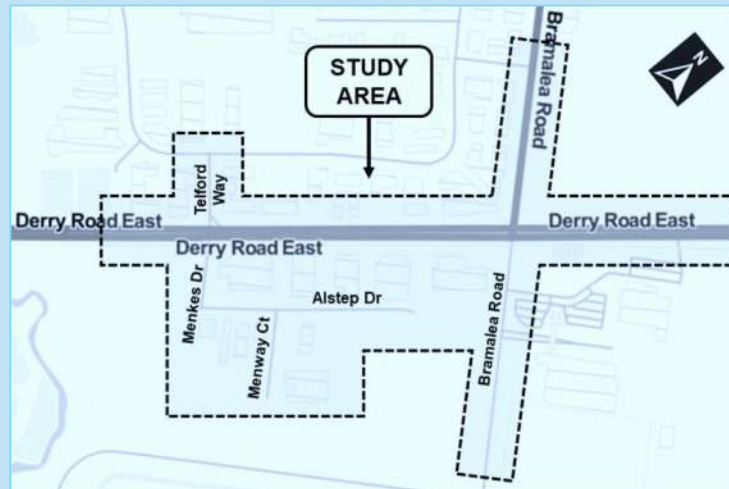


# MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE

*Virtual*

Public Information  
Centre (PIC) #1

July 28, 2020



Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

[derryroadea@exp.com](mailto:derryroadea@exp.com)

**Region  
of Peel**  
working with you

  
MISSISSAUGA

**BOMBARDIER**

# PIC TOPICS

- Project Team Representatives
- Purpose of Class Environmental Assessment (EA) Study
- Study Area
- Class EA Study Background
- Overview of EA Planning Process
- Problem / Opportunity Statement
- Alternative Solutions
- Evaluation Criteria and Results
- Class EA Next Steps

# Project Team Representatives

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# Purpose of the Class EA Study

**Purpose:** To identify how best to accommodate future transportation demands near the Derry Road East / Alstep Drive area.

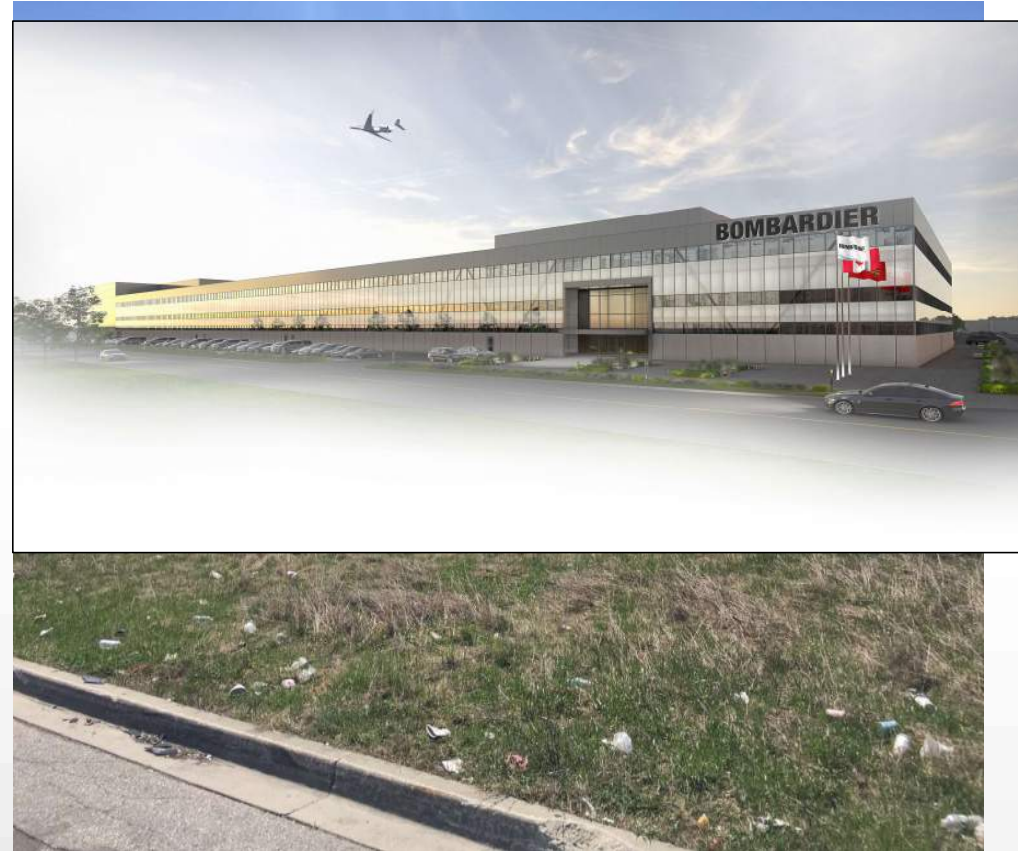
**Why:** A key driver for this study is the industrial development of 1890 Alstep Drive by Bombardier Aerospace and associated traffic increases.

**How:** Class EA Study will assess existing and future road conditions on Derry Road East and Alstep Drive (near Menkes Drive and Bramalea Road) and identify how best to manage issues related to roadway safety and traffic operations.

*This Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (EA) planning and design process (October 2000, as amended in 2007, 2011 and 2015)*

# Class EA Study Background

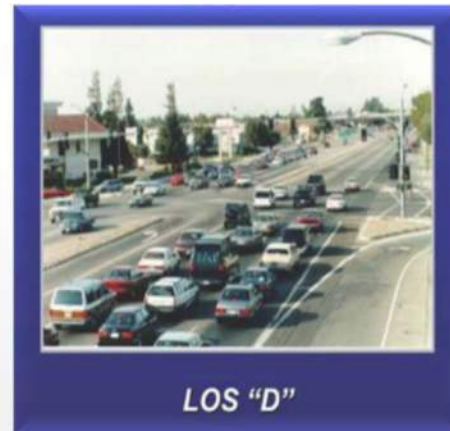
- Bombardier secured long-term lease at 1890 Alstep Dr. from the Greater Toronto Airports Authority (GTAA) for a business jet production facility
- Traffic Impact Study (TIS) prepared in support of proposed site development
- TIS Considerations:
  - Proposed development - about 5,000 daily trips at full build
  - Five other (independent) proposed developments – located nearby, will generate 538 and 976 trips in AM & PM study peak hours.



# Class EA Study Background

## TIS Terms

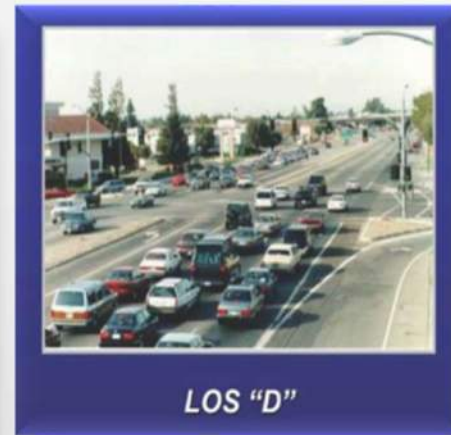
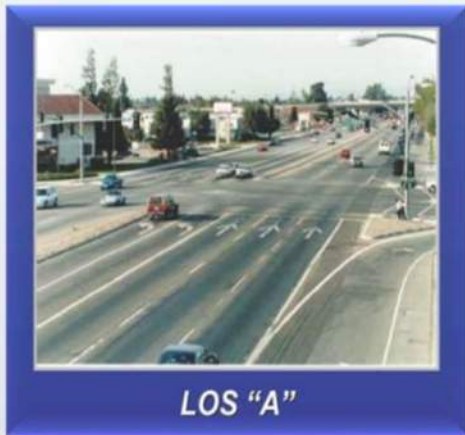
- Level of Service (LOS) – ranking system to measure efficiency of traffic at intersections
- v/c ratio - ratio of traffic volume (“v”) to the capacity (“c”) of the roadway



# Class EA Study Background

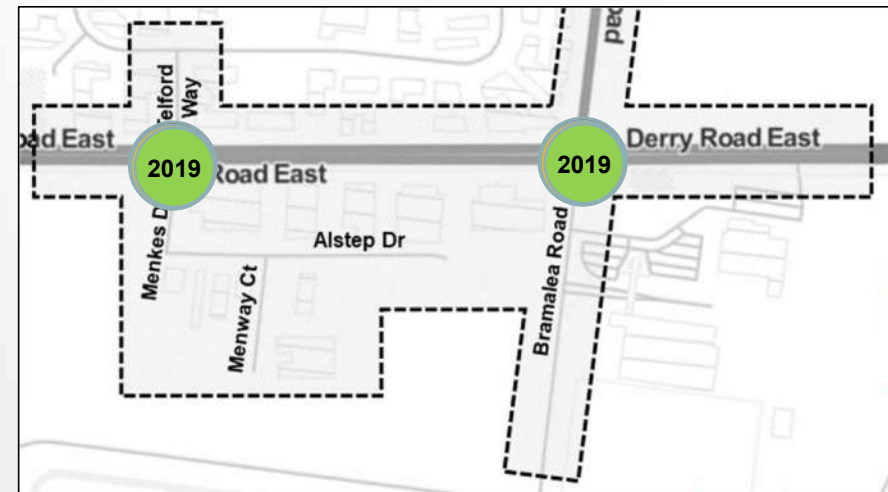
## TIS Terms

- Level of Service (LOS) – ranking system to measure efficiency of traffic at intersections
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# Class EA Study Background

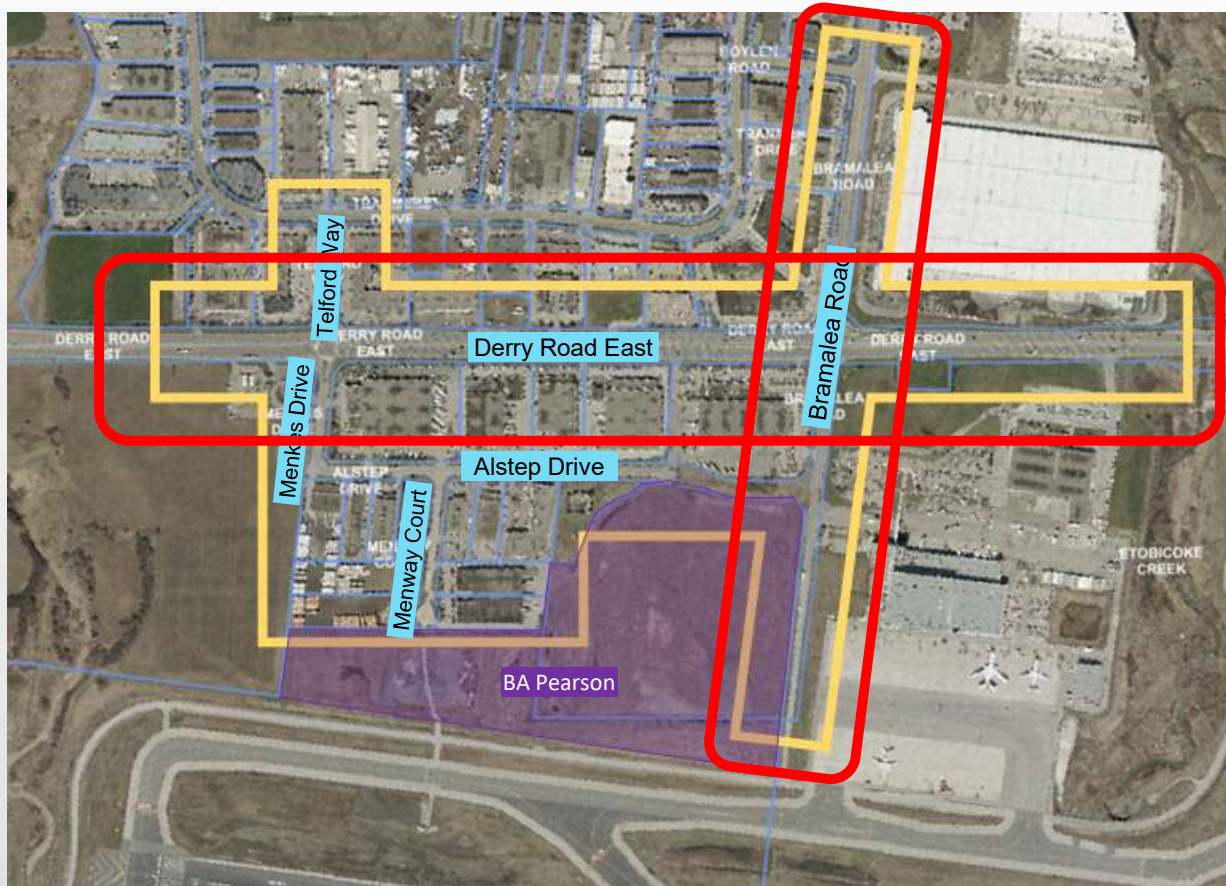
- Key TIS findings:
  - Year 2019 - intersections on Derry Rd, at Bramalea Rd and Menkes Dr, operate with an acceptable Level of Service (LOS) and v/c ratios\*.
  - Year 2022 – signalized intersections on Derry Rd at Bramalea Rd & Menkes Dr will start showing high levels of congestion.
  - Year 2027 - signalized intersections on Derry Rd, at Bramalea Rd & Menkes Dr, continue to have higher congestion levels.
- TIS recommended improvements on roadway network, Transportation Demand Management (TDM) measures and traffic operation
- Class EA required to validate / implement TIS recommended improvements



\* *LOS = level of service*  
*v/c ratio = ratio of traffic volume to the capacity of the roadway*



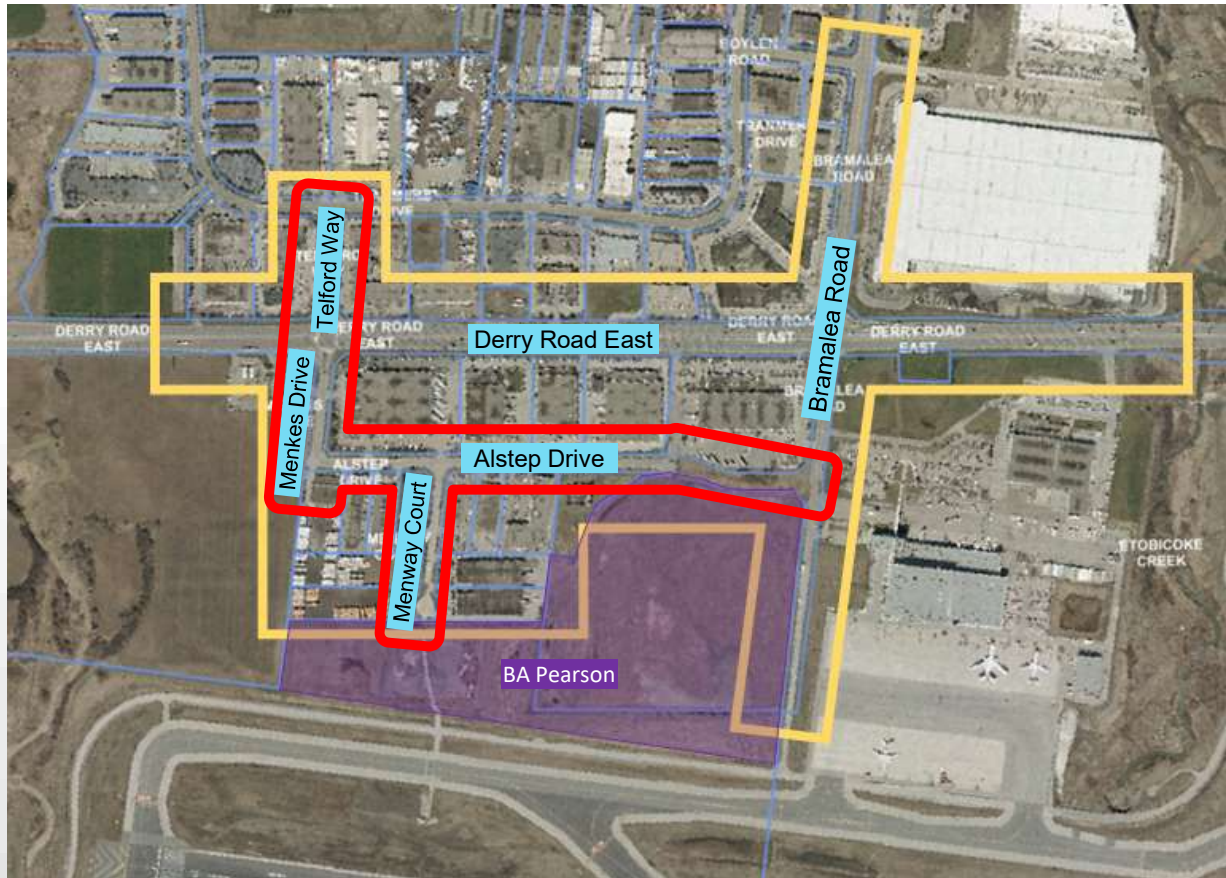
# Class EA Study Area



## Main Roads

- Derry Road East
  - Regional arterial
  - 70 km/h speed limit
  - 6-lane urban cross section
  - Signalized @ Bramalea Rd, Menkes Dr
  - Left-turn and right-turn lanes
- Bramalea Road
  - Municipal collector
  - 50 km/h speed limit
  - Urban cross section (2 to 5-lane)
  - Left & right turn lanes at Derry Rd

# Class EA Study Area



## Main Roads

- Menkes Drive
- Alstep Drive
- Menway Court
- Telford Way

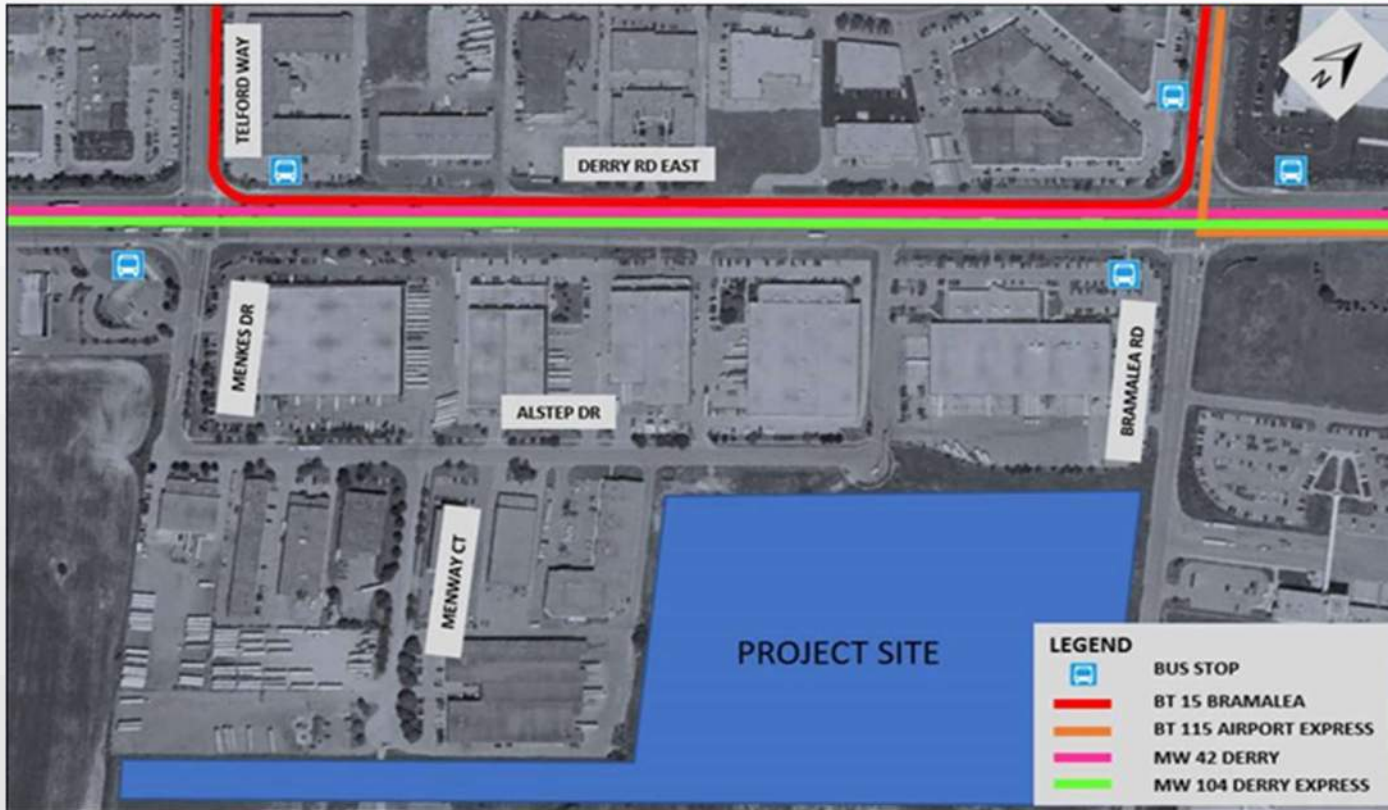
- Municipal industrial roads
- 50 km/h speed limit
- 2 to 3-lane urban cross section
- Sidewalk on one side

# Class EA Study Area



- Industrial Area
- No on-street parking
- Multi-use pathway on Derry Rd

# Class EA Study Area



Local transit stops  
(Derry Rd at  
Bramalea Rd)

- Miway 42: Derry Road
- Miway 104: Derry Express
- Brampton Transit 15: Bramalea Road
- Brampton Transit 115: Airport Express

# Review of EA Planning Process



- **Phase 1:** Define the problem and opportunities to be addressed
- **Phase 2:** Identify and evaluate the alternative solutions to address the problem
- **Phase 3:** Identify and evaluate the alternative designs for the preferred solution
- **Phase 4:** Prepare the Environmental Study Report (ESR)
- **Phase 5:** Construction

# Review of EA Planning Process

## *STAKEHOLDER CONSULTATION*



- ✓ Initiate dialogue with the Ministry of the Environment, Conservation and Parks (MECP)
- ✓ Project Initiation Meeting
- ✓ Consultation and Communication Plan
- ✓ Technical Advisory Committee
- ✓ Notice of Commencement and Consultation
- ✓ Meet with Stakeholders
- ✓ Public and Indigenous Communities
- ✓ PIC # 1 and 2
- ✓ Respond to Comments
- ✓ Notice of Completion
- ✓ 30-Day Review of Environmental Study Report

# Review of EA Planning Process

## PLANNING & POLICY CONTEXT



### A Place to Grow (Growth Plan)

- Describes how transportation systems within the Greater Golden Horseshoe (GGH) will be planned and managed
  - Connectivity among transportation modes
  - Balance of transportation choices
  - Safety of system users
- Climate change
  - Encourages municipalities to develop strategies to reduce greenhouse gas emissions, improve resilience

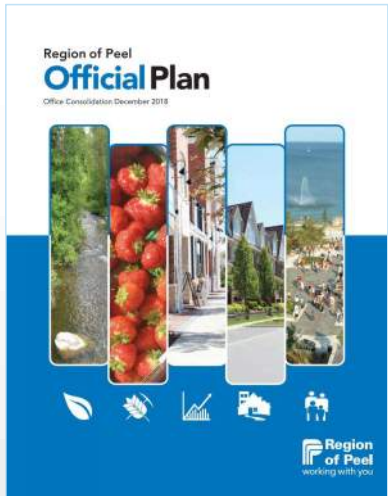


### Provincial Policy Statement

- Guidance on the provision of infrastructure and public service facilities
  - Provided in an efficient manner that prepares for the impacts of changing climate while accommodating projected needs
  - Planning shall be coordinated and integrated with land use planning and growth management
  - Use of existing infrastructure and public service facilities should be optimized

# Review of EA Planning Process

## PLANNING & POLICY CONTEXT



### Mississauga, Peel Official Plans

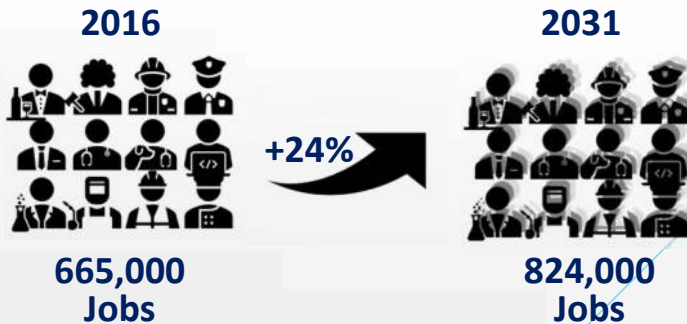
- Identifies land and traffic-related classifications within study area
- Provides guidance on growth and development

## Mississauga + Brampton Growth

### Population



### Employment





# Review of EA Planning Process

## PLANNING & POLICY CONTEXT



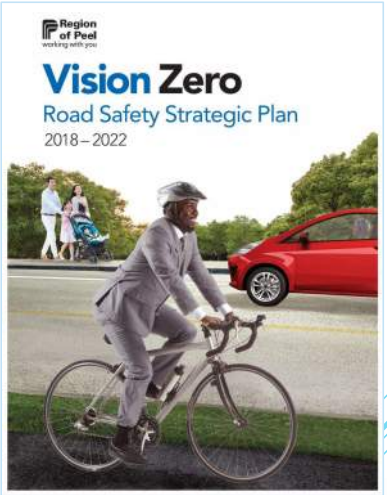
### Mississauga Cycling Master Plan

- Derry Road East within the study area is identified as having a multi-use trail
- Future bike lane along Telford Way to Derry Road East
- Unspecified on-road facility upgrades for Derry Road East



### Peel Long Range Transportation Plan

- Derry Road East within study area identified as part of the Region's existing pedestrian and cycling networks
- No road widenings identified within study area

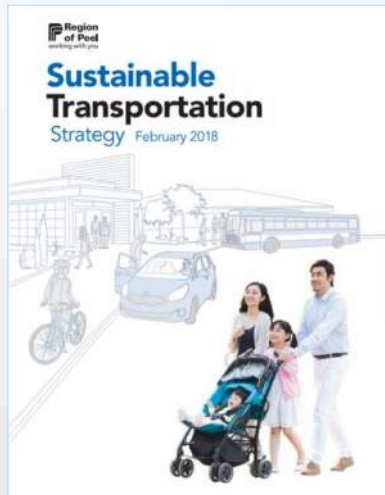


### Peel Vision Zero

- Goal: 10% reduction in fatal and severe injury collisions by 2022

# Review of EA Planning Process






## PLANNING & POLICY CONTEXT



### Peel Sustainable Transportation Strategy

- Provides a strategy for increasing sustainable transportation across Peel Region
- Identifies targets for transportation modes

## Peel Region Transportation Mode Share Targets

Mode	Current * Performance	2041 Target
 Driving	63%	50%
 Walking	7%	9%
 Cycling	<1%	2%
 Transit	11%	17%
 Carpool	15%	18%
Other	4%	4%
<b>Sustainable Transportation</b>	<b>37%</b>	<b>50%</b>

\* 2011, from Peel's Sustainable Transportation Plan

# Review of EA Planning Process

## PLANNING & POLICY CONTEXT - METROLINX



### The Big Move

- GTHA's First multi-modal long-range regional transportation plan (RTP)
- \$30 billion investment in rapid transit
- Nine major transit projects like the UP Express and the Mississauga Transitway
- Fourteen more transit projects are in delivery



### 2041 Regional Transportation Plan

Focused on the needs of travelers and supports a high quality of life, a prosperous economy and a healthy environment

#### Goals:

- Strong Connections
- Complete Travel Experiences
- Sustainable and Healthy Communities

# End of Part 1

- Please see the website for Parts 2 and 3
  - Part 2 – Background Studies and Project Need
  - Part 3 – Identification and Evaluation of Alternative Solutions

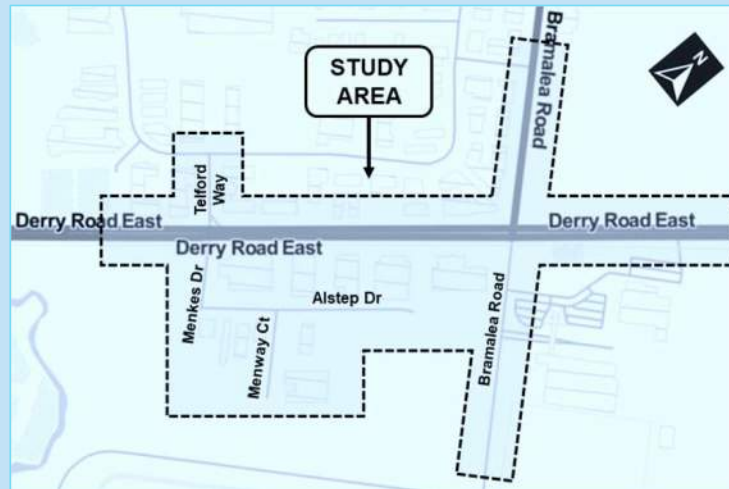
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## PART II

# MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE



[derryroadea@exp.com](mailto:derryroadea@exp.com)

Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

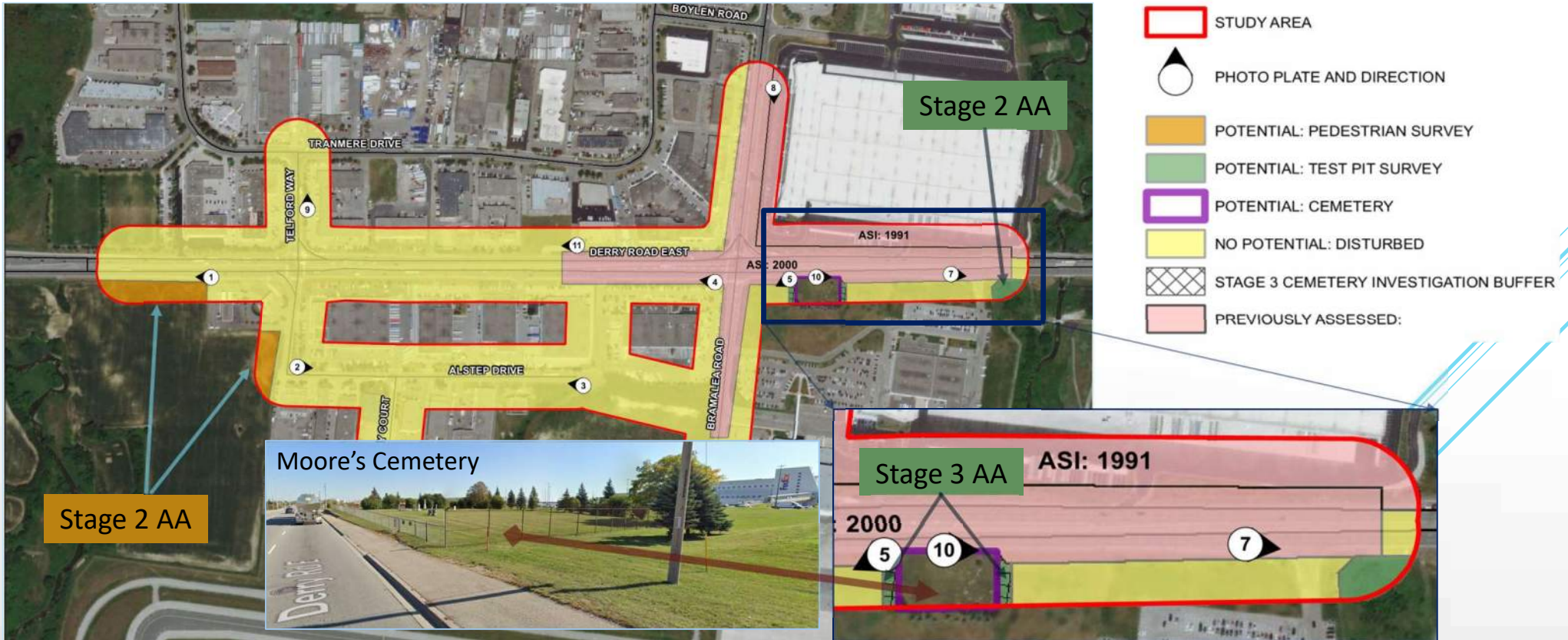
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# Class EA Study Highlights

## ARCHAEOLOGICAL ASSESSMENT (AA)



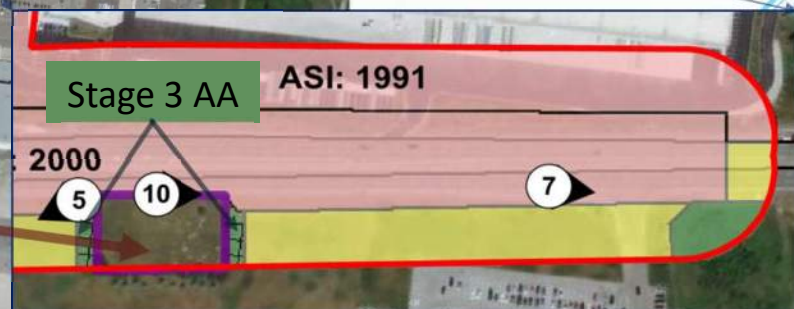
# Class EA Study Highlights

## ARCHAEOLOGICAL ASSESSMENT (AA)



- Potential for Stage 2 and 3 assessments in select areas if they will be disturbed

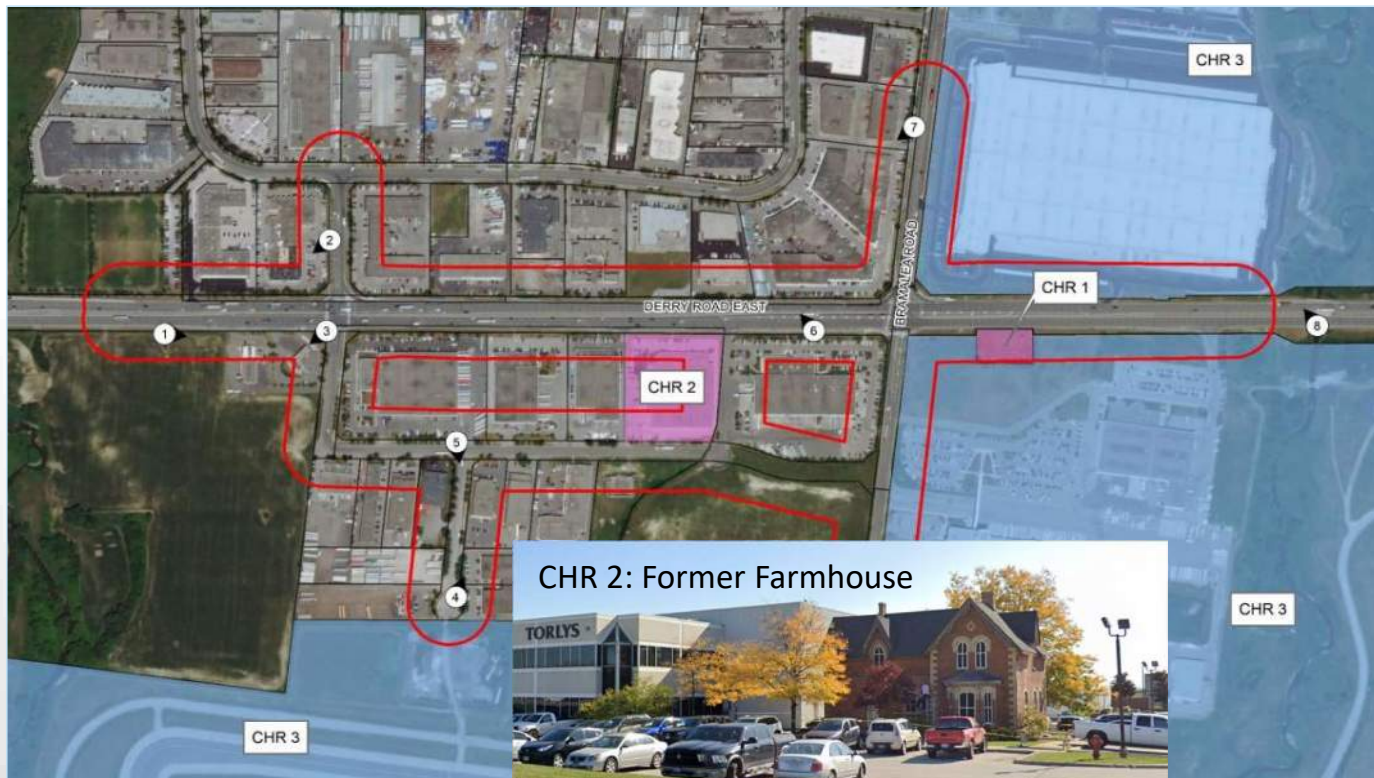
*will depend on alternative designs & preferred design*




# Class EA Study Highlights


## CULTURAL HERITAGE RESOURCE ASSESSMENT (CHRA)

### BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES



### Cultural Heritage Resource (CHR)

 CHR 1 and CHR 2:  
Designated under Part IV  
of the Ontario Heritage  
Act

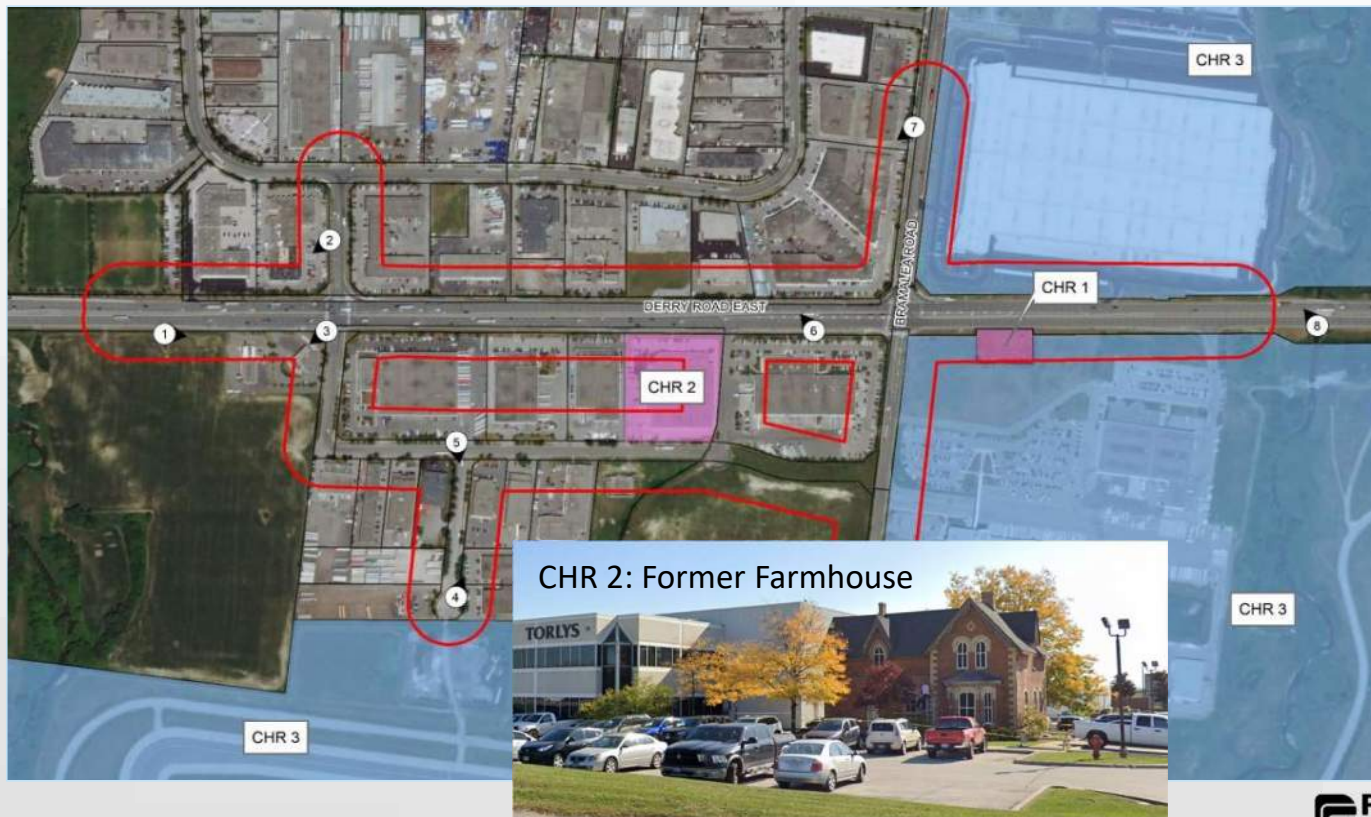
 CHR 3: Identified as a  
Cultural Heritage  
Landscape on the City of  
Mississauga's Inventory



# Class EA Study Highlights

## CULTURAL HERITAGE RESOURCE ASSESSMENT (CHRA)

### BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES



- Built heritage and cultural landscape resources in the study area.
- CHRA to be updated with a confirmation of potential cultural heritage impacts once preferred alternative design selected.
- Updated report will recommend appropriate mitigation measures.

# Class EA Study Highlights

## NATURAL ENVIRONMENT ASSESSMENT

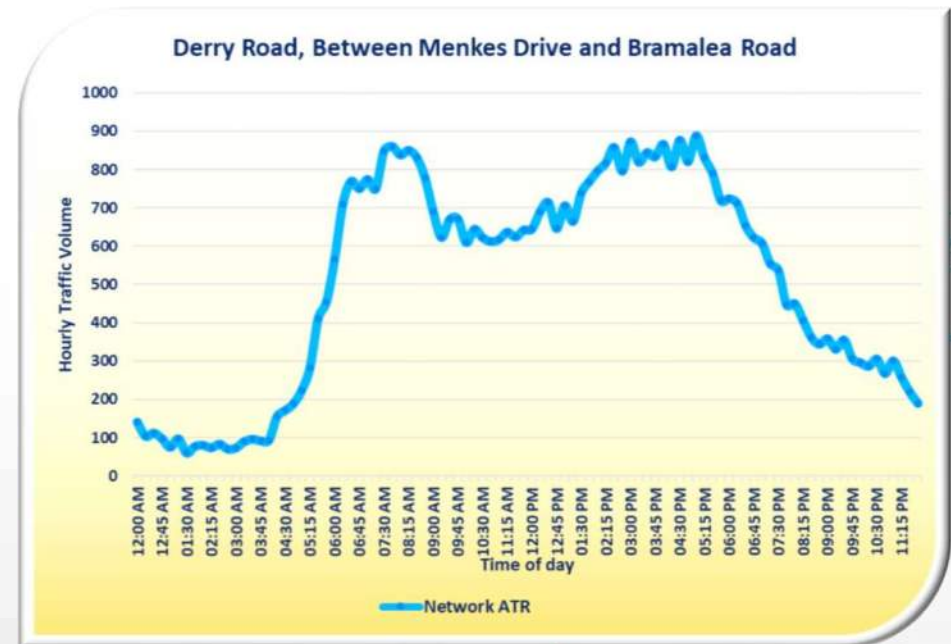


- Study area contains mainly manicured lawn with native and cultivar urban trees along boulevards.
- Possible bird breeding activity observed in the area.
- Except for one sugar maple, trees adjacent to roadway below size requirements for bat maternity roosts.
- No plant Species at Risk (SAR) observed in study area.
- Possible SAR in study area: Common Nighthawk, Monarch Butterfly, Yellow-banded Bumble Bee.
- No surface water features occur within study area.
- No significant wetlands, woodlands, valleylands or wildlife habitat observed in study area.
- No significant Areas of Natural and Scientific Interest (ANSI) in study area.

# Needs & Justification

## EXISTING AVERAGE DAILY TRAFFIC (ADT) IN VEHICLES PER DAY (VPD)

- Derry Road - 49,100 vpd
- Bramalea Road - 15,500 vpd
- Menkes Drive - 3,200 vpd
- Alstep Drive - 1,000 vpd
- Menway Court - 1,000 vpd



# Needs & Justification

## PROPOSED ALSTEP DRIVE DEVELOPMENT

Anticipated AM and PM Weekday Peak Hour Trips

Peak Hour	Total	Inbound	Outbound
Site AM Peak (6:15 to 7:15)	956	813	143
Site PM Peak (2:45 to 3:45)	1,216	128	1,088
Network AM Peak (7:30 to 8:30)	179	179	0
Network PM Peak (4:30 to 5:30)	179	0	179



# Needs & Justification

## TRAFFIC OPERATIONS AT SIGNALIZED INTERSECTIONS



- Year 2019: LOS C or better (overall)
- Year 2022: LOS F in the PM Peak hour
- Year 2027: Long Delay and Queue at Turning Lanes; v/c approaching 2.0
- Year 2031: overcapacity

### Existing Conditions

Peak Period	Bramalea Road & Derry Road E					
	Mvmt	v/c	Delay (s)	LOS	95th Queue (m)	Storage Capacity (m)
AM	Overall	-	19.9	B	-	-
	EBL	0.51	12.2	B	41	210
	WBL	0.09	18.7	B	5	200
	NBL	0.24	81.5	F	7	89
	SBL	0.73	71.3	E	87	210
PM	Overall	-	25.1	C	-	-
	EBL	0.76	24.5	C	63	210
	WBL	0.20	22.5	C	14	200
	NBL	0.67	89.9	F	43	89
	SBL	0.61	67.4	E	75	210

Peak Period	Menkes Drive/Telford Way & Derry Road E					
	Mvmt	v/c	Delay (s)	LOS	95th Queue (m)	Storage Capacity (m)
AM	Overall	-	11.2	B	-	-
	EBL	0.30	6.6	A	17	110
	WBL	0.21	8.4	A	6	115
	NBL	0.12	63.5	E	10	-
	SBL	0.19	68.1	E	17	26
PM	Overall	-	17.4	B	-	-
	EBL	0.55	29.8	C	56	110
	WBL	0.20	9.6	A	8	115
	NBL	0.49	75.7	E	46	-
	SBL	0.36	66.7	E	42	26

# Needs & Justification

## SAFETY

### 190 Collisions (2014 – 2018)

	Turning	Rear-End	Sideswipe	Angle	SMV	Other	Total
Derry @ Bramalea	28	31	10	4	5		78
Derry @ Menkes	24	17	7	4	5	1	58
Bramalea @ Boylen	7	1		3			11
Telford @ Tranmere	1						1
Alstep @ Menway							0
Derry west of Menkes		1	2				3
Derry between Menkes & Bramalea		14	5	1	2	1	23
Derry east of Bramalea		4	1		3		8
Telford between Derry & Tranmere		1					1
Menkes between Alstep & Derry			1				1
Alstep between Menkes & Menway							0
Bramalea south of Derry		2			1		3
Bramalea north of Derry	2				1		3
<b>Total</b>	<b>62</b>	<b>71</b>	<b>26</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>190</b>

SMV: Single Motor Vehicle

# NEEDS & JUSTIFICATION

## SAFETY

### 190 Collisions (2014-2018)

#### Weather Conditions:

- Clear: 154
- Rainy: 19
- Snow: 15

#### Light Conditions

- Daylight: 137
- Dark: 35
- Dawn/Dusk: 18

#### Road Surface:

- Dry: 144
- Wet: 31
- Snow/Ice: 13

#### Injuries:

- Fatal: 0
- Non-Fatal: 30
- PDO: 160

	Turni ng	Rear-End	Sideswipe	Angle	SMV	Other	Total
Derry @ Bramalea	28	31	10	4	5		78
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Telford between Derry & Tranmere		1					1
Menkes between Alstep & Derry			1				1
Alstep between Menkes & Menway							0
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Bramalea north of Derry	2				1		3
<b>Total</b>	<b>62</b>	<b>71</b>	<b>26</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>190</b>

**Safety conditions will worsen over time as congestion grows**

PDO: Property Damage Only

# Problem/Opportunity Statement

## *PROBLEMS AND OPPORTUNITIES*

**Problem** to be addressed by the Class EA Study:

- Existing congestion during the peak hours is expected to increase by the horizon year if no improvements are implemented.

**Opportunities** presented by the project:

- Support efficient movements of all road users.
- Support increasing use of public transit (Light Rail Transit (LRT) & MiWay).
- Improve safety for all within the study area.
- Support employment.
- Support economic growth.
- Support functionality to Pearson Airport.
- Support development plans (including municipal land development plans, transportation plans, and transit plans).
- Support preservation of existing natural system.





# Problem/Opportunity Statement

## The proposed Problem/Opportunity Statement for this Class EA:

- *As a result of the proposed development at 1890 Alstep Drive, Mississauga, the road network along Derry Road East in the vicinity of its intersections with Bramalea Road and Menkes Drive will not be able to accommodate the traffic demand anticipated by 2031. Improvements to this road network will be necessary to mitigate possible impacts to traffic operations.*
- *An opportunity exists to make improvements to this road network that will improve the efficiency of traffic and reduce or avoid traffic delays outside of the project study area that either currently exist or are expected to exist by 2031, regardless of whether the development proceeds.*



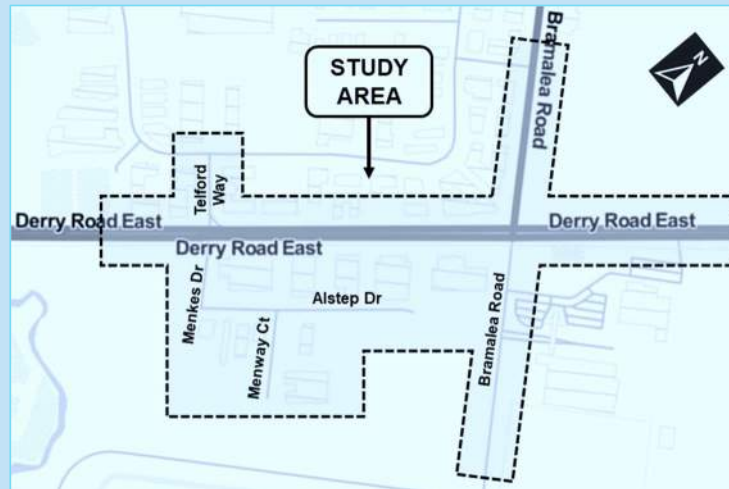
# End of Part 2

- Please see the project website for Parts 1 and 3
  - Part 1 – Introduction, Class EA Process, and Planning Background
  - Part 3 – Identification and Evaluation of Alternative Solutions

*Virtual*  
Public Information  
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## PART III

# MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE



Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

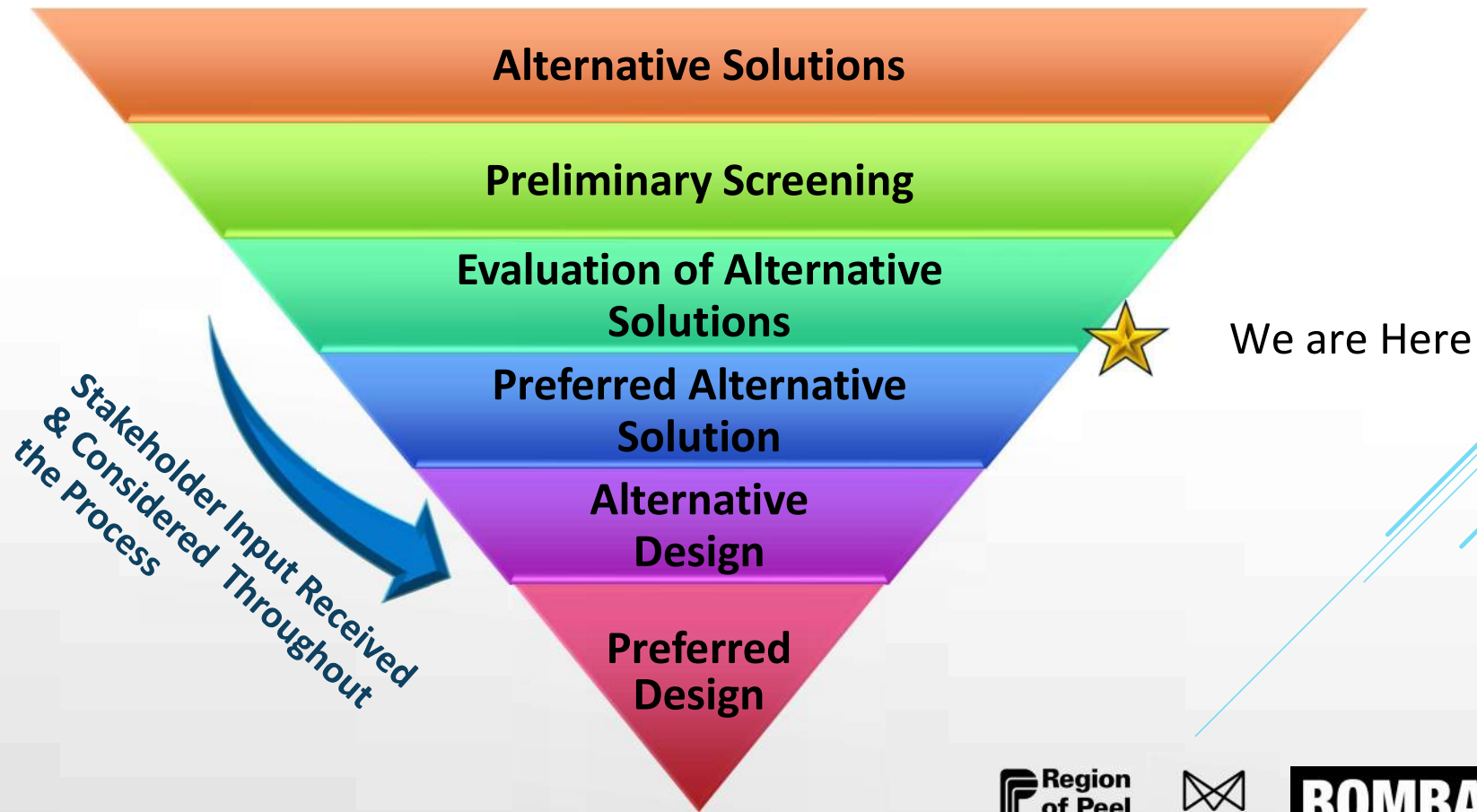
[derryroadea@exp.com](mailto:derryroadea@exp.com)

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# Alternative Solutions



# Alternative Solutions

Alternative Solutions	Descriptions
<b>Do Nothing</b>	<ul style="list-style-type: none"><li>• No change to the existing infrastructure within the study area.</li><li>• All road characteristics remain the same and no new roads are added to the project study area.</li></ul>
<b>Limit Growth</b>	<ul style="list-style-type: none"><li>• Limit population and employment levels in the Pearson Airport area.</li></ul>
<b>Transportation Demand Management (TDM) Measures</b>	<ul style="list-style-type: none"><li>• Shifting arrival and departure time of staff to avoid baseline peak hours.</li><li>• Provide preferred parking spaces for carpool vehicles.</li><li>• Provide bicycle racks at the development site to promote active transportation.</li><li>• Improve sidewalks.</li></ul>

# Alternative Solutions

Alternative Solutions	Descriptions
<b>Improve Transit</b>	<ul style="list-style-type: none"><li>• Improve the quality of transit service to encourage more people to commute using public transit.</li><li>• Encouragement can be in the form of adding new bus stops, adding new routes, and/or extending service hours.</li></ul>
<b>Improve Local Intersection Operations</b>	<ul style="list-style-type: none"><li>• Install auxiliary lanes.</li><li>• Optimize and improve signal timing, according to the changes made to improve intersection operations.</li><li>• Installation of traffic signals.</li></ul>
<b>Widen Existing Regional Roads</b>	<ul style="list-style-type: none"><li>• Widen existing regional road (i.e., Derry Road East) to accommodate additional through lane.</li></ul>

# Alternative Solutions

Alternative Solutions	Descriptions
<b>Widen Existing Municipal Roads</b>	<ul style="list-style-type: none"><li>• Widen existing municipal roads (e.g., Menkes Drive, Alstep Drive, etc.) to accommodate additional through lane.</li><li>• <i>Note: does not include tapered widenings to accommodate added turning lanes, which are included in local intersection operational improvements.</i></li></ul>
<b>Diversion of Traffic to Other Existing Roadways</b>	<ul style="list-style-type: none"><li>• Relieve capacity deficiency by diverting traffic to other existing roadways to bypass areas of heavy traffic.</li></ul>
<b>Extend Alstep Drive</b>	<ul style="list-style-type: none"><li>• Improve the network by adding an east extension of Alstep Drive connecting to Bramalea Road.</li><li>• The road allowance for the Alstep Extension has been in place since the late 1990's (exact date unknown).</li></ul>

# Alternative Solutions

Alternative Solutions	Screening Result
Do Nothing	Carry Forward
Limit Growth	Set Aside
TDM Measures	Carry Forward
Improve Transit	Set Aside
Improve Local Intersection Operations	Carry Forward
Widen Existing Regional Roads	Carry Forward
Widen Existing Municipal Roads	Carry Forward
Diversion of Traffic to Existing Roadways	Set Aside
Extend Alstep Drive	Carry Forward

## PRELIMINARY SCREENING

- Alternative solutions compared against problem/opportunity statement for screening.
- Alternative solutions with potential to adequately address problem/opportunity statement carried forward.



# Discussion on Alternative Solutions

The evaluation of Alternative solutions considers the broad definition of the environment as defined in the Environmental Assessment Act (EAA)



The criteria for evaluating alternatives solutions are grouped into seven major categories:



# Alternative Solutions

## EVALUATION CRITERIA

Category	Criteria
<b>Planning and Transportation</b>	Provincial Planning Objectives
	Regional Planning Objectives
	Municipal Planning Objectives
	Safety
	Traffic Operations
	Public Transit Operations
	Active Transportation Accommodation
	Network Connectivity
	Emergency Service Response Times

# Alternative Solutions

## EVALUATION CRITERIA

Category	Criteria
Socio-Economic Environment	Noise and Vibration Impacts
	Land Use Impacts
	Property Impacts

# Alternative Solutions

## EVALUATION CRITERIA

Category	Criteria
<b>Healthy Community</b>	Alternative impacts on active transportation
	Alternative impacts on Accessibility
	Alternative impacts on Air Quality

# Alternative Solutions

## EVALUATION CRITERIA

Category	Criteria
<b>Natural Environment</b>	Climate Change
	Natural Heritage Policies
	Trees and Vegetation
	Wildlife
	Ground Water

# Alternative Solutions

## EVALUATION CRITERIA

Category	Criteria
<b>Cultural Environment</b>	Archaeological Resources
	Built Heritage Resources
	Cultural Heritage Landscapes

# Alternative Solutions




## EVALUATION CRITERIA

Category	Criteria
Technical	Construction Feasibility
	Stormwater Drainage
	Utilities
Cost	Capital Costs
	Property Costs
	Maintenance Costs

# Alternative Solutions

Alternative Solutions	
Do Nothing	Alternative 1
TDM Measures	Alternative 2
Improve Local Intersection Operations	Alternative 3
Widen Existing Regional Roads	Alternative 4
Widen Existing Municipal Roads	Alternative 5
Extend Alstep Drive	Alternative 6






















## EVALUATION

-  Preferred
-  Neutral
-  Not preferred





# Alternative Solutions

## EVALUATION RESULTS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 <b>Planning and Transportation Summary</b>	 <p><b>Not Preferred</b> Alternative 1 is not preferred because it is inconsistent with planning objectives and would negatively impact traffic operations and safety.</p>	 <p><b>Preferred</b> Alternative 2 is preferred because it is consistent with planning objectives and provides some improvements to safety and traffic/transit operations</p>	 <p><b>Preferred</b> Alternative 3 is preferred because it has positive effect on all planning and transportation criteria.</p>	 <p><b>Neutral</b> Alternative 4 is neutral because while it may improve traffic safety and traffic operations, it may negatively impact active transportation facilities.</p>	 <p><b>Neutral</b> Alternative 5 is neutral because it does not have significant benefits within the planning and transportation criteria.</p>	 <p><b>Preferred</b> Alternative 6 is preferred because it has either a positive or neutral effect on all planning and transportation criteria.</p>
 <b>Socio-Economic Environment Summary</b>	 <p><b>Neutral</b> Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>	 <p><b>Neutral</b> Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>	 <p><b>Neutral</b> Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>	 <p><b>Not Preferred</b> Alternative 4 is not preferred due to potential property requirements along the regional road.</p>	 <p><b>Not Preferred</b> Alternative 5 is not preferred due to property requirements where widening is required.</p>	 <p><b>Neutral</b> Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>
 <b>Healthy Community Summary</b>	 <p><b>Not Preferred</b> Alternative 1 is not preferred because it is not compatible with the healthy community criteria.</p>	 <p><b>Preferred</b> Alternative 2 is preferred because it encourages active transportation, provides options for accessibility, and improves air quality compared to “do nothing”.</p>	 <p><b>Preferred</b> Alternative 3 is preferred because it provides an opportunity to incorporate improvements that will aid active transportation and accessibility and improves air quality compared to “do nothing”.</p>	 <p><b>Not Preferred</b> Alternative 4 is not preferred because of negative impacts on active transportation and accessibility.</p>	 <p><b>Neutral</b> Alternative 5 is considered neutral because of limited opportunity to incorporate improvements that will aid active transportation and accessibility.</p>	 <p><b>Neutral</b> Alternative 6 is considered neutral because, while the design of the extension could accommodate accessibility, it will likely not encourage use of active transportation.</p>



# Alternative Solutions

## EVALUATION RESULTS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 <p><b>Natural Environment Summary</b></p>	<p><b>Neutral</b> The alternative will have no or minimal impacts on the natural environment, although will have higher GHG emissions compared to alternatives 2, 3 and 4.</p>	<p><b>Preferred</b> Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</p>	<p><b>Preferred</b> Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</p>	<p><b>Preferred</b> Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</p>	<p><b>Neutral</b> The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</p>	<p><b>Neutral</b> The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</p>
 <p><b>Cultural Environment Summary</b></p>	<p><b>Preferred</b> Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p><b>Preferred</b> Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p><b>Preferred</b> Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p><b>Not Preferred</b> Alternative is not preferred because of potential impacts to Moore’s Cemetery.</p>	<p><b>Preferred</b> Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p><b>Preferred</b> Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>
























































# Alternative Solutions

## EVALUATION RESULTS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 <p><b>Technical Summary</b></p>	<p><b>Preferred</b> Alternative is preferred due to avoidance of construction.</p>	<p><b>Preferred</b> Alternative is preferred due to avoidance of construction</p>	<p><b>Neutral</b> Alternative is considered neutral because construction is feasible with minimal changes required to stormwater and utilities.</p>	<p><b>Not Preferred</b> Alternative is not preferred given the complexity of the widening and changes required to the stormwater system and utilities.</p>	<p><b>Not Preferred</b> Alternative is not preferred because construction of somewhat complex feasibility and impacts to stormwater and utilities.</p>	<p><b>Neutral</b> Alternative is considered neutral because construction is feasible with the opportunity to incorporate any new utilities into the design. However, stormwater collection may be required.</p>
 <p><b>Cost Summary</b></p>	<p><b>Preferred</b> Alternative is preferred due to low costs and no property acquisition.</p>	<p><b>Preferred</b> Alternative is preferred due to low costs and minimal property acquisition.</p>	<p><b>Neutral</b> Alternative is neutral due to moderate capital and maintenance costs.</p>	<p><b>Not Preferred</b> Alternative is not preferred due to high capital and maintenance costs and required property acquisition.</p>	<p><b>Not Preferred</b> Alternative is not preferred due to high capital costs and required property acquisition.</p>	<p><b>Neutral</b> Alternative is neutral due to high capital costs, but no property acquisition required.</p>

# Alternative Solutions

## EVALUATION RESULTS - SUMMARY

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 <b>Planning and Transportation Summary</b>	 Not Preferred	 Preferred	 Preferred	 Neutral	 Neutral	 Preferred
 <b>Socio-Economic Environment Summary</b>	 Neutral	 Neutral	 Neutral	 Not Preferred	 Not Preferred	 Neutral
 <b>Healthy Community Summary</b>	 Not Preferred	 Preferred	 Preferred	 Not Preferred	 Neutral	 Neutral
 <b>Natural Environment Summary</b>	 Neutral	 Preferred	 Preferred	 Preferred	 Neutral	 Neutral
 <b>Cultural Environment Summary</b>	 Preferred	 Preferred	 Preferred	 Not Preferred	 Preferred	 Preferred
 <b>Technical Summary</b>	 Preferred	 Preferred	 Neutral	 Not Preferred	 Not Preferred	 Neutral
 <b>Cost Summary</b>	 Preferred	 Preferred	 Neutral	 Not Preferred	 Not Preferred	 Neutral
<b>Overall Summary</b>	 Not Preferred	 Preferred	 Preferred	 Not Preferred	 Not Preferred	 Neutral

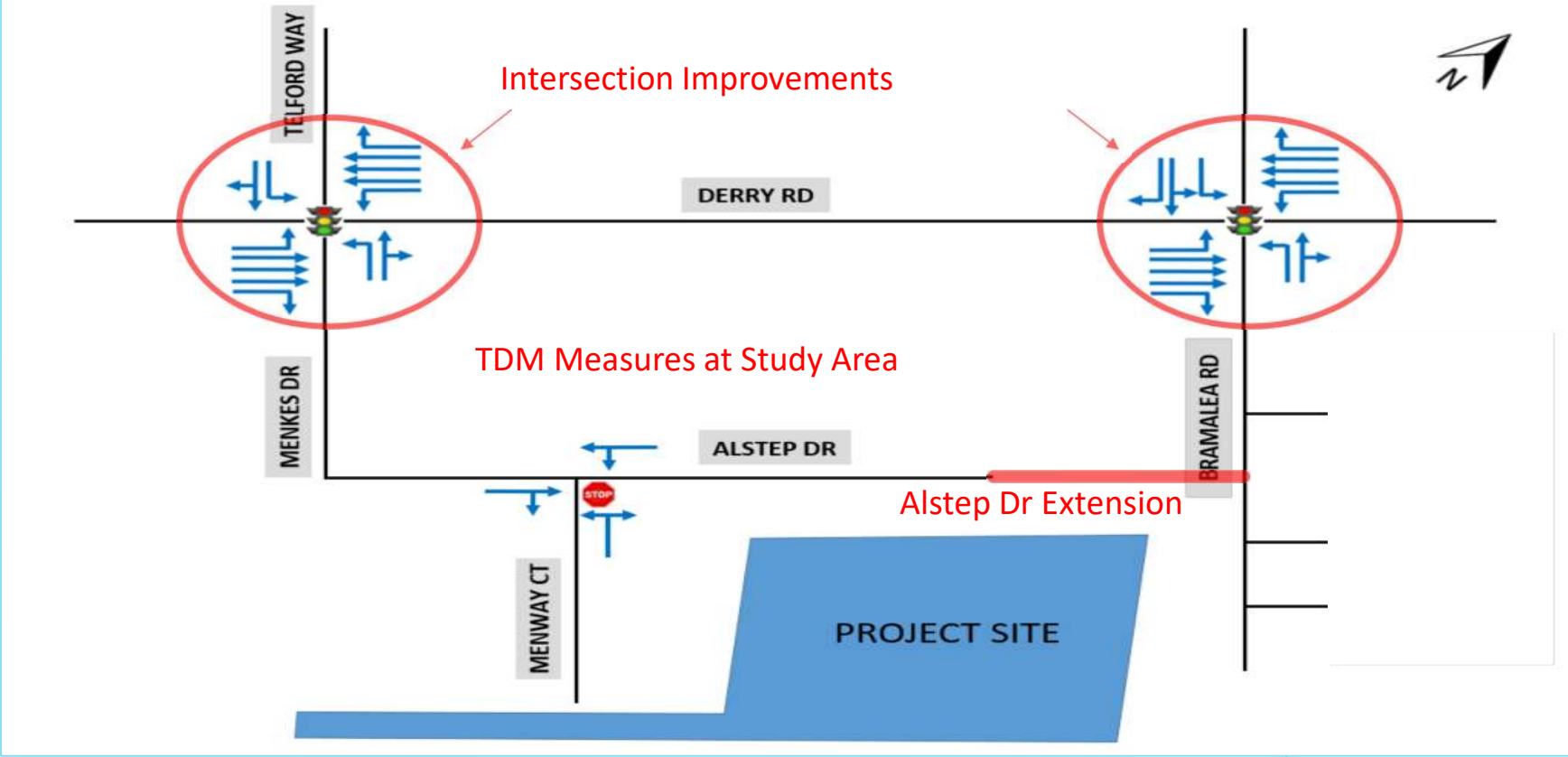
# Preferred Alternative Solution

The Preferred Alternative Solution developed in consultation with Agencies is a combination of Alternatives 2, 3, and 6 to better accommodate all uses in the corridor and support local communities.

The Preferred Alternative will provide:

- Local Intersection Operations Improvements by adding turning lanes and traffic signals
- TDM Measures for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Extend Alstep Drive

# Recommended Alternative Solution



# Next steps

- Review Comments Received from the Public, Stakeholders and Agencies
- Confirm the Preferred Solution
- Develop Alternative Design Concepts
- Complete Detailed Analyses
- Complete Evaluation of Alternatives
- Communicate to Stakeholders
- TAC Meeting #2
- PIC #2
- Plan for the ESR

# Schedule



NOTICE OF  
COMMENCEMENT



TAC #1



PIC #1



TAC #2



PIC #2



FINALIZE PREFERRED  
DESIGN



FILE ESR



# How You Can Participate?



<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

# Thank You

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**<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>**



MISSISSAUGA

**BOMBARDIER**