

**APPENDIX E**  
**DISPLAY PANELS**



# **McLaughlin Road Improvements from Bristol Road West to Britannia Road West**

**Public Information Centre #2  
March 5, 2014, 5:00 p.m. – 8:00 p.m.**

# Welcome

## Purpose of the Study

This Class Environmental Assessment (EA) Study is being undertaken to identify the need for improvements to McLaughlin Road, and recommend strategies to:

- Address and manage existing and future transportation infrastructure deficiencies;
- Protect and enhance the scenic route qualities;
- Balance the needs of pedestrians, cyclists, buses, and passenger cars;
- Incorporate streetscape opportunities in keeping with the scenic nature of the corridor from Bristol Road West to Matheson Boulevard West.

## Background

Public Information Centre (PIC) #1 was held on January 29, 2013 to introduce the project and discuss the issues to be addressed by the Class EA Study. The information presented included:

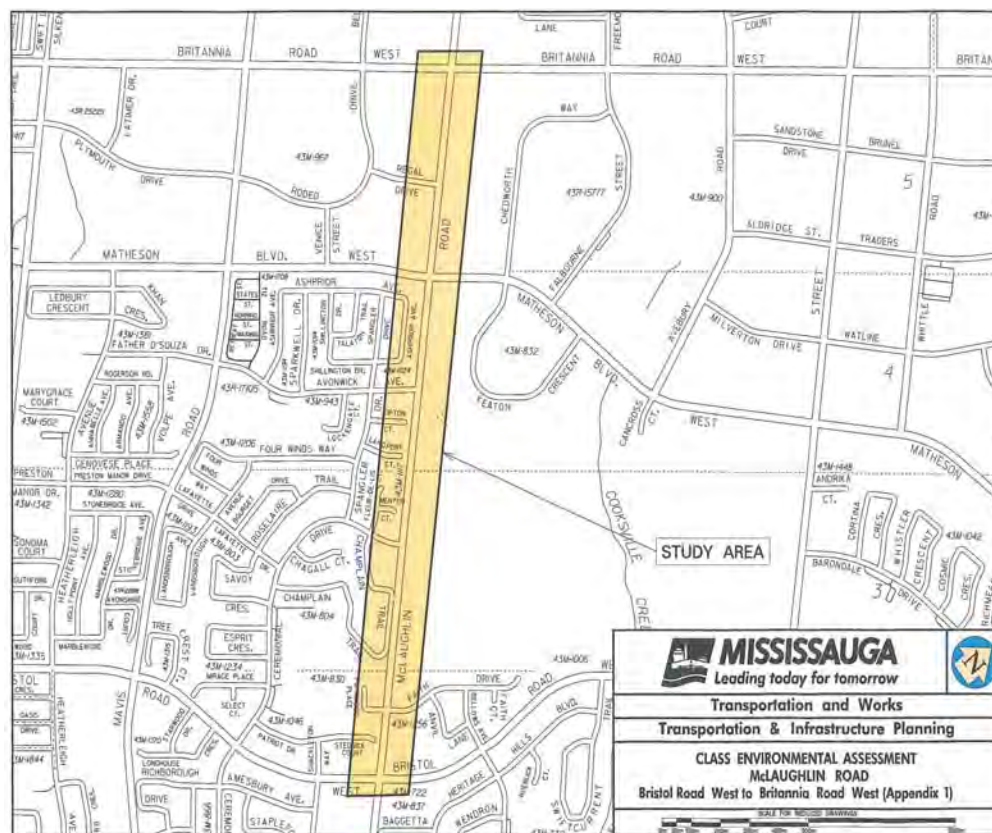
- An inventory of existing conditions (natural heritage, archaeological and built heritage, transportation infrastructure, etc);
- Summary of needs and opportunities within the study area;
- Identification and evaluation of alternative solutions;
- Public input on the preliminary preferred alternative solution.

# Purpose of PIC #2

To provide stakeholders with an opportunity to participate in the Class EA Study and decision-making process.

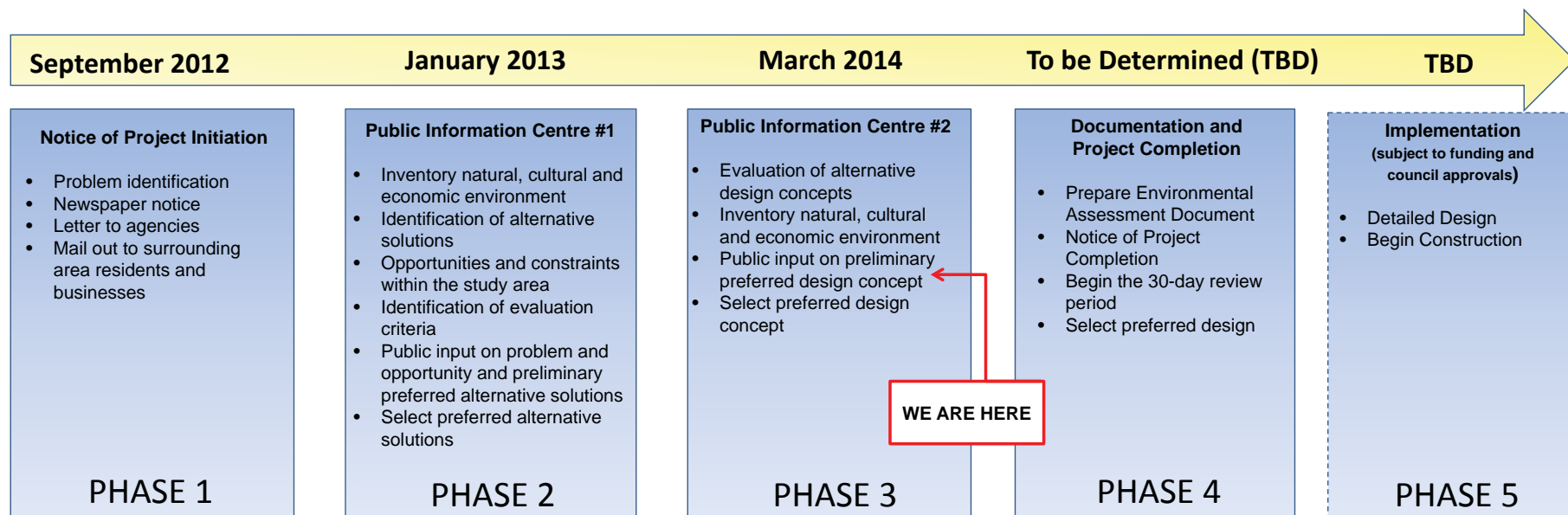
To present and receive public input on:

- Study background, including need for improvements to McLaughlin Road;
- Alternative concepts being evaluated;
- Preliminary preferred design concept; and
- Next steps.





# Class EA Process



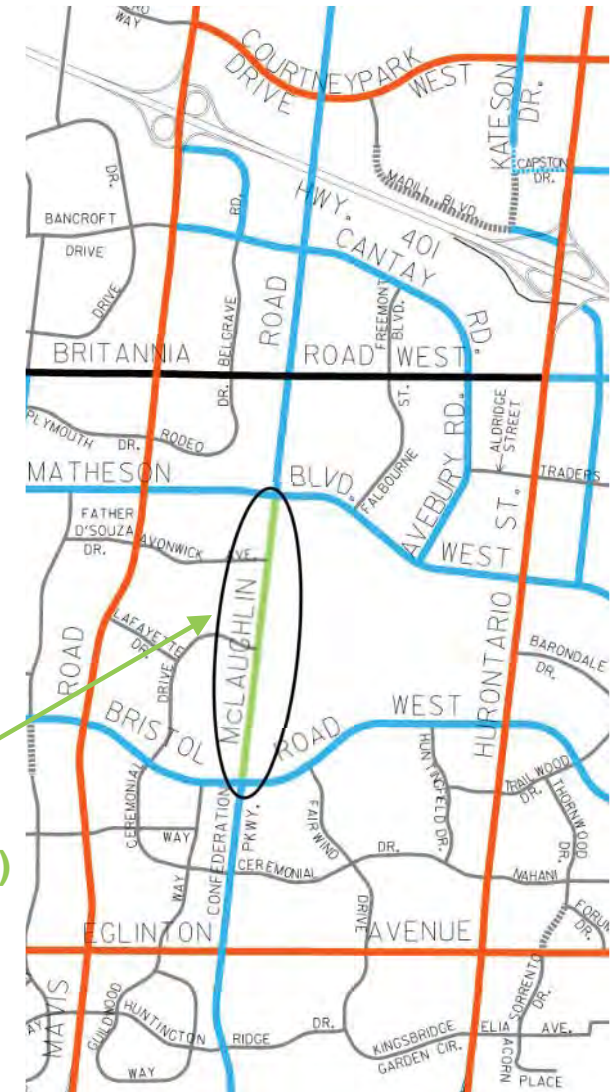
- The study is being conducted in accordance with the planning process for Schedule 'C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment".
- The Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, local public interests and unique project requirements.
- The Class EA process includes consultation, evaluation of alternative solutions and design concepts, an assessment of potential impacts associated with the proposed improvements and development of mitigating measures.

# McLaughlin Road: Role and Function

- **Major Collector Road** (provides north-south connectivity, access to abutting businesses, and indirect access to residential properties)
- Planned Primary **On-Road Cycling Route** (Mississauga Cycling Master Plan)
- **Designated Scenic Route** from Bristol Road West to Matheson Boulevard West

*The intent of a **Scenic Route Designation** is to ensure that any maintenance or physical modifications of the route reinforce or enhance the scenic qualities of the roadway.*

**Designated  
Scenic Route  
(approx. 1.5km)**



# Tree Inventory

In 2012/2013, the **Species**, **Size** and **Condition** (trunk integrity, canopy structure, crown vigour, etc) of trees between Bristol Road West and Matheson Blvd were assessed. In general:

- 1071 trees were inventoried along the corridor (513 east side, 558 west side), including 229 trees within the Britannia Farm woodlot;
- 29 different tree species were observed (69% native to Ontario). Most predominant species was sugar maple;
- Tree sizes ranged from 10 to 77cm (diameter measured at breast height (DBH); and
- Trees are in good to fair condition.

This inventory was subsequently used to assess the potential impacts to trees based on the following criteria, accounting for the extent of grading and tolerance of species.

- Removed:** Trees within the grading limits and within 1.5m of tree trunk;
- Impacted:** Trees where grading limits extend into the Tree Protection Zone, however remain beyond 1.5m of the tree trunk; and,
- Not Impacted:** Trees located beyond the Tree Protection Zone.





# Environmental Setting

## Natural Environment

- Vegetation communities consist of a mixture of cultural and forest vegetation.
- Britannia Sugar Bush is identified as a natural site within the City's Natural Areas System and as a Core Area in the Greenlands System in Peel Region.
- No significant wildlife habitat was identified.
- No designated Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmentally Sensitive Areas are located within 120 m of the study area.

## Built Heritage and Cultural Environment

- The Britannia Farm is listed as a Cultural Heritage Landscape by the City of Mississauga.



# Traffic Operations

## Existing Conditions

- Sidewalks are only available along the west side of McLaughlin Road;
- No cycling facilities currently exist along McLaughlin Road;
- Traffic is heaviest between Bristol Road and Matheson Blvd (1100 veh/hr peak direction);
- Sideroad approaches operate poorly;
- Matheson Blvd and Ceremonial Drive signalized intersections operate overcapacity (PM peak hour).



## Future “Do Nothing” Conditions

- Traffic volumes are expected to increase significantly by 2031;
- Higher volumes will result in significant congestion during AM and PM peak hours,
- Additional travel time will be required for north-south movements through the study area;
- Significant delay will be experienced at Matheson Boulevard West intersection;
- Excessive queuing will block driveways and sideroads;
- Movements from minor roads will operate very poorly;
- Potential safety concerns (sideroad approaches, merge tapers, etc).



# Needs and Opportunity

## Traffic:

- Traffic currently operates at/near capacity and is expected to exceed capacity by 2031;
- Capacity and safety enhancement;
- Improve roadway continuity.

## Pedestrians and Cycling:

- Complete the cycling route network;
- Add sidewalk to east side of McLaughlin Road.

## Transit and Emergency Management Services:

- Improve accessibility and minimize delays for transit and emergency services.

## Scenic Route / Natural Areas:

- Maintain and enhance scenic route qualities along McLaughlin Road;
- Protect existing trees, add supplementary planting and upgrade landscape features where feasible;
- Implement a woodlot edge management and regeneration plan;
- Reassess new limits of Natural Areas and replacement on surrounding lands.

## Other Infrastructure:

- Noise wall improvements;
- Pavement surface improvements;
- Retaining wall improvements.



The **Preferred Solution** to meet the anticipated demands is to **Enhance Road Capacity/Operations along McLaughlin Road** (i.e. add travel lanes, turning lanes, cycling lanes and/or sidewalks, along with safety improvements, signal timing improvements and coordination, and intersection control changes).

The above recommendation was presented at PIC No. 1. Alternative design concepts have been developed for the preferred solution incorporating public / stakeholder input.

# Summary of Comments Received at PIC No.1

Category	Comment	Response / How concern will be addressed
<b>Natural Heritage</b>	<ul style="list-style-type: none"> <li>Keep the trees from being cut down (6 comments).</li> </ul>	<ul style="list-style-type: none"> <li>Trees will be required to be removed. Significant effort has/will be given to minimize impacts to trees along the corridor, while still addressing transportation needs. Where possible impacts are mitigated through use of retaining walls to limit grading impacts, minimum lanes widths, etc.</li> </ul>
	<ul style="list-style-type: none"> <li>Assess health of trees along McLaughlin between Matheson and Bristol (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>A detailed tree inventory was undertaken as part of this study which assessed the condition of over 1070 trees within the corridor. Trees are in good to fair condition.</li> </ul>
<b>Traffic Operations</b>	<ul style="list-style-type: none"> <li>Bristol Road West is used to by-pass congestion on McLaughlin Road (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>These concerns are best addressed by providing additional capacity along McLaughlin Road.</li> </ul>
	<ul style="list-style-type: none"> <li>Drivers are cutting through industrial parking lots (6 comments).</li> </ul>	
	<ul style="list-style-type: none"> <li>Drivers can use parallel roads (e.g., Mavis Road and Hurontario Street) (5 comments).</li> </ul>	<ul style="list-style-type: none"> <li>These roads are already six lanes and there is limited excess capacity available. Diversion of traffic results in out of the way travel.</li> </ul>
	<ul style="list-style-type: none"> <li>Transit vehicles blocking traffic during busy times. Add bus bays at all bus stops (3 comments).</li> </ul>	<ul style="list-style-type: none"> <li>Consideration will be given to providing bus bays should McLaughlin Road remain two/three lanes. Widening to four lanes will allow drivers to pass stopped transit vehicles.</li> </ul>
	<ul style="list-style-type: none"> <li>Enforcement required to remove truck traffic (even through signed no trucks) (2 comments).</li> <li>Enforce/place no parking restrictions on Ceremonial Drive at McLaughlin Road (3 comments).</li> </ul>	<ul style="list-style-type: none"> <li>The City will confirm appropriate signing is in place. Issues requiring additional enforcement will be brought to the attention of Peel Police and/or the City of Mississauga Parking Enforcement Officers.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>The merge/ lane drop south of Britannia Road West is dangerous (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>This lane drop will be eliminated by widening McLaughlin Road.</li> </ul>
	<ul style="list-style-type: none"> <li>Very dangerous for transit users to cross at Avonwick Avenue and Faith Drive (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>Where possible pedestrians are encouraged to cross at signalized intersections. If McLaughlin Road is to be widened, larger gaps in traffic will be created which will offset the additional time required to cross the road.</li> </ul>
	<ul style="list-style-type: none"> <li>Neighbourhood children crossing a busy road. More lanes will make it less safe (2 comments).</li> </ul>	<ul style="list-style-type: none"> <li>Children are to cross at signalized intersections. School crossing guard needs will be reviewed with the Peel District School Board.</li> </ul>
	<ul style="list-style-type: none"> <li>How would widening the road reduce speed and improve safety (1 comment)?</li> </ul>	<ul style="list-style-type: none"> <li>Speed reduction measures (i.e. raised pavement at intersections) can be introduced if additional capacity is provided. This will ensure speeds are reduced during off peak hours.</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>Need cycling route. Add cycling lanes/shoulders (7 comments).</li> </ul>	<ul style="list-style-type: none"> <li>McLaughlin Road is identified as a future Primary On-Road Cycling Route in the City's Official Plan and Cycling Master Plan. On-road cycling lanes will be introduced where possible, while respecting context sensitive design principles and desire to limit pavement widening.</li> </ul>
	<ul style="list-style-type: none"> <li>Bike lanes are not necessary (3 comments).</li> </ul>	
<b>Noise</b>	<ul style="list-style-type: none"> <li>Consider bike path through the forest (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>The option of an off-road multi-use path through the Britannia Farm woodlot was reviewed and determined to be less desirable for cyclists and have a greater impact on existing trees.</li> </ul>
	<ul style="list-style-type: none"> <li>The sound attenuation fences are in need of renewal/repair. (3 comments)</li> </ul>	<ul style="list-style-type: none"> <li>Existing noise barriers along the corridor will be replaced due to aged condition.</li> </ul>
	<ul style="list-style-type: none"> <li>Increase in noise due to the increase in traffic (5 comments).</li> </ul>	<ul style="list-style-type: none"> <li>A detailed noise assessment, completed as part of this study, indicates that traffic noise levels will not significantly increase (i.e. less than 5 dBA) and further noise attenuation is not required.</li> </ul>

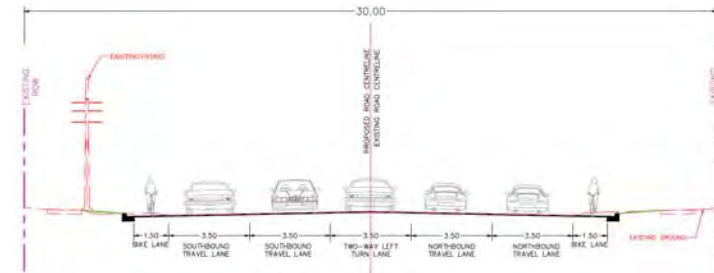
# Summary of Comments Received at PIC No.1 (Continued)

Category	Comment	Response / How concern will be addressed
<b>Planning Policies</b>	<ul style="list-style-type: none"> <li>How will widening enhance and preserve the scenic route designation (1 comment)?</li> </ul>	<ul style="list-style-type: none"> <li>In conjunction with road widening, consideration will be given to improving the quality of the woodlot through replanting, and enhancing the diversity of vegetation to strengthen the edge condition. Additional measures including: removal of overhead hydro line, fencing and stone walls, heritage style light standards and plaques, will be considered.</li> </ul>
	<ul style="list-style-type: none"> <li>McLaughlin Road is not an arterial road according to the Official Plan (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>McLaughlin Road is a major collector within the City's transportation network. Its positioning within the network makes it an attractive route for Mississauga residents to get around the City.</li> </ul>
<b>Suggested Improvements</b>	<ul style="list-style-type: none"> <li>Widen at intersections and put in left turn lanes (4 comments).</li> </ul>	<ul style="list-style-type: none"> <li>Additional north/south through lanes at intersections will greatly improve traffic flow and form part of a balanced solution to address the corridor needs. Left turn lanes will be provided at all signalized intersections. Right turn lanes will be considered where they can be introduced with minimal impact.</li> </ul>
	<ul style="list-style-type: none"> <li>Add turning lanes at traffic lights (2 comments).</li> </ul>	
	<ul style="list-style-type: none"> <li>Place signals at Regal Drive and Faith Drive (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>Although drivers experience long delays turning left from Regal Drive and Faith Drive during peak hours (due to current capacity constraints and queuing along McLaughlin Road), these intersections do not meet the warrants for traffic signals. Given the close spacing of the Faith Drive to Bristol Road intersections, traffic signals at Faith Drive are undesirable. Side road delays can be reduced by widening McLaughlin Road to four lanes and increasing gap opportunity.</li> </ul>
	<ul style="list-style-type: none"> <li>Provide traffic lights at Avonwick Avenue (5 comments).</li> </ul>	<ul style="list-style-type: none"> <li>Traffic demands at Avonwick Avenue do not meet warrants for traffic signals. Furthermore, if McLaughlin road remains two lanes, north-south movements will breakdown during peak hours under signal control. If McLaughlin Road is widened to four lanes, gap opportunities will increase and side road delays will be significantly reduced.</li> </ul>
	<ul style="list-style-type: none"> <li>Improve/synchronize traffic signals along McLaughlin Road (5 comments).</li> </ul>	<ul style="list-style-type: none"> <li>Traffic signals timing and phasing will be set to optimize traffic flow along McLaughlin Road while recognizing the needs of Britannia Road and Matheson Blvd which carry significant east-west traffic.</li> </ul>
	<ul style="list-style-type: none"> <li>Add pedestrian crossovers at Langport Court and Ceremonial Drive bus stops (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>Signalized pedestrian crossings are provided at Ceremonial Drive and Bristol Road intersections, in close proximity to existing bus stops.</li> </ul>
	<ul style="list-style-type: none"> <li>Add sidewalk to east side of McLaughlin Road (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>A sidewalk will be added to the east side of McLaughlin Road; however, options consider excluding the section from Faith Drive to Ceremonial Drive to reduce impacts to the Britannia Farm woodlot.</li> </ul>
	<ul style="list-style-type: none"> <li>Remove sidewalk and replace with a path for cycling/walking on east side (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>The option of an off-road multi-use path was considered on the east side; however, it was determined to be less desirable from a cyclist perspective and have a greater impact on existing trees.</li> </ul>
	<ul style="list-style-type: none"> <li>Make McLaughlin Road one way southbound (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>Converting McLaughlin Road to one way traffic flow will significantly restrict network capacity in the opposing direction and is only appropriate if paired with an similar adjacent facility.</li> </ul>
	<ul style="list-style-type: none"> <li>Consider roundabout at key intersections (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>A roundabout has been considered at Ceremonial Drive; however, it will have significant property/ environmental impacts and fail to reduce queue lengths along McLaughlin Road.</li> </ul>
	<ul style="list-style-type: none"> <li>Consider centre lane as a reversible traffic flow lane (2 comments).</li> </ul>	<ul style="list-style-type: none"> <li>The traffic along McLaughlin Road remains high in both directions during the peak hour conditions, and therefore would not be served well by a reversible lane treatment. Such a treatment is also difficult to accommodate at intersections and restrictive to left turn movements.</li> </ul>
	<ul style="list-style-type: none"> <li>Add speed bumps to slow down traffic (2 comments).</li> </ul>	<ul style="list-style-type: none"> <li>Speed bumps are not appropriate for this classification of roadway (major collector); however, consideration will be given to speed table at intersections.</li> </ul>

# Alternative Design Concepts

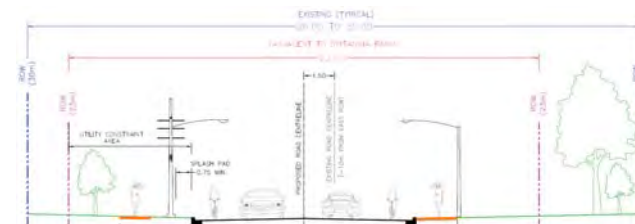
## Matheson Boulevard West to Britannia Road West:

- Widen McLaughlin Road to 4 lanes with a centre turn lane. Provide 1.5m on-road bike lanes and a sidewalk on both sides of McLaughlin Road.



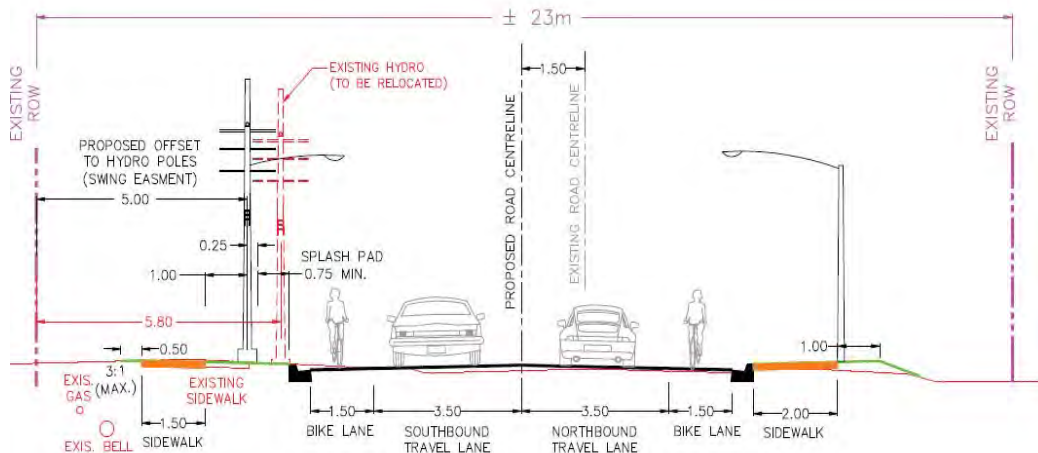
## Bristol Road West to Matheson Boulevard West:

- Option 1: Maintain 2 lanes plus centre turn lane (widening for on-road bike lanes).
- Option 2: Widen to 4 lanes plus on-road bike lanes.
- Option 3: Widen to 4 lanes (sharrow lane and underground hydro).



# Design Concept - Option 1

## (Bristol Road West to Matheson Blvd West)



### Advantages

- Minimizes impacts to trees; however, expected to require removal of approximately 300 trees;
- Improved cycling and pedestrian facilities;
- Improvements can be accommodated within existing ROW.

### Key Elements

- 2 lane section adjacent to Champlain Trail (0.3 km);
- 3 lane section elsewhere between Faith Drive and Matheson Blvd;
- 3.5m lane widths;
- 2.4 - 2.5m pavement widening;
- 1.5m on-road bike lanes;
- 1.5m sidewalk west side (offset 2.0m curb);
- 2.0m sidewalk east side (curbside);
- Hydro poles (west side) between curb and sidewalk.

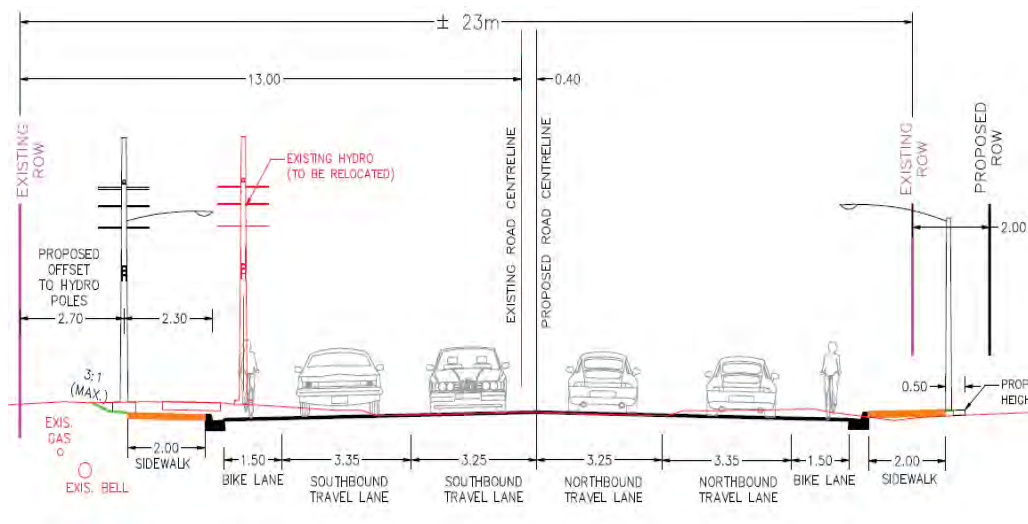
### Disadvantages

- Significant congestion (overcapacity during peak hours,  $v/c = 1.22$ );
- Excessive queuing (>200m) will block driveways and sideroads;
- Potential safety concerns (sideroads approaches, merge tapers);
- Impact to trees along corridor;
- Limited opportunity for speed control (i.e. Raised Intersection, Roundabout).



# Design Concept - Option 2

## (Bristol Road West to Matheson Blvd West)



### Key Elements

- 4 lane section;
- Reduced lanes widths (3.35m / 3.25m);
- 5.2 to 8.6m pavement widening;
- 1.5m on-road bike lanes;
- 2.0m curbside sidewalks both sides;
- Hydro poles remain on west side;
- Reduced left turn lengths;
- Use retaining walls and monolithic sidewalk to reduce grading impacts.

### Advantages

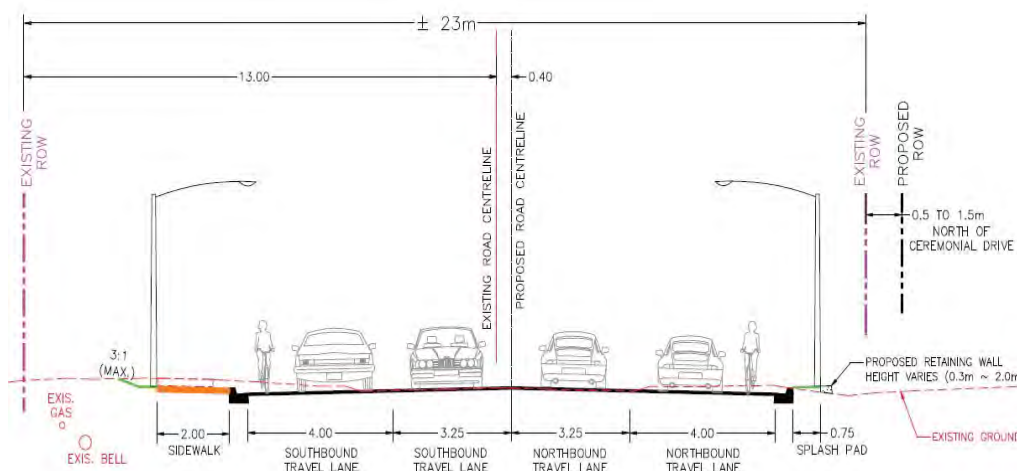
- Improved Level-of-Service (volume/capacity = 0.6 to 0.9);
- Improved safety (i.e. sideroad approaches, eliminates merge tapers);
- Improved cycling and pedestrian network;
- Improved accessibility (transit, emergency services, residents and businesses);
- Opportunity for raised intersections (Avonwick and Parkwood Place).

### Disadvantages

- Increased impacts to trees along corridor, 546 trees removed;
- Additional ROW (2m) required from Britannia Farm (1256 sq.m.);

# Design Concept - Option 3

## (Bristol Road West to Matheson Blvd West)



### Key Elements

- 4 lane section including 4.0m sharrow/curb lane;
- Narrow inner and auxiliary lane widths (3.1 to 3.35m);
- 3.5 to 6.9m pavement widening;
- 2.0m curbside sidewalks, except no sidewalk on east side from Faith to Ceremonial;
- Relocate overhead hydro to underground;
- Reduced left turn lengths;
- Use retaining walls and monolithic sidewalk to reduce grading impacts 4 lane section.

### Advantages (in addition to Option 2)

- Limits road widening (footprint reduced 2.0 to 3.2m versus Option 2);
- Limits additional ROW required (215 sq.m.);
- Removing overhead hydro line and burying utilities below paving allows for replanting of trees;
- Increases landscaping opportunity (approximately 260 trees to be added within ROW, plus 582 additional trees beyond ROW).

### Disadvantages

- Impacts to trees along corridor, 421 trees removed;
- Additional 0.5 to 1.5m ROW required from Britannia Farm north of Ceremonial Drive;
- Sharrows less desirable for cyclists
- Additional hydro relocation cost (\$2.25M versus \$375K).

# Future Traffic Conditions (2031)

## Do-Nothing

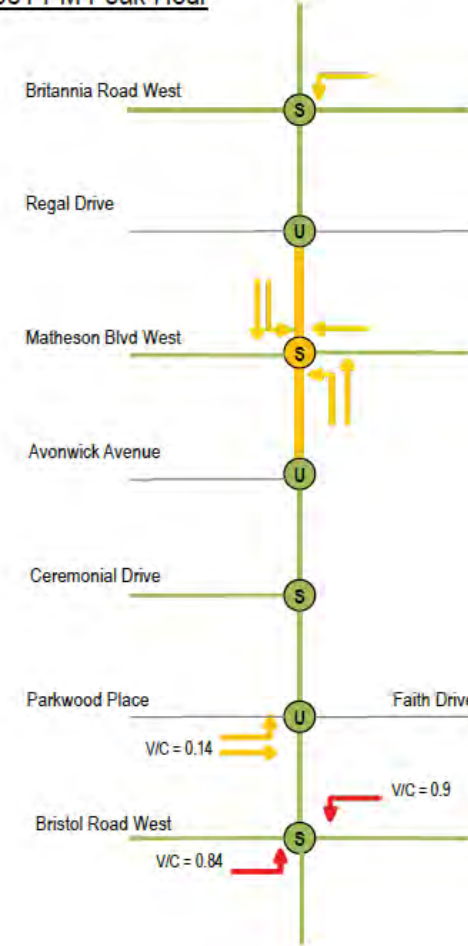
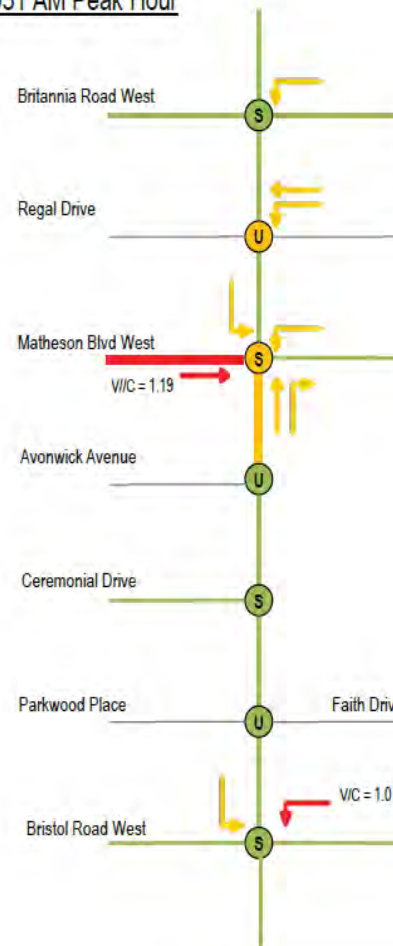
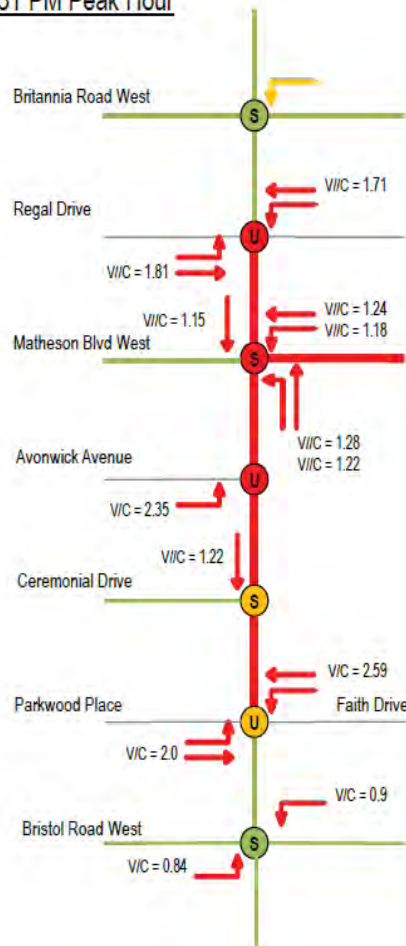
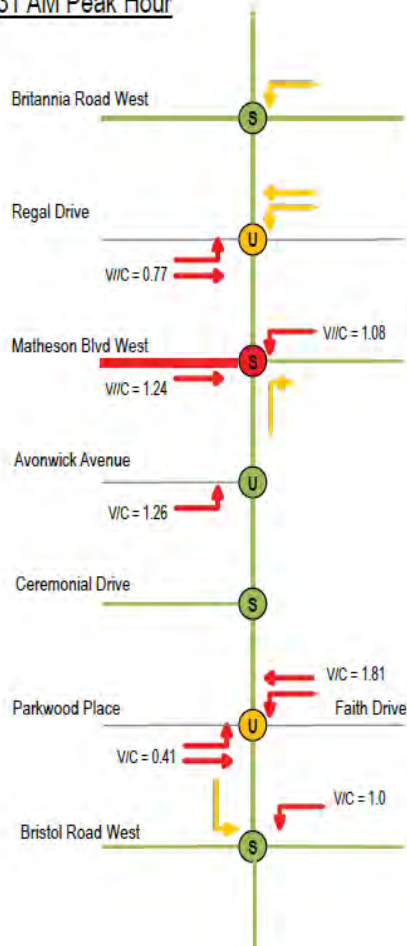
## With 4 Lanes along McLaughlin Road

2031 AM Peak Hour

2031 PM Peak Hour

2031 AM Peak Hour

2031 PM Peak Hour



### Legend



**Level of Service (LOS)** is a letter designation that describes a range of operating conditions on a road as perception by motorists and passengers.

# Evaluation Criteria

The following criteria was used to undertake a comparative evaluation of the Design Concepts:

- **Traffic and Transportation:** Ability to manage motor vehicle, transit, pedestrian, and cycling traffic in a safe manner.
- **Natural Environment:** Impacts on trees, wildlife, and drainage.
- **Socio-Cultural Environment:** Impacts on existing residents and businesses, property access, noise, archaeological resources, built heritage features and visual character.
- **Cost:** Comparative cost to construct each option.
- **How the Alternative Complies with Official City Policy:** Scenic Route Designation, Cycling Master Plan, Strategic Plan, Living Green Master Plan and Natural Heritage and Urban Forest Strategy.

# Evaluation of Options

(Sheet 1 of 2)

CRITERIA		CRITERIA INDICATORS	UNIT OF MEASURE	DO NOTHING	OPTION 1 (2/3 Lanes with 1.5m bike lanes)	OPTION 2 (4 Lanes with 1.5m bike lanes)	OPTION 3 (4 Lanes with sharrow lanes)	
Traffic and Transportation	Network Capacity and Level of Service	Ability to accommodate traffic demands (Intersection level of service, capacity, queues)	Overall	Unacceptable	Least Desirable	Preferred	Preferred	
			Britannia Road	Intersection operates at LOS C in AM and LOS D in PM, V/C = 0.62 in AM and 0.71 in PM. Queues are well managed by storage lanes.				
			Regal Drive (Unsignalized)	Regal Drive operates at LOS F (over-capacity) in AM and PM with excessive queuing	Side street (Regal Drive) operates at LOS C in AM and LOS B in PM; V/C = 0.28 in AM and 0.23 in PM Left turns onto Regal Drive operate at LOS B in AM and LOS A in PM; V/C less than 0.18 Queues are well managed by storage lanes			
			Matheson Boulevard	Intersection operates at LOS F in AM and PM; V/C = 1.09 in AM and 1.22 in PM All approaches breakdown in either AM or PM peak	Intersection operates at LOS E in AM and PM; V/C = 1.0 The eastbound through lanes operates at LOS F; V/C = 1.19. All other movements operate at LOS E or better			
			Avonwick Avenue (Unsignalized)	Avonwick operates at LOS F in AM and PM; V/C = 1.26 in AM and 2.35 in PM Insufficient gaps available for vehicles to turn onto McLaughlin Road Consider restricting left turns and redirect traffic to Ceremonial Drive	Avonwick Ave operates at LOS D in AM and PM; V/C = 0.50 in AM and 0.35 in PM Four lanes provide adequate gaps for vehicles to turn onto McLaughlin Road			
			Ceremonial Drive	Intersection operates at LOS C in AM and LOS E in PM; V/C = 0.81 in AM and 0.98 in PM Southbound single shared through-right lane operates at LOS F, V/C = 1.22 in PM If left turns from Avonwick Avenue are added, operations will further deteriorate.	With addition of southbound right turn lane intersection operates at LOS B in AM and LOS C in PM; V/C = 0.81 in AM and 0.89 in PM Lengthy southbound queue (330m) in PM, blocks exclusive right turn lane If left turns from Avonwick Avenue are added, operations will further deteriorate.	Intersection operates at LOS A in AM and PM, V/C = 0.47 in AM and 0.53 in PM Queues are well managed along McLaughlin Road (less than 100m)		
			Faith Drive/ Parkwood Place (Unsignalized)	Side street (Faith Drive /Parkwood Place) operates at LOS F in AM and PM (overcapacity) Insufficient gaps available for vehicles to turn onto McLaughlin Road	Parkwood Place operates at LOS E in PM; V/C = 0.14 Movements operate well below capacity and delays reduced from present day conditions Adjacent signals provide enough gaps for vehicles to turn onto McLaughlin Road			
	Bristol Road	With signal improvements, intersection operates at LOS C in AM and LOS D in PM; V/C = 0.84 in AM and 0.97 in PM Lengthy queues (220m) in the southbound direction during the PM peak hour						
	Traffic Safety	Roadway Geometry / Traffic Speeds	Traffic Calming/ Speeds	Least Desirable No Speed Reduction measures in place	Less Desirable Exclusive left turns lanes throughout are expected to reduce rear end collisions, however may increase operating speeds	Preferred Additional through lane capacity will reduce impacts to through traffic at transit/bus stops Reduced (3.3m) lane width to slow through traffic Left turns from through lane at entrances and unsignalized intersections will slow down through traffic Additional capacity enables traffic calming measures (i.e. raised /table intersections)		
			Lane merges and turn lanes	Least Desirable Lane imbalance 2 merge conditions (1 - SB south of Britannia and 1- NB north of Bristol) Exclusive left turns at all intersections and two-way left turn at entrances	Least Desirable Lane imbalance 2 merge conditions (1 - SB south of Britannia and 1- NB north of Bristol) Exclusive left turns at all intersections and two-way left turn at entrances	Fair (Acceptable) Additional through lane capacity will reduce impacts to through traffic at transit/bus stops Improved lane balance and continuity No merge conditions Exclusive left turns at signalized intersections Shared thru/left turn lanes at Avonwick, Parkwood Place/Faith Drive, and commercial accesses (increased potential for rear end collisions)		
Multi-Modal/ Active Transportation	Ability to accommodate Pedestrian, Cyclists, Transit	Pedestrian and Cyclist Facilities	Least Desirable No sidewalk on the east side between Parkwood Place/Faith Drive and Matheson Blvd. West No exclusive bike lanes	Preferred 1.5m sidewalk is provided/maintained along the corridor An additional sidewalk is provided on the east side between Parkwood Place/Faith Drive and Matheson Blvd. West road Bike lanes on both east and west side of the road is provided along the corridor			Less Desirable Improved however limited to sharrow lane within Scenic Area	
		Transit	Least Desirable Maintained as existing	Least Desirable Maintained as existing		Preferred Additional through lane capacity will reduce impacts to through traffic at transit/bus stops		
Traffic and Transportation Scoring				● (Does not address problem)	●	●	●	

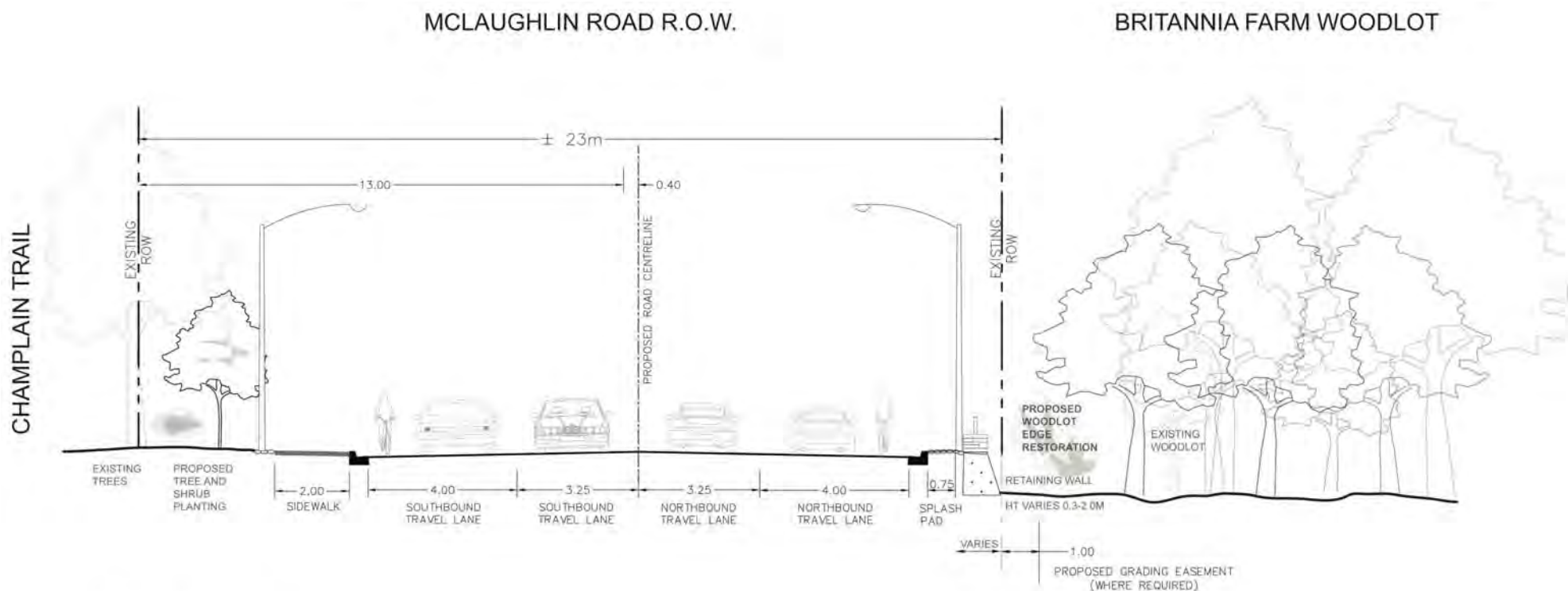


# Evaluation of Options

(Sheet 2 of 2)

CRITERIA		CRITERIA INDICATORS	UNIT OF MEASURE	DO NOTHING	OPTION 1 (2/3 Lanes with 1.5m bike lanes)	OPTION 2 (4 Lanes with 1.5m bike lanes)	OPTION 3 (4 Lanes with sharrow lanes)
Natural Environment	Trees	Trees within grading limits	Number of trees to be removed	Preferred • No impact	Less Desirable • ± 300 trees to be removed • Replace trees at 2:1 ratio. Majority of tree replacements outside corridor	Least Desirable • ± 546 trees to be removed (212 west side, 324 east side) • Includes 29 large diameter trees (DBH 50cm) • Based on 2:1 replacement ratio (i.e. 1084 new trees). Majority of tree replacements outside corridor	Less Desirable • ± 421 trees to be removed (161 west side, 260 east side) • Includes 24 large diameter trees (DBH 50cm) • <u>Introduce Woodlot Edge Management Plan</u> • Add ± 260 trees replacement within ROW, plus balance 566 additional trees beyond ROW, based on 2:1 replacement ratio
	Wildlife	Impact to wildlife and wildlife habitat	Loss of Habitat – Britannia Farm	Preferred • No impact	Less Desirable • Impacts are close to the edge of the forest and will have low impacts to wildlife habitat.	Least Desirable • Larger area of forest habitat impacted will result in greater impacts to wildlife habitat.	Less Desirable • Slightly larger area of forest habitat will result in greater impacts to wildlife habitat.
	Surface Drainage and Groundwater	Stormwater quality and quantity	Additional pavement area	Preferred • No impact	Less Desirable • Least amount of additional pavement/runoff for SWM treatment (2.4 to 2.5 m widening)	Least Desirable • Highest amount of additional pavement and grading (5.2 to 8.6m widening)	Less Desirable • Slightly larger pavement area/ runoff for SWM treatment (3.1 to 6.9 m widening)
	Natural Environment Scoring						
Socio- Cultural Environment	Property Impact	Affect on Residential/ Commercial	Property Access	Less Desirable • Traffic congestion will increase delays accessing properties.	Less Desirable • Traffic congestion will increase delays accessing properties	Preferred • Improves residential, business, and EMS access	Preferred • Improves residential, business, and EMS access
		Additional Right-of-Way	Area (sq. m. of additional ROW)	Preferred • No additional ROW required	Preferred • No additional property required between Bristol Rd and Matheson Blvd (plus ± 419 sq-m Matheson to Britannia)	Least Desirable • ± 1256 sq-m additional property required between Bristol Rd and Matheson Blvd (plus ± 419 sq-m Matheson to Britannia)	Less Desirable • ± 215 sq-m additional property required between Bristol Rd and Matheson Blvd (plus ± 419 sq-m Matheson to Britannia)
	Landscape/ Aesthetics	Maintain/ Enhance Character of Roadway	Subjective	Preferred • No impact • Maintain tree canopy	Less Desirable • Majority of trees/vegetation to be maintained • Minor impact to tree canopy	Less Desirable • Trees will be removed from the west side abutting residential development, as well as east side. • Overhead hydro limits tree planting opportunity	Less Desirable • Increased landscaping opportunity (260 trees to be added within ROW, plus 566 additional trees beyond ROW) • Allows canopy to develop on west side
	Archaeological and Cultural Heritage	Potential for loss of archaeological or built heritage features	Area impacted beyond ROW	Preferred • No change	Less Desirable • Generally, impacts are close to existing roadway and minor in nature.	Less Desirable • Limited/ no impacts are anticipated (to be confirmed through a heritage impact assessment of the Britannia Farm property)	Less Desirable • Limited/ no impacts are anticipated (to be confirmed through a heritage impact assessment of the Britannia Farm property)
	Noise Impact	Proximity to Residences	Noise level	• No change.	• No significant change. Noise levels do not warrant further attenuation.	• No significant change. Noise levels do not warrant further attenuation	• No significant change. Noise levels do not warrant further attenuation.
	Socio- Cultural Environment Scoring						
Cost	Capital Cost	Capital Construction Cost (Excludes property cost)	Present Value \$\$ (Dollars)	Preferred • No change	Less Desirable • ±\$6 Million • Same as existing lane configuration with exception plus bike lanes • Incl. 4 Lanes Matheson Blvd to Britannia Rd	Less Desirable • ±\$7 Million • Incl. 4 Lanes Matheson Blvd to Britannia Rd • One additional lane plus bike lanes between Bristol Road and Britannia Road West	Least Desirable • ±\$9.5 Million • Includes additional landscaping cost and cost to bury hydro between Bristol Road and Matheson Drive at cost of \$2.25M
	Cost Scoring						
Official City Policy	Scenic Designation	Maintains Scenic Designation	Subjective	• No Impact, Maintains Scenic Designation.	• Minimal Impact on Scenic Designation features and little remediation required.	• Most Impact to Scenic Designation and least opportunity to remediate.	• Moderate Impact to Scenic Designation with opportunity to remediate.
	Strategic Plan, Cycling Master Plan, and Living Green Master Plan	In keeping with City's policies	Subjective	• No improvement with respect to transit and cycling • No impact to Natural Areas	• In keeping with Cycling Master Plan • Minimal impact on Natural Areas	• In keeping with Cycling Master Plan • Mitigates tree impacts with replanting • Greatest impact on Natural Areas	• Partially in keeping with Cycling Master Plan • Improved transit service/ reduced delays • Mitigate impact to Natural Area with replanting
	Official City Policy Scoring						
OVERALL							RECOMMENDED OPTION

# Typical Cross-Section (Preferred Option #3)



Sidewalk moves to curb  
Cobblestone banding  
Replaced retaining walls  
in natural flagstone  
Buried hydro under sidewalk  
Canopy tree planting aligned to  
sidewalk  
Mixed shrub border where room  
**TWO (2) YEAR GROWTH SHOWN**

New and replaced  
retaining/decorative stone wall  
in natural flagstone  
Hardwood fencing on top of wall  
Cobblestone splash pad at wall  
Woodlot edge restoration using mix  
of young canopy, tall understorey,  
large shrub, perennials and grasses  
for succession  
**TWO (2) YEAR GROWTH SHOWN**

# Impacts and Mitigation of the Preliminary Preferred Design

## Trees

- 421 trees between Bristol Road West and Matheson Blvd West will need to be removed (260 east side, 161 west side).
- Of these, 26 trees are greater than 50cm DBH (diameter at breast height).
- Tree impacts will be mitigated through development of an woodlot edge management plan, a regeneration plan, and a construction management / tree protection plan.
- New trees will be planted at 2:1 ratio (approximately 842 new trees at 60mm diameter).
- Replacement trees will be planted within the existing right-of-way to the extent possible, and on surrounding lands where possible to reinstate natural areas.

## Air Quality

- The improvements to McLaughlin Road will reduce traffic congestion (i.e. delays and vehicle idling) and thereby result in lower vehicle emission levels during peak hours.

## Speeds and Safety

- Maintain 50km/h posted speed limit;
- Incorporate raised intersections treatments and narrow lane widths to mitigate speeds.

## Noise and Vibration

- The predicted future noise levels (2026) without the road improvements range from 53 to 57dBA.
- With the proposed road widening, noise levels are expected to increase less than 1 dBA (imperceptible increase).
- Existing noise walls will be replaced to address structural deficiencies.
- Future noise levels will remain within acceptable limits and no additional mitigation is required.
- Field measurements indicate that vibration levels are generally within acceptable limits and will be reduced with resurfacing of the roadway.

## Property and Construction

- Approximately 834 sq.m. of additional Right-of-Way will be required at three locations within the study area;
- A narrow easement will be required along the Britannia Farm site for maintenance of the retaining/ barrier wall;
- The City will negotiate the property requirements with individual owners during the next phase of the study;
- A Traffic Management Plan will be developed during detail design to determine how traffic will be accommodated during construction.

# Streetscape Design Considerations

## Strengths:

- Designated Scenic Route and unique tree-lined urban corridor adjacent to a mature woodlot;
- The historic character of the street and significance within Mississauga;
- Willingness to conserve and protect the area for scenic and ecological value.

## Weaknesses:

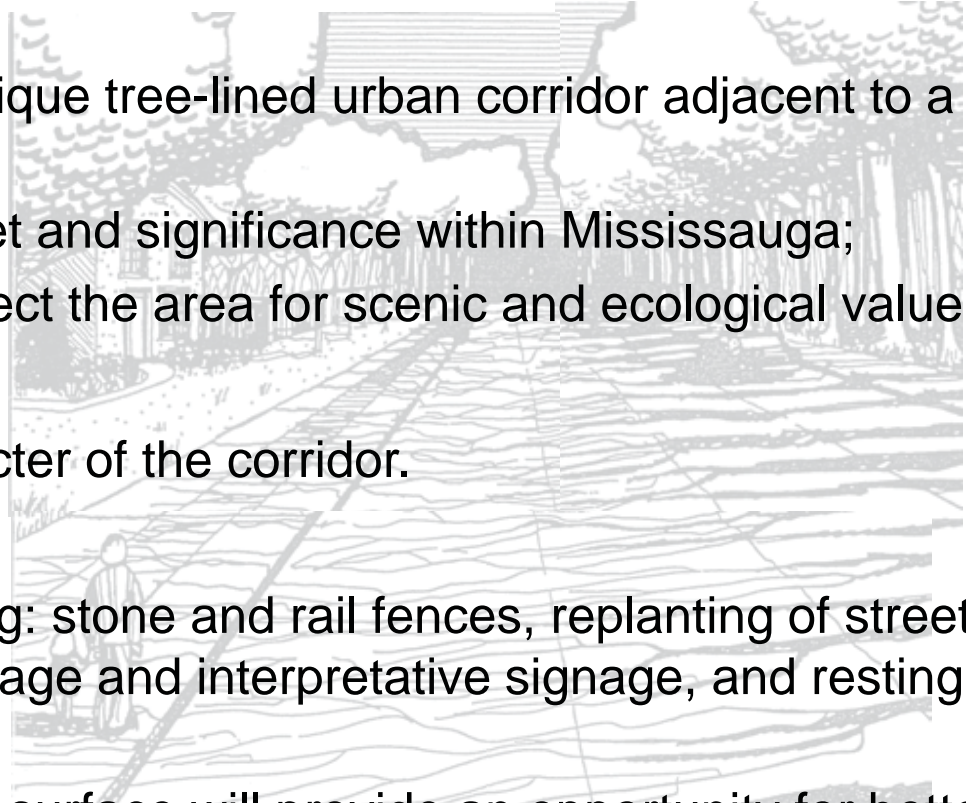
- The loss of trees and rural character of the corridor.

## Opportunities:

- Recreate the rural character using: stone and rail fences, replanting of street trees, woodlot regeneration, heritage and interpretative signage, and resting points;
- Burying the hydro below a paved surface will provide an opportunity for better street tree planting;
- Improve walkable public realm.

## Threats:

- The replanting of new trees and shrubs in widened transportation corridor.





# Streetscape Vision

- Bury hydro (Bristol Road to Matheson Blvd) to accommodate a new line of canopy trees on the west side;
- Utilize pavers or cobblestone banding that suggest another era along parts of the sidewalk, and could remind walkers of previous farm foundations or dwellings;
- Hardwood fencing done in a traditional but contemporary language down the east side which tells people 'this area is protected' and this area is woodland;
- Small orchards of flowering shrubs and small trees can be interspersed along this new path/sidewalk, so that this side of road feels more open and friendly;
- Benches for resting at strategic points; interpretive signage;
- Restoration of woodlot edge using best principles of urban forestry management to create new woodlot edge.



Natural stone retaining walls



Large dimension hardwood fences



# Woodlot Edge Restoration

The Britannia Sugar Bush woodlot edge will be restored with the following researched and practiced principles in mind:

1. Species diversity, woodlot condition, age/size class distribution are equally important in aggregate as is canopy cover.
2. Mimicking the layers of a forest (canopy, understorey, shrub, herbaceous, rhizomatous) in edge restoration better provides for long-term success.
3. Consideration of entire woodlot condition as natural area managed through thinning, planting, silviculture will enhance diversity and strength of edge condition.

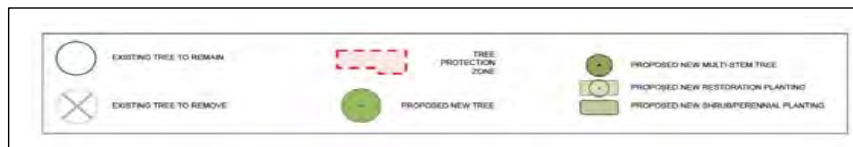
*Kenney et al, 2011.*



# Preliminary Tree Protection and Planting Plan



The City of Mississauga is committed to tree protection before and during construction.







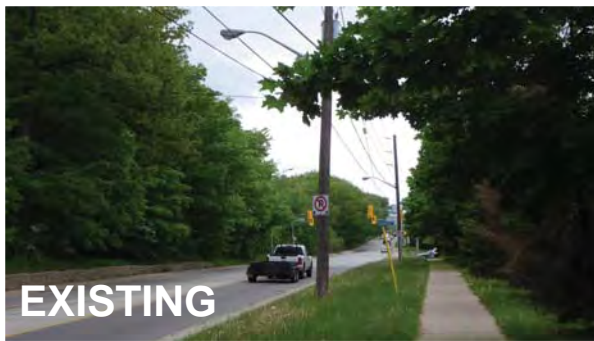
**EXISTING**

**CONCEPTUAL DESIGN:  
10 YEAR POST-CONSTRUCTION**



Looking north towards Ceremonial Drive (adjacent to Champlain Trail)





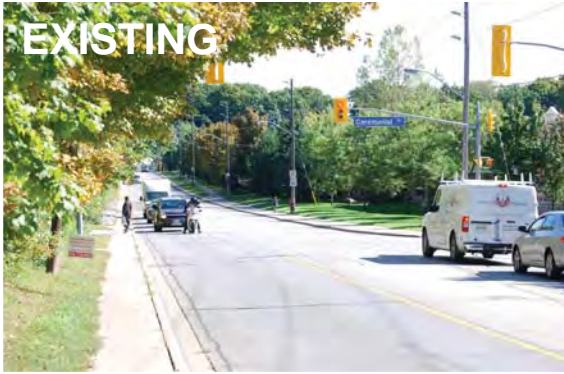
**EXISTING**

**CONCEPTUAL DESIGN:  
10 YEAR POST-CONSTRUCTION**



Looking south towards Ceremonial Drive (from the west side)





**CONCEPTUAL DESIGN:  
10 YEAR POST-CONSTRUCTION**



Looking south along McLaughlin at the intersection of Ceremonial Drive



**EXISTING**



Looking north along McLaughlin Road (west side) north of Ceremonial Drive.

**CONCEPTUAL DESIGN:  
10 YEAR POST-CONSTRUCTION**







Looking north along McLaughlin from the intersection at Bristol Road West.







**EXISTING**

Looking south along McLaughlin Road through the Matheson Blvd West intersection.



**CONCEPTUAL DESIGN:  
10 YEAR POST-CONSTRUCTION**



## Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this PIC.
- Select preferred design option based on public, stakeholder and agency input.
- Prepare the Environmental Study Report.
- Issue Notice of Study Completion (30-day public review process).
- Upon approval, proceed to Implementation Phase (Detail Design and Construction).

## Thank-you

Your comments are important. They will be reviewed as part of the study process.

If you would like more information of the McLaughlin Road Class EA please visit the project website at:

<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy>.

Or contact either:

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Project Manager  
City of Mississauga  
201 City Centre Drive, Suite 800  
Mississauga, Ontario, L5B 2T4  
Tel: 905-615-3200, Ext. 3734  
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Don Drackley, MCIP RPP  
Consultation Manager  
IBI Group  
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E-mail: [ddrackley@ibigroup.com](mailto:ddrackley@ibigroup.com)

**APPENDIX F**  
**COMMENT FORMS**

Municipal Class Environmental Assessment Study for McLaughlin Road  
Public Information Centre #2 Comment Sheet  
March 5, 2014

The City of Mississauga is undertaking a Class Environmental Assessment Study Schedule 'C' for the section of McLaughlin Road from Bristol Road West to Britannia Road West. Please take a few minutes to complete this Comment Sheet. Your input is greatly appreciated.

1. My property/interest is: (please check all that apply)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property           |
| <input type="checkbox"/> Travel along McLaughlin Road                   | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option?    ☒ Yes                      ☐ No  
Please indicate why or why not.

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3. Do you have any additional comments regarding the material and displays you have seen today?

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Please complete the following information for our records (**Please Print**):

Name:  
Email:  
Address:

Please place completed sheet into the comment box or via fax or email **no later than March 19, 2014.**

**Don Drackley, MCP**  
Consultant Manager  
IBI Group  
30 International Boulevard  
Toronto, ON M9W 5P3  
Tel: 416-679-1930  
Fax: 519-585-2269  
E-mail: [ddrackley@ibigroup.com](mailto:ddrackley@ibigroup.com)

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- ☒ Access onto and off McLaughlin Road  
☒ Travel along McLaughlin Road  
☒ General Interest  
☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

3. Do you have any additional comments regarding the material and displays you have seen today?

I think the design is optimum.  
It is a much anticipated and welcome  
~~needed~~ necessary change to the aesthetic  
appeal of McLaughlin Rd. A small price to  
pay for a significant improvement in  
the quality of life for the local residents

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_  
Email: \_\_\_\_\_  
Address: \_\_\_\_\_

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- |  |   |
|--|---|
| <input type="checkbox"/> Access onto and off McLaughlin Road     | <input type="checkbox"/> Residential Property           |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest             | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

- ROAD WIDENING IS VITAL FOR THE AREA  
- INCREASED BIKE LANE AND SIDEWALK ON EAST SIDE  
- LOCAL TRAFFIC WILL INCREASE EVEN MORE ONCE L.R.T.  
IS BUILT

3. Do you have any additional comments regarding the material and displays you have seen today?

Please complete the following information for our records (**Please Print**):

Name:

Email:

Address:

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1. My property/interest is: (please check all that apply)

- |  |   |
|--|---|
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                        | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- Like Option 1 better due to separated bike lane
- Also fewer trees removed
- SIB raised bike lanes in Section A+E

3. Do you have any additional comments regarding the material and displays you have seen today?

Well done

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_  
Email: \_\_\_\_\_  
Address: \_\_\_\_\_

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1. My property/interest is: (please check all that apply)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property           |
| <input type="checkbox"/> Travel along McLaughlin Road                   | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- ① TRAFFIC LIGHT URGENTLY REQUIRED "AVONWICK/McLAUGHLIN"  
② REPLACEMENTS OF TREES WITH LARGE TREES.  
③ SIDEWALK TOO CLOSE TO STREET PRESENTS DANGER

3. Do you have any additional comments regarding the material and displays you have seen today?

THE IDEA OF EXPANSION IT IS GOOD AS LONG AS WE KEEP IN MIND THAT 20% TO 40% "expect traffic increase" THEREFORE PLANNING SHOULD BE CONSIDERED ON SUCH INCREASE, BARING IN MIND THAT IT'S RESIDENTIAL AREA WITH MANY CHILDREN / SENIORS.

Please complete the following information for our records (**Please Print**):

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Email: \_\_\_\_\_

Address: \_\_\_\_\_

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☐ Travel along McLaughlin Road  
☐ General Interest

- ☐ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☐ No  
Please indicate why or why not.

No, I am sorry, I am not convinced at all.  
The negative result is the traffic will occur due to the 2 or 4 lanes second the speed limit will increase due to the busy traffic.

3. Do you have any additional comments regarding the material and displays you have seen today?

beside it the value of my house will lose its value  
so I prefer to leave it as is

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

OPTION 3

3. Do you have any additional comments regarding the material and displays you have seen today?

I DO NOT LIKE THE WAY THIS  
MEETING HAS BEEN SET UP!

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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- ☐ Access onto and off McLaughlin Road  
☒ Travel along McLaughlin Road  
☐ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

Any options increasing single lane to  
at least two lanes. Side walks on both  
sides with bike lane.

3. Do you have any additional comments regarding the material and displays you have seen today?

A traffic light between Ceremonial and  
Matheson is preferable.

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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1. My property/interest is: (please check all that apply)

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property  |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

I do see need to improve circulation on McLaughlin although my concern is with access to the small plaza at Greenmist off Champlain Trail it is always very busy to go in or out within car cause problem I do not know how you could improve traffic in this area. I see more problem with 4 lanes on McLaughlin

3. Do you have any additional comments regarding the material and displays you have seen today?

Looking at it I guess will be more difficulty going out of Champlain Trail through Greenmist on McLaughlin  
I think 4 lanes look good for traffic flow but it will create more stress for us to get out of Champlain Trail

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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**Don Drackley, MCP**  
Consultant Manager  
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Toronto, ON M9W 5P3  
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E-mail: [ddrackley@ibigroup.com](mailto:ddrackley@ibigroup.com)

March 5.14  
MC

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1. My property/interest is: (please check all that apply)

- ☐ Access onto and off McLaughlin Road  
☐ Travel along McLaughlin Road  
☒ General Interest

- ☐ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

The present design will ameliorate the traffic congestion which has plagued the roadway for years. It will provide space for safe pedestrian traffic and bikers.

3. Do you have any additional comments regarding the material and displays you have seen today?

They are practical and beautifully planned and will help reduce the pollution which is caused by traffic congestion.

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| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- increase noise
- increase traffic - more cars on road.
- increase speeds on roads.
- take away much of the canopy.
- with increase in traffic there will be less access into neighborhoods.

3. Do you have any additional comments regarding the material and displays you have seen today?

OTHER

- TAKE-OUT BIKE LANES ON BRISTOL RD
- GO BACK TO 2 LANES
- POLICE ROADS AROUND SCHOOLS ON
- CERIMONIAL RD & PATRIOT BLVD

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| <input type="checkbox"/> General Interest                        | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

The road MUST ~~be~~ be redesigned & new lanes added. This road is one of worst in the City at this time.

3. Do you have any additional comments regarding the material and displays you have seen today?

Good Job.

Please complete the following information for our records (**Please Print**):

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- ☐ Access onto and off McLaughlin Road  
☐ Travel along McLaughlin Road  
☐ General Interest
- ☒ Residential Property  
☐ Commercial/Industrial Property  
☒ Other the sugar bush

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

The Preliminary Preferred Design option will cut down trees in the  
Sugar bush and there will be more cars travelling on McLaughlin road.

3. Do you have any additional comments regarding the material and displays you have seen today?

It does not seem like you are listening to any feedback that I have  
heard. A majority of people here prefer option 1 of doing nothing  
almost

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| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

Doesn't seem like there's really an option.  
My concern is the scenic beauty of McLaughlin. It's the only road left in Mississauga w/ a nice scenic drive in the summer, fall and winter. Please preserve the trees w/ minimal

3. Do you have any additional comments regarding the material and displays you have seen today?

impact on wildlife.  
Improve transit system if you want to reduce congestion.  
We need to reduce our carbon footprint!

Please complete the following information for our records (**Please Print**):

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☐ Travel along McLaughlin Road  
☐ General Interest

- ☐ Residential Property  
☐ Commercial/Industrial Property  
☐ Other property sides onto McLaughlin

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

When we purchased our home 16 years ago we were told McLaughlin would never expand as the sugar bush is protected - expanding will bring more traffic, more noise, devalue our property & make our backyard too noisy to enjoy -

3. Do you have any additional comments regarding the material and displays you have seen today?

Clearly a significant amount of research has been done - however this is not in our best interest.

Please complete the following information for our records (**Please Print**):

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| <input type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

— we are comfortable with the present situation.

— we do not want the sugar bush to be affected. That is the unique feature of this section and needs to be beautified.

3. Do you have any additional comments regarding the material and displays you have seen today?

No comments.

— But a signal needs to be installed at Avonwick.  
— no trucks to be allowed.

Please complete the following information for our records (**Please Print**):

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| <input type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

We are very comfortable with  
current system.

3. Do you have any additional comments regarding the material and displays you have seen today?

In case you are widening against our  
concerns, you should 100% provide  
traffic signal at Aronwick Ave & McLaughlin.  
No heavy vehicle movement at any  
time.

Please complete the following information for our records (**Please Print**):

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| <input type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

I don't agree & I ~~don't~~ can't imagine MacLaughlin Rd it is with 2 to 4 lanes widening. The Result is increasing the speed limit & lots of noise & missing the heritage of the trees in the forest.

3. Do you have any additional comments regarding the material and displays you have seen today?

yes, I wasn't convinced at all and Hope To Keep it as is, as the value of my house sure will lose its value.

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2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*Yes. I support the design but have concerns regarding use of 4.0m shared bike lanes since it's a safety concern for bikes and reduced width (lane width) for vehicles. The capacity will be much less than 4-lane cross section and as a result no traffic improvements are expected.*

3. Do you have any additional comments regarding the material and displays you have seen today?

Please complete the following information for our records (**Please Print**):

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| <input type="checkbox"/> Travel along McLaughlin Road                   | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option?    ☐ Yes    ☒ No  
Please indicate why or why not.

*I prefer as it is now  
I am concerned about noise in the area  
I am concerned about pollution*

3. Do you have any additional comments regarding the material and displays you have seen today?

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| <input type="checkbox"/> General Interest                        | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*The infra structure north and south of this section of McLaughlin Rd is underused. It begs the widening of McLaughlin for the interest of the public at large. The City is growing and more wider roads are needed. Unfortunately only people against are here to voice their opinion. I am sure that if you take a vote across the city that the majority will support this project.*

3. Do you have any additional comments regarding the material and displays you have seen today?

*Why not make an online vote for residence of Mississauga? I am sure you will get their support.*

Please complete the following information for our records (**Please Print**):

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- ☒ Access onto and off McLaughlin Road  
☐ Travel along McLaughlin Road  
☒ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

SUPPORT OPTION #1 - KEEP TWO DRIVING LANES WITH  
LEFT TURN FILTERS, BETWEEN BRISTOL RD AND MATHESON.  
WIDENING TO FOUR LANES THROUGH THIS SECTION WILL  
INVITE DOUBLE THE PRESENT TRAFFIC AND NOT REDUCE  
BACK-UPS IN ANY PERMANENT SENSE, FOUR LANES  
NORTH FROM MATHESON IS SUPPORTED, AS A CONSIDERABLE  
PART OF TRAFFIC VOL. IN THIS SECTOR ACCESSES ONTO AND OFF MATHESON.

3. Do you have any additional comments regarding the material and displays you have seen today?

FAIL TO UNDERSTAND WHY TRAFFIC SIGNALS ARE  
REQUIRED AT MCLAUGHLIN/CEREMONIAL BUT NOT AT  
MCLAUGHLIN/AVONWICK. SAFETY CONSIDERATIONS SHOULD  
OVERRIDE CONGESTION PROBLEMS. PEDESTRIAN CROSSINGS  
SHOULD BE A MUST AT ALL NORTHBOUND BUS-STOPS.

Please complete the following information for our records (**Please Print**):

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☐ Access onto and off McLaughlin Road

☐ Residential Property

☒ Travel along McLaughlin Road

☐ Commercial/Industrial Property

☐ General Interest

☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

I SUPPORT OPTION 3.

WHY ARE THERE SO MANY WATER PIPES BREAKS  
BETWEEN BRISTOL AND EGLINGTON - PLEASE  
FIX MORE PERMANENTLY RATHER THAN PATCH WORK.

3. Do you have any additional comments regarding the material and displays you have seen today?

EXCELLENT DISPLAY - VERY INFORMATIVE.

IN ADDITION - ENFORCE NO TRUCKS ON MCLAUGHLIN.  
- ENCOURAGE FENDER BENDER COLLISIONS  
TO MOVE ON - OFF THE RD - POST SIGNS  
- IMPROVE TRAFFIC LIGHTS SYNCRO.

Please complete the following information for our records (Please Print):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

Please place completed sheet into the comment box or via fax or email **no later than March 19, 2014.**

**Don Drackley, MCP**  
Consultant Manager  
IBI Group  
30 International Boulevard  
Toronto, ON M9W 5P3  
Tel: 416-679-1930  
Fax: 519-585-2269  
E-mail: [ddrackley@ibigroup.com](mailto:ddrackley@ibigroup.com)

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<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy>



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☒ Travel along McLaughlin Road  
☒ General Interest

☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*It is with ~~the~~ reluctance that I provide support ~~to~~ to the Recommended design (option 3). This means I will hold the ~~city~~ City to be accountable for the Street Scope Vision provide on the display. I hope there will be a review of the solution after the project to address any undesirable ~~effect from~~ or unforeseen effect from the change.*

3. Do you have any additional comments regarding the material and displays you have seen today?

*The concern is on the attractiveness of McLaughlin Rd for traffic going North and South despite the availability of Mavis Rd. As part of the widening, we hope the speed tables will ~~the~~ encourage driver to pick other routes.*

*Widening Terryfox way from Bristol & Matheson should also be considered for traffic relief.*

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Address: \_\_\_\_\_

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☒ Travel along McLaughlin Road  
☐ General Interest

- ☐ Residential Property  
☐ Commercial/Industrial Property  
☒ Other Transit

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

~~Will not~~ - Will create consistent traffic flow ~~from~~  
- Will help slow traffic at Speed tables  
- Preserve some of the woodlot  
- Will have improved and more attractive landscaping

3. Do you have any additional comments regarding the material and displays you have seen today?

- Would like speed tables at Ceremonial Dr.  
Considered  
- No parking rule on Ceremonial Dr. near plaza

Please complete the following information for our records (**Please Print**):

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

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- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property           |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

4 LANES MEANS MORE TRAFFIC, IT WILL BE MORE DIFFICULT  
TO GET ONTO & USE McLAUGHLIN RD FOR RESIDENTS WHO  
LIVE IN AREA.

3. Do you have any additional comments regarding the material and displays you have seen today?

THE MATERIAL & DISPLAYS SHOW THAT 4 LANES IS THE  
ONLY OPTION. & THAT NOTHING ELSE WILL WORK. ALSO  
NO SIGNALS. AT AVONWICK AVE OR AS NATURAL BREAK IN  
TRAFFIC WILL ALLOW ACCESS. - THAT IS NOT LIKELY OR  
TRUE AT ALL. MY SUGGESTION IS MAKE  
McLAUGHLIN A ONE WAY NORTH OR OTHER MEANS TO  
DISCOURAGE USE OF McLAUGHLIN BETWEEN MATTHEWSON/BRISTOL  
Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

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Address: \_\_\_\_\_

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☒ Travel along McLaughlin Road  
☐ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option?    ☐ Yes    ?    ☐ No  
Please indicate why or why not.

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3. Do you have any additional comments regarding the material and displays you have seen today?

*It would be nice to have the displayed info sent to email addresses. This would give us more time and can send questions/comments.*

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Please complete the following information for our records (**Please Print**):

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☒ Travel along McLaughlin Road  
☒ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other SAFETY

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

I SUPPORT IT AS LONG AS THE NOISE  
BARRIER IS WELL DESIGNED AND STURDY.  
CONCRETE NOISE BARRIER WILL ACCENTUATE  
THE BEAUTY OF THE DESIGNED ROAD.  
BUT MOST IMPORTANTLY IT WILL PROVIDE GREATER  
SAFETY SINCE THIS IS GOING TO BE A MAIN ARTERIAL  
ROAD. SAFETY IS THE MOST IMPORTANT OF ANY DEVELOPMENT.

3. Do you have any additional comments regarding the material and displays you have seen today?

CLEAR & GOOD

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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☐ Travel along McLaughlin Road  
☐ General Interest

- ☐ Residential Property  
☐ Commercial/Industrial Property  
☒ Other MISSISSAUGA Cycling ADVOCATE Committee

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

CONSIDER UPGRADING SOUND WALLS

OPTION 3 WITH RAISED BIKE LANES

3. Do you have any additional comments regarding the material and displays you have seen today?

YES BIKE LANES IDENTIFIED IN SECTION A & SECTION E  
SHOULD BE RAISED TO SAME LEVEL AS SPEED TABLE.  
BOTH SHOULD BE MORE THAN 3CM ABOVE ROAD SURFACE  
MIN 6-8CM.

SPEEDING SHOULD BE CONTROLLED BY THESE SPEED TABLES IF SET  
FOR COMFORTABLE TRAVEL SPEEDS  
OF 50KM.

Please complete the following information for our records (Please Print):

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1. My property/interest is: (please check all that apply)

- |  |  |
|--|--|
| <input type="checkbox"/> Access onto and off McLaughlin Road | <input checked="" type="checkbox"/> Residential Property |
| <input type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property  |
| <input type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*According to what I understood I think is OK  
Between McLaughlin & Bristol -*

3. Do you have any additional comments regarding the material and displays you have seen today?

*NO*

Please complete the following information for our records (**Please Print**):

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Email: \_\_\_\_\_

Address: \_\_\_\_\_

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| <input type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property |
| <input checked="" type="checkbox"/> General Interest         | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

THE PRESENT DESIGN WILL AMELIORATE  
THE TRAFFIC CONGESTION WHICH HAS PLAGUED  
THE ROADWAY FOR YEARS.  
IT WILL PROVIDE NEEDED SPACE FOR SAFE  
PEDESTRIAN TRAFFIC & BIKERS.

3. Do you have any additional comments regarding the material and displays you have seen today?

THE PRESENT WOODSLOT WILL BE  
POSITIVELY EFFECTED AND THE QUALITY  
OF BREATHABLE AIR DUE REDUCED  
TRAFFIC CONGESTION  
THIS PROJECT IS LONG OVERDUE AND MUST  
BE IMPLEMENTED.

Please complete the following information for our records (**Please Print**):

Name:

Email:

Address:

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☐ Travel along McLaughlin Road  
☐ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☐ No  
Please indicate why or why not.

I support the four lane proposal  
but am still concerned turning left  
off Faith Dr to McLaughlin with  
Maxtra lanes

Please Keep NO TRUCKS

3. Do you have any additional comments regarding the material and displays you have seen today?

A crosswalk at Faith across McLaughlin  
would be big help to Students &  
Seniors crossing now 4 lanes

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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- |  |  |
|--|--|
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property  |
| <input type="checkbox"/> General Interest                        | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option?    ☐ Yes    ☒ No  
Please indicate why or why not.

Too much traffic already.  
Will only increase traffic volume and noise. I moved here 20+ years ago, it was beautiful then - now it's a highway. Do not want the increase in lanes. We need to slow down traffic

3. Do you have any additional comments regarding the material and displays you have seen today?

Well done

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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|--|---|
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                        | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option?    ☐ Yes                      ☐ No  
Please indicate why or why not.

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3. Do you have any additional comments regarding the material and displays you have seen today?

*My main concerns about McLaughlin (north of Eglinton) is how congested it gets b/c it goes down to 1 lane after Bristol. I can see the additional lanes will be an improvement. I was wondering if there was any possibility of placing some form of street art along the side.*

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_  
Email: \_\_\_\_\_  
Address: \_\_\_\_\_

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☒ Travel along McLaughlin Road  
☐ General Interest

☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

3. Do you have any additional comments regarding the material and displays you have seen today?

will there be a fence between Champlain Trl and  
McLaughlin where they paralel? Also, will there be  
a sidewalk there?

Please complete the following information for our records (**Please Print**):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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☐ Travel along McLaughlin Road  
☐ General Interest

- ☐ Residential Property  
☐ Commercial/Industrial Property  
☐ Other I walk & bike along McLaughlin Rd.

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

Any one of the given options should be considered 20 years ago, when the subdivisions were planned.  
Too high of an impact on the existing trees.

If the road will be widened and the traffic improved it will be only temporarily. Within 10 years the congestion will be much worse than it is today as a lot of commuters who do not use this road today will start using it after widening.  
In 20-30 yrs the same problem that we have today will reurface. And then what? Eliminate the whole Britannia Farm?

3. Do you have any additional comments regarding the material and displays you have seen today?

The pictures that supposed to represent the look of McLaughlin Rd after 10 years are inaccurate & deceiving. It is impossible for newly planted trees to grow to the height indicated on these pictures. It will easily take 50-60 years to achieve the height & look of the trees presented on these pictures.

Please complete the following information for our records (**Please Print**):

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

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<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy>

**Municipal Class Environmental Assessment Study for McLaughlin Road**  
**Public Information Centre #2 Comment Sheet**  
**March 5, 2014**

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1. My property/interest is: (please check all that apply)

☒ Access onto and off McLaughlin Road  
☒ Travel along McLaughlin Road  
☒ General Interest

☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

- I like the elimination of the right merge lane northbound at Bristol. This merge lane is dangerous.
- Please ensure that the speed limit remains 50 km/h, and that no trucks are allowed.
- Please do not make the raised intersection too high. I need to accelerate while making a left turn out of Faith Drive ~~to merge~~ to merge with traffic safely.

3. Do you have any additional comments regarding the material and displays you have seen today?

- Please do not use brick inlaid into the asphalt on the pedestrian crossings and raised intersections. Although visually pleasing, over time the brick settles more than the asphalt which creates holes and can damage cars.  
\* (For example, this has occurred on Hurontario → south of Eglinton and also at Robert Speck Pkwy/Hurontario)

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☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*Because south of Bristol there are two existing lane both ways. It is needed north of Bristol also two lane both ways.*

3. Do you have any additional comments regarding the material and displays you have seen today?

*Everything thing is good. BA clear explanation*

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☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- No cyclist lanes good enough mixed with cars - Too dangerous.
- No sidewalk on the Britannia Sugar Bush side
- Impact on trees (421) to be removed to be removed is not offering the best option
- Is the most expensive option
- The most impact to the natural areas.

3. Do you have any additional comments regarding the material and displays you have seen today?

My preferred option is option #1

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| <input checked="" type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

THE PROPOSED OPTION WITH SHARROW ROWS IS  
ACCEPTABLE, HOWEVER I WOULD LIKE TO SEE  
A SIDEWALK ON THE EAST SIDE BETWEEN  
CEREMONIAL & FAITH

3. Do you have any additional comments regarding the material and displays you have seen today?

PRESENTATION WAS VERY THOROUGH

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☐ Travel along McLaughlin Road

☒ General Interest

☒ Residential Property

☐ Commercial/Industrial Property

☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- ① Increasing capacity will increase traffic. Encourage drivers to use  
Mavis or Hurontario. Don't encourage McLaughlin to be a new option.
- ② Removal of 100's of trees is simply unacceptable.
- ③ I am a cyclist. I cannot recall the last time I saw a cyclist on McLaughlin Rd.
- ④ The proposed landscape changes/backfill will significantly alter the  
natural feel of the environment.

3. Do you have any additional comments regarding the material and displays you have seen today?

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☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

- make it clean / neat  
- improve scenic building

3. Do you have any additional comments regarding the material and displays you have seen today?

- Traff. noise  
- Safety of ppl walking people

Please complete the following information for our records (**Please Print**):

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☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

I PREFER OPTION 1 TO KEEP LOWER LEVELS OF TRAFFIC

PREFERENCE OPTION 1

2ND OPTION 3

NO OPTION 2.

3. Do you have any additional comments regarding the material and displays you have seen today?

ADJUSTMENTS TO TRAFFIC LIGHTS WOULD IMPACT THE  
FLOW OF TRAFFIC PARTICULAR ON MAVIS WHERE THE  
TRAFFIC LIGHTS DO NOT ENCOURAGE TRAFFIC FLOW. SO PEOPLE  
CHOOSE McLAUGHLIN AS THE ALTERNATE  
AND ALSO THE LIGHTS AT MATHESON & McLAUGHLIN  
ARE PROBLEMATIC.

Please complete the following information for our records (Please Print):

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| <input checked="" type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

- provides for flow
- least amount of impact on environment

3. Do you have any additional comments regarding the material and displays you have seen today?

- Improve traffic flow on Mavis by coordination of the traffic lights. Mavis commute is so frustrating, traffic moves over to McLaughlin
- New asphalt laid at ~~the~~ McLaughlin & Faith made a big difference in the noise level but it has not lasted as well as the old ~~str~~ asphalt

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| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

*Four lanes without a bus pull off area  
will not solve the problem!*

*It is impossible to turn either left or  
right onto McLaughlin from Fairview Drive -  
4 lanes will only make it worse!*

3. Do you have any additional comments regarding the material and displays you have seen today?

*Bike lanes should not be on four lane  
roads - together or alone!*

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| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- very noisy can be heard from 5304 Parkwood Pl.  
- my concern is getting out of my street onto a  
4 lane street also. coming into Parkwood there  
is no centre lane???

3. Do you have any additional comments regarding the material and displays you have seen today?

- Road is very noisy  
- is same asphalt being used.  
- wood & walls better than concrete.

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2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*It is a compromise that would allow greater flow of traffic while <sup>minimizing</sup> the widening of the ~~the~~ roadway and adjacent sidewalks. I don't recall if a suggestion was made to install a multi-use trail on the west side of McLaughlin Rd instead of a sidewalk. It would provide a safer alternative for cyclists to move away from motor vehicles.*

3. Do you have any additional comments regarding the material and displays you have seen today?

*No.*

Please complete the following information for our records (**Please Print**):

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☐ General Interest

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☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

OPTION #2

3. Do you have any additional comments regarding the material and displays you have seen today?

MAJOR AT THE CORNER OF MCLAUGHLIN RD AND CEREMONIAL DR. DO NOT HAVE ENOUGH PARKING, CAR PARKED ON BOTH SIDE OF CEREMONIAL DR. SPECIAL ON THE WEEKEND. IF CONSTRUCTION START THAT WILL BE A BIG BIG PROBLEM TO GET IN & OUT OF THAT STREET. PLEASE ADDRESS THIS PROBLEM.

Please complete the following information for our records (Please Print):

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☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

MORE TRAFFIC DEMAND WILL INCREASE SPEEDING. NORTH OF  
BRITANIA IS 70KM. DRIVERS WILL WANT TO CONTINUE 70KM  
SOUTHBOUND AND WILL IGNORE 50KM LIMIT SUGGEST  
ELEVATED ROAD AT LOBANS ENTRANCE OR AT BEER STORE  
BRITANIA DOES NOT SLOW THEM DOWN

3. Do you have any additional comments regarding the material and displays you have seen today?

GREAT DISPLAYS AND SCHEMATIC ON TABLE

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Email: \_\_\_\_\_

Address: \_\_\_\_\_

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ALTHOUGH NOT PART OF THIS STUDY  
PARKING ON CEREMONIAL AT MCLAUGHLIN IS  
DANGEROUS. PATRONS OF GOLFENATE PLAZA  
PARK ON STREET AND DRIVERS ENTERING  
FROM MCLAUGHLIN OFTEN CANNOT MAKE TURN  
AND BLOCK INTERSECTION

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| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

Residents most impacted do NOT support 4 lanes in the scenic section. NOISE will increase significantly! NEED noise walls. Respect the scenic route designation. This concept doesn't support it. NEED MATURE EVERGREEN TREES TO BUFFER NOISE. MINIMIZE ROW EXPANSION on WESTSIDE.

3. Do you have any additional comments regarding the material and displays you have seen today?

- Does NOT respect concerns of residents most impacted. Concerns voiced do not appear to have been listened to.

- NEED NOISE WALLS Along all of McLaughlin.
- NO PARKING ON CEREMONIAL BY THE PLAZA.

Please complete the following information for our records (Please Print):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

MAJOR TRAFFIC BACKUP

Please place completed sheet into the comment box or via fax or email **no later than March 19, 2014.**

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Toronto, ON M9W 5P3  
Tel: 416-679-1930  
Fax: 519-585-2269  
E-mail: [ddrackley@ibigroup.com](mailto:ddrackley@ibigroup.com)

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Municipal Class Environmental Assessment Study for McLaughlin Road  
Public Information Centre #2 Comment Sheet  
March 5, 2014

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1. My property/interest is: (please check all that apply)

☐ Access onto and off McLaughlin Road

☒ Travel along McLaughlin Road

☒ General Interest

☐ Residential Property

☐ Commercial/Industrial Property

☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

THE PREFERRED DESIGN OPTION PROVIDES &  
ACCOMMODATES MOST NEEDS - CYCLISTS -  
MOTOR VEHICLES - & PEDESTRIANS  
MAINTAINS GENERAL VIEW & LANDSCAPE

3. Do you have any additional comments regarding the material and displays you have seen today?

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Address: \_\_\_\_\_

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|--|--|
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| <input type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property  |
| <input type="checkbox"/> General Interest                    | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*Existing intersection at Cerimonia & McLaughlin is terrible. Turning left from northbound McLaughlin to westbound Cerimonia is awkward, with a very narrow left turn lane. Cars turning right from Cerimonia to McLaughlin often swing wide into the northbound Mc left turn lane. The preferred design would greatly improve this intersection.*

3. Do you have any additional comments regarding the material and displays you have seen today?

*Very good display, very informative, well presented.*  
*Access deficiencies need to be addressed to the plaza at Cerimonia and McLaughlin. Need an escape route if parking is full.*

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| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property  |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option?    ☐ Yes                      ☐ No  
Please indicate why or why not.

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---

3. Do you have any additional comments regarding the material and displays you have seen today?

*Please open up McLaughlin Rd as  
Far as possible. The land is their  
so do it Right!*

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2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

- I support option #3 because:
- there are 4 lanes (traffic will be improved)
  - lanes are not wide
  - only 421 trees are removed and 260 + 582 trees are replanted
  - electric lines will be ~~at~~ underground
  - no side walk on the EAST side

3. Do you have any additional comments regarding the material and displays you have seen today?

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| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                     |

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

Staying with four lanes from Eglinton to Britannia would be the best option. The cycling lane is not necessary (if four lanes) as cars can pull out as they do everywhere else. Traffic calming measures are a must as some drivers exceed 70 kph.

3. Do you have any additional comments regarding the material and displays you have seen today?

I would like to see the design elements used in the ~~section~~ <sup>proposal</sup> section from Bristol to Malton extended to south of Bristol to Eglinton. This will keep the road consistent

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- |   |   |
|---|---|
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- concerned with access to McLaughlin from Parkwood Place - difficult to go left  
- concerned with increase in noise and vibration because this will attract more traffic to this area not just the residents that this 'scenic route' is here for.

3. Do you have any additional comments regarding the material and displays you have seen today?

there is - No advance green from McLaughlin South going east  
- no advance green McLaughlin North going west bound  
- this would help congestion on Bristol/McLaughlin  
- improve Britannia/McLaughlin

Please complete the following information for our records (**Please Print**):

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☒ Travel along McLaughlin Road  
☒ General Interest

- ☒ Residential Property  
☒ Commercial/Industrial Property  
☐ Other Sound barrier

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

Yes we need to do something to relieve the congestion

3. Do you have any additional comments regarding the material and displays you have seen today?

I was surprised to read that McLaughlin + Arrowick  
does not warrant a set of Traffic Lights. There are  
constant accidents at this intersection & impossible to  
get out on weekends let alone at 6:30 AM. when you  
can still be waiting.

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- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

*concerned about noise level increasing*

3. Do you have any additional comments regarding the material and displays you have seen today?

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☐ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☒ Other environmental preservation

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

- sidewalk on east side of McLaughlin Road not needed - pedestrians don't need to access Britannia woods or industrial area (closer to Matheson Blvd).
- divided bike lane on one side would be preferred.
- vehicles often going faster than speed limit - bike lanes on road / in car lane won't feel safe
- increased noise levels

3. Do you have any additional comments regarding the material and displays you have seen today?

- in the "summary of comments" section, no comment was reported/addressed re: the increased number of accidents that have been occurring along McLaughlin Rd. in past 1 1/2 - 2 1/2 years.

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☐ Commercial/Industrial Property  
☒ Other

*sound attenuating fences backing my property (facing onto McLaughlin S of Hwy 10) are deteriorating*

2. Do you support the Preliminary Preferred Design Option?  
Please indicate why or why not.

☒ Yes

☐ No

*\$10 million, largely for burying electrical lines and replanting trees. New surfaces/fencing & crosswalks seems costly but investments in the infrastructure must be made. Still concerned about the negation of a lighted intersection @ Devon Ave in the plan. Bike lanes & bus/transit lane improvement plan are very favourable.*

3. Do you have any additional comments regarding the material and displays you have seen today?

*If the preferred option goes forth, it is vital that the City be committed and accountable for the replanting options presented. Really like the idea of the rustic walls/fences & light standards to try to preserve the "rural" flavour that will be lost by 4 lane expansion*

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☒ Travel along McLaughlin Road  
☐ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other public transit

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

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3. Do you have any additional comments regarding the material and displays you have seen today?

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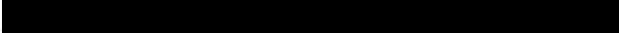
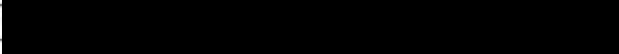

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☐ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

The 4 lanes without add'l traffic lights & traffic controls will encourage people to make this their primary traffic road. I don't see enough controls to allow "controlled access" it will increase truck traffic & reduce pedestrian

3. Do you have any additional comments regarding the material and displays you have seen today?

- 1) Plaza @ Ceremonial blocks roads = need no parking to ensure traffic doesn't back up to McLaughlin  
2) Truck access from local industry should be restricted to alternative exit available. If not more trucks will use  
3) Increased access to ~~main~~ McLaughlin from mall will encourage more use. People currently go around.

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if you add traffic controls  
it may work.

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☐ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*Generally a well-thought out proposal - we need 4 lanes, the trees, fences, walls, sidewalks etc. are positive inclusion. Traffic flow is still a concern e.g. right & left turn lanes at major intersections, stop signs & placement of bus stops & how buses impact flow of traffic.*

3. Do you have any additional comments regarding the material and displays you have seen today?

*Matheson needs dedicated right turn lanes going southbound from Hurlhaus & northbound from Ceremonial - to ease traffic congestion.*

*Cars turning / parking into small plaza @ McLaughlin & Ceremonial is a huge concern - parked cars on Ceremonial & traffic congestion is a major problem & detracting from the safety of the neighbourhood.*

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

THE COST OF 421 TREES AND THE BEAUTIFUL  
WOODLOT WOULD NOT OFFSET THE PERCEIVED  
TRAFFIC CONGESTION FOR 1.5 KM OF MCLAUGHLIN  
BUILDING LANES ~~JUST~~ WILL JUST INCREASE  
TRAFFIC. CONCERNS ABOUT CONGESTION SHOULD BE  
ADDRESSED BY SUBWAY

3. Do you have any additional comments regarding the material and displays you have seen today?

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Address: \_\_\_\_\_

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Consultant Manager  
IBI Group  
30 International Boulevard  
Toronto, ON M9W 5P3  
Tel: 416-679-1930  
Fax: 519-585-2269  
E-mail: [ddrackley@ibigroup.com](mailto:ddrackley@ibigroup.com)

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<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy>

Municipal Class Environmental Assessment Study for McLaughlin Road  
Public Information Centre #2 Comment Sheet  
March 5, 2014

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1. My property/interest is: (please check all that apply)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Access onto and off McLaughlin Road | <input type="checkbox"/> Residential Property           |
| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property |
| <input type="checkbox"/> General Interest                               | <input type="checkbox"/> Other _____                    |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

5244 Parkwood Place - Already a problem getting in and out of Parkwood onto McLaughlin. How are we to access McLaughlin safely with 4 lanes?  
- worried about increase of traffic because now McLaughlin is more desirable than Hwy 10 + Mavis.

3. Do you have any additional comments regarding the material and displays you have seen today?

- concerned with increased noise, vibration  
- concerned with removal of trees  
- speed limit - people will now speed even more!  
- leave the "scenic route" portion alone and fix the major intersections ie Matteson/McLaughlin to ease traffic congestion.

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- re: bike lanes. No cyclist/family wants to use bicycle lanes that take you to the industrial areas ... Cantay / Courtney Park.

This is not Vancouver, nobody cycles not because there are no bike lanes but because nobody cycles. what a waste of money.

Also: Increased traffic. This will now be a preferred road for more drivers.

Why would you want to take Hwy 10 or Mavis with lights, lights, lights.

When you can speed up and down McGauglin Rd. with only 2 lights.

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☒ Travel along McLaughlin Road      ☐ Commercial/Industrial Property  
☐ General Interest      ☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes      ☐ No  
Please indicate why or why not.

- Doing nothing is not an option
- Playing with # of lanes in each section -  
not a long term solution
- Go with four lanes -  
but very sad so many trees have to be removed

3. Do you have any additional comments regarding the material and displays you have seen today?

- Well presented
- Thanks to city, IBI staff for having patience  
to answer questions

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OVER

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- When the city does start to widen the road ...  
can <sup>southbound</sup> ~~any~~ exit be built from the plaza @ ceremonial  
and McLaughlin

- And ... while we're waiting for the widening -  
please ~~review~~ review the timing for  
the wait to turn, in either direction, from  
ceremonial to McLaughlin. We have a very long  
red light. Someone from Traffic should come  
by between 7:00 and 8:00 on a weekday morning  
to check the line up of cars on Ceremonial

Thanks!

- I'm curious <sup>why so far in the</sup> → the presentation referred to  
2031 ~~future~~ <sup>future</sup> Sadly, by 2031, I do not think  
Mississauga will be my home. Why? - too much traffic!

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☐ General Interest  
☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

*McLaughlin traffic is an increasing problem*

3. Do you have any additional comments regarding the material and displays you have seen today?

- ① *Traffic along Ceremonial presents a problem, because of the parking on both sides of Ceremonial, near the little mall. It often blocks 2 way flow of traffic.*  
② *Would like the existing sidewalk on the west side of McLaughlin, that moves away from the road to remain. It is picturesque and safer!*

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- ③ *please replace the large, older trees with big stock, not saplings.*  
④ *I have concern about the sidewalk situated so close to the roadway. lots of children walk here.*

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- ⑤ Signs prohibit trucks on McLaughlin, but there are many, many trucks.
- ⑥ Traffic flow on McLaughlin used to be lighter than on the east/west running Matheson. When they put in the southern McLaughlin extension that changed. Traffic going north/south has increased greatly. The traffic lights do not reflect this change. The traffic lights at the McLaughlin ~~Matheson~~ <sup>Matheson</sup> intersection needs to give more time to the north/west flow.

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☒ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

- IT SEEMS TO BE WELL THOUGHT OUT
- I LIKE THE RAISED TRAFFIC CALMING AREAS
- AN ATTEMPT TO MINIMIZE TREE LOSS - REPLACEMENT TREES SHOULD BE VARIED IN TYPE AND AS MATURE AS POSSIBLE (NOT LITTLE SAPLINGS).
- SEE COMMENT ON BACK REGARDING SIDEWALKS

3. Do you have any additional comments regarding the material and displays you have seen today?

- CEREMONIAL AT McLAUGHLIN IS AN ABSOLUTE MESS AS PEOPLE PARK ON BOTH SIDES OF CEREMONIAL ALL THE WAY BACK TO CHAMPLAIN TRAIL & FLEUR DE LIS BECAUSE THE PARKING LOT IN THE MINI PLAZA IS FAR TOO SMALL. ENFORCED "NO PARKING" SIGNS WILL HELP BUT MAY TRANSFER PROBLEM TO CHAMPLAIN TRAIL & FLEUR DE LIS.

Please complete the following information for our records (**Please Print**):

MORE COMMENTS →

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

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## Re SIDEWALKS

MCLAUGHLIN ROAD HAS BECOME A HIGH SPEED ROADWAY IN SPITE OF THE SPEED LIMIT. WALKING ALONG THE SIDEWALK IS A BIT OF A HARROWING EXPERIENCE AS TRAFFIC FLIES BY VERY CLOSE TO YOU. I WITNESSED ONE CAR CAREEN ACROSS THE SIDEWALK ONTO A TOWNHOUSE LAWN. - COULD HAVE BEEN A FATAL ACCIDENT.

THERE IS ONE PORTION OF THE EXISTING NORTH/SOUTH SIDEWALK ON THE WEST SIDE THAT TURNS AWAY FROM THE ROAD & GREATLY INCREASES THE COMFORT LEVEL OF THOSE USING IT. I WOULD RECOMMEND THAT THIS SECTION BE RETAINED AND EVEN USED AS A MODEL FOR MOST, IF NOT ALL OF THE SIDEWALK.

ALSO TRAFFIC FLOW EAST/WEST and NORTH/SOUTH AT THE MATHESON INTERSECTION NEEDS TO BE RESTUDIED. THERE SEEMS TO BE AN UNFAIR ADVANTAGE TO THE MATHESON TRAFFIC AT THE EXPENSE OF THE MCLAUGHLIN TRAFFIC - THIS CAUSES HUGE CONGESTION ON MCLAUGHLIN AT PEAK TIMES.

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☒ Travel along McLaughlin Road  
☒ General Interest

- ☒ Residential Property  
☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

I SUPPORT OPTION 1. I DO NOT SUPPORT THE PRELIMINARY  
PREFERRED DESIGN OPTION BECAUSE THIS ROAD (FROM BRISTOL RD  
TO MATHESON RD) IS TOO NARROW TO ACCOMMODATE SO MANY  
LANES. IT IS A QUIET AREA AND THIS WILL BE DISTURBED.  
I HAVE DIFFICULTY LEAVING MY PLACE OF RESIDENCE  
TURNING LEFT ONTO MCLAUGHLIN (FROM FAITH) BECAUSE CARS →  
(TURN OVER)

3. Do you have any additional comments regarding the material and displays you have seen today?

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ON MCLAUGHLIN

DRIVING SOUTH<sup>^</sup> ARE TURNING LEFT INTO FAITH TO  
AVOID THE INTERSECTION AT MCLAUGHLIN AND BRISTOL.  
PERHAPS A GREEN ARROW SIGNAL WILL HELP THIS  
PROBLEM.

INCREASING TRAFFIC SHOULD BE DIRECTED ELSEWHERE  
NOT SQUEEZED INTO A SMALLER AREA.

THERE ALREADY EXISTS 6 LAYES OF ROAD ON MAVIS  
AND ON HURONTARIO TO ACCOMODATE TRAFFIC.

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- |   |  |
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| <input checked="" type="checkbox"/> Travel along McLaughlin Road        | <input type="checkbox"/> Commercial/Industrial Property      |
| <input checked="" type="checkbox"/> General Interest                    | <input checked="" type="checkbox"/> Other <u>CONDOMINIUM</u> |

2. Do you support the Preliminary Preferred Design Option? ☐ Yes ☒ No  
Please indicate why or why not.

THE city should provide a bus bay using the existing  
one lane in each direction. It would allow traffic to flow  
continuously

NO to BIKE LANES. they are not used, I walk on  
BRISTOL, Confederation Park way and McLaughlin and  
cyclists continue to use the sidewalk so shared (see over)

3. Do you have any additional comments regarding the material and displays you have seen today?

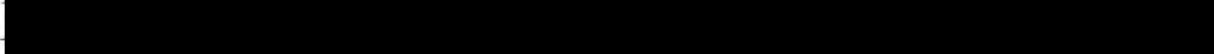
it seems that the decision has already been  
made to make McLaughlin 4 lanes and to add BIKE  
lanes.

We cannot have that kind of traffic flow and still  
maintain the scenic beauty.

Please complete the following information for our records (**Please Print**):

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2) I don't like Bike lanes are a nightmare. I avoid the lane on ~~Spadina~~ Spadina Road in downtown Toronto.

Winter, snow can begin in November and end in early April. The sidewalks/ Bike lanes are covered in snow.

If a City wants to introduce Bike Lanes, they should be part of the original plan, they should be separated from the vehicle traffic. This project does not have the room.

4) There is a need for a Traffic light at Faith Drive and McLaughlin.

There are lights at Swift Current and Bristol and Ceremonial Drive and McLaughlin which remain Green to the through TRAFFIC and only changes when someone needs to exist from the cross street. It is next to impossible to turn Right on McLaughlin from Faith Drive between the hours of 4:00 PM and 6:30 PM.

I guess the Bike lanes are more important than tax payers who live in the area.

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☐ Commercial/Industrial Property  
☐ Other \_\_\_\_\_

2. Do you support the Preliminary Preferred Design Option? ☒ Yes ☐ No  
Please indicate why or why not.

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3. Do you have any additional comments regarding the material and displays you have seen today?

Our concerns are the increased volume of traffic, traffic noise and closer proximity of traffic to our home. We were told by the representative of the City of Mississauga that the ~~sound~~ <sup>current</sup> barrier (wood fence) on our property would be replaced as part of this plan. When this happens, we would ask that the full E north side of our property be included as it would be unsightly for us to →

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Name: \_\_\_\_\_

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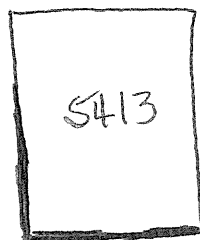
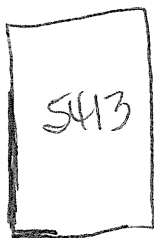
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replace the remainder of that side with a dissimilar fence. It is currently the same type of wooden sound barrier fence as the east side of our property. So we would insist that they both be replaced to preserve the appearance of our property. We would ask that you keep us informed of the progress and timing of the project.

proposed  
fence



this is our  
current wood fence  
we would ask that  
both sides (east + north)  
be replaced together  
<sup>in full</sup>