

# N

## Appendix N: CORRESPONDANCE RECORD



Engineering  
for **people**

## **Appendix N Contents:**

**N-1: Agency and Stakeholder Correspondence**

**N-2: Public Correspondence Record**

## **N-1: Agency and Stakeholder Consultation**

**N-1-1: Key Representatives**

**N-1-2: Study Notification**

- **Notice of Study Commencement/Introductory PIC #1**
- **PIC #2**
- **PIC #3**
- **General Committee & Council**

**N-1-3: Correspondence Record**

## **N-1-1: Key Agency and Stakeholder Representatives**

### Key Agency and Stakeholder Representatives

Organization Name	First Name	Last Name	Title	Email Address
<b>Provincial Agencies</b>				
<b>Ministry of the Environment, Conservation and Parks (MCEP)</b>	Trevor	Bell	Regional Environmental Assessment Coordinator	trevor.bell@ontario.ca
	--	--	Ministry Regional Office	eanotification.cregion@ontario.ca
<b>Ministry of Tourism, Culture and Sport (MTCS)</b>	Karla	Barboza	Team Lead, Heritage Planning Unity Programs and Service Branch	karla.barboza@ontario.ca
	Joseph	Harvey	Heritage Planner	joseph.harvey@ontario.ca
<b>Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRF)</b>	Dan	Thompson	District Manager	dan.l.thompson@ontario.ca
	Maria	Jawaid	District Planner	maria.jawaid@ontario.ca*  *no longer with MNDMNRF – emails forwarded to keith.johnston@ontario.ca as of April 2022

City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
<b>Credit Valley Conservation (CVC)</b>	Iftekhar	Ahmad	Planner, Environmental Assessment	Iftekhar.ahmad@cvc.ca
	--	--	--	planning@cvc.ca
<b>Stakeholder Groups</b>				
<b>Mississauga Cycling Advisory Committee</b>	Megan	Piercey	Legislative Coordinator	megan.piercey@mississauga.ca
	Stephanie	Smith	Clerk	stephanie.smith@mississauga.ca
<b>Clarkson Village BIA</b>	Nadia	Richard	Manager	nadia.c.richard@gmail.com
	--	--	--	info@clarksonbia.com
<b>Interest Groups</b>				
<b>Birch Glen Residents' Associations</b>	Beverley	Bleackley	President	birchglenresidents@gmail.com
<b>Clarkson Fairfields South Rate Payers Association</b>	Bill	Chudiak	--	w.centurian@sympatico.ca
<b>Hillcrest Rate Payers Association</b>	Sarah	Gray	--	info@hillcrestratepayers.ca

City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
<b>Lorne Park Estates Association</b>	Petra	Scheller	--	petra@theartworksgroup.com
<b>Meadow Wood – Rattay Association</b>	Sue	Shanly	President	sshan@rogers.com
<b>Park Royal Community Association</b>	Tom	Piribauer	--	prcaboard@parkroyalca.org
<b>Sheridan Homelanes Rate Payers</b>	Pieter	Kool	President	pieter.jcz@gmail.com
<b>Tecumseh Area Residents' Association</b>	Jan	Davies	--	jandavies.tara@gmail.com
<b>Whiteoakes Lorne Park Community Association</b>	Sarah	Becker	--	sarahsbecker@hotmail.com
<b>Elected Officials</b>				
<b>City Councillor</b>	Karen	Ras	Ward 2 Councillor	karen.ras@mississauga.ca
	Pat	Mullin	Ward 2 Councillor (as of February 2022)	pat.mullin@mississauga.ca

City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
<b>School Board</b>				
<b>Peel District School Board</b>	Nick	Gooding	Intermediate Planner	nick.gooding@peelsb.com
	Phillip	Sousa	Senior Planner	philip.sousa@peelsb.com
	Suzanne	Blakeman	Senior Planner	suzanne.blakeman@peelsb.com
<b>Dufferin-Peel Catholic District School Board</b>	Joanne	Rogers	Senior Planner	joanne.rogers@dpcdsb.org
<b>Municipal Staff</b>				
<b>City of Mississauga</b>	Alex	Liya	Traffic Operations Specialist	alex.liya@mississauga.ca
<b>City of Mississauga</b>	Colin	Patterson	Supervisor, Road Safety	colin.patterson@mississauga.ca
<b>City of Mississauga</b>	David	Ferro	Development Planner	david.feero@mississauga.ca
<b>City of Mississauga</b>	Erica	Warsh	Vision Zero Program Lead	erica.warsh@mississauga.ca
<b>City of Mississauga</b>	Erny	Ferriera	Real Estate Analyst	erny.ferriera@mississauga.ca



City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
City of Mississauga	Fred	Sandoval	Active Transportation Coordinator	fred.sandoval@mississauga.ca
City of Mississauga	Gino	Dela Cruz	Project Manager	gino.delacruz@mississauga.ca
City of Mississauga	Hugh	Lynch	Manager, Development Planning Services	hugh.lynch@mississauga.ca
City of Mississauga	Jacqueline	Elias	MiWay Transportation Infrastructure Coordinator	jacqueline.elias@mississauga.ca
City of Mississauga	Jeffery	Reid	Manager, Transportation Projects	jeffery.reid@mississauga.ca
City of Mississauga	Jim	Curts		
City of Mississauga	Jim	Kartsomanis	Supervisor	jim.kartsomanis@mississauga.ca
City of Mississauga	Joe	Bernoldi	Traffic Control Operator	joe.bernoldi@mississauga.ca
City of Mississauga	Kate	Allan	Landscape Architect	kate.allan@mississauga.ca
City of Mississauga	Laura	Archila	Transportation Infrastructure Coordinator	laura.archila@mississauga.ca

City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
City of Mississauga	Lin	Rogers	Manager, Transportation Projects	lin.rogers@mississauga.ca
City of Mississauga	Mattea	Turco	Active Transportation Coordinator	mattea.turco@mississauga.ca
City of Mississauga	Mel	Kayama	Transportation Planning Analyst	mel.kayama@mississauga.ca
City of Mississauga	Michael	Salerno		michael.salerno@mississauga.ca
City of Mississauga	Monika		Forestry	
City of Mississauga	Scott	Sorensen	Stormwater Drainage Technician	scott.sorensen@mississauga.ca
City of Mississauga	Silvio	Cesario	Manager, Capital Works Delivery	silvio.cesario@mississauga.ca
City of Mississauga	Trevisan	Marcuzzi	Street Lighting Coordinator	trevisan.marcuzzi@mississauga.ca
City of Mississauga	Tyler	Xuereb	Transportation Planning Analyst	tyler.xuereb@mississauga.ca

City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
City of Mississauga	Wayne	Holder	Forestry	wayne.holder@mississauga.ca
City of Mississauga	Zvonimir	Miller	Traffic Signals Coordinator	zvonimir.miller@mississauga.ca
Region of Peel	Adrian	Smith	Director & Chief Planner, Regional Planning and Growth Management	adrian.smith@peelregion.ca
Region of Peel	April	Fang	Planner	bihui.fang@peelregion.ca
Region of Peel	Asha	Saddi	Technical Analyst, Infrastructure Programming and Studies	asha.saddi@peelregion.ca
Region of Peel	Chris	Smith	Project Manager	chris.smith@peelregion.ca
Region of Peel	Christina	Marzo	Manager, Development Services	christina.marzo@peelregion.ca
Region of Peel	Daniel	Eberhardt		daniel.eberhardt@peelregion.ca
Region of Peel	Darrin	Dodds	Manager, Capital Works	darrin.dodds@peelregion.ca
Region of Peel	Italia	Ponce	Project Manager	italia.ponce@peelregion.ca

City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
Region of Peel	Len	Gardiner	Supervisor, Road Operation Maintenance	len.gardiner@peelregion.ca
Region of Peel	Louise	Aubin	Director, Public Health	louise.aubin@peelregion.ca
Region of Peel	Maad	Abid Al Hadi	Technical Analyst	maad.abidalhadi@peelregion.ca
Region of Peel	Michael	Skelly		michael.skelly@peelregion.ca
Region of Peel	Neal	Smith	Project Manager	neal.smith@peelregion.ca
Region of Peel	Roger	Silva	Technical Analyst	roger.silva@peelregion.ca
Region of Peel	Sabbir	Saiyed	Manager, Transportation System Planning	sabbir.saiyed@peelregion.ca
Region of Peel	Sandy	Lovisotto	Program Manager, Roads – Design and Construction	sandy.lovisotto@peelregion.ca
Region of Peel	Steven	Kovach	Manager, Capital Acquisitions	steven.kovach@peelregion.ca
Region of Peel	Syeda	Banuri	Project Manager, Stormwater Management	syeda.banuri@peelregion.ca

City of Mississauga  
Clarkson Road and Lakeshore Road Intersection Municipal Class EA  
Project File Report – Appendix N: Correspondence Record

Organization Name	First Name	Last Name	Title	Email Address
Region of Peel	Tamara	Alexander	Construction Technician	tamara.alexander@peelregion.ca
Region of Peel	Tara	Buonpensiero	Manager, Policy Development	tara.buonpensiero@peelregion.ca
Region of Peel	Tamara	Alexander	Construction Technician	tamara.alexander@peelregion.ca

## **N-1-2: Study Notification**

- **Study Commencement / Introductory Public Information Centre #1**
- **Public Information Centre #2**
- **Public Information Centre #3**
- **General Committee & Council**

## **Email Notification of Study Commencement / Introductory Public Information Centre (PIC #1)**

## Kate Barclay

---

**From:** Jessica Dorgo  
**Sent:** November 25, 2020 9:19 AM  
**To:** maria.jawaid@ontario.ca; dan.l.thompson@ontario.ca; planning@cvc.ca; dan.minkin@ontario.ca; rosi.zirger@ontario.ca; chris.kafel@alecrautilities.com; Stephanie.smith@mississauga.ca; info@clarksonbia.com; karen.ras@mississauga.ca  
**Cc:** Rory O'Sullivan; Stephen Keen  
**Subject:** City of Mississauga - Clarkson Rd and Lakeshore Rd EA - Notice of Study Commencement and Introductory PIC  
**Attachments:** B1266\_Mississauga\_Clarkson\_EA\_Notice of Commencement\_e03.pdf

Good Morning,

Please find the attached Notice of Study Commencement and Introductory Public Information Centre for the City of Mississauga Clarkson Road and Lakeshore Road Intersection Improvements Municipal Class Environmental Assessment Study.

The Introductory Public Information Centre will be held virtually starting Thursday, December 3<sup>rd</sup>, 2020. Additional details regarding the study and the virtual meeting are provided in the enclosed notice.

Thank you,

---

**JESSICA DORGIO, EIT**  
EIT / Transportation



T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

[Notice to our customers on the COVID-19](#)



Engineering  
for people



KINCENTRIC  
Best Employer  
CANADA 2019



# Clarkson Road & Lakeshore Road Intersection Improvements

Municipal Class Environmental Assessment Study

## NOTICE OF STUDY COMMENCEMENT AND INTRODUCTORY PUBLIC INFORMATION CENTRE



### ABOUT THE STUDY

- The City of Mississauga has initiated a study to review opportunities to improve the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections and approaches.
- The study will explore a number of alternative solutions to improve traffic operations and safety at the intersections for vehicles, pedestrians and cyclists.
- The project is being planned under 'Schedule B' of the Municipal Class Environmental Assessment process.
- The study will include:
  - Public, agency and stakeholders consultation
  - Assessment of potential adverse impacts to the natural, social and economic environments and identification of mitigation measures
- In consultation with the public and external agencies, the preferred intersection improvements will be determined.

Project related questions or accessibility concerns can be directed to

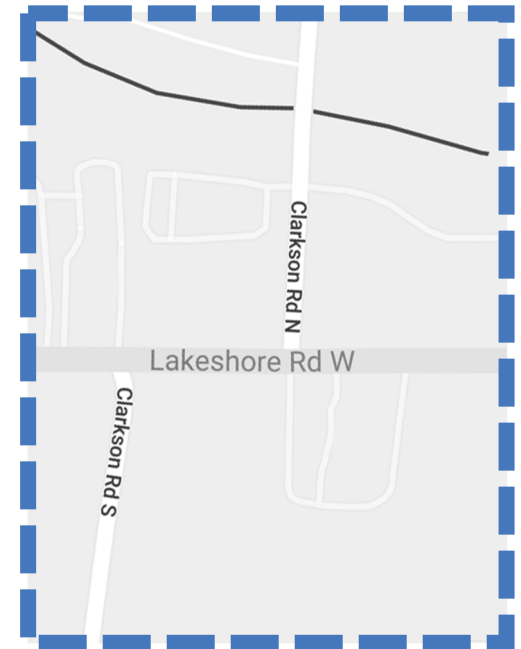
**Rory.osullivan@mississauga.ca** or 311.

### VISIT OUR INTRODUCTORY PUBLIC INFORMATION CENTRE

Our Introductory Public Information Centre will be held virtually and will provide information about how the study is being undertaken. You will have the opportunity to provide input on the key issues and concerns along the study corridor and share ideas with the project team.

Our virtual Public Information Centre will be held online as follows:

<b>WHEN</b>	View materials anytime starting on Thursday, December 3rd, 2020
<b>WHERE</b>	Online <a href="https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakeshore-road-and-clarkson-road-intersection-improvement/">https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakeshore-road-and-clarkson-road-intersection-improvement/</a>
<b>INPUT FORMAT</b>	Please complete the online comment form in the link above or provide your comments by Thursday, December 31st, 2020 by contacting <a href="mailto:Rory.osullivan@mississauga.ca">Rory.osullivan@mississauga.ca</a>



### STUDY AREA

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

This notice was first issued on November 19, 2020.

## Kate Barclay

---

**From:** Jessica Dorgo  
**Sent:** November 25, 2020 9:30 AM  
**To:** eanotification.cregion@ontario.ca  
**Cc:** Stephen Keen; Rory O'Sullivan  
**Subject:** City of Mississauga, MEA Class EA, Clarkson Road and Lakeshore Road Intersection Improvements  
**Attachments:** B1266\_Mississauga\_Clarkson\_EA\_Notice of Commencement\_e03.pdf; B1266\_streamlined\_ea\_project\_information\_form\_2 (4).xlsx

Good Morning,

Please find the attached Notice of Study Commencement and Introductory Public Information Centre and Project Information Form for the City of Mississauga Clarkson Road and Lakeshore Road Intersection Improvements Municipal Class Environmental Assessment Study.

Thank you,

---

**JESSICA DORGO, EIT**  
EIT / Transportation



T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

[Notice to our customers on the COVID-19](#)



Engineering  
for people



## **Email Notification of Public Information Centre #2**

**Kate Barclay**

---

**From:** Kate Barclay  
**Sent:** November 10, 2021 10:56 AM  
**Cc:** Rory O'Sullivan; Lin Rogers; Cindy Truong; Stephen Keen; David Hiatt  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #2  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #2.pdf

Good morning,

This email is to notify you that the Public Information Centre (PIC) #2 for the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study **is now live**.

PIC #2 will be held online from **November 10 to December 10, 2021**, and the PIC portal can be accessed through the City's project website: [mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson)

A virtual Q&A Meeting with the Project Team will be held on **November 24, 2021, from 6:30 to 8:00 PM**. To attend this meeting, you must register in advance through the City's project website under the Public Information Centre #2 heading.

Additional details regarding this study and PIC #2 are provided in the attached notice.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



---

Do you really need to print this email? Let's protect the environment!

CONFIDENTIALITY WARNING This email is confidential. If you are not the intended recipient, please notify the sender immediately and delete it in its entirety.

---

# Clarkson Road & Lakeshore Road Intersection Improvements

Municipal Class Environmental  
Assessment Study

## NOTICE OF PUBLIC INFORMATION CENTRE #2 (PIC #2)



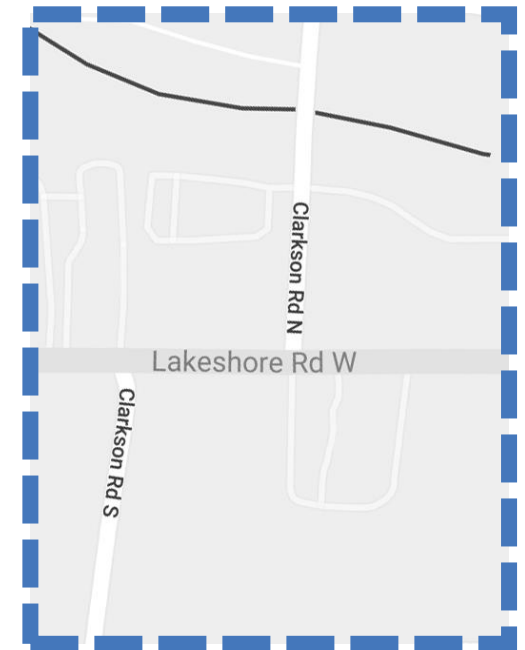
**Project Website:** [mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson)

### ABOUT THE STUDY

- The City of Mississauga has initiated a study to review opportunities to improve the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections and approaches.
- The project is being planned under 'Schedule B' of the Municipal Class Environmental Assessment process. PIC #1 was held on December 3rd, 2020, and since then the study has completed the evaluation of alternative solutions and has identified a preliminary preferred solution.
- The purpose of this PIC #2 is to facilitate further feedback from the public on the study and on the preliminary preferred solution. PIC #2 is being held online and will include a virtual question and answer ('Q&A') meeting that will provide an opportunity to submit questions or provide feedback directly to the City Project Team.
- After input from the public and external agencies, the preferred solution will be confirmed, and the Project File Report will be prepared for filing.

Project related questions or accessibility concerns can be directed to

**Rory.OSullivan@mississauga.ca** or 311. This notice was first issued on November 4<sup>th</sup>, 2021.



**STUDY AREA**

### VISIT OUR PUBLIC INFORMATION CENTRE #2(PIC #2)

PIC #2 will be held online from Nov 10<sup>th</sup> to Dec 10<sup>th</sup>, 2021 and will include a virtual Q&A Meeting with the Project Team at **6.30pm on Nov 24<sup>th</sup>, 2021**. To attend this meeting you must register in advance through the project website accessed here: [mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson). Registration will be available until the virtual Q&A Meeting is completed. Alternatively, if you are unable to join the virtual Q&A Meeting, you can still view all the PIC#2 materials online and submit any questions and comments until Dec 10<sup>th</sup>, 2021.

#### WHEN

Anytime Nov 10<sup>th</sup> to Dec 10<sup>th</sup>, 2021  
Live Q&A Meeting at 6.30pm on Nov 24<sup>th</sup>, 2021

#### WHERE

Online at [mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson)

#### COMMENTS

Please complete the online comment form in the link above or provide your comments regarding the PIC by Dec 10<sup>th</sup>, by contacting: [Rory.osullivan@mississauga.ca](mailto:Rory.osullivan@mississauga.ca)

## Kate Barclay

---

**From:** Megan Piercey <Megan.Piercey@mississauga.ca>  
**Sent:** November 11, 2021 10:08 AM  
**To:** Kate Barclay  
**Subject:** RE: City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #2

**EXTERNAL EMAIL**

Thanks Kate, I have forwarded this onto the Cycling Advisory Committee.

Thanks,



### Megan Piercey

Pronouns: she/her  
Legislative Coordinator, Legislative Services  
T 905-615-3200 ext. 4915  
[megan.piercey@mississauga.ca](mailto:megan.piercey@mississauga.ca)

[City of Mississauga](#) | Corporate Services Department,  
Legislative Services Division

Please consider the environment before printing.

---

**From:** Kate Barclay <Katherine.Barclay@cima.ca>  
**Sent:** Thursday, November 11, 2021 10:01 AM  
**To:** Megan Piercey <Megan.Piercey@mississauga.ca>  
**Cc:** Rory O'Sullivan <Rory.OSullivan@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Stephen Keen <Stephen.Keen@cima.ca>; David Hiatt <David.Hiatt@cima.ca>  
**Subject:** FW: City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #2

Hi Megan,

I am forwarding you this notice as the legislative coordinator of the Cycling Advisory Committee. I originally sent this email to Stephanie Smith, but I understand she is out of the office on maternity leave, and you are the committee coordinator.

Thank you,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

---

Do you really need to print this email? Let's protect the environment!

CONFIDENTIALITY WARNING This email is confidential. If you are not the intended recipient, please notify the sender immediately and delete it in its entirety.

---

**From:** Kate Barclay

**Sent:** November 10, 2021 10:56 AM

**Cc:** Rory O'Sullivan <[Rory.OSullivan@mississauga.ca](mailto:Rory.OSullivan@mississauga.ca)>; Lin Rogers <[Lin.Rogers@mississauga.ca](mailto:Lin.Rogers@mississauga.ca)>; Cindy Truong <[Cindy.Truong@mississauga.ca](mailto:Cindy.Truong@mississauga.ca)>; Stephen Keen <[Stephen.Keen@cima.ca](mailto:Stephen.Keen@cima.ca)>; David Hiatt <[David.Hiatt@cima.ca](mailto:David.Hiatt@cima.ca)>

**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #2

Good morning,

This email is to notify you that the Public Information Centre (PIC) #2 for the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study is **now live**.

PIC #2 will be held online from **November 10 to December 10, 2021**, and the PIC portal can be accessed through the City's project website: [mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson)

A virtual Q&A Meeting with the Project Team will be held on **November 24, 2021, from 6:30 to 8:00 PM**. To attend this meeting, you must register in advance through the City's project website under the Public Information Centre #2 heading.

Additional details regarding this study and PIC #2 are provided in the attached notice.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

---

Do you really need to print this email? Let's protect the environment!

CONFIDENTIALITY WARNING This email is confidential. If you are not the intended recipient, please notify the sender immediately and delete it in its entirety.

---

## **Email Notification of Public Information Centre #3**



## Kate Barclay

---

**From:** Kate Barclay  
**Sent:** April 14, 2022 1:27 PM  
**To:** trevor.bell@ontario.ca  
**Cc:** Rory O'Sullivan; Lin Rogers; Stephen Keen; David Hiett  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #3.pdf

Good afternoon Trevor,

We would like to inform you that the City of Mississauga is holding the third Public Information Centre (PIC #3) for the Lakeshore Road and Clarkson Road Intersections Municipal Class EA this month.

The PIC will consist of a virtual meeting with the project team on April 27, 2022, to provide updates on further refinements to the preferred solution presented at PIC #2 in late 2021. The presentation package will be posted on the [project website](#) following the virtual event. Further details about the PIC are provided in the attached notice.

We anticipate this will be the last PIC for the study and plan to provide a copy of the draft Project File to you for MECP review ahead of filing.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



## Kate Barclay

---

**From:** Kate Barclay  
**Sent:** April 14, 2022 2:49 PM  
**To:** Barboza, Karla (MHSTCI); Harvey, Joseph (MHSTCI)  
**Cc:** Rory O'Sullivan; Lin Rogers; Stephen Keen; David Hiett  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #3.pdf

Good afternoon Karla and Joseph,

This month, the City of Mississauga is hosting the third Public Information Centre (PIC #3) for the Lakeshore Road and Clarkson Road Intersections Municipal Class EA.

The PIC will consist of a virtual meeting with the project team on April 27, 2022, to provide updates on further refinements to the preferred solution presented at PIC #2 in late 2021. **The presentation package will be posted on the [project website](#) following the virtual event.** Further details about the PIC are provided in the attached notice.

If you have any questions or feedback, please do not hesitate to reach out to the project team.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



**KINCENTRIC**  
**Best Employer**  
CANADA 2019

## Kate Barclay

---

**From:** Kate Barclay  
**Sent:** April 14, 2022 2:58 PM  
**To:** keith.johnston@ontario.ca  
**Cc:** Rory O'Sullivan; Lin Rogers; Stephen Keen; David Hiatt  
**Subject:** FW: City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #3.pdf

Good afternoon Keith,

I am forwarding the below email notification to you per Maria Jawaid's auto-response email.

Kindly confirm if there is another contact from NDMNRF that we should notify of future study updates. Please note we also have Dan Thompson on our contact list.

Thank you,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



---

**From:** Kate Barclay  
**Sent:** April 14, 2022 2:44 PM  
**To:** maria.jawaid@ontario.ca; dan.l.thompson@ontario.ca  
**Cc:** Rory O'Sullivan <Rory.OSullivan@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; David Hiatt <David.Hiatt@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3

Good afternoon Dan and Maria,

This month, the City of Mississauga is hosting the third Public Information Centre (PIC #3) for the Lakeshore Road and Clarkson Road Intersections Municipal Class EA.

The PIC will consist of a virtual meeting with the project team on April 27, 2022, to provide updates on further refinements to the preferred solution presented at PIC #2 in late 2021. **The presentation package will be posted on the [project website](#) following the virtual event.** Further details about the PIC are provided in the attached notice.

If you have any questions or feedback, please do not hesitate to reach out to the project team.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

**T** 289-288-0287 ext. 6862 **F** 289-288-0285  
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for **people**



## Kate Barclay

---

**From:** Kate Barclay  
**Sent:** April 14, 2022 12:04 PM  
**To:** iftekhar.ahmad@cvc.ca  
**Cc:** Rory O'Sullivan; Lin Rogers; Stephen Keen; David Hiett  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #3.pdf

Hello Iftekhar,

This email is to notify you that the City of Mississauga is holding the third Public Information Centre (PIC #3) for the Lakeshore Road and Clarkson Road Intersections Municipal Class EA this month.

The PIC will consist of a virtual meeting with the project team on **April 27, 2022, from 6:30 to 8:00 p.m.** A copy of the presentation package will be posted on the [project website](#) following the virtual event.

We invite you to review the PIC materials and reach out to the project team at any time if you have any questions. As previously discussed, we will provide a copy of the technical assessments for this project to you for review ahead of the Profile File Report.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



## Kate Barclay

---

**From:** Kate Barclay  
**Sent:** April 14, 2022 11:53 AM  
**To:** Megan Piercey  
**Cc:** Rory O'Sullivan; Lin Rogers; Stephen Keen; David Hiett  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3 (Cycling Advisory Committee)  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #3.pdf

Good morning Megan,

We kindly ask you to circulate this email to the Mississauga Cycling Advisory Committee.

This email is to notify the Committee that the City is holding the third Public Information Centre (PIC #3) for the Lakeshore Road and Clarkson Road Intersections Municipal Class EA this month.

The PIC will consist of a virtual meeting with the project team on **April 27, 2022, from 6:30 to 8:00 p.m. Please register in advance through the [project website](#) to attend the meeting.** A copy of the presentation package will be posted on the project website for review following the virtual event.

Please refer to the attached notice for further details about the study and PIC #3.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



**KINCENTRIC**  
**Best Employer**  
CANADA 2019

**From:** Kate Barclay  
**Sent:** April 14, 2022 11:47 AM  
**Cc:** Rory O'Sullivan; Lin Rogers; Stephen Keen; David Hiett  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #3.pdf

Good morning,

This email is to notify you that the City of Mississauga is holding the third Public Information Centre (PIC #3) for the Lakeshore Road and Clarkson Road Intersections Municipal Class Environmental Assessment (EA) this month.

The PIC will consist of a virtual meeting with the project team on **April 27, 2022, from 6:30 to 8:00 p.m. Please register in advance through the [project website](#) to attend the meeting.** A copy of the presentation package will be posted on the project website for review following the virtual event.

Please refer to the attached notice for further details about the study and PIC #3.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



**From:** Kate Barclay  
**Sent:** April 14, 2022 11:38 AM  
**Cc:** Rory O'Sullivan; Lin Rogers; Stephen Keen; David Hiett  
**Subject:** City of Mississauga Lakeshore-Clarkson EA - Notice of Public Information Centre #3  
**Attachments:** City of Mississauga Lakeshore-Clarkson EA - Notice of PIC #3.pdf

Good morning,

This email is to notify you that the City of Mississauga is holding the third Public Information Centre (PIC #3) for the Lakeshore Road and Clarkson Road Intersections Municipal Class Environmental Assessment (EA) this month.

The PIC will consist of a virtual meeting with the project team on **April 27, 2022, from 6:30 to 8:00 p.m. Please register in advance through the [project website](#) to attend the meeting.** A copy of the presentation package will be posted on the project website for review following the virtual event.

Please refer to the attached notice for further details about the study and PIC #3.

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people





## **Email Notification of General Committee & Council**

**From:** Kate Barclay  
**Sent:** June 10, 2022 11:59 AM  
**Cc:** Rory O'Sullivan; David Hiett; Stephen Keen; jeffrey.reid@mississauga.ca  
**Subject:** City of Mississauga Lakeshore-Clarkson Intersections EA - General Committee & Council Notice

Good morning,

The City of Mississauga is proposing transportation improvements at the Clarkson Road and Lakeshore Road Intersections. The project is being planned under 'Schedule B' of the Municipal Class Environmental Assessment – as required under the Ontario Environmental Assessment Act – to identify issues, opportunities, solutions and design concepts. Residents and stakeholders were involved in multiple engagement sessions to provide input and recommendations.

The proposed improvements identified as part of the Environmental Assessment Study will go to General Committee on **June 15th, 2022** for endorsement. Following General Committee the proposed intersections improvements will go to Council on **June 22, 2022** for final approval. To learn more, please read the corporate report which is available online: <https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=df90a17e-30f1-4a68-8536-8c8ed9151067&Agenda=Agenda&lang=English>

The planned improvements will benefit all transportation modes including pedestrians, cyclists, transit users and motorists. The City has proposed a phased implementation approach that includes:

- Preferred Solution - A realignment of Clarkson Road North, from its culvert on Turtle Creek to intersect at the Clarkson Road South intersection
- Interim Preferred Solution – Introduction of side-by-side' left-turn lanes on Lakeshore Road West in between the Clarkson Road intersections

The City will phase the improvements at the Clarkson Road intersections by implementing the interim preferred solution in the short to medium term and the preferred solution in the longer term. Additional information about the project is available on the project website: [Mississauga.ca/lakeshore-clarkson](https://Mississauga.ca/lakeshore-clarkson)

Sincerely,

---

**KATE BARCLAY, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6862 F 289-288-0285  
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Engineering  
for people



KINCENTRIC  
Best Employer  
CANADA 2019

## **N-1-4: Correspondence Record**

The following summarizes meetings and key correspondence with individual agencies, stakeholders, and other interested parties throughout the duration of the Lakeshore Road and Clarkson Road Environmental Assessments study. Minutes of the meetings with City of Mississauga staff and Credit Valley Conservation are included in this appendix. Minutes of meetings with private property owners are on file with the City.

**Ministry of Environment, Conservation and Parks**

- Response Letter to Notice of Study Commencement: January 5, 2021

**Ministry of Tourism, Culture and Sport**

- Response Letter to Notice of Study Commencement: December 20, 2020

**City of Mississauga Stakeholder Meetings:**

- Meeting #1 – Shortlisted Alternative Solutions: April 29, 2021
- Meeting #2 with Peel Region Staff – Recommended Plan: April 27, 2022

**Credit Valley Conservation Meeting:**

- Meeting -Recommended Plan: March 10, 2022

**Potentially Impacted Property Owners Meetings:**

- 1768 Lakeshore Road West: April 26, 2022
- 1763 Lakeshore Road West: May 2, 2022
- 1765 Lakeshore Road West: May 10, 2022

Ministry of the Environment,  
Conservation and Parks

*Environmental Assessment Branch*

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto ON M4V 1P5  
Tel.: 416 314-8001  
Fax.: 416 314-8452

Ministère de l'Environnement, de la  
Protection de la nature et des Parcs

*Direction des évaluations  
environnementales*

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto ON M4V 1P5  
Tél. : 416 314-8001  
Télec. : 416 314-8452



January 5, 2021

Rory O'Sullivan  
City of Mississauga  
[rory.osullivan@mississauga.ca](mailto:rory.osullivan@mississauga.ca)  
BY EMAIL ONLY

Re: **Clarkson Road and Lakeshore Road Intersection Improvements  
City of Mississauga  
Schedule B Municipal Class Environmental Assessment  
Notice of Study Commencement**

Dear Mr. O'Sullivan,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the City of Mississauga has indicated that the study is following the approved environmental planning process for a Schedule B project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent

is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River (Both Six Nations Elected Council and Haudenosaunee Confederacy Chiefs Council); and
- Huron-Wendat Nation (only if there are potential archeological impacts)

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the “[Code of Practice for Consultation in Ontario’s Environmental Assessment Process](#)”.

Additional information related to Ontario’s *Environmental Assessment Act* is available online at: [www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments)

Please also refer to the attached document “A Proponent’s Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities” for further information.

The proponent must contact the Director of Environmental Assessment Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities;
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right;
- Consultation with Indigenous communities or other stakeholders has reached an impasse; or
- A Part II Order request is expected based on impacts to Aboriginal or treaty rights.

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play should additional steps and activities be required.

Once the report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the Proponent.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek  
Ministry of Environment, Conservation and Parks  
777 Bay Street, 5<sup>th</sup> Floor  
Toronto ON M7A 2J3  
[minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

and

Director, Environmental Assessment Branch

Ministry of Environment, Conservation and Parks  
135 St. Clair Ave. W, 1<sup>st</sup> Floor  
Toronto ON, M4V 1P5  
[EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

Please note the project cannot proceed until at least 30 days after the end of the public review period provided for in the Notice of Completion.

Further, the project may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights; or
- the Director has issued a Notice of Proposed Order regarding the project.

The public can request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent.

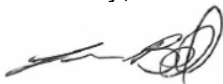
Once the requested information has been received, the Minister will have 30 days to make a decision or impose conditions on your project.

A draft copy of the report should be sent to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments.

Please also ensure a copy of the final notice is sent to the ministry's Central Region EA notification email account ([eanotification.cregion@ontario.ca](mailto:eanotification.cregion@ontario.ca)) after the report is finalized.

Should you or your project team members have any questions regarding the material above, please contact me at [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca).

Sincerely,



Trevor Bell  
Regional Environmental Assessment Coordinator

cc: Tina Dufresne, Manager, Halton Peel District Office, MECP  
Solange Desautels, Supervisor (A), Project Review Unit  
Samantha Bennett, CIMA+

Attachments: Areas of Interest  
A Proponent's Introduction to the Delegation of Procedural Aspects of  
consultation with Aboriginal Communities

## AREAS OF INTEREST

*It is suggested that you check off each applicable area after you have considered / addressed it.*

### ☐ Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, please contact [SAROntario@ontario.ca](mailto:SAROntario@ontario.ca).

### ☐ Planning and Policy

- Ontario has released "A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)" which replaces the "Growth Plan for the Greater Golden Horseshoe (2017)". More information, including the Plan, is found here: <https://www.placestogrow.ca>.
- Parts of the study area may be subject to the [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) (2019), [Oak Ridges Moraine Conservation Plan](#) (2017), [Niagara Escarpment Plan](#) (2017), [Greenbelt Plan](#) (2017) or [Lake Simcoe Protection Plan](#) (2014). Applicable policies should be referenced in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- The [Provincial Policy Statement](#) (2020) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.

### ☐ Source Water Protection (all projects)

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the



Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**

- The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at (416) 661-6600 ext 5568 or [jstephens@trca.on.ca](mailto:jstephens@trca.on.ca). Please document the results of that consultation within the report and include all communication documents/correspondence.**

#### More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

#### ☐ **Climate Change**

Ontario is leading the fight against climate change through the [Climate Change Action Plan](#). Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term

targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide).**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MECP expects proponents to:
  1. Take into account during the assessment of alternative solutions and alternative designs, the following:
    - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
    - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
  2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

#### ☐ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the report should still contain:**
  - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
  - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
  - A discussion of local air quality impacts that could arise from this project during both construction and operation; and

- A discussion of potential mitigation measures.
- As a common practice, “air quality” should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#), report prepared for Environment Canada, March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

#### □ **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Areas of Natural and Scientific Interest (ANSIs)
  - Rare Species of flora or fauna
  - Watercourses
  - Wetlands
  - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

#### □ **Surface Water**

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry’s [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that

- adequate (enhanced) water quality is maintained
- Watershed information, drainage conditions, and other relevant background information
- Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
- Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

#### ☐ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.

#### ☐ **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of

Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The report should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

#### ☐ **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

#### ☐ **Servicing and Facilities**

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

#### ☐ **Mitigation and Monitoring**

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.
- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

#### ☐ **Consultation**

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the SR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

#### □ Class EA Process

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act*, although the plan itself would not be.
- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.



## A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

---

### Definitions

The following definitions are specific to this document and may not apply in other contexts:

**Aboriginal communities** – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

**Consultation** – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

**Crown** – the Ontario Crown, acting through a particular ministry or ministries.

**Procedural aspects of consultation** – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

**Proponent** – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

### I. Purpose

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

### II. Why is it Necessary to Consult with Aboriginal Communities?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

### **III. The Crown's Role and Responsibilities in the Delegated Consultation Process**

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

### **IV. The Proponent's Role and Responsibilities in the Delegated Consultation Process**

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

#### **a) What might a proponent be required to do in carrying out the procedural aspects of consultation?**



Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

#### **b) What documentation and reporting does the Crown need from the proponent?**

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;

- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

**c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?**

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

**V. What are the Roles and Responsibilities of Aboriginal Communities' in the Consultation Process?**

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

## **VI. What if More Than One Provincial Crown Ministry is Involved in Approving a Proponent's Project?**

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

December 3, 2020

EMAIL ONLY

Rory O'Sullivan  
City of Mississauga  
201 City Centre Drive,  
Mississauga, ON L5B 2T4  
[Rory.OSullivan@mississauga.ca](mailto:Rory.OSullivan@mississauga.ca)

**MHSTCI File : 0013319**  
**Proponent : City of Mississauga**  
**Subject : Notice of Study Commencement – Schedule B MCEA**  
**Project : Clarkson Rd and Lakeshore Rd EA**  
**Location : City of Mississauga**

---

Dear Rory O'Sullivan:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Study Commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

### **Project Summary**

The City of Mississauga has initiated a study to review opportunities to improve the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections and approaches. The project is being planned under 'Schedule B' of the Municipal Class Environmental Assessment process.

### **Identifying Cultural Heritage Resources**

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

### **Archaeological Resources**

Our records indicate that a Stage 1 archaeological assessment has been submitted under Project Information Form (PIF) P1146-0007-2020, which is awaiting review. Archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:

1. the archaeological assessment of the project area is complete and

2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance and protection strategy.

### **Built Heritage Resources and Cultural Heritage Landscapes**

The MHSTCI [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether this EA project may impact cultural heritage resources. If potential or known heritage resources exist, MHSTCI recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MHSTCI for review and make it available to local organizations or individuals who have expressed interest in review.

### **Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Please remove Dan Minkin and Rosi Zirger from the project contact list. The project contact list should be updated to include Joseph Harvey and Karla Barboza. Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Joseph Harvey  
Heritage Planner  
[joseph.harvey@Ontario.ca](mailto:joseph.harvey@Ontario.ca)

Copied to Jessica Dorgo, Transportation, CIMA+

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.



# Meeting Minutes

**Meeting:** City Stakeholder Meeting

**Project:** Clarkson Road and Lakeshore Road Intersection Improvements, MCEA

**Date and Time:** April 29<sup>th</sup>, 2021 at 2:00pm

**Location:** Webex

**Attendees:** Rory O'Sullivan, City of Mississauga  
David Ferro, City of Mississauga  
Alex Liya, City of Mississauga  
Fred Sandoval, City of Mississauga  
Jacqueline Elias, City of Mississauga  
Jim Kartsomanis, City of Mississauga  
Joe Bernoldi, City of Mississauga  
Kate Allan, City of Mississauga  
Lin Rogers, City of Mississauga  
Mel Kayama, City of Mississauga  
Michael Salerno, City of Mississauga  
PaoloGino DelaCruz, City of Mississauga  
Scott Sorensen, City of Mississauga  
Zvonimir Miller, City of Mississauga  
Ryan Cormier, City of Mississauga  
Steve Keen, CIMA+  
David Hiett, CIMA+  
Elysia Friedl, CIMA+

**Regrets:** Wayne Holder, City of Mississauga  
Hugh Lynch, City of Mississauga

Note: Please advise author immediately of any errors or omissions.

Discussion Topics		Action By
<b>1. Introductions</b>		
1.1	Everyone on the call introduced themselves and their roles.	Info
1.2	CIMA+ provided an overview presentation, of which the slides were sent to all invited.	Info

B1266\_MIN\_City Stakeholder Meeting 210429\_rev03.docx

400-3027 Harvester Road, Burlington ON L7N 3G7 CANADA T 289 288-0287 F 289 288-0285

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

## Discussion Topics

## Action By

### 2. Project Background

2.1	<p>The study is being conducted to improve the offset intersections of Clarkson Road North and Clarkson Road South with Lakeshore Road West.</p> <ul style="list-style-type: none"> <li>The intersections are offset by approximately 75 m</li> <li>Interspersed commercial driveways along Lakeshore Road West</li> </ul>	Info
2.2	Concerns have been raised by residents regarding the operation of the two closely spaced which has given rise to the project.	Info
2.3	There is an opportunity to review the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections and improve the operations, safety and mobility for all road users at the intersection.	Info

### 3. Screening of Potential Solutions

3.1	An Online PIC was held between Dec 3 <sup>rd</sup> to 31 <sup>st</sup> 2020.	Info
3.2	Overall, the realignment of Clarkson Road North received the most “liked” votes and the prohibited left turns received the most “dislike” votes.	Info

### 4. Design Options and Evaluation

4.1	The options from the PIC were narrowed down to 4 and currently, the design options are at a 10% level of design.	Info
4.2	<p>Common elements for all 4 short-listed alternatives are:</p> <ul style="list-style-type: none"> <li>They all provide for active transportation; in that they accommodate the existing ‘sharrows’ on Lakeshore Road and do not preclude future potential improvements (Lakeshore Road TMP proposes cycle tracks)</li> <li>Safety improvements are similar for each option</li> <li>A review of access control and management will need to be completed on the preferred alternative</li> </ul>	Info

#### 4.3 Option 5 – Realignment of Clarkson Road

4.3.1	Three properties will need to be acquired by the City	Info
-------	---	------



Discussion Topics		Action By
4.3.2	Discussion included the potential for the gas station orientation to be shifted to still allow for its operation as the underground tanks will not be directly impacted. Consideration will need to be given to the entering/exiting of the tanker trucks.	Info
<b>4.4 Option 6 – Prohibit Left Turns at Clarkson Road South</b>		
4.4.1	Key aspect of alternative is that all left-turn movements at the Clarkson Road South intersection are prohibited by a raised median extending from the Clarkson Road North intersection. This would result in significant access / out-of-way travel for residents and businesses on Clarkson Road South.	Info
4.4.2	Creates right turns in and out of businesses and right only out of Clarkson Road South and along Lakeshore Road.	Info
<b>4.5 Option 7 – Widen Lakeshore Road to Provide Adjacent Left-Turn Lanes</b>		
4.5.1	Concern was pointed out about cars exiting the most westerly access of the gas station due to confusion around which signal head they should obey at the Clarkson Road South intersection. This has been a concern for a long time and improvements have already been completed to help remediate this issue. CIMA to review further with a closer examination of access management and control.	CIMA+
<b>4.6 Option 9 – Relocate Eastbound Left-Turn Lane from Clarkson Road North to Clarkson Road South</b>		
4.6.1	Option allows for the gas station to remain and only affects two properties on the north but does have a small impact on one property on the south side of Lakeshore Road.	Info
4.6.2	This option is reflective of the laneway approach of the City's Official Plan, Access Management Plan for the community node of Clarkson, and in line with the Lakeshore Road TMP recommendations.	Info
4.6.3	Option includes the possibility of the gas station having an access on Clarkson Road North and closing the Lakeshore Road West accesses.	Info
4.6.4	Traffic Operations and Traffic Signal groups pointed out that prohibiting left turn lanes have been an operational challenge for the Lakeshore and Stavebank intersection – similar case of two intersections combined into one, in a constrained environment. People still are going to try and make the turns. Median lengths could be adjusted to help with this issue.	Info





#### 4.7 Microsimulation Analysis (VISSIM)

4.7.1	Modelling shows a significant delay in travel times for vehicles during afternoon travel times in 2031 and 2041 if nothing is done to improve the intersection.	Info
4.7.2	All possible solutions provide a similar benefit and bring the travel times back to the current conditions.	Info

#### 4.8 Benefit Cost Analysis

4.8.1	Analysis was completed for a 20-year period.	Info
4.8.2	Benefits are similar for all options; however, the cost varies greatly.	Info
4.8.3	In terms of ratios, options 5 & 8 are similar.	Info
4.8.4	The costs do not take into consideration any soil remediation that may need to be completed.	Info
4.8.5	Option 6 should account for the inconvenience cost of people trying to access the vet's office or the Benjamin Moore store.	Info

### 5. Overall Comments

5.1	Project Team to develop an access management strategy for the preferred alternative	CIMA+
5.2	Long-term cycle tracks are preferred for the area and they will need to be shown on preferred solution for this study.	Info
5.3	Clarkson Public School is located on Clarkson Road South. The access/route impacts of Option 6 need to also consider school bus routes.	CIMA+
5.4	City Planning requested that the improvements maintain the emphasis on a pedestrian-oriented realm.	CIMA+
5.5	With the Lakeshore Road TMP and ongoing and future Lakeshore Road EAs / BRT Study, the study should be conscious of adjacent related studies and how the improvements will integrate with longer-term plans for the corridor.	CIMA+

### 6. Schedule

6.1	<ul style="list-style-type: none"> <li>TAC Meeting: Mid-May 2021</li> <li>Notice of PIC #2: Mid-May 2021</li> </ul>	Info
-----	---	------



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li>• PIC#2: June 2021</li> <li>• Preliminary Design of Preferred Solution: June/July 2021</li> <li>• File ESR and Notice of Study Completion: August 2021</li> </ul> |  |
|--|--|--|

## 7. Next Steps

7.1	<ul style="list-style-type: none"> <li>• Confirm Preferred Solution</li> <li>• TAC Meeting</li> <li>• Prepare for Information Centre #2</li> <li>• Initiate Draft ESR</li> </ul>	City / CIMA+
-----	--	-----------------

End of Minutes

Elysia Friedl, CIMA+





## Meeting Minutes

<b>Meeting:</b>	Stakeholder Meeting #2	
<b>Project:</b>	Municipal Class Environmental Assessment Study for Clarkson Road and Lakeshore Road Intersection Improvements	
<b>Date and Time:</b>	April 27, 2022 from 10:00 to 11:00 AM	
<b>Location:</b>	Microsoft Teams (Virtual Meeting)	
<b>Attendees:</b>	Rory O'Sullivan	City of Mississauga (Project Manager)
	Alex Liya	City of Mississauga
	Suzanne Blakeman	Peel District School Board
	Darrin Dodds	Region of Peel
	Maad Abid Al Hadi	Region of Peel
	April Fang	Region of Peel
	Fred Sandoval	City of Mississauga
	Gino Dela Cruz	City of Mississauga
	Nick Gooding	Peel District School Board
	Jacqueline Elias	City of Mississauga
	Jim Curtis	City of Mississauga
	Kate Allan	City of Mississauga
	Steven Kovach	Region of Peel
	Laura Archiela	City of Mississauga
	Mattea Turco	City of Mississauga
	Monika (Forestry)	City of Mississauga
	Italia Vonce	Region of Peel
	Asha Saddi	Region of Peel
	David Ferro	City of Mississauga
	Sabbir Saiyed	Region of Peel
	Roger Silva	Region of Peel
	Philip Sousa	Peel District School Board
	Tyler Xuereb	City of Mississauga
	Zvonimir Miller	City of Mississauga
	Jeffery Reid	City of Mississauga
	Stephen Keen	CIMA+
	David Hiett	CIMA+
	Kate Barclay	CIMA+

Discussion Topics		Action
<b>1. Introduction</b>		
1.1	Everyone on the call introduced themselves and their roles. The City of Mississauga has retained CIMA+ in support of this study.	
1.2	The purpose of this meeting was to gather feedback on the revised preferred solution for the Clarkson Road and Lakeshore Road intersections. The revised solution includes a phased approach on an Interim Preferred Solution (short- /medium-term) and a Preferred Solution (long-term). These findings were also presented to the public at Public Information Centre (PIC) #3 (evening of April 27, 2022).	
<b>2. Project Background</b>		
2.1	CIMA+ provided an overview of the study per the attached presentation. The study is reviewing potential improvements to traffic operations and safety for vehicles, pedestrians, and cyclists at the Clarkson Road North and South intersections with Lakeshore Road West. The existing signalized intersections are close, only offset by approximately 75 m. Several commercial driveways on Lakeshore Road between the closely spaced intersections exacerbate traffic operations and congestion issues.	
2.2	Two PICs were originally planned for the study. At PIC #2 an evaluation of the alternative solutions and preliminary preferred solution (Solution 2 – Centre Median and Widen Lakeshore for Side-by-Side Left Turn lanes) was presented. Feedback received suggested a preference for Solution 1 (Realign Clarkson Road North) in the long term, to contribute to the transformation of Clarkson Village. The project team identified an opportunity to address immediate concerns while planning for a long-term vision for the community by implementing interim and ultimate improvements. A third PIC was added to present the updated evaluation and refinement of the preferred solution. The City is planning to present the recommendation to Council for approval in June 2022 and file the Project File Report this summer.	
2.3	The Interim Preferred Solution is anticipated to be constructed around 2026 as part of an Integrated Road Project for Lakeshore Road West. Implementation of the Preferred Solution is contingent on redevelopment of commercial properties and/or available funding. Currently, the timeline for construction of the Preferred Solution (Realign Clarkson Road) is unknown.	



Discussion Topics		Action
2.4	Additional technical assessments will be required in support of the Preferred Solution (Realign Clarkson Road North). The EA study report will identify the assessments anticipated to be required in the future, during the detailed design phase.	
<b>3. Discussion</b>		
3.1	There is a site plan application in process for 1034 Clarkson Road North (Sam McDadi Investments Inc., located west side of Clarkson Road, north of Lakeshore Road). The application is for a one storey addition the existing one storey commercial building.	
3.2	There was a discussion about the right-of-way (ROW) and boulevard treatment on Lakeshore Road. The interim ROW is narrower than the ultimate ROW to mitigate property impacts in the short-term. The acquisition of property to accommodate the Preferred Solution (and the lesser cross-section requirement on Lakeshore Road due to the removal of the side-by-side left-turn lanes) means that there will be additional boulevard space in the future. Recommendations for the boulevard treatment on Lakeshore Road West through the study area will be confirmed by the ongoing Lakeshore Complete Street Study.	
3.3	CIMA+ will review the skew of the crosswalk across Lakeshore Road on the east side of Clarkson Road in the ultimate preferred solution.	CIMA+
3.4	There was a suggestion to modify the pavement markings interface of the Two-way-left-turn lane and the eastbound left-turn lane of Clarkson Road South, in consideration to adjacent commercial entrances. CIMA+ will review potential refinements to the lane markings.	CIMA+
3.5	The Region noted there is a trunk sewer that cannot be relocated under Clarkson Road North, south of Turtle Creek. Further consultation will be required with the Region of Peel in the future and during the detailed design of the Preferred Solution, to review and confirm potential utility relocations. CIMA+ will note the City's commitment for further consultation with the Region in the future, in the Project File Report.	CIMA+
3.6	A Noise Impact Assessment and Air Quality Assessment were completed as part of this study. The assessments are focused on the Interim Preferred Solution, with commentary on the future Preferred Solution. A copy of the reports will be appended to the Project File Report for review.	



Discussion Topics		Action
3.7	CIMA+ to add Sarah Giacomantonio, Natural Heritage Coordinator to the project contact list.	CIMA+
<b>4. Next Steps and Schedule</b>		
4.1	The next steps in the study are to finalize the preliminary design, document the study findings, and present the recommendations to City of Mississauga Council for approval. The study findings and recommendations will be documented in a Project File Report. The Project File Report will be made available for a minimum 30-day public review period at the end of the study.	
4.2	A Notice of Study Completion will be issued to commence the review period for the Project File Report. The Notice of Study Commencement is expected to be issued this summer.	

End of Minutes

Please advise CIMA+ immediately of any errors or omissions.





## Meeting Minutes

**Meeting:** Meeting with CVC – Project Overview

**Project:** Clarkson Road and Lakeshore Road Intersection Improvements, MCEA

**Date and Time:** March 10<sup>th</sup>, 2022 at 1:00pm

**Location:** Webex

**Attendees:** Rory O'Sullivan, City of Mississauga  
Greg Frew, City of Mississauga  
Simon Latam, City of Mississauga  
Iftexhar Ahmad, CVC  
Charlotte Cox, CVC  
Matteo de Stefano, CVC  
Jakub Krilis, CVC  
Steve Keen, CIMA+  
David Hiett, CIMA+

### Regrets:

Note: Please advise author immediately of any errors or omissions.

Discussion Topics		Action By
<b>1. Introductions</b>		
1.1	Everyone on the call introduced themselves and their roles.	Info
<b>2. Project Background</b>		
2.1	<p>CIMA+ presented an overview of the project and current project status. The study is being conducted to improve the offset intersections of Clarkson Road North and Clarkson Road South with Lakeshore Road West.</p> <ul style="list-style-type: none"><li>The intersections are offset by approximately 75 m</li><li>Interspersed commercial driveways along Lakeshore Road West</li></ul>	Info

Discussion Topics		Action By
2.2	Concerns have been raised by residents regarding the operation of the two closely spaced which has given rise to the project.	Info
2.3	There is an opportunity to review the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections and improve the operations, safety and mobility for all road users at the intersection.	Info
2.4	The study has completed its second public consultation milestone (PIC #2) at which it presented a preferred alternative: Solution 2 – Centre Median Improvements and Widen Lakeshore Road West. This solution provides turning lane improvements and active transportation improvements. Since PIC #2, the City has further refined the recommendations to be a phasing of Solution 2 and Solution 1: Realign Clarkson Road North. This is due to the acknowledgement that Solution 2 does not solve the fundamental issue of the close intersection spacing, and also due to public feedback received at the PIC #2. The EA study will therefore propose an overall Recommended Plan: Solution 2 will be the 'interim' improvements and Solution 1 will be the 'ultimate' improvements.	Info
2.5	This EA study will include all necessary technical assessments to support the construction of the interim improvements (Solution 2), anticipated for 2026, however the ultimate improvements (Solution 1) currently do not have a timeframe and is contingent on redevelopment of existing commercial properties and/or future available funding. This EA study will be recommending the required technical assessments in support of Solution 1 be completed during the Detailed Design, and thus closer to the timing of its realisation.	Info
<b>3. Discussion</b>		
3.1	CVC understood the approach and had no overall objections.	
3.2	CVC would like ultimate improvements considered to an extent in the technical reports, be it general statements or similar on the potential future impacts	
3.3	CVC noted that the fill in the floodplain triggers review if there are impacts to the flood elevations. CVC would seek cut/fill balance. CIMA+ noted that impacts are expected to be minimal however will also look to further refine the design, inc. review of profile and cross-section, to show minimal footprint.	
3.4	CVC noted the turtle creek natural corridor is area of significant woodland and valley land. Advises the ESR recommend the Detailed Design minimizes footprint to the extent possible, and acknowledges that an	





Discussion Topics		Action By
	assessment will have to be undertaken closer to the time of Detail Design, to fully understand impacts to existing vegetation and habitat	
3.5	City confirmed the interim improvements are anticipated to be constructed in 2026 and confirmed the ultimate improvements have no timeframe and are subject to redevelopment and/or future available funding.	
3.6	Iftekhar Ahmad will be the primary contact for CVC for this project.	
3.7	CVC request that technical reports be submitted to them for review, prior to the draft ESR	
3.8	CIMA+ confirmed that while impacting some catch-basins, the interim improvements will have negligible impact on the overall drainage pattern and flows at the location, and a SWM memo is being prepared in support of the EA. City noted the existing drainage will be assessed to a further extent, and in more detail, under the ongoing Complete Streets Study	
<b>4. Next Steps and Schedule</b>		
4.1	CIMA+ to provide technical assessments to CVC for review, ahead of Draft ESR.	CIMA+
4.2	Next steps include PIC #3, which will present the Recommended Plan approach (i.e., interim/ultimate) to the Public. Anticipated April 20, 2022. ESR filing anticipated shortly thereafter, in early Summer 2022.	

End of Minutes



## **N-2: Public Correspondence Record**

Public Correspondence Tracking Table

Comment Date	Comment	Response	Status
Notice of Study Commencement / Introductory Public Information Centre (PIC #1) (first issued November 19, 2020)			
November 20, 2020	<p>I tried to get info on the suggested link in the local paper but was unable to access the link...</p> <p><a href="https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakeshore-road-and-clarkson-road-interesection-improvement">https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakeshore-road-and-clarkson-road-interesection-improvement</a></p> <p>Please add my name to any published materials regarding this project.</p>	<p>Thanks for your interest in the Clarkson Road and Lakeshore Road Intersection Improvement EA study.</p> <p>The link provided in the notice will provide access to the virtual Introductory Public Information Centre (PIC) from December 3rd until December 31st. Please try this link again on or after December 3rd to review PIC materials and provide your input on the project.</p> <p>In the meantime if you have any further questions or comments regarding the project please let me know.</p>	Response sent November 20, 2020
November 27, 2020	<p>We just received your notice for the study of the above-mentioned intersection. Which I consider as one of the most dangerous for pedestrians, bicycles and motor vehicles in Mississauga.</p> <p>I would appreciate the opportunity for input as I have personally experienced almost catastrophic situations at that intersection (2 occurring within minutes of each other) .</p> <p>Please put me on your contact list for this study.</p>	<p>Thank you for your input to the City’s EA study for the Lakeshore Rd/Clarkson Rd intersections. Your safety concerns with the operation of the intersections are duly noted.</p> <p>Your contact information will be added to the study mailing list. We will be notifying you on the next stages of the study in the New Year and we look forward to receiving further comments from you as the study proceeds.</p>	Response sent December 22, 2020
November 28, 2020	<p>I read in the paper that the City is going to conduct a study of this area?</p> <p>My question is: How was this process decided upon?</p> <p>I have lived in Clarkson since [REDACTED], have seen many changes some good some not so good. I agree that the intersection in question should be look at.</p> <p>However if the City is going to spend money on ventures like this in the area I would think this is a low priority</p> <p>How about the Lakeshore Southdown, Royal Windsor corner where the traffic would be at least double.</p> <p>How about extending Orr Rd. to Avonhead to help reduce truck traffic on Southdown.</p> <p>How about adding a lane from Bromsgrove to the Lakeshore under the railway bridge to ease congestion around the Clarkson station.</p> <p>Extend Lushes to Inverhouse, which would give the firehall a 2nd exit.</p> <p>If you haven't spent any time in Clarkson I would be more than willing to explain &amp; show you the area.</p> <p>I assume the study is to help with traffic flow?</p> <p>Again saying that I can't figure the city's priorities.</p>	<p>Thank you for your interest in the Lakeshore Road and Clarkson Road intersection Improvement Environmental Assessment Study.</p> <p>This project is in response to concerns raised regarding the operation of the two closely spaced intersections (Clarkson Road North and Clarkson Road South) and interspersed commercial entrances between the intersections. This project been identified in the Capital Budget for a number of years and the EA study represents one of the first steps in determining what modifications, if any, are required at the intersections. Please note any proposed improvements to the intersection will require Council approval before moving forward to the implementation phase.</p> <p>With that being said, I would like to draw your attention to the City of Mississauga’s Transit and Road Infrastructure Plan Study that is currently underway. This study is looking to develop a long-term city-wide transit and road network, which will guide actions, policies and transportation investment in Mississauga over the next 20 years. The proposed improvements that you have identified below can be shared with the TRIP Project Team for their consideration in the development of overall future transportation plan.</p> <p>The TRIP Project Team are currently holding an on-demand meeting to provide an opportunity for the public to learn more about and provide input on the overall study. I believe the commenting period for this engagement will be open until December 20, 2020, and can be accessed via the following link:</p> <p><a href="https://www.mississaugatrip.ca/">https://www.mississaugatrip.ca/</a></p>	Response sent December 11, 2020

[illegible]

Comment Date	Comment	Response	Status
	<p>Further to my earlier email below, of your 4 options for the intersection, I prefer #1: Realign Clarkson Rd North. It provides an elegant solution to heavy traffic in the area. It also protects the heritage building/former church on the south side of Lakeshore.</p> <p>#2 People will absolutely freak at a roundabout. We're not British, we're not used to it. Queenston Heights, outside of Niagara Falls, has a roundabout and in the summertime, I often see tourists stop in the middle of it, totally unfamiliar with how it works.</p> <p>#3 The median? I can't see how that would improve movement. It wouldn't be able to handle the congestion during rush hour.</p> <p>#4 Turns prohibited? Absolutely terrible idea. I've been using the intersection for 50+ years and that gets a gold star for dumb.</p> <p>#1 is best.</p>		
December 2, 2020	<p>I'm new to the process of Environment Assessments, but I live in the area and would be happy to give some feedback.</p> <p>Issues:</p> <p>My most frequent uses for Clarkson Rd N is to get to South Sheridan Way and get on the highway, for me this involves a right turn on to Clarkson Rd N which is fine, but there seems to be a real backlog on Lakeshore road during rush hour from people wanting to turn left to Clarkson Rd N. This is amplified when even one person wants to turn left from Lakeshore Rd to Clarkson Rd S. To add to what seems like one of the shortest shared left turn lanes there are business entrances that depend on this traffic and the businesses with a traffic light are great (the Tim's that exits onto a traffic light feels safe and definitely preferable to a stop sign, and the plaza with the Clarkson pump are okay) but the gas station feels awkward, When exiting the gas(Esso) station from Lakeshore road, it very rarely feels like there is a gap in traffic long enough to turn left across lakeshore. Most of time when I use the gas station I end up turning right onto Clarkson Rd N just so I can hit the light to turn left onto Lakeshore.</p> <p>Lastly, I [REDACTED] that light at Meadow Wood and Lakeshore takes forever to cycle, I haven't timed it yet but at times It feels like a solid 4 minutes. it is not uncommon for people to turn right to lakeshore just so they can pull a u-turn and go the other way and avoid waiting for the longest traffic light.</p> <p><u>Solutions:</u></p> <p>Since the traffic gets much worse when traffic from lakeshore is turning left to Clarkson Rd S I would look into making it a one way street(only to Pattinson Crescent) or a no left turn lane. I do wish that the left turn lane to Clarkson Rd N on lakeshore could be longer but I don't see how that's possible with the current streets, I mean I suppose Clarkson Rd S and Clarkson Rd N could be repaved to align with each other, thereby allowing for the creation of a longer left turn lane for people trying to get to Clarkson Rd N. Altering the Gas station entrance/exit. Ideally the Gas station and Tims could share the same exit so that people can leave the gas station at a traffic light instead of awkwardly right before the light. Meadow Wood- A couple of options here, creating a dedicated right turn lane</p>	<p>Thank you for your input to the City's EA study for the Lakeshore Rd/Clarkson Rd intersections. Your concerns with the operation of the Clarkson Road South and Clarkson Road North intersections are duly noted as well as your preferred improvement alternatives.</p> <p>Unfortunately , improvements to the Lakeshore Road/Meadow Wood Road intersection are outside of the scope of this project. However you can call 311 (905-615-4311 outside City limits) to speak to Customer Service about the signal timing issues and they can direct your concerns to the appropriate City staff.</p> <p>In relation to the cycling improvements on Lakeshore Road, I can confirm that the City's Cycling Master Plan has recommended a cycle track/separated bike facility on Lakeshore Road/ Royal Windsor across the entire City. The final recommended plan developed for the Lakeshore Rd/Clarkson Rd intersection Improvement EA study will protect for these cycling improvements.</p> <p>Finally, we will be notifying the public on the next stages of the study in the New Year and we look forward to receiving further comments from you as the study proceeds.</p> <p>Regards,</p> <p>Rory</p>	Response sent December 22, 2020


Comment Date	Comment	Response	Status
	<p>would probably alleviate a lot of frustrations for people. Adding some kind of indicator that the light is going to change would be a simple one that doesn't interfere with flow of traffic but would still let drivers know that the lights will cycle eventually. Shorting the light cycling time would be ideal for me.</p> <p>Lastly, I see we do have bike lanes but I would still feel very nervous taking the shortest routes along lakeshore in this area. The reduction in speed to 40km/h was a good start but with protected bike lanes I would be way more comfortable riding my bike down to the Clarkson Go Station.</p> <p>Hopefully some of this feedback has been helpful, I look forward to seeing what changes the city can do.</p> <p>P.S. Downtown Oakville along lakeshore looks beautiful and is so pleasant to walk down and drive down, I wouldn't mind if Clarkson village took some inspiration from there.</p>		
December 4, 2020	<p>I just went through the virtual presentation and it looks great, and it's very easy to provide input.</p> <p>I am new to my role with the BIA and wanted to double check the usual process for these. As part of the project, are you/the project team reaching out to the businesses along Lakeshore directly to let them know about this, or it is something I can/should send to them directly? I'm assuming the businesses mentioned as having potential impacts have been involved before this point.</p> <p>Also, for local residents, will there be outreach on social media etc. to let them know about the existence of the project and to ask for input? We can send out through our social channels as well, if appropriate.</p>	<p>All businesses and residents within a 300 metre radius of the Lakeshore Road and Clarkson Road North/South intersection have been notified of the study and invited to provide comments as part of the virtual Introductory Open House.</p> <p>In terms of social media the plan is to leverage Councillor Ras social media presence to promote the EA Study. We do appreciate the support you have provided so far in re-sharing the Councillor posts on your social media channels.</p> <p>We will be notifying you on the next stages of the study in the New Year and we look forward to receiving further comments from you as the study proceeds.</p>	Response sent December 23, 2020
December 6, 2020	<p>Further to my earlier email below (sent Dec 02, 2020), of your 4 options for the intersection, I prefer #1: Realign Clarkson Rd North. It provides an elegant solution to heavy traffic in the area. It also protects the heritage building/former church on the south side of Lakeshore.</p> <p>#2 People will absolutely freak at a roundabout. We're not British, we're not used to it. Queenston Heights, outside of Niagara Falls, has a roundabout and in the summertime, I often see tourists stop in the middle of it, totally unfamiliar with how it works.</p> <p>#3 The median? I can't see how that would improve movement. It wouldn't be able to handle the congestion during rush hour.</p> <p>#4 Turns prohibited? Absolutely terrible idea. I've been using the intersection for 50+ years and that gets a gold star for dumb.</p> <p>#1 is best.</p>	<p><i>Response combined with other comment response.</i></p>	N/A

Comment Date	Comment	Response	Status
December 6, 2020  December 22, 2020	<p>Please see comment 2 in the attached email to Councillor Ras</p> <p>1.Comment: The "Notice of Study Commencement and Introductory Public Information Centre" flier delivered to my house says I can comment on the project, BUT THE ULR PROVIDED does not give a link where I can send my comments. Terrible. So I am sending them to you.</p> <p>2. Comment: The project is a waste of taxpayers' money. Very few cars go from Clarkson Road South to Clarkson Road North or from Clarkson Road North to Clarkson Road South. Very few cross the so-called "intersection." One does not need to do a traffic survey to figure this out. Persons living south of the "intersection" (as I did for 43 years) going to the QEW currently have access along Lakeshore to Southdown to QED, or along Orr Road to Southdown to QEW. Persons living north of the "intersection"(as I have for 7 years) have access to QEW from Lakeshore to Southdown, or South Service Road to Southdown. The "intersection" is not an intersection at all. Nothing intersects and there is no need for one . If one of Clarkson Road North or Clarkson Road South had not included the name "Clarkson", I bet no one would have even conceived of the "need" to straighten the "intersection" . Please forward my comments to the appropriate authorities.</p> <p>Thank you, Rory.</p> <p>I have previously submitted (based on 43 years experience living to the south of the intersection in the Rattray area and 8 years experience living to the north of the intersection off Clarkson Road north) that the intersection assessment study, and any redesigning of the intersection, are not warranted.</p> <p>However, If a change to the intersection were to be made, the least disruptive and most cost-effective one would involve the expropriation of just two properties : the diversion of Clarkson Road North commencing about 100 metres north from Lakeshore Road (north of the gas station at the corner) and extending the roadway parallel to Lakeshore Road through Sam McDaddie's property (north of the existing building) to the Tim Horton property and then south (possibly leaving the existing building) through the Tim Horton property to Lakeshore Road to link up with Clarkson Road South.</p> <p>Regards, [REDACTED]</p>	<p>Thank you for your interest in the Lakeshore Road/Clarkson Road Intersection Improvement EA study.</p> <p>I apologize if you encountered technical issues with our online Public Information Centre. We have checked the url/website again and it does appear to be working; however, it doesn't matter how the comment gets to us, and the feedback you have provided below will be considered by the Project Team.</p> <p>This project is in response to safety concerns raised regarding the operation of the two closely spaced intersections(Clarkson Road North and Clarkson Road South) and interspersed commercial entrances between the intersections. The EA study represents one of the first steps in determining what modifications, if any, are required at the intersections. Please note any proposed improvements to the intersection will require Council approval before moving forward to the implementation/construction phase.</p> <p>We will be notifying the public on the next stages of the study in the New Year and we look forward to receiving further comments from you as the study proceeds.</p> <p>Thank you for your reply. The EA study is considering the alternative you have described below.</p> <p>If you have not done so already I would encourage you to visit the online PIC, which can be directly accessed <a href="#">here</a>, and provide your feedback on some of the other potential solutions currently being considered.</p>	Response sent December 22, 2020
December 8, 2020  December 28, 2020	<p>I understand that the City of Mississauga has started an Environmental Assessment (EA) Study to investigate opportunities to improve the Lakeshore Road West and Clarkson Road North/ Clarkson Road South intersections. Can you please advise if it is possible to include a review of much needed parking on Lakeshore Rd W. [REDACTED], we have concerns about the lack of parking in the area. Areas 1, 3, and 4 all have available parking</p>	<p>Thank you for your interest in the City's EA study for the Lakeshore Rd/Clarkson Rd intersections.</p> <p>I apologize but I am not quite sure of the locations (Area 1-4) you have referenced below in your email but I can confirm that a parking study was recently completed by the City for Lakeshore Road West as part of the Lakeshore Connecting Communities Master Plan study. This recommended lay-</p>	Response sent December 23, 2020



Comment Date	Comment	Response	Status
	<p>directly on Lakeshore Rd West except for Area 2. It is very difficult to attract prospective tenants due to the lack of parking.</p> <p>Can you please contact me to discuss further.</p> <p>Thank you for this information. We are pleased that the planned improvements include lay-by parking bays along the Lakeshore Rd W.</p> <p>Are you aware of when the construction start date will be?</p> <p>Thank you again. Happy Holidays</p>	<p>by parking bays on the north an south side of Lakes Road West through Clarkson Village as shown on the attached sketch. I have also provided a link below to the overall roll plan design drawing for your information.</p> <p><a href="http://www7.mississauga.ca/Departments/Marketing/lakeshore-connecting-communities/20181125_Lakeshore%20Rd%20TMP_Appendix%20G_Conceptual%20Design%20Roll%20Plan%20Drawings.pdf">http://www7.mississauga.ca/Departments/Marketing/lakeshore-connecting-communities/20181125_Lakeshore%20Rd%20TMP_Appendix%20G_Conceptual%20Design%20Roll%20Plan%20Drawings.pdf</a></p> <p>The final plan for Lakeshore Rd/Clarkson Rd intersection Improvement EA study will protect for these parking improvements.</p> <p>I trust this information addresses the concerns you raised below. Please let me know if you have additional questions</p> <p>Parking improvements through Clarkson Village will be coordinated with future Higher Order Transit (HOT) Improvements along the Lakeshore West road corridor. There is currently no construction funding committed for this work.</p> <p>However, the City is moving forward with the planning phases for the HOT project and will initiate a Class EA and Preliminary Design Study later this year that will build on the recommendations in the Lakeshore Connecting Communities Master Plan study.</p> <p>Once this project kicks off, there will be further extensive public engagement and there will be opportunities for interested members of the public to provide input and feedback throughout the course of the project</p> <p>Regards,</p> <p>Rory</p>	<p>Response sent January 7, 2021</p>
December 12, 2020	<p>Our family lives [REDACTED]. Consequently, when we drive somewhere, we will frequently be sitting on Clarkson Road South at the traffic lights on Lakeshore Road (i.e., facing north). Most times we are waiting to turn left (west) onto Lakeshore.</p> <p>[REDACTED] we have all noticed over the years the frightening number of drivers who miss the red light on Lakeshore Road at this intersection. To be specific, they are all on Lakeshore Road coming from the east (Port Credit). They all seem to be coming from that direction. We all know that, if we are first in the line on Clarkson Road at those lights, to proceed cautiously into the intersection even though we have a green light. I am rather surprised that there are not more accidents. But I suppose that most locals, like us, are aware of the problem.</p> <p>The other issue is that, if we are stopped at those lights waiting to turn left (to the west) as described above, people are always trying to squeeze by on the right. A dedicated right turn lane would be nice.</p>	<p>Thank you for your input to the City's EA study for the Clarkson/Lakeshore intersections. Your comments on driver behaviour at the Clarkson South leg are duly noted. It adds to the rationale for undertaking the study. We will be notifying everyone on the next stages of the study in the New Year and we look forward to receiving further comments from you as the study proceeds.</p>	<p>Response sent December 22, 2020</p>
January 11, 2021	<p>I hope this email finds you well. I realize that I have missed the deadline of Dec 31st to comment on the Clarkson Rd. N. EA, however I hope you can take these comments into consideration.</p>	<p>Thank you for your interest in the Clarkson Road and Lakeshore Road Intersection Improvement EA study. We appreciate the local knowledge you have provided in your comments and the impacts of the potential solutions presented during the Introductory PIC have been duly noted.</p>	<p>Response sent February 8, 2021</p>



Comment Date	Comment	Response	Status
	<p>I am a resident within the study area (1788 Fellen Place). I have several concerns related to the option to Realign Clarkson Rd. North.</p> <p>1. Encroachment on to Turtle Glen Park:</p> <p>a. This park has seen significant encroachment due to the development of Fellen Place, Feeley Ct. and Pengilley Pl., and the enlargement of parking lots for Sam McDadi and Tim Hortons.</p> <p>b. Arborists have previously indicated that the trees in this forest are stressed – I hope that your EA will investigate this further.</p> <p>c. This park suffered significant loss due to Ash Borer disease.</p> <p>d. This park is frequented by teenagers – underage drinking, smoking, littering &amp; fires have been an issue for decades. Having a road/sidewalk along the length of the forest will only make it more accessible and more attractive for loitering.</p> <p>e. Increased road salt and contaminant runoff to Turtle Creek.</p> <p>2. Creation of a Sharp S turn:</p> <p>a. Hazardous for both vehicles and pedestrians.</p> <p>b. Could create a dangerous left hand turn from Pengilley P. to Clarkson Rd.</p> <p>I think a viable option would be to connect Clarkson Rd. North and South utilizing a portion of the property on the East side of Clarkson Rd. S. &amp; Lakeshore, and a portion of the property on the West side of Clarkson Rd. N. &amp; Lakeshore. The historic building on the East side of Clarkson Rd. S. &amp; Lakeshore could be relocated slightly west adjacent to Mississauga Auto Centre (exactly where Clarkson Rd. S. meets Lakeshore currently).</p> <p>The Esso could be relocated slightly west towards or onto what is now a former Tim Hortons. The entrances to the Esso at current cause much confusion for drivers. I have depicted this proposed alignment below.</p> 	<p>The Project Team is aware of the recent loss of trees in Turtle Glen Park as a result of Emerald Ash Borer disease. The study will complete a Natural Environment Assessment and Arborist Report, which will be included in the Project File and submitted for public review at the end of the study. The Arborist Report will include an inventory of any trees potentially affected and an assessment of their condition. The findings of the assessments will be incorporated into the evaluation of alternatives, as well as impacts to private properties, businesses and heritage resources, when selecting a preferred alternative.</p> <p>We are currently reviewing the feedback obtained from the Introductory PIC and evaluating alternatives for the project; and we anticipate holding a further PIC this summer to present the shortlist of alternatives and their evaluation for public review. We have added you to the mailing list and once details of this PIC have been confirmed we will notify you directly.</p> <p>Thanks again for your input and we look forward to receiving further comments from you as the study proceeds.</p> <p>Regards,</p> <p>Rory</p>	

Comment Date	Comment	Response	Status
January 21, 2021	<p>We represent landowners in proximity to the Clarkson Road Intersection and wanted to advise that we would like to provide input / give feedback into the proposed intersection improvements through the study.</p> <p>Our clients own the properties at:</p> <p>██</p> <p>██</p> <p>Both could be affected by the different scenarios proposed. Initial feedback pertaining to each site, and the specific issues are very briefly described below:</p> <p>The owners of ████████████████████ are opposed to the option to realign Clarkson Road, per the first option, as it would involve full expropriation of their property to accommodate Clarkson Road being realigned through their existing building.</p> <p>██ is opposed to the possibility of losing full turn access, in and out of their existing property. They would like to work with the City, to ensure full access to their site is maintained.</p> <p>Both landowners would be pleased to provide input, but would prefer scenarios that do not adversely affect their specific properties.</p> <p>As both owners are direct stakeholders, we would like to be on the Study mail list, and participate in the study to the fullest extent possible, going forward.</p> <p>Our full contact information is below.</p> <p>Thank you Rory.</p> <p>Regards,</p> <p>██████████</p> <p>██</p> <p>██</p> <p>██</p> <p>██</p> <p>██</p> <p>██</p> <p>██</p>	<p>Thank you for your interest in the Clarkson Road and Lakeshore Road EA Intersection Improvement EA study. Your clients concerns regarding the impacts of the potential solutions presented during the Introductory PIC have been duly noted by the Project Team.</p> <p>The Project Team considers both of your clients as key stakeholders in any proposed improvements at the intersection we will actively engage with you at all stages of the project and have also added you to the project study mailing list.</p> <p>We are currently reviewing the feedback obtained from the Introductory PIC and evaluating alternatives for the project. We anticipate holding a further PIC in the summer to present the shortlist of alternatives and their evaluation for public review. Once details of this PIC have been confirmed we will notify you and your clients directly.</p> <p>Thanks again for your input and we look forward to receiving further comments from you as the study proceeds.</p> <p>Regards,</p> <p>Rory</p>	Response sent February 5, 2021
January 27, 2021	<p>The historic Clarkson Rd. North and South intersections with Lakeshore Rd.is a part of the identity of the Clarkson community and has been for over a hundred and fifty years.</p>	<p>Hi ██████████,</p> <p>Thank you for your interest in the Clarkson Road and Lakeshore Road Intersection Improvement EA study. We appreciate the local knowledge you have provided in your comments and your concerns regarding the costs for some of the potential solutions have been duly noted by the Project Team.</p>	Response sent February 8, 2021

Comment Date	Comment	Response	Status
	<p>Two closely spaced intersections slow down traffic and control cyclists, pedestrians and automobiles safely. The timing of the stop lights allows for smooth entrance and exit from commercial locations. Speeds have already been reduced on Lakeshore Rd.</p> <p>When cyclists, pedestrians and vehicles follow the rules of the road with these safety installations in place why spend millions of tax dollars on a realignment that was never originally aligned. The Sam McDadi property and the closed Tim Horton’s outlet appear to be an already foregone conclusion to this “realignment” ideal.</p> <p>The removal of the street parking beside the bank,( customers could use the ample public parking in the rear of the building), would allow for safer turning from west bound Lakeshore Rd. To Clarkson Rd. N. Hopefully this would meet part of the Lakeshore Connecting Communities Transportation Master Plan and saving tax payers 100,000s of dollars that could be spent responsibly elsewhere.</p> <p>I have lived [REDACTED] walking , biking and driving through these intersections safely. Major changes to this intersection still will not stop those who don’t respect the law when it comes to use of our roads. I would like to know just what the local citizen concerns are involving the intersections and commercial entrances.</p> <p>Extremely expensive, a roundabout or “realignment” will tie up these corners for months when a couple of no left turn signs, where they are suggested, might be all that’s needed to ease any real resident issues as stated in the Problems and Opportunity Statement put out by the City of Mississauga’s Environmental Assessment of this intersection.</p> <p>Tax dollars are precious let’s not create grandiose projects just to needlessly spend infrastructure money . Local politicians need to look at the needs of all who use these intersections and not prioritize cyclists, pedestrians and public transit users Traffic pressure from the west Port Credit over development will put tremendous strain on Lakeshore Rd. between Hurontario Rd. and Southdown Rd., lets not add to it.</p>	<p>To date we have received a number of comments from the public regarding safety and operation concerns at the intersections. These comments can be viewed on the crowd map provided on the Introductory PIC web page by clicking on the following link:</p> <p><a href="https://cima.planlocal.ca/clarkson-engage/">https://cima.planlocal.ca/clarkson-engage/</a></p> <p>We are currently reviewing the feedback obtained from the Introductory PIC and evaluating alternatives for the project. We anticipate holding a further PIC in the summer to present the shortlist of alternatives and their evaluation for public review. You have have been added to the mailing list and once details of this PIC have been confirmed we will notify you directly.</p> <p>Thanks again for your input and we look forward to receiving further comments from you as the study proceeds.</p> <p>Regards,</p> <p>Rory</p>	
Notice of Public Information Centre #2 (first issued November 4, 2021)			
November 2, 2021	<p>Hello Rory,</p> <p>We live at [REDACTED].</p> <p>I've been reading through all the proposals and you guys have gathered some great ideas.</p> <p>Please don't choose the no left turn option. That's the option that would be completely unfair to local residents of the intersection. I would rather you guys do nothing than make it no left turns. It would mean a lot more traffic for Meadowwood residents and Clarkson road south coming from Orr road which is a (speeding) problem already thus the new speed cameras near Clarkson school plus locals would have to travel much longer to reach their residence. Also, they really should have installed the speed camera closer to Lakeshore road heading north on Clarkson Road South. It's the people rushing to make the light that are the real problem on this street.</p>	<p>Hi [REDACTED],</p> <p>Apologies for the my delayed response to your below email.</p> <p>Thank you for your feedback on the alternative solutions identified for the Lakeshore Road and Clarkson Road Intersection Improvements EA.</p> <p>The Public Information Centre #2 (PIC #2) was held between November 10 to December 10, 2021, and included a virtual meeting on November 24, 2021. Details of the PIC #2, including and the material presented preliminary preferred solution (side be side left turn lane), can be viewed via the City’s project website at: <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>.</p> <p>Since PIC #2 the Project Team have made some further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) at</p>	Response sent April 14, 2022

Comment Date	Comment	Response	Status
	<p>Realigning from Clarkson Road north seems like the best idea and I'm sure Sam McDadi would love a big payout from the city for his property, haha. It would also mean one less intersection and that's always safer.</p> <p>Thank you for your time and consideration.</p> <p>Cheers,</p> <p>██████████</p>	<p>6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North. To attend this meeting you will need to register in advance through the project website. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks again for your interest in this study.</p> <p>Regards,</p> <p>Rory</p>	
November 2, 2022	<p>Rory – In yesterday's mail I received info re above subject.</p> <p>Please register me for the upcoming PIC#2 of Nov. 24.</p> <p>After reviewing the video's possible solutions, I want to emphasize that I DEFINITELY DO NOT SUPPORT the NO LEFT TURNS option as each quadrant has so many residences that would ALL be affected by the fact that there are no easy and relatively short methods to arrive at respective residences – personally, for example, I would be travelling westbound on Lakeshore to arrive at a home on the northern section of Clarkson Road South, would have to either turn south on Meadow Wood Rd and make a right turn and then travel west on Orr Rd and then make a right turn and come north on Clarkson Road South ... or ... drive past Clarkson Road South and turn south on Southdown Road and then turn left onto Orr Rd and drive east to Clarkson Road South and then turn north and continue on Clarkson Road South. This is just not a reasonable solution!</p> <p>Subject to all the specifics that need to be fully explained, I support the realignment of Clarkson Road North option.</p> <p>██████████</p> <p>████████████████████</p>	<p>Hi ██████████,</p> <p>Thank you for your continued interest in the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study.</p> <p>By way of this email, I am confirming that you have been registered for the upcoming live PIC #2 Q&amp;A meeting with the Project Team on November 24, 2021 from 6:30 to 8:00 PM. You should have received an email with instructions about how to sign join the session by email or phone.</p> <p>I've also attached the PIC #2 presentation package for your review. This is the same information found on the PIC#2 portal (<a href="https://cima.planlocal.ca/clarkson/">https://cima.planlocal.ca/clarkson/</a>) on the City's project website. You will notice that in this presentation we have recommended the centre median and widen Lakeshore Road solution as the preferred solution. This solution retains full movements, including left turns at both Clarkson Road North and South Clarkson Road intersections, and was recommended by the Project Team following a detailed evaluation process. Please note the realignment of Clarkson Road North was not recommended as it has significant construction costs and property impacts to existing businesses on Lakeshore Road West.</p> <p>If you have further questions about how to attend the meeting on November 24<sup>th</sup> or feedback on the PIC#2 material, please do not hesitate to contact me.</p> <p>Thanks,</p> <p>Rory</p> <p>Attachment: B1266_Mississauga Clarkson EA_PIC 2 Display Boards_e03v03.pdf</p>	Response sent November 23, 2021
November 30, 2021	<p>Rory- I tried to connect to the Nov. 24 meeting but had audio difficulties so had to sign out before I got started.</p> <p>Q1. Is there a rebroadcast of that presentation on any site?</p> <p>Q2. Is there a site that summarizes any discussion from that presentation?</p> <p>Q3. What was the 'bottom line' if there was one, at the conclusion of the presentation?</p> <p>Q4. Did the community agree with the planners' decision? Was it unanimous?</p> <p>Q5. Where do I go if not too late to make comments?</p>	<p>Hi ██████████,</p> <p>I am sorry to hear about the technical issues you had last week with the PIC#2 Q&amp;A session.</p> <p>The session was not recorded so there is no video available of the evening proceedings. However, all of the material presented and discussed during the meeting, including details of the preliminary preferred alternative, is available on the PIC#2 website: <a href="https://cima.planlocal.ca/clarkson/">https://cima.planlocal.ca/clarkson/</a>.</p> <p>You can provide any comments you have about the project through the PIC#2 website until December 10th or alternatively you can send them directly to me. All of the comments received</p>	Response sent November 30, 2021

Comment Date	Comment	Response	Status
	Thanks. [REDACTED]	will be documented in a Project File Report that will be made available for public review in the Spring of 2022, prior to the completion of the project.  Let me know if you have any further questions.  Thanks,  Rory	
November 10, 2021	I am unable to attend the November 24 meeting due to another commitment; however please keep me on the distribution as I am anxious to hear the outcome.  Thank you. [REDACTED]	Hi [REDACTED],  Thank you for your interest in the Lakeshore Road and Clarkson Road Intersection Improvements Environmental Assessment (EA), and apologies for the delayed response.  Public Information Centre #2 (PIC #2) was held from November 10 to December 10, 2021, and included a live meeting held on November 24, 2021. Details of PIC #2 and materials presented can be viewed on the City's <a href="#">project website</a> . The PIC #2 display boards are attached to this email for your convenience.  Since PIC #2, the Project Team has made further refinements to the preferred solution based on the feedback received. We will be holding another virtual meeting (PIC #3) on <b>April 27, 2022, at 6:30 p.m.</b> to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North. This is the same meeting referenced in the PIC #3 notification email sent last Thursday, April 14.  To attend the virtual meeting, you will need to register in advance through the <a href="#">project website</a> . If you are unable to join the meeting, you will be able to view all the PIC #3 materials on the project website after the event. We kindly request that you submit any questions or comments to the Project Team by <b>May 20, 2022</b> .  Project Website: <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>  Thanks again for your interest in this study.  Sincerely,  Kate Barclay	Response sent April 18, 2022
November 11, 2021	Please note that the link in the attachment is incorrect. However, the link in the email is. Here's what I get when I click on the link to provide comments per the attachment.	Hi [REDACTED],  Thank you for bringing this to our attention. We have rectified the problem, and a working link will be provided with any future notices.  Best,  Kate Barclay	Response sent November 11, 2021
November 23, 2021	Hello Rory,  I submitted my feedback to the survey as I note below. If you want to talk, let me know. Thanks, [REDACTED]	<i>Response combined with other comment response.</i>	N/A



Comment Date	Comment	Response	Status
	<p>Overall: You are missing important criteria like safety, new revenue and a long term view. Your criteria has no ranking from most important to least important. You note items as “constraints” that should only be a “consideration”. You note current traffic as acceptable when it clearly is not. I remain open minded, but when these are factored in, I believe realignment becomes the most preferred option, especially if you take a longer view when gas stations are a thing of the past, while your decision will be something we deal with for another 50-100 years.</p> <p>1. Your phase 1 study did not note avoidance of area given traffic configuration. I am aware of people that avoid the area, or modify their route (do not attempt left turns and drive through). You call the current configuration "acceptable". This conclusion impacts the credibility of the study. Is it acceptable to have cars turning left in a lane that should be for oncoming cars to turn left? Is it acceptable for cars having no space to turn left safely and are forced to modify their route?</p> <p>2. You note commercial buildings as constraints. In Port Credit, was the Bank that was moved also called a constraint? I believe the better word to use is "consideration" as constraint makes it sound like it is not an option to move a business. This is a "consideration" in my view. (Note: 10-20 years from now the gas station will be closed with the advent of electrical cars. A gas station should not be a constraint for the greater long term good of the community).</p> <p>3. It is not clear what the best decision is from a safety perspective. In fact, "safety" is not a criteria and is mentioned under transportation as a sub-bullet. It deserves its own category. Please add this as a criteria.</p> <p>4. It is unclear how you weight each criteria. Are they all weighted equally? If so, that is a mistake. Safety should be a clear number 1. You seem to duplicate elements across criteria. As an example for social-economic, realignment you slip in impact to property in this criteria, but also in the cost category, so you seem to count it twice.</p> <p>5. You note “cost” as a criteria, but do not note "new revenue". As an example, there will be a cost to move properties as there was in Port Credit with the bank, but there will be new land (unlike Port Credit) that will be created in a realignment option that will generate new revenue when sold for development (and new ongoing tax revenue). Please add "new revenue" criteria. This is important as it seems "cost" is largely the reason for realignment not being preferred, but you are not providing the full picture.</p> <p>6. The Clarkson Village Study is not noted. Was this study consulted? If yes, what recommendation is more closely aligned to this study. If it has not been consulted, this should be corrected. I do not recall seeing defending two close proximity traffic lights as consistent with the village.</p> <p>7. Insight re why businesses like Tim Hortons and RONA closed has not been provided and would be welcomed. Further, comparing Clarkson commerce to other villages like Port Credit, Old Oakville and Streetsville would be of interest too. If Clarkson is lower retail sales per square foot (as an example), why? Similarly is the cost to rent in Clarkson lower than others? So, if retail revenue per square foot is lowest, while cost per square foot is lowest (my assumption), the city needs to assess how transportation decisions are playing a role in this.</p>		

Comment Date	Comment	Response	Status
	8. A post evaluation of Lakeshore/Stavebank would be helpful to understand the benefits this action has achieved.		
November 25, 2021	<p>I appreciate the work you and others have done on this study.</p> <p>The preferred solution is an improvement, but in my opinion, the analysis to come to this conclusion needs to be improved before going to Council. See below three areas of improvement to 1) rank criteria 2) identify costs and revenue for realignment 3) restate traffic situation is unacceptable (versus acceptable). Could you please confirm you will update the proposal, re-issue to the community, and take this updated assessment to Council? My sense from last night that several people favour the realignment, and this added information will more fairly assess the options.</p> <p>As I suggested in the meeting, if the gas station and real estate office were empty fields, realignment would be the obvious solution. If this is true, then the city needs to consider a way to move these two businesses for the greater good of the community, especially if the updated assessment proves to be the best revenue/cost solution. It may be more complex, but we should not fear complexity when the pay-off is better.</p> <p>1. Rank the criteria</p> <p>The current decision process does not rank the criteria and merely adds up the one with the most greens. If you choose to not rank, please ensure this qualitative approach is clear to Council and explain why qualitative analysis is better than a more quantitative approach. I found it unusual that ranking safety for cars and people is ranked equally to everything else.</p> <p>2. Properly identify both costs and revenue from realignment</p> <p>I heard the number \$7M but uncertain what that includes. I believe \$0 has been assumed on new revenue when a sizeable amount of reclaimed land for development will be realized. I would recommend you identify the cost of moving a gas station and real estate office and soil remediation and the revenue opportunity of the reclaimed land for commercial development and ongoing tax revenue. I have tabled this concept for several years, and uncertain why at this late stage of the process, these numbers are still not better understood. For Council to have full information, this needs to be included.</p> <p>3. Restate traffic is unacceptable versus the current statement that traffic is acceptable. I am unsure how you come to this conclusion that traffic is acceptable.</p> <p>Collision statistics do not tell the full story. I believe speaking to people (as you are) will reveal that traffic is unacceptable in the current state where cars compete for very short left turn lanes creating dangerous car versus car situations. By stating the current state is acceptable, you are misrepresenting the situation.</p> <p>The location is also unacceptable for those that cycle (like I do). When I travel down Clarkson Road North to Lakeshore, I need to turn right, get immediately into a left turn lane, and turn left on Clarkson Road South. This is extremely dangerous during high traffic time. So what do I do? At the intersection, it is not unusual for me to get off my bike, become a pedestrian and walk the bike and</p>	<p>Hi [REDACTED],</p> <p>Apologies for my delayed response,</p> <p>Thank you for your very detailed feedback on the study process and alternative solutions identified for the Lakeshore Road and Clarkson Road Intersection Improvements EA, in emails sent on November 23rd and November 25th. I have provided responses to your comments below.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received, including your comments. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North.</p> <p>To attend this meeting you will need to register in advance through the project website <a href="https://mississauga.ca/lakeshoreclarkson">mississauga.ca/lakeshoreclarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks again for your interest in this study.</p> <p>1. Rank the criteria</p> <p>Noted. Safety is always one of the main considerations in all City projects. However our standard practice for EA studies is to is we use a qualitative approach in the evaluation of solutions. All stakeholders have different priorities so we prefer to identify the pro and cons of each solution rather than taking a quantitative approach.</p> <p>2. Properly identify both costs and revenue from realignment</p> <p>The cost estimate for each option only includes for property that would be required for the future road right of way. This allows an “apples to apples” comparison of the alternatives. We do not estimate future potential revenues from surplus lands as this is outside the scope of a transportation environmental assessment.</p> <p>3. Restate traffic is unacceptable versus the current statement that traffic is acceptable. I am unsure how you come to this conclusion that traffic is acceptable.</p> <p>The Project Team has undertaken extensive traffic modelling for the project area. The results of this modelling confirmed that existing delays at both intersections are not excessive and the operations is acceptable give their urban setting. The traffic modelling has however identified operational issues in future years and this is why we have proposed various alternatives to address this issue.</p> <p>Note on Collision Analysis</p>	Response sent April 14, 2022

Comment Date	Comment	Response	Status
	<p>cross over Lakeshore, walk the sidewalk and continue to ride once I get to Clarkson Road South. Is that acceptable?</p> <p>Noting the current state is acceptable means there is no sense of urgency.</p> <p>Finally, as part of this, please also identify that the study did not consider area avoidance or route adjustment in the analysis. This is a real thing. People travel differently because of current design. I think you are hearing this and your assessment needs to acknowledge this feedback.</p>	<p>Noted. The safety analysis completed by the Project Team confirmed that there is opportunity for safety improvements to the Clarkson Road North intersection when compared to similar sites City Wide. I apologize if there was any confusion in relation to this point.</p> <p>Noting the current state is acceptable means there is no sense of urgency.</p> <p>Noted. All of the proposed solution would improve this condition for cyclist by either eliminating this movement entirely (Solution 1) or through the introduction of cycletracks and dedicated cross rides on Lakeshore Road (Solution 2)</p> <p>Consideration of trip diversion</p> <p>As the focus was the Lakeshore Road West Corridor and four of its intersections the traffic model only included the study corridor and not the adjacent road network. However this was purposefully done, as it provided the most conservative assessment of future traffic volumes and therefore congestion impacts at the intersection within the study area</p>	
November 25, 2021	<p>I am a resident [REDACTED]. While I like the idea of improving the intersection, I have a few concerns that require mitigation measures.</p> <p>An improvement of the intersection and general growth will increase traffic volume on Clarkson Rd N. Many drivers use it as an alternative to Southdown, which has an impact on local residents. The street has houses and schools, which makes it a very busy pedestrian pathway. Additionally, many drivers don't follow the new speed limit and routinely drive at around 60 km/h. How do you propose to mitigate this volume and speed related impact on local residents?</p> <p>I look forward to hearing back from you.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p>Thank you for your interest in the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study and for raising your concerns about traffic speed and volume on Clarkson Road North. The improvements proposed as part of this project are not anticipated to directly increase traffic volume or speeds on Clarkson Road North. However, your points made are valid and Clarkson Road North is the only north-south connection across the CN rail line between Southdown Road and Lorne Park Road.</p> <p>Beyond this project, the City is committed to making neighbourhood roads safer for all travellers by reducing speed limits in specific areas. To facilitate this, the City has enacted the Neighbourhood Area Speed Limit project. The project includes reducing neighbourhood area speed limits to 40 km/h and identifying community safety zones, where public safety is of special concern. Clarkson Road North from Truscott Drive to Lakeshore Road West and Clarkson Road South (i.e., is included in a designated Community Safety Zone. In these areas, increased enforcement is expected and set fines for speeding and traffic signal-related offences are doubled, in an effort to change driver behavior.</p> <p>Complementary to the Neighbourhood Area Speed Limit Project, the City is investing in Automated Speed Enforcement (ASE) cameras to actively enforce speed limits. Through this program an ASE camera was installed at Clarkson Public School on Clarkson Road South. The City has also identified ASE sites on Truscott Drive near Lorne Park Secondary School and Clarkson Road North near St Christopher School. At this time, there are three active ASE cameras in the City that are rotated on regular basis to the various ASE sites around the City.</p> <p>I also wanted to let you know that since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North. To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshoreclarkson">mississauga.ca/lakeshoreclarkson</a>. If you are unable to join the meeting, you can still view all the</p>	Response sent April 14, 2022



Comment Date	Comment	Response	Status
		<p>PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks again for your interest in this study.</p> <p>Regards,</p>	
November 25, 2021	<p>Thanks for the Clarkson Rd meeting yesterday, I think you guys did a good job.</p> <p>I've already filled in the PIC #2 form, and listed the many advantages of Option 1 over 2. However, since Option 2 seems the preferred option (mostly for cost reasons), I thought I'd give a few additional points for Option 2.</p> <p>I believe these suggestions increase safety, by decreasing the number of driveways on Lakeshore [See attached image where I try to explain]:</p> <ul style="list-style-type: none"><li>- Is the plan to only allow the entrance to Esso from Lakeshore at the new intersection? Is there still a right-in to the gas station further east. If so, is this a right-in only?</li><li>- Could you remove the entrance to the paint store from Lakeshore, and make the access strictly from Clarkson Rd S.</li><li>- when redesigning the intersection of Clarkson Rd N and Lakeshore, please ensure the new bus shelter does not block views when turning from Clarkson Rd travelling south to Lakeshore travelling west (a right turn). My wife and I both don't like this turn at present, as there are benches, trees, a planter, and sometimes condo signs which block your view</li></ul> <p>I also would like to make a point about the questions during the break-out period. I know these questions are standard, but both myself and another member of the break-out were confused. The questions seemed to be about the presentation (ie: did you like the presentation, what questions do you have about the presentation), and not the design presented in the presentation. I know this is a bit of semantics, but as an engineer, I was confused.</p> <p>I thought the presentation was well done, given the wide ranging audience. The presentation was clear, and I didn't have any particular questions. However, I had lots of concerns about the content (mostly the evaluation page and weighting, and the advantages/disadvantages of the proposals). I would have liked to have spent time in the break-out discussing the proposals, and asking improvements to the proposals.</p> <p>A few other points:</p> <ul style="list-style-type: none"><li>- Is the timing of this EA because the Tim Hortons is empty, and the Option 1 would take advantage of this? Or was this just a coincidence?</li></ul>	<p>Thank you for your thoughtful comments and feedback on the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study. I have provided my responses to your comments in below.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received, including your comments. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North. To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshoreclarkson">mississauga.ca/lakeshoreclarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks again for your interest in this study.</p> <p><i>Is the plan to only allow the entrance to Esso from Lakeshore at the new intersection? Is there still a right-in to the gas station further east. If so, is this a right-in only?</i></p> <ul style="list-style-type: none"><li>• There will be an entrance to the Esso from the north leg of the improved Lakeshore Road/Clarkson Road South intersection. Yes, the entrance east of the Clarkson Road South will be kept as a 'right-in' access. There will be a raised centre median on Lakeshore Road that will prevent mid-block left turns to and from the Esso Station.</li></ul> <p><i>Could you remove the entrance to the paint store from Lakeshore, and make the access strictly from Clarkson Rd S.</i></p> <ul style="list-style-type: none"><li>• The use of the raised centre median will mean that this entrance will be right-in/right-out only. Due to this change and its expected low traffic volumes, it is anticipated to have reduced impact to traffic operations. Unless there are significant safety or design issues, the City aims to retain existing accesses where possible.</li></ul> <p><i>when redesigning the intersection of Clarkson Rd N and Lakeshore, please ensure the new bus shelter does not block views when turning from Clarkson Rd travelling south to Lakeshore travelling west (a right turn). My wife and I both don't like this turn at present, as there are benches, trees, a planter, and sometimes condo signs which block your view</i></p> <ul style="list-style-type: none"><li>• The intersection will be designed such that there is sufficient sight distance to the adjacent approaches to ensure drivers are able to see potentially conflicting vehicles or objects. Each quadrant of the intersection will have a triangular area free of obstructions that might block an approaching driver's view.</li></ul>	Response sent April 14, 2022

Comment Date	Comment	Response	Status
	<p>- I expect that traffic at Lakeshore/Southdown intersection and east through Clarkson village will significantly increase in the upcoming 20 years, with development of the GO transit parking, and development in Clarkson Village. This will drive traffic that would normally travel on Lakeshore through Clarkson village (coming from the QEW) to use either Clarkson Rd N or Lorne Park Rd to bypass Clarkson village.</p> <p>This is why several of us were concerned that Option 2 wouldn't solve the left turn problem for very long, and see Option 1 as the only long term solution.</p> <p>- Although I agree with the design intent to increase the throughput of cars through the intersection, I understand the preference of some to follow the downtown Oakville model and decrease traffic. However, in Oakville there are alternative roads (Randall St), and in Clarkson the alternative roads are through residential areas, and would decrease safety.</p> <p>- I really don't see how Option 2 helps with Pedestrian safety much.</p> <p>The main safety advantage for this option is for car safety. The bike lanes and intersection geometry improvements could happen without the two left turn lanes.</p>	<p><i>Is the timing of this EA because the Tim Hortons is empty, and the Option 1 would take advantage of this? Or was this just a coincidence?</i></p> <ul style="list-style-type: none"><li>This is simply a coincidence. The EA study had been planned for a number of years</li></ul> <p><i>I expect that traffic at Lakeshore/Southdown intersection and east through Clarkson village will significantly increase in the upcoming 20 years, with development of the GO transit parking, and development in Clarkson Village. This will drive traffic that would normally travel on Lakeshore through Clarkson village (coming from the QEW) to use either Clarkson Rd N or Lorne Park Rd to bypass Clarkson village. This is why several of us were concerned that Option 2 wouldn't solve the left turn problem for very long, and see Option 1 as the only long term solution</i></p> <ul style="list-style-type: none"><li>Noted, however extensive traffic modelling was completed by the Project Team that incorporated future planned development for the Clarkson Village area. This modelling has confirmed that option 2 would operate satisfactorily in the design year (2041).</li></ul> <p><i>Although I agree with the design intent to increase the throughput of cars through the intersection, I understand the preference of some to follow the downtown Oakville model and decrease traffic. However, in Oakville there are alternative roads (Randall St), and in Clarkson the alternative roads are through residential areas, and would decrease safety.</i></p> <ul style="list-style-type: none"><li>Agreed, Lakeshore Road functions as the only east-west arterial corridor south of the QEW in Mississauga and roadway modifications are warranted to improve traffic operations based on the current road network in the Clarkson area.</li></ul> <p><i>I really don't see how Option 2 helps with Pedestrian safety much. The main safety advantage for this option is for car safety. The bike lanes and intersection geometry improvements could happen without the two left turn lanes.</i></p> <ul style="list-style-type: none"><li>You are correct that cycling infrastructure and intersection geometry improvements could happen without the two-way left turn lanes. The enhanced safety benefits for Active Transportation users are through the centre median and consolidation of accesses, reducing potential conflicts pedestrians/cyclists and vehicles.</li></ul>	
November 30, 2021	<p>Before commenting on this proposal, I would like more information on what impacts realignment or reconfiguring are projected to have on the adjacent commercial areas in Clarkson village.</p> <p>Where could I get this information?</p>	<p>Apologies for my delayed response to your below enquiry.</p> <p>The realignment option will impact three existing properties north of Lakeshore Road. Please refer to the materials from the Public Information Centre #2 (PIC #2) that can be viewed via the City's project website at: <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North.</p> <p>To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshoreclarkson">mississauga.ca/lakeshoreclarkson</a>. If you are unable to join the meeting, you can still view all the</p>	Response sent April 14, 2022

Comment Date	Comment	Response	Status
		<p>PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks for your interest in this study. Please do not hesitate to contact me if you have any further comments or questions.</p>	
December 1, 2021	<p>I am trying to express my thoughts on that site...and am unable to do so.</p> <p>Cannot navigate that site easily to find out where to have our input/vote on a preferred solution</p> <p>Both my husband and I like Solution #2.</p> <p>We have lived [REDACTED].</p> <p>[REDACTED]</p>	<p>Thank you for your interest and comments on the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North.</p> <p>To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20<sup>th</sup>, 2022.</p> <p>Please do not hesitate to contact me if you have any further comments or questions.</p>	Response sent April 14, 2022
December 2, 2021	<p>Hello,</p> <p>We have lived in the area [REDACTED], never had a problem with this intersection.</p> <p>How did this all come about?</p> <p>Will buildings be torn down?</p> <p>We sure do not need any more construction on Lakeshore!</p> <p>Any detailed info appreciated.</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Apologies for my delayed response to your below email.</p> <p>Thank you for your interest and comments on the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study.</p> <p>This study is being undertaken in response to concerns raised by local residents in relation to traffic operations and safety at both intersections. For further information, the details and material of the Public Information Centre #2 (PIC #2) that was held November 10 to December 10, 2021 can be viewed via the City's project website at: <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a></p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North These refinements will impact existing properties on the north side of Lakeshore Road.</p> <p>The Project Team will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on these refinements and answer questions. To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks again for your interest in this study.</p>	Response sent April 14, 2022
December 6, 2021	<p>Hello, enjoy a video I created regarding the plans for changing the Clarkson Roads at Lakeshore intersections.</p>	<p>Hi Mark,</p>	Response sent April 14, 2022

Comment Date	Comment	Response	Status
	<p>████████████████████</p> <p>My main thoughts have always centered on pedestrian bridges and whether those would make Clarkson Village a safer community.</p> <p>Thank you for your considerations!</p> <p>██████</p>	<p>Apologies for my delayed response to your below email. Thank you for your interest, comments and video on the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study.</p> <p>A pedestrian bridge facility is usually only considered where large pedestrian volumes would otherwise be forced to cross freeways or major multi-lane, high-speed arterial streets. As these conditions do not exist in Clarkson Village a pedestrian bridges over Lakeshore Road was not considered.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North. To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks again for your interest in this study.</p>	
December 6, 2021	<p>Rory – You invited my comments and said they would be included somewhere in your report:</p> <ol style="list-style-type: none"><li>1. LARGE westbound Lakeshore vehicles – such as municipal garbage trucks, moving vans, large school buses, fire trucks, etc – often cannot engage a left turn to Clarkson Road South as they require such a large turning radius and the current intersection width is not wide enough. Often there is a line of northbound vehicles on Clarkson Road South waiting for the red light to change and this creates a real safety factor when they all have to back up to enable the large vehicle to complete its southbound turn. Depending upon the number of vehicles in line, the vehicles are unable to all back up resulting in more Lakeshore Roads traffic congestion. This problem needs to be reviewed.</li><li>2. There are many times when westbound Lakeshore vehicles are backed up west of Clarkson Road North all waiting to make southbound turns onto Clarkson Road South – all because the 2 stop lights are too close together. The proposal will do little to remedy that situation.</li><li>3. If the realignment is the best solution, it should be applied as the cost becomes negligible when amortized over the life of the project’s viability – especially with the knowledge that traffic is definitely going to increase in this corridor.</li><li>4. In reviewing the plans, I may have missed it, but saw no mention of the Senior Residences (west side of Clarkson Road South just south of the school or on the south side of Lakeshore at Johnson Lane) – and these individuals need extra wide sidewalks when traffic is so busy and so close - to be able to safely use walkers or wheelchairs and to often be accompanied by a caregiver or relative. The grassy area beside the sidewalk adjacent to the car lot provides an ideal distance and should be repeated on the mirror image just east of Clarkson Road. (Wider sidewalks are also desirable to accommodate children from the 3 neighbouring elementary schools – on Clarkson Road South just south of Lakeshore, on</li></ol>	<p>Hi ██████,</p> <p>Apologies for my delayed response to your below emails. Thank you for your detailed comments on the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received, including your comments. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North.</p> <p>To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p>	Response sent April 14, 2022

Comment Date	Comment	Response	Status
	<p>Clarkson Road North just north of the GO line, and on Meadow Wood just south of Lakeshore – as these young children will be walking together with traffic closer to them).</p> <p>The plans appear to totally remove some of the esthetics that go make Clarkson Village so unique.</p> <p>In my opinion, a ‘SIMPLE REALIGNMENT’ would provide much improved SAFETY for pedestrians and vehicles, while at the same time improving traffic flow and maintaining the ambience and esthetics of the character of Clarkson Village.</p> <p>Thanks.</p> <p>██████████</p>		
December 7, 2021	<p>Rory – In today’s Toronto Star there was an article that expresses the identical sentiments that I tried to explain in my #4 below yesterday – the need for wider sidewalks to accommodate the needs of those with mobility issues (especially pronounced with the 2 nearby Senior Residences). Please attach to my comments of yesterday.</p>	<p><i>Response combined with other comment response.</i></p>	N/A
December 27, 2021	<p>Good day Rory,</p> <p>I hope that this email finds you, your family and friends having fun while being safe through this holiday season and best of luck for 2022.</p> <p>We reside in the townhouses off Silver Birch just east of Clarkson Village and our complex is open to Lakeshore. I just want to make sure that the widening of Lakeshore Road is NOT being considered all the way along into Port Credit as this will materially impact property values of our properties.</p> <p>As for options specific to Clarkson Rd, I personally do not believe the preferred option will solve much of the issues at all. The issue is 2 sets of lights in a very small space, already congested with many lights west of that location. There is not a lot of traffic from Clarkson Road South. The biggest issue are cyclists in the summer who basically shut down one full lane as they do not adhere to safe or considerate riding. I am surprised more people are not killed along that road. Also, speeding between Clarkson Rd and Port Credit is a HUGE issue. Opening this up further will just add to this problem.</p> <p>This does appear to be a huge issue, but I am not sure the proposed solutions will help. A better solution is getting bikes off of Lakeshore, ENFORCING speed limits (congestion itself will do this), and I believe, option 1 is the best long term solution as it eliminates 1 set of lights.</p> <p>Best of luck, but I would be happy to discuss further or sit on a committee as I can bring financial and business processes to the table.</p> <p>Regards,</p> <p>██████████</p>	<p>Hi ██████████,</p> <p>Apologies for my delayed response to your below email. Thank you for your interest and comments on the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study.</p> <p>I can confirm that this study is only focusing on improvements to Lakeshore Road between the Clarkson Road North and Clarkson Road South intersections. With that being said the City is also undertaking the Lakeshore Complete Street Study that is looking to improve the experience for people travelling along the entire Lakeshore Corridor from East Avenue to the Oakville border. Further details of the improvements being proposed for Lakeshore Road as part of this study are available on the Complete Street project website: <a href="#">Lakeshore Complete Street Study</a>.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North.</p> <p>To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks again for your interest in this study.</p>	Response sent April 14, 2022



Comment Date	Comment	Response	Status
Notice of Public Information Centre #3 (first issued April 14, 2022)			
April 14, 2022	Hi, I have registered to attend. I like the idea of the widen and the median however want to hear more. My biggest concern is that any changes cannot have an impact on the drive speed up clarkson. The speed on Clarkson North is becoming a big problem with many complaints being registered with the city yet it has not been addressed.	<p>Hi [REDACTED],</p> <p>Thank you for your interest and your comments regarding the Clarkson Road and Lakeshore Road Intersections EA, and we hope you enjoyed PIC #3. We are completing the Project File Report for the study at the moment and this will be made available for a minimum 45-day public review period, upon filing. A Notice of Study Completion will be published at that time.</p> <p>Your comments on speeding on Clarkson Road North have been noted but the issue of speeding on Clarkson Road North is separate from the ongoing work associated with the intersection improvement EA Study. I can advise however, that the City is undertaking various initiatives to address safety and speeding concerns on Clarkson Road North including:</p> <ol style="list-style-type: none"><li>1. A PXO planned for installation at the Nine Creeks Trail;</li><li>2. Automated Speed Enforcement is scheduled for deployment on the roadway in July 2022 south of Birchwood Drive;</li><li>3. A review of traffic patterns/behaviours on Clarkson Road North is also currently underway to determine if further traffic calming measures as bollards or enhanced pavement markings are warranted.</li></ol> <p>If you have any further questions in relation to the Clarkson Road and Lakeshore Road Intersections EA Study please let me know.</p>	Response sent July 18, 2022
April 14, 2022	Thank you for the information. We moved to BC last year, so would not be offended if you took us off your distribution list.	<p>Good morning [REDACTED],</p> <p>Thank you for the update. I confirm that your email address has been removed from our contact list by way of this email.</p> <p>Thank you,</p> <p>Kate</p>	Response sent April 18, 2022
April 14, 2022	<p>April 14, 2022</p> <p>Rory –</p> <p>Q1. Can you provide the link that shows the final results of Meeting Q2 and a summary of the community comments prior to Meeting #2.</p> <p>Q3. Is it possible to get a ‘preview’ of the schematic details of what is being proposed at Meeting #3?</p> <p>Thanks.</p> <p>Have a pleasant long weekend!</p> <p>[REDACTED]</p> <p>*****</p>	<p>Hi [REDACTED]</p> <p>Thank you for your follow up questions.</p> <p>See my response below in red.</p> <p>Thanks,</p> <p>Rory</p> <p>Q1. Can you provide the link that shows the final results of Meeting</p> <p>A link is not available but I can confirm the following summary of PIC#2:</p> <ul style="list-style-type: none"><li>• The PIC#2 webpage had a total of 458 visitors</li><li>• 64 comments were provided.</li><li>• 17 of those were supportive of the preliminary preferred solution (Soln 2), 20 were unsupportive and the remaining did not indicate a preference.</li></ul>	Response sent April 18, 2022

Comment Date	Comment	Response	Status
		<p>Q2 and a summary of the community comments prior to Meeting #2.</p> <p>The following is a summary of comment received during PIC#2:</p> <ul style="list-style-type: none"><li>• A desire for a more pedestrian friendly environment to be created for safety reasons</li><li>• A desire for the eventual solution to contribute to the transformation of the area into a more community/town oriented urban design</li><li>• A concern that the preliminary preferred solution is a short-term solution</li><li>• A concern that the preliminary preferred solution will not alleviate congestion or will shift it to other locations.</li><li>• Attendees expressed overall slight preference for Solution #1: Realign Clarkson Road</li></ul> <p>Q3. Is it possible to get a ‘preview’ of the schemetic details of what is being proposed at Meeting #3?</p> <p>We won’t be sharing the presentation in advance of the PIC #3. However, the proposed solution will include a preferred (Soln1) and interim preferred solution (Soln 2). Details for these options are included in the PIC #2 presentation that can be viewed via the City’s project website at: <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>.</p>	
April 18, 2022	<p>Hi Rory,</p> <p>I received the notice in the mail recently and was wondering what was going on...the overview really doesn’t tell me anything-is there a summary or something else I could read (or can you tell me)? I’m sure more details will be provided at the meeting but I was just wondering what was going on before the meeting date please</p> <p>Thanks</p> <p>██████</p>	<p>Hi ██████</p> <p>Thank you for your interest in the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study PIC#3 meeting.</p> <p>The intent of meeting is update the public on a revised preferred solution for the project based on the feedback received following PIC#2. The revised preferred solution now comprises an interim and ultimate preferred solution. In the interim the City will seek to construct the “adjacent left turn lane” alternative (Soln 2), as presented in PIC#2, but will look for opportunities to ultimately realign Clarkson Road North (Soln 1).</p> <p>Details for these alternatives were provided in the PIC #2 presentation and can be viewed via the City’s project website at: <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>. The PIC#3 presentation will be uploaded to the project website directly following the meeting and comments can be provided to the Project Team until May 20<sup>th</sup>.</p> <p>If you have any further questions or comments please let me know.</p> <p>Thanks,</p> <p>Rory</p>	Response sent April 18, 2022
April 16, 2022	<p>Good morning,</p> <p>Can you please provide the presentation material in advance so we can come prepared to the meeting.</p>	<p>Hi ██████,</p>	Response sent April 18, 2022

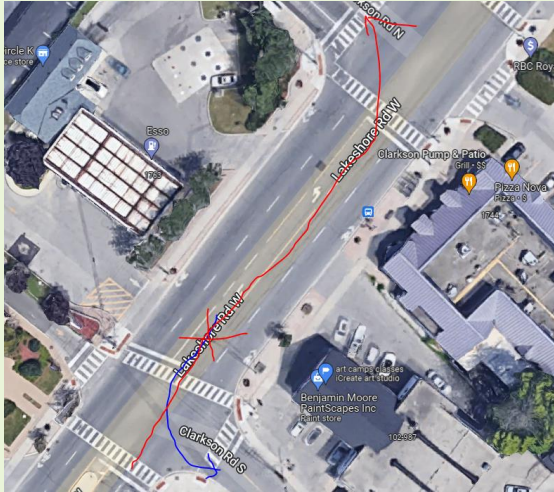
Comment Date	Comment	Response	Status
	Thanks, [REDACTED]	<p>Thank you for your interest in the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study PIC#3 meeting.</p> <p>The presentation will not be available in advance of the meeting. I can confirm however that it will focus on the revised recommendation for the study which will include a preferred (Soln1) and interim preferred solutions (Soln 2). Details for these options were provided in the PIC #2 presentation that can be viewed via the City’s project website at: <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>.</p> <p>The PIC#3 presentation will be uploaded to the project website directly following the meeting and comments can be provided to the Project Team until May 20<sup>th</sup>.</p> <p>Thanks, Rory</p>	
April 19, 2022	<p>Hi Rory,</p> <p>Can you please explain why you won't be sharing the material in advance so we can have an informed discussion? This seems to contradict the City's Community Engagement Strategy.</p> <p>Thanks [REDACTED]</p>	<p>Hi [REDACTED],</p> <p>This is the current practice for public meetings in the Transportation Projects Group. The material is intended to be delivered as a presentation and this approach allows staff to provide commentary on the slides at the meeting and help avoid any confusion.</p> <p>As I noted below the main purpose of the meeting is to update the public on the revised phased solution that will include an interim preferred and preferred solution. Details of these options were provided in PIC 2 and are available online. There is also a three-week commenting period following the meeting to provide the public with an opportunity to provide feedback.</p> <p>Thanks, Rory</p>	Response sent April 20, 2022
April 18, 2022	<p>Hi Rory,</p> <p>All links to register for info session result in being asked to supply a password... can you fix this otherwise no one can register</p> <p>Thanks... [REDACTED]</p> <p><a href="https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakeshore-road-and-clarkson-road-intersection-improvement/">https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakeshore-road-and-clarkson-road-intersection-improvement/</a></p>	<p>Hi [REDACTED],</p> <p>If you click the register button on the webex page you can register without a password.</p> <p>I took the opportunity to register you for the meeting. You should received an email confirming this.</p> <p>If you have any other problem please let me know</p> <p>Thanks, Rory</p>	Response sent April 18, 2022
April 21. 2022	<p>Hi Rory,</p> <p>My name is Nancy and I am a resident off of Clarkson Rd., South just south of Lakeshore Road. I will not be able to attend your in person public information evening on April 27, but I thought I would just send my thoughts or suggestions.</p>	<p>Thank you for your interest in this study and for your comments regarding potential improvements at the Clarkson Road South intersection.</p> <p>Your suggestion of converting the Clarkson Road South intersection into right-in / right-out access only was considered by this study but was ultimately screened out due to the excessive detours and travel time delays it would impose on residential, business and school traffic traveling to</p>	Response sent July 18, 2022



Comment Date	Comment	Response	Status
	<p>If possible, could I suggest to eliminate the Lakeshore Road Clarkson Rd., South traffic lights altogether? It would be one way out from Clarkson Rd., South onto Lakeshore Rd. going eastbound. And it would only have a one way in moving from lakeshore Road onto Clarkson Rd., South coming from the west. There would have to be a kind of island in the middle to provide those directions. I hope this makes sense but I've seen this in Mississauga north in the Churchill Meadows community off of Ninth line and north of Eglinton (this is where I work).</p> <p>Instead of traffic lights would stop signs work better? It does get tricky making turns in this intersection.</p> <p>Anyway I'm not a transportation expert or engineer, just thought I'd suggest this since I use it every day.</p> <p>Thanks</p> <p>██████████</p>	<p>Clarkson Road South from Lakeshore Road(East) and to Lakeshore Road(West) from the Clarkson Road South. I can also confirm that due to the significant traffic volumes on Lakeshore Road, a traffic signal is warranted at the Lakeshore Road and Clarkson Road South intersection.</p> <p>We were sorry you could attend the PIC #3 however please note that the presentation materials used are available to view on the project website: <a href="#">Lakeshore Road and Clarkson Road intersection improvement – City of Mississauga</a></p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 30 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion.</p>	
April 25, 2022	<p>Thanks for your reply from my November email.</p> <p>I believe the full Clarkson Road alignment option remains the best solution for all the reasons your team has identified.</p> <p>For it to be the clear winner, you need to include the future potential revenues of surplus lands. To leave surplus revenues out of your analysis means you are doing a partial business assessment.</p> <p>Further, the comment in the meeting re cost of environmental clean-up left by the gas station being onerous (although this statement was never quantified) is also a distraction. I assume whatever the price of expropriating the gas station property (or negotiating a move to another more appropriate note) would be net of the cost to clean-up the site. I assume Imperial Oil/ExxonMobil and not allowed to simply depart a site without ensuring the site meets environmental standards of our city.</p> <p>I understand the scope of your specific transportation environmental departmental perspective, but I assume there is someone in the city is looking at the total picture and making decisions based on the total picture. I assume this is the job of the City Manager, Mayor and Council.</p> <p>As a taxpayer, I would expect this to be in place as I want decisions made on the best available total information versus more narrow departmental assessments.</p> <p>I remain happy to chat at anytime.</p> <p>Thanks, ██████████</p>	<p>In addition to the email I sent to you on July 6 I also wanted to provide a response to the comments you had submitted just prior to PIC #3 on April 27 .</p> <p>We hope we provided further explanation to your questions at the PIC #3, however I just wanted to reiterate that items such as the potential for future redevelopment revenues are uncertain and outside the scope of the EA study. The anticipated cost and impacts means that the timing of the Preferred Solution will be dependant on future redevelopment / available funding but through this study the City has committed to a long term vision for Clarkson Village and its transportation network that includes the realignment of Clarkson Road North.</p> <p>Per your other email dated April 25, thank you for notifying the Project Team on your correspondence with the Councillor. The study has now passed through Council and received approval, and we are aiming to complete the study this summer A Project File report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion.</p>	Response sent July 18, 2022
April 12, 2022	<p>Good afternoon Rory,</p> <p>I recognize we are late to the party on this, but the Clarkson Village BIA had been working through our former Councillor Karen Ras to stay connected and engaged on the Clarkson Rd. &amp; Lakeshore Rd. intersection project. Councillor Mullin is now on our BIA board, however, we are wondering if it's still possible at this point, as a BIA, to get directly involved.</p>	<p>Hi ████████,</p> <p>It was nice to speak with you yesterday.</p> <p>As discussed, we have revised the preferred solution for the project based on feedback received from the public since PIC#2 and consultation with both Councillors Ras and Mullin. The preferred solution now includes a phased implementation approach as follows:</p>	Response sent April 14, 2022

Comment Date	Comment	Response	Status
	<p>I sat in on the PIC#2 meeting, more just to listen, and I know that there were some strong resident voices. We would like to ensure our BIA and business community are heard as well. What would be the best way to get involved/advocate for our businesses?</p> <p>Here is what I have in mind, please let me know if this approach is still possible at this late stage, or if you could recommend what would be appropriate please do so. We recognize that your team has already reached out to those businesses that would be directly impacted, however, there is some interest/concern from those not directly impacted.</p> <p>Suggestion:</p> <ul style="list-style-type: none"><li>I can encourage our local business owners/property owners to attend on April 27 (we have done this for the prior PICs as well)</li><li>I can also attend PIC #3 and report back to members on the options being considered for finalization</li><li>Can we/should we write a letter, or get involved in some other way, at that point to advocate for our preferred option? I understand there will be space for input until May 20....or, should we submit input before the April 27 meeting?</li></ul> <p>In general, our BIA's discussions on this have been around making the business area more walkable and bikeable, reducing traffic, and potentially advocating for the addition of some public green space (which our BIA has none of) if the road realignment option were to take place.</p> <p>Please let me know what we can do as next steps,</p>	<ul style="list-style-type: none"><li>Preferred Soln –Realignment of Clarkson Road North (Long-term)</li><li>Interim Soln – Side by Side Left Lane (Medium Term)</li></ul> <p>There is a significant costs associated with the realignment of Clarkson Road North and its implementation would be contingent on future redevelopment and/or available funding. The Project Team believe that a phased implementation approach will allow the City to address immediate concerns while still planning for a longer-term vision for Clarkson Village.</p> <p>Given the proposed changes I would suggest attending PIC#3 and submitting any comments or concerns to me in writing once you have had an opportunity to review the details.</p> <p>Thanks,</p> <p>Rory</p>	
April 15, 2022	<p>Thank you, Rory.</p> <p>I do understand your points regarding pedestrian bridges in Clarkson Village and funny enough, I am planning on documenting the replacement of the Ogden bridge over the QEW during the next year or so. Incredible how many projects are on the go in Mississauga.</p> <p>Cheers!</p> <p>██████</p>	<p>Hi ██████,</p> <p>Apologies for my delayed response to your below email. Thank you for your interest, comments and video on the Lakeshore Road and Clarkson Road Intersections Improvement Environmental Assessment Study.</p> <p>A pedestrian bridge facility is usually only considered where large pedestrian volumes would otherwise be forced to cross freeways or major multi-lane, high-speed arterial streets. As these conditions do not exist in Clarkson Village a pedestrian bridges over Lakeshore Road was not considered.</p> <p>Since PIC #2 the Project Team have made further refinements to the preferred solution based on the feedback we have received. We will be holding a further virtual meeting (PIC#3) meeting at 6.30pm on April 27th, 2022 to provide an update on the revised preferred phased solution that includes a realignment of Clarkson Road North. To attend this meeting you must register in advance through the project website <a href="https://mississauga.ca/lakeshore-clarkson">mississauga.ca/lakeshore-clarkson</a>. If you are unable to join the meeting, you can still view all the PIC#3 materials on the project website following the meeting and submit any questions or comments until May 20th, 2022.</p> <p>Thanks Rory</p> <p>-----</p>	Response sent April 14, 2022 / April 15, 2022

Comment Date	Comment	Response	Status
		Thanks again for your interest in this study.  Regards,  Rory	
April 25, 2022	<p>I sent the following to my Councillor. I appreciate your scope is transportation, but my scope is the best city decision considering all factors.</p> <p>I am uncertain if my Councillor will agree, so sent this note for comment.</p> <p>██████</p> <p><b>Begin forwarded message:</b></p> <p>Hello Councillor Mullin,</p> <p>Further to Clarkson Road North and South intersection realignment, I would like to get your feedback on a concern I have on the evaluation process.</p> <p>For several years, I have advocated for a direct alignment of Clarkson Road South North as the best solution for safety, traffic flow and the community.</p> <p>In fact, city staff largely agree, but in the November 2021 city staff public meeting, including about 30 people, staff seemed to favour a less desirable option.</p> <p>In that meeting, I expressed concern that they were not sharing the full business case of a direct alignment. In essence, they were not including the revenue opportunity of the surplus land created through relocation of Esso gas station and real estate office available for new development and revenue once road realignment had been concluded.</p> <p>In the meeting and a follow-up November email I expressed that concern. City staff recently responded to my concern and stated: "We do not estimate future potential revenues from surplus lands as this is outside the scope of a transportation environmental assessment." See below if you have interest to review the full exchange with city staff.</p> <p>I am hopeful that Council and our City Manager look at projects not just departmentally, but want an overall city perspective before making a key business decision.</p> <p>To that end. could you please confirm by April 27 that a request will be made to the appropriate department to add to the transportation only business case to included these other factors. Your intervention will make for a more productive public information meeting April 27.</p> <p>At the end of the day, may the best idea win, but we need to see the full picture before that decision is made.</p>	<p><i>Response combined with other comment response.</i></p>	N/A
April 27, 2022	<p>Sorry I could not explain this better during the meeting. I am attaching a rough drawing to illustrate it better. There is currently one turning lane (middle one) serving turns from Lakeshore to Clarkson Rd S and to Clarkson Rd N. I often make a left turn to Clarkson Rd S (blue line) and while moving to</p>	Hi ██████,	Response sent July 18 2022

Comment Date	Comment	Response	Status
	<p>the dedicated portion of the turning lane I see cars coming from the opposite direction (the red line) driving into my lane right after passing Clarkson Rd S. These cars are actually travelling against the traffic on this turning lane for some time before reaching 'their turning portion'. This area is shown with the red X. It is really common and very dangerous. I often need to steer away back to the going forward lane from the upcoming car to avoid a head on collision. I am not sure if there are any solutions to this in the short term, but perhaps placing those flexible poles along the solid lines that should not be crossed may help in the interim...</p> <div><div></div></div>	<p>Thanks for the additional information you provided following the last PIC in relation to your concerns with the operation of the left turn lanes on Lakeshore Road. This operational issue will ultimately be resolved by the Interim and Preferred Solutions.</p> <p>In the meantime I have forwarded your concerns to our Traffic Operations Group. It is unlikely that flexible bollards are feasible at this location as they would be frequently damaged by passing vehicles but staff are reviewing if any enhanced pavement marking can be provided at this location instead to better delineate the left turn lanes.</p> <p>Also, I just wanted to let you know that the study is now completing the Project File Report which will be made available for a minimum 45-day public review period, upon filing. A Notice of Study Completion will be published at that time.</p> <p>Thanks,</p> <p>Rory</p>	
April 28, 2022	<p>I want to give my input regarding the safety of this intersection. I feel that widening the road and adding bike lanes plus additional crosswalk lighting would be more than sufficient to ensure the safety of pedestrians at this intersection / assisting traffic that is turning. I am really not in favour of expropriation to the extent of using the Tim Hortons, Esso and Sam McDadi Brokerage properties. That is far too costly at present time and will be even more expensive in the future when it is time for the expropriation plans to come to fruition.</p> <p>I just lived on Sunningdale Bend for most of the past year and I never felt at risk crossing at the intersection with my six-year-old daughter and small pet dog.</p> <p>Thanks for listening and taking the time to hear our thoughts!</p>	<p>Thank you for your interest and your comments regarding the Clarkson Road and Lakeshore Road Intersections EA. Your preference for the Interim Preferred Solution has been noted.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study’s completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion.</p>	Response sent July 18, 2022
April 28, 2022	<p>I grew up in [REDACTED], currently live [REDACTED] and I know the area well as I drive up and down Clarkson Rd what seems like 20 times a day!</p> <p>I attended the meeting yesterday, and wanted to reiterate that I strongly believe the interim solution is the best solution long term. I would hate to see the cost to taxpayers with expropriating the land, and the nuisance it would cause with construction during a lengthy period of time.</p> <p>I hope that the interim solution ends up being the long term solution and there's no hidden agenda on the City's part.</p> <p>Thank you,</p>	<p>Thank you for your interest and your comments regarding the Clarkson Road and Lakeshore Road Intersections EA. Your preference for the Interim Preferred Solution has been noted.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study’s completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion</p>	Response sent July 18,2022

Comment Date	Comment	Response	Status
	██████		
April 29, 2022	<p>I wanted to follow up after attending PIC #3 earlier in the week. I attended the call along with one of our Board Members, ██████ at Lakeshore &amp; Clarkson. When the question came up at the end of the meeting re: the BIA, neither of us were able to unmute, so apologies for not speaking up!</p> <p>It was good to hear the overall positive response, and the BIA is pleased the project will be moving forward in the way outlined.</p>	<i>Response combined with other comment response.</i>	N/A
April 29, 2022	<p>Thank you and staff for all the work and considerations that were made to improve the safety and traffic flow of Clarkson Rd South and North at the Lakeshore.</p> <p>My wife and I support the interim improvements that were recommended - with the possibility of a long term solution in the future.</p> <p>It is our experience that the intersections of Clarkson Road South and North are quite difficult and at times unsafe to navigate by car or walking.</p> <p>It is our experience that some of us are often more concerned about making it through a light and negotiating the turns than being cautious as to other cars or pedestrians.</p> <p>██████████ and use these transition points daily.</p> <p>As both pedestrians and drivers, we are very aware of the challenges.</p> <p>In the immediate term, we do encourage the consideration of modifying the timing of the traffic lights at both the South and North intersections to improve the balance of the flow of traffic and the safety of the transitions for pedestrians and drivers.</p> <p>Again thank you for your efforts on our behalf.</p>	<p>Thank you for your interest and your comments regarding the Clarkson Road and Lakeshore Road Intersections EA. Your support for the proposed improvements is appreciated, and regarding the signal timing: further refinements to the existing signal timing at Clarkson Road North have been implemented.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion.</p>	Response sent July 18,2022
April 29, 2022	<p>Hi Rory,</p> <p>Thank you again for facilitating both a meeting with myself and ██████ and holding the information session on Wednesday evening.</p> <p>I just wanted to reiterate my thoughts. Most of the people in the break out group shared similar viewpoints in that the cost for the long-term solution doesn't seem to be plausible.</p> <p>I, including many others, felt that the interim solution should be the permanent solution. In the years/decades ahead, if one truly felt this was not meeting the objectives then you can always revisit this course of action. However, I don't believe it's the right approach to incorporate both an interim and long-term solution in this phase. It appears that only a few people during the last meeting felt this was the better option. With such a small number of people in favour of this, it's surprising the City would be in favour of this very expensive option. I also don't believe those folks, who are in favour of the long-term solution, fully understood the true cost of this measure.</p> <p>South Mississauga is such an expensive piece of real estate and I believe the highest and best use of these lands in terms of a long-term play would be to address the housing crisis as the land is zoned</p>	<p>Thank you for your continued participation and comments regarding the Clarkson Road and Lakeshore Road Intersections EA Study.</p> <p>We acknowledge that concerns about the cost of the Preferred Solution was a common theme at PIC #3 and this has been documented. However, by identifying the realignment as the Preferred Solution, the City is protecting for the future vision of Clarkson Village and its transportation network. Ultimately, the implementation of the Preferred Solution would only be contemplated in conjunction with a future redevelopment of the area and/or available funding</p> <p>Finally, I just wanted to let you know that the study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion</p> <p>.</p>	Response sent July 18,2022



Comment Date	Comment	Response	Status
	for development space as well. Thank you again for hosting the last session and I truly hope the input shared by the majority of the folks will resonate with the team.		
May 29, 2022	<p>Thank you for hosting the information session this past Wednesday. It was very informative.</p> <p>As a local Clarkson resident, I just wanted to reiterate that while there were a few options outlined during the meeting, I am of the opinion that the interim option would be our best option in terms of construction and most importantly, cost.</p> <p>I know that many of my fellow local residents also shared that same opinion. I think the acquisition cost of the properties alone would be extremely expensive and just doesn't seem like a proper allocation of our tax dollars.</p> <p>I also recall someone during the meeting mentioning there is a scarcity of homes and I agree with that. I think we should focus on our housing supply issue as opposed to spending millions on linking roads, etc.</p> <p>I think the interim option is one that should be permanent and would actually help a lot of the concerns that other residents stated, without having to spend millions of dollars.</p> <p>Thank you for taking the time to read my email and I hope you have a wonderful weekend.</p>	<p>Thank you for your interest and your comments regarding the Clarkson Road and Lakeshore Road Intersections EA. Your preference for the Interim Preferred Solution has been noted.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion</p>	Response sent July 18,2022
April 29, 2022	<p>Thanks for the information session on the Clarkson intersection. You explained the project very well.</p> <p>Like the majority of other participants in the meeting , I too am in favour of the interim solution. It is such a major move that city should not jump to the permanent solution without test piloting the interim solution.</p> <p>Also, the interim solution is better for the city's coffer that has seen a major depletion dealing with the pandemic. The cost of expensive real estate expropriation will ultimately make a dent in the pockets of city residents and tax payers money could be better utilised for other projects that need immediate attention.</p>	<p>Thank you for your interest and your comments regarding the Clarkson Road and Lakeshore Road Intersections EA. Your preference for the Interim Preferred Solution has been noted.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion.</p> <p>.</p>	Response sent July 18,2022
April 29, 2022	<p>I believe is that the interim solution should be the long term solution. The corridor is prime real estate and highest and best use would seem to be connecting Clarkson road north and south.</p> <p>Simple as can be as the value of privately owned Real Estate should be established at future pricing as this sounds like a very long term plan over years.</p>	<p>Thank you for your interest and your comments regarding the Clarkson Road and Lakeshore Road Intersections EA Study.</p> <p>Your preference for the Interim Preferred Solution and concerns with the costs of the Preferred Solution have been noted. By identifying the realignment of Clarkson Road North as the preferred solution, the City is protecting for the future vision of Clarkson Village and its transportation network. Ultimately, the implementation of the Preferred Solution would only be contemplated in conjunction with a future redevelopment of the area and/or available funding.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion</p>	Response sent July 18,2022

Comment Date	Comment	Response	Status
April 29, 2022	<p>I wanted to reach out with my thoughts in regards to the proposed plans to Clarkson Rd North and South as well as Lakeshore corridor.</p> <p>I have been a resident of Clarkson for [REDACTED] .</p> <p>I must say that I am disappointed in the proposed plan to join the North and South roads. I did attend the virtual meeting and listened to what everyone had to say and thoroughly took into consideration all points that were discussed.</p> <p>It still seems to be a complete waste of our taxpayers money to spend on an asphalt road to join North and South Clarkson when our city and communities require attention to much more important issues. This will be a huge cost that doesn't justify the end result.</p> <p>The point that was brought up regarding safety and that it was a dangerous intersection seems bleak compared to other areas of our city. Especially when data was only collected for this intersection and not others to compare with. At least this is what was mentioned at the meeting. Also, I live close to this intersection and have not witnessed an accident in all my years of travelling up and down Clarkson, which is several times a day. I am not saying there hasn't been. I personally have not seen any.</p> <p>My other concern is that there is a school, church, daycare, pre-school and residential homes along Clarkson Rd North, making this road a more direct path for people to travel from the QEW/South Sheridan Way going South, will most definitely increase traffic flow, which in turn will become a hazard in the future. Not to mention that we already have an issue with speed on Clarkson Rd.</p> <p>If anything, Port Credit roads/congestion is where money should be spent based on the amount of people that will be moving to the area with the new Brightwater site, along with the other condos and developments. The congestion in this area should be addressed and maybe it is, so my apologies if I'm not up to date with this. Hence, I understand the need for all the new developments but more housing is where money should go.</p> <p>In conclusion, I do agree with the interim plan along the Lakeshore, however this should also be the final plan.</p>	<p>Hi [REDACTED],</p> <p>Thank you for your interest and comments regarding the Clarkson Road and Lakeshore Road Intersections EA Study.</p> <p>Your preference for the Interim Preferred Solution and concerns with the costs of the Preferred Solution have been noted. By identifying the realignment of Clarkson Road North as the preferred solution, the City is protecting for the future vision of Clarkson Village and its transportation network. Ultimately, the implementation of the Preferred Solution would only be contemplated in conjunction with a future redevelopment of the area and/or available funding.</p> <p>Your comments on safety and speeding on Clarkson Road North have also been noted. We believe these issues are outside the scope of the EA study but I can confirm that the City is undertaking various initiatives to address safety and speeding on Clarkson Road North including:</p> <p>A Pedestrian Crossover is planned for installation at the Nine Creeks Trail;</p> <p>Automated Speed Enforcement is scheduled for deployment on the roadway in July 2022 south of Birchwood Drive;</p> <p>A review of traffic patterns/behaviours on Clarkson Road North is also currently underway to determine if further traffic calming measures as bollards or enhanced pavement markings are warranted.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion</p>	Response sent July 18,2022
April 30, 2022	<p>Thank you for hosting the event during the week. I was on the call and in one of the breakout groups and thought I'd reiterate that I think the interim solution is sufficient for the long run. I believe that if such a large scale project will be undertaken to re-route the road and remove businesses and so forth that the cost will be really a lot higher than anyone currently is anticipating especially due to buying this land and those funds could go a long way in many other more productive areas.</p>	<p>Thank you for your interest and comments regarding the Clarkson Road and Lakeshore Road Intersections EA Study.</p> <p>Your preference for the Interim Preferred Solution and concerns with the costs of the Preferred Solution have been noted. By identifying the realignment of Clarkson Road North as the preferred solution, the City is protecting for the future vision of Clarkson Village and its transportation network. Ultimately, the implementation of the Preferred Solution would only be contemplated in conjunction with a future redevelopment of the area and/or available funding.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You</p>	Response sent July 18,2022

Comment Date	Comment	Response	Status
		will also be notified of this further opportunity for review and comment through a Notice of Study Completion	
April 30, 2022	<p>I have reviewed the PIC#3 for the Lakeshore Rd. W and Clarkson Rd. N/S intersection and would like to provide the following commentary, as both a regular pedestrian and motorist in the area.</p> <p>While I applaud the city's long term solution for the intersection, I am concerned about the timeline of when the long-term solution will actually be implemented. As many residents will attest to, the interim solution, very often turns into the long-term solution as political winds shift.</p> <p>Regarding the interim preferred solution I am concerned about the expansion of the roadway. With the extra lanes, median, and cycling lanes, where will the land area come from to do this? To me, this will result in the reducing the sidewalks on both the north and south side of the Lakeshore rd. in this section. Further to this, the expansion, while friendly to motorists, will mean that pedestrians will have "more road to cross" -- this is a school walking-zone for the St. Christopher elementary school.</p> <p>The bike lanes are also a welcome addition, however I also question their value if they are non-protected bike lanes and only run for this short stretch (no physical barrier, or not on the other side of a curb). If the city is planning on implementing "sharrows" or simply painting the pavement green to indicate a bike lane -- this is a poor effort at trying to simply conceal the city's appeasement to motorists. By the very nature of expanding the road and "inviting" more motorists through better flow of vehicular traffic, the area degrades for pedestrians and cyclists. If the city is truly interested in maintaining the village character of the area, it would be best suited to moving towards the preferred long-term solution sooner, and leaving the intersection as-is until that plan can be implemented.</p> <p>Finally, as a motorist, moving a bus shelter to the NE corner of Clarkson rd. N and Lakeshore Rd. W will only make it more difficult to turn right on a red light. With city furniture there (benches, street signs, garbage cans etc) a myriad of realtor signs, and a future bus shelter here, visibility to westbound traffic will be near impossible without a car having to creep well into the intersection.</p> <p>I will close by saying that I feel that any interim solution implemented in the short-run will ultimately become the long-term solution and that it would better suit residents in the area to "wait" with the status quo until the preferred long term solution can be implemented. Widening the road will make the area easier for motorists, but will degrade the overall village feel of Clarkson, and reduce pedestrian sidewalk space (for what is a regular walking route for children attending St. Christopher elementary school). Additionally, any expansion of the roadway signals the city's priority to motorists over pedestrians and cyclists in the area. Look no further than the recent renovation of downtown Oakville where Lakeshore road was narrowed through that stretch of roadway to improve the overall walkability and safety in the area.</p> <p>I am happy to discuss this in person, virtually, or over the phone.</p>	<p>Thank you for your interest and detailed comments regarding the Clarkson Road and Lakeshore Road Intersections EA Study.</p> <p>Your support of the Preferred Solution is noted however the high cost and property impacts means that the implementation of this solution will be dependant on opportunities created by future redevelopment in the area and available funding. By adopting an Interim Preferred Solution and Preferred Solution the City is addressing the safety and operational concerns at the intersections in short to medium term while protecting for the long term vision of Clarkson Village.</p> <p>We acknowledge that the Town of Oakville was able to reduce the number of travel lanes on Lakeshore Road in their downtown core. However, in this the instance the reduction in lanes was offset by the availability of a established nearby road grid network and by-pass routes, via Randall Street and Robinson Streets, which is not available in Clarkson Village. It should be noted that the traffic volumes along Lakeshore Road in Oakville are considerably lower than traffic than in Mississauga which also helped support the reduction in the number of lanes.</p> <p>The Interim Preferred Solution will require some property acquisition from the frontage of the gas station and this will ensure no reduction in the sidewalk width along Lakeshore Road. While the improvements will require a widening of pavement and thus increase crossing requirements, the increase is relatively small as lane widths are also being reduced to help provide speed-management benefits.</p> <p>The proposed cycling facilities will be located in the boulevard area and separated from vehicles by a concrete curb. The cycle tracks will not be constructed in isolation and will connect with cycling facilities that are anticipated to be recommended by the ongoing Lakeshore Road West Complete Streets Study. Also, restrictions to sight lines due to in-boulevard objects (landscaping / bus shelters etc.) is a valid concern. Through this preliminary design phase, it was identified that sight distance should still be achievable, and this will also be confirmed in Detailed Design.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion</p>	Response sent July 18,2022



Comment Date	Comment	Response	Status
April 30, 2022	<p>On behalf of my husband and family, I'd like to thank you and your teammates in City of Mississauga for the wonderful meeting held on last Wednesday night to analyze all pros and cons related to the project. I'd like to give you feedback that we felt the interim solution is the safest, most cost-effective and practical solution for the area.</p> <p>As a matter of the fact that we don't want to turn that intersection to a racing speed lane and the goal should be to keep the village and neighbourhood safe. We believe your brilliant vision at the City of Mississauga could deliver a great mission to keep the integrity of the interim solution as a "long term solution".</p>	<p>Thank you for your interest and comments regarding the Clarkson Road and Lakeshore Road Intersections EA Study. Your preference for the Interim Preferred Solution and concerns with the Preferred Solution have been noted.</p> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion</p>	Response sent July 18,2022
May 2, 2022	<p>First, I thank you for your role in last Wednesday's Public Information Session, which I thought was informative and well organized. I was pleased to see strong interest from public participants.</p> <p>As background, Councillor Ras told me last August that she was disappointed in the public response stemming from PIC#1 so the uptick in interest is a more recent change. During last week's session I asked "who is sponsoring this project" and the answer was "The City of Mississauga". I wondered if the local business committee was pressing for change but if there was a representative from the Clarkson Village BIA they did not identify themselves or speak up during the general meeting nor in my breakout session.</p> <p>I support the objectives of safer streets and intersections for all who use them. I think bicycle lanes will see more use and also see sidewalks dedicated to those on foot, rather than displaced cyclists.</p> <p>But I think you have developed a 10 pound solution for a one pound problem. To explain, my experience with the subject intersection, over many years, hasn't been bad except for three things:</p> <p>1) The excess speed of west bound traffic on Lakeshore when I'm turning from the east bound turning lane to head north on Clarkson Rd. N.;</p> <p>2) Drivers slowing or stopping immediately after turning onto Clarkson Rd. N. to access the street parking available on the east side (beside CIBC); and</p> <p>3) Westbound Lakeshore drivers wanting to turn south (left) onto Clarkson Rd. S. need an advanced green light, if this does not already exist.</p> <p>Upgraded Traffic Signals</p> <p>From the meeting I understand the existing traffic signals are at their limit in what they can do to optimize the safe flow of traffic, pedestrians and cyclists; however, would the option of installing a more up-to-date or sophisticated signal system not be worth exploring? I have encountered many complex intersections in my travels all controlled by traffic signals. This would be part of the "Interim" solution, perhaps a significantly less costly solution on its own.</p> <p>Future Development of Clarkson Village</p> <p>Increased population density along transit corridors is an objective for the Ontario Government, so the stretch of Lakeshore Rd. we are concerned with is ripe for redevelopment within the next 10 years. Instead of expropriating valuable land where residential and mixed use buildings will soon</p>	<p>Hi [REDACTED],</p> <p>Thank you for your interest and your detailed comments regarding the Clarkson Road and Lakeshore Road Intersections EA. First of all I would like to apologize for the delay in providing you with a response to your below email.</p> <p>The City already maintains a responsive state-of-the-art Advanced Transportation Management System to manage traffic on the road network. Even with this state of the art system the traffic modelling completed as part of the EA study has indicated congestion issues at the Clarkson Road North intersection in the future.</p> <p>Staff share you interest in promoting cycling and walking over driving. However, Lakeshore Road is classified as a major arterial road and it is not possible to reduce the number of lanes though Clarkson based on the current traffic volumes. The interim preferred and preferred solutions do however propose improved cycling and pedestrian facilities in the boulevard area and separated from vehicles by a concrete curb. The cycle tracks will not be constructed in isolation and will connect with cycling facilities that are anticipated to be recommended by the ongoing Lakeshore Road West Complete Streets Study.</p> <p>Your comments on safety and speeding on Clarkson Road North have also been noted. We believe these issues are outside the scope of the EA study but I can confirm that the City is undertaking various initiatives to address safety and speeding on Clarkson Road North including:</p> <ol style="list-style-type: none"><li>1. A Pedestrian Crossover is planned for installation at the Nine Creeks Trail;</li><li>2. Automated Speed Enforcement is scheduled for deployment on the roadway in July 2022 south of Birchwood Drive;</li><li>3. A review of traffic patterns/behaviours on Clarkson Road North is also currently underway to determine if further traffic calming measures as bollards or enhanced pavement markings are warranted.</li></ol> <p>The study is coming to its completion and will be documented in a Project File Report. The report will be made available for public review for a minimum of 45 days, at the study's completion. You will also be notified of this further opportunity for review and comment through a Notice of Study Completion.</p>	Response sent July 18,2022

Comment Date	Comment	Response	Status
	<p>stand, why not plan on having the developers fix the streetscape, which is admittedly tired? More people will be walking, cycling and driving to the Clarkson GO station. It would be refreshing to see cars less favoured and instead install bike lanes and a better pedestrian experience along Lakeshore in Clarkson.</p> <p>Impact Beyond the Study Area</p> <p>I am interested in the potential increase in traffic volume on Clarkson Rd. N. resulting from the near-term and long-term solutions, as are the group of neighbours who are copied on this email. Has such a traffic study been completed?</p> <p>Frankly, we would like to see equal resources brought to bear on the problem of excessive speed and heavy traffic volumes on Clarkson Rd. N.</p>		