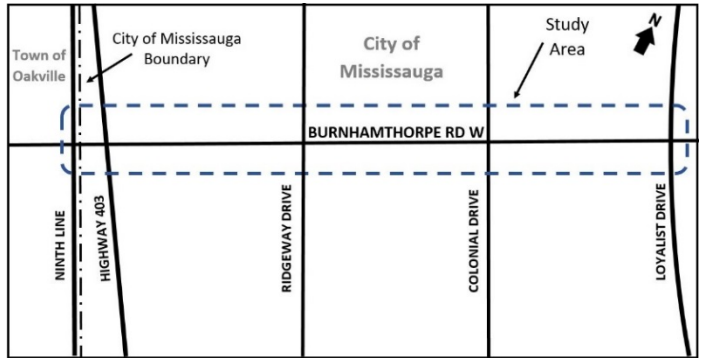




NOTICE OF PUBLIC INFORMATION CENTRE #2

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY BURNHAMTHORPE ROAD WEST IMPROVEMENTS

- The City of Mississauga is conducting a Schedule 'C' Class Environmental Assessment (Class EA) study for Burnhamthorpe Road West from Loyalist Drive to the West City Limit to address the existing and future multi-modal transportation needs.
- Within the study area, Burnhamthorpe Road West consists of a 2-lane road cross-section with sidewalks on both sides of the road.
- East of Loyalist Drive, Burnhamthorpe Road West is a 4-lane road with an existing multi-use trail that runs along the north side of the road and sidewalks on both sides of the road.



KEY PLAN

- The study is considering the existing and future transportation needs of the corridor to identify ways to address these needs while supporting a successful, vibrant and active community with a reliance on a range of transportation modes including walking, cycling, transit and vehicles.

You are Invited

- Two Public Information Centres (PICs) will be held to review the study findings and receive public feedback.
- The first PIC was held on March 7, 2018.
- The second PIC is scheduled for **June 19, 2018** to provide members of the public with an opportunity to review the preliminary preferred design plan, provide comments and to discuss next steps with the Study Team.
- Public input received following the PIC will be used to develop the preliminary design for Burnhamthorpe Road West.
- The PIC will be held as follows:

Date: Tuesday, June 19, 2018
Time: 6:00 to 8:00 pm
Location: South Common Community Centre - Arbour Green Room
2233 South Millway, Mississauga ON L5L 3H7

GET INVOLVED!

- A key component of this study is public and agency consultation.
- For further details related to the study, please visit the City's website at:
<http://www.mississauga.ca/burnhamthorpe-west-ea>
- Please share your comments by contacting either of the Project Managers below, or completing a comment sheet at the PIC.
- If you have any questions regarding the study, or would like to be included on the project mailing list please contact one of the Project Team members at Burnhamthorpe.wEA@cima.ca:

Lin Rogers, P. Eng.
City Project Manager
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 2T4
Tel: 905-615- 3200 ext. 4197

Martin Scott, P.Eng.
Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6812

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed in the notice.

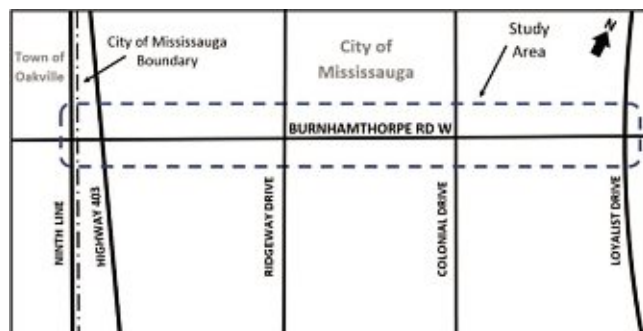
This notice was first issued on June 6, 2018.

NOTICE OF PUBLIC INFORMATION CENTRE #2

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

BURNHAMTHORPE ROAD WEST IMPROVEMENTS

- The City of Mississauga is conducting a Schedule 'C' Class Environmental Assessment (Class EA) study for Burnhamthorpe Road West from Loyalist Drive to the West City Limit to address the existing and future multi-modal transportation needs.
- Within the study area, Burnhamthorpe Road West consists of a 2-lane road cross-section with sidewalks on both sides of the road.
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KEY PLAN

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Date: Tuesday, June 19, 2018

Time: 6:00 to 8:00 pm

Location: South Common Community Centre – Arbour Green Room
2233 South Millway, Mississauga ON

GET INVOLVED!

- A key component of this study is public and agency consultation.
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<http://www.mississauga.ca/burnhamthorpe-west-ea>
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Lin Rogers, P. Eng.

City Project Manager

City of Mississauga

201 City Centre Drive

Mississauga, ON L5B 2T4

Tel: 905-615-3200 ext. 4197

Martin Scott, P.Eng.

Consultant Project Manager

CIMA Canada Inc. (CIMA+)

3027 Harvester Road, Suite 400

Burlington, ON L7N 3G7

Tel: 289-288-0287 ext. 6812

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed in the notice.

This notice was first issued on June 7, 2018.

June 6, 2018

Re: Burnhamthorpe Road West Improvements
Municipal Class Environmental Assessment Study
Notice of Public Information Centre #2

Dear

Further to our earlier correspondence on January 9, 2018 and February 22, 2018, the City of Mississauga is conducting a study to review the existing and future transportation needs of the Burnhamthorpe Road corridor. The study area includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit including intersections and approaches. The study will consider the City's planning principle to build a multi-modal city, which will support a successful, vibrant and active community with a reliance on a range of transportation modes including walking, cycling, transit and vehicles.

The study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (EA) process, which is approved under the Ontario Environmental Assessment Act. A key component of this study is public and agency consultation. Two Public Information Centres (PICs) will be held to review the study findings and receive public feedback. The first PIC was held on March 7, 2018. The second PIC is an opportunity to review the preliminary preferred design plan, provide comments, and discuss next steps with the Study Team.

The second Public Information Centre has been arranged for:

Date:	Tuesday, June 19, 2018
Time:	6:00 to 8:00 pm
Location:	South Common Community Centre - Arbour Green Room 2233 South Millway, Mississauga ON L5L 3H7

If you are unable to attend the Public Information Centre and have any questions regarding the study, please contact one of the Project Team members below at Burnhamthorpe.wEA@cima.ca:

Sincerely,

Lin Rogers, P. Eng.
City Project Manager
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 4E4
Tel: 905-615- 3200 ext. 4197

Martin Scott, P.Eng.
Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
400 Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6812

Encl.

Burnhamthorpe Road West Improvements Class Environmental Assessment

**Public Information Centre No. 2
June 19th, 2018, 6:00 to 8:00 pm**

Please sign in and fill in a comment sheet



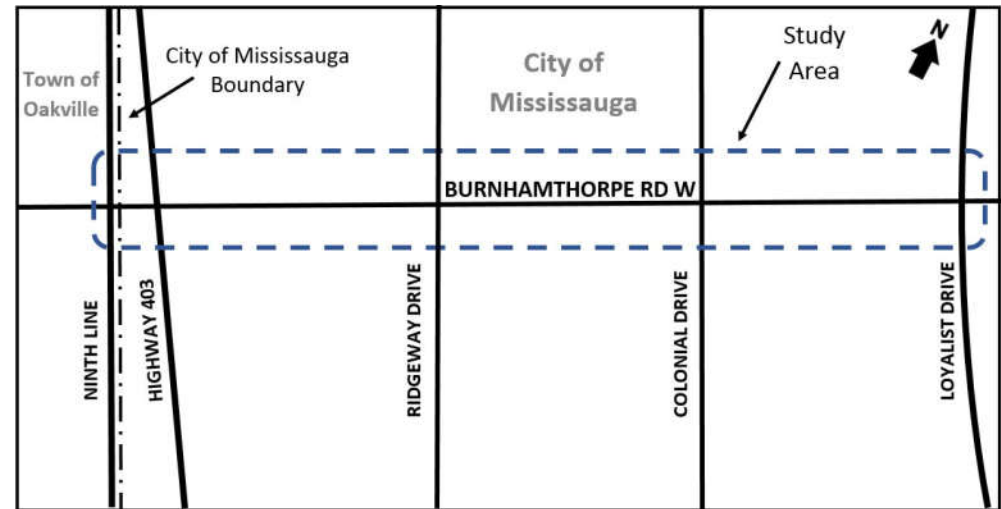
Purpose of Public Information Centre No. 2

- **Review project information on display**
 - Study Context and Overview
 - Study Process and Schedule
 - Summary of PIC No. 1
 - Existing Conditions
 - Future Conditions
 - Alternative Design Concepts
 - Analysis and Evaluation of Alternative Design Concepts
 - Preliminary Preferred Design
 - Staging, Implementation and Timing
 - Next steps for the study
- **Ask the Project Team questions**
- **Discuss areas of interest with the Project Team**
- **Fill out and submit a comment sheet**

**Please fill out and
submit a
comment sheet by
July 17, 2018**

Study Context and Overview

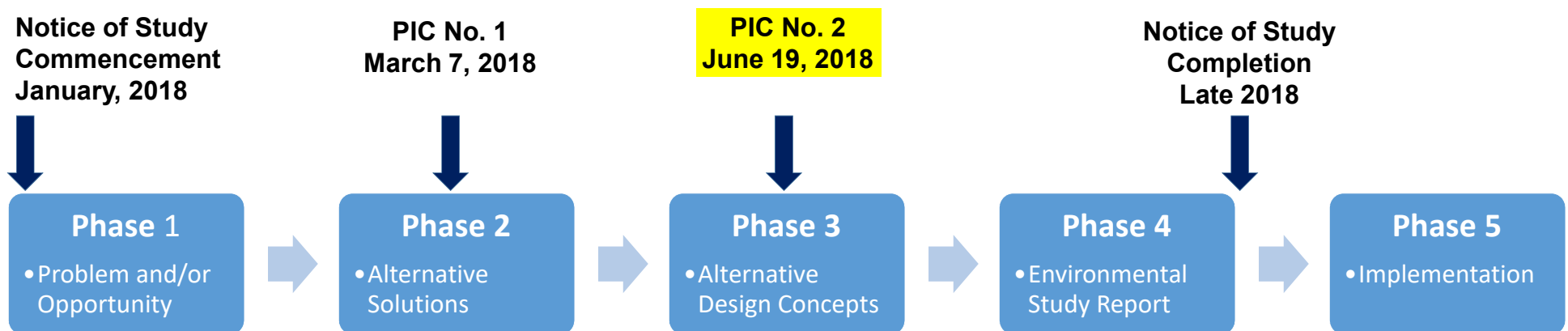
- The study area, as shown on the key plan, includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit.
- Burnhamthorpe Road West is an east-west arterial road in the City of Mississauga.
- Within the study area, Burnhamthorpe Road West from Loyalist Drive to the West City Limit, consists of a 2-lane road cross-section.
- East of Loyalist Drive, Burnhamthorpe Road West is a 4-lane road with an existing multi-use trail on the north side and sidewalks on both sides of the road.
- The existing section of Burnhamthorpe Road West has a posted speed limit of 60 km/h.
- Within the study area, Burnhamthorpe Road West intersects with Ninth Line, Ridgeway Drive, Colonial Drive and Loyalist Drive.
- This study follows the City's planning principle to build a multi-modal city, which will support a successful, vibrant and active community with a reliance on a range of transportation modes including walking, cycling, transit and vehicles.



Burnhamthorpe Road West Facing East

Municipal Class EA Process and Study Schedule

- The Municipal Class EA is a planning and design process approved by the Ministry of Environment and Climate Change to meet the requirements of the Ontario Environmental Assessment Act.
- This Study follows the Class EA process for Schedule 'C' projects and will complete Phases 1 to 4 as outlined below:



Summary of Public Information Centre No. 1

Key Comments Received at PIC No. 1:

- Desire to widen Burnhamthorpe Road and provide additional traffic lanes
- Concerns that widening the road will lead to an increase in vehicle traffic
- Need for improved signal timing and advanced left-turns at all intersections
- Request for maintaining sidewalks and providing cycling facilities
- Noise concerns related to vehicle traffic
- Insufficient parking at Iglesia Ni Cristo church

Activities Since PIC No. 1:

- Reviewed and responded to inquiries/questions received from the public and stakeholders
- Selected the preferred solution – Improvement of Burnhamthorpe Road West from Loyalist Drive to the West City Limit through widening
- Developed alternative design concepts

Planning and Policy Context – Growth and Transportation

City of Mississauga Official Plan (August 2017)

- Policies to create a multi-modal transportation system: transit, vehicular travel, active transportation, rail and air.
- Arterial roads are designated as principle transportation corridors for high volumes of people and goods.
- This section of Burnhamthorpe Road West is classified as an arterial road, with a designated right-of-way (R.O.W.) of 35 metres.

Moving Mississauga from Vision to Action (2011)

- Interim Transportation Master Plan for the City that guides investment in transportation programs
- Vision:
 - The City of Mississauga will have a safe and connected multi-modal transportation system that enhances our environment, supports our economy, connects people to places and moves goods to market. Opportunity to add multi-modal elements to Burnhamthorpe Road.

City of Mississauga Strategic Plan (2009, Update 2014)

- Directions strategic decision making based on 5 Strategic Pillars; Move, Belong, Connect, Prosper and Green. Most relevant include:
 - Increasing transportation capacity for all road users
 - Creation of complete streets that support active modes of transportation
 - Develop walkable, connected communities
 - Maintain a safe city



Move

developing a transit oriented city



Belong

ensuring youth, older adults and new immigrants thrive



Connect

completing our neighbourhoods



Prosper

cultivating creative and innovative
businesses



Green

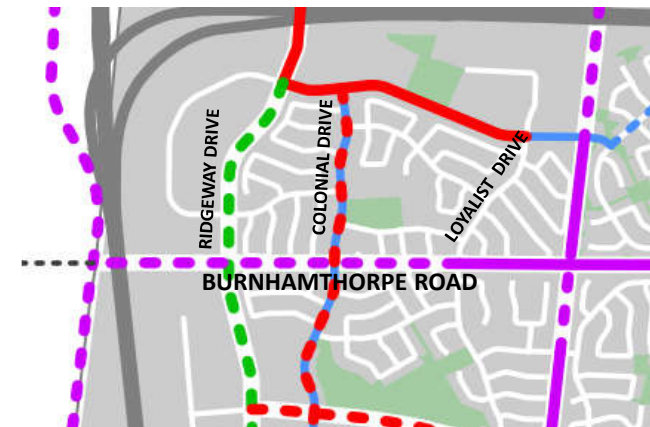
living green

Planning and Policy Context – Cycling & Transit

Cycling

Mississauga Cycling Master Plan (CMP) (2018)

- CMP Vision:
 - The City of Mississauga will be a place where people choose to cycle for recreation, fitness and daily transportation needs. Cycling will become a way of life that supports vibrant, safe and connected communities and enhances our overall health and quality of life.
- Burnhamthorpe Road is identified as a proposed multi-use trail route for cycling.
- To the east of the study area, an existing multi-use trail is located on the north side of Burnhamthorpe Road West currently terminating at Loyalist Drive.
- Cycling within the Burnhamthorpe Road corridor will be reviewed as part of this study and recommendations will be made.



CMP Proposed Cycling Network

Transit

- Burnhamthorpe Road is currently serviced by Route 36: South Common Mall to Winston Churchill Transitway
 - Colonial Drive to Ridgeway Drive
 - Loyalist Drive to Winston Churchill Boulevard



MiWay Route 36 Transit Map

Existing Conditions

Land Use, Natural Heritage and Tree Inventory

- Existing land use adjacent to Burnhamthorpe Road West is mainly comprised of low density residential communities.
- The area west of Ridgeway Drive is designated as Business Employment land.
- There are no natural heritage systems present within the study area.
- A Natural Heritage review was conducted to consider the sensitivity and significance of any features within the study limits and the potential impacts of the recommended improvements with appropriate mitigation measures, if required.
- Street trees are present on both sides of Burnhamthorpe Road West within the study limits. However, all trees along the corridor are on the edge of the right-of-way.

Cultural Heritage

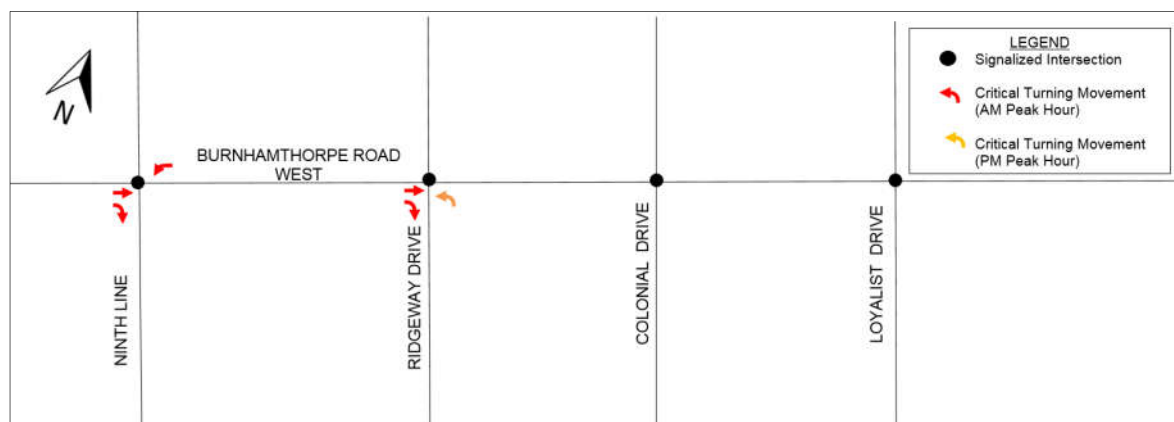
- A Stage 1 Archaeological Assessment was conducted and confirmed that the study corridor does not contain archaeological potential.
- A Cultural Heritage Resource Assessment was conducted and confirmed that no cultural heritage resources are present within the study area.



Existing Conditions

Transportation

- Under existing conditions, several movements (i.e. right turn, left turn, through) operate at or above capacity at the following intersections during the AM and PM peak hour:
 - Burnhamthorpe Road & Ninth Line
 - Burnhamthorpe Road & Ridgeway Drive
 - Burnhamthorpe Road & Winston Churchill Boulevard
- The westbound left-turn at Burnhamthorpe Road & Ninth Line is highly congested in the AM peak.
- The following turning movements present excessive queuing that is sustained over multiple signal cycles:
 - Burnhamthorpe Road & Ninth Line
 - Eastbound through/right-turn in the AM peak hour
 - Burnhamthorpe Road & Ridgeway Drive:
 - Eastbound through/right-turn in the AM peak hour
 - Northbound left-turn in the PM peak hour.
 - Burnhamthorpe Road & Winston Churchill Boulevard (outside of study area):
 - Westbound through in the PM peak hour

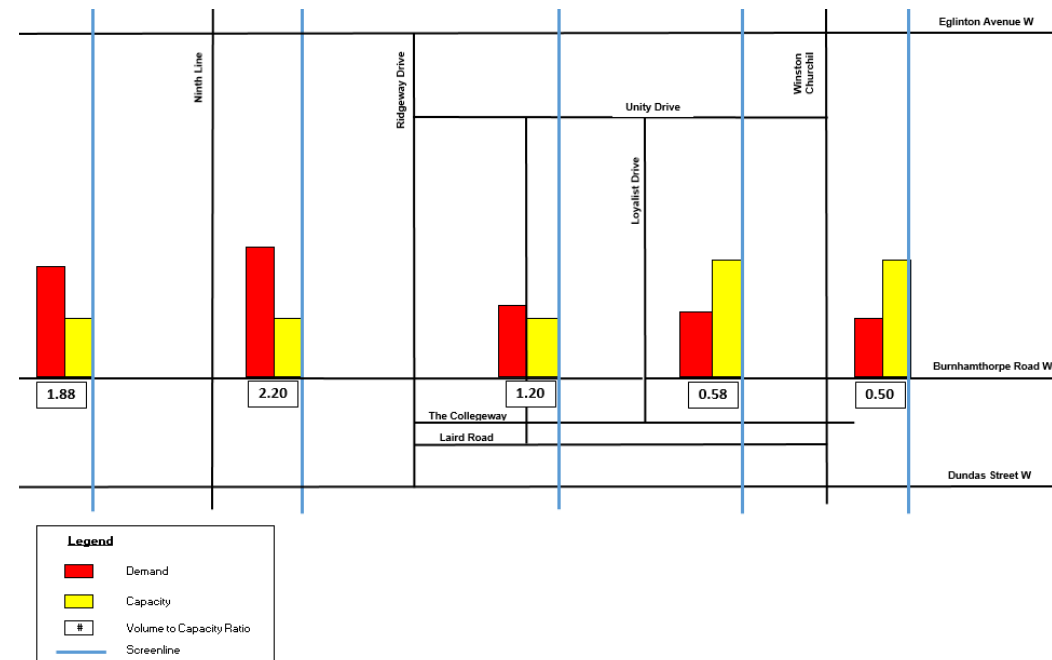


Congested/Over Capacity Turning Movements

Future Conditions Without Improvements

Transportation

- A screenline analysis was completed for future horizon years to assess the total east-west traffic demand and road capacity available considering other parallel roads in the area, thereby, identifying the capacity deficiency in the area.
- The results of the screenline analysis indicate that under future conditions, existing demand on Burnhamthorpe Road will be over existing capacity as shown on the figure below.
- A review of the mid-block volumes on the Burnhamthorpe Road corridor indicate the following:
 - With the 2021 scenario:
 - Total traffic conditions on Burnhamthorpe Road west of Ninth Line remain over capacity.
 - Total traffic conditions on Burnhamthorpe Road west of Ridgeway Drive are also over capacity.
 - With the 2031 and 2041 scenarios:
 - Total traffic conditions continue to worsen and Burnhamthorpe Road remains over capacity west of Ninth Line and west of Ridgeway Drive.



Traffic Volume and Capacity along Burnhamthorpe Road (2031 PM)

Recommended Planning Solution

- Under existing conditions, several intersections within the study limits are experiencing congestion and delays leading to significant queuing along Burnhamthorpe Road West.
- These poor traffic conditions are anticipated to worsen in the future as vehicle demand on Burnhamthorpe Road West increases.
- There is an opportunity to improve Burnhamthorpe Road West by accommodating traffic demand and providing active transportation connections.
- The Recommended Planning Solution includes:
 - Widening Burnhamthorpe Road West to four lanes from Loyalist Drive to the West City Limit
 - Providing multi-use trail connections
 - Implementing intersection improvements to improve traffic operations
- This recommendation was presented at PIC #1.
- Public feedback indicated general support for the recommendation and did not result in changes to the recommendation.

Future Conditions

Noise

- A Noise Assessment was completed to evaluate the potential environmental noise impacts of the proposed roadway improvements.
- The results indicate that the changes in sound level resulting from the widening are expected to be no higher than approximately 1 to 2 dBA.
- Therefore, consideration of noise mitigation is not warranted.

Stormwater Management

- A Stormwater Management Assessment (SWM) was completed to determine the future servicing needs along Burnhamthorpe Road.
- Based on a preliminary assessment, it was determined that the pipes along Burnhamthorpe Road were sized for a 4-lane cross-section and therefore, no improvements are required.
- Low impact development options for stormwater management will be considered including the following:
 - Permeable pavements for the multi-use path on the north side of Burnhamthorpe Road.
 - Bio-swale, grassed swale or planters in the boulevard on the south side of Burnhamthorpe Road.

Air Quality

- An Air Quality Assessment was completed to evaluate the potential impact of the proposed improvements on local air quality.
- Under future conditions, the maximum concentration of air pollutants are projected to be below guidelines with little or no increase occurring as a result of the road improvements.
- Overall, total greenhouse gas emissions are expected to decrease in the study area due to the reduction in idling.
- Therefore, mitigation measures are not warranted.

Alternative Design Concepts

Five alternative design concepts are being examined as part of this Class EA study:

Do Nothing

Burnhamthorpe Road West would remain a two-lane road between Loyalist Drive and Ninth Line. There would not be any improvement to active transportation elements or to local intersections.

Widen Burnhamthorpe Road West to 4 Lanes

Involves widening the roadway to increase capacity with additional travel lanes, to support future traffic demands and deficiencies identified in the long-range transportation policies. This solution also includes improvements to localized intersections and a multi-use trail on the north side of Burnhamthorpe Road within the study limits.

Widen Burnhamthorpe Road West to 4 Lanes with In-Boulevard Parking on the South Side

Involves widening the roadway to increase capacity with additional travel lanes, to support future traffic demands and deficiencies identified in the long-range transportation policies. This option also includes the provision of approximately 150 metres of in boulevard parking on the south of Burnhamthorpe Road west of Loyalist Drive and a multi-use trail on the north side of Burnhamthorpe Road within the study limits.

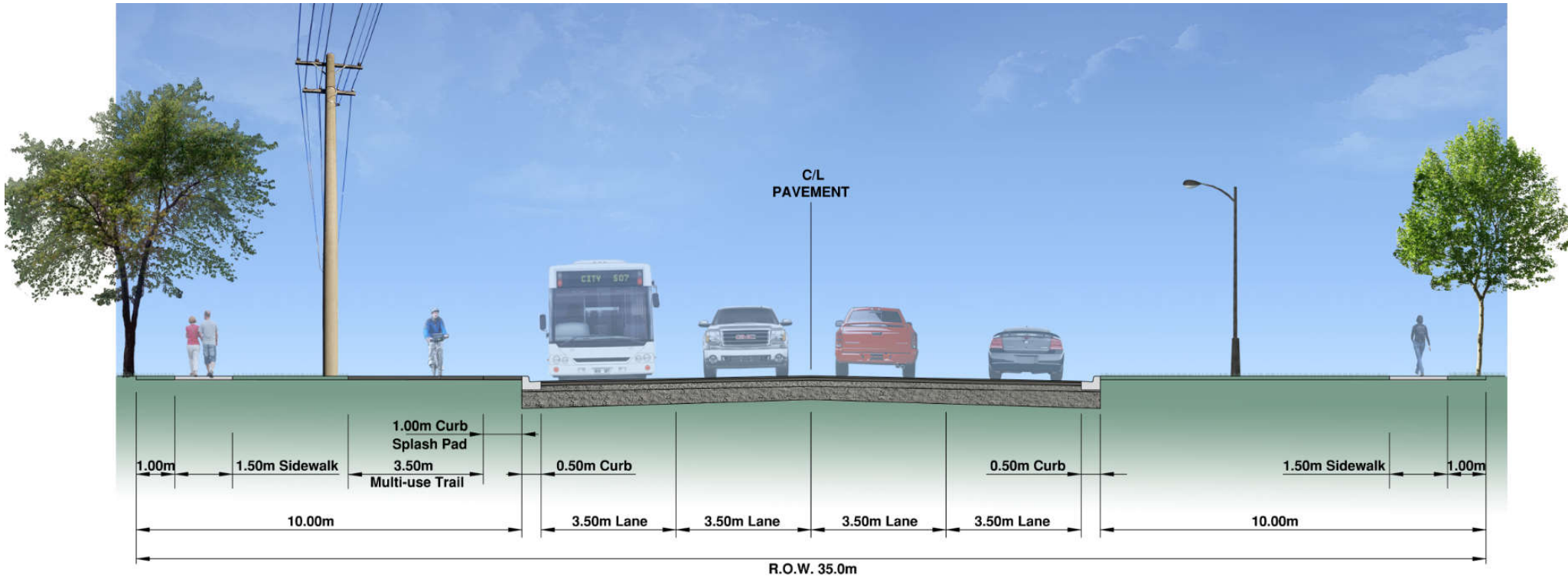
Widen Burnhamthorpe Road West to 4 Lanes with Intersection Improvements at Ridgeway Drive

Involves widening the roadway to increase capacity with additional travel lanes, to support future traffic demands and deficiencies identified in the long-range transportation policies. This option also includes double left turn lanes northbound at Ridgeway Drive to improve intersection operations and a multi-use trail on the north side of Burnhamthorpe Road within the study limits.

Widen Burnhamthorpe Road West to 4 Lanes with a Roundabout at Ridgeway Drive

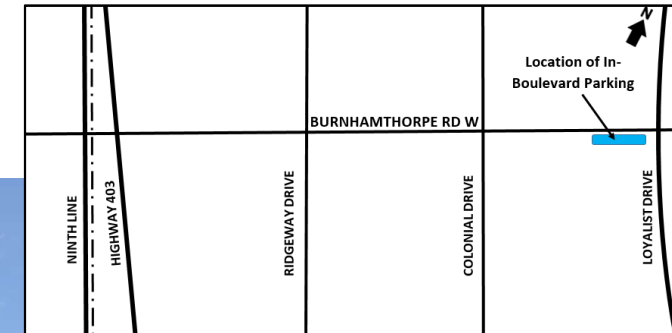
Involves widening the roadway to increase capacity with additional travel lanes, to support future traffic demands and deficiencies identified in the long-range transportation policies. This option also includes a roundabout at the intersection of Burnhamthorpe Road and Ridgeway Drive and a multi-use trail on the north side of Burnhamthorpe Road within the study limits.

Alternative Design Concepts

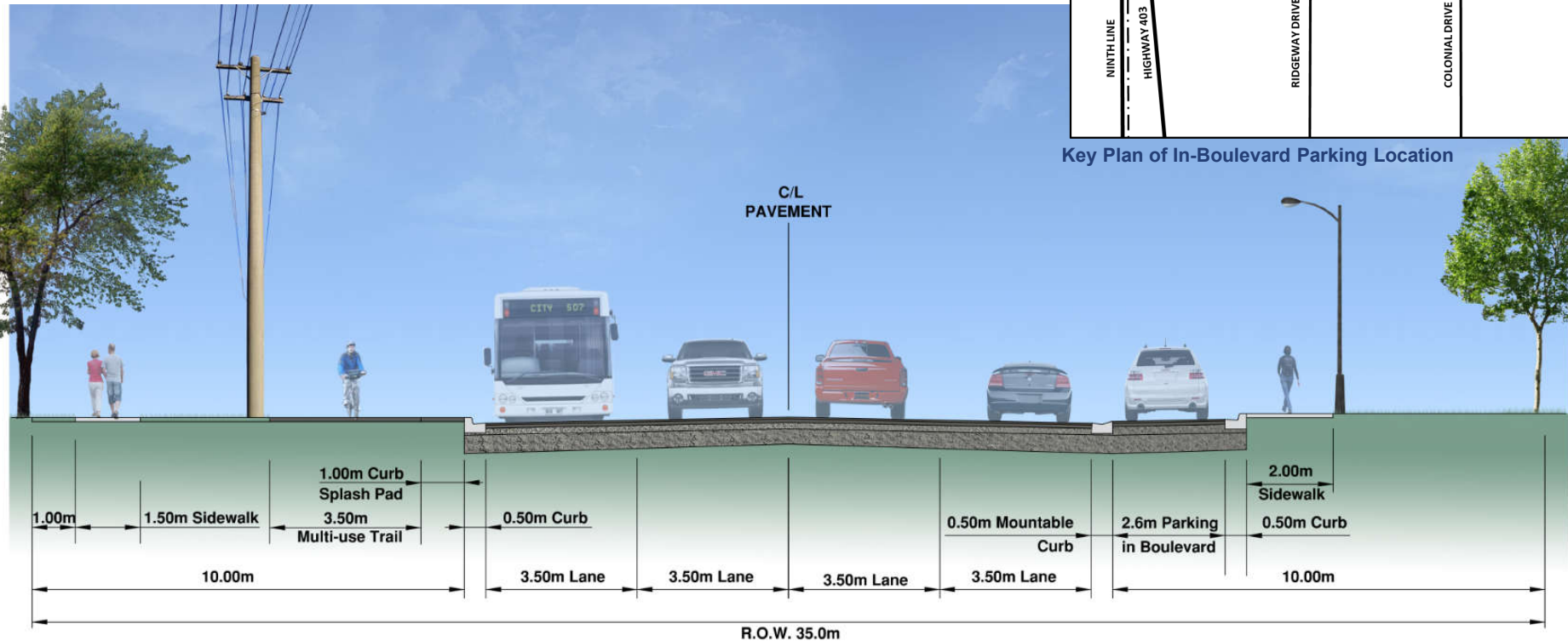


**Typical Cross Section
4-Lane Burnhamthorpe Road**

Alternative Design Concepts



Key Plan of In-Boulevard Parking Location

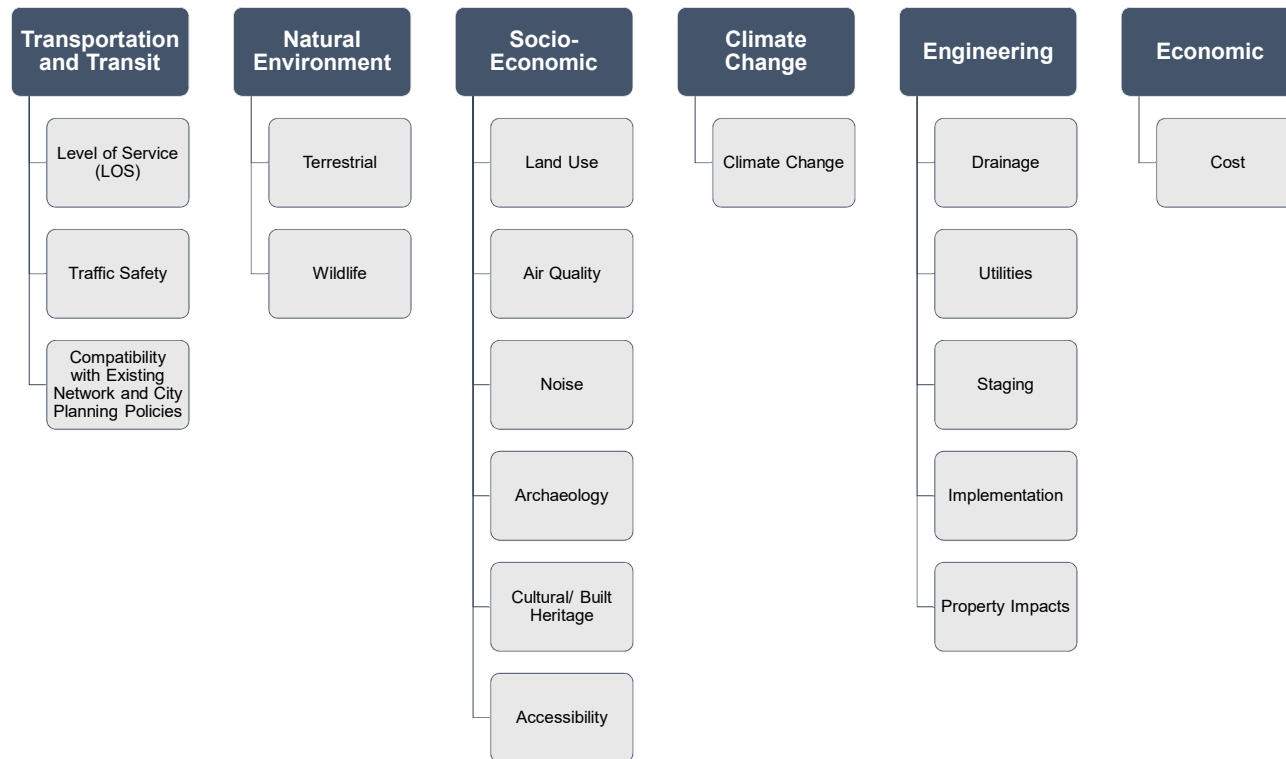


Typical Cross Section

4-Lane Burnhamthorpe Road with Approximately 150 Metres of In-Boulevard Parking on the South Side West of Loyalist Drive

Evaluation Criteria

- Alternative design concepts for the preferred solution were assessed and evaluated based on the following factors.



- The preferred design concept will be confirmed following a review of comments received from agencies, stakeholders and members of the public.

Analysis and Evaluation of Alternative Design Concepts

TECHNICAL CRITERIA	Do Nothing	Widen Burnhamthorpe Road West to 4 Lanes	Widen Burnhamthorpe Road West to 4 Lanes with In-Boulevard Parking on the South Side	Widen Burnhamthorpe Road West to 4 Lanes with Intersection Improvements at Ridgeway Drive	Widen Burnhamthorpe Road West to 4 Lanes with a Roundabout at Ridgeway Drive
Transportation					
Summary of Transportation	<p>In the 2021 horizon year, the intersection of Ridgeway Drive & Burnhamthorpe Road will operate over capacity (LOS F).</p> <p>During the PM peak, WB queues at Burnhamthorpe Road & Ridgeway Drive may extend to the signal at Burnhamthorpe Road & Colonial Drive.</p> <p>Does not address safety deficiencies identified along the study corridor.</p> <p>Not compatible with the City planning policies.</p>	<p>In the 2021 horizon year, the intersection of Ridgeway Drive & Burnhamthorpe Road will operate near capacity (LOS E).</p> <p>During the PM peak, WB queues at Burnhamthorpe Road & Ridgeway Drive may extend to the signal at Burnhamthorpe Road & Colonial Drive.</p> <p>Safety improvements can be implemented simultaneously with road infrastructure improvements.</p>	<p>In the 2021 horizon year, the intersection of Ridgeway Drive & Burnhamthorpe Road will operate near capacity (LOS E).</p> <p>During the PM peak, westbound queues at Burnhamthorpe Road & Ridgeway Drive may extend to the signal at Burnhamthorpe Road & Colonial Drive.</p> <p>Safety improvements can be implemented simultaneously with road infrastructure improvements.</p> <p>Increased risk for doorings for vehicles parking on south side of Burnhamthorpe Road.</p>	<p>In the 2021 horizon year, the intersection of Ridgeway Drive & Burnhamthorpe Road will operate under capacity (LOS D).</p> <p>Safety improvements can be implemented simultaneously with road infrastructure improvements.</p> <p>Best addresses future traffic demand and identified deficiencies in keeping with City planning policies.</p>	<p>Improves intersection operations by reducing queueing along Burnhamthorpe Road.</p> <p>Pedestrians are required to cross 2 lanes of traffic and a PXO is required on all legs of the roundabout. High pedestrian volumes due to close proximity to a secondary school.</p> <p>Cyclists are required to negotiate the roundabout to cross Ridgeway Drive.</p>
Natural Environment					
Summary of Natural Environment	No impact.	No impact to street trees adjacent to roadway.	No impact to street trees adjacent to roadway.	No impact to street trees adjacent to roadway.	Impact to street trees on the east side of the Ridgeway Drive and Burnhamthorpe Road intersection.
Socio-Economic					
Summary of Socio-Economic	<p>No associated accessibility improvements.</p> <p>Queueing at Ridgeway Drive intersection leads to increased emissions.</p>	<p>Accessibility improvements at intersections can be implemented (e.g. AODA compliant features).</p> <p>Queueing at Ridgeway Drive intersection leads to increased emissions.</p>	<p>Accessibility improvements at intersections can be implemented (e.g. AODA compliant features).</p> <p>Queueing at Ridgeway Drive intersection leads to increased emissions.</p>	<p>Accessibility improvements at intersections can be implemented (e.g. AODA compliant features).</p> <p>Reduced queueing at Ridgeway Drive intersection leads to reduced emissions.</p>	Roundabout is less preferred for pedestrians with accessibility needs.
Climate Change					
Summary of Climate Change	No impact to landscaping and green space.	No impact to landscaping and green space.	No impact to landscaping and green space.	No impact to landscaping and green space.	Impact to street trees on the east side of the Ridgeway Drive and Burnhamthorpe Road intersection.
Engineering					
Summary of Engineering	No impact.	Roadway improvements can be completed within the right-of-way.	Roadway improvements can be completed within the right-of-way.	Roadway improvements can be completed within the right-of-way.	Impacts on all four corners of the intersection.
Cost					
Summary of Cost	No impact.	Moderate cost for road improvements.	Moderate cost for road improvements and the provision of parking.	Higher cost than options 1 or 2 for road and intersection improvements.	Highest cost due to construction of roundabout and property impacts.
Summary					
Recommendation	○	◐	◑	●	◒

Preliminary Preferred Alternative Design

Based on the evaluation of alternative design concepts, Widen Burnhamthorpe Road West to 4 Lanes with Intersection Improvements at Ridgeway Drive was selected as the preliminary preferred alternative design, subject to agency and public review.

Elements of the Preliminary Preferred Alternative include:

- Widening to 4-thorough lanes
- Sidewalks on both sides of the road
- A multi-use trail on the north side
- Approximately 150 metres of in boulevard parking on the south of Burnhamthorpe Road west of Loyalist Drive
- No structural impacts to the Highway 403 Bridge
- No impacts to street trees adjacent to the roadway
- Intersection design compliance with Accessibility for Ontarians with Disabilities Act (AODA)
- Improvements at local intersections without impacting property
- Intersection improvements at Ridgeway Drive & Burnhamthorpe Road
- Enhanced landscaping features
- A noise assessment was completed and no additional noise barriers are recommended at this time

Ridgeway Drive and Burnhamthorpe Road Intersection

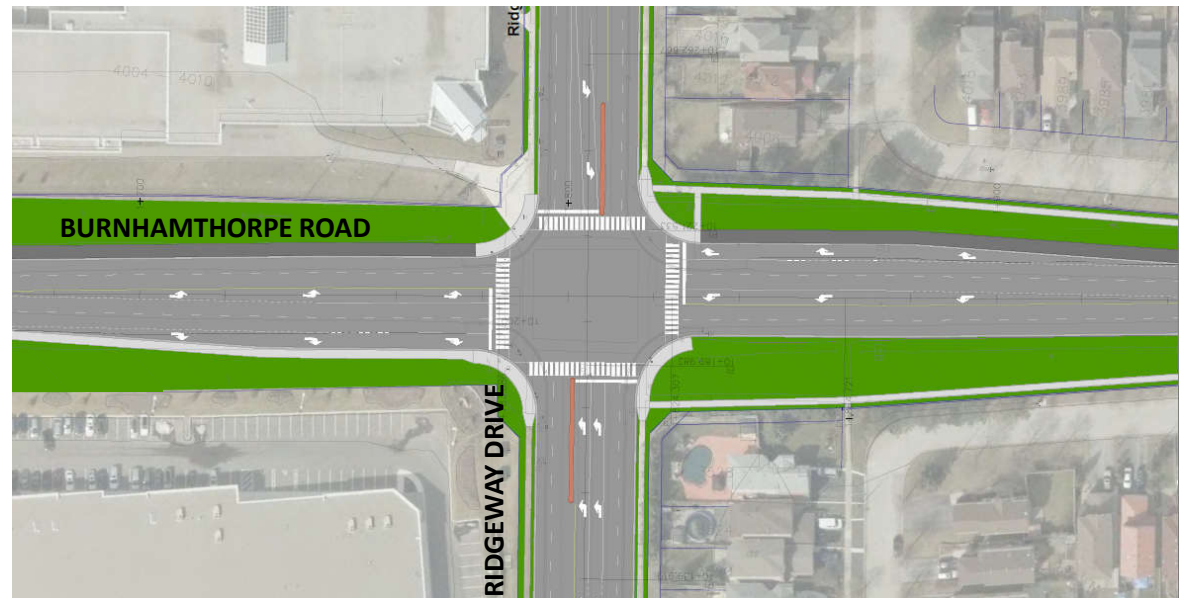
By 2031, the intersection of Ridgeway Drive and Burnhamthorpe Road is expected to reach capacity in the PM peak hour. These operational issues cannot be addressed with signal timing improvements alone. In order to accommodate the projected traffic volumes, improvements to the intersection of Ridgeway Drive and Burnhamthorpe Road are proposed:

Ridgeway Drive:

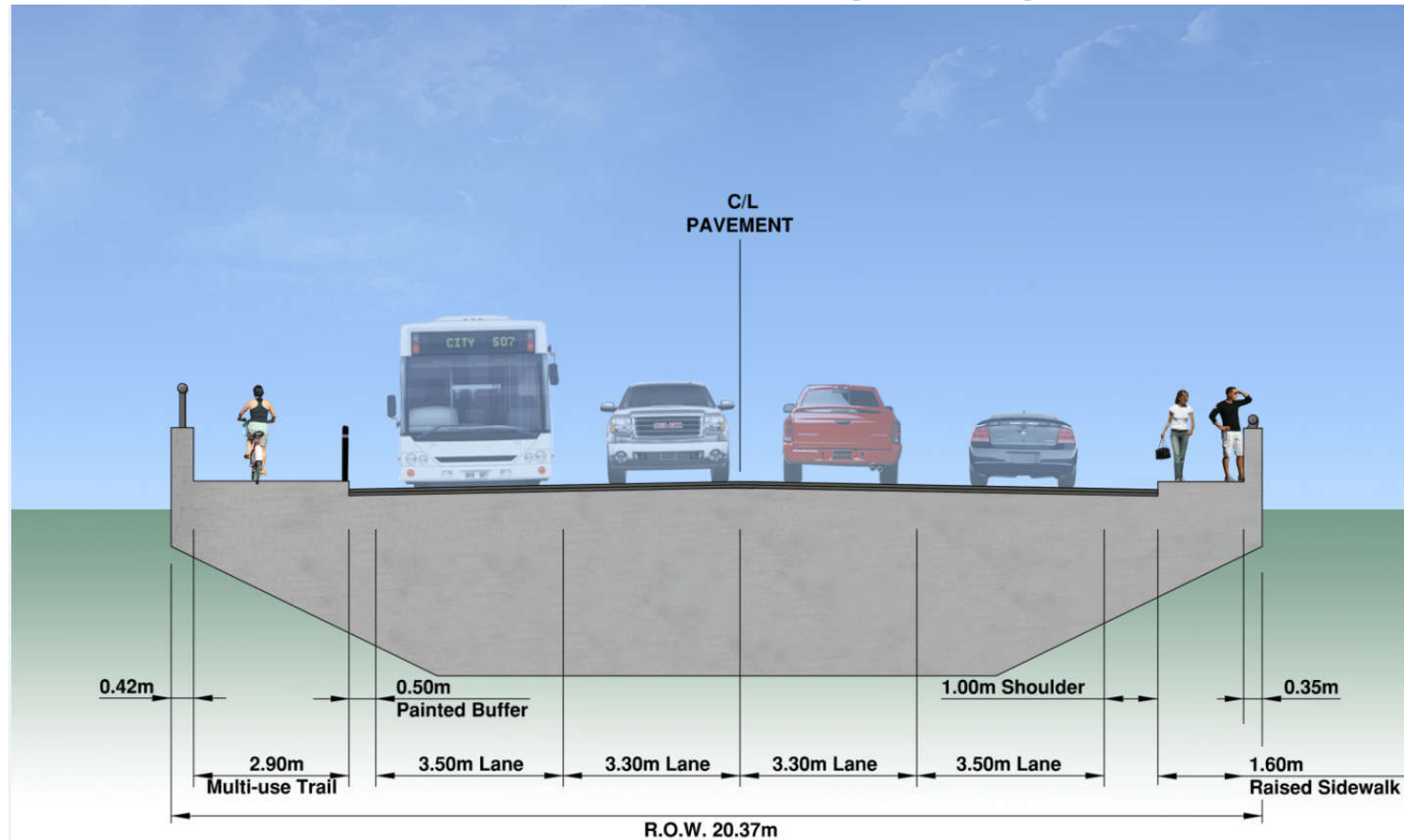
- Additional NB left turn lane

Burnhamthorpe Road:

- Exclusive EB right turn lane and additional EB through lane
- Exclusive WB right turn lane and additional WB through lane



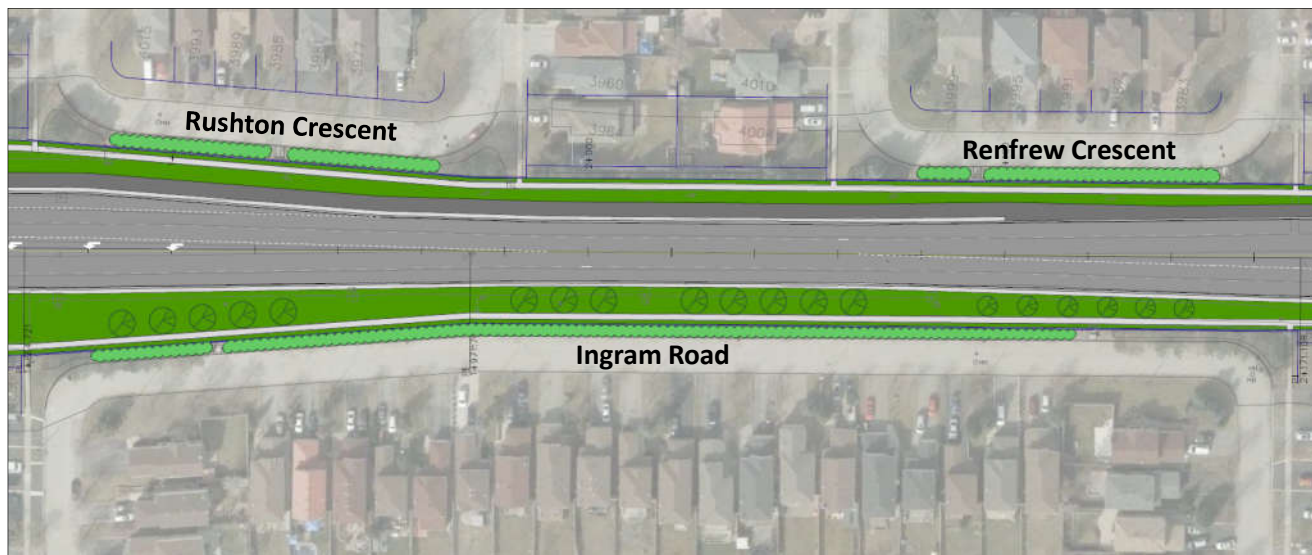
Typical Cross-Section over Highway 403



Typical Cross-Section over Highway 403*

Enhanced Landscaping Features

- Enhanced landscaping features will be considered for the Burnhamthorpe Road West corridor and planting will be recommended where appropriate.
- Generally, landscaping will be provided within the fence line of the properties adjacent to Burnhamthorpe Road.
- The species and location of planting will be reviewed in a Plantings and Landscaping Plan to ensure suitability.



Example of Enhanced Landscaping

Next Steps

Following this PIC the Project Team will:

- Review public and agency comments
- Incorporate design refinements based on feedback received
- Finalize the preliminary design
- Prepare the Environmental Study Report (ESR) to document the study and decision making process
- File the ESR on the public record for 30-day public review period

How to get involved:

- Request that your name be added to the study mailing list
- Provide your feedback by contacting the study team directly

For more information on this Study, please visit the project website at:

<http://www.mississauga.ca/portal/residents/burnhamthorpe-west-ea>



Please share your comments with either Project Manager:

Lin Rogers, P. Eng.

City Project Manager
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 2T4
Tel: 905-615- 3200 ext. 4197

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CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6812

burnhamthorpe.wEA@cima.ca

Your comments are welcome at any time throughout the study however, **we kindly ask that you provide comments with respect to the PIC No.2 materials by July 17, 2018** to allow us to incorporate critical information into the next stage of the study.

Thank you!

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
BURNHAMTHORPE ROAD WEST IMPROVEMENTS****PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018**

Name: _____
Address: _____
City: _____ Postal Code: _____
Phone: _____ Fax: _____
Email: _____

Please provide your comments below:

1) Noise factor.
What are we
doing to cut
the noise which
studies show
is detrimental
to our health.
Can't enjoy my deck.
Sneeze semi-trucking
cars trucker cargo.
Come barrelling
through on a
regular basis
parking on loopst
is tight at the
best of times or
we hesitant with
the widening the
church parking
will only increase
causing more traffic
and pollution /
noise.

Please return this form to one of the contacts below by July 17, 2018 at:**Burnhamthorpe.wEA@cima.ca**

Lin Rogers, P. Eng.
City Project Manager
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 2T4
Tel: 905-615- 3200 ext. 4197

Martin Scott, P.Eng.
Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6812

For further details related to the study, please visit the City's website at:**<http://www.mississauga.ca/burnhamthorpe-west-ea>****Notice of Collection of Personal Information:**

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**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
BURNHAMTHORPE ROAD WEST IMPROVEMENTS****PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018**

Name: _____
Address: _____
City: _____ **Postal Code:** _____
Phone: _____ **Fax:** _____
Email: _____

Please provide your comments below:

Would like improvements with
signal timing to cross
Burnhamthorpe at quiet times

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MISSISSAUGA

COMMENT SHEET

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY BURNHAMTHORPE ROAD WEST IMPROVEMENTS

PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____
Address: _____
City: _____ Postal Code: _____
Phone: _____ Fax: _____
Email: _____

Please provide your comments below:

Don't put bike paths so close to the road. Just combine them with side walk area to make it multi use. (where the grass is, the bike path should be there)

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City Project Manager
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 2T4
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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY BURNHAMTHORPE ROAD WEST IMPROVEMENTS

PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____
Address: _____
City: _____ Postal Code: _____
Phone: _____ Fax: _____
Email: _____

Please provide your comments below:

Representing Loyola Parent Council.
Safety of students as more volume of
cars. Speed of cars is an issue -
should be addressed before gets out of
control. Parents dropping students off
on Burnhamthorpe needs to be addressed
when ~~the~~ road is widened.

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY BURNHAMTHORPE ROAD WEST IMPROVEMENTS

PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____
Address: _____
City: _____ Postal Code: _____
Phone: _____ Cell: _____
Fax: _____
Email: _____

Please provide your comments below:

- ① Please do not put in the round-a-bout at burnhamthorpe + Ridgeway due to safety. Students do not look when crossing + this ^{option} increases risk of accidents.
- ② Please be mindful of noise as Burnhamthorpe is already very noisy, and we can hear traffic at night already. Natural solutions are much preferred over fences. (ie. berms, trees, etc).

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BURNHAMTHORPE ROAD WEST IMPROVEMENTS

PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____

Address: _____

City: _____

Postal Code: _____

Phone: _____

Fax: _____

Email: _____

Please provide your comments below:

Issues to consider please:

- (1) Noise:- major issue from 25 years ago to now; never mind lanes. The noise has increased dramatically - need sound attenuation wall for sure.
- (2) Trucks:- street / traffic calming - please implement no trucks from Winston Churchill to Ninth line; trucks can easily use Unity Drive instead of Burnhamthorpe
- (3) Children crossing for school at All Saints on Thorncrest This is not going to stop. Please put up crossing lights at opening on Dolson Court with perhaps low speed bumps at crossing lights
- (4) Thank you for the extra trees; that's great but won't do enough for noise and safety X

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
BURNHAMTHORPE ROAD WEST IMPROVEMENTS

PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____
 Address: _____
 City: _____ Postal Code: _____
 Phone: _____ Fax: N/A
 Email: _____

Please provide your comments below:

- (4) Cont'd: Safety is an issue as well and another major reason for a wall. There is enough room behind the tree line to install a sound attenuation barrier that will also provide safety. (there was accident car almost in our yard) can you imagine if that was a truck and my grandkids were in the yard.
- (5) Side issue: Soccer players should be allowed to use the closed public school yard on Thorncrest instead of parking on streets.
- (6) Speed limit should be kept at 50KM only due to schools in the area and children's crossings as well as safety; will reduce risk of accidents.
- (7) I have no problem with the Church parking!! They always stay on one side of the road and they inlay parking on Burnhamthorpe will help a lot also.

Thank You

Please return this form to one of the contacts below by July 17, 2018 at:

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COMMENT SHEET

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY BURNHAMTHORPE ROAD WEST IMPROVEMENTS

PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____
Address: _____
City: _____ Postal Code: _____
Phone: _____ Fax: _____
Email: _____

Please provide your comments below:

- DON'T WIDEN BURNHAMTHORPE - WILL ONLY
ATTRACT/FACILITATE MORE CARS USING IT
TO CUT THROUGH TO 9TH LINE + TRAFALGER RD.
- PUT PARKING ON NORTH SIDE OF STREET
WHICH IS WHERE CHURCH IS - MOVE
PATHWAY TO SOUTH SIDE FROM WINSTON
CHURCHILL TO 9TH LINE.

Please return this form to one of the contacts below by July 17, 2018 at:

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PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____
Address: _____
City: _____ Postal Code: _____
Phone: _____ Fax: _____
Email: _____

Please provide your comments below:

I AM NOT IN FAVOR OF WIDENING THE BURNHAMTHORPE
ROAD TO 4 LANES AS IT WILL INCREASE
TRAFFIC IN THE AREA AND CREATE PROBLEMS
FOR LOCAL RESIDENTS.

Please return this form to one of the contacts below by July 17, 2018 at:

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PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____
Address: _____
City: _____ Postal Code: _____
Phone: _____ Fax: _____
Email: _____

Please provide your comments below:

- truck signs

- timing

- fence → chain link not "wood"

Please return this form to one of the contacts below by July 17, 2018 at:

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Jessica Dorgo

From: Friday, June 22, 2018 10:10 AM
To: Jessica Dorgo
Cc: Lin Rogers; Martin Scott
Subject: RE: City of Mississauga - Burnhamthorpe Rd EA - PIC #2 Comment Sheet

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jessica,
Thank you Jessica for the quick response. Looking forward to the new development and improvements along the Burnhamthorpe corridor.

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: Thursday, June 21, 2018 3:00 PM
To:
Cc: Lin Rogers <Lin.Rogers@mississauga.ca>; Martin Scott <Martin.Scott@cima.ca>
Subject: City of Mississauga - Burnhamthorpe Rd EA - PIC #2 Comment Sheet

Good Afternoon,

As requested, please find attached a copy of the PIC #2 comment sheet you submitted for the City of Mississauga Burnhamthorpe Road EA.

Thank you,

JESSICA DORGÓ, EIT
EIT / Transportation

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



July 5, 2018

re: Proposal to widen Burnhamthorpe Rd. To 4 lanes

Dear Sir/Madam:

I attended the public information meeting on June 19 regarding proposals for Burnhamthorpe Rd. from Loyalist to 9th line and had a brief conversation with one of the municipal reps at the meeting (unfortunately, did not get her name – she was dressed in a white outfit).

It was clear to me that the proposal going forward was to widen the road to four lanes and to put in 20 parking spots on the south side of the road. I left a comment opposing both of these proposals.

I feel the parking should go on the north side in front of the church since that is the problem it is intended to solve, with the nature/bike path on the south side. People riding bicycles are already directed to get off and walk their bikes across the Burhamthorpe – Winston Churchill intersection, so it would be no problem for them to also cross to the south side of the street at that time.

My opposition to making Burhamthorpe 4 lanes is twofold:

1. what is the problem this is intended to solve? Do you have statistics showing there is currently a high volume of traffic travelling westbound that is congested when the road drops from 2 to 1 lane? I have never seen a back-up which would be typical of this type of congestion.
2. widening roads usually has the effect of attracting more cars to the route. The municipal rep at the meeting did not agree with me that this is the case. So, in support of my position, I am enclosing a column by Edward Keenan which appeared in the Toronto Star a few days ago, and which supports my contention that the end result of this proposed widening is likely to increase the traffic on Burhamthorpe, which, in the area being studied, is residential and has a high school and therefore is not an appropriate area in which to introduce a higher volume of traffic.

As a resident of the neighbourhood that will be affected by any changes you make, I hope you will give my views serious consideration when formulating your final proposals. My husband and I would be pleased to discuss this matter further with you if you desire.

Sincerely,



Adding capacity to a highway means more traffic, not less

OPINION: KEENAN from GT1

They found that the number of car miles travelled rises to meet the number of available miles of road. That is, the travel speed on an expanded highway reverts quickly to its previous level. Or, in their words, "Increased provision of interstate highways and major urban roads is unlikely to relieve congestion of these roads."

Picture a sink in which the drain is backed up, so the basin is getting full and might overflow. Will making the basin larger help? No. It will still be backed up, just with more water. Worse still, usually if you make the basin bigger, people will run the tap longer, feeding even more water into it, so it threatens to overflow again. Constantly.

The Board of Trade report points to two relatively smaller highway projects in Texas to

estimate costs and feasibility, which prompted my old Twitter friend @madhatressTO to recall another recent highway example from Texas.

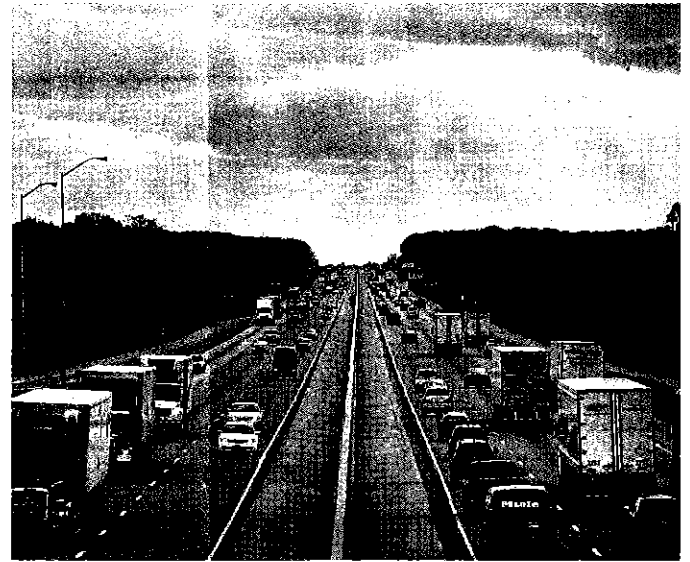
After a major reconstruction completed in 2010, the Katy Freeway near Houston became known as the widest expressway in the world. Building it out to 23 lanes took five years, at a cost of \$2.8 billion. For that, it even included the kind of "super express" high-occupancy and toll lanes the Board of Trade suggests for the 401.

When the highway reopened, lawmakers were pretty proud of what they had accomplished. Before reconstruction in 2005, the trip from downtown to a place called Pin Oaks on the Katy Freeway would take about 52 minutes during rush hour. In 2011, that trip was reduced to just under 47 minutes. A five minute savings!

But by 2014, the gains had not

just disappeared, but the trip was worse than ever before. The wide highway attracted more traffic, and the trip out to Pin Oaks now took 70 minutes, 27 seconds — an increase of more than 50 per cent over 2011, and a 33 per cent increase over the pre-construction travel time. The entire gain from all that money and time was not only eliminated, but reversed, in about three years.

This isn't surprising. It happens all the time. In 2014, after five years and a billion dollars worth of construction, I-405 in Los Angeles was reopened, wider than ever. Within one year of reopening, traffic was moving slower than it had been before. Vox reports that studies have found the same effect in the U.K., in Japan, in Turkey. Everywhere. If you build more road space, it "generates traffic," wrote Todd Litman in the Institute of Transportation



MARTA IWANEK/WATERLOO REGION RECORD FILE PHOTO

Research suggests adding lanes to already-congested roadways only makes traffic worse, Edward Keenan writes.

Engineers Journal in 2001.

What can ease congestion, Duranton and Turner found, are road tolls, which the public hates. The other thing that can work is a recession, which reduces the number of commuters because people have no jobs. This is also an unpopular solution, for obvious reasons.

The Board of Trade calls its proposal "bold." That's one

word, I guess, for a years-long infrastructure project that evidence shows is unlikely to help, and may even hurt.

But spending billions of dollars on something like that, when there are so many other things crying out for funding, suggests some different "b" words: batty, boondoggle, BS.

Back to the drawing board. Twitter: @thekeenanwire

More lanes won't solve the 401's problems



Edward Keenan

OPINION

Last week, the Toronto Board of Trade suggested adding lanes to Highway 401 — either by adding upper decks or by tunnelling — in order to, as the headline read, "ease gridlock." The price? Maybe as much as \$10 billion.

The idea of taking the stretch of that highway running through Toronto, already 16 lanes across, and adding levels that zip above and below it like a real-life Hot Wheels track might have some playground appeal (no word yet on adding a loop-de-loop).

Certainly the idea of easing gridlock sounds good.

But it ain't gonna work. Adding lanes to congested highways never does for very long.

The reason it is doomed before it even gets started is even listed in the Board of Trade report, under the "drawbacks" column in a comparative table they provide for consideration.

"New highways can cause sprawl," the report notes, before getting to the really bad news: adding lanes "may not solve congestion, as more users will be attracted to the new capacity quickly, resulting in congestion once again."

That's a pretty big drawback: spending roughly the equivalent of the entire city of Toronto's annual budget on a years-long construction project that promises to ease congestion that, at the end, results in no change in congestion. But that is what usually happens when big, thriving cities add road space. That bullet point in the Board of Trade report is a brief paraphrase of a very famous rule of traffic. The "Fundamental Law of Road Congestion" was named by economists Gilles Duranton and Matthew A. Turner after a study of 20 years' worth of road travel data from U.S. cities.

KEENAN continued on GT7

Jessica Dorgo

From: Tuesday, July 17, 2018 9:36 PM
To: Burnhamthorpe W Environment Assesment
Cc: matt.mahoney
Subject: Class EA Burnhamthorpe Road West Improvements - COMMENTS ON PIC # 2 - JUNE-19-2018
Attachments: Class EA Burnhamthorpe Road West Improvements - Comments by - July-17-2018.pdf

Hi Lin & Martin,

Thanks for hosting the Public Information Centre (PIC) # 2 re: Municipal Class Environmental Assessment (EA) Study – Burnhamthorpe Road West Improvements on Tuesday, June 19, 2018.

As promised, please find attached my COMMENT SHEET, as my contribution towards providing constructive feedback on this study. I fully support the need to widen Burnhamthorpe Rd. from 2 lanes to 4 lanes. I'm hoping that one or both of you will respond to my tabled concerns.

I've taken the liberty of keeping my Councillor = Matt Mahoney in the loop.

All the best with this study.

Thanks for listening.



MISSISSAUGA

COMMENT SHEET

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY BURNHAMTHORPE ROAD WEST IMPROVEMENTS

PUBLIC INFORMATION CENTRE #2 – JUNE 19, 2018

Name: _____

Address: _____

City: _____ Postal Code: _____

Phone: _____ Fax: _____

Email: _____

Please provide your comments below:

MY COMMENTS ARE DATED ON THE PAGES THAT
FOLLOW THIS COVERING PAGE.

THANKS FOR LISTENING!

July 17, 2018

Please return this form to one of the contacts below by July 17, 2018 at:

Burnhamthorpe.wEA@cima.ca

Lin Rogers, P. Eng.
City Project Manager
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 2T4
Tel: 905-615- 3200 ext. 4197

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Hi Lin & Martin,

Thanks for hosting the Public Information Centre (PIC) # 2 re: Municipal Class Environmental Assessment (EA) Study – Burnhamthorpe Road West Improvements on Tuesday-June-19-2018.

I have a couple of issues with the process that has been followed in PIC # 1 & PIC #2, in terms of the City of Mississauga not willingly disclosing pertinent information regarding this specific Class EA Study.

- Looking back at PIC # 1 held on March-7-2018, it was indeed very odd not to see any representatives from the Iglesia Ni Church, present at this meeting.
- Why did the City of Mississauga choose not to inform those present at PIC # 1, that the City had plans to meet with key representatives from the Iglesia Ni Church, separately in order to obtain comments from the Church? I still do not know when this meeting actually took place!
- At PIC # 2, the City of Mississauga didn't declare upfront, that the tabled, preferred option of building 20 parking spaces across from the Iglesia Ni Church, on the south side of Burnhamthorpe Rd West was introduced, strictly to accommodate the parking needs of this Church, that emanated from the private meeting with the Church
- I was somewhat disappointed to learn that Lin Rogers, who replaced Dana Glofcheskle, didn't take time out to get up to speed on this project, prior to attending the PIC # 2, and probably before meeting with the Church!
- When I asked Lin R. why the City of Mississauga didn't initiate/facilitate the Iglesia Ni Church from finding a site in the neighbourhood that could accommodate a minimum of 16 parking spots and have the Church run a shuttle service to & from the Church, Lin replied that I should table that suggestion. I advised Lin, that I did provide such a suggestion with my comments following attending PIC # 1. Lin apologized that she hadn't read my comments! Hopefully since the Pic # 2 meeting, Lin has indeed taken time out to read my comments, as well as all the other comments tabled!
- Regarding future PICs, I recommend that the following format be adopted/followed:
 1. Allow those that arrive on time for the PIC to have 20 minutes to walk through all the display boards
 2. Call the meeting to order and introduce the key players of this Class EA Study
 3. The Consultant & the City's Representative then outline what has transpired since the last PIC, and then give some background as to the rationale for any changes/updates on the proposed alternatives.
 4. Open the floor to questions from those present, thereby enabling all those present to hear the concerns of those living in the neighbourhood, as well as to hear your individual responses to the questions/concerns.
 5. Overall, adopting the above proposed format will be more productive & beneficial to all.
 6. If there are late comers to the PIC, then you can repeat the above steps for the second hour of this PIC.

After further analysis & thoughts, I am totally against the proposed preferred option of building 20 parking spaces across from the Iglesia Ni Church, on the south side of Burnhamthorpe Rd West, strictly to accommodate the parking needs of this Church, as it would set a precedent for future establishments in need of additional parking spots. It is highly unlikely that this alternative would be cost neutral, and as such long term maintenance costs of these 20 parking spots will be the burden on Tax Payers. Martin's ball park guesstimate is that this alternative will be more costly by a minimum of \$35K. Installing parking meters would be unconstitutional & unjustified. There is no guarantee that non-Church going members would not park in these 20 parking spots, and if so, then the Church still faces a parking shortage challenge.

I would strongly recommend that the City of Mississauga initiate/facilitate the Iglesia Ni Church from finding a site in the neighbourhood that could accommodate a minimum of 20 parking spots and have the Church run a shuttle service to & from the Church. I do however have a creative solution to this problem.

My outside the box solution to this parking problem need for your consideration is as follows:

- Since the City of Mississauga hasn't had any problem granting the Iglesia Ni Church from parking on the north side of Burnhamthorpe Rd West (between Loyalist Drive & Colonial Drive) for the last 9 years (i.e. since 2009), I see no reason why the City of Mississauga would have any problem with entertaining my creative solution, which if the Church were to dissolve, would die a natural death with no closing costs whatsoever.

Hopefully there are a minimum of 20 Families of the Iglesia Ni Church, living in close proximity to the Iglesia Ni Church. If so, the City would grant these 20 Families a permit that allows Church goers to park their cars at the bottom of their driveways (which would block access to the side-walk) for the 1.5 - 2.0 hours that they would spend attending Church service or a function. I know that my neighbour = Val who lives across from me is a member of the Iglesia Ni Church. Val has a wide driveway, that could accommodate 2 cars being parked at the bottom of his driveway, without blocking any of Val's cars parked in the garage from exiting. In the event that there aren't a minimum of 20 Families of the Iglesia Ni Church, living in close proximity to the Iglesia Ni Church, then I would canvas the neighbours close to the Church to see if they would be willing to offer the bottom of their driveway as a parking spot for limited use/occurrences. I would be willing to share my driveway at no cost. However, an incentive might be needed for other non-going Iglesia Ni Church neighbours. I believe that this would be the least costly solution.

Jessica Dorgo

From: Monday, September 17, 2018 10:08 PM
To: Lin.Rogers@mississauga.ca
Cc: Jessica Dorgo; Martin Scott
Subject: Re: Burnhamthorpe Road West Improvement Project
Attachments: image001.png

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lin,

Thank you for your response. If I understood it correctly, an extra lane will be added to the road in 2031 (ie. 13 years from now)?

Cheers,

On Tue, Sep 11, 2018 at 10:16 AM Lin Rogers <Lin.Rogers@mississauga.ca> wrote:

Dear ,

Thank you for providing your comments. A traffic assessment was completed as part of this study which indicated that by 2031, the intersection of Ridgeway Drive and Burnhamthorpe Road is expected to reach capacity and improvements to the intersection are required. Based on the findings of the traffic assessment, the preliminary preferred alternative design presented at Public Information Centre #2 includes intersection improvements at Ridgeway Drive. The recommended intersection improvements include exclusive eastbound and westbound right-turn lanes on Burnhamthorpe Road at Ridgeway Drive. An additional westbound through lane, eastbound through lane and northbound left turn lane are also recommended at the intersection. We have noted your support for the intersection improvements.

The signs currently present along Burnhamthorpe Road are for Peel Region's watermain improvements. This improvements as a result of this study is currently in the City's 10-year capital budget however timing for construction has not yet been confirmed.

Please feel free to contact me or the Project Team if you have any further questions.

Best, Lin



Lin Rogers, P. Eng

Manager, Transportation Projects

T 905-615-3200 ext.4197

lin.rogers@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,

Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From:

Sent: 2018/07/05 9:01 AM

To: Matt Mahoney; Public Info

Subject: Burnhamthorpe Road West Improvement Project

Hi,

My name is . I have a suggestion regarding the Burnhamthorpe Road West Improvement Project that starts this summer. I've been driving through Burnhamthorpe for last three years, and I think the road would benefit from the existence of right-turning lanes, especially at the intersection of Ridgeway Drive and Burnhamthorpe (driving east bound on Burnhamthorpe). I've seen this become a safety issue during the school year. When the light signal turns green, there are large number of cars that would like to turn right onto Ridgeway, but must wait because of Loyola students crossing. This creates traffic congestion, and I've seen many impatient drivers that would like to keep going straight swerve around the waiting cars, creating some dangerous situations.

Recently I noticed signs for re-construction/maintenance work on Burnhamthorpe and thought this would be an ideal time to introduce right-turning lanes onto the road.

Thank you for your time and consideration,

Jessica Dorgo

From: Lin Rogers <Lin.Rogers@mississauga.ca>
Sent: Thursday, December 12, 2019 11:43 AM
To:
Cc: Jessica Dorgo; Martin Scott
Subject: Burnhamthorpe Road West Environmental Assessment | No Heavy Truck Signage

Dear

I hope this message finds you well. I would like to provide you with an update on your inquiry regarding “No heavy trucks” signage that the project team received as part of the EA Study. I do apologize for the delay and offer the following.

City staff recently conducted a corridor review and determined that two “No heavy trucks” signs were missing for eastbound and westbound at the intersection of Burnhamthorpe Road and Erin Mills Parkway due to ongoing construction work. These signs will be re-instated on temporary post until the construction is completed.

I trust that the above addresses your inquiry at this time. Please feel free to contact the project team if you have any additional concerns.

Best, Lin



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Jessica Dorgo

From: Lin Rogers <Lin.Rogers@mississauga.ca>
Sent: Thursday, December 12, 2019 11:30 AM
To:
Cc: Jessica Dorgo; Martin Scott
Subject: Burnhamthorpe Road West Environmental Assessment

Dear ,

Thank you for your comments in response to Public Information Centre #2 for the Burnhamthorpe Road West Improvements Class EA and your participation throughout the study. Your comments have been incorporated into the study and considered in the selection of the preferred solution. We apologize for the delay and offer the following response to your inquiry.

Through the Municipal Class Environmental Assessment process, it is standard practice that staff meet with a local landowner(s) to understand the potential impacts of the proposed improvements. Given that the Iglesia Ni Cristo Church is the only facility that has an access to Burnhamthorpe Road within the study limits, staff met with church representatives to outline the proposed improvements and provide the Church with an opportunity to discuss the impacts to their site.

That being said, based on the comments received from the public and recent direction from Council, the preferred design concept for the EA only includes the widening from 2-lanes to 4-lanes including intersection improvements and active transportation improvements along Burnhamthorpe Road West from Ninth Line to Loyalist Drive. Staff have been directed by Council to review parking along this corridor through a separate independent parking study to assess possible alternatives to the parking concerns raised by area residents. This study will include a public consultation component and will provide an opportunity for area residents to provide their input on a preferred parking solution.

Lastly, we note your suggestion to revise the format of the PIC and will take this into consideration for future studies.

Thank you again for your providing your comments. If you have any additional questions, please feel free to contact us.

Best, Lin



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Jessica Dorgo

From: Lin Rogers <Lin.Rogers@mississauga.ca>
Sent: Thursday, December 12, 2019 11:35 AM
To:
Cc: Jessica Dorgo; Martin Scott
Subject: Burnhamthorpe Road West Environmental Assessment

Dear ,

Thank you for providing your comments following Public Information Centre #2 for the Burnhamthorpe Road West Improvements Class EA. Please note your comments have been incorporated into the study and considered in the selection of the preferred solution. We apologize for the delay and offer the following response to your inquiry.

Based on the comments received from the public and recent direction from Council, the preferred design concept for the EA only includes the widening from 2-lanes to 4-lanes including intersection improvements and active transportation improvements along Burnhamthorpe Road West from Ninth Line to Loyalist Drive. Staff have been directed by Council to review parking along this corridor through a separate independent parking study to assess possible alternatives to the parking concerns raised by area residents. This study will include a public consultation component and will provide an opportunity for area residents to provide their input on a preferred parking solution.

A traffic assessment was completed as part of the study to review the existing and projected future traffic conditions to determine the future needs of the study area. Under current existing conditions, several movements at the Burnhamthorpe Road & Ninth Line and Burnhamthorpe Road & Ridgeway Drive intersections are operating above capacity resulting in significant congestion. The results of the traffic assessment show that without widening, these conditions are expected to worsen in the future and continue to operate over capacity. All intersection operations in the study area are projected to improve in the future with the widening of Burnhamthorpe Road West and intersection improvements.

We trust that these responses address your comments. Please feel free to contact the project team if you have any additional comments.

Best, Lin



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