

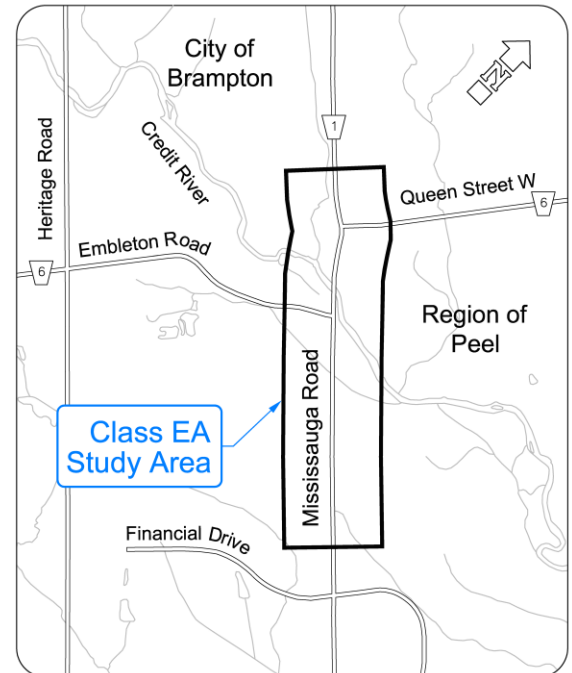
## NOTICE OF PUBLIC INFORMATION CENTRE NO.2 MISSISSAUGA ROAD FROM FINANCIAL DRIVE TO QUEEN STREET WEST

The Region is completing a Class Environmental Assessment (EA) for Mississauga Road from Financial Drive and Queen Street West. The purpose of the study is to examine the need and justification, as well as the feasibility for improvements that may include widening, intersection improvements and new infrastructure to facilitate transit, walking and cycling for the Mississauga Road corridor.

The second Public Information Centre (PIC) will follow an informal drop-in centre format with display boards which will present:

- A review of alternative design concepts,
- The recommended design, and
- Potential mitigation measures.

The project team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study (ESR) will be prepared to document the planning process including conclusions and recommendations. The ESR will be made available for public review.



## PUBLIC INFORMATION CENTRE NO. 2

**Wednesday, November 15, 2017 – 6 p.m. to 8 p.m.**

Lionhead Golf Club & Conference Centre

8525 Mississauga Road, Edinburgh Room, Brampton L6Y 0C1

For information on this study visit our website at:

[www.peelregion.ca/pw/transportation/envirom-assess/ea-mississauga-rd-2proj.htm](http://www.peelregion.ca/pw/transportation/envirom-assess/ea-mississauga-rd-2proj.htm)

If you have any questions or comments on the study please contact:

**Asha Saddi**

Technical Analyst

Region of Peel

10 Peel Centre Drive,

Suite B, 4<sup>th</sup> Floor

Brampton Ontario, L6T 4B9

Phone: 905.791.7800 ext. 7794

Fax: 905.791.1442

Email: [asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)

**David Sinke, P. Eng.**

Consultant Project Manager

Amec Foster Wheeler

Environment & Infrastructure

3450 Harvester Road, Suite 100

Burlington, ON L7N 3W5

Phone: 905.335.2353;

Fax: 905.335.1414

Email: [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

Your opinion  
matters and we  
welcome your  
participation.

Please forward  
your comments by  
November 30,  
2017

«AGENCY»  
«ADDRESS»

Attention: «FIRST\_NAME» «SECOND\_NAME», «POSITION»

**RE: Notice of Public Information Centre No. 2**  
**Mississauga Road from Financial Drive to Queen Street West**

**Public Works**

10 Peel Centre Dr.  
Suite B  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

The Region of Peel is proceeding with a Class Environmental Assessment (EA) for Mississauga Road from Financial Drive to Queen Street West. The purpose of the study is to examine the need and justification, as well as the feasibility for improvements that may include widening, intersection improvements and new infrastructure to facilitate transit, walking and cycling for the Mississauga Road corridor.

The Public Information Centre will be held on:

- Thursday, November 15, 2017 - 6-8pm
- Lionhead Golf Club & Conference Centre
- 8525 Mississauga Road, Edinburgh Room, Brampton L6Y 0C1

A copy of the Notice of Public Information Centre is attached. If you have any questions or comments on the study please don't hesitate to contact me.

Sincerely,

**Asha Saddi**

Technical Analyst, Infrastructure, Programming and Studies  
Region of Peel  
10 Peel Centre Drive, Suite B  
Brampton, Ontario  
L6T 4B9  
Phone: 905.791.7800 ext. 7794  
Email: [asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)

Encl.: Notice of Public Information Centre  
c.c. David Sinke, Amec Foster Wheeler Environment & Infrastructure

## Public Works

10 Peel Centre Dr.  
Suite B  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

Date:  
Project number: 15-4350

«FIRST\_NAME» «LAST\_NAME»  
«MAILING1» «MAILING2»  
«CITY\_PROVINCE\_COUNTRY» «POSTAL\_CODE»

Property location:

**RE: Notice of Public Information Centre No. 2**  
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Encl.: Notice of Public Information Centre  
c.c. David Sinke, Amec Foster Wheeler Environment & Infrastructure



Tweets  
**9,312**

Following  
**80**

Followers  
**19K**

Likes  
**373**

## Region of Peel

@regionofpeel Follows you

The Region of Peel serves residents and businesses in Brampton, Caledon and Mississauga. Please call 905-791-7800 for service and information requests.

Tweets

Tweets & replies

Media

 Region of Peel Retweeted



**Peel Public Works** @PeelPublicWorks · 2h

Join us tonight for the 2nd Public Info Centre on Mississauga Rd. - Financial Dr. to Queen St. E. EA [ow.ly/kB7M30gtePM](https://www.ly/kB7M30gtePM)





**Peel Public Works**

@PeelPublicWorks



Join us tonight for the 2nd Public Info Centre  
on Mississauga Rd. - Financial Dr. to Queen  
St. E. EA [ow.ly/kB7M30gtePM](http://ow.ly/kB7M30gtePM)

10:00 AM · 15 Nov 2017

Retweet



Tweet your reply

## Public Information Centre No. 2

### Municipal Schedule 'C' Class Environmental Assessment

### Mississauga Road from Financial Drive to Queen Street West



Wednesday, November 15, 2017

Lionhead Golf and Conference Centre, 8525 Mississauga Road

6:00 p.m. – 8:00 p.m.

# WELCOME

**Tonight we invite you to  
Participate  
Ask Questions and  
Provide us your Feedback**

## Purpose

### PIC No. 2 is to:

- 1 Learn about the Environmental Assessment Process
- 2 Review what has taken place so far and confirm the recommended design
- 3 Present a summary of the technical studies completed
- 4 Present the alternative designs and evaluation process
- 5 Discuss the potential environmental impacts and ways to reduce impacts
- 6 Review and comment on the recommended design
- 7 Provide your questions and comments

Your feedback is important and will be considered and incorporated in the preliminary design!

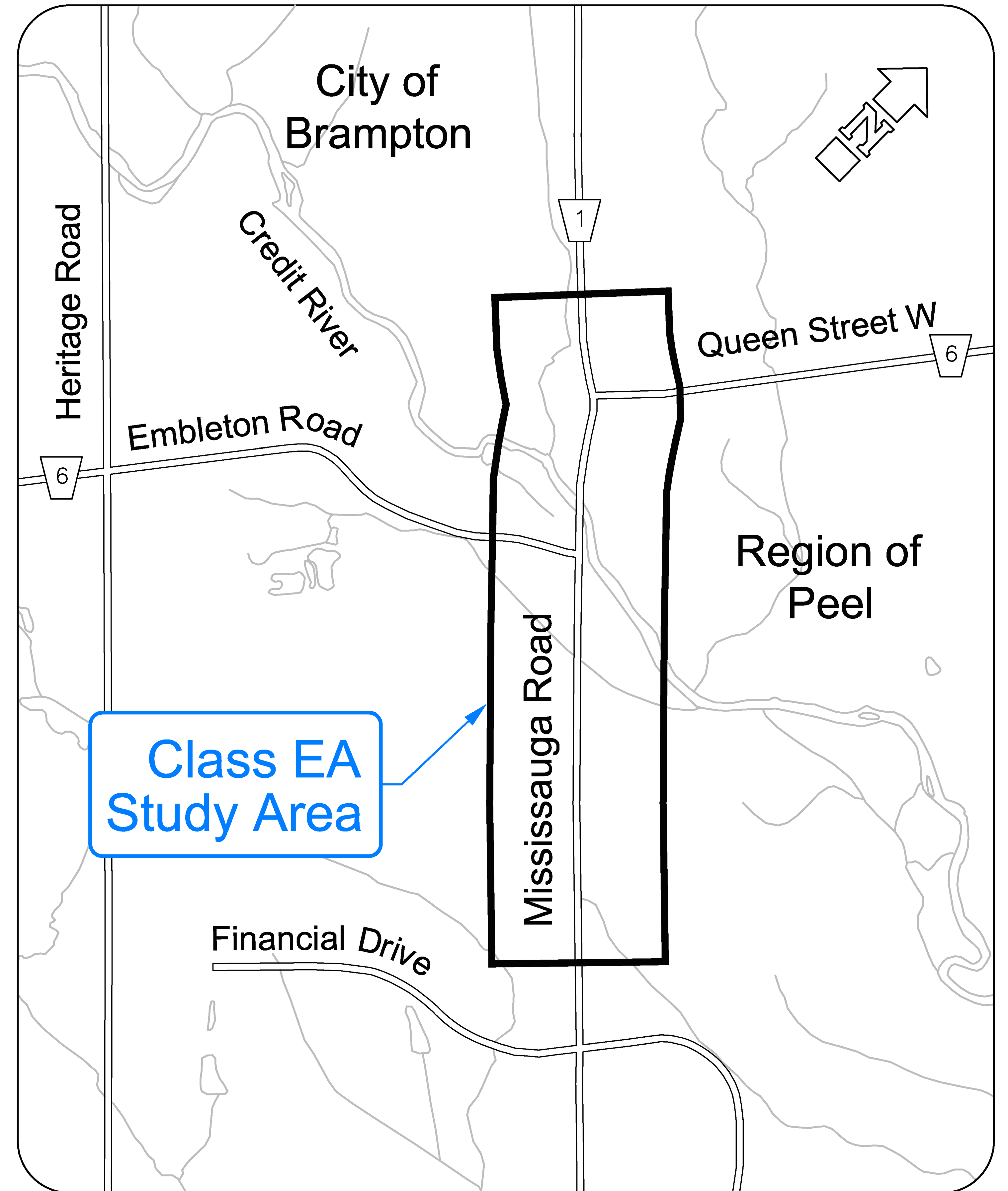
**Comment  
Deadline is  
November  
30, 2017**



## Study Area

### Class EA Study Area

The study area is the section of Mississauga Road located within the City of Brampton from north of Financial Drive to north of Queen Street West.



## Region of Peel Context

**This Environmental Assessment supports the Region's 2015-2035 Strategic Plan and Term of Council Priorities**

Working with You...

- The community voice and participation is welcome
  - Your feedback is important and will be considered in the preliminary design
  - We want to hear your questions today
  - Share your ideas and provide your input with us
  
- Coordination and partnerships occur
  - Transportation has partnered with Public Health to develop the Environmental Assessment Health Criteria which includes the alternative impacts on active transportation, accessibility and air quality
  
  - Transportation has consulted with the Credit Valley Conservation to look at improvements for stormwater management in the study area

See <https://peelregion.ca/strategicplan/> for more information on the Region's Strategic Plan

## Region of Peel Context

### **This Environmental Assessment supports the Region's 2015-2035 Strategic Plan and Term of Council Priorities**

Working with You to...

- Create a community where the built environment promotes healthy living, mobility, walkability, various modes of transportation, and healthy age-friendly environments
  - Improving active transportation facilities and connectivity by adding multi-use trails and sidewalks
  - Improving access to transit by working with the City of Brampton to enhance existing and future services
- Improve goods movement
  - Mississauga Road is identified as a Primary Truck Route in the Region's Strategic Goods Movement Network
- Adapt to and mitigate the effects of climate change
  - Improving stormwater management through Low Impact Development strategies
  - Reducing greenhouse gas emissions by reducing delay times for vehicle idling

See <https://peelregion.ca/strategicplan/> for more information on the Region's Strategic Plan

## How does the LRTP (2012) relate to the Mississauga Road Class EA?

The LRTP identified the need to:

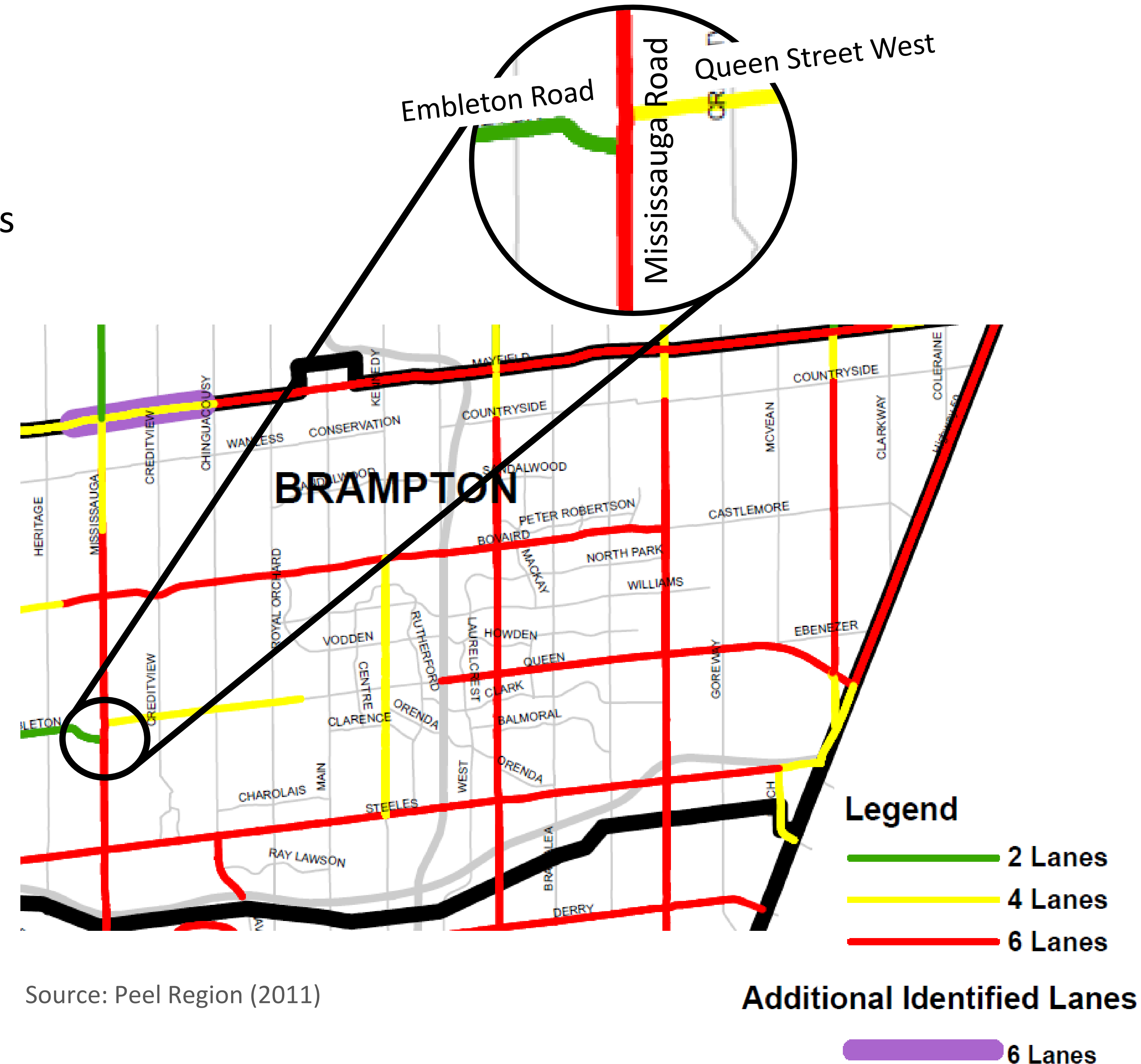


**Widen Mississauga Road** within the study limit from the existing four lanes to an ultimate six lanes to meet existing and future needs.



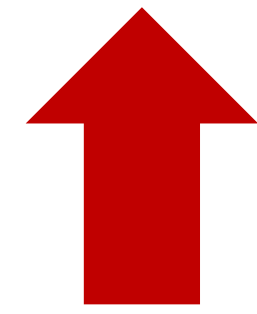
**Improve other infrastructure** such as transit and active transportation facilities to provide efficient multi-modal movement of people and goods.

Analysis conducted as part of the Class EA **confirmed the LRTP findings** that Mississauga Road requires widening to accommodate traffic growth into 2031.



# Regional Context and Anticipated Growth

**+ 23%**



**PEEL REGION POPULATION**

**1.44 Million residents**



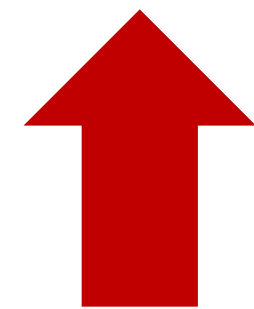
**2016**

**1.77 Million residents**



**2031**

**+ 15%**



**PEEL REGION EMPLOYMENT**

**768,000 jobs**



**880,000 jobs**

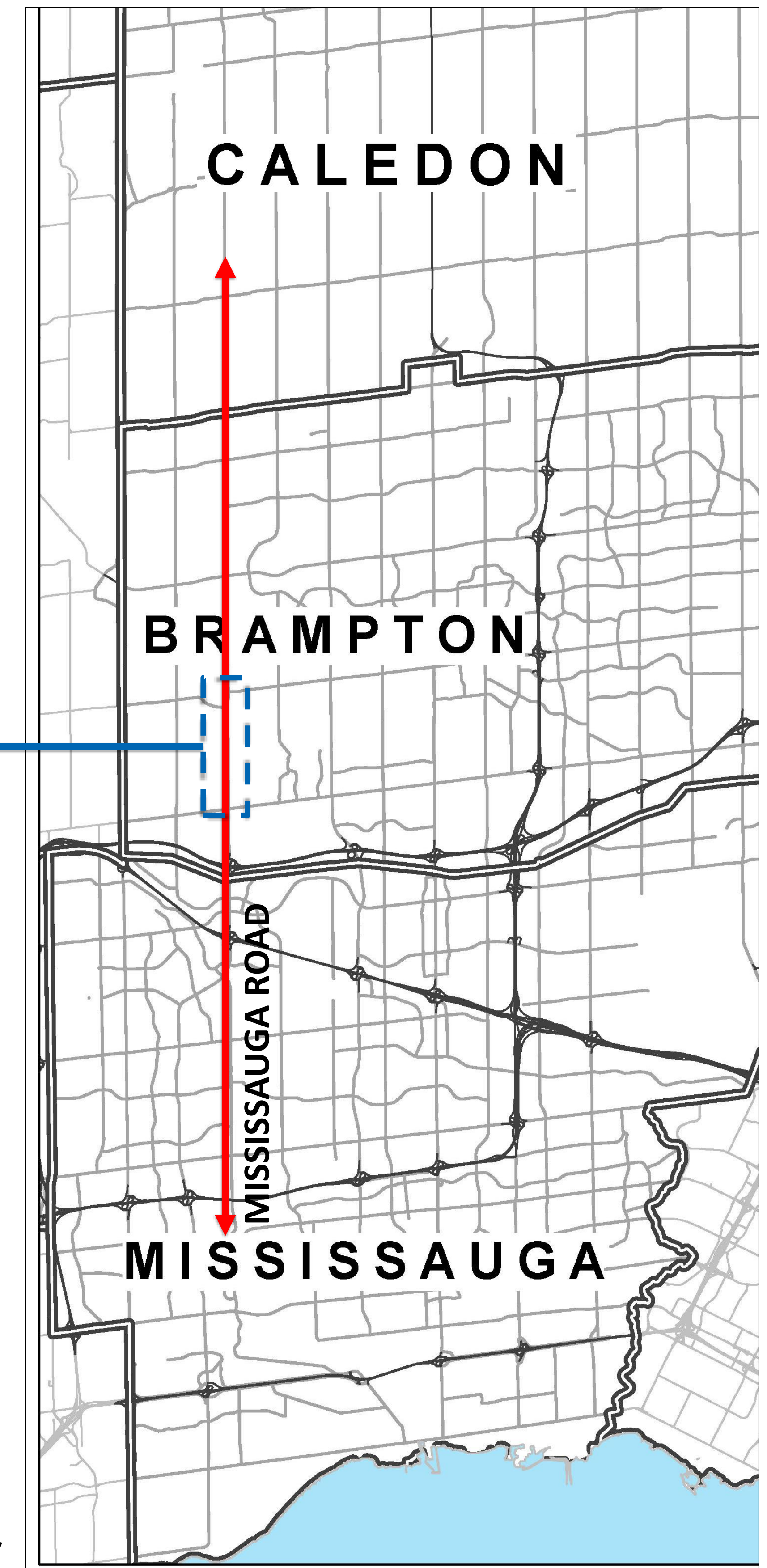


## What does this mean?

Road improvements to increase capacity and improve connectivity on the existing road network are important parts of planning for the Region's future.

## Study Area

Mississauga Road within the study area plays a key role in Peel Region's north-south connectivity



# Existing Land Use & Future Development

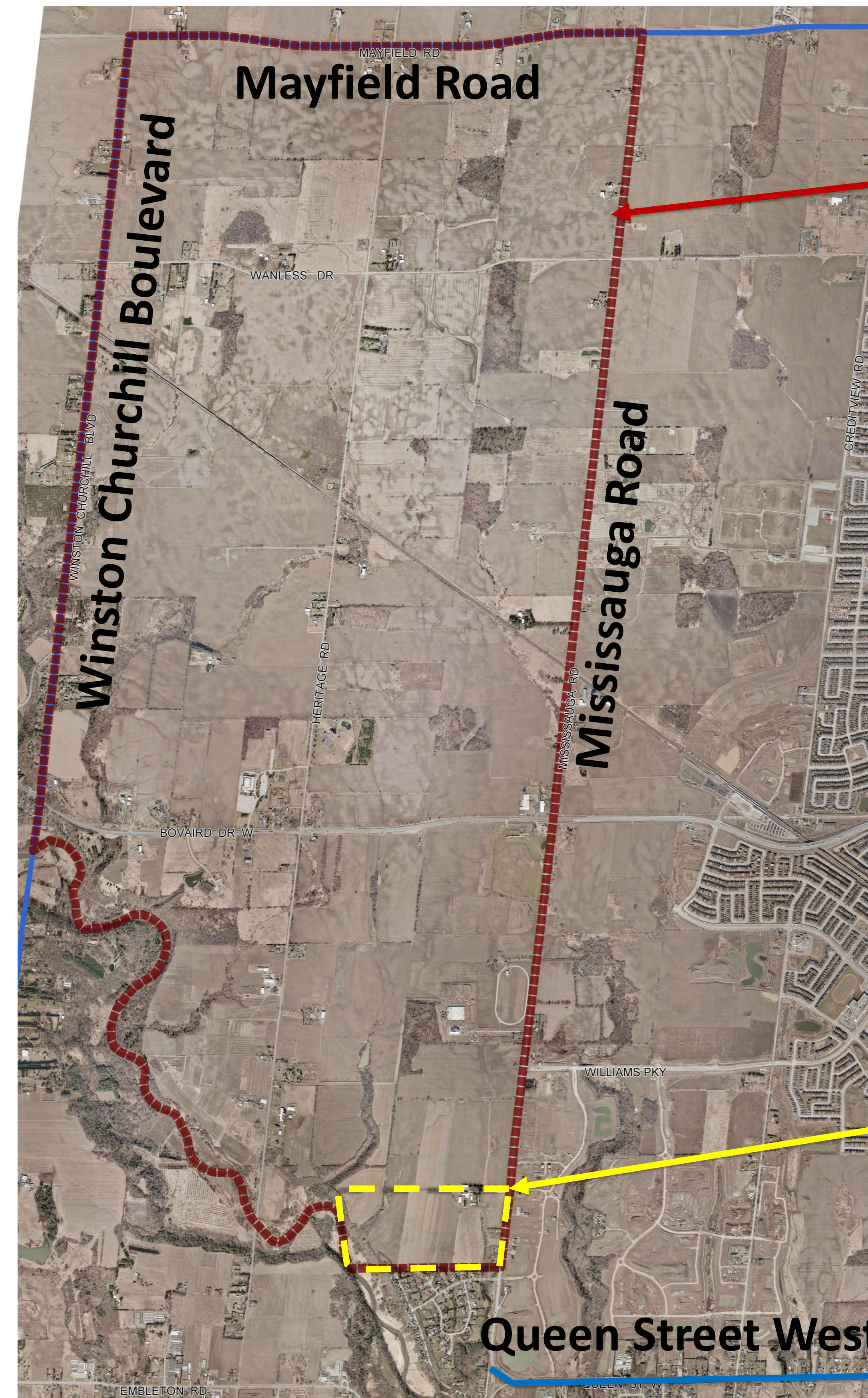
The study area is **predominately low density residential.**



Main intersections such as Mississauga Road at Queen Street West and Embleton Road provide **access to the Huttonville Community.**



North of the study area is an ongoing development. Development is planned to continue with the **Heritage Heights** development.



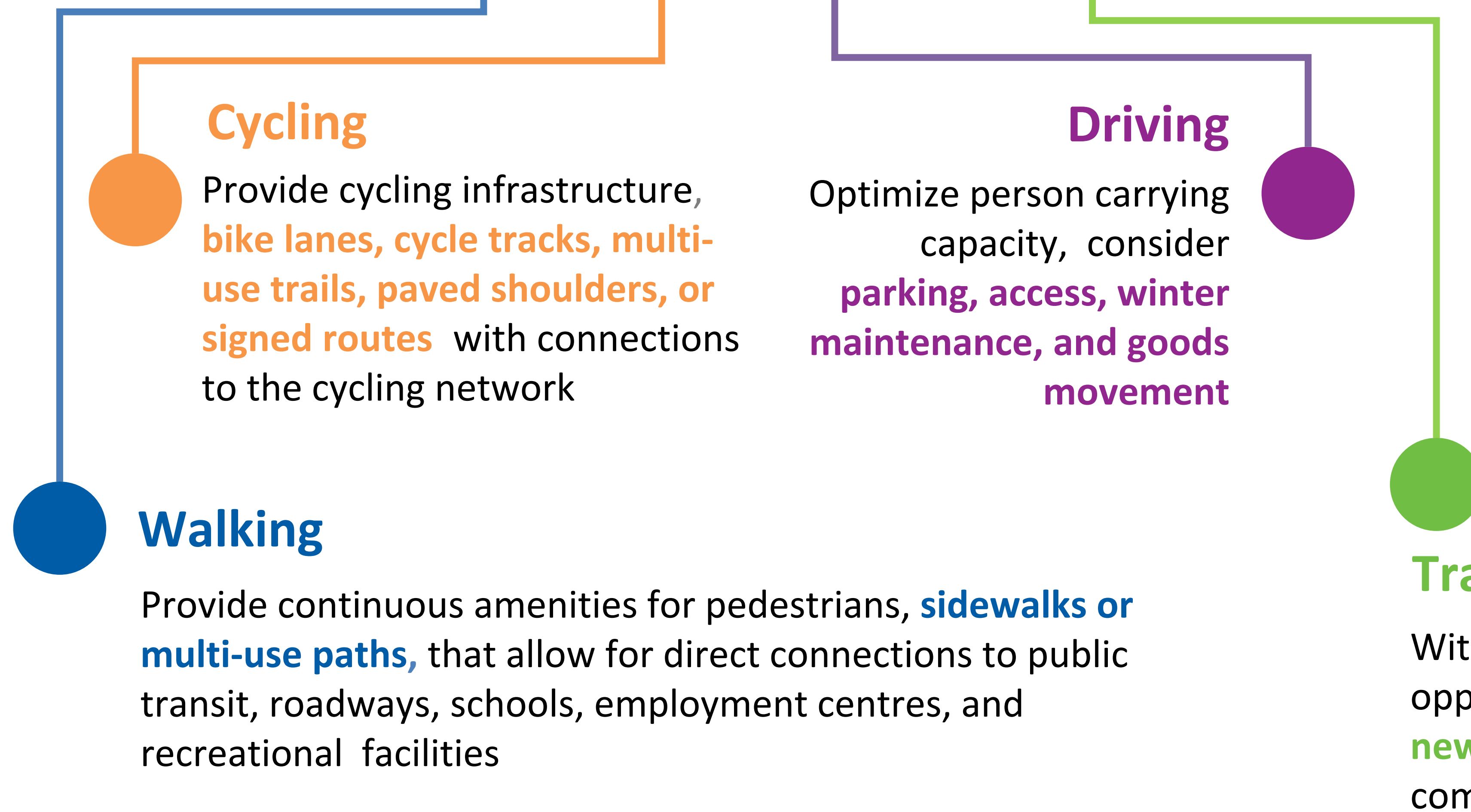
**Heritage Heights**

**Ongoing Development**

# A Road Network Fit for the Future

## Improving the way people travel

The Region's long term vision is to design and operate streets to optimize road capacity and to provide alternatives for all ways people travel



## Changing current trends

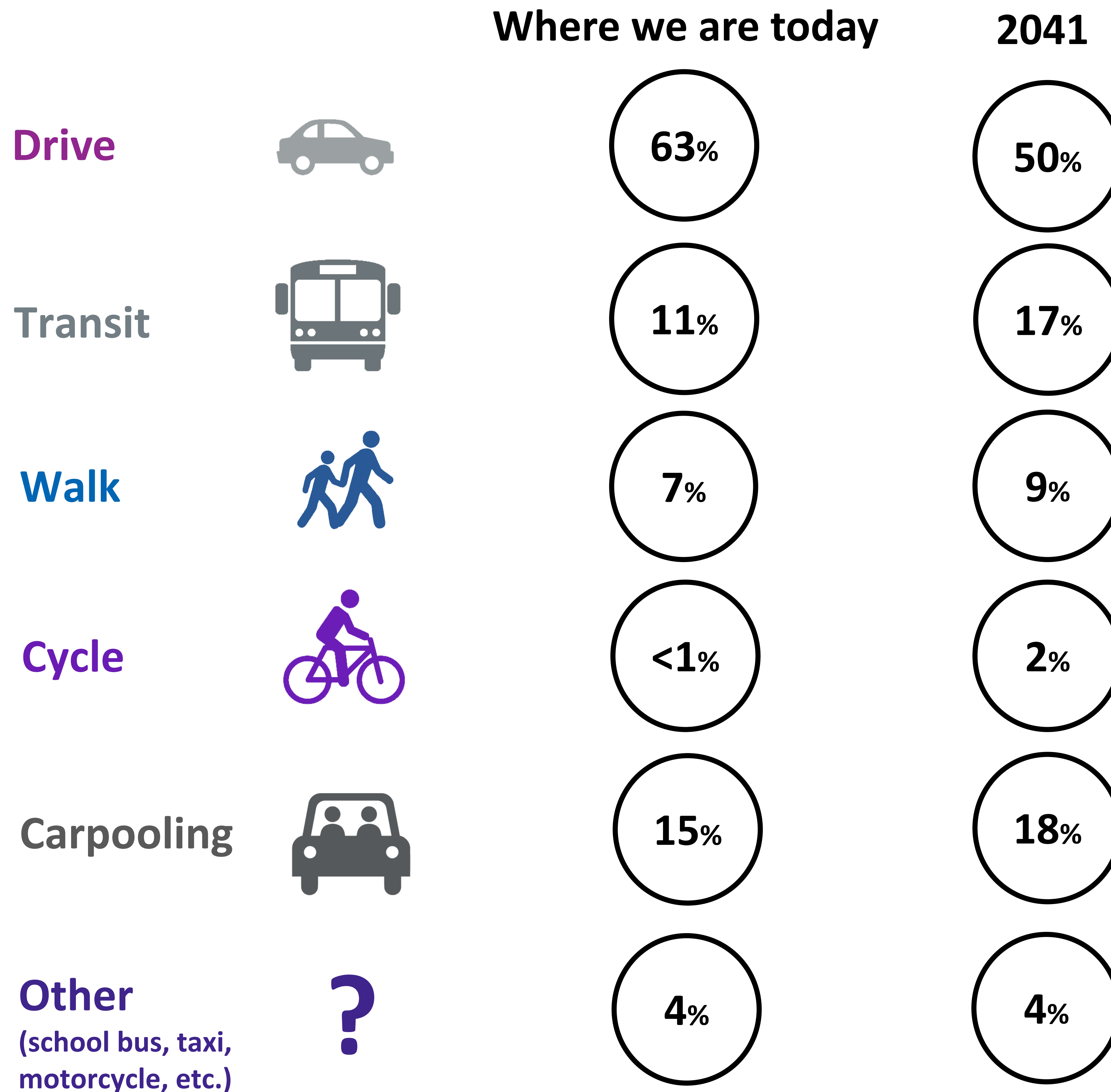
The Region's draft Long Range Transportation Plan Update and Sustainable Transportation Strategy envisions a significant shift in the operation of the transportation system by 2041.

By reducing our reliance on cars we:

- ✓ Reduce congestion
- ✓ Mitigate environmental damage
- ✓ Prevent chronic diseases such as diabetes and heart disease
- ✓ Offer travel options for everyone

# Region of Peel Transportation Vision

## How are people traveling in Peel Region?



## The Vision



Peel Region is aiming for a **50%** sustainable mode share by 2041



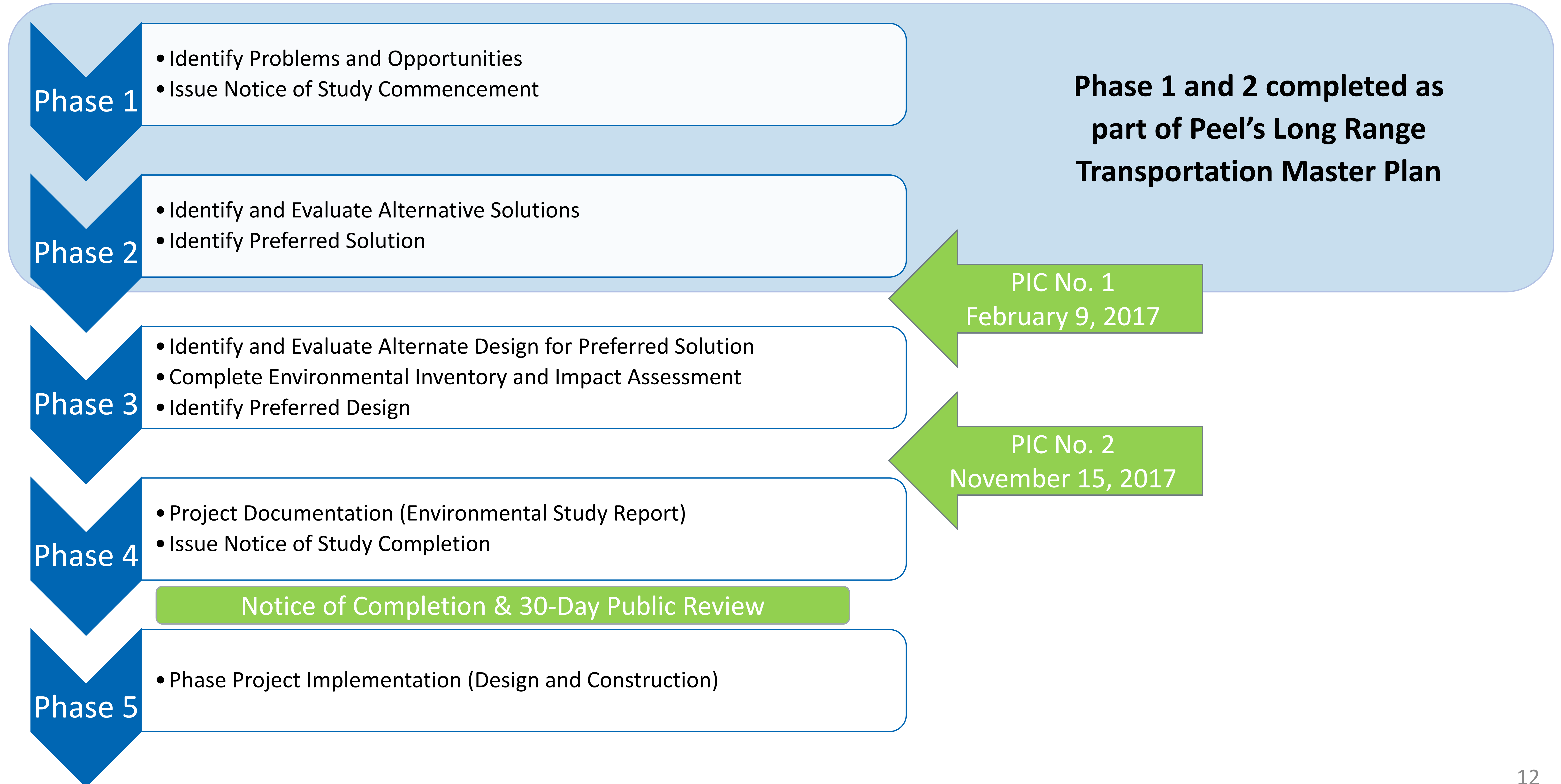
Providing infrastructure and programs to shift travel behaviour away from driving is a priority



Sustainable modes of travel allow us to build physical activity back into our lives, and reduce vehicle emissions and its associated health impacts.



## Class Environmental Assessment Process

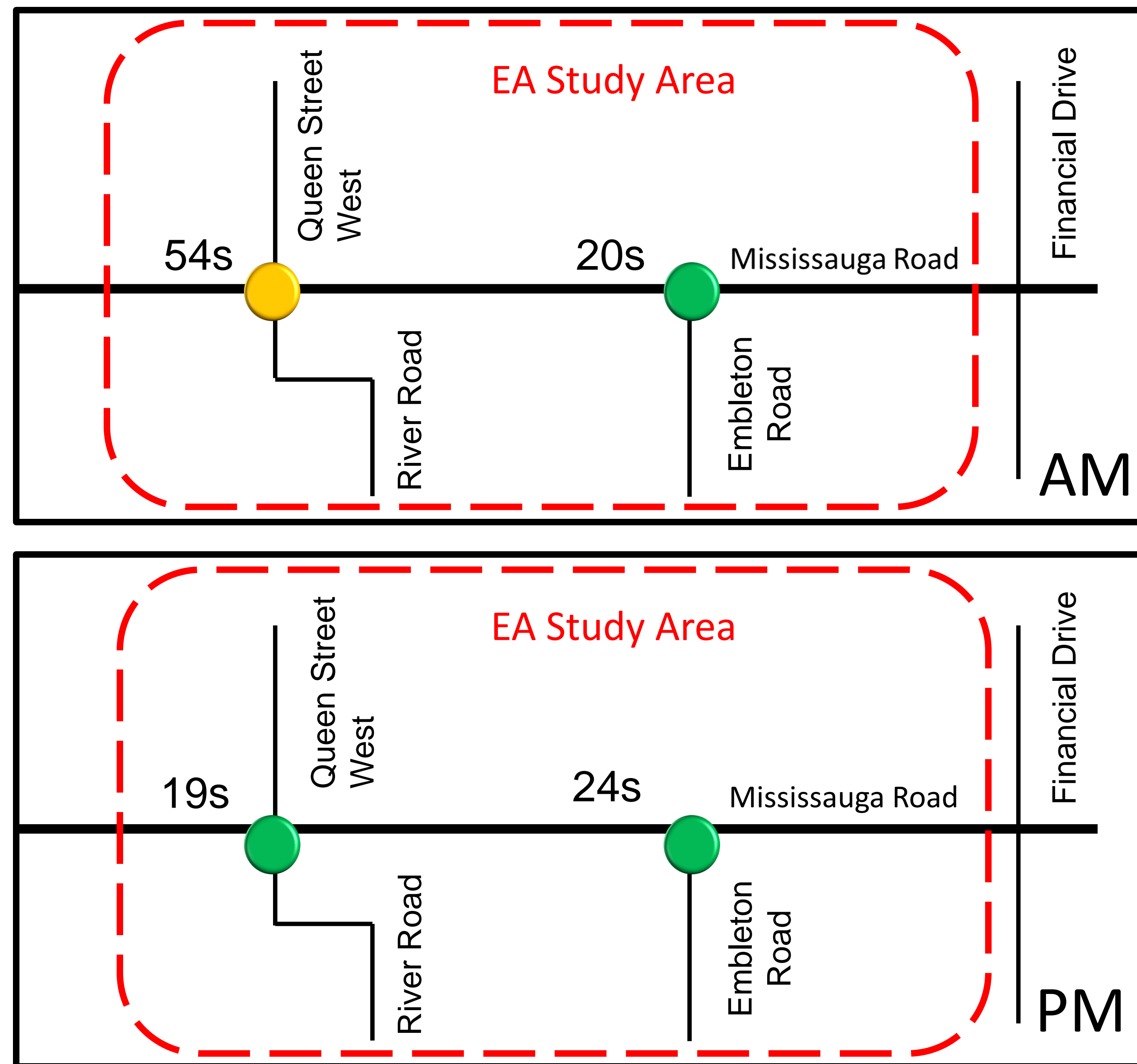


## Traffic Study Overview – Existing Conditions

- Midblock traffic volumes approach or exceed capacity at some locations.
- Intersections operate well during peak hours with delays for some turning movements.
- Potential safety concerns – discontinuous active transportation facilities, some pavement markings not visible under dark and wet condition, poor visibility of street name signs, gaps for unsignalized intersections.



Traffic Congestion

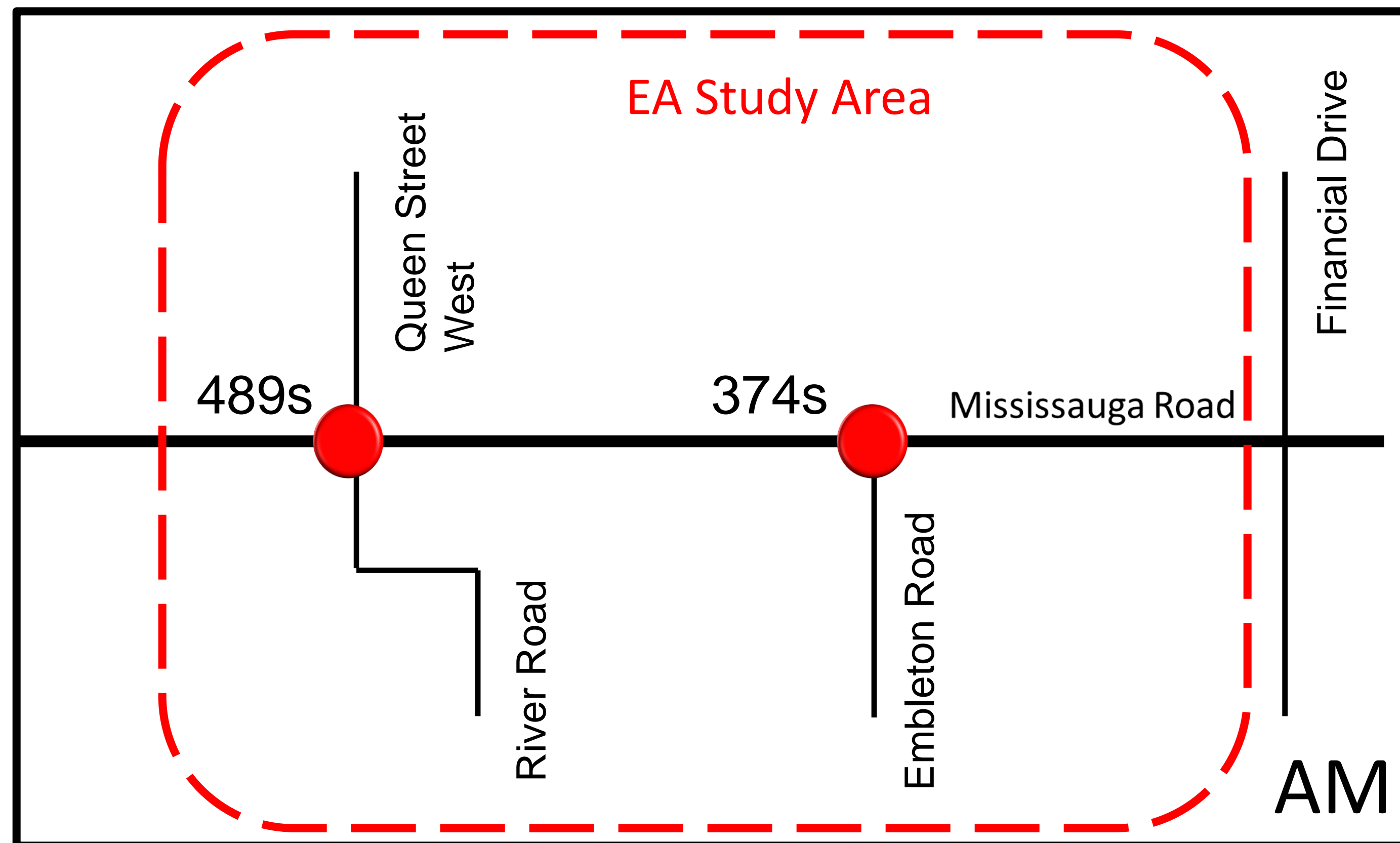


\* Based on 2015 traffic data

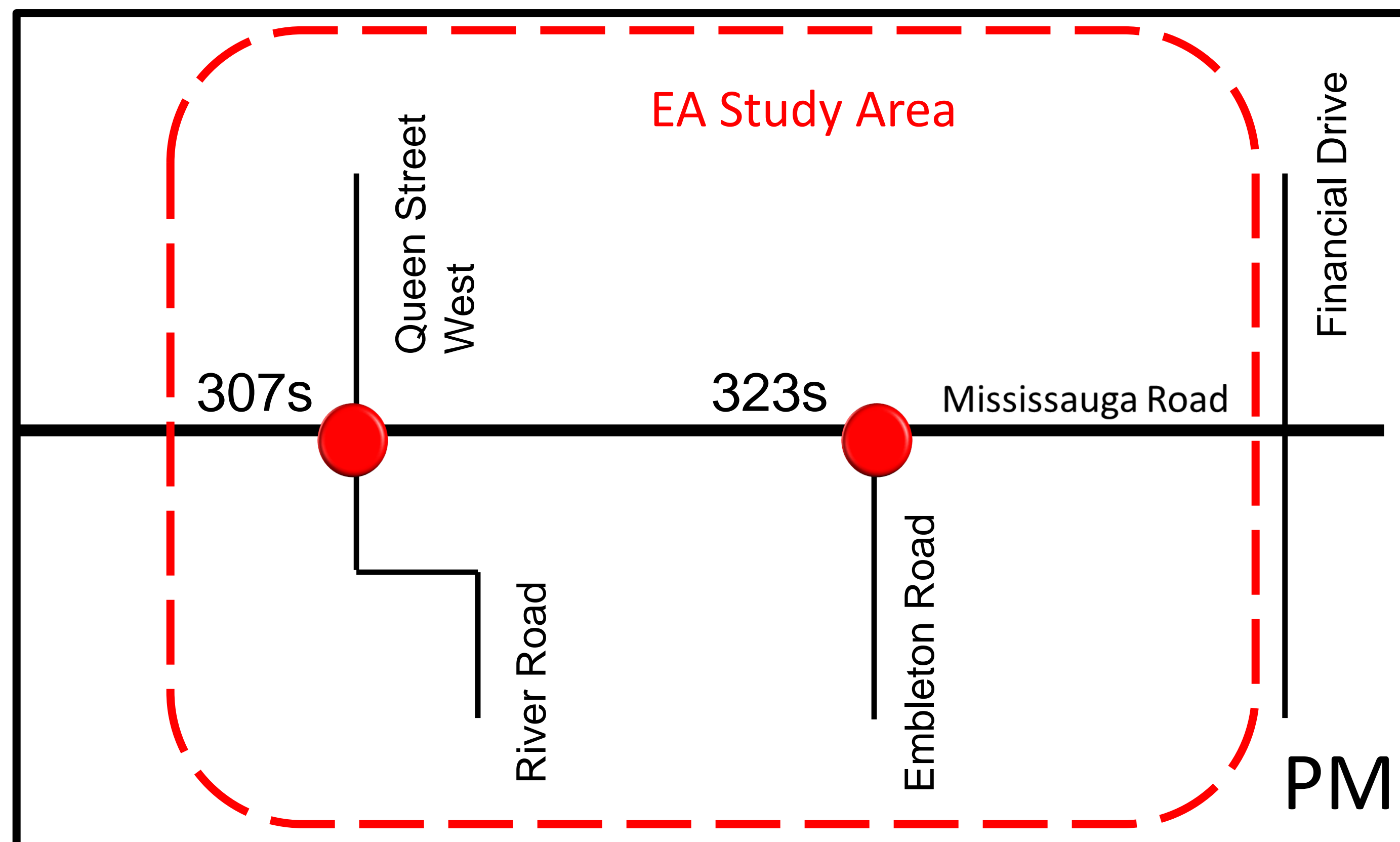
### Legend

- S** Represents the number of seconds that a driver is delayed at the signalized intersection
- Represents congested conditions with slow operating speeds, high delays, and extensive queues at intersections
- Represents moderate congestion where small increases in volume can reduce operating speeds and increase delays and queues at intersections
- Represents stable traffic flow conditions with modest reduction in operating speeds and minimal delays at intersections

# Future (2031) Conditions – No Improvements



- Delay from Queen Street West to Financial Drive would be **over 14 minutes** in the morning peak hour.



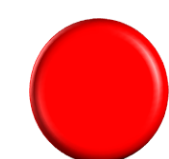
- Delay from Queen Street West to Financial Drive would be **over 10 minutes** in the afternoon peak hour.



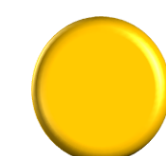
**Legend**

S

Represents the number of seconds that a driver is delayed at the signalized intersection



Represents congested conditions with slow operating speeds, high delays, and extensive queues at intersections



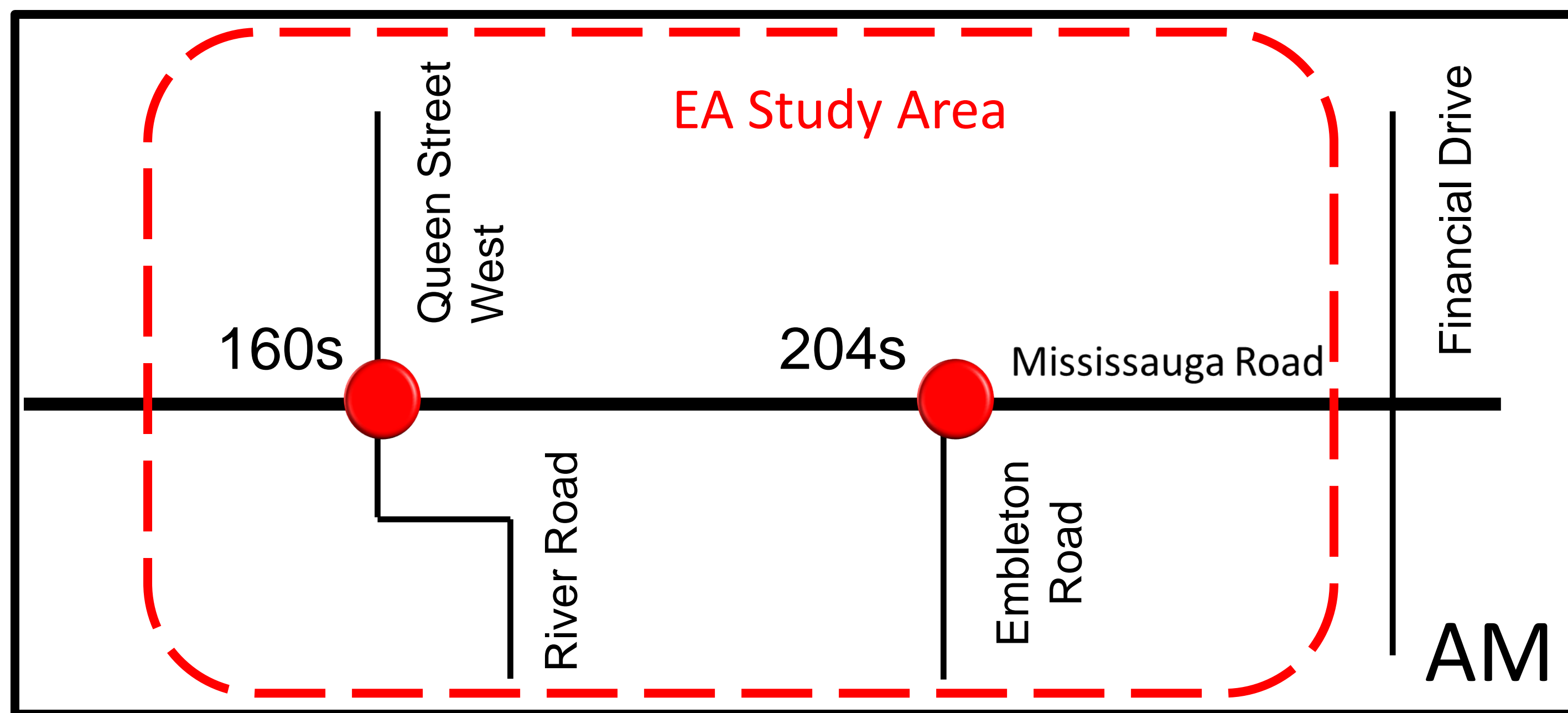
Represents moderate congestion where small increases in volume can reduce operating speeds and increase delays and queues at intersections



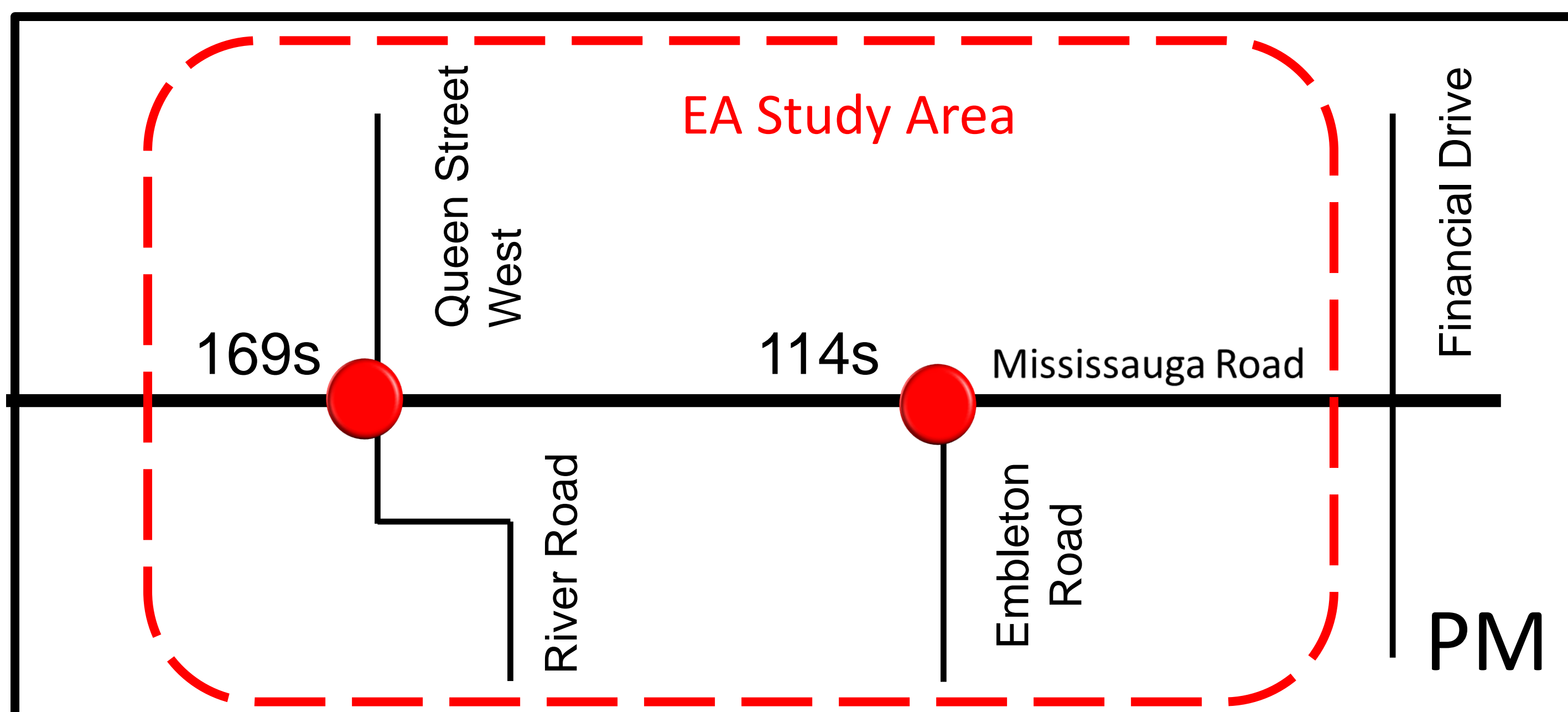
Represents stable traffic flow conditions with modest reduction in operating speeds and minimal delays at intersections

# Future (2031) Conditions – With Improvements

- Findings consistent with 2012 Long Range Transportation Master Plan.
- Midblock traffic volumes forecast to exceed capacity, even with six (6) lanes.
- Significant reduction in driver delays at intersections with widening to six (6) lanes.
- Retaining four (4) lane crossing over Credit River would significantly deteriorate operations.



- With improvements delay in the **morning peak hour would be decreased by over 8 minutes.**

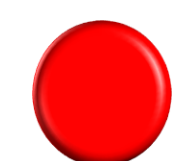


- With improvements delay in the **afternoon peak hour would be decreased by over 5 minutes.**

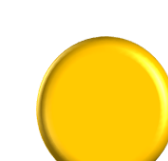


**Legend**

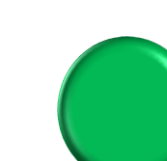
**S** Represents the number of seconds that a driver is delayed at the signalized intersection



Represents congested conditions with slow operating speeds, high delays, and extensive queues at intersections



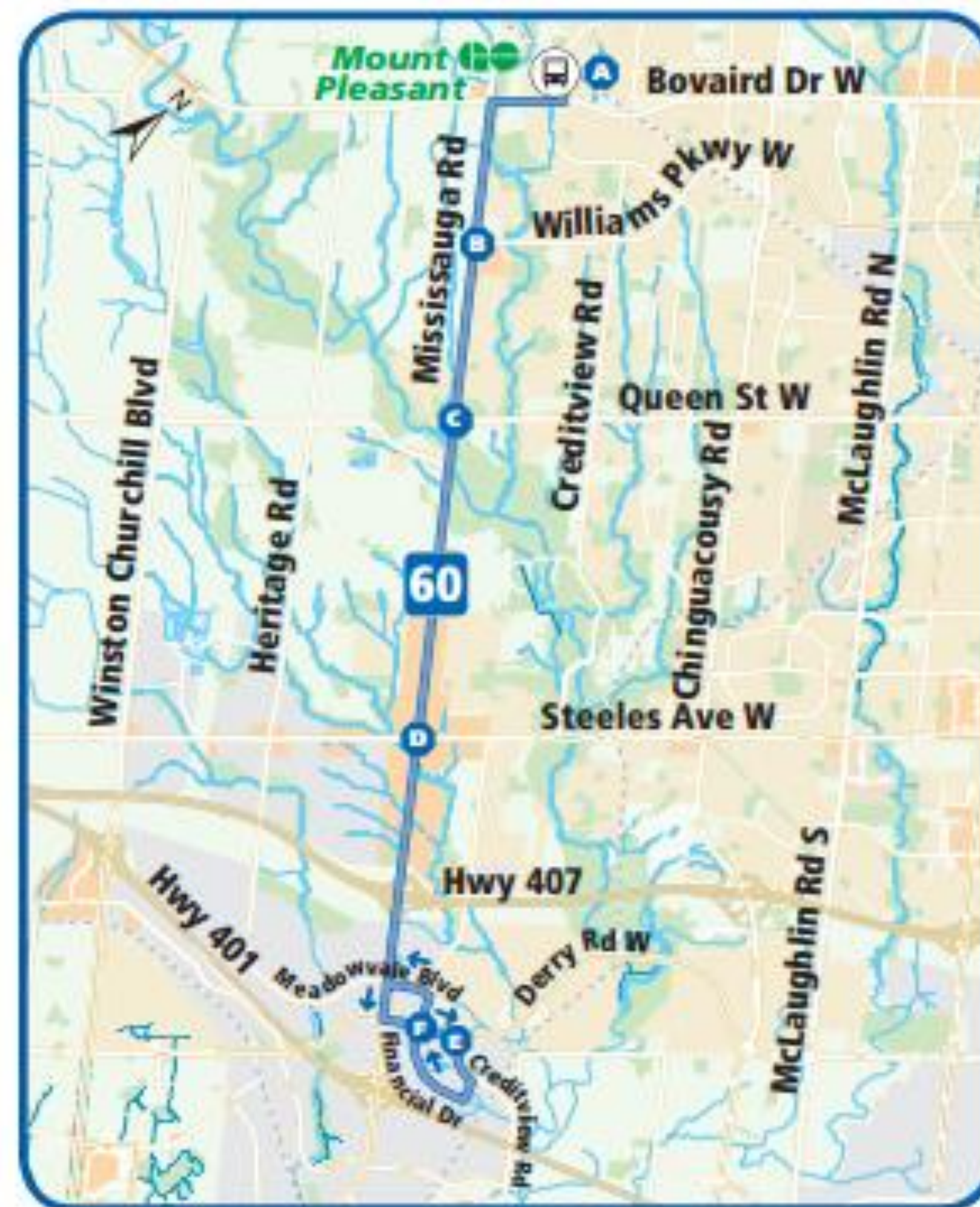
Represents moderate congestion where small increases in volume can reduce operating speeds and increase delays and queues at intersections



Represents stable traffic flow conditions with modest reduction in operating speeds and minimal delays at intersections

## Existing and Future Transit Initiatives

- Brampton Transit will continue to operate one bus route - Route 60 Mississauga Road, through the study area, which will be serviced by stops at Queen Street West, Embleton Road, and Lionshead Golf Course Road.



## Active Transportation

- As recommended in The Region of Peel Active Transportation Master Plan, pedestrian and cycling facilities will be constructed throughout the corridor in the form of multi-use trails on both sides of Mississauga Road.

Promotes mobility, walkability and various modes of transportation



## Summary of Technical Studies

### Natural Environment

#### Aquatic Environment

- Two Watercourses in the study area:
  - Credit River main branch – Cool/warmwater watercourse
  - Unnamed Intermittent Tributary – Does not provide fish habitat
- Up to 64 fish species reported in the Credit River watershed



Rainbow Trout



Barn Swallow



Chimney Swift



Cliff Swallow

#### Terrestrial Environment

- Breeding Bird Study was completed
  - Barn Swallow and Chimney Swift were observed (both protected species)
- Significant Natural Heritage Features
  - Churchville-Norval Wetland Complex
  - Credit River Valley
  - Wildlife passage under Credit River Crossing
- Other Species At Risk not observed within the study area but reported by MNRF:
  - Butternut (tree) – endangered
  - American chestnut (tree) – endangered
  - Eastern Meadowlark (bird) – threatened
  - Bobolink (bird) – threatened
  - Eastern Small-footed Bat – threatened
  - Little Brown Bat – endangered
  - Northern Bat – endangered

## Summary of Technical Studies

### Stage 1 & 2 Archaeological Assessments

#### Stage 1 results

- Over 98 % of the study area does not require a Stage 2 assessment due to the area being previously disturbed
- Under 2 % of the study area has potential for a Stage 2

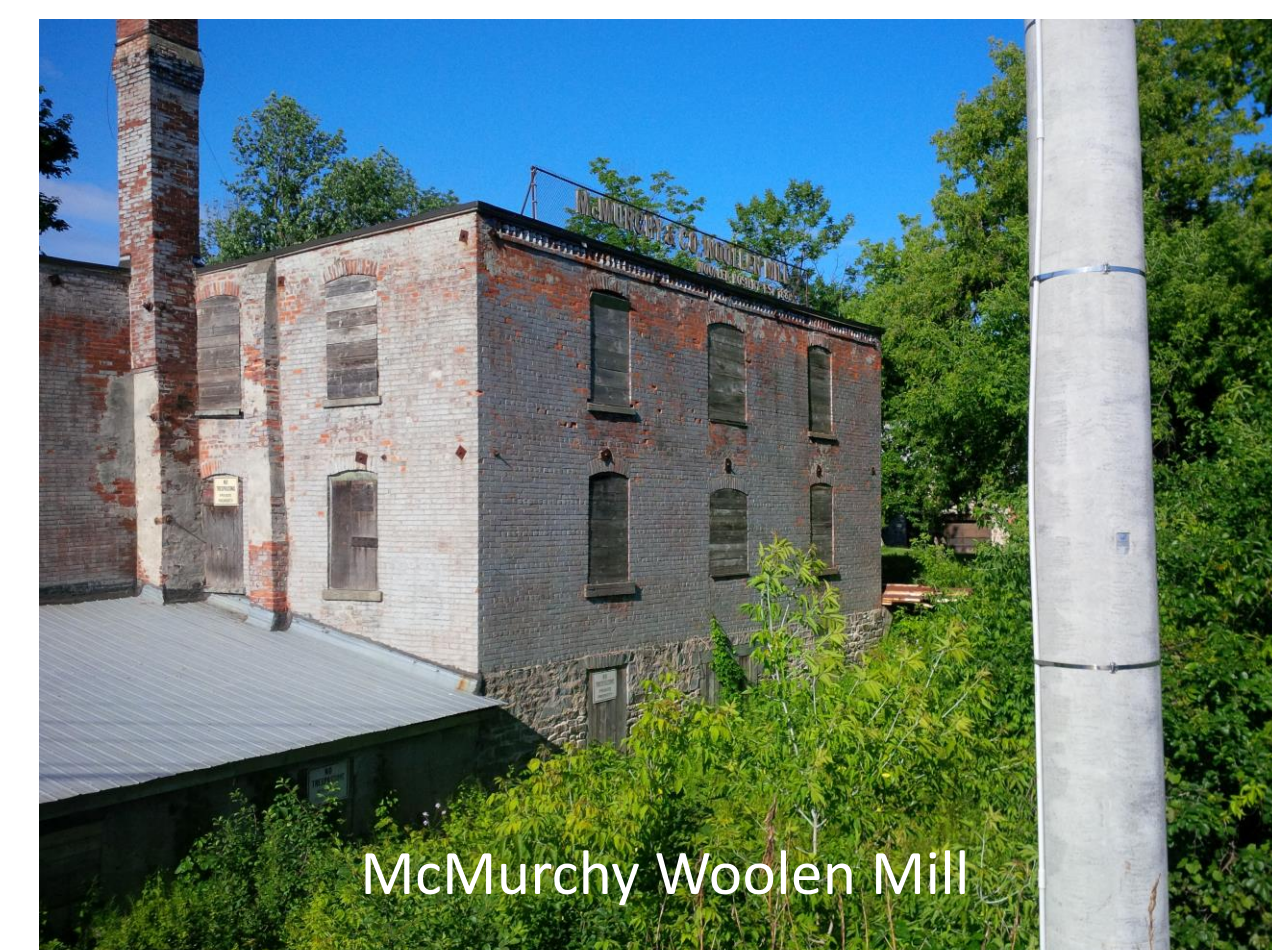
#### Stage 2 results

- The stage 2 assessment is currently underway, completion anticipated by end of 2017



### Built Heritage & Cultural Landscape Assessment

- Heritage resources:
  - Designated:
    - The former McMurchy Woolen Mill located at 2100 Embleton Road
  - Grade B-Listed:
    - 2014 and 2015 Embleton Road
    - 8837 and 8935 Mississauga Road
    - 18 River Road
    - Landscape features on River Road
- The heritage character of buildings and landscapes are not to be impacted by any roadwork
- Heritage Impact Assessments should be completed for any potential impacts



## Summary of Technical Studies

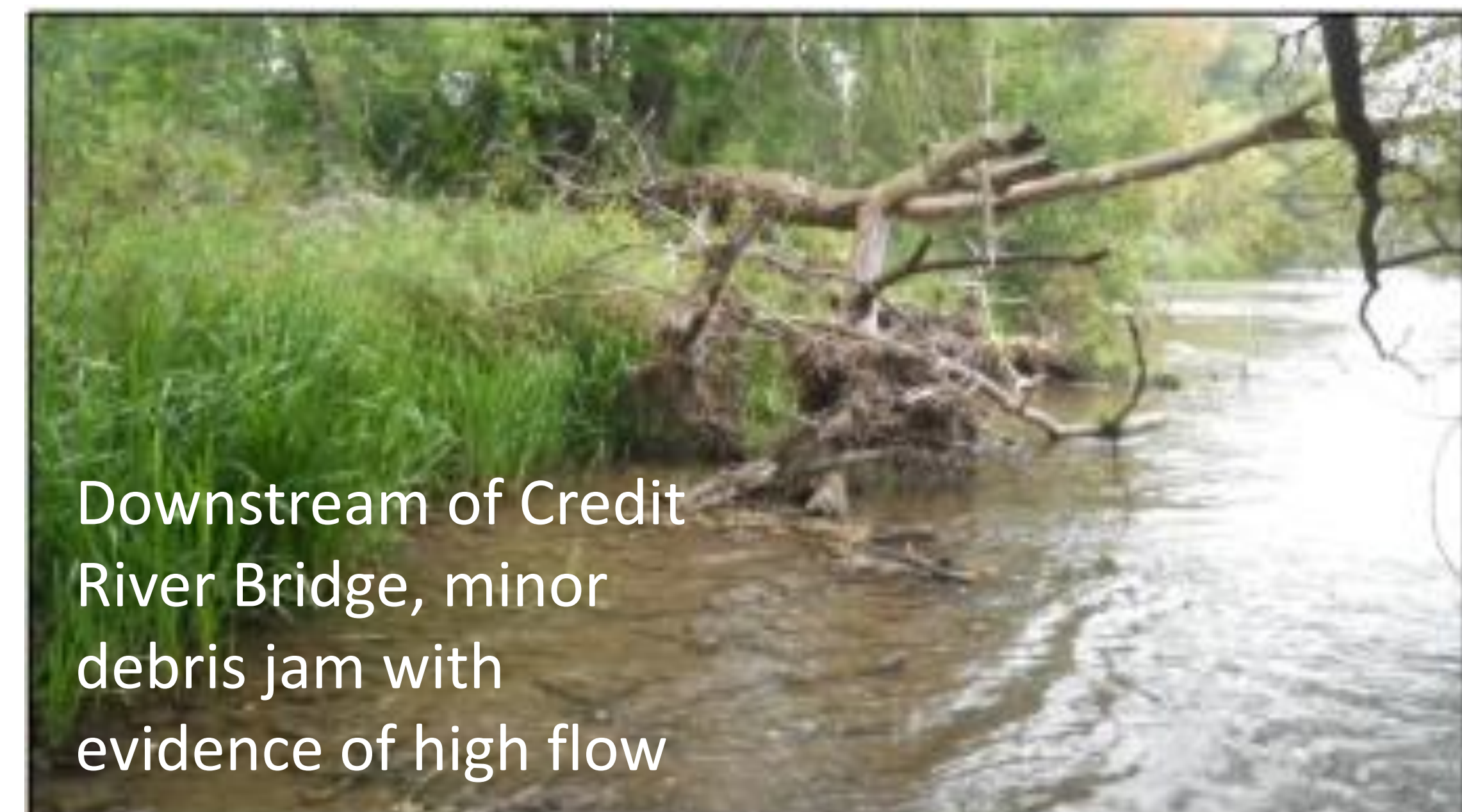
### Hydrogeology

- Private well and septic survey
  - ❖ No private wells present in the local area
  - ❖ Several residences are on private septic systems, mainly along Embleton Road
- Recorded private septic systems will be identified during detailed design and assessed for any potential impacts



### Fluvial Geomorphology

- Assessment included:
  - Historical assessment
  - River reach and meander belt assessment
  - Identification of stream crossing locations
  - Field investigation
- Key finding:
  - Recommended bridge span is 75m





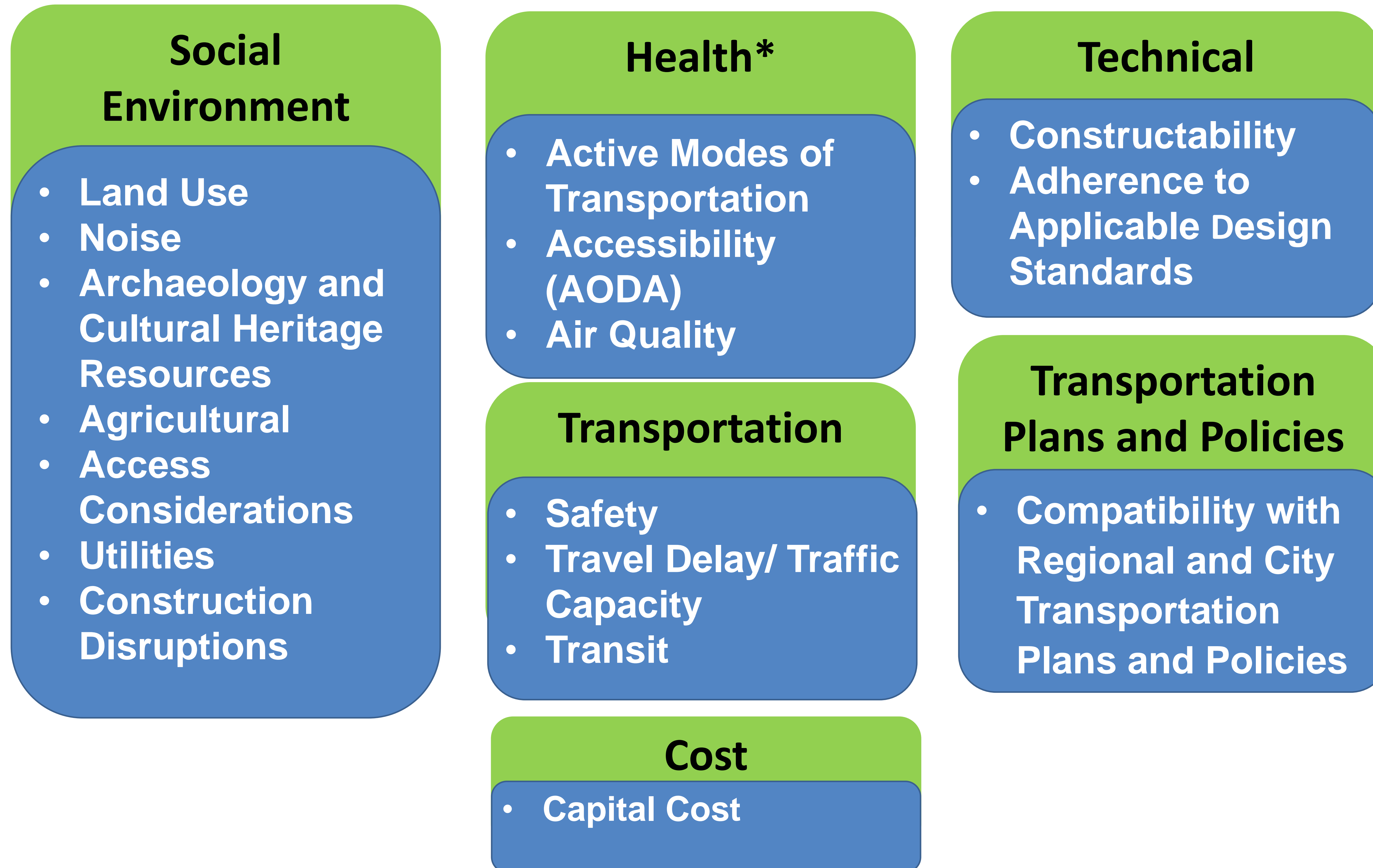
## Indigenous Consultation

- Consultation with Indigenous groups included:
  1. Mississaugas of the New Credit First Nation
  2. Six Nations of the Grand River
  3. Haudenosaunee Confederacy Chiefs Council (represented by the Haudenosaunee Development Institute)
  
- Information was shared with all groups
  
- An invitation to participate in the study was offered
  
- The Region of Peel and the Mississaugas of the New Credit First Nation met and signed an Agreement to have Field Liaison Representatives participate in the study activities
  
- The Region of Peel reached out to the Haudenosaunee Confederacy and offered to meet and provide an opportunity to participate in the study activities
  
- The Region of Peel engaged with the Six Nation of the Grand River and agreed to keep the First Nation informed about the study

## Problem & Opportunity Statement

- Based on a review of existing and future conditions and consultation with stakeholders, it has been determined that improvements are needed along the Mississauga Road corridor
  
- The specific problems and opportunities that are being addressed are:
  - existing and future traffic congestion – **Adding additional lanes**
  - roadway geometrics – **Improving deficient road elements**
  - intersection operations – **Improving signal timing**
  - pavement condition – **Resurfacing the roadway**
  - accommodation of transit – **Including new bus bays and shelters where required**
  - pedestrian and cyclists safety and facilities - **Adding multi-use trails and sidewalks**
  - stormwater management – **Installing new storm sewers and Low Impact Development systems**

## Evaluation Criteria



\*Utilizes the Environmental Assessment Health Criteria, developed in partnership with Peel Health.

# Alternative Solutions Assessment

	3. TRANSIT INFRASTRUCTURE IMPROVEMENTS	4. ACTIVE TRANSPORTATION (AT) INFRASTRUCTURE IMPROVEMENTS	5. TRAVEL DEMAND MANAGEMENT	6. WIDEN MISSISSAUGA ROAD	7. COMBINATION
Natural Environment	<ul style="list-style-type: none"> <li>Minor impacts dependent on the scope of the transit improvements implemented</li> </ul>	<ul style="list-style-type: none"> <li>Minor impacts dependent on the scope of the transit AT improvements implemented</li> </ul>	<ul style="list-style-type: none"> <li>No impacts</li> </ul>	<ul style="list-style-type: none"> <li>Potential for minor impacts but can be mitigated with established practices and guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Potential for minor impacts but can be mitigated with established practices and guidelines</li> </ul>
Social Environment	<ul style="list-style-type: none"> <li>Potential for minor impacts dependent on the scope of the transit improvements implemented</li> </ul>	<ul style="list-style-type: none"> <li>Potential for minor impacts dependent on the scope of the AT improvements implemented</li> </ul>	<ul style="list-style-type: none"> <li>Limited impacts to land use and other social factors</li> </ul>	<ul style="list-style-type: none"> <li>Potential for minor impacts associated with widening and property acquisition</li> </ul>	<ul style="list-style-type: none"> <li>Potential for minor impacts associated with widening and property acquisition</li> </ul>
Health	<ul style="list-style-type: none"> <li>Minor improvements to AT infrastructure, AODA requirements, and air quality</li> </ul>	<ul style="list-style-type: none"> <li>Significant opportunity to improve AT infrastructure, AODA requirements, and air quality</li> </ul>	<ul style="list-style-type: none"> <li>No opportunity for improvements to AT infrastructure, AODA requirements, and air quality</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to improve AT infrastructure, AODA requirements, and air quality</li> </ul>	<ul style="list-style-type: none"> <li>Significant opportunity to improve AT infrastructure, AODA requirements, and air quality</li> </ul>



# Alternative Solutions Assessment

	3. TRANSIT INFRASTRUCTURE IMPROVEMENTS	4. ACTIVE TRANSPORTATION (AT) INFRASTRUCTURE IMPROVEMENTS	5. TRAVEL DEMAND MANAGEMENT	6. WIDEN MISSISSAUGA ROAD	7. COMBINATION
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Increase in traffic congestion associated with increase in traffic volume but potential to improve transit</li> </ul>	<ul style="list-style-type: none"> <li>Increase in traffic congestion associated with increase in traffic volume but no potential to improve transit</li> </ul>	<ul style="list-style-type: none"> <li>Increase in traffic congestion associated with increase in traffic volume but no potential to improve transit</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to improve traffic congestion, corridor capacity and transit infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Significant opportunity to improve traffic congestion, corridor capacity and can greatly improve transit infrastructure</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>Moderate capital cost</li> </ul>	<ul style="list-style-type: none"> <li>Moderate capital cost</li> </ul>	<ul style="list-style-type: none"> <li>Minimal capital cost</li> </ul>	<ul style="list-style-type: none"> <li>Higher capital cost associated with improvements</li> </ul>	<ul style="list-style-type: none"> <li>Higher capital cost associated with improvements</li> </ul>
<b>Technical</b>	<ul style="list-style-type: none"> <li>Some constructability concerns and unable to upgrade corridor to new standards</li> </ul>	<ul style="list-style-type: none"> <li>No constructability concerns and able to upgrade some aspects of corridor to new standards</li> </ul>	<ul style="list-style-type: none"> <li>No constructability concerns and unable to upgrade corridor to new standards</li> </ul>	<ul style="list-style-type: none"> <li>Many constructability concerns and able to upgrade some aspects of corridor to new standards</li> </ul>	<ul style="list-style-type: none"> <li>Many constructability concerns and able to upgrade some aspects of corridor to new standards</li> </ul>
<b>Transportation Plans and Policies</b>	<ul style="list-style-type: none"> <li>Complies with some aspects of City and Region of Peel planning documents</li> </ul>	<ul style="list-style-type: none"> <li>Complies with some aspects of City and Region of Peel planning documents</li> </ul>	<ul style="list-style-type: none"> <li>Complies with some aspects of City and Region of Peel planning documents</li> </ul>	<ul style="list-style-type: none"> <li>Complies with City and Region of Peel planning documents</li> </ul>	<ul style="list-style-type: none"> <li>Complies with City and Region of Peel planning documents</li> </ul>

**Most Preferred**



**Neutral**



**Least Preferred**

## Alternative Solutions

The following alternatives were assessed and Alternative 7 – Combination was recommended to be carried forward

### 1. DO NOTHING

- No improvements
- Continue regular maintenance

### 2. IMPROVE OTHER ROADS

- Add capacity to adjacent parallel roads to accommodate traffic

### 3. TRANSIT INFRASTRUCTURE IMPROVEMENTS

- Improve transit infrastructure to support Brampton Bus Rapid Transit Services and address capacity requirements

### 4. ACTIVE TRANSPORTATION (AT) INFRASTRUCTURE IMPROVEMENTS

- Improve AT infrastructure to support Region of Peel's Active Transportation Master Plan

### 5. TRAVEL DEMAND MANAGEMENT

Encourage and support change in travel behaviour to reduce peak travel demand by:

- Promoting car-pooling and possible HOV
- Promoting flexible work hours, increasing active transportation trips (biking/walking)

### 6. WIDEN MISSISSAUGA ROAD

- Addition of through traffic lanes including intersection improvements, to increase traffic capacity of the corridor

### 7. COMBINATION

Combination of:

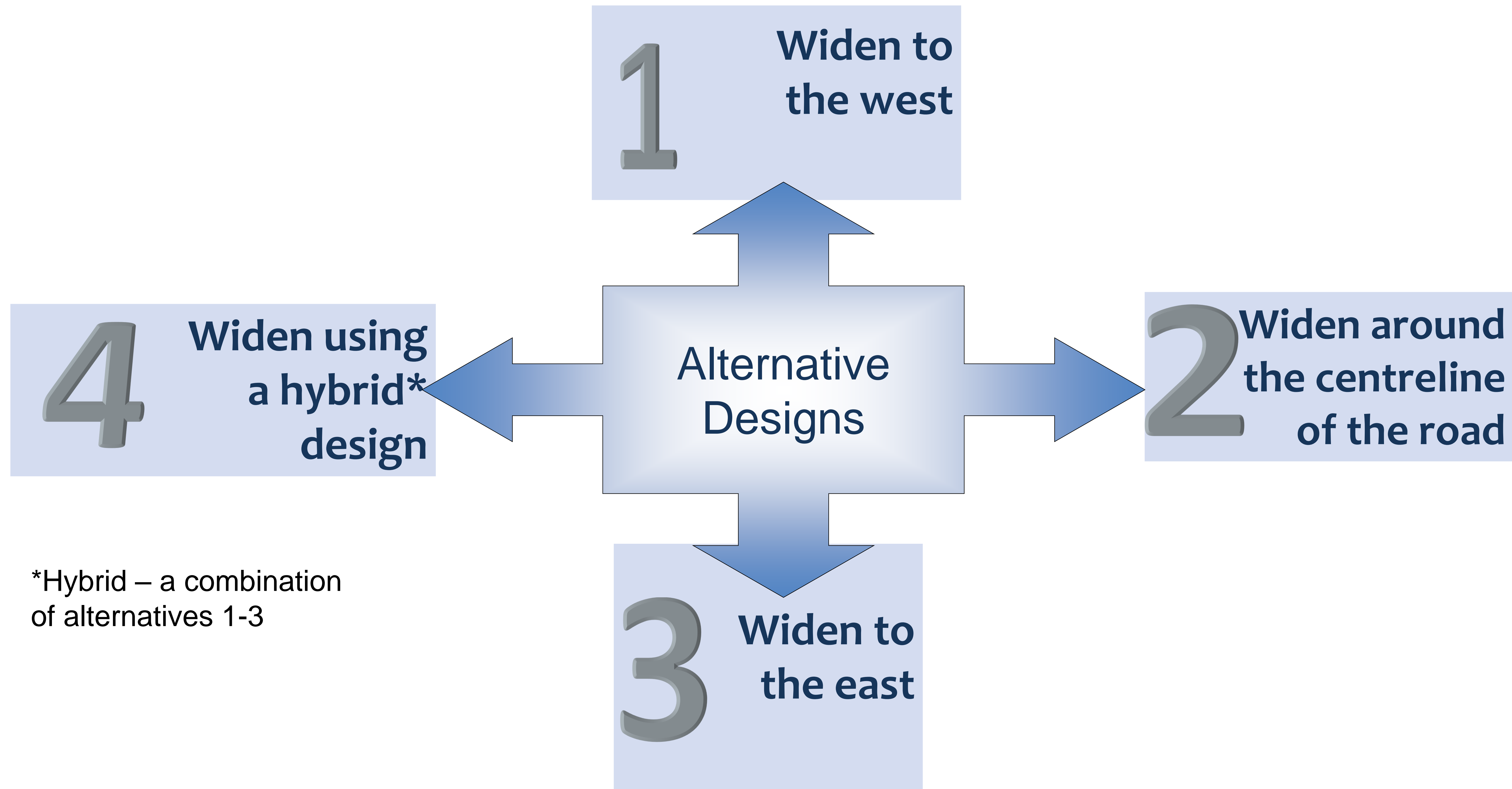
- Improve transit services
- Improve AT
- Travel Demand Management
- Widen Mississauga Road

**Note:** Alternatives 1 and 2 were eliminated as part of Peel's Long Range Transportation Plan Master Plan process as well as the traffic analysis completed and were subsequently not assessed.

## What We Heard at PIC No. 1

What We Heard	What We Did
<p><b>The Study:</b> Why are you conducting another study? It seems like this area was just under construction.</p>	<p>The need for this study was identified in the 2012 Region of Peel Long Range Transportation Plan Update. The purpose of the study is to examine the need and justification as well as the feasibility for improvements that may include widening, intersection improvements and new infrastructure to facilitate transit, walking and cycling for the Mississauga Road corridor.</p>
<p><b>Cycling Facilities:</b> Are cycling facilities being considered as part of the EA? I support them.</p>	<p>Yes, as part of the EA process, a comprehensive review of the existing and planned pedestrian and cycling facilities within and around the study area was completed with the goal of improving the quality of pedestrian and cycling experience along the corridor. To address the needs for cyclists, a multi-use trail is identified throughout the study area.</p>
<p><b>Speeding Issues:</b> Please review the road speed as part of this study. Previously the speed limit was 50km/h but it has been increased to 60km/h causing people to drive at up to 80km/h through the area.</p>	<p>Road speed was reviewed and consultation occurred with Traffic Operations to determine proposed alternatives. The project team will consider the posted speed limit reduction and will provide a recommendation in the final Environmental Study Report.</p>
<p><b>Intersection Questions:</b> How will the Queen and Embleton intersections be remodelled?</p>	<p>The intersections of Lionhead Golf Course, Embleton and Queen Street will be redesigned to support 6 through lanes and turning lanes as recommended by the traffic report.</p>
<p><b>Safety for homeowners and pedestrians:</b> High traffic volumes along Mississauga Road make it difficult to turn left into my property.</p>	<p>As part of this study, a traffic assessment was completed to assess existing and future traffic patterns, and recommended solutions to reduce congestion and improve traffic operations along the Mississauga Road corridor.</p>
<p><b>Concerns about expansion:</b> What is happening in terms of widening?</p>	<p>A traffic assessment was completed to assess existing and future traffic patterns, and recommend solutions to reduce congestion and improve traffic operations along the Mississauga Road corridor. The results of the traffic analysis support the Region of Peel's Long Range Transportation Plan that identified the need for 6-lanes on Mississauga Road from Financial Drive to Queen Street by 2031.</p>
<p><b>Concerns about expansion:</b> Will the bridges be widened as well as the roadway?</p>	<p>The study considered options for the Credit River Bridge as well as alignment options for the widening of Mississauga Road to a 6-lanes urban facility. The study team is recommending that the Credit River Bridge be fully replaced to facilitate the 6-lane widening.</p>

## Alternative Design Concepts



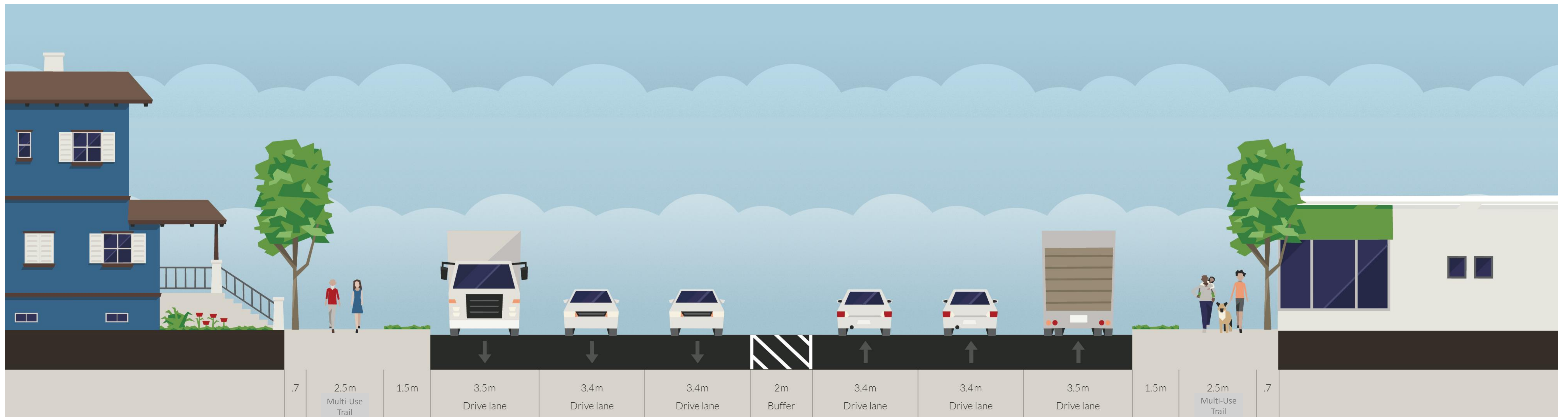
\*Hybrid – a combination of alternatives 1-3

**Alternative 4 – Widen using a hybrid design has been selected, as it allows for a targeted road design at high constraint and sensitive environmental areas**



## Key Design Considerations

- Full urban cross-section with curb and gutter on both sides
- Reduced widths for traffic lanes (to reduce impacts to natural features along the corridor), centre median, boulevards and multi-use trails
- Transit service at intersections with Queen Street West, Embleton Road and Lionshead Golf Course Road
- Bicycle and pedestrian infrastructure to service anticipated traffic to the City's new Community Centre



### Typical Cross-Section for Mississauga Road

This Streetmix-created image may be reused anywhere, for any purpose, under the [Creative Commons Attribution-ShareAlike 4.0 International License](https://creativecommons.org/licenses/by-sa/4.0/).

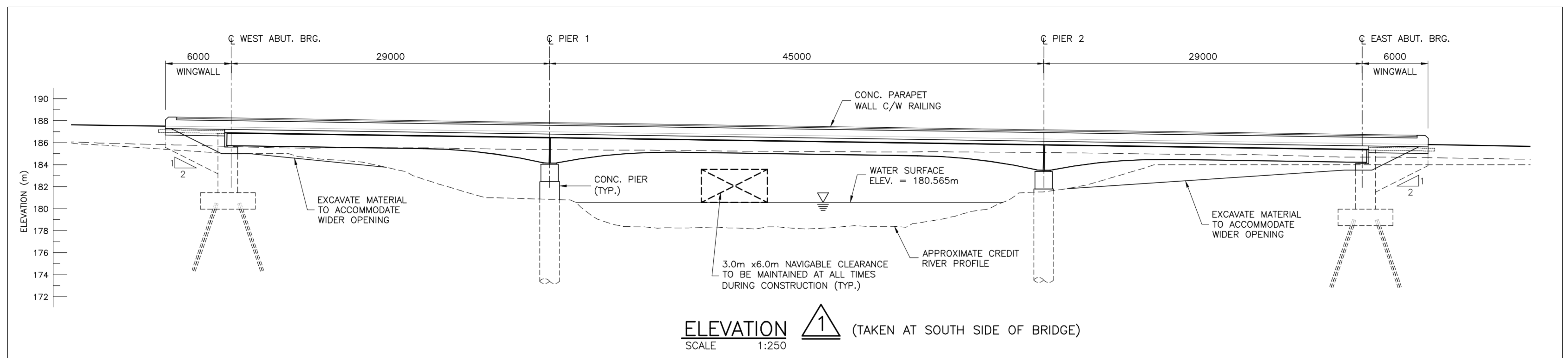
- Study area drains to the Credit River via 3 existing storm sewer outlets
- Key recommendations include:
  - Improve water quality by using underground infiltration trenches and oil/grit separators;
  - Replacement of the Credit River Bridge;
  - Replacement of the culverts, and
  - Upgrade of the existing storm sewer south of the Credit River.



## Credit River Bridge

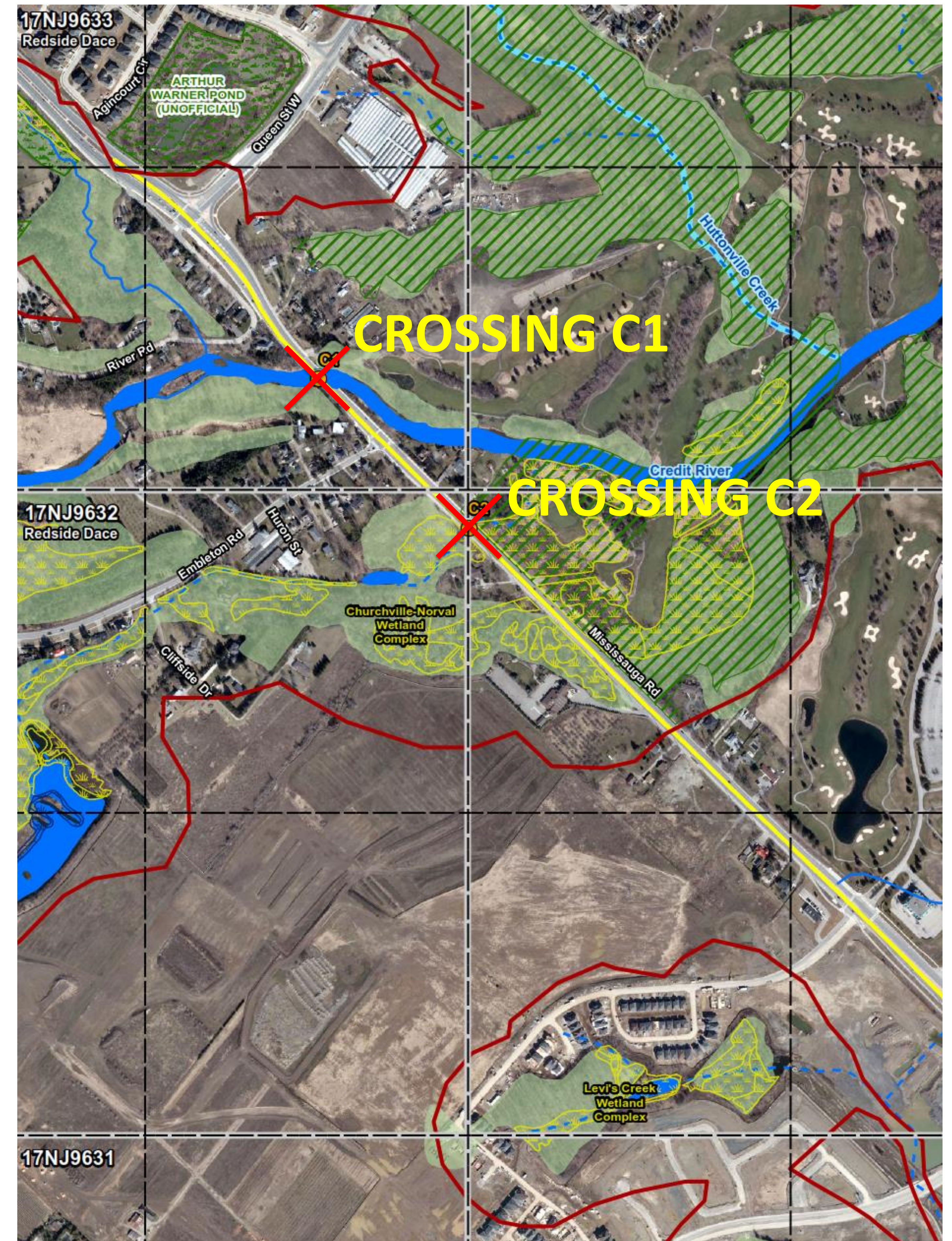
- Key facts of the existing bridge
  - Bridge was built in 1968 and the bridge deck was replaced in 2006
  - In a major storm event the river would overflow the bridge
- An assessment of alternatives was completed using a number of criteria including natural environment, social, cultural, economic, and transportation to evaluate the impacts and opportunities

**Based on the alternative assessment, Full Replacement of the Credit River Bridge has been selected and carried forward in the design**



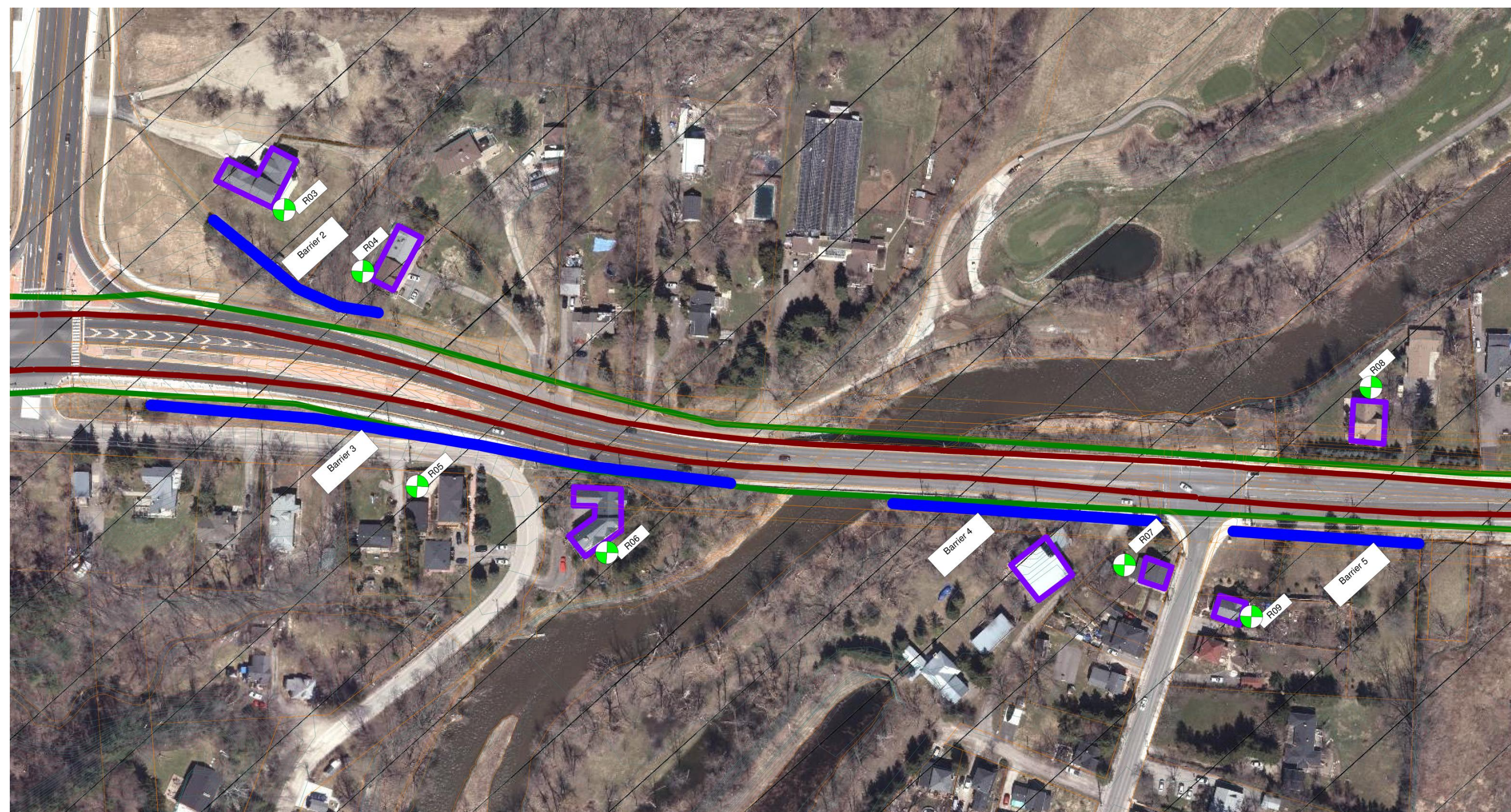
**Configuration of new Mississauga Road Bridge crossing the Credit River**

- The watercourses that cross the study area vary in sensitivity.
- The replacement of the Credit River crossing (Crossing C1) will require approval from Credit Valley Conservation (CVC) to complete the recommended work.
- The small tributary crossing south of Embleton Drive (Crossing C2) will be extended to accommodate the proposed road widening.
- Impacts to the Churchville-Norval Wetland Complex have been minimized by reducing the footprint of Mississauga Road.
- Final design concepts will be evaluated with CVC and the Ministry and Natural Resources and Forestry.



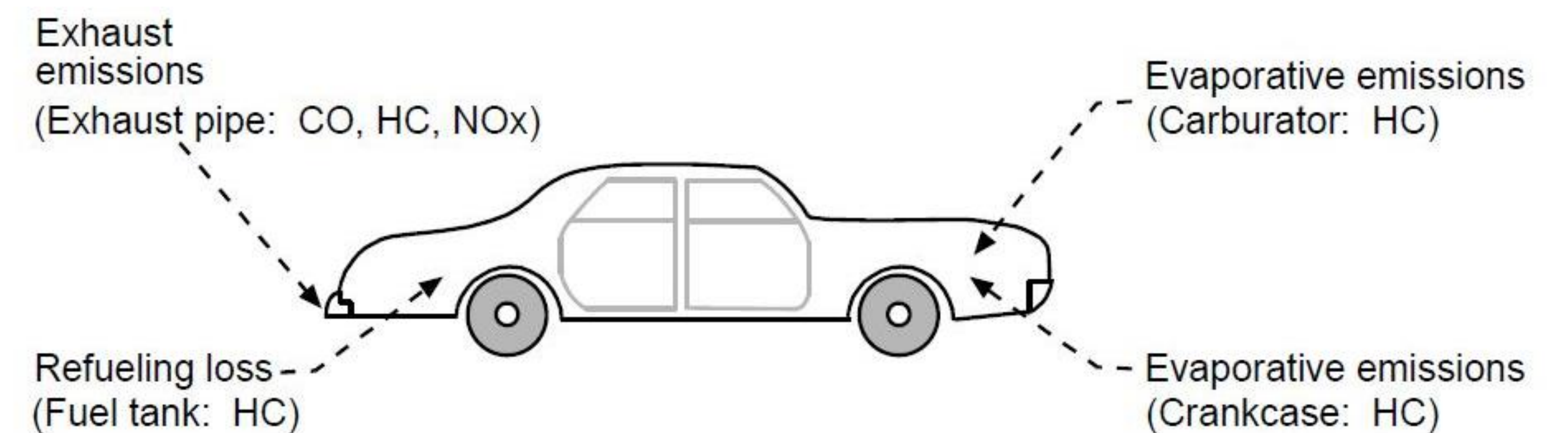
## Noise

- Noise levels were modelled at key locations
- Impacts are predicted to be less than 5 dB
- 2031 levels are above the 60 dB criteria at a few locations
- 4 locations warranted for further investigation (blue lines)
- Construction noise impacts will be temporary
- Noise by-law guidelines to be followed



## Air Quality

- Assessment was completed based on preliminary design, traffic projections and future land development
- The air quality levels meet the Ministry of the Environment's air quality criteria
- No negative effects on air quality are expected



Emissions and Emission Sources of Light-Duty Vehicles.

## Landscape & Streetscape Design

- Impacts to mature street trees, wooded areas, and vegetation located along the banks of the Credit River will be minimized
- Silver Maples (aka. Huttonville Maples) will be protected
- A comprehensive streetscaping/tree protection plan will be prepared in the detailed design phase
- Landscape and Streetscape Design will follow guidelines from the Region's Streetscaping Toolbox with input from the City of Brampton's Open Space Planning Design and Construction section and the Credit Valley Conservation approved planting species list



**'Huttonville Maples' to be protected**



**Existing wooded areas requiring edge removals**

## Next Steps

- Review and confirm recommended alternative and assessment in light of comments received from the public and other stakeholders
- Prepare and File Environmental Study Report
- File Notice of Completion
- 30-Day Public Review

**Comment  
Deadline is  
November 30,  
2017**

Contacts:	Asha Saddi Technical Analyst, Infrastructure Programming & Studies	David Sinke, P. Eng. Consultant Project Manager
By Mail:	Region of Peel 10 Peel Centre Drive, Suite B, 4th Floor Brampton, ON L6T 4B9	Amec Foster Wheeler 3450 Harvester Road, Suite 100 Burlington, ON L7N 3W5
By Phone:	905-791-7800 ext 7794	905-335-2353
By Email:	<a href="mailto:asha.saddi@peelregion.ca">asha.saddi@peelregion.ca</a>	<a href="mailto:david.sinke@amecfw.com">david.sinke@amecfw.com</a>

**Thank you  
for your  
participation!**

Website: [www.peelregion.ca/pw/transportation/environ-assess/ea-mississauga-rd-2proj.htm](http://www.peelregion.ca/pw/transportation/environ-assess/ea-mississauga-rd-2proj.htm)







amec  
foster  
wheeler

## SUMMARY OF PUBLIC INFORMATION CENTRE #2

**Subject:** Municipal Schedule 'C' Class Environmental Assessment - Mississauga Road from Financial Drive to Queen Street West

**Date/Time:** Wednesday, November 15, 2017

**Location:** Lionhead Golf and Conference Centre

**Written by:** Jason Stahl

**File no.:** TP115085

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**Present**

Sally Rook, Region of Peel  
Asha Saddi, Region of Peel  
Anthony Zois, Region of Peel  
Gayle Gorman, Region of Peel  
Nathan Sinka, Region of Peel  
Sanya Khan, Region of Peel  
David Sinke, Amec Foster Wheeler  
Neal Smith, Amec Foster Wheeler  
Jason Stahl, Amec Foster Wheeler  
Louise McAndrew, Amec Foster Wheeler  
23+ Residents

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### Matters Discussed

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1. A Public Information Centre (PIC) for the above project was held on Wednesday, November 15, 2017 from 6:00 pm – 8:00 pm at the Lionhead Golf and Conference Centre. Notification of the PIC was sent to stakeholders, local residents and agencies by mail. Notices were placed in the Brampton Guardian on Thursday, November 2 and Thursday, November 9. Information regarding the PIC was also advertised on the Region of Peel Twitter account.
2. The PIC was hosted by representatives from the Region of Peel along with the consulting team from Amec Foster Wheeler Environment & Infrastructure. The PIC took an open house drop-in format including display boards and maps detailing the progress of the project. Included in the material available was the current preliminary design. The PIC had 23 attendees sign the registry.
3. Display boards were prepared to summarize the following:  
Class EA – Mississauga Road from Financial Drive to Queen Street West:
  - Purpose of PIC No.2
  - Study Area
  - Region of Peel Context
  - Long Range Transportation Plan summary
  - Regional Context and Anticipated Growth

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## Matters Discussed

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- Existing Land Use & Future Development
  - Summary of the Region's Vision for the Future
  - Class Environmental Assessment Process
  - Traffic Study Overview (Existing and Proposed Conditions)
  - Existing and Future Transit Initiatives
  - Active Transportation Summary
  - Summary of Technical Studies (Natural Environment, Terrestrial Environment, Stage 1 & 2 Archaeological Assessment, Built Heritage & Cultural Landscape Assessment, Hydrogeology, and Fluvial Geomorphology)
  - Indigenous Consultation
  - Problem & Opportunity Statement
  - Evaluation Criteria
  - Alternative Planning Solutions Assessment
  - Summary of Comments from PIC #1
  - Alternative Design Concepts
  - Key Design Considerations
  - Stormwater Management
  - Credit River Bridge
  - Natural Environment Impact Assessment
  - Noise and Air Quality Assessment
  - Landscape & Streetscape Design
  - Next Steps
  - 3D Rendering of Credit River Bridge
4. Display boards and mapping were located along the perimeter of the room, with a copy of the preliminary design on a table in the centre of the room. Participants browsed the display boards and discussed issues with project team members. Specific issues and concerns were raised and discussed amongst the visitors and project team members. Participants were encouraged to provide written comments on a Comment Form.
5. The following comments were noted from the public at the PIC:
- Comments from resident living on Embleton Road:
- Noted the proposed widening would create a 'highway' through the Huttonville community
  - Was not in favour of the proposed widening
- Comments from resident living on Embleton Road:
- Noted significant queuing at signal for Mississauga Road and Embleton Road, which extended past their driveway
  - Requested that a turning lane be added at the intersection to reduce queuing
- Comments from resident living on Mississauga Road:
- Acknowledged significant growth in the surrounding area since moving to Huttonville
  - Noted difficulty wayfinding in Brampton given the expansion of subdivisions to the north of their property

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## Matters Discussed

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- Requested alternative roadways be widened to alleviate congestion

### Comments from business owner on Mississauga Road:

- Requested clarification on any changes to their access
- The project team noted that the proposed work would not increase the grade of their access
- The owner noted a potential to access the new City of Brampton development west of their property

### Comments from resident on Heritage Road

- Requested a right turn lane be added at Mississauga Road and Embleton Road
- Noted difficulties with access to the Terrace on the Green access

### Comments from a group of residents on Mississauga Road

- Requested full moves median turning lane be added for all property owners along Mississauga Road
- Noted difficulties turning to/from their homes during rush hour
- Requested the 2.0m wide flush median be widened to 3.0m at driveway locations
- Requested all widening be completed on the west side of Mississauga Road
- Requested a minimum separation of 10 feet between the Huttonville Maples and the road/sidewalk

6. Comment Forms were provided to provide the opportunity for input/comments by members of the public and the agencies. They were encouraged to provide feedback on the project by submitting their comments on site, via mail, fax, website or email. All comments were requested to be returned by December 4, 2017. There were 11 comments submitted for PIC No.2.

All information presented is available on the Region of Peel website.

Minutes prepared by:

Amec Foster Wheeler Environment & Infrastructure,  
a Division of Amec Foster Wheeler Limited



Per: Jason Stahl, P. Eng.  
Project Engineer

cc: All Present

**PROJECT: Region of Peel  
Mississauga Road from Financial Drive to Queen Street  
West – Class Environmental Assessment**

**PLEASE PRINT**

NAME:

Date:

E-mail:

(Number & Street)

(Municipality)

(Postal Code)

**Comments:**

- \* FULL MOVES TURNING LANE FOR SAFETY & CONVENIENCE OF PROPERTY OWNERS & VISITORS
- \* 2 M MEDIAN WIDENING IT TO 3.0 m IN ORDER TO ACCOMMODATE A VEHICLE SAFELY
- \* CURVING THE LANE ON THE OPPOSITE OF THE PROPERTIES AS IT IS ENVIRONMENTALLY SAFE, NO TREES IN THE STORM MANAGEMENT AREA.
- \* PLEASE MAINTAIN ENOUGH DISTANCE B/W TREES & ROAD
- \* MUT IN FRONT OF 8601, 8627, 8619 NEED TO BE 2.5m.

Please send your comments by December 4, 2017 to:

**Asha Saddi**  
Project Manager  
Region of Peel  
10 Peel Centre Drive, Suite B, 4th Floor  
Brampton Ontario, L6T 4B9  
Phone: 905.791.7800 ext. 7794  
Fax: 905.791.1442  
Email: [asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)

**David Sinke, P. Eng.**  
Consultant Project Manager  
Amec Foster Wheeler  
Environment & Infrastructure  
3450 Harvester Road  
Burlington, ON L7N 3W5  
Phone: 905.335.2353; Fax: 905.335.1414  
Email: [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

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West – Class Environmental Assessment**

**PLEASE PRINT**

NAME:

Date:

E-mail:

(Number & Street)

(Municipality)

(Postal Code)

**Comments:**

- If widening can be done on opposite side including walkway, & bike lanes. (Privacy & factor) and *Safety*.
- Keeping trees on our side as it is.
- ~~Make~~ If median lane can have enough space to ~~turn~~ take turn and enter + exit from our houses.
- We need 10 feet space between trees and walkway.
- Keeping drain system as it is.
- PLS do not do any construction on our side.
- There is enough empty space on opposite side for construction + to make walkway, bike lane.

Please send your comments by December 4, 2017 to:

**Asha Saggi**  
Project Manager  
Region of Peel  
10 Peel Centre Drive, Suite B, 4th Floor  
Brampton Ontario, L6T 4B9  
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PLEASE PRINT

NAME:

Date:

E-mail:

(Number & Street)

(Municipality)

(Postal Code)

Comments:

- If walkway, + bike lanes can be made on opposite direction/side. (Privacy/Safety)
- We need 10 feet space between trees and walkway.
- Median lane should have enough space to turn to our houses for entrance.
- Keeping trees on our side.
- Keeping drain system as it is.
- Pls don't do any construction on our side.
- There is enough empty space on opposite side for construction / bike lane, walkway.

Please send your comments by December 4, 2017 to:

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Date: \_\_\_\_\_

E-mail: \_\_\_\_\_

(Number & Street) \_\_\_\_\_

(Municipality) \_\_\_\_\_

(Postal Code) \_\_\_\_\_

Comments:

In regards to future work on Mississauga Rd, we suggest:

1. speed reduction - for noise and safety.

2. A sign on the raised island /median (just south of Queen) stating - be aware of upcoming driveways (or something similar)

3. Synchronize the traffic lights at Mississauga /Embleton and Mississauga / Queen to have a longer clearance period. This could enable us to safely exit our driveways, if we didn't need to worry about cars in either direction for a time.

Thank you for your time.

Please send your comments by December 4, 2017 to:

**Asha Saddi**

Project Manager

Region of Peel

10 Peel Centre Drive, Suite B, 4th Floor

Brampton Ontario, L6T 4B9

Phone: 905.791.7800 ext. 7794

Fax: 905.791.1442

ash.saddi@peelregion.ca

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Consultant Project Manager

Amec Foster Wheeler

Environment & Infrastructure

3450 Harvester Road

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**Comments:**

- If widening can be done on opposite side including walkway + bike lanes due to privacy/safety.
- As do not do any construction on our side, there is an empty space in front of our house on other side. If construction can be shifted toward that side.
  - Keeping drain system as it is.
  - Median lane can have enough space to take turn to enter + exit from our house.
- 
- 
- 

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Please send your comments by December 4, 2017 to:

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Comments:

- If widening can be done on opposite side including walkway & bike lanes - due to privacy / safety.
- Keeping trees as it is.
- Median lane can have enough space to take for n and s to exit from our house.
- we need 10 feet space between trees and walkway.
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- Pls do not do any construction on our side.
- There is an empty space in front of our house on opposite side for construction to be shifted toward that side.

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(Number & Street)

(Municipality)

(Postal Code)

**Comments:**

reduce width of multi use trail for  
turning lane. Sound wall further south  
or queen to bridge.

Please send your comments by December 4, 2017 to:

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Project Manager  
Region of Peel  
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**Comments:**

The 2 meter buffer **NEEDS** to be widened to accommodate residents making left turns. It is already dangerous making lefts from the left lane as many drivers speed down the hill at speeds typically exceeding 80 km/h.

Secondly, the speed **MUST** be reduced. Many drivers do ~~not~~ slow down once the speed reduces from 80 to 60. Due to this, there are many accidents and many more near-accidents, especially for residents making left turns.

Please send your comments by December 4, 2017 to:

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10 Peel Centre Drive, Suite B, 4th Floor  
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(Postal Code)

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**Comments:**

To ~~accommodate~~ accommodate residents making a left turn,  
the width of the multi-use trails should be reduced  
(e.g. 0.3 meters) and added to the buffer.

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Please send your comments by December 4, 2017 to:

**Asha Saggi**  
Project Manager  
Region of Peel  
10 Peel Centre Drive, Suite B, 4th Floor  
Brampton Ontario, L6T 4B9  
Phone: 905.791.7800 ext. 7794  
Fax: 905.791.1442  
Email: [asha.saggi@peelregion.ca](mailto:asha.saggi@peelregion.ca)

**David Sinke, P. Eng.**  
Consultant Project Manager  
Amec Foster Wheeler  
Environment & Infrastructure  
3450 Harvester Road  
Burlington, ON L7N 3W5  
Phone: 905.335.2353; Fax: 905.335.1414  
Email: [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

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## Smith, Neal

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**From:** Smith, Neal  
**Sent:** Wednesday, November 22, 2017 4:30 PM  
**To:**  
**Cc:** Saddi, Asha; Sinke, David; Jason Stahl (Jason.Stahl@amecfw.com)  
**Subject:** Mississauga Road Environmental Assessment  
**Attachments:** 17-11-15\_PIC2 Summary\_Final.pdf

Good afternoon

I am the assistant project manager to David Sinke, who is away on vacation this week. I would like to give you my sincerest apology to the mix up with the date on the letter you received regarding the Public Information Center # 2 (PIC) held on November 15, 2017 6:00pm to 8:00pm at the Lionhead Golf and Conference Centre. The PIC was well attended with 26 recorded participants, however it wasn't mandatory to sign in and we are confident that more attended.

I understand that you have viewed the material that was posted on the Region of Peel's website. However, we would also like to provide you the opportunity to meet, review the information and respond to any questions or concerns you have with the preliminary design. Please let me know if you want to meet, we would be more than happy to meet with you and discuss the project in more detail.

Please find attached the minutes from Public Information Center #2. If you have any question please feel free to give me a call anytime.

### Thanks

**Neal Smith, C.E.T.**

Project Manager / Senior Technologist

Direct: 1 (905) 335-2353 X 3091

Mobile: 1 (905) 220-1322

[neal.smith@woodplc.com](mailto:neal.smith@woodplc.com)

[www.woodplc.com](http://www.woodplc.com)

The logo for Wood PLC, featuring the word "wood." in a bold, lowercase, sans-serif font. The period is a solid dot.

**From:**  
**Sent:** November 21, 2017 11:09 AM  
**To:** Saddi, Asha  
**Subject:** Fwd:

HELLO THERE

ANY NEWS ON THIS?

----- Forwarded message -----

**From:**  
**Date:** Mon, Nov 20, 2017 at 12:31 PM  
**Subject:** Re: Mississauga Road  
**To:** "Saddi, Asha" <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>

Hello Asha

Thank you for the info for the link.

Although helpful, I still require that actual questions and concerns posed as well as the answers provided .

I would also require the attendance of the this meeting.

I look forward to you response.

**From:**

**Sent:** November 16, 2017 12:24 PM

**To:** Saddi, Asha

**Subject:** URGENT

Hello Asha

could you kindly clarify the meeting date for the information center at Lionhead

Your letter states it is today and the 2nd page says it was wednesday

please advise asap

i also left you a voice mail

mississauga road is my address

On Fri, Nov 17, 2017 at 4:02 PM, Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)> wrote:

Hello

Further to our conversation yesterday I wanted to let you know that the PIC #2 boards are uploaded to the project website at: <http://www.peelregion.ca/pw/transportation/environ-assess/ea-mississauga-rd-2proj.htm> Let me know if you have any problems accessing the website.

If you have any questions or would like to discuss further please don't hesitate to contact me.

Regards,

*Asha Saddi*

*Technical Analyst, Infrastructure Programming & Studies*

*Transportation Division*

*Public Works, Region of Peel*

*Tel: 905-791-7800 x7794*

*Fax: 905-791-1442*

*[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)*



**From:** Smith, Neal [mailto:neal.smith@woodplc.com]  
**Sent:** November 24, 2017 11:03 AM  
**To:**  
**Cc:** Sinke, David; Saddi, Asha  
**Subject:** Mississauga Road PIC #2 Comment sheet

Good morning

Thank you so much for taking the time to attend PIC #2 for Mississauga Road Environmental Assessment. I would also like to thank you for your comments/suggestions. Your comments will be taken into consideration as the project moves into the next phase.

**Thanks**

**Neal Smith, C.E.T.**  
Project Manger / Senior Technologist  
Direct: 1 (905) 335-2353 X 3091  
Mobile: 1 (905) 220-1322  
[neal.smith@woodplc.com](mailto:neal.smith@woodplc.com)  
[www.woodplc.com](http://www.woodplc.com)

**wood.**

**From:**

**Sent:** November 20, 2017 10:04 PM

**To:** Saddi, Asha; david.sinke@amecfw.com

**Subject:** Mississauga Rd

Please see attachment for our comments. Thank you for your consideration of these important items.

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**From:** Smith, Neal [mailto:neal.smith@woodplc.com]  
**Sent:** December 12, 2017 10:26 AM  
**To:**  
**Cc:** Saddi, Asha; Zois, Anthony; Stahl, Jason  
**Subject:** RE: Mississauga Road and Embleton Road widening

Good Morning

I would like to thank you for-providing us with your comments.

The Heritage Designation status of the McMurchy Mill was taken into consideration when looking into the alternative designs for Mississauga Road. The preliminary design presented does not propose any property or construction impact beyond the existing right of way

The preliminary design is showing some minor grading that will need to take place, however, this will be more refined during the detailed design stage of the project.

If you have any further questions or concerns that I can help you with, please don't hesitate to give me a call.

**Thanks**

**Neal Smith, C.E.T.**  
Project Manger / Senior Technologist  
Direct: 1 (905) 335-2353 X 3091  
Mobile: 1 (905) 220-1322  
[neal.smith@woodplc.com](mailto:neal.smith@woodplc.com)  
[www.woodplc.com](http://www.woodplc.com)

The logo for Wood PLC, featuring the word "wood." in a bold, lowercase, sans-serif font. The period is a solid dot.

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**From:** Stahl, Jason  
**Sent:** December-02-17 1:07 PM  
**To:**  
**Cc:** Smith, Neal <[neal.smith@amecfw.com](mailto:neal.smith@amecfw.com)>; Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>  
**Subject:** FW: Mississauga Road and Embleton Road widening

Good afternoon

We are in receipt of your email sent  
noted your comments and will be getting back to you within the next week.

We've

In the meantime if you have any other comments or concerns please let me know.

**Thanks**

**Neal Smith, C.E.T.**  
Project Manger / Senior Technologist  
Direct: 1 (905) 335-2353 X 3091  
Mobile: 1 (905) 220-1322  
[neal.smith@woodplc.com](mailto:neal.smith@woodplc.com)  
[www.woodplc.com](http://www.woodplc.com)

**From:**  
**Sent:** November 29, 2017 5:41 PM  
**To:** Saddi, Asha  
**Subject:** Mississauga Road and Embleton Road widening

Asha Sadi  
Project Manager  
Region of Peel

Road. Buildings on the corner of Mississauga and Embleton  
the proposed plan for widening  
and  
intersection improvements for the Mississauga Road corridor.

strongly opposes your plans since it could affect the Heritage Buildings in the future.

would like to see the bridge and Mississauga Road moved to the east since the land on the east side is  
open  
Green Space and would not affect any one.  
Mississauga Road already goes to the east at Queen Street and this would improve travel and a straighter road.

Please consider her request.

You may contact me if you have any questions ;

Please confirm receipt of this email, I've been having email issues and want to be sure you've received it.

Thank You,

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**From:** Stahl, Jason [mailto:jason.stahl@woodplc.com]  
**Sent:** December 2, 2017 1:05 PM  
**To:**  
**Cc:** Saddi, Asha; Smith, Neal  
**Subject:** FW: project no 15-4350

Good afternoon Mr.

Thank for your email. Sorry to hear you did not receive the meeting notice in time to attend PIC#2. I have attached the section of the design that shows your property This design does not impact your property.

If you have any further questions, please don't hesitate to give me a call.

**Thanks**

**Neal Smith, C.E.T.**  
Project Manger / Senior Technologist  
Direct: 1 (905) 335-2353 X 3091  
Mobile: 1 (905) 220-1322  
[neal.smith@woodplc.com](mailto:neal.smith@woodplc.com)  
[www.woodplc.com](http://www.woodplc.com)

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**From:**  
**Sent:** November 27, 2017 8:11 PM  
**To:** Saddi, Asha  
**Subject:** project no 15-4350

Hi Asha

Im a new owner of property Brampton and I've rcvd your notice for public meeting which was on Nov 15 and date was already passed away before I get notice. so pls in future give us sufficient time frame to receive mail so we can attend meetings related to road widening I'd appreciate if you pls explain if any part of my property comes in this road expansion.

**From:** Sinke, David [mailto:david.sinke@woodplc.com]

**Sent:** November 28, 2017 4:26 PM

**To:**

**Cc:** doug.whillans@brampton.ca; Palleschi, Michael; Saddi, Asha; Smith, Neal; Rook, Sally

**Subject:** RE: Mississauga Road PIC #2 Queen to Financial

Good afternoon Mr.

Thank you for your questions and comments received by email November 19<sup>th</sup>. We appreciate your interest and concern regarding this project.

In your email, you have asked how the proposed plan promotes active transportation. Active transportation is being addressed in the form of a multi-use trail on the east side of Mississauga Road (accommodating cyclists and pedestrians), including the Credit River Crossing. Due to the number of constraints on the west side, from Queen Street to Embleton Road, active transportation could not be fully accommodated within this section of the roadway. Within this section, sidewalk is proposed along River Road only. This condition is similar to current conditions, where sidewalk is partially provided on the west side but a multi-use trail is fully provided on the east side. Multi-use trails are proposed on *both* sides of Mississauga Road from south of Embleton Road to the southern limit of the project. The south leg of the Embleton Road intersection will also provide a crosswalk for pedestrians and a cross-ride for cyclists.

In your email you enquired how the proposed plan integrates transit initiatives. Brampton Transit has been involved in the project from the start, and has provided us with their future requirements for this section of Mississauga Road. Brampton Transit operates Route 60 on Mississauga Road, providing stops at Queen Street, Embleton Road and Lionhead Golf Course (within the limits of the project).

You also asked how the proposed plan addresses safety concerns, in particular, current discontinuous active transportation. One of the key issues being considered in this Environmental Assessment and preliminary design is safety. In terms of active transportation, where facilities cannot continue along the west side as discussed above, road crossings are provided (at Queen Street and Embleton Road) to provide safe pedestrian connectivity. Detailed signing, roadway and intersection lighting and pavement markings are a function of the detailed design, which will be completed in accordance with provincial and regional standards following this study.

Finally, you asked about the need for traffic signals at Embleton Road, if new development had been considered in traffic modeling, and if the construction of other new roads had been factored into the assessment. The new development west of Mississauga Road was taken into consideration in determining future traffic conditions up to the year 2031. In addition, future improvements to other roads were included as part of the traffic modeling completed for this study. The Region of Peel has a traffic count program that it uses to assess un-signalized intersections to determine the need for traffic signals. The traffic signals at Embleton Road are required to provide safe turning movements for both left and right turn vehicles and to provide safe crossing for pedestrians and cyclists.

As mentioned in Neal's email last week, the comment due date is a soft date and any comments received after that date, but prior to completion of the study, will still be accepted and considered as part of this Environmental Assessment.

I hope we have addressed all your questions. If you have any further questions or would like to discuss these issues further please don't hesitate to contact me.

Regards,

**David Sinke B. Eng. Mgt., P.Eng.**  
Principal, Transportation Engineering  
3450 Harvester Road, Suite 100  
Burlington ON L7N 3W5  
Direct: 1 (905) 335-2353  
Mobile: 1 (905) 630-5842  
david.sinke@woodplc.com  
[www.woodplc.com](http://www.woodplc.com)

The logo for Wood, featuring the word "wood." in a bold, lowercase, sans-serif font. The period is a small dot.

**Amec Foster Wheeler and Wood Group are now Wood.**  
**Please note my new email address.**

**From:**

**Sent:** Friday, November 24, 2017 11:10 AM

**To:** Saddi, Asha <asha.saddi@peelregion.ca>; Sinke, David <David.Sinke@amecfw.com>

**Cc:** doug.whillans@brampton.ca; michael.palleschi@brampton.ca

**Subject:** Re: Mississauga Road PIC #2 Queen to Financial

Asha & David,

It's been a week since I sent the below questions, and the comment period for the Mississauga Road Financial-Queen study closes in one more week. Could you please answer my inquiries asap, so I may participate in the public commenting period? I have included my City Councillors hoping this will get somebodies attention.

Regards,

On Sun, Nov 19, 2017 at 12:50 PM

Asha & David,

Can you please address the following questions in relation to the Mississauga Rd Study between Financial and Queen which you are leading:

The proposed plan claims to promote active transportation, can you please tell me how? and specifically for cycling? Your PIC indicates "pedestrian and cycling facilities will be constructed throughout the corridor in the form of multi-use trails on both sides of Mississauga Road" but I am failing to identify these facilities in your design, particularly over the credit river.

How does your proposed plan integrate future transit initiatives? Your study recommends a combined approach which includes "Improve transit infrastructure to support Brampton Bus Rapid Transit Services and address capacity requirements". Can you please specify exactly what elements of your design support this?

How does your proposed plan addresses potential safety concerns you identified – discontinuous active transportation facilities, some pavement markings not visible under dark and wet condition, poor visibility of street name signs, gaps for unsignalized intersections? In particular, discontinuous and missing sidewalks are a constant worry for me.

As a followup to the active transportation facilities, sidewalks are a traffic barrier to protect people, kids, and property from traffic veering off the road. Given the high speeds we see from cars doing 80km/h on Mississauga where it is marked 60km/h, and the same carelessness taken when turning from Mississauga onto Embleton, why is there no plan to extend the sidewalk from Mississauga onto Embleton Rd along the northern side? There's a school down the road that I literally cannot safely access by foot!

If the 5 minute delay for those travelling on Mississauga from Financial to Queen is acceptable? and what further actions could we see in the future?

Did you consider turning the intersection of embleton at mississauga into a southbound only lane? Remove stoplight, cut total projected delay through study area in half?

How does the new development west of Mississauga factor into your projections?

How does the extension of Financial Rd and Williams Pkwy westward to Heritage effect the volumes entering your study area through Embleton Rd?

Regards,

On Tue, Nov 7, 2017 at 8:56 AM Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)> wrote:

Hello

Thank you for your email. The Public Information Centre (PIC) information materials will be posted to the website the day after the PIC is held, Thursday, November 16.

For your easy reference I'm attaching the link to the website: <http://www.peelregion.ca/pw/transportation/environ-assess/ea-mississauga-rd-2proj.htm> and if you have any problems with access, let me know.

You are welcome to forward your comments to the team by email.

Regards,



***Asha Saddi***

***Technical Analyst, Infrastructure Programming & Studies***

***Transportation Division***

***Public Works, Region of Peel***

***Tel: 905-791-7800 x7794***

***Fax: 905-791-1442***

***Asha.Saddi@peelregion.ca***

**From:**

**Sent:** November 6, 2017 9:52 PM

**To:** [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com); Saddi, Asha

**Subject:** Mississauga Road PIC #2 Queen to Financial

Mr. Sinke & Ms Saddi,

I received your notice of the Public Information Centre No. 2 for Mississauga Rd from Financial Dr to Queen St E. I live within those boundaries but unfortunately I must be in Kingston during your PIC. When will the information be posted online so I may participate in the public consultation?