class Environmental Assessment Study for second Line west

From: Osojnicki, Mirjana

Sent: Tuesday, April 29, 2014 4:39 PM

To:

Cc: mayor@mississauga.ca'; 'george.carlson@mississauga.ca'; 'Farhad Shahla'; Ruck, Brian

Subject: RE: Municipal class Environmental Assessment Study for second Line west

Hello

Thank you for taking the time to provide us with your comments regarding the Second Line West Class EA. A summary of the comments received following the April 16, 2014 Public Information Centre is being finalized and your comments are noted.

You have been added our study mailing list and you will be notified of any future updates.

Regards, Mirjana

Mirjana Osojnicki, BES Environmental Planner Environment D 905.712.6987 mirjana.osojnicki@aecom.com

AECOM

5600 Cancross Court, Suite A Mississauga, ON L5R 3E9 Main Line: 905.501.0641 Fax: 905.501.0181 www.aecom.com

Please consider the environment before printing this e-mail.

From:

Sent: Tuesday, April 29, 2014 11:13 AM

To: Osojnicki, Mirjana

Cc: 'mayor@mississauga.ca'; 'george.carlson@mississauga.ca'

Subject: Municipal class Environmental Assessment Study for second Line west

Please find attached our completed Municipal class Environmental Assessment Study for Second Line West.

We have lived in the area for 15 years and have used second line almost daily for a number of reasons including but not exclusive to getting to work, the library, cinema, the high school as well as for long family walks and bike rides.

It provides an alternative to other very busy and often accident plugged routes as well as providing additional options for Firemen and emergency crews to get to our area in case of emergency.

We would ask that you please reconsider turning second line into an Pedestrian/cyclist crossing.





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #1 Comment Sheet Wednesday April 16, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Do you use Second Line West as a means of Active Transportation (i.e. walking, cycling etc.) and if so, how often and for what purpose? 	
yes we do as a family, daily to get	
Highschool, Library, work, cinema's etc.	
2. Are you in agreement with the proposed Second Line W. overpass pedestrian/cyclist crossing at Highway 401?	
No, we need to have vehicle access	
as well.	
3. Do you have any additional comments?	
	_
with Second line as an option for access	
by emergency Vehicles and School busses)
our properties remain more desirable not to mentionaconvenient place to live	
to mentiona Convenient place to live. Please complete the following information for our records (Please Print):	
Name:	
Address	
Email: -	
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send	
us your comments via fax or email no later than April 30.2014.	
Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd.	
AECOM Canada Ltd. 5600 Cancross Court, Suite A, Mississauga, ON L5R 3E9	
Tel: 905-712-6987 Fax: 905-501-0181 E-mail: mirjana.osojnicki@aecorn.com Cauncillos.	
Caencillo.	

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom of Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.

Blacha, Madelin

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:20 AM

To: Blacha, Madelin

Subject: FW: Closure of Second Line W -petition

From: Osojnicki, Mirjana

Sent: Tuesday, April 29, 2014 4:53 PM

To: mayor@mississauga.ca; george.carlson@mississauga.ca

Cc: 'Farhad Shahla'; Ruck, Brian

Subject: RE: Closure of Second Line W -petition

Hello

Thank you for taking the time to provide us with your comments regarding the Second Line West Class EA. A summary of the comments received following the April 16, 2014 Public Information Centre is being finalized and your comments are noted.

You have been added our study mailing list and you will be notified of any future updates.

Regards, Mirjana

Mirjana Osojnicki, BES Environmental Planner Environment D 905.712.6987 mirjana.osojnicki@aecom.com

AECOM

5600 Cancross Court, Suite A Mississauga, ON L5R 3E9 Main Line: 905.501.0641 Fax: 905.501.0181 www.aecom.com

Please consider the environment before printing this e-mail.

From:

Sent: Tuesday, April 29, 2014 2:31 PM

To: mayor@mississauga.ca; george.carlson@mississauga.ca

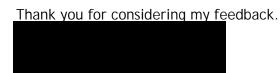
Cc: Osojnicki, Mirjana

Subject: Closure of Second Line W -petition

As a longtime resident of Mississauga, I am writing to express my issues with the proposed closure of the Second Line West road/bridge overpassing the 401 for the below reasons:

- 1) I travel to and from work via this road 5 days per week (the alternative routes of Mavis/401, Mavis to Derry, or Bancroft to Creditview are congested in the mornings and will increase my commute time). This road also provides an alternate detour in cases where there is an accident on or near Mavis/401, Creditview, Britannia or Bancroft.
- 2) I am opposed to the closure of the Second Line West overpass as well as opposed to the proposed pedestrian/cyclist crossing stipulation for this overpass (the current state of this road allows for pedestrians/cyclists to travel safely -roads are wide enough, there are gravel shoulders, and my

- observation is that drivers travel this road safely/respectfully especially when it comes to non-motorists).
- 3) Additional comments: I do not see the sense/practicality of closing the Second Line West overpass. This road helps alleviate traffic on main roads as well as more busy residential streets. Closing this path will only increase traffic on alternate routes which is not an environmentally friendly option due to the potential increase in pollution caused by vehicles forced to endure a longer commute. As Mississauga continues to develop and grow in population, we need to be making routes more accessible for travel, not closing them. I feel that the current options for parks and trails are sufficient for avid hikers and cyclists.



This email message is confidential, may be legally privileged and is intended for the exclusive use of the addressee. If you received this message in error or are not the intended recipient, you should destroy the email message and any attachments or copies, and you are prohibited from retaining, distributing, disclosing or using any information contained. Please inform us of the delivery error by return email. Thank you for your cooperation.

Le présent message électronique est confidentiel et peut être couvert par le secret professionnel. Il est à l'usage exclusif du destinataire. Si vous recevez ce message par erreur ou si vous n'en êtes pas le destinataire prévu, vous devez détruire le message et toute pièce jointe ou copie et vous êtes tenu de ne pas conserver, distribuer, divulguer ni utiliser tout renseignement qu'il contient. Veuillez nous informer de toute erreur d'envoi en répondant à ce message. Merci de votre collaboration.

Blacha, Madelin

From: Blacha, Madelin

Sent: Thursday, May 08, 2014 11:21 AM

To: Blacha, Madelin

Subject: FW: Second line west crossing of 401

-----Original Message-----From: Farhad Shahla Sent: 2014/04/30 2:59 PM

To:

Subject: RE: Second line west crossing of 401

Good afternoon I did receive your voice message in which you had not left a phone number for call back. Thanks for your email.

Residents in the vicinity of Second Line West, north of Highway 401 have the option of taking Silverthorn Mill Ave./Craig Carrier Court/Crawford Mill Ave and Sombrero Way to access Mavis Road. Residents south of the Highway can access Mavis Road via Bancroft Drive and Boyer Boyer Blvd.

Please let me know if you have any questions.

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works Å 905-615-3200 ext. 3377 | Æ 905-615-3173 | www.mississauga.ca Please consider the environment before printing this email.

-----Original Message-----

From:

Sent: 2014/04/30 2:24 PM

To: Farhad Shahla

Subject: Second line west crossing of 401

Hello

I left you a voice message last week

I live in the second line area- Meadowgrove court. Question for you

1) after this change in crossing 401, is there only one exit for cars to Mavis (sombrero way)?

If you cannot answer please let me know who I can contact

Your utmost attention is appreciated thank you

Sent from my iPad



Appendix A6

Public Information Centre #2



City of Mississauga

Municipal Class EA Study for Second Line West Pedestrian/Cyclist Crossing of Highway 401 Public Information Centre #2 Summary Report

Prepared by:

 5080 Commerce Boulevard
 905 238 0007
 tel

 Mississauga, ON, Canada
 L4W 4P2
 905 238 0038
 fax
 www.aecom.com

Project Number:

60319049

Date:

June, 2014

Distribution List

# of Hard Copies	PDF Required	Association / Company Name

Revision Log

Revision #	Revised By	Date	Issue / Revision Description

AECOM Signatures

Report Prepared By:		
Report Reviewed By:		

Table of Contents

	utio	

	p.	age
1.	Introduction	1
2.	Notice of Commencement / Public Information Centre #2	2
3.	Public Information Centre	2
4.	Information Presented	3
5.	Comments from the Public	3
6.	Comments from External Agencies	6
List o	f Figures	
Figure	1: Study Area	1
	f Tables	
	-1: Summary of Public Comments/Concerns	
Table 6	-1: Summary of Agency Comments/Concerns	6

Appendices

Appendix A. Notice of Commencement/Public Information Centre #1

Appendix B. Display Panels
Appendix C. Public Comments

1. Introduction

The Second Line West vehicular crossing over Highway 401 is being removed to accommodate the widening of Highway 401. The need for the removal of the structure was documented by the Ontario Ministry of Transportation in a Transportation Environmental Study Report for the ultimate widening of Highway 401 from the 403/410 interchange to Credit River, with environmental approval in 2007. In 2010, the City of Mississauga's Cycling Master Plan identified a plan for a form of pedestrian/cyclist connection for Second Line West across Highway 401.

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C', including preliminary design, to pursue recommendations for a north-south pedestrian/cyclist connection across Highway 401 at Second Line West (see **Figure 1**) upon removal of the existing bridge. As part of a separate process, the City is reviewing the existing transportation operation conditions in the vicinity of the study to identify mitigating measures for enhanced traffic management.

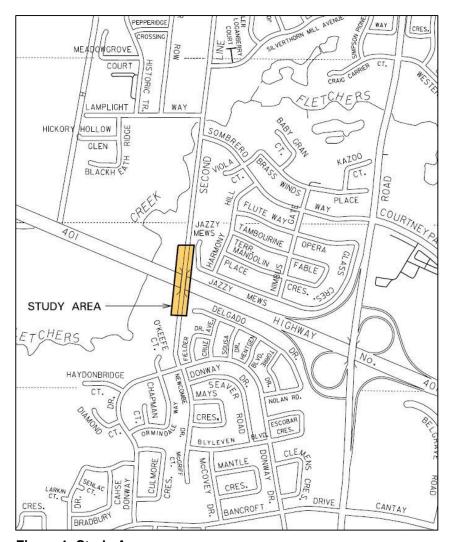


Figure 1: Study Area

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

amended in 2007 and 2011), which is approved under the Ontario *Environmental Assessment Act*. The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with proposed improvements and development of measures to mitigate identified impacts. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

In conformance with the Municipal Class EA, Public Information Centre (PIC) #2 was held to receive input, comment, and concerns regarding this study.

2. Notice of Public Information Centre #2

A Notice of PIC #2 (**Appendix A**) was published in the *Mississauga News* on May 21 and May 28, 2014. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned PIC. The Notice was also posted on the City of Mississauga website (http://www.mississauga.ca/portal/residents/secondlinewest) which was accessible to all external stakeholders and members of the public.

The Notice of PIC #2 was mailed to over 4000 residences/businesses in the vicinity of the study area and mailed or e-mailed to contacts identified on the project contact list which was developed at the outset of the study. The list is updated regularly as required and includes the following groups:

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

The mailings were completed on May 16, 2014.

3. Public Information Centre

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

Date:Thursday, June 5, 2014Time:5:30 pm to 8:00 pmLocation:Meadowvale Village Hall

6970 Second Line West, Mississauga ON L5W 1A1

Approximately sixty-one (61) individuals attended the PIC (61 signed in). Members of the project team were available to facilitate the understanding of information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

- Farhad Shahla, Transportation Project Manager, City of Mississauga
- Abdul W. Shaikh, Transportation Project Engineer, City of Mississauga
- Steve Barrett, Manager, Transportation Asset Management, City of Mississauga
- Jacquelyn Hayward Gulati, Manager, Cycling Office, City of Mississauga
- Jessica Lee, Transportation Engineer, City of Mississauga
- Brian Ruck, Project Manager, AECOM
- Rebecca Luck, Transportation, AECOM

- Michelle Pinto, Transportation, AECOM
- David Brutto, Environmental Planning, AECOM

4. Information Presented

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

- Welcome
- Purpose of Public Information Centre #2
- Study Context
- · Background Information
- Future Second Line West Role and Function
- Class Environmental Assessment Process
- Planning Principles
- Summary of Comments Received at PIC #1
- Preferred Solution
- Alternative Alignments
- Comparison of Alternative Alignments
- Structure Crossing Type #1 box girder
- Structure Crossing Type #2 steel truss
- Design Considerations
- Preliminary Preferred Design Concept
- Impacts and Mitigation of the Preliminary Preferred Design
- Next Steps
- Remain Involved in the Project

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

In addition to the display panels above, the City of Mississauga also presented the results of a separate neighbourhood traffic study to address concerns associated with existing traffic issues within the study area¹.

5. Comments from the Public

The public was requested to submit comments by June 19, 2014. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. In total, 34 comment forms were completed and submitted to the project team during and after the PIC.

Table 5-1 summarizes written comments/ concerns received as of June 19, 2014. All comment forms and correspondence received is available in **Appendix C**.

Information for this study can also be found at on-line on the City of Mississauga website (http://www.mississauga.ca/portal/residents/secondlinewest). Consultation for this separate traffic study is not documented within this PIC Summary Report.

Table 5-1: Summary of Public Comments/Concerns

Question #1 Are you satisfied with the documentation of your comments (comments received and responses)? Yes or No	Number of responses
Yes	19
No	2
Other:	13
Not Sure	
No Answer	
Question #2 Are you in agreement with the preliminary preferred alternative alignment 2:	Number of
Skewed Crossing to Highway 401? Yes or No	responses
Yes	21
Whichever option is less expensive	2
No	5
Other:	6
Not Sure	
No answer	

Question #3 Do you have any additional comments?

Pedestrian/Cyclist Crossing

- Skewed alignment is preferred to protect the forest and the environment
- Curious about how the pedestrian/cyclist crossing can integrate with the south side of Credit River in the future
- MTO decision is based on no input from local residents

Existing Traffic Issues

- Boyer Street traffic light is not green for long enough
- Traffic congestion on Sombrero Way is "frightening" and unsafe
- Weekend parking on both sides of Sombrero Way reduces access and increases hazards

Traffic Mitigation Measures

- Not satisfied with the lack of plans for traffic mitigation thus far
- Consider how traffic flow will occur north of Old Derry Road and Second Line
- Consider opening Old Derry Road to Mavis Road to relieve traffic from Second Line and Sombrero Way
- Consider opening Second Line to Derry Road
- Brass Winds Place should not be considered as an alternate route to Mavis and should remain as cul-desac
- Do not open up Brass Winds Place to traffic from Mavis Road or Sombrero Way
- Bancroft Drive should have a right turning lane
- Right turning lane at Bass Winds Place is a good option
- Restrict parking on Sombrero Way during peak hours
- No parking should be permitted anywhere on Second Line after the bridge closure
- School buses should service kids on the north-south side of Sombrero Way
- Transit time to Brittania Road will be excessive

Parking

- Ensure no parking be permitted along the trail to eliminate gatherings behind houses
- Wants to know more about parking and lightning, how close will vehicles be able to get from Donway Drive to the bridge

 Please do not build a parking lot for the bridge; there is already undesirable activity in this area – cars at night at the trail entrance at second line, close to the bridge

Safety

- Concerned about emergency service response time
- Install adequate lighting for safety
- Design with high railings on both sides for pedestrian safety
- Lighting for safety and discourage undesirable or illegal activity
- Current on-street parking on Sombrero Way is causing hazards

Design

- Did not like Don Valley example; wants a progressive and modern aesthetic look
- Prefers the design of the Surrey bridge

Requests for Information

- Request for information regarding the timing of 401 expansion construction
- Request for information regarding the timing of closing the current bridge

Email

- (April 23, 2014) Does not support the pedestrian/cyclist replacement bridge; believes it is short-sighted of the City to reduce road infrastructure rather than expand it.
- (May 20, 2014) Requested a timeline for the removal of the current bridge and an estimated construction schedule for the Highway 401 expansion.
- (May 20, 2014) Requested a timeline for the removal of the current bridge and information regarding the replacement bridge.
- (May 20, 2014) Does not support the environmental assessment; believes that the entire study is a waste of tax payers' money and the existing bridge should remain.
- (May 22, 2014) Would like vehicular traffic will be maintained on the replacement bridge.
- (May 22, 2014) Would like vehicular traffic will be maintained on the replacement bridge.
- (May 26, 2014) Does not see the point in attending the PICs if the decision has already been made to construct a pedestrian/cyclist bridge.
- (May 29, 2014) Does not support the proposed pedestrian/cyclist replacement bridge because current traffic is too heavy along the alternate roads, which will become even worse in the future.
- (June 10, 2014) Disappointed that Old Derry Road is not being opened to Mavis Road; suggested two alternate routes for traffic mitigation.
- (June 10, 2014) Neighbour of above agrees with the two alternative routes suggested.
- (June 11, 2014) Predicts that traffic on Sombrero Way will be chaotic and dangerous; asking the City to keep safety in mind.
- (June 11, 2014) Would like another access to Mavis Road and Derry Road; Sombrero Way as the only option is not a proper solution; would like the City to provide residents with alternative traffic routes.
- (June 11, 2014) Concerned about traffic causing safety hazards at Sombrero Way and Nimbus Gate; concerned about property value.
- (June 17, 2014) Supports the pedestrian/cyclist crossing but believes that, although public consultation is important, it is slowing down the process.
- (June 17, 2014) Requested to be given current information and to be added to the mailing list.

6. Comments from External Agencies

A total of five (5) agency comments were received in response to the Notice of PIC #2. They are summarized in **Table 6-1** below. No agencies attended PIC #2.

Table 6-1: Summary of Agency Comments/Concerns

Comment	Agency/Contact
 (email, 05/20/2014) Councillor Carlson received comments from the Meadowvale Village Community Association stating that the Creditview Road Bridge should be constructed prior to the removal of Second Line Bridge. Councillor Carlson agrees that although the Creditview Road Bridge has not yet been approved, it should be constructed before the Second Line Bridge, if possible. 	George Carlson Councillor, Ward 11 City of Mississauga
(email, 05/30/2014) Mayor McCallion outlined reasons for the City's support of the proposed pedestrian/cyclist replacement bridge.	Hazel McCallion Mayor City of Mississauga
 (email, 06/02/2014) MNR has no concerns with the project, provided that sediment erosion controls are implemented and that the proposed pedestrian/cyclist crossing stays within the existing footprint of Second Line. 	Aidan Pereira Planning Assistant Ministry of Natural Resources, Aurora District
 (email, 06/04/2014) IO provided information regarding: Potential Negative Impacts to IO Tenants and Lands Heritage Management Process & Class EA Process Potential Triggers Related to MOI's Class EA 	Lisa Myslicki Environmental Advisor Infrastructure Ontario
 (email, 06/23/2014) MNR will not be getting involved with the project, assuming that there will be no impacts to SAR or ESA regulated habitat in the area. 	Mark Heaton Management Biologist Ministry of Natural Resources, Aurora District



Appendix A

Notice of Public Information Centre #2



CITY OF MISSISSAUGA NOTICE OF PUBLIC INFORMATION CENTRE #2

Municipal Class Environmental Assessment Study for Second Line West Pedestrian/Cyclist Crossing of Highway 401

THE STUDY:

The Second Line West vehicular crossing of Highway 401 is being removed to accommodate the widening of Highway 401. The need for the removal of the bridge was documented by the Ontario Ministry of Transportation in a Transportation Environmental Study Report for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River, with environmental approval in 2007. In 2010, City of Mississauga's Cycling Master Plan identified a plan for a form of pedestrian/cyclist connection for Second Line West across Highway 401.

In response, the City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C', including preliminary design, to pursue recommendations for a north-south pedestrian/cyclist connection across Highway 401 at Second Line West, upon removal of the existing bridge. As part of a separate process, the City is reviewing the existing transportation operation conditions in the vicinity of the study area to identify mitigating measures for enhanced traffic management.

PROCESS:

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*. The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with proposed improvements and development of measures to mitigate identified impacts. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

PUBLIC CONSULTATION:

Public consultation is a vital component of the Class EA process. Public Information Centre #1 (PIC) was held on April 16, 2014. That PIC presented existing conditions, needs and opportunities and the alternative solutions for a pedestrian/cyclist crossing of Highway 401 at Second Line West.

The preliminary preferred solution is a pedestrian/cyclist overpass to be constructed within the existing Second Line West right of way, across Highway 401.

Public Information Centre #2 is being held in an open house format to receive public input on the design options for the pedestrian/cyclist overpass crossing and other subjects being addressed in the Class EA. At this meeting, an updated list of public inquiries and the City's responses will be provided. Representatives from the City of Mississauga and the consulting team will be available to answer questions and discuss the details of the study.

Public Information Centre #2 will be held:

Date: Thursday June 5, 2014 Time: 5:30 p.m. to 8:00 p.m.

Location: Meadowvale Village Hall - 6970 Second Line West, Mississauga, ON

COMMENTS INVITED:

If you would like to provide us with your comments, require additional information, or would like to be placed on the study mailing list please contact:

Farhad Shahla, M.Eng., P.Eng., PTOE Project Manager City of Mississauga

201 City Centre Drive, Suite 800 Mississauga, Ontario, L5B 2T4 Tel: 905-615-3200, Ext. 3377

Fax: 905-615-3173

E-mail: Farhad.Shahla@mississauga.ca

Brian Ruck, P.Eng., C.V.S., Consultant Project Manager

AECOM 300 Water Street Whitby, ON L19 9J2 Tel: 905-668-4021, Ext. 2250

Fax: 905-665-4867

E-mail: Brian.Ruck@aecom.com

Comments and information are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. With the exception of personal information, all comments shall become part of the public record.

Notice First Posted: May 21, 2014.



Appendix B

Display Panels



WELCOME

Public Information Centre #2
June 5, 2014, 5:30 p.m. to 8:00 p.m.

Please sign in and complete a comment sheet

Direct any questions or comments to Study Team members





Purpose of Public Information Centre #2

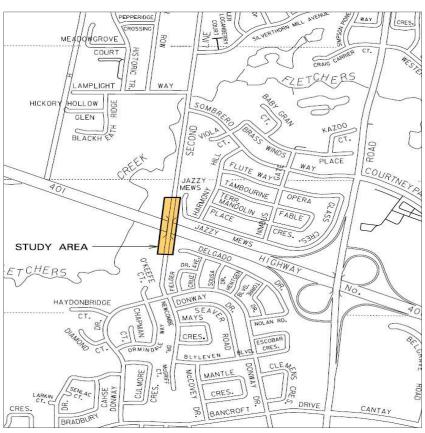
- ➤ To provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making process for this Municipal Class EA.
- ➤ To present and receive public input on:
 - ➤ Response to the public comments received in PIC #1
 - The design options for the pedestrian/cyclist overpass crossing;
 - ➤ Preliminary preferred design concept; and,
 - ➤ Next steps in the process.





Study Context

- The Second Line West vehicular crossing of Highway 401 is being removed by the Ministry of Transportation to accommodate the widening of Highway 401. The vehicular crossing will not be replaced.
- The planning and development of subdivisions and the road network adjacent to Second Line West were completed in anticipation of the removal of the vehicular crossing.
- In 2010, City of Mississauga's Cycling Master Plan identified an opportunity for a pedestrian/cyclist crossing for Second Line West across Highway 401.
- The City of Mississauga has initiated this Class Environmental Assessment (Class EA) Study 'Schedule C', for the Second Line West crossing of Highway 401 to investigate needs and opportunities and pursue recommendations for a north-south pedestrian/cyclist crossing, as per the City's 2010 Cycling Master Plan.
- As a separate process, the City is undertaking a review to investigate the existing traffic operation for the roads in the vicinity of the study area.







Background Information

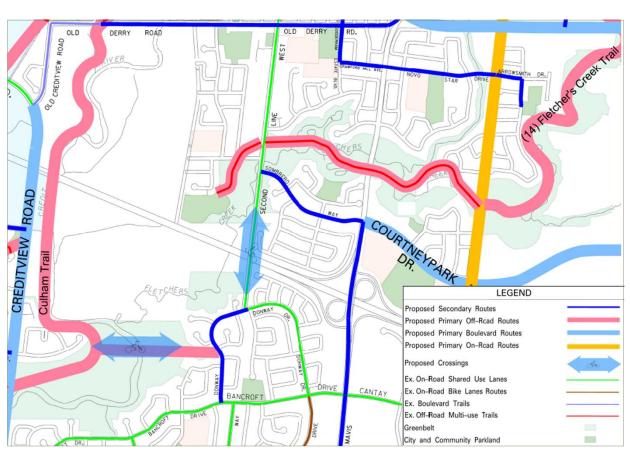
	J
Date	Milestone
1958	Opening of the Second Line West vehicular crossing of Highway 401.
1982	Ministry of Transportation (MTO) completed a preliminary design study for Highway 401 from Renforth Drive to Second Line West. Study identified the need for significant capacity improvements to accommodate growing travel demands, including the need for an express/collector system west of the Highway 410/403. MTO and the City met to discuss the permanent closure and removal of the Second Line West bridge. Council subsequently adopted a recommendation for the closure and removal.
June 1994	Second Line West connection to Derry Road West By-pass removed; traffic volume on Second Line West reduced by 45%.
Sept 28, 1994	Council received a petition requesting the closure of Second Line West from Bancroft Drive to Highway 401 due to safety concerns, including a child fatality.
April 16, 1995	City Clerk places Second Line West 'Notice of Closure' in Mississauga News, invites feedback from residents (43 letters of support/13 letters of opposition).
July 12, 1995	City Council registers By-law 215-95, authorizing the closure of Second Line West at Highway 401. Meadowvale Community Association supports closure, on the condition that Mavis Road is improved first. Mavis Road interchange was constructed in 1999.
Mid - late 1990s	Subdivisions adjacent to Second Line West, as well as the local road network, north and south of Highway 401 designed in anticipation of the bridge removal at some point in the future.
August 2005	MTO completed the preliminary design and environmental assessment study for Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River. This study identified that the Second Line West vehicular crossing will be removed following reconstruction of the Mavis Road interchange. Two public information centres were held. Environmental assessment approved in 2007, with MOE Conditions.
2010	Mississauga's Cycling Master Plan identified an opportunity for a cyclist crossing at Second Line West/Highway 401.
November 2011	City staff met with local residents to advise that the removal of the Second Line West vehicular crossing is moving forward. City also presented findings of a traffic study confirming low traffic volumes on Second Line West across Highway 401 do not warrant the reconstruction of a vehicular bridge. Other studies to be undertaken for traffic mitigation on Sombrero Way for existing conditions.
2012	MTO indicates an opportunity for co-ordination in permitting/construction staging for a Second Line West /Highway 401 pedestrian/cyclist crossing. Potential cost saving opportunities for the City of Mississauga if a crossing is built at the same time as the MTO's construction.





Future Second Line West Role and Function

- The Second Line West vehicular crossing of Highway 401 will be closed as early as 2015.
- The existing right-of-way will be re-vegetated to enhance the sensitive natural features within Meadowvale Station Woods (Condition of 2007 EA Approval).
- A proposed Highway 401 pedestrian/cyclist crossing is identified in the 2010 Mississauga Cycling Master Plan, as well as Schedule 7 of the City of Mississauga Official Plan.
- The pedestrian/cyclist crossing would connect neighbourhoods north and south of Highway 401 to the existing and future cycling network (including the Fletchers Creek Trail and Culham Trail).



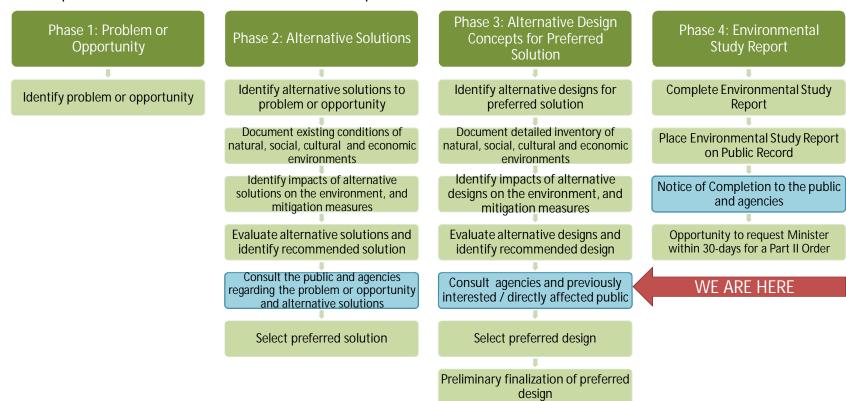
Source: Mississauga Cycling Master Plan, Proposed Cycling Route Network, 2010





Class Environmental Assessment Process

- > The study is being conducted in accordance with the planning process for Schedule "C" projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment" and includes two (2) Public Information Centres (PIC).
- > The Class EA process includes consultation, evaluation of alternative solutions and design concepts, an assessment of potential impacts associated with the proposed improvements, and development of mitigating measures.
- > PIC #1 presented the details of Phases 1 and 2 of the Class EA process.
- > PIC #2 will present the details of Phase 3 of the Class EA process.







Planning Principles

City of Mississauga "Our Future Mississauga" Strategic Plan:

- ➤ Identifies opportunities, challenges and external forces that can affect planning for the city's future; 'Pillars for Change'
- 'Completing Our Neighbourhoods' Pillar for Change has the strategic goal of providing mobility choices; "...to provide all with the choice to walk, cycle and use transit or active modes of transportation in all seasons, because it is convenient, connected, desirable and healthy."

City of Mississauga Official Plan:

- Emphasizes the importance of providing for active transportation
- Schedule 7 identifies a future Highway 401 pedestrian/cycling crossing on Second Line West

City of Mississauga Cycling Master Plan:

- Identifies a future Highway 401 pedestrian/cycling crossing on Second Line West
- One of the main goals is to connect all major natural and cultural destinations by cycling routes

City of Mississauga "Living Green" Master Plan:

Expand alternative forms of transportation, including cycling

Credit River Parks Strategy:

- Plans for a continuous trail system along the Credit River from Port Credit to Mississauga's northern border
- > Expansion of trail connections between parkland/natural areas
- Proposed Second Line West crossing is an important link between Credit Meadows Park and Meadowvale Conservation Area, as well as, the Fletchers Creek and Culham trails

Provincial Policy:

➤ With respect to walking and cycling, the Growth Plan envisions that "an integrated transportation network will allow people choices for easy travel within and between urban centres throughout the Region"

Highway 401 Expansion:

- MTO completed the Transportation Environmental Study Report in 2005 for highway expansion from the Highway 401/403 interchange to the Credit River; approved in 2007 with MOE Conditions
- ➤ Expansion of the highway requires the removal of the existing Second Line West vehicular crossing over Highway 401, as early as 2015
- Opportunity for co-ordination in permitting/construction staging for a Second Line West pedestrian/cyclist crossing, including potential cost savings to the City if a crossing is built at the same time as MTO's construction





Summary of Comments Received at PIC #1

Pedestrian/Cyclist Bridge	
Design the proposed bridge to be wide enough for cyclists and pedestrian to share without cyclists having to dismount	The proposed pedestrian/cyclist crossing is 4 m wide, which will be wide enough to accommodate two-way travel for both pedestrians and cyclists without dismounting.
Design the proposed bridge to be visually open.	The proposed crossing will have an open rail concept to meet Ministry of Transportation bridge requirements, as well as to prevent build-up of snow during the winter months.
Connect the proposed bridge to cycling trails.	The proposed pedestrian/cyclist crossing and associated pathways will connect neighbourhoods north and south of Highway 401 to the existing and future cycling network (including the Fletchers Creek Trail and Culham Trail).
Positive response regarding the Cambridge bridge example from the PIC #1 materials.	Noted
Proportion of pedestrians and cyclists who travel the current bridge versus motorists does not justify constructing the proposed bridge. Disappointed in the lack of statistics regarding users of the bridge (motorists, cyclists, and pedestrians).	The proposed pedestrian/cyclist crossing will enhance pedestrian and cycling route connectivity with the existing and planned network. The need for the pedestrian/cyclist crossing of Highway 401 was identified in the 2010 City of Mississauga Cycling Master Plan which is aligned with City of Mississauga's policy initiatives to promote an active lifestyle for its residents. The City's ongoing traffic review has shown minimal impacts on the road network, with the removal of Second Line West vehicular crossing.





Summary of Comments Received at PIC #1

Pedestrian/Cyclist Bridge	
Decision was made before the community was even built; no longer valid. Meadowvale Community should be able to vote on this proposal.	The need for the removal of the Second Line West structure was identified by the Ministry of Transportation (MTO) in the early 1980s and the subsequent design of the adjacent subdivisions and road network took place into the mid-late 1990s. MTO completed the preliminary design and Environmental Assessment (EA) study for Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River, which included the removal of the Second Line West vehicular crossing following reconstruction of the Mavis Road interchange. Two public information centres were held (June 2003 and June 2004) with extensive notification, including PIC#1 mailing of 5,500 and PIC #2 mailing of 8,000 brochures. The EA was approved in 2007.
Supports the proposed bridge to maintain cycling corridor	Noted
Does not support the proposed bridge concept; concerned that removing vehicular access with increase local traffic Supports a bridge for pedestrian but opposes the removal of vehicular access	The City is aware of the current deficiencies in transportation operations for Sombrero Way and the Second Line West neighbourhood and as a separate exercise, has identified a work plan to investigate concerns and to propose mitigation measures. The City's ongoing traffic review has shown minimal impacts on the road network with the removal of Second Line West vehicular crossing. It is the City's intention to implement as many improvements as possible prior to the removal of the vehicular crossing of Second Line West.
Safety	
Install street lamps between the proposed bridge and Donway Drive; it is too dark and dangerous for pedestrians and cyclists.	It is anticipated that lighting will be provided for the pedestrian/cyclist crossing. Details will be confirmed during detailed design.
Design the proposed bridge to have a high barrier for the safety of bridge users.	The proposed crossing will be constructed in accordance with Ministry of Transportation standards. The bridge railing will be designed to ensure user safety.





Preferred Solution

PIC #1 presented a number of alternative solutions and identified the preferred solution on the following:

A pedestrian/cyclist overpass constructed within the existing Second Line West right of way, across Highway 401.



Caledon Trailway Bridge over Highway 10 Caledon, Ontario





Pioneer Cycling and Pedestrian Overpass Surrey, British Columbia





Riverdale Bridge over Don Valley Parkway Toronto, Ontario







Alternative Alignments



Alternative Alignment #1:
Perpendicular crossing to Highway 401 reduces length
of the crossing structure



Alternative Alignment #2: Skewed crossing to Highway 401 reduces impact on Meadowvale Station Woods ESA





Comparison of Alternative Alignments

Alternative Alignment #1

- Shortest crossing
- Requires realignment of path approaching the bridge – this will encroach into Meadowvale Station Woods and create impact to Species at Risk habitat
- Realignment of path would force the approaches close to residential properties on the north end
- More impacts to utilities
- Less able to "salvage" existing road infrastructure into future path

Alternative Alignment #2

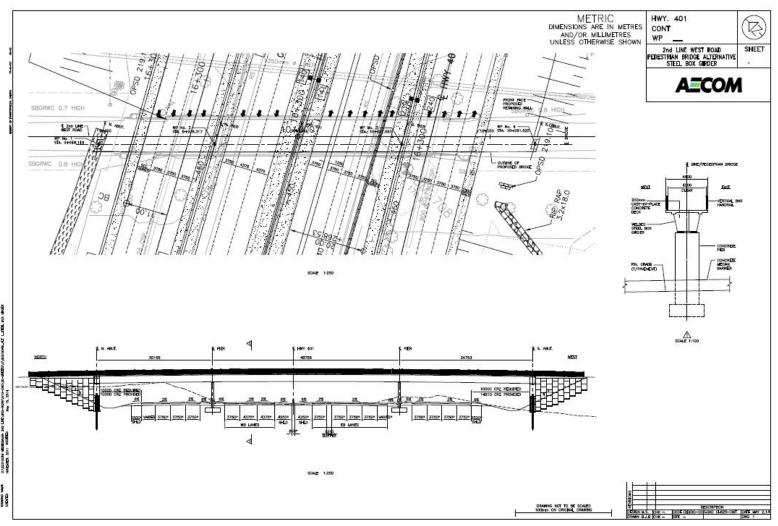
- Slightly longer bridge than Alt 1
- No impact to Meadowvale Station Woods
- No impact to Species at Risk Habitat thus preferred by MNR
- Less utility impacts
- Opportunity to salvage existing road infrastructure into future path

In summary, Alternative Alignment #2 is being carried forward as the preferred alternative – costs are relatively equal.





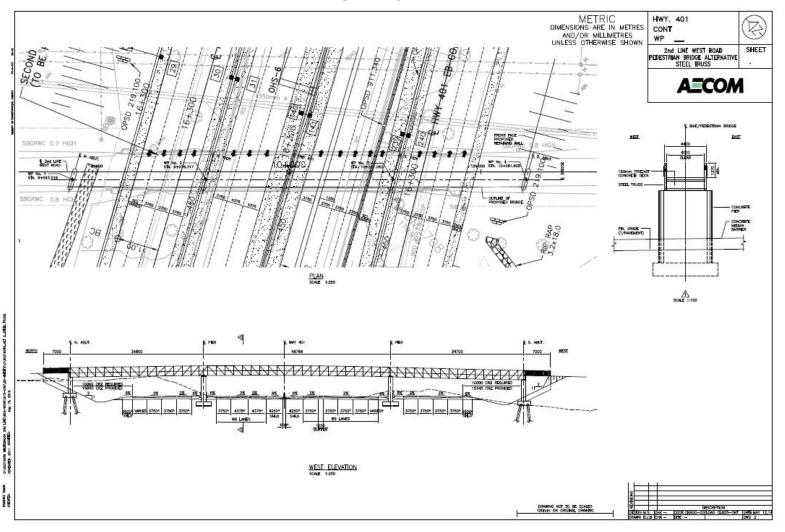
Structure Crossing Type #1 – box girder







Structure Crossing Type #2 – steel truss







Design Considerations

The following criteria will be considered during detail design:

Alignment

Natural Environment: Potential impacts to vegetation and wildlife, species at risk and designated natural areas (ESA, ANSI, Wetlands etc.), coordination with Highway 401 expansion detailed design project

Structure Crossing Type

- > Aesthetics: Steel truss versus steel box girder
- Cost: Comparative cost to construct each design concept
- Construction Feasibility: Partial versus full bridge construction





Preliminary Preferred Design Concept

- Preferred alignment is a skewed alignment crossing to Highway 401.
- Structure either includes a 3 span box girder or steel truss. Two piers are required between the future Highway 401 core lanes.
- Second Line West will be terminated south of Sombrero Way (north of Highway 401) and at Donway Drive (south of Highway 401).
- The design will accommodate a 4m pedestrian/cyclist path, using the existing pavement. This will minimize the footprint of the existing right of way and will allow for the enhancement of existing natural features.
- Pathway connections will incorporate passive landscaping and streetscape features.
- The driveway located on the east side of Second Line West, north of Highway 401 will be maintained as a private entrance. South of Sombrero Way, signage will be installed to identify restricted access to the property, as well as the pathway connection.
- Connectivity to existing and future trails within the vicinity (north and south of Highway 401).
- Lighting is anticipated along both approaches and across the bridge.
- Utilities on the road approaches will remain unchanged.
- Coordinate with MTO's 2008 approved TESR environmental requirements.





Impacts and Mitigation of the Preliminary Preferred Design

Safety

Railings and illumination will be incorporated into the final design to ensure the safety of users.

Maintenance

- The crossing will have an open rail design to avoid snow accumulation over the winter months.
- Curbs will prevent water from dripping over the sides of the crossing and forming icicles.

Socio-Economic Environment

- Accessibility for Ontarians with Disabilities Act requirements will be met.
- Trail connections to streets north (Jazzy Mews) and south (Delgado Drive) of the bridge.
- Aesthetics.
- Utilities.

Property/Access

➤ The residential/commercial driveway between Sombrero Way and the existing Second Line West structure will be maintained as a private entrance. South of Sombrero Way, signage will be installed to identify restricted access to the property, as well as the pathway connection.

Natural Environment

Construction of the proposed crossing and pathway connections will be restricted to the existing right of way to avoid impacts into Meadowvale Station Woods ESA.

Ministry of Transportation Coordination

➤ The crossing will maintain required MTO clearances over Highway 401 and will adhere to MTO guidelines. The bridge railing will be positioned to ensure safety of users and Highway 401 travelers below.





Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this PIC.
- Confirm the preferred design concept for the Second Line West Pedestrian/Cyclist Crossing of Highway 401.
- Prepare the Environmental Study Report and issue Notice of Study Completion (minimum 30-day public review process); anticipated in Summer 2014.
- Upon approval of the Environmental Study Report, proceed to detail design.
- Construction of the project will be subject to funding approvals. Some components or the entire crossing construction could be included in the MTO's Highway 401 expansion project.





Remain Involved in the Project

Thank you for attending this PIC and participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax or email your comments by **June 19, 2014** to either of the individuals listed below:

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

Project Manager City of Mississauga

201 City Centre Drive, Suite 800 Mississauga, ON L5B 2T4

Phone: (905) 615-3200 Ext. 3377

Fax: (905) 615-3173

Email: Farhad.Shahla@mississauga.ca

Brian Ruck, P. Eng.
Consultant Project Manager

AECOM Canada Ltd.

300 Water Street Whitby, ON L19 9J2

Phone: (905) 668-4021 Ext. 2250

Fax: (905) 665-4867

E-mail: Brian.Ruck@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 Second Line West Pedestrian/Cyclist Crossing of Highway 401 Class EA, please visit the project website at:

http://www.mississauga.ca/portal/residents/secondlinewest





Appendix C

Public Comments



E-mail: mirjana.osojnicki@aecom.com



Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #2 Comment Sheet Thursday, June 5, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
Dut realize it is not possible. Cycle 50 a 1 No you have any additional comments regarding the material and displays presented today? a part of
3. Do you have any additional comments regarding the material and displays presented today?
No
Please complete the following information for our records (Please Print):
Name:
Address:
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than June 18.2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead
AECOM Canada Ltd.
5080 Commerce Blvd., Mississauga, ON L4W 4P2 Tel: 905-712-6987 Fax: 905-238-0038
101. 303-712-0307 1'ax. 303-230-0030

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom of Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.



AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2

Tel: 905-712-6987 | Fax: 905-238-0038 E-mail: mirjana.osojnicki@aecom.com



Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #2 Comment Sheet Thursday, June 5, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)?
Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
3 Do you have any additional comments recording the metarial and displacements to 1, 1, 2
3. Do you have any additional comments regarding the material and displays presented today? Thelieve it is important to ensure NO parking be permited along the trainings to eliminate Gatherings behind our houses.
Please complete the following information for our records (Please Print):
Name: _
Address:_
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than June 18,2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead
EA and I done Cooldination Lead

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom of Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
Appreciate the representatives listening & providing feedback.
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain)! Emerging Services is a sonce in time with the a separation and walky I use Second him birds almost avery day. Safety is a concern to me! as well as the issue of people just harring assume I use the Second him Rego every day to get to Heartland critical to avoid the busy main roads (mains). Unfortunate to have to use mains. 3. Do you have any additional comments regarding the material and displays presented today? roads.
Please complete the following information for our records (Please Print):
Name: _
Address: Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation.

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
AU ANSWERD COMPLETORY AND COMPETENTLY
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401 Yes, No (Please explain). BASED THE POINTS MADE IN THE PRESENTATION IT
MAKES ESONOMIC AND ENDIRONMENTAL SENSE.
3. Do you have any additional comments regarding the material and displays presented today? I BELLEVE IT IS NEWY IMPORTANT TO ENSURE ADERVATE LIGHTING + SUFFICIENT IHIGH RAILINGS W ETTHOR SIDST OF THE PROPOSED BRIDGE, FOR PEDESTRIAN SAFETY
Please complete the following information for our records (Please Print):
Name: Address:
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses

feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).	
Ye 5	
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).	
Yes	
3. Do you have any additional comments regarding the material and displays presented today?	
No	
	\dashv
Please complete the following information for our records (Please Print):	
Name:	
Address:	
Email: —	
Information from the comment sheet will be tabulated and incorporated as part of the study documentation.	

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
3. Do you have any additional comments regarding the material and displays presented today?
be opened to part fraffic from Mavis or Sombrers. Our neighbour his very close knit and will stand AGAINST any opening of our streets of FASE CONSIDER DUR HOMES AND FAMILIES I DO WOT OPE Please complete the following information for our records (Please Print):
Name:
Address:
Email: —

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
Yes
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to
Highway 401? Yes, No (Please explain).
yes or rdo. I did not know about the plan-
3. Do you have any additional comments regarding the material and displays presented today?
No but will like to receive updates as the
Project progress.
Please complete the following information for our records (Please Print):
Name:
Address:
Audiess
Email: ——
Information from the comment sheet will be tabulated and incorporated as part of the study documentation.
Please place completed sheet into the comment box. If you would like to take more time with your responses

feel free to send us your comments via fax or email no later than June 18.2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
N/A
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
yes - I think the crossing is a great idea
3. Do you have any additional comments regarding the material and displays presented today?
Np
Please complete the following information for our records (Please Print):
Name:
Address:
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation.

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)?
Yes / No (Please explain).
We always mes the bridge to avoid traffer. Removing
bridge for a cars - there is nowing to ese Come home if
then is overdut traffic in mavis Sombrero. We don't agree.
with . Spontoneno will be you traffic with this plan
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to
Highway 401? Ves No (Please explain).
but if se to reduce traffic, please consider
opening afold Derry.
3. Do you have any additional comments regarding the material and displays presented today?
If then is traffic on Sombours, then is now my to get out
D court to maris since itis a park even, already
Please complete the following information for our records (Please Print): think about a penny into
rease complete the following information for our records (Please Print):
\wedge_{AA}
Name:
Address:_
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)?
Yes / No (Please explain).
Considering the flan is at proliminan stage.
documentation is sufficient. However, more detail
or he design of he new bridge upile have been
helpful.
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to
Highway 401? Yes, No (Please explain).
0.6
3. Do you have any additional comments regarding the material and displays presented today?
The bridge on Dentally Parkyon Used on a sande
and voldrence, does not provided a good, Non2, The
bridge is old and not modern. New on doe shoeld
hasal a more pragressive and modern look
Please complete the following information for our records (Please Print):
Name:
Address
Email: ≤

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead

AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain). YES for now! I understand that more information a details will come back. I would like to know more as more information comes available
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain). YES Nove exposured for environment & citys white
3. Do you have any additional comments regarding the material and displays presented today? I would like to know more about how for vehicles will be allowed to proceed from Downard to the bridge what wont parking or lighting at lots. Please complete the following information for our records (Please Print):
Name:
Address:_
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than June 18.2014. Mirjana Osojnicki, BES EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2 Tel: 905-712-6987 Fax: 905-238-0038 E-mail: mirjana.osojnicki@aecom.com STUDY/STEERING COMMITTEE
1/3.00,00 0011/1/86

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom* of *Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name an address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
 Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
3. Do you have any additional comments regarding the material and displays presented today? On Sombero Way, have, restricted parking at peak Hours es No Parking Detacen Jan-gom and Som to Som. Also School bases should Service Kids on South/Herth Side of Sombero way.
Please complete the following information for our records (Please Print): Name:
Address:_
Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





(3)

Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #2 Comment Sheet Thursday, June 5, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
I was pleased that you actually listened to my comments and of the others at the meeting. Any modifications need to be implemented before bridge is taken down.
modifications need to be implemented before bridge is taken down.
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
Tes it's a better use of existing roads etc.
3. Do you have any additional comments regarding the material and displays presented today?
The height + curve of the survey bridge seems a safer atternative. Restrict parking during
The height + curve of the Surrey bridge seems a safer atternative. Restrict parking during peak hours. Boyer light is not green for long enough. Bancroft needs a right turn lane in addition to straight through lane or at least udditional right turn storage.
Please complete the following information for our records (Please Print):
Name:
Address:/
Email:
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses
feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
3. Do you have any additional comments regarding the material and displays presented today?
Parking restrictions during peek hours on sombrero way from
Mavis lito Nimbus Gate.
2 lanes , Westbound at Nimbus Gate stop signe
Please complete the following information for our records (Please Print):
Now as
Name: _
Address:
Email: —
Name: _ Address: Email: —

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2







Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).

2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).

3. Do you have any additional comments regarding the material and displays presented today?

Monthson Industry**

The Comments The Address:

**Email: **

Description

**Please complete the following information for our records (Please Print):

**Name: The Address: **

Description

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Please complete the following information for our records (Please Print):

**Ple

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2







Please take a few minutes to complete this Comment Sheet.	Your input is greatly appreciated.
1. Are you satisfied with the documentation of your comme Yes / No (Please explain).	ents (comments received and responses)?
2. Are you in agreement with the preliminary preferred alto Highway 4017 Yes, No (Please explain).	ernative alignment 2: Skewed crossing to
less impact to the environmen	\ .
3. Do you have any additional comments regarding the ma	terial and displays presented today?
· Concerns with traffic along s access to havis & this interse mess. Need to restrict parking · Would like to know the timin Please complete the following information for our records (1	ction will be a congested
Name:	timing of the elimination
Address:	Postal Code: 2nc
Email: ——	* hand Oreks to
Information from the comment sheet will be tabulated and in Please place completed sheet into the comment box. If you feel free to send us your comments via fax or email no later	would like to take more time with your responses than June 18,2014.
Mirjana Osojnicki, BES EA and Public Coordination Lead	* Need more info- on traffi along Sombres
AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2	along Sombres
Tel: 905-712-6987 Fax: 905-238-0038 E-mail: mirjana.osojnicki@aecom.com	





Trease take a few infinites to complete this Comment Sheet. Your input is greatly appreciated.
1143 1143 (1800) 400
1. Are you satisfied with the documentation of your comments (comments received and responses)?
Yes / No (Please explain).
Yes Abdul and Jacqueline were very kind and responded our question
It was great looking at all over comments from the last meeting document
+ responded. We hope all the issues will be efficiently managed.
2. Are you in agreement with the analyminent and alternative all and a 2. Slave 1 and 2.
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to
Highway 401? Yes, No (Please explain).
Yes Alignment #2 (straight) is better. We ask you to PROTECT THE
FOREST to the most, please.
byaye
3. Do you have any additional comments regarding the material and displays presented today?
Please do not build any "parking lot" close to the proximily of the bridge
We already have some tundesingle againsty in that gred Pears at du
or night) at the entrance of the trail (at 2/nd Line, close to bridge)
Please complete the following information for our records (Please Print):
Name: 4
Address:
Email: —
100

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
Cost recluction initiatives by the attends method can
be achieved.
3. Do you have any additional comments regarding the material and displays presented today?
Curious how the peclestian welk was will integrate as attail into the eouthern Credit river plan for Future uses.
courtnern (reclit river plan for trutine cases.
Please complete the following information for our records (Please Print):
Name:
Address:
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2







Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
This solution does not address the concerns car of vehicle drivers on any way. Re guigetetien of the nigural proposals
druers on any way. Re guigeteten of the negural proposals
does not help.
3. Do you have any additional comments regarding the material and displays presented today? The Traffic congestion on Som bero is frighting room, and can only winson. On weekends, parky on both sides reduces access and is hazardous. There is insufficient access to the AND THERE IS NO PARKING ENFORMENT YISIBLE! STE. Please complete the following information for our records (Please Print):
Name:
Address:
Email: —

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
YES HOWEVER PARICING SHOULD NOT BE ANDED
PEDESTRIAN USEUF ONLY
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
MAKES SENSE.
MATTER 3 SENSE.
3. Do you have any additional comments regarding the material and displays presented today?
NO PARKING ANYWHERE ON 2nd Line AFTER CLOSURE.
SAFETY @ NIGHT FROM Loitering & Illeagal activities.
Please complete the following information for our records (Please Print):
Name:
Address:
Email: —
,
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2

Tel: 905-712-6987 | Fax: 905-238-0038

E-mail: mirjana.osojnicki@aecom.com





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
MA MINITALS ENVIONMENTAL INSPACT
3. Do you have any additional comments regarding the material and displays presented today? Of Mynn with Mark Mind and Araba Araba Day And Markey Markey Britannia PS will be
Please complete the following information for our records (Please Print):
Name:
Address:
Email: ——

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
VES - ONLY CONCERN IS Sombreo many
yes - ONLY CONCERN is Sombreo may
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
which ever way is less Expensive.
3. Do you have any additional comments regarding the material and displays presented today? Hough Bass Whys right hand tura was a good distinct Options Please complete the following information for our records (Please Print): Name: Address: Email:

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
3. Do you have any additional comments regarding the material and displays presented today? Brass Winds Place Stouch Not be considered as an alternate route to Mavis. This is a cul-de-sac and should remain as such. Also no parking on Sentrate during Plak hours. Please complete the following information for our records (Please Print):
Name:
Address:
Email: —

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
Almost impossible to Tunn sight in Sambore when students crossing the Maris of traffic coming from Brompton on mornithan
3. Do you have any additional comments regarding the material and displays presented today?
Please complete the following information for our records (Please Print):
Name:
Address:
Email: ——
Information from the comment sheet will be tabulated and incornerated as part of the study do sum antation

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2







Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)?
Yes No (Please explain).
Excellent information session
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to
Highway 40//Yes, No (Please explain).
A some to the all of to come do primonment test
& Solt
to steel 9,
3. Do you have any additional comments regarding the material and displays presented today?
140+240 members
Exciting development & fully support
Please complete the following information for our records (Please Print)
rease complete the following information for our records (rease rimit)
Name: _
Name.
A diagonal
Address:
F
Email: —
Information from the comment sheet will be tabulated and incommented as next of the study decommentation

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2







Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)?
Yes / No (Please explain).
I feel the prestous 1010's comments were
considered and the project group is
hoing respondive.
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to
Highway 401? Yes, No (Please explain).
I dike that line across the Tolo the
use of the existence alog divers and the
A COLOR OF THE COLOR OF THE PARTY OF THE PAR
The world to the second to the
3. Do you have any additional comments regarding the material and displays presented today?
Informative and clair.
The total of
Shark you
Please complete the following information for our records (Please Print)
Please complete the following information for our records (Please Print):
Name: _
Name.
A ##
Address:
T 11.
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation.

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

 Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
Would préfer a vechile cross bridge.
3. Do you have any additional comments regarding the material and displays presented today? If you can consider opening Old Demy Rd to Mawis to help with the traffic onto Second Line & Sombrarows
Please complete the following information for our records (Please Print):
Name: _
Address:_
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses

feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)?
Yes / No (Please explain).
YES AND NO
ADD THOUGHT PROSSES FOR WORTH BOUND TRAFFIL NORTH OF
OLD DARRY RUAD
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to
Highway 401? Yes, No (Please explain).
(RS
3. Do you have any additional comments regarding the material and displays presented today?
YOU NEED TO LOOK AT ALL RIKETS OUT OF THE AREA
THAR ARE 2 TO THE GUTH DAR YOU ARE TAKING OUT ONE TWO
THR RAST AND TWO TO THE NORTH PLTASRLOOK AT TRAFIC THOW ON THENORTH RAST OF DED DRRRY AND SECOND LINE
THOW ON THRANORTH RAST OF DLD ORRRY AND SECOND LINE
Please complete the following information for our records (Please Print):
Name: _
Address:
Email: —

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes No (Please explain).
3. Do you have any additional comments regarding the material and displays presented today? MTO decision based on 10 input to local vesidents typical incompetence
Please complete the following information for our records (Please Print):
Name:
Address:
Email: ——
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses

feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
Yes
,
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
V00
jes
3. Do you have any additional comments regarding the material and displays presented today?
Please complete the following information for our records (Please Print):
Name:
Address
Email: –

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18.2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Seebeck

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)?

Yes / No (Please explain).	
NO, BECAUSE THE IS	CUE OF TRAFFIC
INCREASE ON SOMBRERO L	NAY HAS NOT BEEN
AOPRESSEO	
2. Are you in agreement with the preliminary preferred alte	rnative alignment 2: Skewed crossing to
Highway 401? Yes, No (Please explain).	
NO, BEFORE REMOVING	BRIDGE, PLEASE
AMARICA TICAL CONTRACTOR	C 21 15 11 + 1:121 - 12 2 =
	SOLUE HEAYY TRAFFIC
3. Do you have any additional comments regarding the mat	orial and displays properted to day?
a) CONSIDER OPENING	SECOND LINE TO
b) NO STREET PARKI	NG ON SOMBREROWA
Please complete the following information for our records (P	Please Print). (See Back)
A sense templete the letter wing information for our records (1	mofNING-8-moAM-10-00
Name:	MOLNING - 8:00 AM - 10:00 FUENING - 5:00 M - 7:00
Address	Postal Code:
	11
Email: –	101
	A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Information from the comment sheet will be tabulated and in	cornorated as part of the study documentation

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
Yes / No (Please explain).
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
Yes -
3. Do you have any additional comments regarding the material and displays presented today?
5. Bo you have any additional comments regarding the material and displays presented today?
Please complete the following information for our records (Please Print):
Name:
Address
Email: -
Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses.

ce completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd. 5080 Commerce Blvd., Mississauga, ON L4W 4P2





Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes No (Please explain).
Clear details of the plan
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
Yer indeed
3. Do you have any additional comments regarding the material and displays presented today?
No, was enough but still not happy about 401 expansion
Please complete the following information for our records (Please Print):
Name: _
Address: 4
Email: —
Information from the comment sheet will be tabulated and incorporated as part of the study documentation.

Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email no later than June 18,2014.

Mirjana Osojnicki, BES

EA and Public Coordination Lead AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2





Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401 Public Information Centre #2 Comment Sheet Thursday, June 5, 2014

Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. Are you satisfied with the documentation of your comments (comments received and responses)? Yes / No (Please explain).
WC +NID THE DRIVES
15600 - 0415
2. Are you in agreement with the preliminary preferred alternative alignment 2: Skewed crossing to Highway 401? Yes, No (Please explain).
10C - 10 11X5 1A5 1VW
DO FILL INC.
10 5 HOT ST (LL) THE
3. Do you have any additional comments regarding the material and displays presented today?
5. Do you have any additional comments regarding the material and displays presented today.
GREWSTION TIME 1)
5000 Jan 19 11 11 11 11 11 11 11 11 11 11 11 11
Please complete the following information for our records (Please Print):
Trease complete the following information for our records (x lease x runt).
Name:
Address:
Email: —
In forms at on from the comment sheet will be tabulated and incomperated as part of the study decommentation

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please place completed sheet into the comment box. If you would like to take more time with your responses feel free to send us your comments via fax or email **no later than June 18,2014.**

Mirjana Osojnicki, BES

EA and Public Coordination Lead

AECOM Canada Ltd.

5080 Commerce Blvd., Mississauga, ON L4W 4P2

Tel: 905-712-6987 | Fax: 905-238-0038 E-mail: mirjana.osojnicki@aecom.com

From: Blacha, Madelin

Sent: Monday, June 02, 2014 3:52 PM

To: Blacha, Madelin

Subject: FW: Closing of Second Line West Crossing to Vehicular Traffic

From: Farhad Shahla **Sent:** 2014/06/02 11:14 AM

To:

Cc: George Carlson; Steve Barrett

Subject: RE: Closing of Second Line West Crossing to Vehicular Traffic

- Thank you for your email which expresses your concerns pertaining to the permanent removal of the Second Line West vehicular bridge as part of the Ministry of Transportation Ontario (MTO)'s Highway 401 expansion project. The City is very supportive of the highway expansion, which is long overdue, and has collaborated with MTO staff throughout the process. Following the response from Councillor's Carlson's office to your inquiry on April 23, 2014, below please find some additional comments.

As you may have learned from information provided at several public engagements, the highway expansion planning dates back to 1982 when the MTO completed a preliminary design study for Highway 401. The preliminary design identified the permanent removal of the Second Line vehicular bridge across Highway 401 to accommodate the highway widening. Mississauga Council subsequently adopted a recommendation for the closure and removal of the vehicular bridge at the time of the future Highway 401 widening, with no further plan to reconstruct as a vehicular crossing.

As part of the process related to the future highway expansion, and for the protection of the Old Meadowvale Village, an agreement was struck with the MTO that included construction of the Mavis Road highway interchange, which was completed in 1999. As well, the Derry Road bypass was constructed which directed through traffic away from Old Derry Road and the village. Residential subdivisions adjacent to Second Line West, as well as the local road network north and south of Highway 401, were planned and constructed anticipating the removal of the structure.

In 2005, the MTO completed an Environmental Assessment study (EA) for the Highway 401 expansion, and through two public information centres (PICs), formally identified the removal of the Second Line West vehicular crossing. According to the MTO, local residents and businesses were informed of the EA study and invited to participate by means of newspaper advertisement and the circulation of approximately 5500 and 8000 brochures for the first and second PICs, respectively. The EA study was approved in 2007 with conditions that included the re-vegetation of the existing right-of-way available upon the removal of Second Line West vehicular bridge, to enhance the sensitive natural features within the Meadowvale Station Woods property.

In 2013, MTO held a pre-construction PIC, showing the detailed design of the Highway 401 widening project from east of the Mavis Road interchange to east of the Credit River. Based on the current schedule for the Highway 401 widening project, the MTO will initiate the work for the Mavis Road interchange in early 2014 and the Highway 401 mainline construction in 2015. It is anticipated that the MTO will remove the Second Line West structure over highway 401 as early as 2015 in order to facilitate the highway construction.

In 2011, a meeting was held which was hosted by Councillor Carlson where City staff presented information to area residents on the MTO's Highway 401 widening project and the history related to the future removal of the Second Line West crossing. A number of concerns were raised related to existing traffic conditions transportation operations for the road network in the vicinity of Highway 401/Second Line West including the following:

- Sombrero Way is currently operating under poor conditions, and the removal of Second Line West vehicular structure would further deteriorate conditions.
- Second Line West vehicular crossing is used for means of 'convenience' to by-pass Mavis Road, accessing the interchange at Highway 401.
- There are currently transportation operation challenges on Sombrero Way, Donway Drive, Bancroft Drive, Boyer Boulevard, etc.

In response to the public comments received at the public meetings, City staff conducted a traffic review – for AM peak hour (busiest 1 hour in a weekday and weekend) – and concluded that:

- There would be marginal changes in travel patterns and traffic volumes within the road network i.e. Sombrero Way, upon removal of the structure.
- The existence of Second Line West vehicular bridge is independent of the existing traffic operation conditions in the surrounding road network.
- The current and the projected future vehicular traffic demands using Second Line West do not warrant reconstruction of a vehicular crossing at Highway 401.

The City's Cycling Master Plan has identified a bridge at the location of Second Line West over Highway 401 as an important link in the City's cycling network. Counts of pedestrians and cyclists have not been collected for the existing Second Line West crossing over Highway 401. As the current Second Line West crossing of Highway 401 does not have sidewalks and cyclists using the bridge currently share the lanes with vehicles, counts of this facility could not be expected to reflect the level of demand for a dedicated pedestrian and cycling crossing at this location. Should a dedicated pedestrian and cycling crossing be constructed at this location, users with all levels of confidence would be encouraged to use the facility by means of active transportation in a much safer environment, with improved accessibility and connectivity to sidewalks, cycling routes and trails in the neighbourhoods north and south of the highway.

As discussed earlier, the Second Line West vehicle crossing of Highway 401 will be permanently removed by the MTO as part of the MTO's widening works along Highway 401. There is no plan to reconstruct the connection as a vehicular access upon completion of the works, due to the reasons described above. However, aligned with the City's 2010 Cycling Master Plan, the City is currently undertaking a municipal Class Environmental Assessment (Class EA Study) to construct an active transportation crossing on Second Line West at Highway 401 to accommodate pedestrians and cyclists only. The Class EA Study includes public and external agency consultation when identifying and evaluating alternative solutions and design concepts, including consultation with Mississauga Fire, Peel Regional Police and Peel Regional Paramedic Services.

Please note that the second public information centre for the Class EA Study is scheduled for <u>June 5, 2014</u>. Additional meeting information and all related project updates and earlier presentation materials for this study and the on-going traffic operations investigation can be reviewed by visiting: http://www.mississauga.ca/portal/residents/secondlinewest.

Subsequent to the removal of the Second Line West crossing by the MTO, the City will continue monitoring local traffic conditions. Typically, changes in driver behaviour as a result of road closures and other network changes take time; therefore, the traffic review will be completed over a 6 month time frame, and appropriate mitigation measures, if required, would be recommended through a consultation process with the residents.

Please contact me should you have additional questions.

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works ¶ 905-615-3200 ext. 3377 № 905-615-3173 | www.mississauga.ca

Please consider the environment before printing this email.

From:

Sent: 2014/04/23 3:25 PM

To: Farhad Shahla; George Carlson

Subject: Closing of Second Line West Crossing to Vehicular Traffic

I don't agree with the decision to replace the Second Line West Bridge with a pedestrian/cycling bridge over Highway 401. I think it is short sighted of the City of Mississauga when in this day and age, we should be expanding our infrastructure instead of reducing it.

The route along Second Line West is what my family uses on a daily basis. My kids' school buses use it every day and we use it after school for various extracurricular activities (piano, ballet lessons) and swimming lessons, hockey practice and games on the weekends. We use this route all the time to travel to south and west Mississauga to avoid going along the always congested Mavis Rd. The alternate route, Second Line West to Old Derry Rd. to Creditview Rd. is no better as Creditview Rd. is congested as well with only only lane in each direction.

The longer drive makes it harder for us to go shopping and eating out at restaurants, thus disconnecting us from the rest of the community. The longer drives will increase pollution which is a detriment to the environment. Forcing us to travel along Sombero Way to Mavis Rd. will add an additional 5 to 10 minutes of travel thus having to factor more time, when we are busy as it is.

Second Line West serves the large community of Old Meadowvale Village as well as the large number of residents living north and south of Sombero Way. It is bad enough now along Sombero Way with many parked cars reducing it to one lane of traffic and the large volume of traffic entering it from Westbound Courtney Park Dr. and northbound Mavis Rd. The stop condition at Sombero Way and Nimbus Gate doesn't help either, which often back westbound traffic to Mavis Rd.

It will be unsafe to travel along Sombero Way with all the high traffic volume and parked cars. In essence, you will be funnelling all the traffic from Old Meadowvale Village and large subdivisions north and south of Sombero Way through Sombero Way once the Second Line West Bridge is removed from vehicular traffic.

Improvements to the intersection at Sombero Way and Mavis Rd. are also required. In the morning, the northbound left turn lane from Sombero Way is way too short and blocks through and right turn traffic, thus causing considerable back up on Sombero Way. The tight turning radius of the northbound Mavis Rd. to westbound Sombero Way needs to be addressed as well. By closing Second Line West Bridge to vehicular traffic and adding it to Sombero Way, the City is making an existing bad situation to a worst situation.

vehicular traffic. The existing	City will reconsider closing the Second Line West Bridge from g bridge should be replaced with one that can carry both ffic. Please place us on your study mailing list. Thanks.

From: Blacha, Madelin

Sent: Monday, June 09, 2014 2:21 PM

To: Blacha, Madelin Subject: FW: 401 bridge

From: Farhad Shahla **Sent:** 2014/06/05 12:39 PM

To:

Subject: RE: 401 bridge

Thanks for your email.

Please visit http://www.mississauga.ca/portal/residents/secondlinewest for information related to this project. Information to be presented during the tonight (Thurs, June 5, 2014)'s meeting will be made available few days following the meeting on the same webpage. Information on cost is not currently available; this information will be made available during the later stages of the project.

Please let me know if you have any questions.

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works € 905-615-3200 ext. 3377 | € 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From:

Sent: 2014/05/20 9:09 AM

To: Farhad Shahla **Subject:** 401 bridge

hello

i was unable to make to meeting on april 16.

what is the eta for the current bridge to be demolished and a new one put in place?

what is the plan for the new bridge?

cost for keeping the current bridge?

etc

thanks in advance

From: Blacha, Madelin

Sent: Monday, June 02, 2014 5:05 PM

To: Blacha, Madelin

Subject: FW: Second Line West Pedestrian/Cyclist Overpass

From: Farhad Shahla Sent: 2014/06/02 11:30 AM To:

Cc: Steve Barrett; George Carlson

Subject: RE: Second Line West Pedestrian/Cyclist Overpass

Good morning — Thank you for your email which expresses your concerns pertaining to the permanent removal of the Second Line West vehicular bridge as part of the Ministry of Transportation Ontario (MTO)'s Highway 401 expansion project. The City is very supportive of the highway expansion, which is long overdue, and has collaborated with MTO staff throughout the process.

As you may have learned from information provided at several public engagements, the highway expansion planning dates back to 1982 when the MTO completed a preliminary design study for Highway 401. The preliminary design identified the permanent removal of the Second Line vehicular bridge across Highway 401 to accommodate the highway widening. Mississauga Council subsequently adopted a recommendation for the closure and removal of the vehicular bridge at the time of the future Highway 401 widening, with no further plan to reconstruct as a vehicular crossing.

As part of the process related to the future highway expansion, and for the protection of the Old Meadowvale Village, an agreement was struck with the MTO that included construction of the Mavis Road highway interchange, which was completed in 1999. As well, the Derry Road bypass was constructed which directed through traffic away from Old Derry Road and the village. Residential subdivisions adjacent to Second Line West, as well as the local road network north and south of Highway 401, were planned and constructed anticipating the removal of the structure.

In 2005, the MTO completed an Environmental Assessment study (EA) for the Highway 401 expansion, and through two public information centres (PICs), formally identified the removal of the Second Line West vehicular crossing. According to the MTO, local residents and businesses were informed of the EA study and invited to participate by means of newspaper advertisement and the circulation of approximately 5500 and 8000 brochures for the first and second PICs, respectively. The EA study was approved in 2007 with conditions that included the re-vegetation of the existing right-of-way available upon the removal of Second Line West vehicular bridge, to enhance the sensitive natural features within the Meadowvale Station Woods property.

In 2013, MTO held a pre-construction PIC, showing the detailed design of the Highway 401 widening project from east of the Mavis Road interchange to east of the Credit River. Based on the current schedule for the Highway 401 widening project, the MTO will initiate the work for the Mavis Road interchange in early 2014 and the Highway 401 mainline construction in 2015. It is anticipated that the MTO will remove the Second Line West structure over highway 401 as early as 2015 in order to facilitate the highway construction.

In 2011, a meeting was held which was hosted by Councillor Carlson where City staff presented information to area residents on the MTO's Highway 401 widening project and the history related to the future removal of the Second Line West crossing. A number of concerns were raised related to existing traffic conditions transportation operations for the road network in the vicinity of Highway 401/Second Line West including the following:

- Sombrero Way is currently operating under poor conditions, and the removal of Second Line West vehicular structure would further deteriorate conditions.

- Second Line West vehicular crossing is used for means of 'convenience' to by-pass Mavis Road, accessing the interchange at Highway 401.
- There are currently transportation operation challenges on Sombrero Way, Donway Drive, Bancroft Drive, Boyer Boulevard, etc.

In response to the public comments received at the public meetings, City staff conducted a traffic review – for AM peak hour (busiest 1 hour in a weekday and weekend) – and concluded that:

- There would be marginal changes in travel patterns and traffic volumes within the road network i.e. Sombrero Way, upon removal of the structure.
- The existence of Second Line West vehicular bridge is independent of the existing traffic operation conditions in the surrounding road network.
- The current and the projected future vehicular traffic demands using Second Line West do not warrant reconstruction of a vehicular crossing at Highway 401.

The City's Cycling Master Plan has identified a bridge at the location of Second Line West over Highway 401 as an important link in the City's cycling network. Counts of pedestrians and cyclists have not been collected for the existing Second Line West crossing over Highway 401. As the current Second Line West crossing of Highway 401 does not have sidewalks and cyclists using the bridge currently share the lanes with vehicles, counts of this facility could not be expected to reflect the level of demand for a dedicated pedestrian and cycling crossing at this location. Should a dedicated pedestrian and cycling crossing be constructed at this location, users with all levels of confidence would be encouraged to use the facility by means of active transportation in a much safer environment, with improved accessibility and connectivity to sidewalks, cycling routes and trails in the neighbourhoods north and south of the highway.

As discussed earlier, the Second Line West vehicle crossing of Highway 401 will be permanently removed by the MTO as part of the MTO's widening works along Highway 401. There is no plan to reconstruct the connection as a vehicular access upon completion of the works, due to the reasons described above. However, aligned with the City's 2010 Cycling Master Plan, the City is currently undertaking a municipal Class Environmental Assessment (Class EA Study) to construct an active transportation crossing on Second Line West at Highway 401 to accommodate pedestrians and cyclists only. The Class EA Study includes public and external agency consultation when identifying and evaluating alternative solutions and design concepts, including consultation with Mississauga Fire, Peel Regional Police and Peel Regional Paramedic Services.

Please note that the second public information centre for the Class EA Study is scheduled for <u>June 5, 2014</u>. Additional meeting information and all related project updates and earlier presentation materials for this study and the on-going traffic operations investigation can be reviewed by visiting: http://www.mississauga.ca/portal/residents/secondlinewest.

Subsequent to the removal of the Second Line West crossing by the MTO, the City will continue monitoring local traffic conditions. Typically, changes in driver behaviour as a result of road closures and other network changes take time; therefore, the traffic review will be completed over a 6 month time frame, and appropriate mitigation measures, if required, would be recommended through a consultation process with the residents.

Please contact me should you have additional questions.

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works € 905-615-3200 ext. 3377 | ♥ 905-615-3173 | www.mississauga.ca

2

Please consider the environment before printing this email.

From: George Carlson Sent: 2014/05/21 4:06 PM To: Steve Barrett; Farhad Shahla; Abdul Shaikh

Subject: FW: Second Line West Pedestrian/Cyclist Overpass

FYI.

From:

Sent: 2014/05/21 4:04 PM **To:** George Carlson

Subject: RE: Second Line West Pedestrian/Cyclist Overpass

Hi Kimberly,

Yes of course, you may pass this on to the City staff looking after this project. I really hope there is some follow-up on these concerns.

Regards,

From: George Carlson [mailto:George.CARLSON@mississauga.ca]

Sent: May 21, 2014 3:17 PM

To:

Subject: RE: Second Line West Pedestrian/Cyclist Overpass

Dear

Thank you for your email, I will bring it to Councillor Carlson's attention.

May I also copy your email to City staff looking after this project for their comments? Please advise if this is ok.

Sincerely,

Kimberly for

George Carlson, Councillor Ward 11 City of Mississauga 300 City Centre Drive, 3rd Floor Mississauga, ON L5B 3C1

Office: 905-896-5011 Fax: 905-896-5863

Email: george.carlson@mississauga.ca

From:

Sent: 2014/05/20 6:26 PM

To: George Carlson

Subject: RE: Second Line West Pedestrian/Cyclist Overpass

George,

I am a resident of the neighbourhood and I honestly believe that an environmental assessment study of a pedestrian/cyclist bridge, where a vehicle bridge currently stands is a complete waste of tax payers money. I really don't understand why we, as taxpayers, have to pay for this study, when a bridge already exists in this location.

Secondly, as a resident of the neighbourhood, I beg you to come and stand on Sombrero Way on a weekday morning anywhere from 8:00 – 9:00 a.m. (especially during the school year), so that you can understand the current traffic concerns on this roadway, which will just be exaggerated once the Second Line vehicle overpass is closed– all traffic that would have gone over this pass, will now be forced to use this roadway to get onto the major throughways like Mavis and the 401. It is pretty bad - a number of these drivers coming from Second Line, are going through Brass Winds and Nimbus Gate roadways, just to try to bypass some of the back log trying to get out these subdivisions.

I had attended the public meeting a year or so ago, with regards to the closing of this bridge, and the proposed pedestrian/cyclist overpass, and all comments seem to have fallen on deaf ears. There were a lot of complaints from a number of residents, with regards to the closing of this bridge, and with regards to proposed pedestrian/cyclist overpass study, and the costs associated with all this. We were all told that this bridge is scheduled to close, and there was no further discussion on this, as the decision was made many, many years ago. Well that doesn't fly with me, nor did it with a large number of residents from this area. Attending sessions like the one proposed below, seems to be a complete waste of time for everyone involved.

The decision to close this bridge was made well before these developments were complete – now that most of the area has been developed, the closing of this vehicle bridge would have a major impact on traffic flow, congestion, noise and nuisance in these areas. Was there any consideration made to the decision after these areas were developed (where was the urban planning here)? If not, why can it not be addressed now before it is too late? In today's society of changing needs and quick response, can the governments not get together and discuss this and review this decision, before wasting millions of tax payer dollars?



From: George Carlson [mailto:george.carlson@mississauga.ca]

Sent: May 20, 2014 4:08 PM To:

Subject: Second Line West Pedestrian/Cyclist Overpass

Second Line West Pedestrian/Cyclist Overpass	
20 May, 2014	
Dear Neighbour,	
You are cordially invited to attend a Public Information Centre (PIC) organized by the City of Mississauga's Transportation & Works Department regarding the Class Environmental Assessment Study (Class EA) for the Second Line West pedestrian/cyclist crossing of Highway 401.	

As you may know, the Ministry of Transportation Ontario (MTO) has plans in place for the expansion of Highway 401, from the Highway 410/403 interchange to east of the Credit River. This expansion will involve the permanent removal of the Second Line West vehicle bridge over Highway 401. As part of Mississauga's Cycling Master Plan, the City is looking into incorporating a pedestrian/cyclist overpass across Highway 401 as part of the MTO's widening project.

This Class EA study will include preliminary design, to pursue recommendations for a north-south pedestrian/

cyclist connection across Highway 401 at Second Line West, when the existing bridge is removed. As part of a separate process, the City is also reviewing the existing transportation conditions in the vicinity of the study area to effectively manage traffic in the area.

The Public Information Centre will be held on:

Thursday, June 5, 2014, from 5:30 p.m. to 8:00 p.m. at the Meadowvale Village Hall, 6970 Second Line West, Mississauga

Please click here to view the City's meeting notice for this meeting...

City of Mississauga Transportation & Works staff will be on hand to respond to your questions and to receive your feedback. Refreshments will be served. I look forward to seeing you on June 5th.

In the meantime, if you have any questions please don't hesitate to call. For more information about this study, please contact Farhad Shahla, Project Manager, at farhad.shahla@mississauga.ca or 905-615-3200 ext. 3377.

	Yours truly,			
George Carlso	n			
Councillor, Wa	rd 11			
	=	-		



Copyright © 2013. All Rights Reserved.

From: Blacha, Madelin

Sent: Monday, June 02, 2014 3:52 PM

To: Blacha, Madelin

Subject: FW: Second Line West Pedestrian/Cyclist Overpass

From: Steve Barrett Sent: 2014/05/30 2:40 PM

To:

Cc: George Carlson; Farhad Shahla

Subject: Second Line West Pedestrian/Cyclist Overpass

Good day

Thank you for your inquiry pertaining to the next stages of the Highway 401 expansion and the demolition of the Second Line bridge.

The MTO has advised that the next stage of construction will commence within the next month or so which entails the expansion of the Mavis Road interchange. This is expected to require at least one construction season which will likely extend into 2015. Subsequent to this, the mainline highway expansion is expected to commence which requires the removal of the bridge. Our best guess at this time is the MTO will remove the bridge during 2015. The tender for construction is anticipated to be released in early 2015. When a timeframe is confirmed, advisory signs will be installed on Second Line either side of the structure.

The MTO has completed the Environmental Assessment for phase 3 of the project which extends westerly to Trafalgar Road. At this point, there is no funding approved and therefore no timeframe has been established. We are advised that there is a strong desire by the province to complete all phases of the highway expansion in a timely manner.

If you require additional information or have any other questions, please contact Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer

Transportation and Infrastructure Planning | Transportation & Works at 905-615-3200 ext. 3377 or at farhad.shahla@mississauga.ca .

Sincerely, Steve Barrett Acting Director,

Transportation & Infrastructure Planning

From:

Sent: 2014/05/20 11:06 PM

To: George Carlson

Subject: RE: Second Line West Pedestrian/Cyclist Overpass

Hi Mr. Carlson,

Do we have a rough date yet as to when the demolition will start for the removal of the bridge? Once the bridge is removed, what is the plan for the 401 heading west? Will it continue to be widened to the edge of

Mississauga (past Winston Churchill)? If so, what is the rough timeline for that construction? I ask because commute to and from Toronto and am eager for the current bottlenecks along the 401 West to be add: :)	
Cheers!	
Date: Tue, 20 May 2014 16:07:21 -0400	
From: <u>george.carlson@mississauga.ca</u> To:	
Subject: Second Line West Pedestrian/Cyclist Overpass CC:	

Second Line West Pedestrian/Cyclist Overpass

20 May, 2014

Dear Neighbour,

You are cordially invited to attend a Public Information Centre (PIC) organized by the City of Mississauga's Transportation & Works Department regarding the Class Environmental Assessment Study (Class EA) for the Second Line West pedestrian/cyclist crossing of Highway 401.

As you may know, the Ministry of Transportation Ontario (MTO) has plans in place for the expansion of Highway 401, from the Highway 410/403 interchange to east of the Credit River. This expansion will involve the permanent removal of the Second Line West vehicle bridge over Highway 401. As part of Mississauga's Cycling Master Plan, the City is looking into incorporating a pedestrian/cyclist overpass across Highway 401 as part of the MTO's widening project.

This Class EA study will include preliminary design, to pursue recommendations for a north-south pedestrian/

cyclist connection across Highway 401 at Second Line West, when the existing bridge is removed. As part of a separate process, the City is also reviewing the existing transportation conditions in the vicinity of the study area to effectively manage traffic in the area.

The Public Information Centre will be held on:

Thursday, June 5, 2014, from 5:30 p.m. to 8:00 p.m. at the Meadowvale Village Hall, 6970 Second Line West, Mississauga

Please click here to view the City's meeting notice for this meeting...

City of Mississauga Transportation & Works staff will be on hand to respond to your questions and to receive your feedback. Refreshments will be served. I look forward to seeing you on June 5th.

In the meantime, if you have any questions please don't hesitate to call. For more information about this study, please contact Farhad Shahla, Project Manager, at farhad.shahla@mississauga.ca or 905-615-3200 ext. 3377.

Yours truly,

George Carlson Councillor, Ward 11

From: Blacha, Madelin

Sent: Monday, May 26, 2014 1:50 PM

To: Blacha, Madelin

Subject: FW: Second Line West Pedestrian/Cyclist Overpass

From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]

Sent: Friday, May 23, 2014 7:36 AM

To: Osojnicki, Mirjana

Subject: Fwd: Second Line West Pedestrian/Cyclist Overpass

Good morning Mirjana - the following has been acknowledged. Please file.

Thanks - Farhad

Sent from my iPhone

Begin forwarded message:

From:

Date: May 22, 2014 at 11:05:49 AM EDT To: <farhad.shahla@mississauga.ca>

Subject: Second Line West Pedestrian/Cyclist Overpass

Good Morning

We need to keep this road.

From:

Sent: Thursday, May 22, 2014 5:16 PM

To: Blacha, Madelin

Cc: Brutto, David; Osojnicki, Mirjana

Subject: RE: Notice of PIC #2 - Second Line West Pedestrian-Cyclist Crossing of Highway 401

Class EA

Follow Up Flag: Follow up Flag Status: Flagged

Thanks!

I would still like to voice my concern regarding the removal of a bridge that allows vehicles to cross. I strongly believe that a bridge should be replaced so that cars can use that route as traffic on the other routes will be increased beyond capacity. In addition, there are schools present on two routes and coupled with being a residential area, the increase traffic on these routes put children in danger.

From: Blacha, Madelin [mailto:Madelin.Blacha@aecom.com]

Sent: May 22, 2014 5:11 PM

To: Blacha, Madelin

Cc: Brutto, David; Osojnicki, Mirjana

Subject: Notice of PIC #2 - Second Line West Pedestrian-Cyclist Crossing of Highway 401 Class EA

Good Afternoon,

The City of Mississauga will be holding Public Information Centre #2 for the **Second Line West Pedestrian/Cyclist Crossing of Highway 401** Class Environmental Assessment on **Thursday June 5**th from **5:30pm to 8:00pm** at **Meadowvale Village Hall** (6970 Second Line West, Mississauga).

Your feedback is important to us. Please refer to the attached Notice of PIC #2 for additional information and study contact details.

Thank you,

Madelin Blacha, B.U.R.PI

Environmental Planner Impact Assessment and Permitting, Environment Mississauga T +1 905 238 0007 x 8248

From:

Sent: Monday, May 26, 2014 1:23 PM

To: Blacha, Madelin

Cc: Brutto, David; Osojnicki, Mirjana; mayor@mississauga.ca;

george.carlson@mississauga.ca

Subject: RE: Notice of PIC #2 - Second Line West Pedestrian-Cyclist Crossing of Highway 401

Class EA

Follow Up Flag: Follow up Flag Status: Flagged

Why bother even showing up when the decision has been made to go ahead with this pedestrian bridge.

From: Blacha, Madelin [mailto:Madelin.Blacha@aecom.com]

Sent: Thursday, May 22, 2014 5:11 PM

To: Blacha, Madelin

Cc: Brutto, David; Osojnicki, Mirjana

Subject: Notice of PIC #2 - Second Line West Pedestrian-Cyclist Crossing of Highway 401 Class EA

Good Afternoon,

The City of Mississauga will be holding Public Information Centre #2 for the **Second Line West Pedestrian/Cyclist Crossing of Highway 401** Class Environmental Assessment on **Thursday June 5th** from **5:30pm to 8:00pm** at **Meadowvale Village Hall** (6970 Second Line West, Mississauga).

Your feedback is important to us. Please refer to the attached Notice of PIC #2 for additional information and study contact details.

Thank you,

Madelin Blacha, B.U.R.PI

Environmental Planner
Impact Assessment and Permitting, Environment
Mississauga T +1 905 238 0007 x 8248
Hamilton T +1 905 390 2001
madelin.blacha@aecom.com

1

From: Blacha, Madelin

Sent: Wednesday, June 04, 2014 11:43 AM

To: Blacha, Madelin

Subject: FW: Second Line bridge and Sombrero traffic issues

From: Farhad Shahla **Sent:** 2014/06/04 10:43 AM

To:

Subject: RE: Second Line bridge and Sombrero traffic issues

Good afternoon

Thank you for your email which expresses your concerns pertaining to the permanent removal of the Second Line West vehicular bridge as part of the Ministry of Transportation Ontario (MTO)'s Highway 401 expansion project. The City is very supportive of the highway expansion, which is long overdue, and has collaborated with MTO staff throughout the process.

Please note that in addition to the following email, we have provided responses to some of your other questions from your recent email.

As you may have learned from information provided at several public engagements, the highway expansion planning dates back to 1982 when the MTO completed a preliminary design study for Highway 401. The preliminary design identified the permanent removal of the Second Line vehicular bridge across Highway 401 to accommodate the highway widening. Mississauga Council subsequently adopted a recommendation for the closure and removal of the vehicular bridge at the time of the future Highway 401 widening, with no further plan to reconstruct as a vehicular crossing.

In 2011, a meeting was hosted by Councillor Carlson where City staff presented information to area residents on the MTO's Highway 401 widening project and the history related to the future removal of the Second Line West crossing. A number of concerns were raised related to existing traffic conditions transportation operations for the road network in the vicinity of Highway 401/Second Line West including the following:

- Sombrero Way is currently operating under poor conditions, and the removal of Second Line West vehicular structure would further deteriorate conditions.
- Second Line West vehicular crossing is used for means of 'convenience' to by-pass Mavis Road, accessing the interchange at Highway 401.
- There are currently transportation operation challenges on Sombrero Way, Donway Drive, Bancroft Drive, Boyer Boulevard, etc.

In response to the public comments received at the public meetings, City staff conducted a traffic review – for AM peak hour (busiest 1 hour in a weekday and weekend) – and concluded that:

- There would be marginal changes in travel patterns and traffic volumes within the road network i.e. Sombrero Way, upon removal of the structure.
- The existence of Second Line West vehicular bridge is independent of the existing traffic operation conditions in the surrounding road network.
- The current and the projected future vehicular traffic demands using Second Line West do not warrant reconstruction of a vehicular crossing at Highway 401.

As discussed earlier, the Second Line West vehicle crossing of Highway 401 will be permanently removed by the MTO as part of the MTO's widening works along Highway 401. There is no plan to reconstruct the connection as a vehicular access upon completion of the works, due to the reasons described above. However, aligned with

the City's 2010 Cycling Master Plan, the City is currently undertaking a municipal Class Environmental Assessment (Class EA Study) to construct an active transportation crossing on Second Line West at Highway 401 to accommodate pedestrians and cyclists only. The Class EA Study includes public and external agency consultation when identifying and evaluating alternative solutions and design concepts, including consultation with Mississauga Fire, Peel Regional Police and Peel Regional Paramedic Services.

Please note that the second public information centre for the Class EA Study is scheduled for <u>June 5, 2014</u>. Additional meeting information and all related project updates and earlier presentation materials for this study and the on-going traffic operations investigation can be reviewed by visiting: http://www.mississauga.ca/portal/residents/secondlinewest.

A traffic study is currently in place to review traffic operations within the immediate study area. I have provided some comments below for your immediate areas of concern. Subsequent to the removal of the Second Line West crossing by the MTO, the City will continue monitoring local traffic conditions. Typically, changes in driver behaviour as a result of road closures and other network changes take time; therefore, the traffic review will be completed over a 6 month time frame, and appropriate mitigation measures, if required, would be recommended through a consultation process with the residents.

Please let me know if you have any questions and thanks.

Farhad.

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works

¶ 905-615-3200 ext. 3377 № 905-615-3173 | www.mississauga.ca



Please consider the environment before printing this email.

From:

Sent: 2014/05/29 2:46 PM

To: Farhad Shahla

Subject: Second Line bridge and Sombrero traffic issues

Good afternoon, Farhad,

Thank you for speaking to residents recently about the traffic issues in our community.

I take the Second Line bridge daily on my route home from work, but yesterday I decided to take Mavis instead for a change. It was just terrible. All three lanes of traffic going north on Mavis were completely stopped from a block before the 401 all the way north to Derry Road. Additionally, I could barely turn onto Sombrero on the advanced green light because the traffic on Sombrero was completely stopped all the way from the stop sign (Nimbus) to Mavis. Even though about 7 cars can normally turn left on the advanced green, only two could get through because there was no more room on Sombrero to fit them in (and even these two had to wedge themselves in at the side). It was a complete nightmare and it will get even worse once the Second Line bridge is removed. I am very upset that we will no longer have the option to go on Second Line. Our nice residential area is turning into the 401 and we are powerless to stop it.

You said that some of the issues I raised at the open house were new to you and you requested that I put them in writing. It is unfortunate that the community was not made more aware of the public meetings dealing with the issue of traffic on Sombrero. I was never aware of the first public meeting until after it had taken place. I am very passionate about the Second Line bridge and would have attended. A flyer to each house would have been a great way to alert the community and solicit our concerns, not only about the Second Line bridge, but about traffic on Sombrero and other streets in our area.

Response: The public consultation of a Class Environmental Assessment is undertaken following a standard process. The City has chosen to notify residents and other stakeholders within the study area through notices in the Mississauga News for two consecutive weeks well in advance of a public meeting – notifying them of all the material to be presented and the updates. As part of the process, bulk mails are sent out to all those within the study area – door to door. Councillor Carlson uses his bulk email list to notify residents of all public notices pertinent to this study. A mobile sign has been put up by the Meadowvale Village (the location of the meeting) to provide that extra awareness.

The following issues are of particular concern:

1. Many people who do not live in our residential area but are driving along Sombrero (going east) take side streets in order to get ahead. When they come up the hill on Sombrero from Second Line, they can see if there are cars stopped and waiting up ahead. If there are, they quickly turn left onto Brass Winds and zoom through that residential street to get to Nimbus and get back onto Sombrero there. More and more people are doing this, and while on a regular day I may have one car stopped in front of me on Nimbus, on such occasions there are 8-10 cars stopped (and in fact already stopped on Brass Winds). If 8 cars do this, I personally have to wait 32 more cars to turn left onto Sombrero. This makes me angry as they are directly slowing down my commute to work and wasting my time. Of concern, as well, is how quickly they speed along Brass Winds to get to Nimbus. These fast cars are dangerous. What are your plans to alleviate the spillover of traffic onto Brass Winds and Nimbus?

Response: Pavement marking improvements at the intersection of Mavis Road/Sombrero Way, other improvements along Sombrero Way including the additional right turn storage at Mavis/Sombrero Way and school bus stop relocations from Sombrero Way should lead to improved conditions which would discourage use of side streets.

2. I have observed people turning onto Sombrero (going west) from Mavis, or coming straight through from Courtney Park, and stop about one car length in to let their children off at the corner, creating a dangerous situation for any other cars trying to turn onto Sombrero. Cars should not be permitted to stop so soon after turning onto Sombrero from a major street, especially since there is a time-limited left-hand turn from northbound Mavis, and some cars are prevented from entering due to a stopped car. Do you have plans to create a no standing zone on Sombrero between Mavis and Nimbus?

Response: No-stopping signs are proposed.

3. If the congestion is eased on Sombrero during the morning commute, and more cars are able to get through the light at a time, a new problem will arise in that more parents will stop their cars in the right-turning lane at Mavis and Sombrero to let their children out, creating a new frustration and backlog for the cars behind them. I can see this becoming a big and dangerous problem. Do you have plans to create a no standing zone on Sombrero between Mavis and Nimbus, or any other thoughts to alleviate this concern?

Response: This will be monitored and appropriate stopping prohibition measures will be implemented if required.

4. You have advised that one of the options you are considering is adding lights at the Sombrero-Nimbus intersection. Almost daily I see cars at other intersections get a green light but be unable to turn because there is already a line of stopped cars. (In fact this is what happened to me yesterday when turning from Mavis onto Sombrero.) I can easily foresee this happening at the Sombrero-Nimbus

intersection. As well, all northbound cars on Nimbus would take precedence over the southbound left-turning cars. Combining that with all the cars already on Sombrero makes me think I would never be able to make the turn, and the removal of the Second Line bridge would mean I have no alternative either. I do not think that the addition of streetlights are of any value during nonpeak periods, and during peak periods they will certainly disadvantage everyone living on Brass Winds, Baby Gran and Kazoo, as they will find it much harder to turn left onto Sombrero. Please let me know the status of the suggestion of installing streetlights at the Sombrero/Nimbus intersection.

Response: There is no intent to install traffic signals at this location. Please see response to question 1.

5. There were suggestions made regarding the movement of school bus stops off of Sombrero and onto the side streets. So long as the stops are not located at intersections with Sombrero that is a promising idea. Do you have any further thoughts on this matter?

Response: Commencing September 2014, Peel Region Student Transportation has confirmed relocation of 5 major school bus routes from Sombrero Way to side streets.

I am very concerned about future traffic on Sombrero due to the removal of the Second Line bridge. A large number of people go over the Second Line bridge to avoid the Sombrero and Mavis traffic. With the removal of the Second Line bridge, the traffic on Sombrero will become much worse. Too much traffic is forced onto small residential streets, creating dangerous situations and taking away from our enjoyment of life.

I would really appreciate your thoughts and feedback on each of these matters.

тпапк уой.		

Thombreat

From: Farhad Shahla < Farhad. Shahla@mississauga.ca>

Sent: Wednesday, June 11, 2014 11:41 AM

To:

Subject: RE: Study for Second Line West - Follow Up

- Your inquiry has been received with thanks.



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

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

City of Mississauga | Transportation and Works Department,

Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From:

Sent: 2014/06/10 10:40 PM

To: sampyd **Cc:** Farhad Shahla;

Subject: Re: Study for Second Line West - Follow Up

Hi Farhad,

It was nice to meet you again last week, First I must say I am very disappointed to hear that our proposal to pursue opening Old-Derry to Mavis road is not being pursued further by city.

In my view the only way to reduce traffic on Sombrero way is by opening another access into Mavis road or Derry road, This would provide this neighbourhood an alternate route as suppose to currently everyone using sombrero way to get onto Highway.

Here are two more proposals for alternate routes for city to consider in order to reduce some traffic on Sombrero Way.

a) Open the current Second Line W toward North bound into Derry road, Currently if you drive North on Second line west and pass Old-Derry road there is no exit and the road ends. If city can pursue this option a lot of people could take Derry road and then come into Mavis road.

Hence providing an alternate route.

b) Open the Brasswinds place into Mavis road Right lane turn only, Brasswinds place run's parallel to Sombrero way and people could start using this new access into Mavis road which would easy some traffic on Sombrero way. Hence providing an alternate route.

I am hoping City would consider these additional proposals to help ease some of the current traffic issues.

Thanks

On Fri, May 2, 2014 at 9:49 PM, wrote: Thanks Farhad. Kindly keep us in the loop. Other residents have also expressed an interest to commuicate on this issue. Wondering if there is going to a second meeting to discuss? Will much appreciate your feedback. Thanks
Sent from Samsung Mobile
Original message From: Farhad Shahla < Farhad.Shahla@mississauga.ca > Date: 30-04-2014 8:27 AM (GMT-05:00) To: Cc:
Subject: RE: Study for Second Line West - Follow Up
Good morning and thanks for your email.
We will add your name to the project's contact mailing list. Meanwhile please visit http://www.mississauga.ca/portal/residents/secondlinewest for information on the two projects concurrently in process.
Please let me know if you have any questions and thanks.
Regards -
Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer

Transportation and Infrastructure Planning | Transportation & Works

(905-615-3200 ext. 3377 | № 905-615-3173 | www.mississauga.ca

Please consider the environment before printing this email.

From: Sent: 2014/04/29 9:26 PM To: Farhad Shahla
Cc: brian.ruck@aecom.com; Subject: RE: Study for Second Line West - Follow Up
Hi Farhad
I am also a resident of Sombrero Way and the concerns that Aman has raised are legitimate and I would like to be involved in this initiative to ensure that a practical resolution is implemented.
I'll really appreciate if you can include my name in your mailing list. Between me and Aman, we will coordinate with other residents of Sombrero Way.
Best regards

Date: Mon, 28 Apr 2014 16:04:05 -0400

Subject: Re: Study for Second Line West - Follow Up

From:

To: Farhad.Shahla@mississauga.ca

CC: brian.ruck@aecom.com;

Hi Farhad

That would be great, Please add me to the mailing list so we can stay current on the activities.
Also, let us know how we can we be more instrumental in making sure city makes the right decision for this community.
Thanks
On Mon, Apr 28, 2014 at 1:10 PM, Farhad Shahla < <u>Farhad.Shahla@mississauga.ca</u> > wrote:
Good afternoon and thanks for following up on the April 16 meeting, discussing Second Line West Class EA study.
We are currently finalizing the review of the comments received to learn if any new concerns have been shared with us. We will continue finalizing the mitigation plan as discussed with you at the meeting to initiate the implementation of the short term mitigation measures. More extensive solutions will be further reviewed for their feasibility and consideration.

Thanks again -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer

I will make arrangements to have your name added to the mailing list for this project.

Transportation and Infrastructure Planning | Transportation & Works

(905-615-3200 ext. 3377 | № 905-615-3173 | www.mississauga.ca

Please consider the environment before printing this email.

From: (Sent: 2014/04/28 10:17 AM To: Farhad Shahla; brian.ruck@aecom.com Cc:
Subject: Study for Second Line West - Follow Up
Hi Farhad / Brian
It was great meeting you on Wednesday April 16th at Meadowale Village hall as part of Second line west study and crossing of 401 highway
As a follow up, I am writing this email to see the status on some of the proposal's made by the Old Meadowale community at the meeting.
Our Primary concerns around removing the Second Line bridge :
a) Further increase of traffic on Sombrero way which is already very busy at this time.
b) Current this bridge is used by close to 70-80 cars a day and a majority of these could end up into Sombrero way making it further very heavy traffic road
c) We also use second line bridge to drop our kids to their friends homes which are on south side of 401, with removal of second line bridge this will cut the access for kids thus kids will loose the social activities, as then we will be required to use Mavis rd and could take us additional 10 minutes to drop and pick kids.
Proposal :
a) Our proposal is to create a new access from Old Derry road to Mavis road, This could help ease some of the traffic from Sombrero way. People currently living around Meadowale school

all use Sombrero way to get into 401 highway, With new access opened from Old-Derry to Mavis these families could start using the new exit.

- b) Stop the Bus route on Sombrero way as this also causes a lot of traffic
- c) Have new traffic lights installed on the intersection of Sombrero way and Nimbus gate
- d) Add additional lane in sombrero if possible to divert some of traffic.

Let us know if we can be of any additional help in shaping these proposals.

Thanks

Farhad Shahla < Farhad. Shahla@mississauga.ca> From: Wednesday, June 11, 2014 11:41 AM Sent: To: Subject: RE: Study for Second Line West - Follow Up Your inquiry has been received with thanks. **MISSISSAUGA** Farhad Shahla, M.Eng., P.Eng., PTOE Transportation Project Engineer, Transportation Infrastructure Management T 905-615-3200 ext.3377 City of Mississauga | Transportation and Works Department, Transportation & Infrastructure Planning Division Please consider the environment before printing. From: Sent: 2014/06/10 10:52 PM To: Cc: Subject: RE: Study for Second Line West - Follow Up Hi Farhad I am in agreement with the proposal mentioned here by Aman and I support this fully that alternative avenues for easing traffic on Sombrero need to be looked at and the city of Mississauga need to be sensitive to the concerns raised here. **Thanks**

Date: Tue, 10 Jun 2014 22:40:26 -0400

Subject: Re: Study for Second Line West - Follow Up

From: To:

CC: Farhad.Shahla@mississauga.ca;

Hi Farhad,

It was nice to meet you again last week, First I must say I am very disappointed to hear that our proposal to pursue opening Old-Derry to Mavis road is not being pursued further by city.

In my view the only way to reduce traffic on Sombrero way is by opening another access into Mavis road or Derry road, This would provide this neighbourhood an alternate route as suppose to currently everyone using sombrero way to get onto Highway.

Here are two more proposals for alternate routes for city to consider in order to reduce some traffic on Sombrero Way.

- a) Open the current Second Line W toward North bound into Derry road, Currently if you drive North on Second line west and pass Old-Derry road there is no exit and the road ends. If city can pursue this option a lot of people could take Derry road and then come into Mavis road.

 Hence providing an alternate route.
- b) Open the Brasswinds place into Mavis road Right lane turn only, Brasswinds place run's parallel to Sombrero way and people could start using this new access into Mavis road which would easy some traffic on Sombrero way. Hence providing an alternate route.

I am hoping City would consider these additional proposals to help ease some of the current traffic issues.

Thanks

On Fri, May 2, 2014 at 9:49 PM,

wrote:

Thanks Farhad. Kindly keep us in the loop. Other residents have also expressed an interest to commuicate on this issue. Wondering if there is going to a second meeting to discuss? Will much appreciate your feedback.

Thanks

----- Original message ------

From: Farhad Shahla < Farhad. Shahla@mississauga.ca >

Date: 30-04-2014 8:27 AM (GMT-05:00)

To: Cc:

Subject: RE: Study for Second Line West - Follow Up

Good morning and thanks for your email.

We will add your name to the project's contact mailing list. Meanwhile please visit http://www.mississauga.ca/portal/residents/secondlinewest for information on the two projects concurrently in process.

Please let me know if you have any questions and thanks.

Regards -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works

¶ 905-615-3200 ext. 3377

¶ 905-615-3173 | www.mississauga.ca

Please consider the environment before printing this email.

From:

Sent: 2014/04/29 9:26 PM
To: Farhad Shahla
Cc: brian.ruck@aecom.com;

Subject: RE: Study for Second Line West - Follow Up

Hi Farhad

I am also a resident of Sombrero Way and the concerns that Aman has raised are legitimate and I would like to be involved in this initiative to ensure that a practical resolution is implemented.

I'll really appreciate if you can include my name in your mailing list. Between me and Aman, we will coordinate with other residents of Sombrero Way.

Best regards

Date: Mon, 28 Apr 2014 16:04:05 -0400

Subject: Re: Study for Second Line West - Follow Up

From:

To: Farhad.Shahla@mississauga.ca

CC: brian.ruck@aecom.com;

Hi Farhad

That would be great, Please add me to the mailing list so we can stay current on the activities.

Also, let us know how we can we be more instrumental in making sure city makes the right decision for this community.

Thanks

On Mon, Apr 28, 2014 at 1:10 PM, Farhad Shahla < Farhad.Shahla@mississauga.ca > wrote:

Good afternoon and thanks for following up on the April 16 meeting, discussing Second Line West Class EA study.

We are currently finalizing the review of the comments received to learn if any new concerns have been shared with us. We will continue finalizing the mitigation plan as discussed with you at the meeting to initiate the implementation of the short term mitigation measures. More extensive solutions will be further reviewed for their feasibility and consideration.

I will make arrangements to have your name added to the mailing list for this project.

Thanks again -

Farhad Shahla, M.Eng., P.Eng., PTOE, Transportation Project Engineer Transportation and Infrastructure Planning | Transportation & Works

¶ 905-615-3200 ext. 3377 | ₱ 905-615-3173 | www.mississauga.ca

Please consider the environment before printing this email.

From:

Sent: 2014/04/28 10:17 AM

To: Farhad Shahla; brian.ruck@aecom.com.

Cc:

Subject: Study for Second Line West - Follow Up

Hi Farhad / Brian

It was great meeting you on Wednesday April 16th at Meadowale Village hall as part of Second line west study and crossing of 401 highway

As a follow up, I am writing this email to see the status on some of the proposal's made by the Old Meadowale community at the meeting.

Our Primary concerns around removing the Second Line bridge:

a) Further increase of traffic on Sombrero way which is already very busy at this time.

- b) Current this bridge is used by close to 70-80 cars a day and a majority of these could end up into Sombrero way making it further very heavy traffic road
- c) We also use second line bridge to drop our kids to their friends homes which are on south side of 401, with removal of second line bridge this will cut the access for kids thus kids will loose the social activities, as then we will be required to use Mavis rd and could take us additional 10 minutes to drop and pick kids.

Proposal:

- a) Our proposal is to create a new access from Old Derry road to Mavis road, This could help ease some of the traffic from Sombrero way. People currently living around Meadowale school all use Sombrero way to get into 401 highway, With new access opened from Old-Derry to Mavis these
- families could start using the new exit.
- b) Stop the Bus route on Sombrero way as this also causes a lot of traffic
- c) Have new traffic lights installed on the intersection of Sombrero way and Nimbus gate
- d) Add additional lane in sombrero if possible to divert some of traffic.

Let us know if we can be of any additional help in shaping these proposals.

Thanks

From: Farhad Shahla < Farhad. Shahla@mississauga.ca>

Sent: Wednesday, June 11, 2014 11:40 AM

To:

Subject: RE: Study for Second Line West - Follow Up

- Your inquiry has been received with thanks.



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

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

City of Mississauga | Transportation and Works Department,

Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From:

Sent: 2014/06/11 9:06 AM

To: Farhad Shahla

Cc:

Subject: Study for Second Line West - Follow Up

Hi Farhad,

I very much concur with my fellow residents comments/suggestions in the Sombrero Way area. Not only the traffic chaos is one of the major issue, but the the safety of the children that are availing this area for the nearby elementary and high schools will be prone to risk...

Please consider the suggestions recommended and we strongly request the city to pursue its plans keeping in mind the safety of people which is the KEY in all aspects.

Thnak you for your time,

Sincerely,

Date: Wed, 11 Jun 2014 06:50:58 -0400

Subject: Re: Study for Second Line West - Follow Up

From:

To: farhad.shahla@mississauga.ca

Hi Farhad.

We most certainly need another access from second line to Mavis so that we the residents of Sombrero Way do not get further penalised.

We need some firm answers to ease the traffic on Sombrero Way before its too late.

If needed we will need to escalate this issue to reach a fair settlement.

Thanks		

On Tuesday, June 10, 2014, wrote:

- > Hi Farhad
- > I am in agreement with the proposal mentioned here by Aman and I support this fully that alternative avenues for easing traffic on Sombrero need to be looked at and the city of Mississauga need to be sensitive to the concerns raised here.
- > Thanks
 >
 >
 >
 >
 >
 >
 >
 >
 >
 > Date: Tue, 10 Jun 2014 22:40:26 -0400
 > Subject: Re: Study for Second Line West Follow Up
 > From
 > To:
 > CC: Farhad.Shahla@mississauga.ca;
- > Hi Farhad,
- > It was nice to meet you again last week, First I must say I am very disappointed to hear that our proposal to pursue opening Old-Derry to Mavis road is not being pursued further by city.
- > In my view the only way to reduce traffic on Sombrero way is by opening another access into Mavis road or Derry road, This would provide this neighbourhood an alternate route as suppose to currently everyone using sombrero way to get onto Highway.
- > Here are two more proposals for alternate routes for city to consider in order to reduce some traffic on Sombrero Way.
- > a) Open the current Second Line W toward North bound into Derry road, Currently if you drive North on Second line west and pass Old-Derry road there is no exit and the road ends. If city can pursue this option a lot of people could take Derry road and then come into Mavis road.
- > Hence providing an alternate route.
- > b) Open the Brasswinds place into Mavis road Right lane turn only, Brasswinds place run's parallel to

Sombrero way and people could start using this new access into Mavis road which would easy some traffic on Sombrero way. Hence providing an alternate route. > I am hoping City would consider these additional proposals to help ease some of the current traffic issues. > Thanks > > > > > On Fri, May 2, 2014 at 9:49 PM, wrote: > Thanks Farhad. Kindly keep us in the loop. Other residents have also expressed an interest to commuicate on this issue. Wondering if there is going to a second meeting to discuss? > Will much appreciate your feedback. > Thanks > > Sent from Samsung Mobile > > ----- Original message ------> From: Farhad Shahla < Farhad. Shahla@mississauga.ca> > Date: 30-04-2014 8:27 AM (GMT-05:00) > Subject: RE: Study for Second Line West - Follow Up > > Good morning and thanks for your email. > > We will add your name to the project's contact mailing list. Meanwhile please visit http://www.mississauga.ca/portal/residents/secondlinewest for information on the two projects concurrently in process. > >

> Please let me know if you have any questions and thanks.

>

> Regards -

Biacha, Madeim	
From: Sent: To:	Farhad Shahla <farhad.shahla@mississauga.ca> Wednesday, June 11, 2014 11:42 AM</farhad.shahla@mississauga.ca>
Subject:	RE: Study for Second Line West - Follow Up
	nerotady for december 10 new op
– Your inquiry	has been received with thanks.
MISSISSAUGA	
Farhad Shahla, M.Eng., P.Eng., Transportation Project Engineer, Transpor T 905-615-3200 ext.3377	
<u>City of Mississauga</u> Transportation and V Transportation & Infrastructure Planning D	
Please consider the environment before pr	rinting.
From:	
Sent : 2014/06/11 9:22 AM To :	Farhad Shahla
Subject: RE: Study for Second Li	ne West - Follow Up
Hi Farhad	
S .	. Agree with Niraj and you that we do need another access to Mavis and Derry down, Sombrero Way will be the only option - this is definitely <u>not</u> an
The city should provide the res	sidents of the area with an alternative to the closure of the Second line bridge.
	ny of your options - they are very practical and the city should consider them for residents, children, pedestrians, motorists and efficient traffic control.
Thank You	
From: To: <u>far</u>	had.shahla@mississauga.ca

Subject: Study for Second Line West - Follow Up Date: Wed, 11 Jun 2014 09:05:50 -0400

Hi Farhad,

I very much concur with my fellow residents comments/suggestions in the Sombrero Way area. Not only the traffic chaos is one of the major issue, but the safety of the children that are availing this area for the nearby elementary and high schools will be prone to risk...

Please consider the suggestions recommended and we strongly request the city to pursue its plans keeping in mind the safety of people which is the KEY in all aspects.

Thnak you for your time, Sincerely,

Date: Wed, 11 Jun 2014 06:50:58 -0400

Subject: Re: Study for Second Line West - Follow Up

From:

To: farhad.shahla@mississauga.ca

Hi Farhad,

We most certainly need another access from second line to Mavis so that we the residents of Sombrero Way do not get further penalised.

We need some firm answers to ease the traffic on Sombrero Way before its too late.

If needed we will need to escalate this issue to reach a fair settlement.

Thanks

On Tuesday, June 10, 2014, 5

wrote:

- > Hi Farhad
- > I am in agreement with the proposal mentioned here by Aman and I support this fully that alternative avenues for easing traffic on Sombrero need to be looked at and the city of Mississauga need to be sensitive to the concerns raised here.
- > Thanks
- > ; > ;
- >

> Date: Tue, 10 Jun 2014 22:40:26 -0400 > Subject: Re: Study for Second Line West - Follow Up > From: > To: > CC: Farhad.Shahla@mississauga.ca;
> Hi Farhad, > It was nice to meet you again last week, First I must say I am very disappointed to hear that our proposal to pursue opening Old-Derry to Mavis road is not being pursued further by city. > In my view the only way to reduce traffic on Sombrero way is by opening another access into Mavis road or Derry road, This would provide this neighbourhood an alternate route as suppose to currently everyone using sombrero way to get onto Highway. > Here are two more proposals for alternate routes for city to consider in order to reduce some traffic on Sombrero Way. > a) Open the current Second Line W toward North bound into Derry road, Currently if you drive North on Second line west and pass Old-Derry road there is no exit and the road ends. If city can pursue this option a lot of people could take Derry road and then come into Mavis road. > Hence providing an alternate route. > b) Open the Brasswinds place into Mavis road Right lane turn only, Brasswinds place run's parallel to Sombrero way and people could start using this new access into Mavis road which would easy some traffic on Sombrero way. Hence providing an alternate route. > I am hoping City would consider these additional proposals to help ease some of the current traffic issues. > Thanks
> On Fri, May 2, 2014 at 9:49 PM, wrote: > Thanks Farhad. Kindly keep us in the loop. Other residents have also expressed an interest to commuicate or this issue. Wondering if there is going to a second meeting to discuss? > Will much appreciate your feedback. > Thanks > Sent from Samsung Mobile > Original message

> From: Farnad Snahla < <u>Farnad.Snahla@mississauga.ca</u> >
> Date: 30-04-2014 8:27 AM (GMT-05:00)
> To:
> Cc:
> Subject: RE: Study for Second Line West - Follow Up
>
>
> Good morning and thanks for your email.
>
>
>
> We will add your name to the project's contact mailing list. Meanwhile please visit
http://www.mississauga.ca/portal/residents/secondlinewest for information on the two projects concurrently
in process.
>
>
>
> Please let me know if you have any questions and thanks.
>
>
>
> Regards -
>
>

Blacha, Madelin

From: Blacha, Madelin

Sent: Wednesday, June 18, 2014 11:19 AM

To: Blacha, Madelin

Subject: FW: Second Line Crossing

From:

Sent: 2014/06/18 9:08 AM

To: Farhad Shahla

Cc:

Subject: RE: Second Line Crossing

Farhad,

Thanks for sending me the info.

I hope this gets moved further down the line and we see the bridge removed and the pedestrian/cyclist path built. Too much talking drags things and nothing gets done. I think there has been so much of it already and badly needed infrastructure development in the City has been delayed.

The expansion of the 401 should have been completed years ago through the City. I think the Citizens of this City have been left behind with this delay. Further to the East of Toronto, the expansion of the 401 was completed years ago. The west end of Toronto (Mississauga) seems to have been forgotten. I do not know the exact reasons for these, but from the little I know with just this second line bridge issue, I can see that talking and talking is not getting anywhere.

It is important for the citizens to be consulted and for their voices to be heard. However, there should be a point at which the badly needed development has to take place.

To think that this was started in 1982 and we are still talking is unbelievable....! I hope going forward there are better mechanism in place to deal with issues such as this.

Thanks & regards,

From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]

Sent: Tuesday, June 17, 2014 4:17 PM

To:

Subject: RE: Second Line Crossing

Good afternoon and thanks for your email. Please visit http://www.mississauga.ca/portal/residents/secondlinewest to access the information available for this project.

Please let me know if you have any questions and thanks.



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

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

<u>City of Mississauga</u> | Transportation and Works Department, Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From:

Sent: 2014/06/17 4:06 PM

To: Farhad Shahla

Cc:

Subject: Re: Second Line Crossing

Hi Farhad,

Thanks for the information your provided. Please send me the link as you suggested.

Regards,

This message, and any attachments, is for the intended recipient(s) only, may contain information that is privileged, confidential and/or proprietary and subject to important terms and conditions available at http://www.bankofamerica.com/emaildisclaimer. If you are not the intended recipient, please delete this message.

This message, and any attachments, is for the intended recipient(s) only, may contain information that is privileged, confidential and/or proprietary and subject to important terms and conditions available at http://www.bankofamerica.com/emaildisclaimer. If you are not the intended recipient, please delete this message.

Blacha, Madelin

From: Blacha, Madelin Sent: Wednesday, June 18, 2014 11:19 AM To: Blacha, Madelin FW: Pedestrian/Cyclist crossing of highway 401 Subject: From: Farhad Shahla Sent: 2014/06/18 9:52 AM To: Cc: brian.ruck@aecom.com Subject: RE: Pedestrian/Cyclist crossing of highway 401 and thanks for your email. Good morning The information you received in mail or found in Mississauga News is pertaining a planning study to consider a pedestrian/cyclist only overpass on Second Line West across Highway 401, once the existing vehicular bridge has been removed by the MTO to accommodate the Highway 401 expansion project. Please visit http://www.mississauga.ca/portal/residents/secondlinewest to review information presented during the last two public meetings. Please note that no further public meetings are intended; however, if you have any questions or concerns in general, please do not hesitate to contact me. Regards - Farhad. **MISSISSAUGA** Farhad Shahla, M.Eng., P.Eng., PTOE Transportation Project Engineer, Transportation Infrastructure Management T 905-615-3200 ext.3377 City of Mississauga | Transportation and Works Department, Transportation & Infrastructure Planning Division Please consider the environment before printing. From: Sent: 2014/06/17 7:08 PM To: Farhad Shahla Cc: brian.ruck@aecom.com Subject: Pedestrian/Cyclist crossing of highway 401 Hi Farhad, and i reside on I received in the mail the information my name is from the city pertaining to the new crossing planned. I am interested in receiving current information and would like to be on the mailing list or email list as information is released pertaining to this project. my postal code is

Thank you for your assistance with this item.



Appendix A7

CPTED Presentation





Mississauga CPTED Advisory Committee

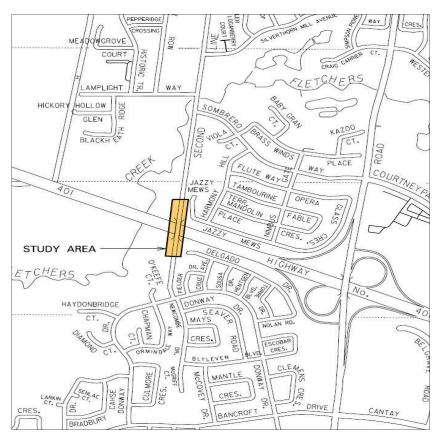
Thursday June 26, 2014





Study Context

- The Second Line West vehicular crossing of Highway 401 is being removed by the Ministry of Transportation to accommodate the widening of Highway 401. The vehicular crossing will not be replaced.
- The planning and development of subdivisions and the road network adjacent to Second Line West were completed in anticipation of the removal of the vehicular crossing.
- In 2010, City of Mississauga's Cycling Master Plan identified an opportunity for a pedestrian/cyclist crossing for Second Line West across Highway 401.
- The City of Mississauga has initiated this Class Environmental Assessment (Class EA) Study 'Schedule C', for the Second Line West crossing of Highway 401 to investigate needs and opportunities and pursue recommendations for a north-south pedestrian/cyclist crossing, as per the City's 2010 Cycling Master Plan.

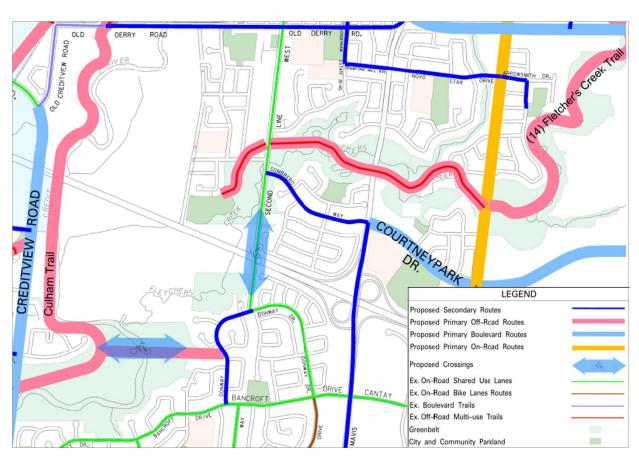






Future Second Line West Role and Function

- The Second Line West vehicular crossing of Highway 401 will be removed as early as 2015.
- The existing right-of-way will be re-vegetated to enhance the sensitive natural features within Meadowvale Station Woods (Condition of 2007 EA Approval).
- A pedestrian/cyclist crossing would connect neighbourhoods north and south of Highway 401 to the existing and future cycling network (including the Fletchers Creek Trail and Culham Trail).









Preferred Solution

A pedestrian/cyclist overpass constructed within the existing Second Line West right of way, across Highway 401.



Caledon Trailway Bridge over Highway 10 Caledon, Ontario





Pioneer Cycling and Pedestrian Overpass Surrey, British Columbia





Riverdale Bridge over Don Valley Parkway Toronto, Ontario







Preferred Alignment



- No impact to Meadowvale Station Woods
- No impact to Species at Risk Habitat thus, preferred by Ministry of Natural Resources
- Less utility impacts
- Opportunity to salvage existing road infrastructure into future path





Preliminary Preferred Design Concept (1)

- Second Line West will be terminated south of Sombrero Way (north of Highway 401) and at Donway Drive (south of Highway 401).
- The design will accommodate a 4m pedestrian/cyclist path, using the existing pavement. This will minimize the footprint of the existing right of way and will allow for the enhancement of existing natural features.
- The driveway located on the east side of Second Line West, north of Highway 401 will be maintained as a private entrance. South of Sombrero Way, signage will be installed to identify restricted access to the property, as well as the pathway connection.







Preliminary Preferred Design Concept (2)

- Pathway connections will incorporate passive landscaping and streetscape features.
- Connectivity to existing and future trails within the vicinity (north and south of Highway 401).
- Lighting is anticipated along both approaches and across the bridge.
- Utilities on the road approaches will remain unchanged.
- Coordinate with MTO's 2008 approved TESR environmental requirements.







What We Heard from the Public Regarding Safety

Comment	Response
Install street lamps between the proposed bridge and Donway Drive; it is too dark and dangerous for	It is anticipated that pedestrian lighting will be provided for the pedestrian/cyclist crossing.
pedestrians and cyclists.	Details will be confirmed during detailed design.
Design the proposed bridge to have a high barrier for the safety of bridge users.	The proposed crossing will be constructed in accordance with Ministry of Transportation standards.
	The bridge railing will be designed to ensure user safety.





Applying CPTED Design Strategies

During detail design, the City will work towards applying CPTED design strategies for the proposed pedestrian/cyclist crossing and pathway.

Natural Surveillance	Detail Design
Visibility of public realm	 Good visibility of the pedestrian/cyclist crossing (bridge) from Highway 401 and surrounding area. Opportunity to create 'pause-points' with benches and an interpretive sign to promote casual public encounters. Pedestrian lighting will be incorporated along the pathway and across the bridge. Desire lines to adjacent subdivisions will be maintained allowing for casual surveillance and an active relationship with the neighbourhood. Landscaping/vegetation maintenance along the pathway to ensure sightlines are maintained.





Applying CPTED Design Strategies

Natural Access Control	Detail Design
Safe and convenient movement and connections	 Signage at both ends of the pathway to identify length of pathway and adjacent circulation routes.
Access control	 Maintain a limited number of entrances and exists to the pathway which can be identified on signage. Desire lines to adjacent neighbourhoods could be formalized to clearly define connectivity.





Applying CPTED Design Strategies

Territorial Reinforcement	Detail Design
Sense of Belonging/Defensible Space	 Existing paved area will be maintained to define public versus naturalized space and will provide orientation to the north and south. To avoid pockets of isolation, 'pause-points' can be integrated into the pathway to promote casual public encounters.
Connectivity	 Pathway will be integrated into the existing neighbourhood and existing/future planned cycling routes. Desire lines into the adjacent neighbourhoods will be maintained.





Next Steps in the Class EA Study

- Prepare the Environmental Study Report and issue Notice of Study Completion (minimum 30-day public review process); anticipated in Summer 2014.
- Upon approval of the Environmental Study Report, proceed to detail design. City will work towards incorporating CPTED principles into the final design.
- ➤ Construction of the project will be subject to funding approvals. Some components or the entire crossing construction could be included in the MTO's Highway 401 expansion project.





Questions /Comments?





Thank you!





Appendix A8

Comment Tracking Form

Second Line West – Municipal Class EA Stakeholder Comment Tracking

Stakeholder	Contact	Notice of Commencement				
Stakenolder	Contact	Comments	Response			
Federal, Provincial, an	ederal, Provincial, and Municipal Agencies					
Ministry of Natural Resources	Jackie Burkart District Planner Ministry of Natural Resources 50 Bloomington Road Aurora, ON L4G 0L8 Phone: 905-713-7368 Fax: 905-713-7360 Jackie.burkart@ontario.ca	(email 04/07/2014) Interested in providing input regarding the close proximity to Redside Dace habitat and potentially Jefferson Salamander habitat, which are both species at risk (SAR) in Ontario. Early consultation is recommended on how to address the SAR Concerns. Contact Mark Heaton, Management Biologist.	(email 04/07/2014) Will contact Mark Heaton regarding SAR.			
Ministry of Transportation	Larry Sarris Environmental Planner Central Region Environmental Section Ministry of Transportation 1201 Wilson Ave, Building D 3 rd Floor Toronto, ON M3M 1S8 Phone: 416-235-6701 Fax: 416-235-6701 Larry.sarris@ontario.ca	 (reply form 04/07/2014) Request to be left on the mailing list. Interested in providing input regarding: Context of 401 widening to Credit River MOE TESR approval conditions and re-vegetating MSW area Environmental mitigation/compensation measures 	(email 04/07/2014) Thanked for input and will continue to provide with updates.			
Peel Regional Paramedic Services	Dana Banke Supervisor, Risk & Audit Peel Regional Paramedic Services 5299 Maingate Drive Mississauga, ON L4W 1G5 Phone: 905-791-7800 x 3931 Fax: 905-206-9738 Dana.banke@peelregion.ca	(reply form 04/07/2014) Keep informed regarding road and lane closures which will cause traffic restriction as well as any alternate routing arrangements which might be put in place	Comments noted.			
Credit Valley Conservation Authority	Liam Murray Manager of Ecology Credit Valley Conservation Authority 1255 Old Derry Road W Mississauga, ON L5N 6R4 Phone: 905-670-1615 x 239 Fax: 906-670-2210 Imurray@creditvalleyca.ca	 (reply form 04/07/2014) Request to be left on the mailing list. Interested in providing input regarding: Impacts on SAR Environmentally Significant Areas ANSI Mississauga NAS Peel Greenlands Natural Hazard Areas (floodplain and erosion) 	Comments noted.			
Region of Peel	Nimarta Gill Project Manager	(email 04/08/2014) There is an existing 400mm concrete watermain, tunneled 8m deep and liner applied, at the intersection of Second Line W and 401. The line and drain	(email 04/08/2014) Thanks confirming that there will be no conflicts if the City moves forward with pedestrian/cycling overpass or underpass.			

Stakeholder	Contact	Notice of Commencement		
	Water & Wastewater Program Planning Public Works Region of Peel	valves are already located out of the 401 widening limits and there is no existing sewer at that location.	Response	
	Phone: 905-791-7800 x 4563 Nimarta.gill@peelregion.ca			
Ministry of Environment	Amanda Graham Environmental Resource Planner and Environmental Assessment Coordinator Central Region, Technical Support Ministry of the Environment Phone: 416-326-5745 Amanda.graham@ontario.ca	(letter 04/11/2014) Provided extensive input regarding:	Comments noted.	
Ministry of Natural Resources	Renee Bowler Team Leader Planning and Analysis Section Ministry of Natural Resources 300 Water Street, Peterborough Phone: 705-755-5195 (Sally Renwick) Sally.renwick@ontario.ca	(reply form 04/11/2014) Please remove from Study Mailing List. MNR comments will come from the Aurora District Office if they have any.	Comments noted.	
Ministry of Transportation	Berne O'Brien Permits Officer Corridor Management Section Ministry of Transportation Phone: 416-235-4491 Bernard.obrien@ontario.ca	(email 04/14/2014) Any crossings within the Ministry ROW will require an Encroachment Permit. Will pass along to Planning & Design Office to review and comment.	(email 04/14/2014) Thanks for requesting MTO's Planning Design Office for additional comments	
Ministry of Transportation	Thanga Murugesu Senior Project Manager Ministry of Transportation 1201 Wilson Avenue Toronto, ON M3M 1J8 Phone: 416-235-4689 Thanga.murugesu@ontario.ca	(reply form 04/24/2014) Interested in providing input and leave on mailing list. Ministry contact for this project is Thanga Murugesu.	Comments noted.	
Aboriginal Affairs and Northern Development Canada	Nancy Macwhirter Regional Subject Experts Consultation Information Service (CIS) Consultation & Accommodation Unit Aboriginal Affairs and Northern	(email 04/24/2014) The Project does not intersect with any reserve land; remove from the study mailing list.	(email 04/24/2014) Removed from the study mailing list; will follow up with an online search on Aboriginal and Treaty Rights Information System (ATRIS).	

		Notice of Commencement		
Stakeholder	Contact	Comments	Response	
	Development Canada			
	Nancy.macwhirter@aadnc-aandc.gc.ca			
Peel District School Board	d Branko Vidovic Intermediate Planning Officer Planning and Accommodation Department Peel District School Board 5650 Hurontario Street Mississauga, ON L5R 1C6 Phone: 905-890-1010 x 2724	• (letter 04/30/2014) Please keep informed.	Comments noted.	
City of Mississauga	George Carlson Councillor, Ward 11 City of MIssissauga 300 City Centre Drive Mississauga, ON L5B 3C1 Phone: 905-896-5011 George.carlson@mississauga.c	(email 05/20/2014) Councillor Carlson received comments from Meadowvale Village Community Association suggesting that the Creditview Bridge should be constructed before Second Line Bridge is removed.	Comments noted.	
City of Mississauga	Hazel McCallion Mayor Office of the Mayor City of Mississauga 300 City Centre Drive Mississauga, ON L5B 3C1 Phone: 905-896-5555 Mayor@mississauga.ca	(email 05/30/2014) Open email to let residents know that Mississauga has collaborated with MTO for the Highway 401 expansion and bridge removal.	To be added to tracker.	
Ministry of Natural Resources	Aidan Pereira Planning Assistant Aurora District Ministry of Natural Resources 50 Bloomington Road Aurora, ON L4G 0L8 Phone: 905-713-7448 Aidan.pereira@ontario.ca	(email 06/02/2014) MNR reviewed the notice and has no concerns, provided that sediment erosion controls are implemented and that the crossing stays within the existing footprint of Second Line.	(email 06/02/2014) Received and noted.	
Infrastructure Ontario	Lisa Myslicki Environmental Advisor Infrastructure Ontario 1 Dundas West, Suite 2000 Toronto, ON M5G 2L5 Phone: 416-212-3768 Lisa.myslicki@infrastructureont	(email 06/04/2014) Provided information regarding: Potential Negative Impacts to IO Tenants and Lands Heritage Management Process & Class EA Process Potential Triggers Related to MOI's Class EA	Comments noted, no impact to IO.	

0.1.1		Notice of Commencement		
Stakeholder	Contact	Comments	Response	
Ministry of Natural Resources	Mark Heaton Management Biologist Aurora District Ministry of Natural Resources	 (email 06/23/2014) MNR will not be getting involved with the project assuming that there will be no impacts to SAR or ESA regulated habitat in the area. Unable to attend July 10 meeting with City of Mississauga, AECOM, and Liam Marray at Credit Valley Conservation Authority. 	•	
Ministry of the Environment and Climate Change	Amanda Graham Environmental Resource Planner and EA Coordinator Central Region, Technical Support Ministry of the Environment and Climate Change Phone: 416-326-5745	 (email 07/31/2014) Thanks for the update regarding the 4 Monitoring Wells installed in the study area. As this project is a Schedule C, I would like the chance to review and provide comments on the Draft ESR in addition to being sent the project's Notice of Completion. 	(email 07/31/2014) Not a problem. Received and noted.	
	Amanda.graham@ontario.ca			
Public	Amanda.granam@ontano.ca			
		 (email 04/02/2014) Request to receive all current information because she would like to review before attending April 16 meeting. 	(email 04/02/2014) Explained that the meeting on April 16 is intended to inform the commencement of the project and the team is currently preparing the materials for the meeting. Provided the www.mississauga/portal/residents/secondlinewest website for where public information will be available in the future.	
		 (email 04/05/2014) This is the only corridor where cyclists are able to cross the 401 without putting themselves at risk of 401 traffic. Would like this bridge to remain untouched or possibly updated. 		
		 (phone call 04/10/2014) Interested in providing input regarding: Suggesting a car lane and not just a bike lane to take the pressure off of Mavis Rd during morning traffic Sombrero Way will have even more traffic and more line-ups and school buses stopping on a regular basis Travel south in the morning along Second Line, take east on Sombrero Way to St. Marcellinus Secondary School Use the bridge to get to Heartland Centre Closure of Second Line over 407 caused traffic concerns north and south on Mavis Rd Second Line bridge is also used by residents within the 2 subdivisions 	• (email 04/10/2014) Comments noted.	

Stakeholder	Control	Notice of	Commencement
Stakenoidei	Contact	Comments	Response
		 (email 04/10/2014) Requests a rough indication regarding the timing of the closing of current bridge and the opening of the proposed replacement bridge as a member of the Mississauga Cycling Committee and route designer for the Tour de Mississauga, which relies on the Second Line West bridge. 	Comments noted.
		 (email 04/14/2014) Resident in the Meadowville Village area and daily users of Second Line West and/or Sombrero way via Mavis Road to access Heartland Area and areas south of Brittania Interested in providing input regarding: There has been heavy traffic between 7:45AM and 8:30AM since the opening of St. Marcellinus Secondary School. This traffic seems to result from traffic at the Courtneypark/Sombrero/Mavis intersection and now Second Line has become a major exit from the Meadowvale Village area heading down to Heartland and south Mississauga. One of the major causes of this heavy traffic at the above intersection could be northbound traffic light (with no left-turn arrow signal) at the exit of the school and the Courtneypark Library area, which is easily blocked by through traffic entering the school and library area. This is a slow-flow exit because of student-drop off at Courtneypark bus stop in front of the library and results in even worse line-up to as far as Second Line. The removal of the Second Line West Crossing will make the situation worse should there be no chance to the traffic light timing programming at the Mavis intersection and addition of priority left-turn arrow signal for the traffic light at the exit of the school to release more vehicles at more green lights. Police should be considered to stop students from being dropped off at Courtneypark bus stop during rush hour. 	(email 04/15/2014) Input received and added to the study mailing list to be kept up to date.
		 (email 04/17/2014) Attended PIC #1; understands that the bridge must be removed for the widening of the 401 but disagrees with the pedestrian/cyclist bridge because there seems to be a lack of stats for this decision and believes people will not use the bridge year-round due to the weather. Concerned about the commuters, school buses, and emergency services that use the bridge daily. Would like the bridge to be rebuilt to continue to accommodate vehicular traffic, as well as pedestrians and cyclists. 	Comments noted.
		(email 04/22/2014) Interested in viewing the minutes of PIC #1.	(email 04/23/2014) Described the organization of the PIC #1; currently in the process of summarizing comments received and organizing a webpage with all of the study material. Will provide the page link once it's available.
		 (email 04/23/2014) Opposed to the replacement bridge. They drive along the bridge on a daily basis to avoid traffic. An extended drive will make it harder for them to get around and will disconnect them from the community. They also believe that it is unsafe to travel along Sombrero Way with high traffic volume and on-street parking. Asking to reconsider for a bridge that will carry vehicular traffic in addition to pedestrians and cyclists. Requested to be added to mailing list. 	supportive of the project and has collaborated with MTO regarding the Highway 401

Stakeholder	Contact	Notice of	Commencement
Stakenoider	Contact	Comments	Response
		(email 04/25/2014) Supports the plans for the new bridge.	(email 04/29/2014) Comments noted.
		(email 04/27/2014) Supports the plans for the new bridge.	(email 04/29/2014) Comments noted.
		 (email 04/28/2014) Attended PIC #1 and has some concerns about removing the current bridge because it will increase local traffic. Believes that the removal of the bridge will cut ties for their friends socially because of the increased driving time of an alternate route. Proposes a new access from Old Derry Rd to Mavis Rd to ease some traffic from Sombrero Way, stop the bus route on Sombrero Way, add traffic lights at the intersection of Sombrero Way and Nimbus Gate, and add an additional lane on Sombrero to divert some traffic. 	(email 04/28/2014) Thanks for following up on PIC #1. Currently reviewing all public comments received and added to the study mailing list.
		(email 04/28/2014) Agrees with suggestions. Would like to maintain vehicular traffic on the proposed bridge; however, does support the pedestrian bridge to avoid pedestrian accidents with regular traffic.	(email 04/29/2014) Comments noted; added to the study mailing list.
		 (email 04/28/2014) Answered questions from PIC #1 in email form. They use Second Line bridge as a way to by-pass rush hour traffic. They are opposed to the proposed bridge; the new bridge should accommodate vehicular traffic. They believe that the impact of removing the current bridge is underestimated and it will increase local traffic along Mavis. 	(email 04/29/2014) Comments noted. A summary of the comments received following PIC #1 is being finalized and will include these comments. Added to the study mailing list.
		(email 04/28/2014) Attended PIC #1 and attached comment forms from members of the neighbourhood opposing the proposed bridge.	(email 04/29/2014) Received faxed comment regarding the project. A summary of the comments received following PIC #1 is being finalized and will include these comments. Added to the study mailing list.

		Notice of Commencement	
Stakeholder	Contact	Comments	Response
		(email 04/29/2014) Attended PIC #1 and attached comment form. Opposed to removing the bridge because they use it daily. Also concerned about the impact on emergency services.	(email 04/29/2014) Comments noted. A summary of the comments received following PIC #1 is being finalized and will include these comments. Added to the study mailing list.
		(email 04/29/2014) Opposed to the proposed bridge because he uses the bridge to drive to work and alternative routes are too congested. Believes that the new bridge would be fine to accommodate pedestrians and cyclists but should maintain vehicular traffic. Believes that parks and trails are sufficient for cyclists.	(email 04/29/2014) Comments noted. A summary of the comments received following PIC #1 is being finalized and will include these comments. Added to the study mailing list.
		(email 04/30/2014) Stating that left a voicemail one week prior. Asked if the only exit for cars to Mavis is Sombrero Way.	(email 04/30/2014) Voicemail was received but no contact info was left. Residents in the vicinity of Second Line West, north of 401 have the option of taking Silverthorn Mill Ave/Craig Carrier Court/Crawford Mill Ave and Sombrero Way to access Mavis. Residents south of the 401 can access Mavis via Bancroft Drive and Boyer Boyer Blvd.
		(email 05/02/2014) To Councillor George Carlson, stating that many members of the community could not attend PIC #1 due to school concerts that night. Requested minutes from the PIC #1 to share with the neighbourhood. Also asked if the highway expansion has been approved, and if so, what is the timeline for bridge removal?	(email 05/06/2014) Directed to the website for progress updates. Based on the MTO's current project schedule, it is anticipated that the removal of the vehicular bridge would take place as early as 2015.
		(email 05/07/2014) Spoke with Farhad on April 30 th regarding possible opportunities to distribute traffic demand across the network via other new horizontal accesses to Mavis Road. Included neighbour on the email. On the email.	(email 05/08/2014) Comments noted. Will add to study mailing list.
		(email 05/20/2014) Asked for a rough date for when the bridge will be demolished and timeline for construction so that she can avoid bottlenecks when she commutes west on 401.	(email 05/30/2014) from Farhad. MTO has advised that the next stage of construction will commence within the next month which entails the expansion of the Mavis Rd interchange, which is expected to require at least one construction season which will likely extend into 2015. The bridge will likely be removed in 2015. When timeframe is confirmed, advisory signs will be installed on Second Line.

		Notice o	of Commencement
Stakeholder	Contact	Comments	Response
		 (email 05/20/2014) Thinks the EA is a waste of tax money. would like someone to come stand at Sombrero Way around 8 or 9 AM to experience the current traffic on this road, which will become even worse once the bridge is removed. Said that attended a public meeting a year ago and it seems that the concerns raised were not addressed 	d
		(email 05/20/2014) When will the current bridge be demolished? What is the plan for replacing the bridge? What is the cost for keeping the current bridge?	(email from Farhad 06/05/2014) Please visit the project website for information. Information will also be presented at PIC #2. Cost information will be available during later stages of the project.
		(email 05/22/2014) Would like to voice concern regarding the removal of vehicular traffic across the bridge. Strongly believes that replacement bridge should accommodate vehicular traffic because the increase in traffic along alternative routes places school children in danger.	Comments noted.
		(email 05/22/2014) Would like to keep vehicular traffic on new bridge.	Comments noted.
		(email 05/26/2014) Does not see benefit in attending PIC #2 because the pedestrian bridge has already been decided.	Comments noted.

Stakeholder	Contact		Commencement
		Comments	Response
		(email 05/29/2014) Usually takes Second Line Bridge home from work. Decided to take Mavis one day to see how bad the traffic would be. The traffic was awful and she is concerned about the traffic issues within the area and how bad they will become in the future. Provided lengthy details regarding traffic issues.	(email from Farhad 06/04/2014) Outlined the City's support of the project using Hazel McCallion's email to residents of Mississauga.
		(email 06/11/2014) Disappointed that Old Derry Road is not being opened to Mavis Road; suggested two alternate routes for traffic mitigation. Open current Second Line northbound to Derry Road. Open Brasswinds Place to Mavis Road with a right turning lane only.	(email 06/11/2014 from Farhad) Comments noted.
		(email 06/11/2014) Agrees with suggestions for alternate routes. Sombrero Way must be addressed and the City should be more sensitive to concerns raised.	(email 06/11/2014 from Farhad) Comments noted.
		(email 06/11/2014) Agrees with fellow residents regarding the suggestions for alternate routes and traffic mitigation. Concerned for safety of children in the area.	(email 06/11/2014 from Farhad) Comments noted.
		(email 06/11/2014) There must be another access to Derry Road and Mavis Road once the bridge is closed. Sombrero Way as the only route is not an acceptable option. Strongly supports Aman's suggestions for alternate routes and the City should consider them for safety and traffic control.	
		(email 06/11/2014) Concerned about traffic causing safety hazards at Sombrero Way and Nimbus Gate and also concerned about property value.	(email 06/11/2014 from Farhad) Comments noted.

		Notice of Commencement	
Stakeholder	Contact	Comments	Response
		(email 06/17/2014) Requested link to project website.	(email 06/17/2014 from Farhad) Provided
		(email 06/17/2014) Requested current information and to be added to the mailing list.	(email 06/18/2014 from Farhad) Explained the project and provided with the link to the project website. Please note that no further public meetings are intended.
		(email 06/18/2014) Supports the project and hopes that it can start moving. Believes that public consultation is important but it seems that it's been slowing the project down in this case.	•
		(email 07/02/2014) Requesting Farhad to give written confirmation that Brass Winds Place will not be opened up to Mavis Road. Also invited Farhad to meet him on Sombrero Way one day to observe rush hour traffic on the street.	(email 07/04/2014 from Farhad) The transportation network is being reviewed to mitigate traffic concerns. Construction of a right-of-way access from Brass Winds Place connecting easterly to Mavis Road is not recommended at this point.
		(email 07/21/2014) Follow up on a proposal to help reduce some the traffic on Sombrero Way from April 2014).	Comments have been noted and will be considered in the final traffic study.
		(email 09/30/2014) Thank you and Steve for organizing and orchestrating yesterday's meeting. Format was great. The pedestrian/bicycle bridge over the Highway 401 is great. Crystallizing this concept will directly benefit the neighborhood and more importantly the city of Mississauga as a municipality aligned with bigger global goals.	your thoughts below. We have noted your concern and will explore every possible opportunity to enhance the proposed design.
		While alternatives to motor-vehicle transportation have gain popularity in recent years, reducing our footprint in favor of exercise seems like a simple choice for many sensitive citizens. It is often hard for our leaders to do the right thing; Mississauga has done this	

O(alashaldar	0	Notice of Commencement		
Stakeholder	Contact	Comments	Response	
		exceptionally well leading into the future by making the right choices. The city has great parks and cycling plan, investing a great amount of resources over recent years to become more environmentally sensitive as well as a modern city.		
		The topic on yesterday's meeting can easily be simplified to a bridge over-passing one 401, but we know Mississauga's intent is to rise pedestrian/bicycle use to the next level -once again leading us into the future. Few municipalities have invested in pedestrian/bicycle infrastructure and fewer have made this effort visible. What we have in-front of us is an opportunity to make a statement. A statement indicating Mississauga cares about sustainability, cares to build a bridge for pedestrian/bike use only and this is a great opportunity to visibly contribute, building an iconic bridge over one of Canada's busiest vehicular arteries. Visible to tenths of thousands of local and interprovincial drivers, every day. What a great opportunity to convey that Mississauga understands the responsibilities as good citizens of this global village.		
		I hope you can take this initiative further,		