Welcome

to

Public Information Centre No. 3

for the

Burnhamthorpe Road East
From Arista Way to Dixie Road
Class Environmental
Assessment (EA) Study

May 12, 2009

You can participate in this study by:

- Signing the attendance register,
- Reviewing the display panels,
- Asking questions and discussing your idea with us,
- Submitting your completed Comment Form by May 29, 2009, and
- Indicating whether you would like to be added to the study mailing list on your Comment Form.

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Introduction

- The City of Mississauga initiated a Class Environmental Assessment (Class EA) Study, 'Schedule C.'
- The study limits on Burnhamthorpe Road East are from Arista Way (just east of Hurontario Street) to Dixie Road.
- Within the study area, Burnhamthorpe Road East has a posted speed limit of 60 km/hr generally consists of a four lane urban cross section, except for a few sections on the north side where there are rural cross sections.
- In the north boulevard of Burnhamthorpe Road East, between Little Etobicoke Creek and Dixie Road, there is a multi-use recreational trail (Burnhamthorpe Trail).
- Burnhamthorpe Road East crosses over the east and west branches of Cooksville Creek and Little Etobicoke Creek.
- The study will determine future transportation needs to accomodate:
  - The anticipated growth in the City Centre and future employment development around the Lester B. Pearson Airport and in the South Dixie Road area, and
  - The needs of pedestrian, cyclist, transit and vehicular users of Burnhamthorpe Road East.

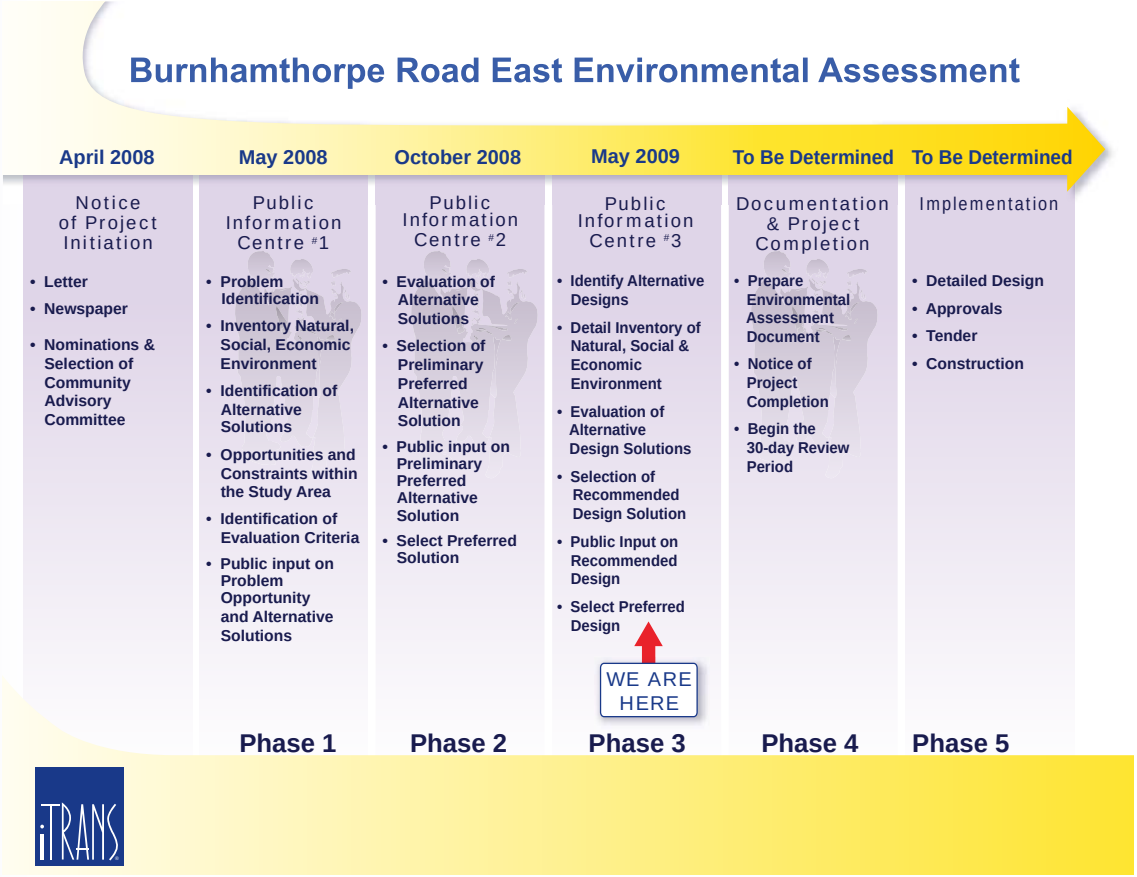
Study Area


Hwy 403
Eglinton Ave E
Eastgate Pkwy
Hwy 403
Hurontario St
Central Pkwy E
Cawthra Rd
Tomken Rd
Dixie Rd
Burnhamthorpe Rd E
Arista Way
Bloor St
Study Area
Dundas St E

Purpose of Study

1. Establish this section of Burnhamthorpe Road East as an important public place and entrance to the City Centre.
2. Implement a transportation improvement strategy that allows for effective access and traffic operations, and balances the needs of all users of Burnhamthorpe Road East.
3. Preserve and enhance the character of existing community on Burnhamthorpe Road East, and enhance the urban and the pedestrian environment.
4. Continue Burnhamthorpe Trail from Little Etobicoke Creek to Arista Way; connect Burnhamthorpe Trail to the Applewood Trail and Cooksville Creek Trail; and provide for a future connection into the City Centre.
5. Provide a plan for tree preservation, supplementary planting and upgraded landscape features where feasible.

Class Environmental Assessment Process



- The Study is being conducted in accordance with the process for 'Schedule C' projects outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment" document (October 2000, as amended in 2007).

- The Class EA process enables the planning and implementation of municipal infrastructure projects to be undertaken in accordance with an approved procedure designed to protect the environment.

- 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 the proposed improvements, and development of measures to mitigate identified impacts.

Purpose of Public Information Centre No. 3

- The purpose of the Public Information Centre (PIC) is to provide interested and / or potentially affected stakeholders with an opportunity to participate in the planning and decision-making processes.

- Three PIC's are being held during this study.

- The first PIC was held on May 14, 2008 to introduce the study to the public, provide initial findings of the study and discuss issues / concerns related to the study.

- The second PIC was held on October 1, 2008 to present to the public the proposed alternative solutions, the evaluation criteria, the evaluation of the alternatives, and the preliminary preferred alternative.

- This PIC is being held to present and receive public/agency input and to provide information about the following:

  - Alternative Designs being considered;
  - Recommended Evaluation Criteria for assessing the Alternative Designs;
  - Evaluation of the Alternative Designs;
  - Selection of Recommended Alternative Design; and
  - Future EA activities for this study.

Official Plan Policies

- The Official Plan (OP) classifies Burnhamthorpe Road East as an arterial road with 50 m right-of-way.

Development Policies:

- Preserve and enhance the character of the existing community adjacent to Burnhamthorpe Road East.
- Facilitate infilling and redevelopment consistent with the existing character of the community.
- Improve the nature and appearance of commercial development.
- Maintain and enhance environmental features.
- Improve the transportation system.

Urban Design Policies:

- Supplementary plantings and upgraded landscape features where feasible
- Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North were identified as locations that require special consideration.

City Strategic Directions

City Strategic Priorities:

- Building Mississauga for the 21st Century
  - Taking the City to the next stage of its development

Business Planning Directions:

- Relieve congestion
  - Walkable City
  - Transit improvements
  - Improve the movement of people
  - Improved winter maintenance, particularly for sidewalks and bus stops
- Greening the environment
- State of good repair for infrastructure
  - Ensure that adequate funding is provided to maintain our existing infrastructure
- Continuous improvement and Tax Rate Management

Strategic Plan for the New Millennium:

- Mississauga will have a transportation system which allows for safe and efficient movement within and beyond the City.
- To design the road network with regard for the importance of urban design, land use considerations and the needs of all road users, including pedestrian, cyclists, buses, trucks and automobiles.

Burnhamthorpe Trail

- A multi-use trail is proposed within the northern boulevard from Little Etobicoke Creek to Arista Way.
- The City is updating its strategy to promote cycling through a Cycling Master Plan Study.
- The updated study will support and encourage cycling within a safe environment by:
  - Reviewing existing routes, policies and standards outlined in previous cycling initiatives;
  - Confirming existing or proposing new policies, engineering standards, and the appropriate facilities needed; and
  - Developing an implementation and operation strategy for cycling routes.

Needs and Opportunities

Traffic

- Balance the needs of pedestrian, cyclist, transit and auto users on the corridor.
- Study area design will reflect the City's new philosophy on road improvement projects.

Multi-Use Trail

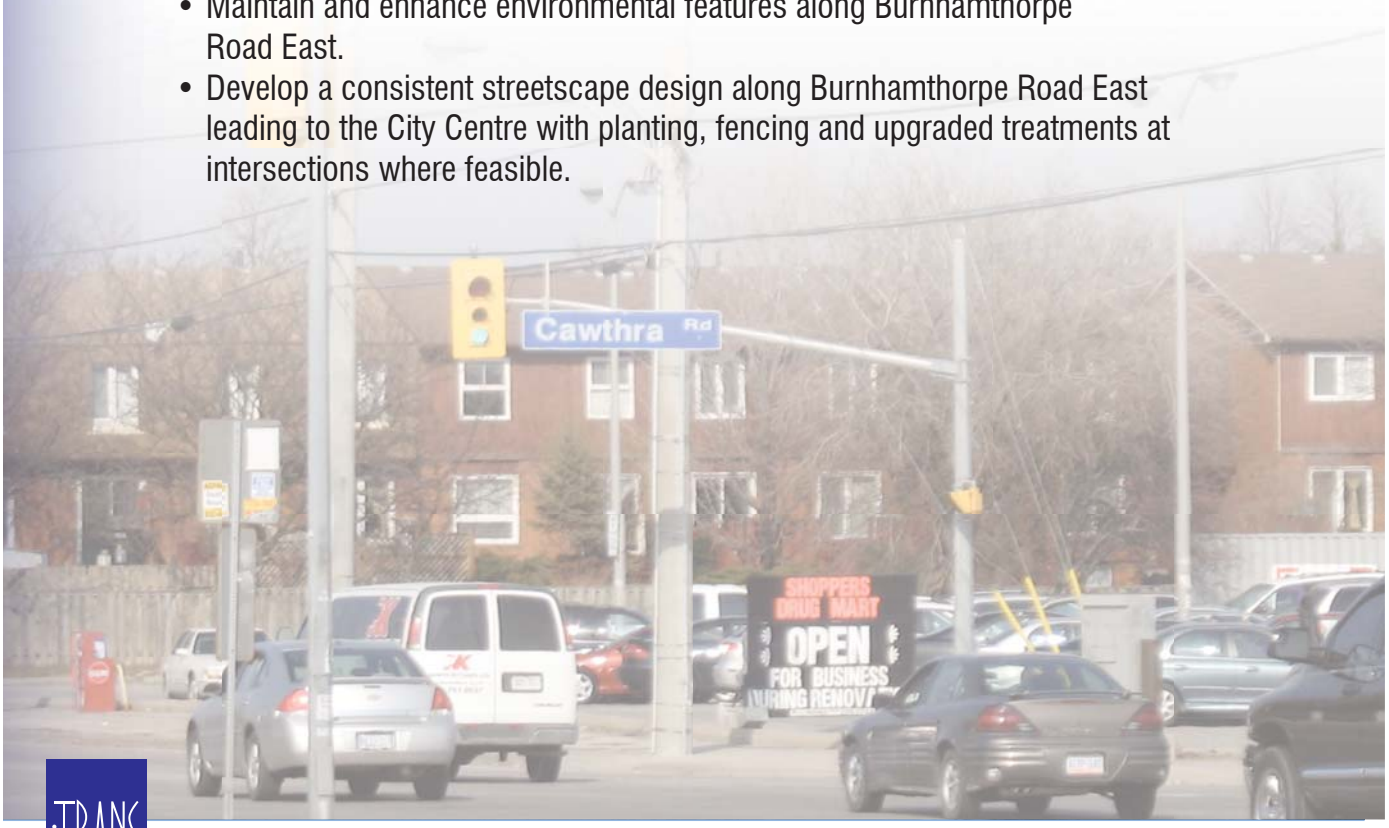
- Continuation of Burnhamthorpe Trail from Little Etobicoke Creek (Applewood Trail) will:
  - Link various neighbourhoods in this area, and
  - Provide the "back bone" for development of future cycling facilities in this corridor.

Transit

- Queue jump lanes (with far side bus bays) to allow for transit signal priority.
  - Express bus connections from Burnhamthorpe Road East to future Bus Rapid Transit (BRT).

Streetscape

- Provide a safe, accessible environment that supports walking, cycling and transit.
- Maintain and enhance environmental features along Burnhamthorpe Road East.
- Develop a consistent streetscape design along Burnhamthorpe Road East leading to the City Centre with planting, fencing and upgraded treatments at intersections where feasible.



Problem / Opportunity Statement

Existing traffic demand, anticipated traffic growth, and land access needs in the Burnhamthorpe Road East corridor resulted in the following problem statement:

- Transportation solutions are necessary to address the existing and projected capacity deficiencies in the Burnhamthorpe Road East corridor.
- Streetscaping solutions are necessary to enhance the safety and mobility of pedestrians, cyclists and motorists.
- Network changes are needed to support higher transit usage and the planned Highway 403 / Eglinton Bus Rapid Transit (BRT).
- Solutions are needed to improve the quality of life of people working, living or playing within the study area.

Existing Conditions Assessment

Structures

- Three major structures in the corridor that are due for rehabilitation:
  1. Burnhamthorpe Road East over Little Etobicoke Creek (West of Golden Orchard Drive) - Bridge Structure
  2. Burnhamthorpe Road East over Cooksville Creek East Branch (East of Robert Speck Parkway) - Culvert Structure
  3. Burnhamthorpe Road East over Cooksville Creek West Branch (East of Hurontario Street) - Bridge Structure
- The north railings are considered for improvements.
- Additional bridges are proposed to accommodate the multi-use Burnhamthorpe Trail for cyclists and pedestrians.

Pavement

- The City's Pavement Management System has placed most of the pavement on Burnhamthorpe Road East replacement needs category over the next 3-5 years.

Existing Land Use Conditions

- Existing land uses on Burnhamthorpe Road East:
  - Residential
  - Commercial
  - Religious assembly

Residential

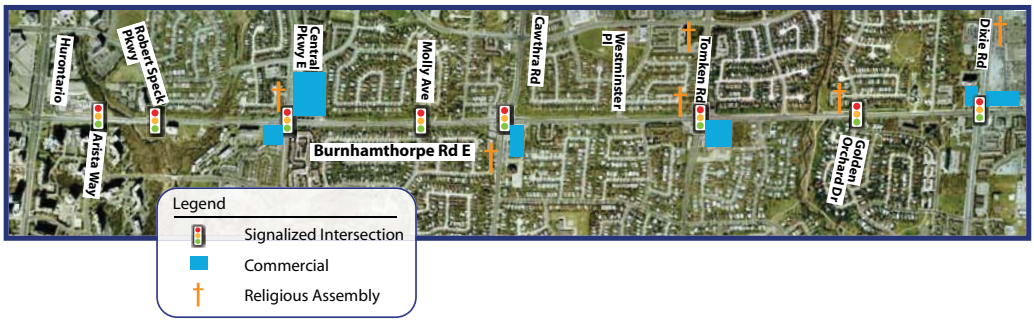
- Range of residential densities for most of the study area

Retail Commercial:

- Rockwood Mall
- Golden Plaza
- Tomken Road Plaza
- Cawthra Road Village Square
- Central Parkway East Mall
- Plaza

Places of Religious Assembly:

- Risen Christ Lutheran Church
- Church of the Holy Spirit
- Applewood Gospel Hall
- Mississauga Chinese United Church Ministry / Westminster United Church
- St. Mary's Ukrainian Catholic Church
- St. Peter & Paul Parish



Natural Environment

- The City has Natural Areas Survey (NAS), which includes in-field data, guidelines, and strategies to further the preservation, enhancement, and restoration of the City's natural areas, their functions and their linkages, during development applications, capital works projects and acquisition plans within the City.
- Natural Area Survey Sites, CC1, RW2 and RW5 fall within the Burnhamthorpe Road East EA study area
- These natural areas are identified in Mississauga Plan and their protection, preservation and enhancement is addressed through Mississauga Plan Greenbelt Policies and Natural Heritage Policies

Watercrossings

- There are no Provincially Significant Wetlands (PSWs), Areas of Natural and Scientific Interest (ANSIs) or Environmentally Significant/Sensitive Areas (ESAs) located in the study area
- The study area includes:
  - Little Etobicoke Creek (Toronto and Regions Conservation Authority, TRCA),
  - Cooksville Creek, East Branch (Credit Valley Conservation, CVC), and
  - Cooksville Creek, West Branch (CVC)
- Fish habitat conditions are considered poor within the study area

Vegetation

- Vegetation communities were represented by several types of deciduous forests, which are considered widespread and common in Ontario
- The study area however does contain four species that are considered locally uncommon or rare:
  - Common Evening-primrose (Oenothera biennis)
  - Smooth Juneberry (Amelanchier laevis)
  - Siberian Crabapple (Malus Baccata), is considered uncommon in the Peel Region (Varga 2000)
  - Slender Willow (Salix petiolata)
- A review of the Natural Heritage Information Centre (NHIC) database revealed no designated natural areas or rare, threatened or endangered species within or adjacent to the study area.

Natural Environment (continued)

Wildlife

- The existing land use along Burnhamthorpe Road East between Arista Way and Dixie Road is primarily urban residential with some commercial uses
- Natural heritage features and available wildlife habitat is minimal
- The naturalized areas of the Little Etobicoke Creek and the East and West branches of Cooksville Creek contained most of the wildlife because they provide:
  - Safe travel corridors across Burnhamthorpe Road East for small mammals, and
  - Feeding zones and migration corridors for many species of migratory birds.
- Excluding these forested valley lands, all of the available wildlife habitat that is adjacent to Burnhamthorpe Road East can best be characterized as being of poor quality, low structural diversity and low habitat diversity.

Peel Region Projects

- The City is also working together with the Region of Peel to coordinate their following projects that are directly related to the Burnhamthorpe Road East Class EA study:

Region of Peel Working for you

Cooksville Creek Sanitary Sewer Diversion

- The Region is in the Detailed Design stage to construct a 1200mm diameter trunk sanitary sewer along Burnhamthorpe Road from Robert Speck Parkway to Central Parkway East, south on Central Parkway East to the existing CPR trunk sanitary sewer located south of Bloor Street.
- The purpose of the trunk sanitary sewer diversion is to utilize the spare capacity in the downstream portions of the CPR Trunk Sanitary Sewer by directing the upstream flows from the Cooksville Creek Trunk Sanitary Sewer, and thereby create spare capacity in the downstream Cooksville Creek Trunk Sewer which would then be allocated for wastewater flows from the proposed developments near the Mississauga City Centre area.
- Due to its depth (i.e., approximately 16 metres deep at the Burnhamthorpe Road/Central Parkway intersection) most of the proposed trunk sanitary sewer will be constructed using trenchless technology.
- Construction is tentatively scheduled to commence in Summer 2009.

Burnhamthorpe Road East Watermain Replacement

- The purpose of this ongoing Detailed Design project is to replace a 400mm diameter watermain on the south side of Burnhamthorpe Road East between Hurontario Street and Cawthra Road.
- Construction is tentatively scheduled in Summer 2009.

Peel Region Projects (continued)

Hanlan Feedermain

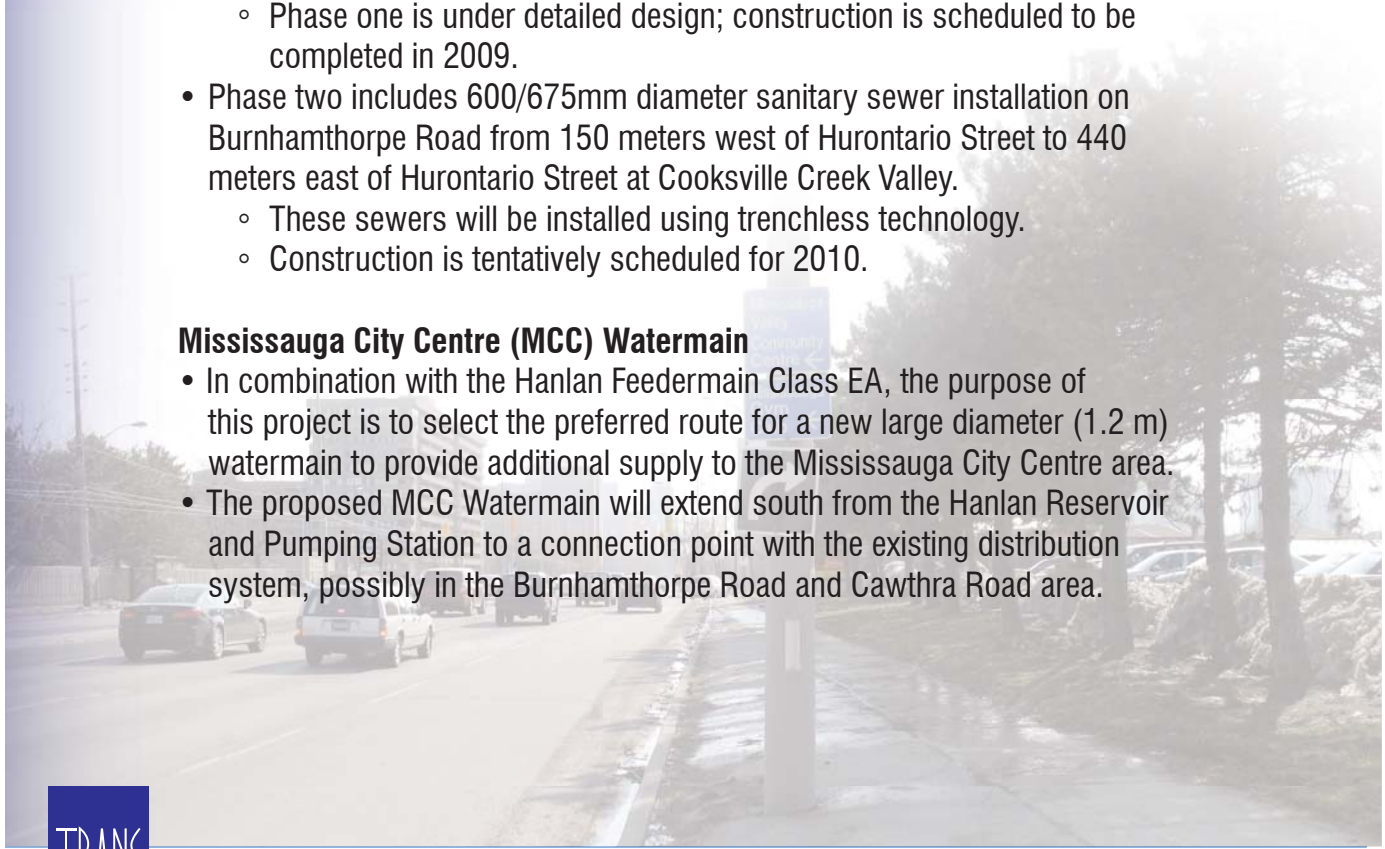
- The purpose of this ongoing Class EA project is to select the preferred route for a new large diameter (2.4 m) municipal drinking water pipe called the Hanlan Feedermain.
- The proposed Hanlan Feedermain will start at the Lakeview Water Treatment Facility and extend north to the Hanlan Reservoir and Pumping Station located at Britannia Road and Tomken Road.
- An additional pipe along Burnhamthorpe Road is also being considered for an interconnection with the existing feedermain near Little Etobicoke Creek. This works could be co-ordinated with the proposed Burnhamthorpe Road improvements.
- Construction is scheduled for 2012-2014, although some sections could be advanced for coordination with other planned improvements.
- Public open houses to present the recommended Hanlan Feedermain and MCC Watermain (see below) routes are scheduled for June 2 and 3, 2009.

Mississauga City Centre Sanitary Sewer Diversion

- Phase one includes 600mm diameter sanitary sewer installation on City Centre Drive, Kariya Drive and Burnhamthorpe Road from Duke of York to 150 meters west of Hurontario Street.
  - These sewers will be installed using open cut method.
  - Phase one is under detailed design; construction is scheduled to be completed in 2009.
- Phase two includes 600/675mm diameter sanitary sewer installation on Burnhamthorpe Road from 150 meters west of Hurontario Street to 440 meters east of Hurontario Street at Cooksville Creek Valley.
  - These sewers will be installed using trenchless technology.
  - Construction is tentatively scheduled for 2010.

Mississauga City Centre (MCC) Watermain

- In combination with the Hanlan Feedermain Class EA, the purpose of this project is to select the preferred route for a new large diameter (1.2 m) watermain to provide additional supply to the Mississauga City Centre area.
- The proposed MCC Watermain will extend south from the Hanlan Reservoir and Pumping Station to a connection point with the existing distribution system, possibly in the Burnhamthorpe Road and Cawthra Road area.



Public Comments from PIC #2

Noise

Public Comment	City Response
▪ Would like full reimbursement of recently installed fences if City replaces fences ▪ Preference for concrete walls	▪ The City is considering different funding options for the construction of noise walls along Burnhamthorpe but reimbursement of private fences has not been included in the budget ▪ Concrete is a preferred material, however the City will finalize the fence design during the next phase of the process

Pedestrian Realm

Public Comment	City Response
▪ Additional pedestrian crossings are needed	▪ Presently, pedestrian crossings are not proposed, but the conditions will be monitored for the potential to add crossings in the future ▪ The City is adding zebra markings at all protected crossings to clearly demarcate pedestrian paths at intersections

Transit

Public Comment	City Response
▪ Need to develop link between Mississauga Transit and the TTC ▪ Concern for locations of bus stops / bays ▪ Bus shelter on south side blocks sight lines at Autumn Harvest turning onto Burnhamthorpe	▪ Potential transit improvements to Burnhamthorpe Road East, east of Dixie Road in connection with the City of Toronto and the TTC Subway system, will be addressed through the Mississauga Transit Strategy Study and the Transitway Study ▪ Some locations of bus stops / bays needed to be relocated to accommodate the bus bays for transit signal priority with should improve sight lines ▪ The City conducted an on site review of the bus stop at Autumn Harvest and concluded that there was sufficient sight distance available for turning motorists to see approaching vehicles

Traffic

Public Comment	City Response
▪ Four (4) lanes will not be adequate to serve expected traffic ▪ Do not allow Tim Horton's - put something like parade or traffic calming	▪ The City's preferred solution reflects the new sustainable direction from City council; recognizing the planned Highway 403 / Eglinton BRT and cost constraints ▪ The proposed solution does not focus new capacity on Burnhamthorpe. Instead it focusses on creating a more multi-modal corridor which suits all users such as vehicles, cyclists, pedestrians and transit ▪ All east-west roads and planned transit is intended to address growth in travel demands ▪ Assessing the implications of development for commercial uses are not within the scope of this project ▪ The City will address these issues through the planning process

Public Comments from PIC #2 (continued)

Cycling and Burnhamthorpe Trail

Public Comment	City Response
▪ Seems to be a lot trail and bike lane space ▪ Supports on-road bicycling	▪ It is the desire of City Community Services to continue the multi-use trail system along Burnhamthorpe Road, as it is a primary trail that will run east-west through the City ▪ On-road cycling was an option that was considered in consultation with the general public, special stakeholder groups and the City ▪ On-road cycling was not chosen as the preferred alternative design

PIC #1 Displays and Venue

Public Comment	City Response
▪ Would like audio / video for next presentation ▪ Would have been nice to have pamphleysts ▪ Request for more information ▪ Use cheaper paper	▪ The Project Team is available to answer any questions at all times ▪ The City felt that an open house format would allow the Project Team to better address specific concerns of the general public ▪ The City has posted all materials related to the project on its website due to the request to make the information presented to the public accessible http://www.mississauga.ca/portal/residents/burnhamthorperoadeaststudy ▪ The website will be updated to include tonight's PIC panels

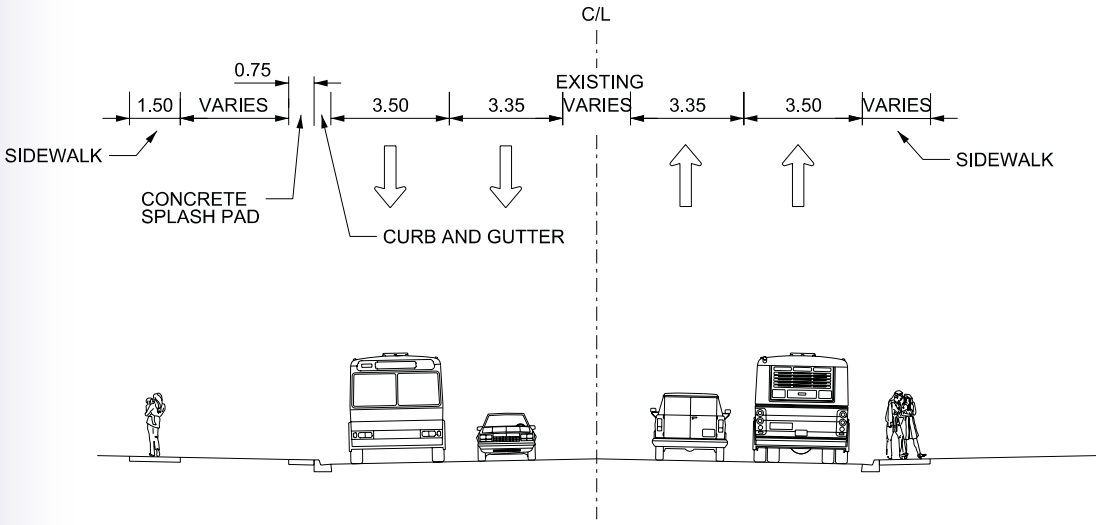
Overall Project Comments

Public Comment	City Response
▪ Monitor cost for the project ▪ Plan should consider the future ▪ Insufficient use of resources ▪ Design alternatives were carefully considered	▪ The cost of the project will be accounted to the greatest extent as possible in the evaluation of the alternative design ▪ Cost is an evaluation criteria for the alternative designs ▪ The City has proceeded with this study in adherence to the City Official Plans and Strategic Directions for the future as well as working closely with City Council

Alternative Designs

Alternative Design 1: Do Nothing

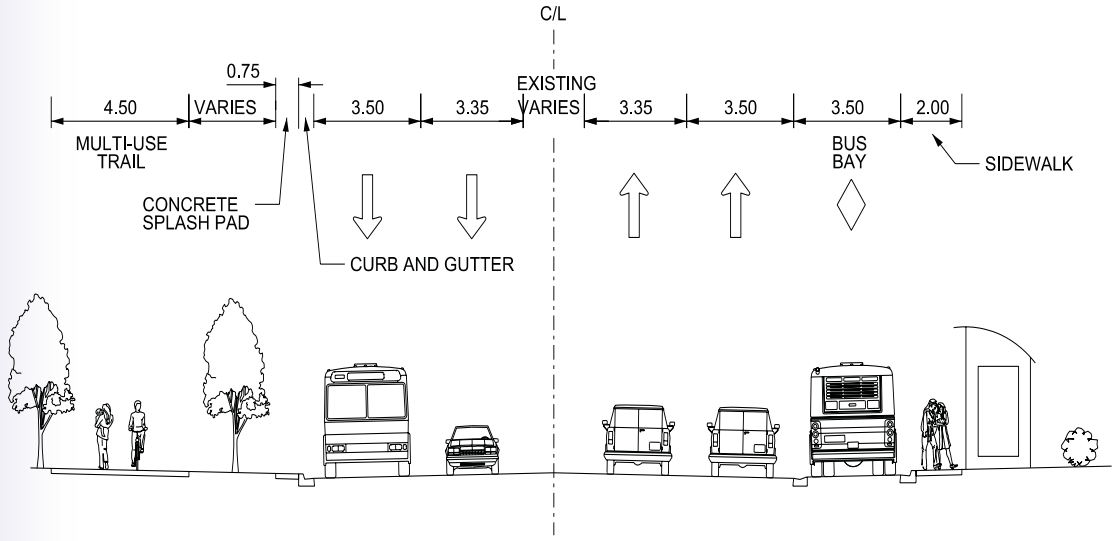
- No widening of Burnhamthorpe Road East



All dimensions are in metres

Alternative Design 2: 4-Lane Cross Section with Improvements

- No widening of Burnhamthorpe Road East
- Transit queue jump lane, Burnhamthorpe trail, and streetscape improvements

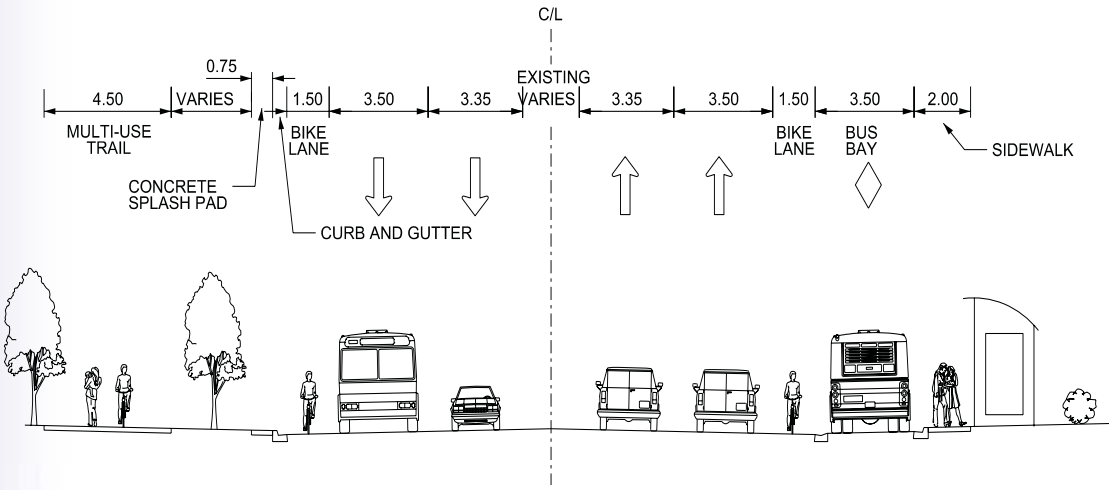


All dimensions are in metres
* Bus bays are located at most signalized intersections

Alternative Designs

Alternative Design 3: 4-Lane Cross Section with On-Road Bicycle Lanes

- Widen Burnhamthorpe Road East to allow for on-road bicycle lanes
- Transit queue jump lane, Burnhamthorpe trail, and streetscape improvements



All dimensions are in metres
* Bus bays are located at most signalized intersections

Queue Jump Lanes and Transit Signal Priority

What Is A Queue Jump Lane?

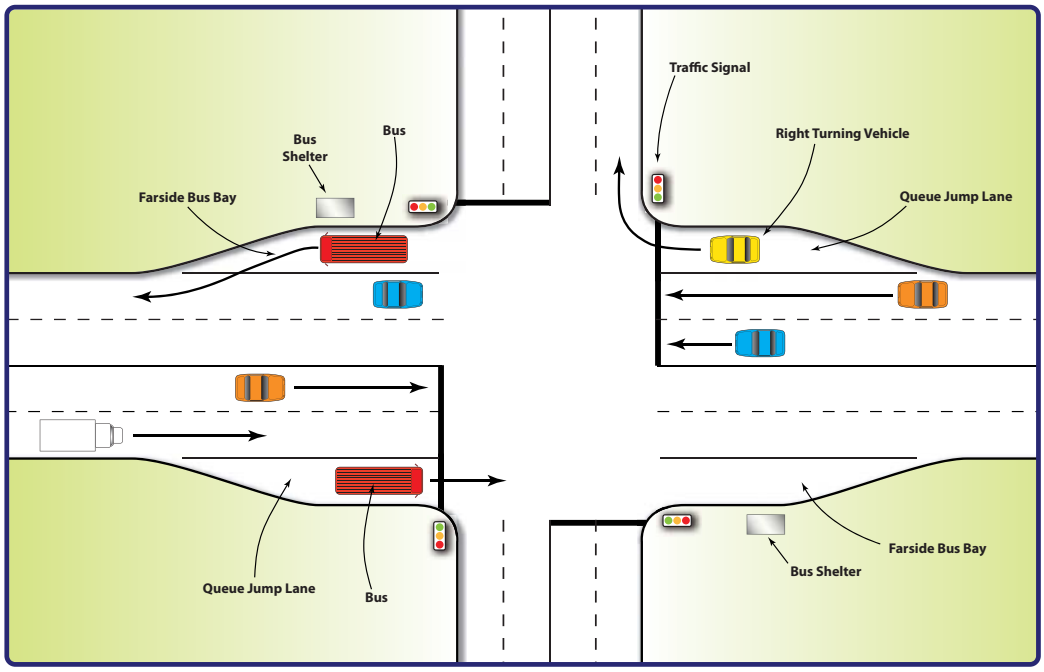
- A queue jump is a type of roadway geometry typically found in bus rapid transit systems.
- It consists of an additional travel lane on the approach to a signalized intersection.
- For the Burnhamthorpe Road East EA, the queue jump lane is restricted to transit vehicles and right turning vehicles.

How Do Queue Jump Lanes and Transit Signal Priority Work?

- The intent of the lane is to allow the higher-capacity vehicles to cut to the front of the queue, reducing the delay caused by the signal and improving the operational efficiency of the transit system.
- The queue jump lanes is accompanied by an increase in green time (transit signal priority) when a bus approaches an intersection

Queue Jump Lanes On Burnhamthorpe Road East

- The proposed queue jump lanes on Burnhamthorpe Road East have a farside bus stop.
- The farside queue jump lanes allow transit vehicles to stop at the "farside" of the intersection to allow transit users to board and get off the transit vehicle without impeding right turning traffic.



Evaluation Criteria

Land Use and Social-Economic
- Noise Impacts
- Residential Impacts
- Business Impacts
- Neighbourhood Traffic Infiltration
- Impacts on Development

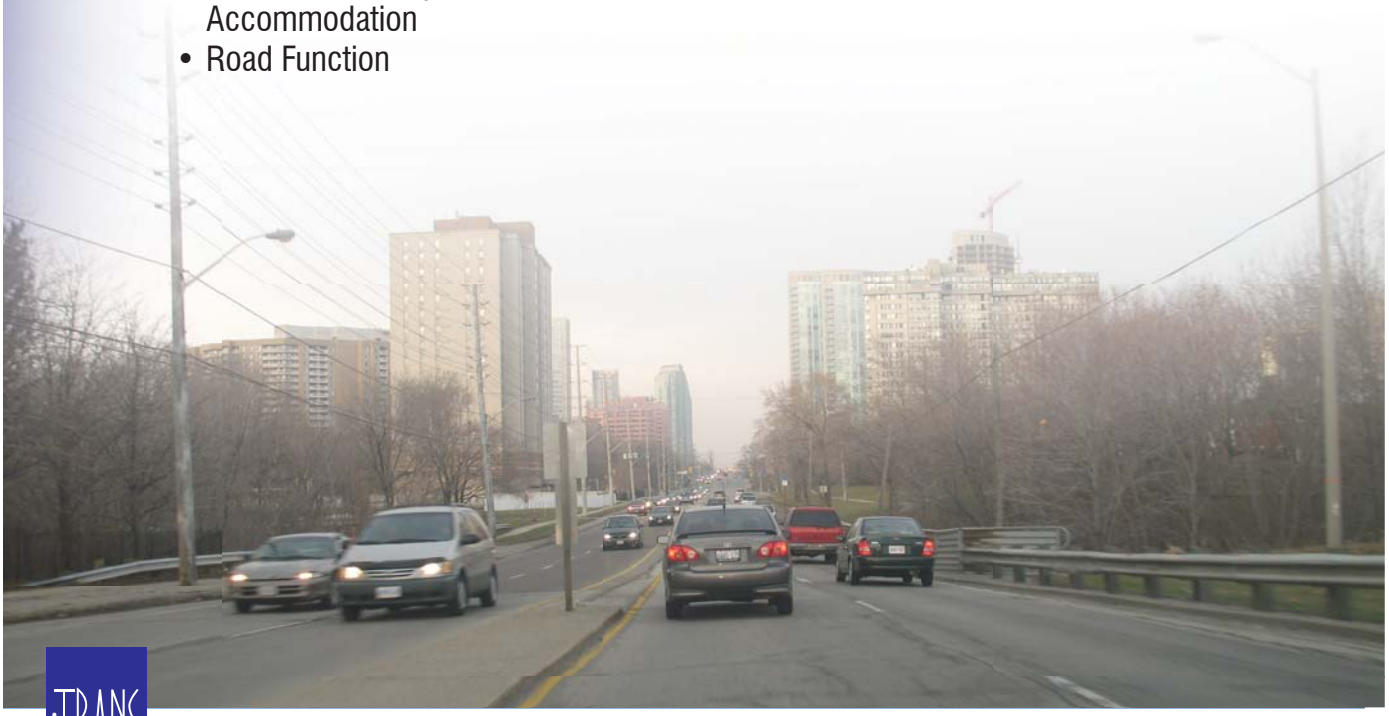
City Building
- Supports City Centre and Secondary Plan Objectives
- Transportation Network Considerations
- Streetscape Improvement
- Role of Corridor throughout the City
- Strategic Priorities for the City of Mississauga
- 2009-2010 Business Planning Directions

Transportation
- Corridor Capacity and Level of Service
- Traffic Safety
- Transit Operations
- Pedestrian and Cyclist Accommodation
- Road Function

Natural Environment
- Natural Heritage Features
- Erosion and Landforms
- Vegetation
- Wildlife, Aquatic Species and Habitat
- Air Quality
- Sustainability
- Stormwater runoff / potential hydraulic impacts

Implementation
- Construction feasibility
- Staging Opportunities

Costs
- Utility Relocation
- Capital Costs
- Operating Costs
- Property Acquisition



Design Considerations

On-Street Bicycle Lanes

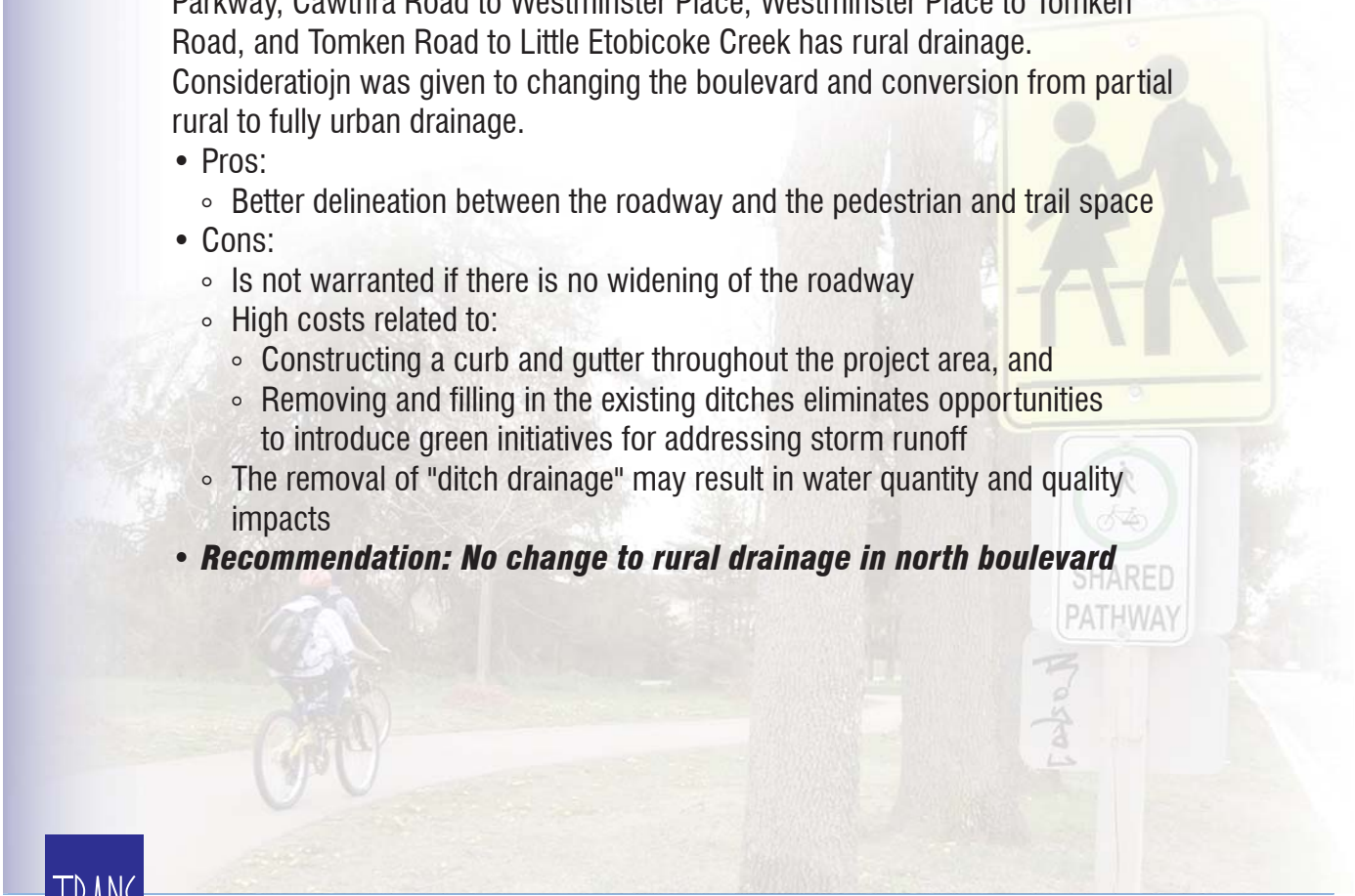
Concept designs were developed with and without on-road bicycle lanes in addition to the completion of the boulevard trail. The following are the findings of the assessment of on-road bicycle lanes.

- Pros:
  - Better accommodation of commuter cyclists
  - A continuous on-street bicycle route throughout the City
- Cons:
  - Negative impacts and greater property requirements to accommodate the widening
  - High costs related to:
    - Widening the road to accommodate bicycle lanes
    - Expand structures over Cooksville Creek
    - Constructing a curb and gutter throughout the project area, and
    - Removing and filling in the existing ditches
- ***Recommendation: No on-road bicycle lanes***

Urban Cross Section versus a Rural Cross Section

Currently the north boulevard between Robert Speck Parkway to Central Parkway, Cawthra Road to Westminster Place, Westminster Place to Tomken Road, and Tomken Road to Little Etobicoke Creek has rural drainage. Consideratiojn was given to changing the boulevard and conversion from partial rural to fully urban drainage.

- Pros:
  - Better delineation between the roadway and the pedestrian and trail space
- Cons:
  - Is not warranted if there is no widening of the roadway
  - High costs related to:
    - Constructing a curb and gutter throughout the project area, and
    - Removing and filling in the existing ditches eliminates opportunities to introduce green initiatives for addressing storm runoff
  - The removal of "ditch drainage" may result in water quantity and quality impacts
- ***Recommendation: No change to rural drainage in north boulevard***



Design Considerations (continued)

Location of the Trail

Alternative alignments for the location of the multiuse trail were considered.

- The proposed location of the trail considered:
  - Minimizing impact to existing properties
  - The existing grading of the north boulevard
  - The location of existing trees and vegetation
  - Utilizing available illumination
  - Minimizing impacts to utilities

A 4.5 m wide Multi-Use Trail versus Separate Sidewalk and 3.5 m wide Trail Facilities

Consideration was given to removing the existing sidewalk and creating one multi-use cyclist and pedestrian trail of 4.5 m wide.

- Pros:
  - Consistent with the current and proposed approach for cycling trails in Mississauga
  - More unified appearance in that it would match the existing Burnhamthorpe Trail east of Dixie Road
  - Maintaining one multi-use trail is easier than maintaining two separate facilities
  - Greater potential to preserve existing trees
- Cons:
  - This is a primary cycling spine route warranting consideration of separation of higher speed and recreational cyclists.
  - Pedestrians may feel intimidated by sharing their space with cyclists
  - Additional cost related to removing the existing sidewalk to accommodate a wider multi-use trail
- ***Recommendation: Construct a 4.5 m wide trail throughout the study area***

Structures

Alternative crossing points were considered for the trail bridges.

- The proposed locations of the structures considered:
  - Minimizing impact on the natural environment by the watercrossings
  - The location of the trail and providing a direct connection
  - Minimizing the impact to utilities and other infrastructure

Preliminary Recommended Alternative Design

Alternative Design #2: 4-Lane Cross Section with Improvements

- Transit queue jump lanes, multi-use trail, and streetscape improvements.

Traffic

- Optimization of signal timings
- Traffic signal upgrades for transit signal priority

Queue Jump Lanes for Transit

- Transit signal priority for buses facilitated by:
  - Removal of channelized right turn islands
  - Farside bus stops and bus bays
  - Transit priority bus bays are 3.50 m wide with a bus shelter where possible

Noise Mitigation

- Construction of noise walls on the south and north boulevard where warranted
- Incorporation of soft landscaping in conjunction with noise wall construction in the next phase of the study

North Boulevard Multi-Use Trail

- Continuation of 4.5m asphalt trail (Burnhamthorpe Trail) throughout the study area
- Enhancements to multi-use trail with:
  - Tree preservation and plantings where applicable and
  - Improved pedestrian and cyclist connections, including connections to the Cooksville Creek Trail and the Applewood Trail

Streetscape

- Enhanced streetscaping for the study corridor, including upgraded tree planting and natural planting.
- Street furniture, bicycle racks and creation of "mini pedestrian plazas" at key intersections

Watercourse and Bridge Crossings

- Separate structures to accommodate cyclists and pedestrians north of the existing roadway structures.
- Rehabilitation of existing roadway structures.

Resurfacing

- Road resurfacing for the entire study corridor.

Impact and Mitigation of a Preliminary Design Concept

Factor	Anticipated Impact	Proposed Mitigation
Natural Environment		
Fisheries and Aquatic Habitat	▪ No critical or significant fisheries or aquatic habitat will be affected by this project.	▪ None
Vegetation and Vegetation Communities	▪ Possible removal of up to 62 existing ornamental landscape trees to accommodate the multi-use trail and bus bays. ▪ Removal of vegetation for bridge crossings	▪ Tree preservation where feasible ▪ Additional ornamental tree plantings and other landscaping will be established to improve the urban landscape. ▪ During detail design, the exact number, species type and size of trees to be removed will be determined and replaced where feasible. ▪ Should any trees be damaged as a result of construction, replacement with a tree of similar species and size will be provided ▪ Naturalized planting to mitigate when bridges will be installed
Wildlife and Wildlife Habitat	▪ No critical or significant wildlife habitat will be affected by this project.	▪ None
Surface Water	▪ Possible decrease in quantity of runoff, as a result of additional landscaping in the study area ▪ Potential drainage issues due to the multi-use trail	▪ Opportunities to improve the water quality in the study area ▪ A stormwater management plan will be developed during detail design. ▪ Water quality requirements will be reviewed during detail design, in conjunction with the water quantity re-assessment.
Soil Removal and Contaminants	▪ Potential for removal of contaminated soils	▪ Any soils that are removed during construction should be tested for contaminants that may have been used or dumped along the corridor limits to determine proper disposal.
Hydraulic Impacts	▪ Potential hydraulic impacts upstream and downstream of the site by the trail bridge over watercrossings	▪ Minimize the impact through the placement of the trail structures ▪ Full hydraulic impacts will be determined and addressed in detailed design
Social Environment		
Land Use and Socio-Economic Impacts	▪ Adding bus bays at intersections to allow for transit signal priority ▪ Temporary impacts to existing access points while construction is taking place.	▪ Access to some properties will be impacted and may require relocation ▪ Access is to be maintained to individual driveways during construction. ▪ Timing of construction activities can be coordinated to mitigate many of these impacts.
Property Requirements	▪ Requirement for additional property	▪ Approximately 1,000 m^2 is needed at various properties throughout the study area. ▪ The City has initiated discussions with these property owners and a formal definition of property requirements will be determined during detailed design.
Noise	▪ The construction of the proposed improvements on Burnhamthorpe Road East will result in acceptable levels of sound exposures to dwellings.	▪ Details of the design of any proposed noise attenuation will be addressed during detail design. ▪ The design of any noise attenuation should minimize impacts to adjacent properties, and entrance features.
Archaeology, Heritage and Cultural Resources	▪ The Burnhamthorpe Road ROW itself does not retain archaeological site potential due to previous road and residential disturbances.	▪ Stage 2 Archaeological Assessment is recommended to occur during detail design phase on lands determined to have archaeological potential, if the proposed project is to impact these lands.
Air Quality	▪ Reduced quality during construction.	▪ To minimize reduced air quality due to dust, apply water and calcium chloride during construction. ▪ Erosion and sediment control measures should be implemented.
Safety	▪ Safety for pedestrian, cyclists, and motorists	▪ Existing sidewalks on the south-side shall be maintained where possible throughout the entire study corridor. ▪ Multi-use trail will separate pedestrians and cyclists from the road ▪ Accessibility to cyclists, pedestrians, transit users, the elderly, the disabled will be considered in the final design
Streetscaping / Urban Design	▪ Enhanced streetscaping	▪ Streetscaping details will be determined during detail design. ▪ Improve fencing and intersection treatment
Utilities	▪ Relocation of existing utilities	▪ Some of the existing utilities will need to be relocated. Formal definition of impacts on utilities will be determined during detail design.
Construction Detours / Temporary Lane Restrictions	▪ Inconvenience during construction	▪ Impacts will be temporary in nature. The City will attempt to mitigate impacts as much as possible. ▪ During detail design, a traffic management plan should be developed to determine how traffic will be accommodated during construction.

Next Steps

Following this PIC, the Project Team will:

- Review your comments;
- Respond to your written questions;
- Confirm or modify the Preferred Alternative Design;
- Finalize the Preliminary Design; and
- Prepare the Environmental Study Report (ESR).

When the ESR is complete, the public and review agencies will be notified of the Study completion. The ESR will be placed on the public record for a minimum 30-day public review period.

Your comments are important. They will be reviewed as part of the Study. Please indicate your interest to remain involved with the Study by submitting your completed Comment Form or by contacting either of the following Project Team Members by May 29, 2009:

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Thank You!