



MISSISSAUGA

CITY OF MISSISSAUGA

COMMUNITY WORKSHOP REGISTRATION

McLaughlin Road Environmental Assessment Study

THE STUDY:

The City of Mississauga is completing a Class Environmental Assessment (Class EA) Study and Preliminary Design for McLaughlin Road from Bristol Road West to Britannia Road West.

Following a context sensitive approach, McLaughlin Road is proposed to be four travel lanes including a shared cycling facility, improved sidewalk connectivity, buried hydro lines, tree planting and landscaping and new noise barriers. The preferred design also includes edge restoration along the Britannia Farm woodlot, and roadway design features intended to slow traffic speed. The preferred design plans are available for viewing on the project website at:

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

PUBLIC CONSULTATION OPPORTUNITY:

Public consultation is a vital component to this study. Two Public Information Centres were previously held. The next consultation opportunity is to register for an upcoming Community Workshop being planned for the **morning of Saturday May 9, 2015**.

The purpose of this Workshop is to update members of the public and stakeholders on the study progress, and to present and discuss elements of the Preferred 4-lane Alternative and Mitigation Plan. Project Team members will also be able to provide responses to specific aspects of the project.

The time and location of this upcoming Community Workshop are currently being finalized. Those who register for the Workshop will be notified of the final arrangements. In order to best prepare for the upcoming workshop, those interested in attending should notify the Project Team via the following contact information by **Friday April 17, 2015**:

Dana Glofcheskie, P.Eng.

Project Manager

City of Mississauga

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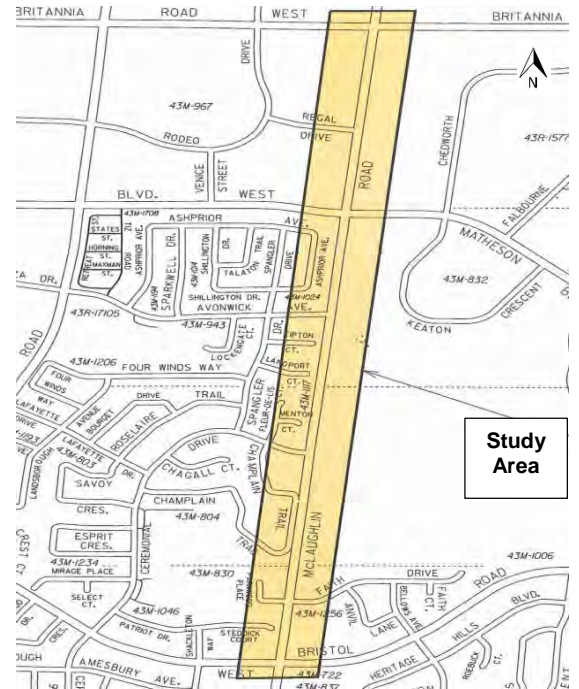
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If you would like to stay up-to-date with what's going on in Ward 5, I invite you to sign up for my monthly e-newsletter. You can do that on my website, www.carolynparrish.ca or email Carolyn.Parrish@mississauga.ca and let me know that you'd like to be added.

- Carolyn Parrish, Ward 5 Councillor

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

Municipal Class EA Study for McLaughlin Road from Bristol Road West to Britannia Road West

Prepared for City of Mississauga
by IBI Group

August 2015



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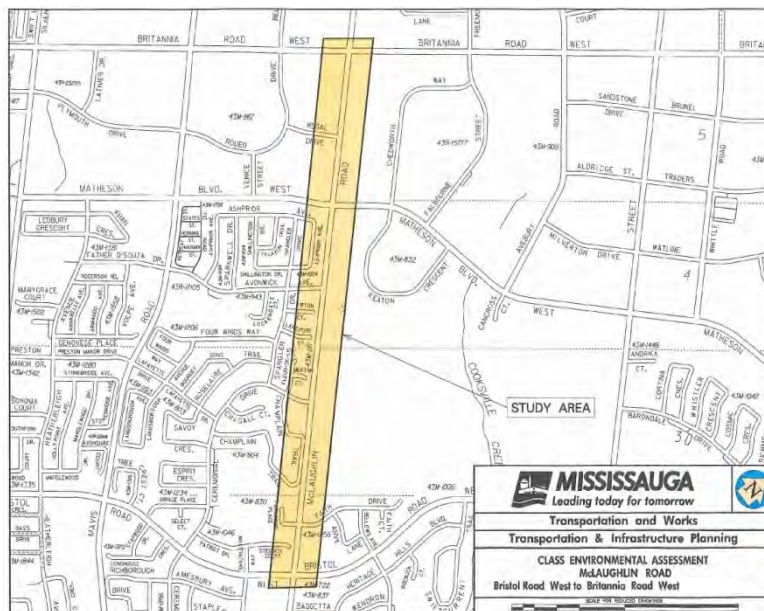
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1 Introduction

The City of Mississauga retained IBI Group to undertake a 'Schedule 'C' Class Environmental Assessment (Class EA) and Preliminary Design for the section of McLaughlin Road from Bristol Road West to Britannia Road West (**Exhibit 1**). The study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of McLaughlin Road, while taking into consideration the Scenic Road designation, adjacent land uses and plans for a cycling route. The study is being conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "*Municipal Class Environmental Assessment*," (October 2000, as amended in 2011).

Exhibit 1. Study Area



The May 9, 2015 community workshop was held to receive public and stakeholder input, comments, and concerns on the preferred design selected by the Project Team. The public was encouraged to attend to learn more about the study and engage in discussions with project representatives.

2 Notice of Community Workshop Registration

The Notice of Community Workshop Registration (Workshop Notice #1) (**Appendix A**) was first placed in the Mississauga News on April 9, 2015. Road signs were placed at strategic locations along the study corridor to notify the public of the upcoming workshop and provide information regarding registration. The notice was also posted on the City of Mississauga website (<http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentsstudy>) which was accessible to all external stakeholders and members of the public.

Additionally, the Workshop Registration Notice (Workshop Notice #1) was mailed to residences by unaddressed admail for Forward Sortation Area L5R which is bound by Highway 401, Hurontario Street, Highway 403 and Mavis Road. In total approximately 11,460 notices were distributed in this manner. Additional direct mailing was made to the original 300 m resident mailing list area used for PIC #1, and interested persons who signed up from previous PIC #1 and # 2 and throughout the study (2,095 notices in total). The notice invited members of the public to register for the workshop. Those that were registered were then email/mailed the Community Workshop Invitation (Workshop Notice #2) (**Appendix B**) detailing the workshop discussion topics and location.

The session was held as follows:

Date: Saturday, May 9, 2015
Time: Registration 8:30 a.m.
Workshop: 9:00 a.m. to 11:30 a.m.
Location: St. Gertrude Separate School, Gymnasium
815 Ceremonial Dr., Mississauga

Approximately 60 individuals attended the workshop (44 were preregistered and 16 signed in). The attendance register is available in **Appendix C**. Mississauga Councillor Carolyn Parrish (Ward 5) and her Executive Assistant (Danny Singh) were in attendance. In addition, Mississauga Councillor George Carlson (Ward 11) attended the workshop part-time. There was no media present. The Project Team present at the workshop included the following individuals:

Dana Glofcheskie, Project Manager, City of Mississauga
Leslie Green, Manager, Transportation Projects, City of Mississauga
Steve Barrett, Manager, Transportation Infrastructure Management, City of Mississauga
Sue Ann Laking, Landscape Architect, City of Mississauga
Jessica McEachren, Forestry Manager (Acting), City of Mississauga
Jacquelyn Hunter, Active Transportation Technologist, City of Mississauga
Giancarlo Tedesco, Traffic Planning Technologist, City of Mississauga
Allan Ortlieb, Consultant Project Manager, IBI Group
Don Drackley, Transportation Planner, IBI Group
Todd Smith, Landscape Architect, IBI Group
Marianne Radue, Environmental Planner, IBI Group
Glenn Pothier, Facilitator, GLPi

The materials presented at the workshop, including comment forms, were made available online on the City of Mississauga website. The last day to receive public comment on the information presented was on **May 25, 2015**.

3 Workshop Discussion

3.1.1 Agenda

Registration for the workshop began at 8:30 a.m. The workshop agenda is outlined in **Exhibit 2**. A summary of the discussions are provided in the following sections.

Exhibit 2. Workshop Agenda

TIME	TASK
8:30 – 9:00 am	<ul style="list-style-type: none"> Registration/Sign In
9:00 – 9:10 am	<ul style="list-style-type: none"> Introductions and description of session purpose Councillor Parrish opening remarks
9:10 – 9:30 am	<ul style="list-style-type: none"> Presentation
9:30 – 9:45 am	<ul style="list-style-type: none"> Question Identification Exercise
9:45 – 10:45 am	<ul style="list-style-type: none"> Information Stations
10:45 – 11:15 am	<ul style="list-style-type: none"> Q & A Discussion
11:15 – 11:30 am	<ul style="list-style-type: none"> Next Steps and Closing Remarks

3.1.2 Presentation

Opening remarks were provided by Councillor Parrish. This was followed by a presentation by the Project Team. The presentation can be found in **Appendix D**.

There were a number of initial questions from the audience summarized below along with Project Team answers:

- How long will it take the trees to grow to the same size and structure?

The soils are different than they were when the trees were first established. For the canopy trees it will take 20 years. The Project is proposing a multi-layer technique to define the edge of the woodlot which will help establish a strong root system.

- What is the width of the ROW for the new design?

There is a 23 m ROW for the new design. An additional 0.5 – 1.5 m is required from the Britannia Farm woodlot.

- From Avonwick Avenue to Matheson Boulevard West, residents concerned their backyards will decrease in size.

There will be no acquisition of property in this location. Backyards will remain the same size.

- Will there be more noise walls?

A noise study was conducted and it indicated that additional noise walls are not warranted within the study area. However, the existing noise walls will be replaced as part of this study.

- Could there be traffic signals at Faith Drive and McLaughlin Road?

Based on the traffic signal warranting process outlined by MTO, a traffic signal is not warranted at this intersection. To improve pedestrian visibility, intersection treatments, such as textured, coloured or raised intersections, are being considered. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.

6. What is the design process for removing trees on the west side?

Burying the hydro lines will allow the tree canopy to grow to its full potential.

7. Will the speed limit change?

The speed limit will remain at 50 km/h. The narrower lanes will help to promote vehicles to travel at the speed limit

8. [Question from Councillor Parrish] How will you mitigate salt impacts? What type of trees will be put in?

The trees that have been chosen are salt resistant. A species list is available.

3.1.3 Question Identification Exercise

After the presentation, the attendees broke into groups with a team member at each table. The goal was to identify any questions or concerns about the Preferred 4-lane Alternative and Mitigation Plan. These were then written onto an index card. At the end of the exercise the cards were gathered and grouped into themes. See **Exhibit 3** for a summary of these themes and questions/comments (not verbatim comments). The index cards are located in **Appendix E**. See Section 3.1.5 for responses.

Exhibit 3. Summary of Question Identification Exercise

THEME	QUESTION/COMMENT
Safety	<ul style="list-style-type: none"> What considerations can be made to assist with crossing safely (pedestrian and vehicular)? Already difficult.
	<ul style="list-style-type: none"> Would the 50 km/hr be maintained (two comments)?
	<ul style="list-style-type: none"> Speeding is an issue on McLaughlin Road.
	<ul style="list-style-type: none"> How do we mitigate safety issues as a result of widening?
	<ul style="list-style-type: none"> Have there been any traffic/collision studies previously undertaken or as a part of this EA on McLaughlin Road?
	<ul style="list-style-type: none"> Along Avonwick Avenue vehicles are cutting through from Mavis to McLaughlin Road. How can you address safety concerns for the residents of Avonwick Avenue?
	<ul style="list-style-type: none"> Would you consider removing the shared bike space within the road due to safety reasons?
	<ul style="list-style-type: none"> At Faith Drive and Parkwood Place (or other non-signalized intersections) how can you improve safety without affecting aesthetics?

THEME	QUESTION/COMMENT
Design and Function	<ul style="list-style-type: none"> On the west side of McLaughlin Road will it remain raised or will it be flush with the roadway?
	<ul style="list-style-type: none"> What does the width of the ROW include?
	<ul style="list-style-type: none"> From Ceremonial Drive north will the left/centre turn lane be lost?
	<ul style="list-style-type: none"> Should the proposed plan be implemented, would there be a traffic light at Avonwick Avenue?
	<ul style="list-style-type: none"> What additional measures can be taken to reduce overflow from Highway 10 due to the LRT construction? Also overflow due to less signals on McLaughlin Road than Highway 10 in the same stretch?
	<ul style="list-style-type: none"> Can we use solar streetlights?
	<ul style="list-style-type: none"> Ensure truck designation of “No trucks” does not change.
	<ul style="list-style-type: none"> Need for traffic calming to deter further increases in traffic.
	<ul style="list-style-type: none"> What studies will be done to look at turning traffic at non-signalized locations?
	<ul style="list-style-type: none"> McLaughlin Road is more attractive to drivers as there are fewer lights.
	<ul style="list-style-type: none"> What improvements can be made to assist with left turn movements from adjoining streets due to the deletion of the centre lane on McLaughlin Road?
	<ul style="list-style-type: none"> How much increased traffic is planned on the road with four lanes? What are the numbers (growth rates and attracted traffic from Mavis Road/Highway 10)?
	<ul style="list-style-type: none"> What studies (traffic) have been done at alternative routes (Huronario Street and Mavis Road)?
	<ul style="list-style-type: none"> How will you manage detouring traffic through businesses on the north-east side?
	<ul style="list-style-type: none"> Concern about textured intersections in the winter.
Money and Timing	<ul style="list-style-type: none"> What is the construction timing?
	<ul style="list-style-type: none"> How long would this take to construct?
	<ul style="list-style-type: none"> Will my taxes rise?
	<ul style="list-style-type: none"> Will my property value decrease/be impacted (3 comments)?
Trees	<ul style="list-style-type: none"> Are the trees to be planted native to the area?
	<ul style="list-style-type: none"> Who will maintain the sugar bush or will the sugar bush be maintained?
Noise	<ul style="list-style-type: none"> What technical studies are being prepared related to noise being considered for this project?
	<ul style="list-style-type: none"> Can more noise barriers be provided?
	<ul style="list-style-type: none"> Advance replacement of the noise barriers?

THEME	QUESTION/COMMENT
Active Transportation	<ul style="list-style-type: none"> What alternate cycling facilities were reviewed?
	<ul style="list-style-type: none"> Bike trail of the west side instead of on road.
	<ul style="list-style-type: none"> No one uses the sidewalks.
	<ul style="list-style-type: none"> Why is there no safety advocate for pedestrians on the planning team? The sidewalk as planned is extremely dangerous for pedestrians. Shift the sidewalk away from the road.
	<ul style="list-style-type: none"> Doubling traffic will not make cycling or walking that enjoyable.
	<ul style="list-style-type: none"> Sharrow will not be effective, Have a dedicated bike lane.
	<ul style="list-style-type: none"> How can cyclists feel safe with narrower car lanes?
Other	<ul style="list-style-type: none"> What are the heavy vehicle restrictions?
	<ul style="list-style-type: none"> How can we monitor increased density in the area (i.e., new development)?
	<ul style="list-style-type: none"> It is a designated route. Don't change its designation.
	<ul style="list-style-type: none"> How is the scenic designation being respected?
	<ul style="list-style-type: none"> Who wants the widening?
	<ul style="list-style-type: none"> Provide landscaping of the cul-de-sac beyond McLaughlin Road ROW in advance of construction.

3.1.4 Information Stations

Display panels (**Appendix F**) were arranged by topic and organized in a manner which effectively presented information on the project. The stations were as follows:

1. Transportation Safety
2. Active Transportation
3. Streetscape/Woodlot Restoration Plan
4. Design and Implementation

Participants were invited to visit each station and discuss the Preferred Plan with a Project Team member. Display material including a roll plan highlighting the applicable attributes of the preferred plan was provided at each station.

3.1.5 Q & A Discussion/Closing Remarks

The group reconvened for the question and answer period as well as closing remarks. Facilitated by GLPi, the question and answer period was based on the Question Identification Exercise (summarized in **Exhibit 3**) that was conducted earlier in the workshop. Key questions discussed are summarized below:

1. What is included in the ROW?
Included in the ROW are travel lanes including shared cycling space, curb and gutters, sidewalks and a boulevard (includes utilities and landscaping).
2. How will you calm traffic on McLaughlin Road?

The narrower lanes will help to promote vehicles to travel at the speed limit. To address speeding, communication will be undertaken with law enforcement officials. In addition, to improve pedestrian visibility, intersection treatments, such as textured, coloured or raised intersections, are being considered. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.

3. Will you consider using solar lights along McLaughlin Road

The Project Team is considering different methods of illumination. That will be taken into consideration.

4. Are the trees being planted native to Ontario?

Yes.

5. What is the cost of the project?

The cost for the project is approximately \$10 million, with approximately \$2 million of this cost associated with burying the hydro lines.

6. What is the timeline for construction?

Following completion of the Environmental Assessment, the detailed design and tender documents must be prepared based on funding approval by City Council. Construction will then commence based on funding approval from Council. Construction staging and timing would be determined as part of the detailed design.

Councillor Parrish made closing remarks and asked for members of the audience who were against the road widening to stand. The Project Team was not able to estimate the number of individuals who stood up.

4 Comment Summary

The following (**Exhibit 4**) is a summary of comments that were submitted by comment sheet. A number of attendees submitted their comments on index cards noting that they were not in support of the widening. Some included contact information and others did not. All comments received are located in **Appendix G**.

Exhibit 4. Comment Summary

THEME	COMMENT
Traffic/Transportation	<ul style="list-style-type: none"> Excited about improvements to the intersection at McLaughlin Road and Ceremonial Drive.
	<ul style="list-style-type: none"> Will there be left turn signals in every direction at the intersection of McLaughlin Road and Bristol Road West.
	<ul style="list-style-type: none"> Difficult to get out of [REDACTED]. Need a left turn lane (2 comments).
	<ul style="list-style-type: none"> Reassess widening in 10 years after the LRT is built and operational.
	<ul style="list-style-type: none"> Widening will promote automobile use.
	<ul style="list-style-type: none"> Need bus bays.
	<ul style="list-style-type: none"> Redirect traffic onto other arterial roads.
	<ul style="list-style-type: none"> Consider traffic improvements that improve flow.
	<ul style="list-style-type: none"> Put a roundabout at Bristol Road West and McLaughlin Road (2 comments).
	<ul style="list-style-type: none"> Continue to pursue traffic lights at Avonwick Avenue.
	<ul style="list-style-type: none"> Widening will increase speeding (5 comments).

THEME	COMMENT
	<ul style="list-style-type: none"> • Widening will lead to an increase in traffic congestion. • Increase in traffic volume. • No heavy truck traffic on McLaughlin Road. • Difficult to get out of property complex, need left turn lanes. • Reduce the speed on McLaughlin Road (2 comments). • Speed is an issue on McLaughlin Road. • It takes a considerable length of time to make a safe turn from Parkwood Place on to McLaughlin Road. What will it be like when a 4-lane configuration is implemented?
Natural Heritage	<ul style="list-style-type: none"> • Protect the woodlot. • Concerned about the impacts/loss of trees (9 comments). • Replace trees with large evergreen trees. • Increase in pollution (3 comments). • In the 90s the OMB under a Schedule "I" ruling stated that the canopy of trees buffering the low rise condo across McLaughlin from the Parkwood residents must be maintained for aesthetic purposes. How will that be honoured in the current future.
Noise/Vibration	<ul style="list-style-type: none"> • Would like a concrete noise wall (2 comments). • Replace noise barriers (2 comments). • Replace chain link fence with noise walls. • Extend/add noise walls (2 comments). • Widening will increase noise (4 comments). • Widening will increase vibration. • Keep chain link fence.
Active Transportation	<ul style="list-style-type: none"> • Have designated bike lanes. • Do not need bike lanes. • Sidewalks are placed too close to the road (2 comments). • Install pedestrian crossing at Avonwick Avenue and McLaughlin Road. • Install pedestrian crossing at Parkwood Place and McLaughlin Road (2 comments). • Install pedestrian crossing at Faith Drive and McLaughlin Road. • Instead of the east side pedestrian sidewalk, make it a designated bike lane.
Policy	<ul style="list-style-type: none"> • Maintain road designation as a Scenic Route. • Negative impacts of visual character and Scenic Road designation. • Does not conform to the Mississauga Living Green Plan, the OP or Growth Plan. • Move the west side sidewalk inward creating a buffered grassy area between pedestrians and traffic. • Do not use salt in the winter.
Streetscape	<ul style="list-style-type: none"> • Bury the hydro lines (4 comments) • Enhance the street lighting.
Other	<ul style="list-style-type: none"> • Depreciation of property values (3 comments). • Concerned about the loss of property. • Construction should occur during the day time. • With narrow lanes sewers will be affected by heavy buses and vehicles will run over these. How to redesign? • Why did residents take the time to fill out their concerns and then nothing be collated with numerical results? • Is the Peel Board OK with the proposed widening since this would involve crown land?

THEME	COMMENT
	<ul style="list-style-type: none"> Asphalt is deteriorating on McLaughlin Road which backs onto properties. Need to view the long-term impacts of the area if the expansion occurred. City and consultant have done a great job of balancing the needs of increased capacity while maintaining the elements of a Scenic Route.

4.1 Comments Received by the Project Team

During the workshop a number of comments were received verbally by the Project Team. A summary of comments is provided below:

- Consider pedestrian signals at Avonwick Avenue.
- If signals are not warranted at McLaughlin Road/Parkwood Place, can pedestrian-activated signals be used to allow for safer pedestrian crossing of a widened busy street?
- Concerned with pedestrians crossing at unsignalized intersections.
- Consider the opportunity to shift the sidewalk along the west side away from the road.
- Relocate southern pedestrian walkway connection between Champlain Trail and McLaughlin Road further to the north, away from residential property at 5357 Champlain Trail (since bus stop is proposed to be removed).
- Consider multi-use trail instead of sharrow and sidewalk.
- Discussion of rationale for sharrow lanes vs. multi-use or bike lanes.
- Concern about sharrow lanes on such a busy street, and that few cyclists will use the facility.
- Ensure adequate left turn lane width onto Ceremonial Drive intersection, since the existing is very narrow.
- Some people felt that widening McLaughlin Road will attract additional traffic, but retaining the two lanes will force traffic to use alternative routes.
- Improve signage along McLaughlin Road to increase awareness of intersecting streets/driveways.
- How come so many collisions between Avonwick Avenue and Ceremonial Drive (approx. 2-3/month)? Will this be improved?
- Concern about cars parking on Ceremonial Drive to access the plaza and resulting traffic congestion.
- Put in a bus bay, so don't have to widen to four lanes.

- Include new plantings on the court streets at the end of cul-de-sacs to create a visual barrier to McLaughlin Road.
- Would like to see the entire section of fencing in their back yard replaced (to ensure a consistent appearance ([REDACTED])
- Replace chain link fences at the court streets with wood fences or noise walls. Plant trees beyond the ROW (specifically at the end of Tipton Court and Langport Court) to provide vegetation screening. Undertake this work in advance the road construction to allow the trees to mature ahead of tree removals within the ROW.
- Extend the limits of noise fencing to the end of property and/or provide fencing of similar appearance beyond the required limits.
- Extend noise fencing further north along property line (5357 Champlain Trail) and remove duplicate fencing (garbage collects between the two fences).
- Advance replacement of the noise barriers (separate from the road reconstruction).
- Concern about air quality due to impacts of increased traffic and loss of trees.
- Concern about the impacts of dead trees along the woodlot edge that remain after the trimming, thinning and new planting.
- There was some agreement that the woodlot edge is deteriorating and needs to be improved and managed. Some felt this is the School Board's responsibility and admitted that the board likely does not have the funds.
- Concern that any additional tree planting will take a very long time to mature into the full canopy setting that currently exists.

5 Workshop Comments and Responses

Responses to the comments received (comment sheets and emails), can be found in **Appendix H**.

Workshop Summary Report

Municipal Class EA Study for McLaughlin Road from Bristol Road West to Britannia Road West

APPENDICES



Prepared for City of Mississauga
by IBI Group

July 2015

APPENDIX A. NOTICE OF COMMUNITY WORKSHOP REGISTRATION (WORKSHOP NOTICE #1)



MISSISSAUGA

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McLaughlin Road Environmental Assessment Study

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

PUBLIC CONSULTATION OPPORTUNITY:

Public consultation is a vital component to this study. Two Public Information Centres were previously held. The next consultation opportunity is to register for an upcoming Community Workshop being planned for the **morning of Saturday May 9, 2015**.

The purpose of this Workshop is to update members of the public and stakeholders on the study progress, and to present and discuss elements of the Preferred 4-lane Alternative and Mitigation Plan. Project Team members will also be able to provide responses to specific aspects of the project.

The time and location of this upcoming Community Workshop are currently being finalized. Those who register for the Workshop will be notified of the final arrangements. In order to best prepare for the upcoming workshop, those interested in attending should notify the Project Team via the following contact information by **Friday April 17, 2015**:

Dana Glofcheskie, P.Eng.

Project Manager

City of Mississauga

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Fax: 905-615-3173

E-mail: mclaughlinrdea@ibigroup.com

Don Drackley, MCIP, RPP

Consultation Manager

IBI Group

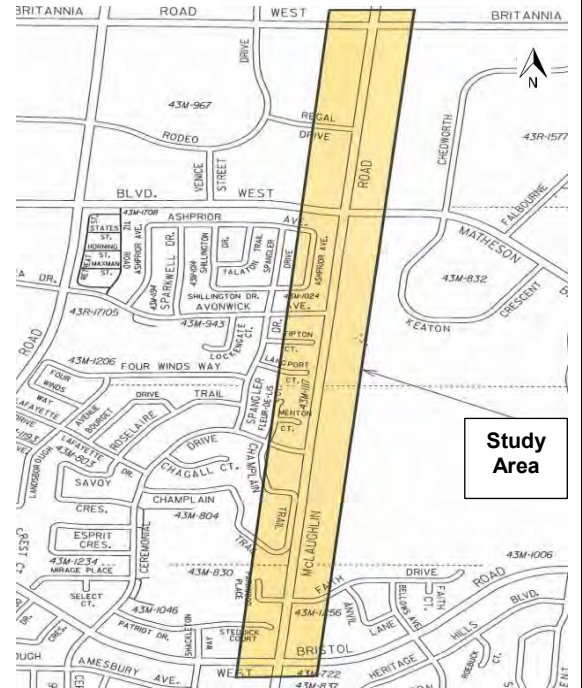
100-175 Galaxy Blvd.

Toronto, Ontario, M9W 0C9

Tel: toll free 1-877-822-3798, Ext. 1302

Fax: 416-675-4620

E-mail: mclaughlinrdea@ibigroup.com



If you would like to stay up-to-date with what's going on in Ward 5, I invite you to sign up for my monthly e-newsletter. You can do that on my website, www.carolynparrish.ca or email Carolyn.Parrish@mississauga.ca and let me know that you'd like to be added.

- Carolyn Parrish, Ward 5 Councillor

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

APPENDIX B. NOTICE OF COMMUNITY WORKSHOP INVITATION (WORKSHOP NOTICE #2)



MISSISSAUGA

CITY OF MISSISSAUGA

COMMUNITY WORKSHOP INVITATION

McLaughlin Road Environmental Assessment Study

THE WORKSHOP:

Thank you for registering for the upcoming Community Workshop. The purpose of the workshop will be to provide a study progress update, and to discuss elements of the Preferred Design and Mitigation Plan. The preferred typical cross-section of McLaughlin Road is shown below.

WORKSHOP DATE: SATURDAY, MAY 9, 2015

TIME: 8:30 AM – 11:30 AM. Presentation begins at 9:00 AM

**LOCATION: St. Gertrude Separate School, Gymnasium
815 Ceremonial Dr., Mississauga**

DISCUSSION TOPICS:

The Workshop will focus on key comments and questions identified thus far, and how the Project Team can address these issues as it moves into the next phase of the study process. The following four discussion topics will be set up at the Workshop for your participation based on your area(s) of interest:

Traffic Safety intersection control, turn lanes, pedestrian crossings	Cycling / Walking bike route, sidewalks	Woodlot / Streetscape Britannia Farm forest edge restoration, streetscaping, tree replacement	Design & Implementation noise walls, property impacts, construction impacts, etc.
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If you have any questions about this Workshop, please contact us:

Dana Glofcheskie, P. Eng.
Project Manager

City of Mississauga

Tel: 905-615-3200, ext. 8243

Email: mclaughlinrdea@ibigroup.com

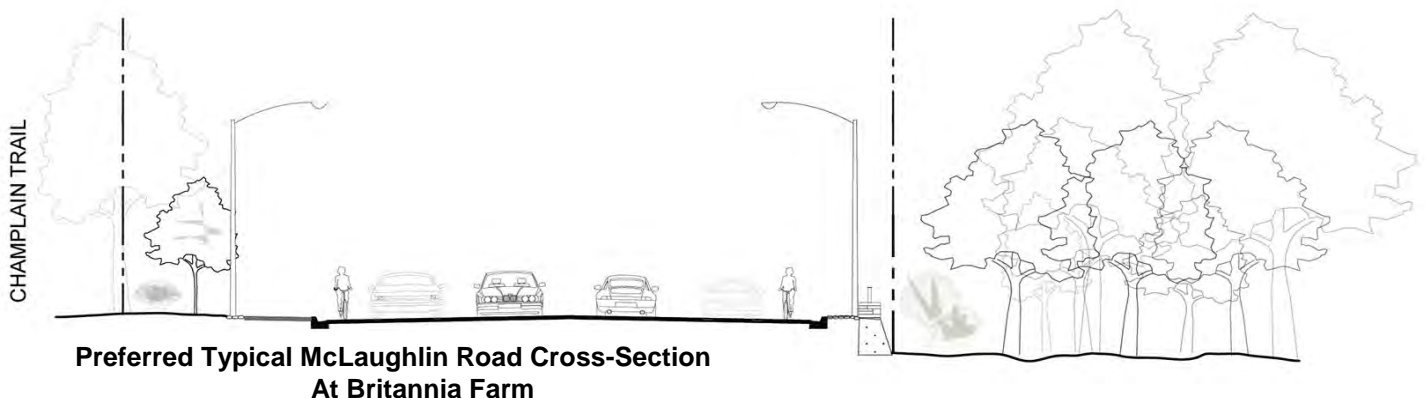
Don Drackley, MCIP, RPP
Consultation Manager

IBI Group

Tel: toll free 1-877-822-3798, ext. 1302

Email: mclaughlinrdea@ibigroup.com

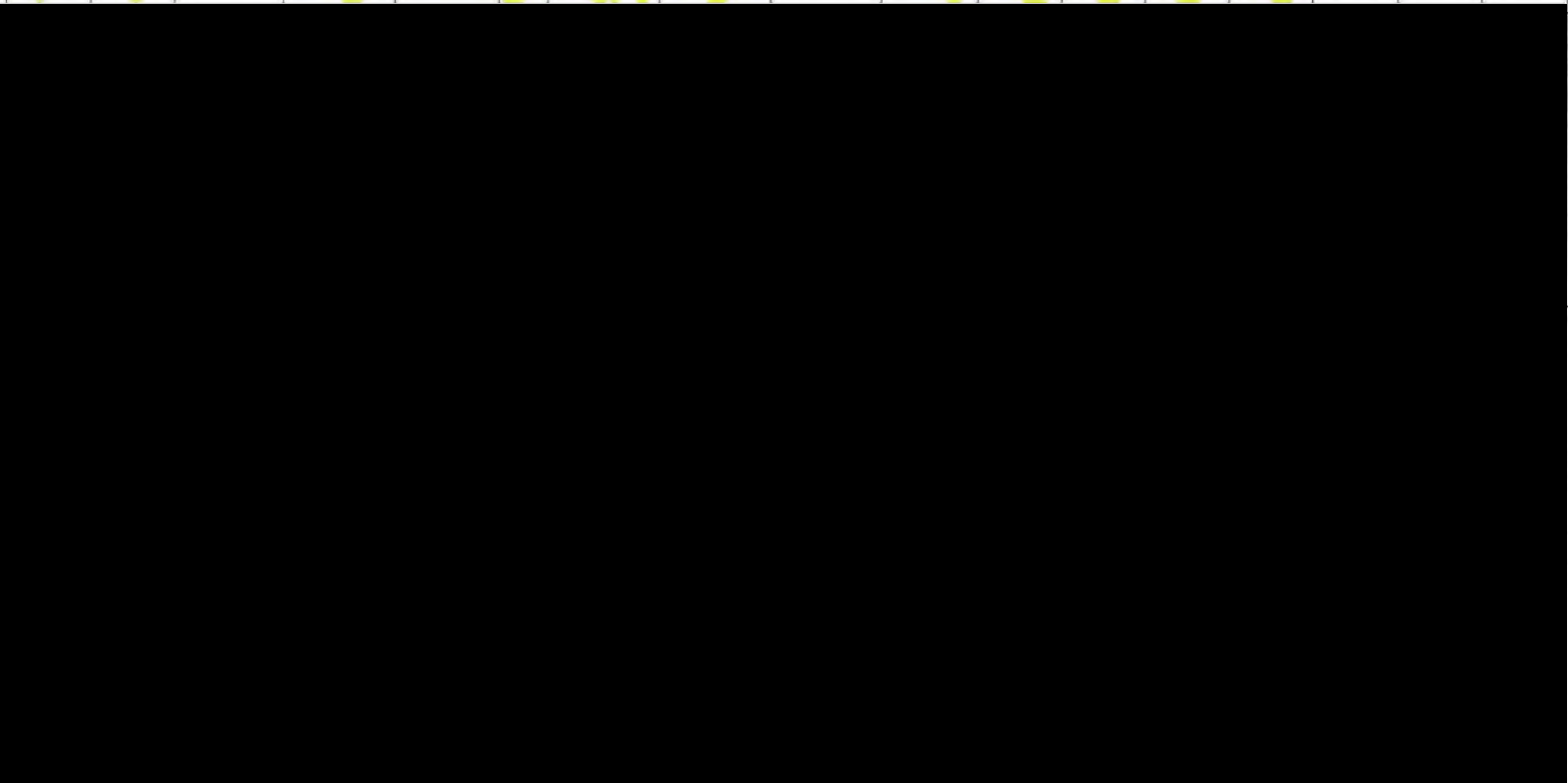
The Project Team looks forward to your participation and input at this important study event.



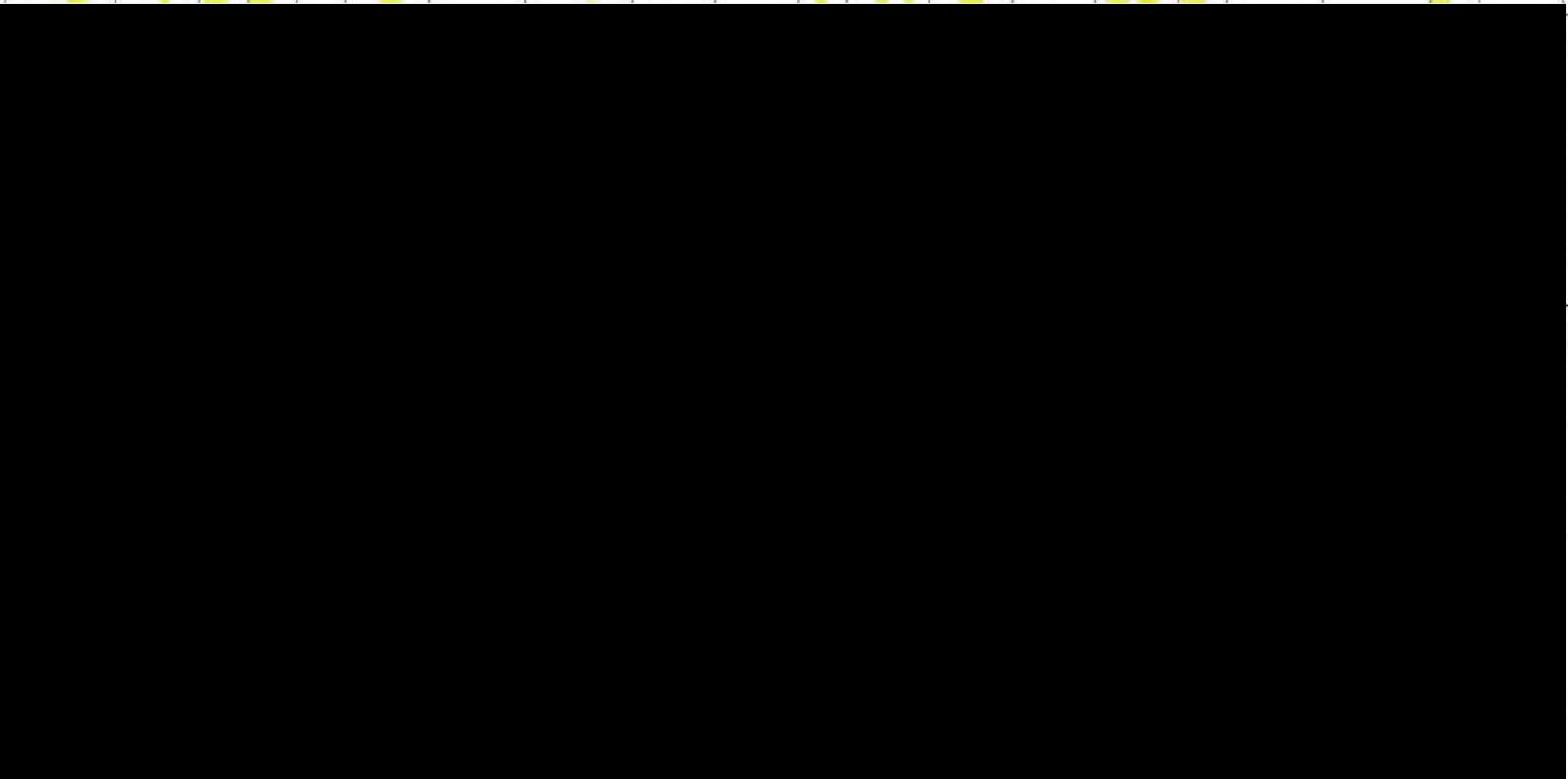
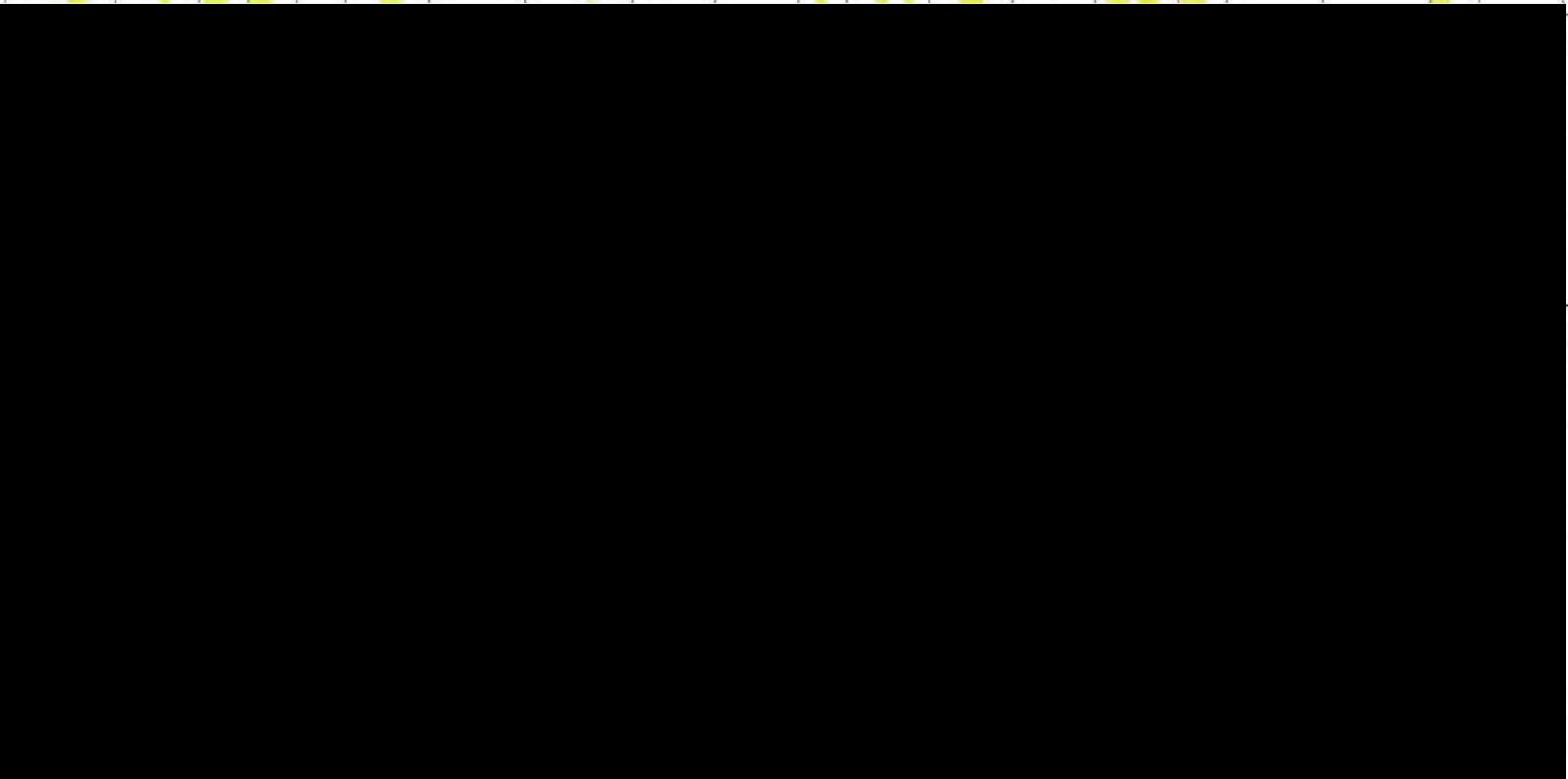
Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager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

APPENDIX C. ATTENDANCE REGISTER

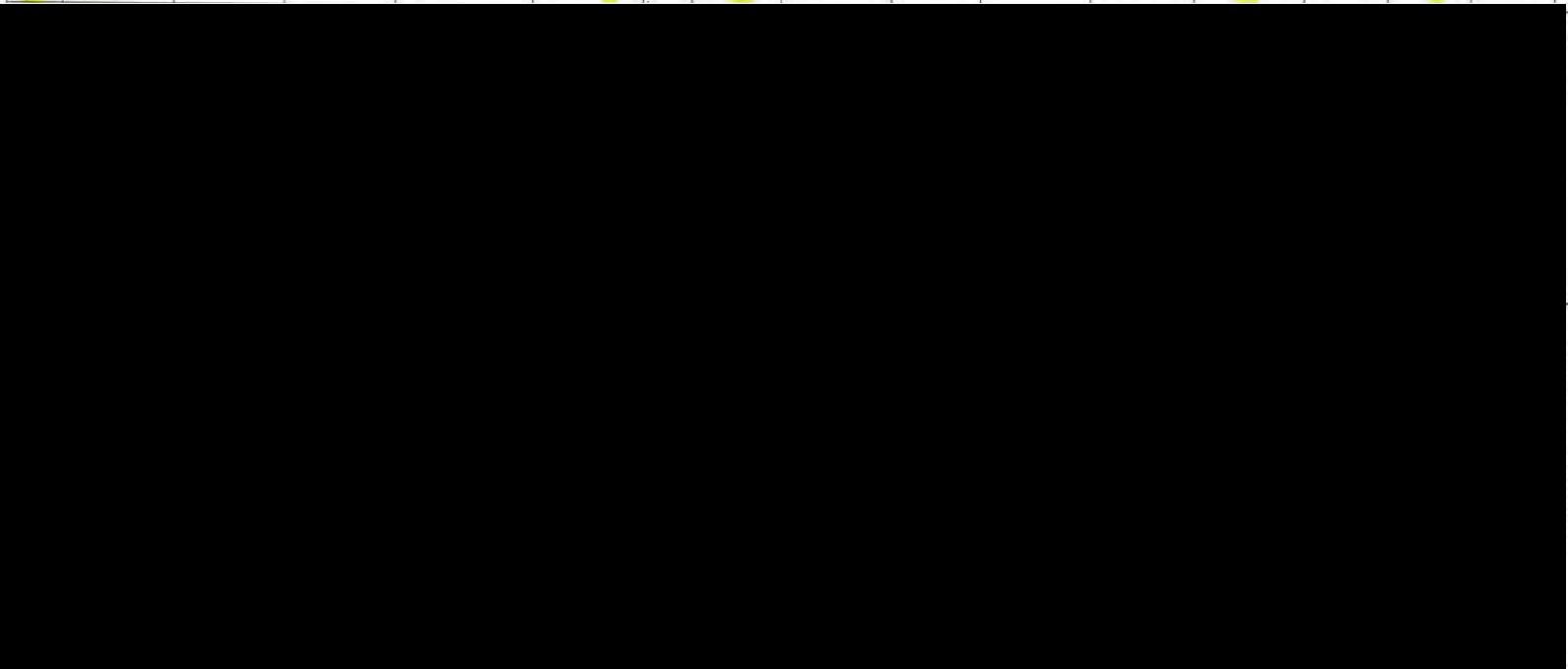
McLaughlin Road Class EA
RSVP List

Name		Contact Information	Ward
1.			5
2.			5
3.			5
4.			5
5.			5
6.			5
7.			5
8.			5
9.			5
10.			5
11.			5
12.			5
13.			5
14.			5
15.			5
16.			5
17.			5

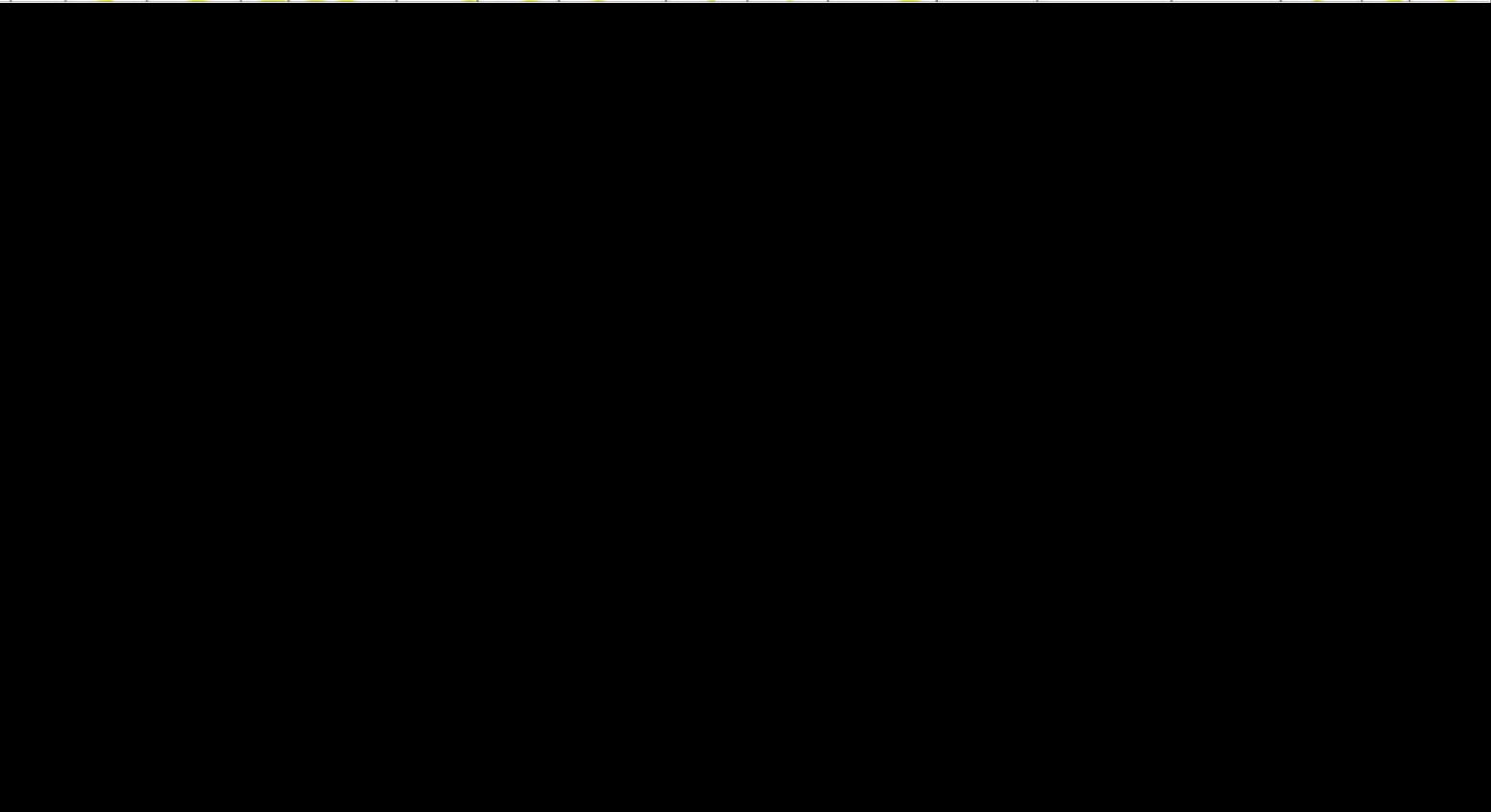
McLaughlin Road Class EA
RSVP List

	Name	Contact Information	Ward
18.			5
19.			
20.			5
21.			5
22.			
23.			5
24.			5
25.			5
26.			5
27.			5
28.			5
29.			5
30.			5
31.			5
32.			5
33.			
34.			
35.			
36.			5
37.			1

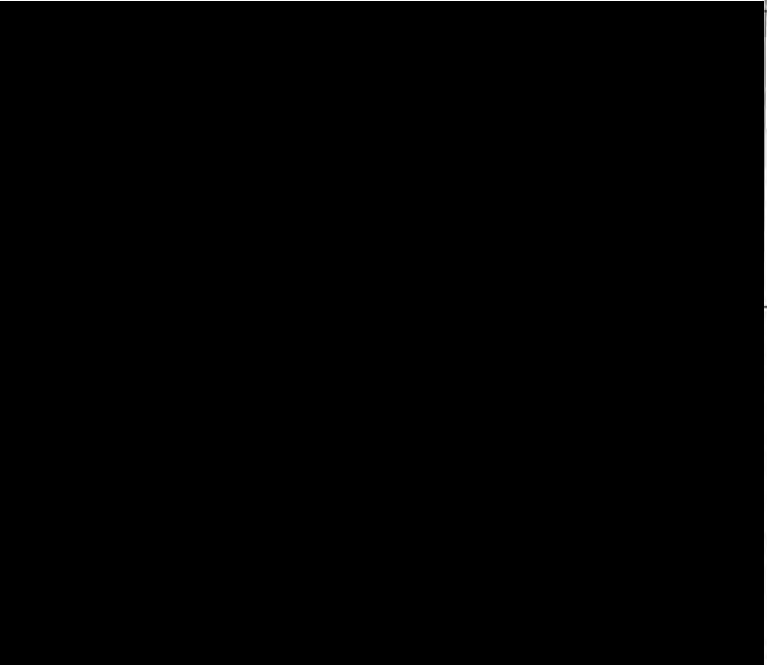
**McLaughlin Road Class EA
RSVP List**

	Name	Contact Information	Ward
38.			5
39.			5
40.			5
41.			5
42.			5
43.			5
44.			5
45.			5
46.			5
47.			
48.			5
49.			5
50.			5
51.			5
52.			5
53.			

**McLaughlin Road Class EA
RSVP List**

	Name	Contact Information	Ward
54.			5
55.			
56.			5
57.			5
58.			5
59.			5
60.			5
61.			5
62.			5
63.			5
64.			5
65.			5
66.			5
67.			5
68.			5
69.			5
70.			5

McLaughlin Road Class EA
RSVP List

	Name	Contact Information	Ward
71.			4
72.			5
73.			5
74.			5
75.			5
76.			5
77.			5

144



May 9, 2015, 9:00 a.m. – 11:30 a.m.

Community Workshop
ADDITIONAL REGISTRATION SIGN IN SHEET

Name (and Organization if applicable)	Street Address	City	Postal Code	Email



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR MCLAUGHLIN ROAD
FROM BRISTOL ROAD WEST TO BRITANNIA ROAD WEST



May 9, 2015, 9:00 a.m. – 11:30 a.m.

Community Workshop
ADDITIONAL REGISTRATION SIGN IN SHEET

Name (and Organization if applicable)	Street Address	City	Postal Code	Email
--	----------------	------	-------------	-------

APPENDIX D. WORKSHOP PRESENTATION

WELCOME

Community Workshop

May 9, 2015

9:00 a.m. – 11:30 a.m.

Please sign in

**Direct any questions or comments to
Study Team members**

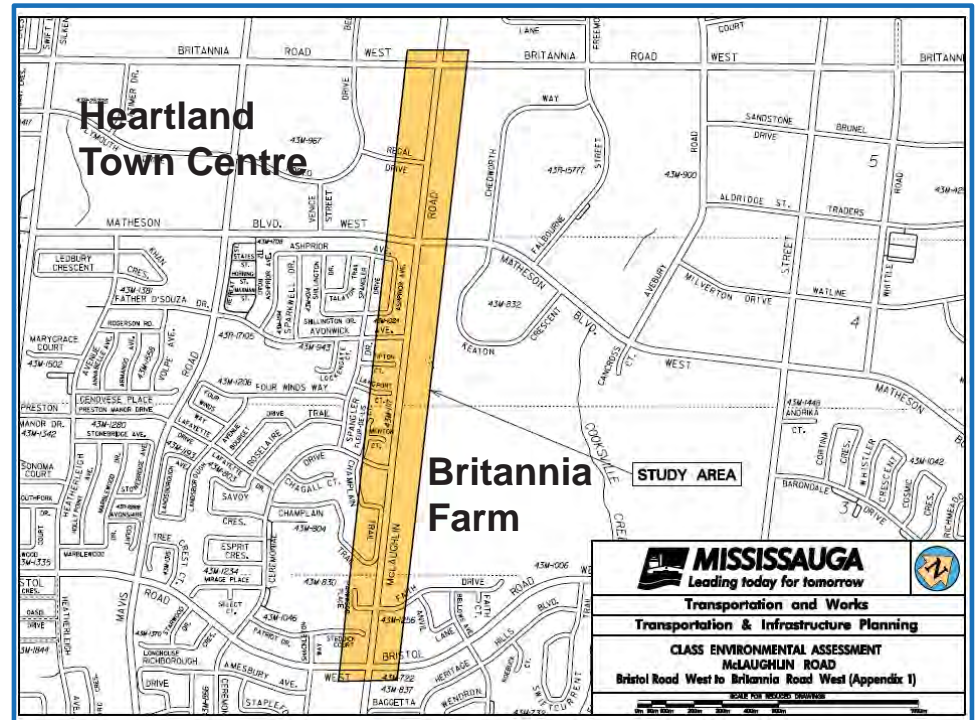
Workshop Purpose

- Update on Study Progress
- Discuss the Preferred Plan
- Discuss the Mitigation Plan
- Discuss Key Issues / Comments

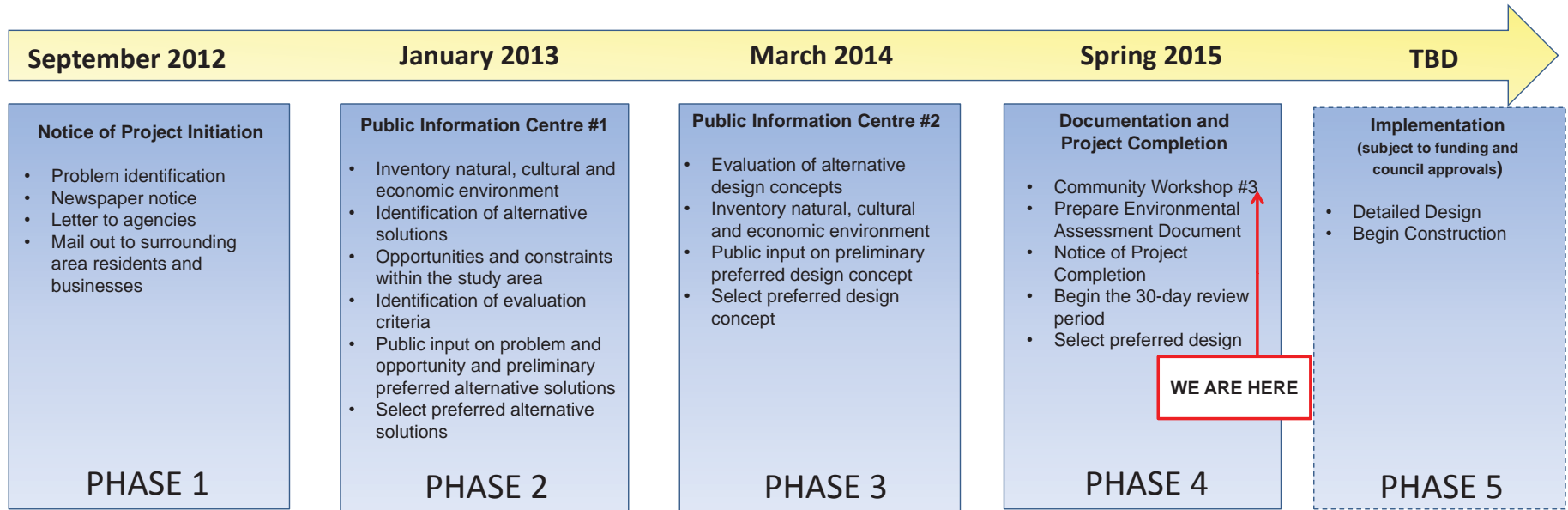
Study Area

Workshop Agenda

1. Study Overview
2. Present Preferred Plan
3. Present Key Elements of Mitigation Plan
4. Quick Questions of Fact or Clarification
5. Information Stations
6. Q&A Discussions
7. Next Steps / Closing Remarks

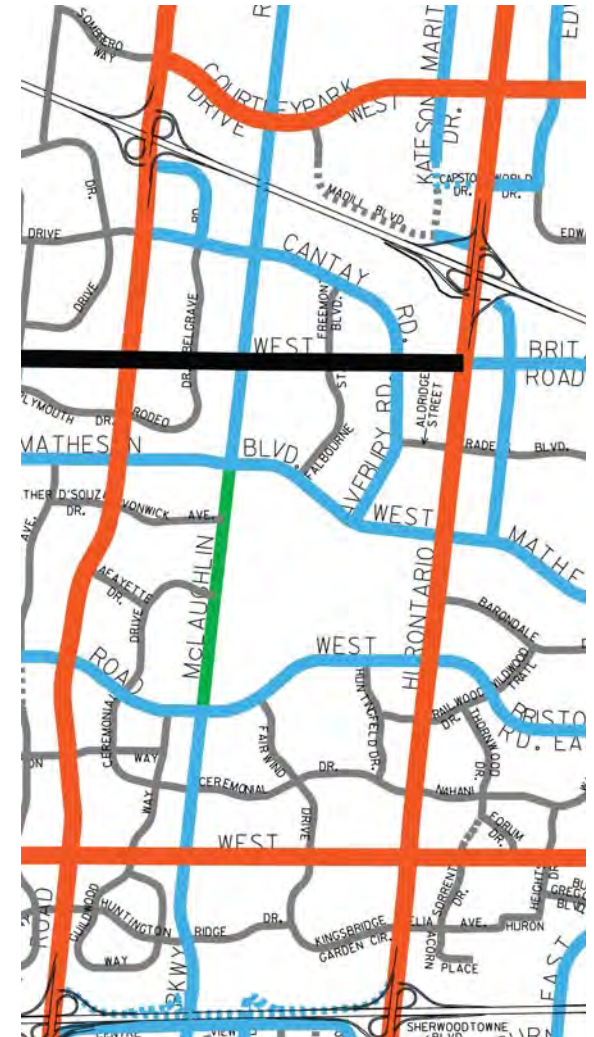


Class EA Process

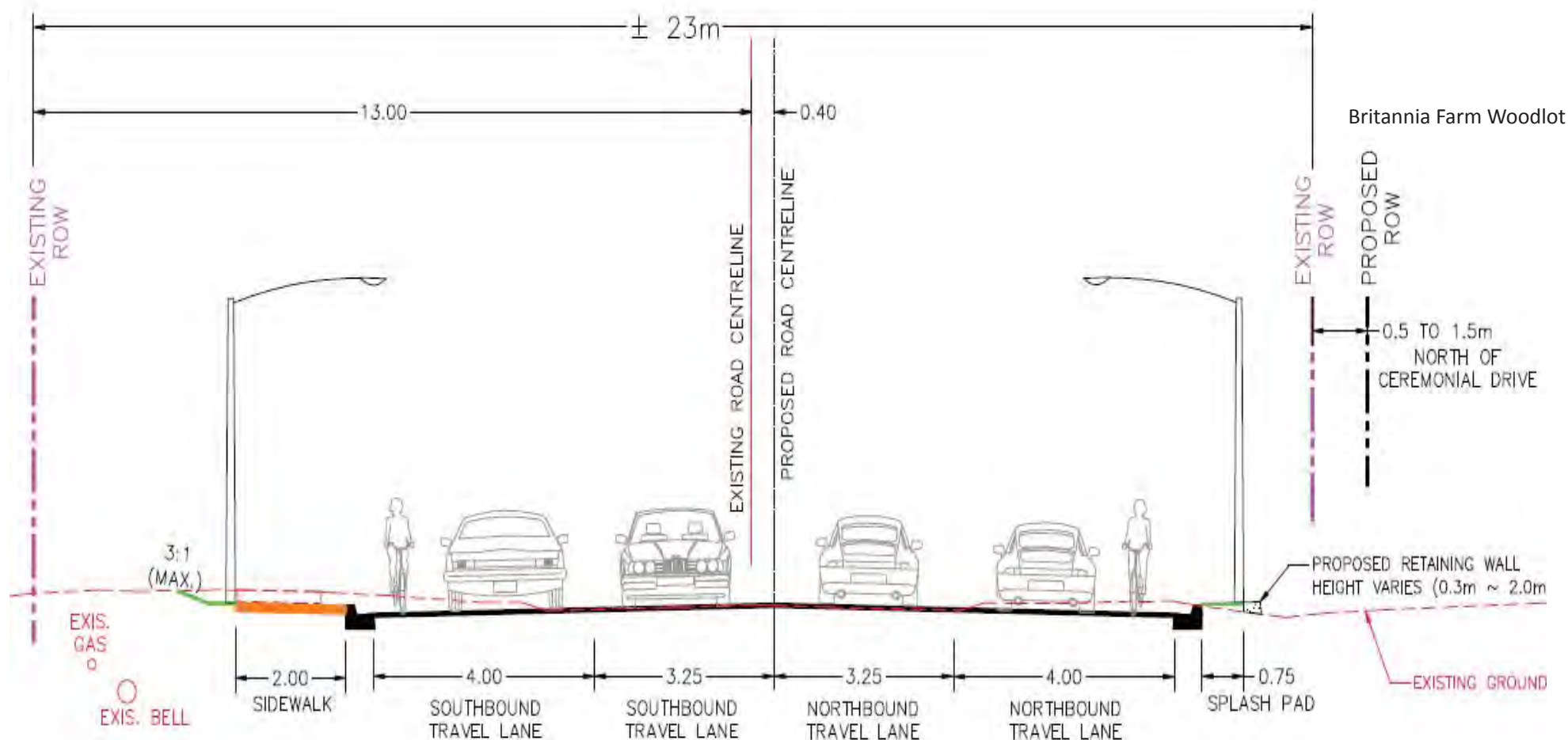


Study Context

- Investigate the need for capacity, safety and operational improvements to McLaughlin Road from Bristol Road West to Britannia Road West, taking into consideration:
 - The Scenic Route designation;
 - Adjacent land uses;
 - City plans for a cycling route;
 - Streetscape improvement opportunities; and
 - Local public interests.
- Classified as a Major Collector Road.
- Designated as a “Scenic Route” between Bristol Road West and Matheson Boulevard West.



Preferred Design Plan (Bristol Road West to Matheson Blvd West)



Streetscape Vision

West Side:

- 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;



Natural stone retaining walls



Paver banding along sidewalk

East Side:

- 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.



Large dimension hardwood fences

Woodlot Edge Restoration

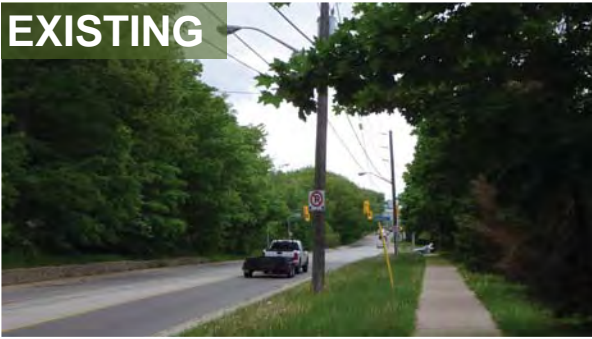
The Britannia Sugar Bush woodlot edge will be restored with the following researched and practiced principles in mind:

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.

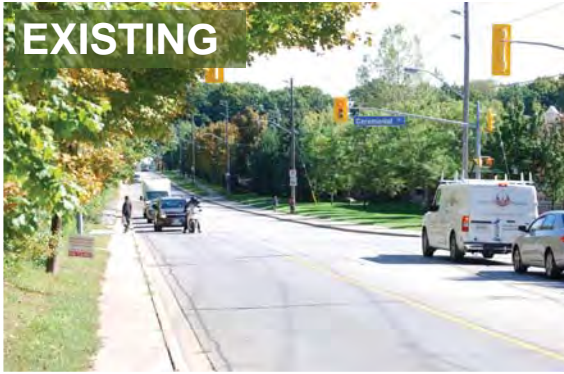


EXISTING



CONCEPTUAL DESIGN:
10 YEAR POST-CONSTRUCTION





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



Looking south along McLaughlin at the intersection of Ceremonial Drive

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

Looking north towards Ceremonial Drive (adjacent to Champlain Trail)

Summary of Tree Impacts

To accommodate the Preferred Plan between Bristol Rd. & Matheson Blvd:

- **472 trees will remain unaffected (174 east side, 298 west side)**
- **186 additional trees impacted (83 east side, 103 west side)**
- **413 trees will need to be removed (256 east side, 157 west side)**

96% of trees impacted expected to survive post construction (i.e. 178 of 186 trees)

So 421 existing trees will either need to be removed or are not expected to survive post construction. These include:

- 26 trees greater than 50cm DBH
- 58 trees on private lands

It is estimated that 260 trees can be reinstated within the McLaughlin Road right-of-way. As a minimum, an additional 213 trees are to be added elsewhere (i.e. Britannia Farm). Based on a 2:1 replacement ratio, 369 more trees would be added (842 total).

What We Have Heard

CONCERNS:

- Widening the street will increase traffic volume, noise and travel speed;
- Widening the street will result in traffic safety issues – traffic calming is needed;
- Existing pedestrian safety issues;
- Impacts on Britannia Farm and other existing street trees;
- Widening the street will depreciate property values.

OPPORTUNITIES:

- Accommodating pedestrian and cyclist facilities along the corridor;
- Widening the street supports City growth;
- Widening supports transit use along the corridor;
- Attractive landscaping, enhancements to the woodlot and buried utility lines are improvements.

Questions of Fact / Clarification?

Question Identification Exercise

Workshop Information Stations

Station 1: Transportation Safety – intersection control, turn lanes, pedestrian crossing

Station 2: Active Transportation – cycling and walking

Station 3: Streetscape / Woodlot Restoration

Station 4: Design & Implementation – noise, construction impacts, property taking, etc.

Next Steps for the Study

- Finalize the Preliminary Design taking into account Workshop comments received.
- Complete and file the Environmental Study Report for public review.

APPENDIX E. QUESTION IDENTIFICATION EXERCISE INDEX CARDS

SAFETY

Would the 50km
be maintained

How do we mitigate
safety issues as
a result of widening?

What Considerations
Can be made to
assist with Crossing
Safety (pedestrian
and vehicular). Already
difficult.

How can we
ensure speed limit
maintained?
c 40 km/h? in Scenic Route)

Along Avonwick -
(cut-through)
vehicles are cutting
through from Mavis
to McLaughlin.

⇒ How can you address
safety concerns for
residents on Avonwick

Would you consider
removing bike lane
on within road → due
to safety concerns?

Have there been
any traffic collision
studies previously or
as part of this EA on
McLaughlin?

Speeding an issue
on McLaughlin Rd.

At Fifth / Parkville
(or other non-signalized intersec-
-tions)
→ how can you
improve safety
without affecting
aesthetics

Ceremonial / McLaughlin
^{What}
alternate exists
for the plaza?

What studies
will be done to
look at turning traffic
at non-signalized
locations

DESIGN



FUNCTION

What does the width of the ROW include?

On west side McLaughlin will it remain raised or will it be flush with roadway?

From Ceremonial north will the left / center turn lane be lost?

Should the proposed plan be implemented would there be a traffic light @ Avenway?

Can we use solar streetlights

What additional measures

can be taken to reduce over flow from Hwy 10 due to LRT const?

Also over flow due to less signals on McLaughlin than Hwy 10 in same stretch?

NEED FOR
TRAFFIC CALMING
TO DETAIL FURTHER
INCREASES IN TRAFFIC

How will Street
lighting be addressed
/ improved?

McLaughlin Road more
attractive to drivers as
there are less lights

What improvements
Can be made to assist
with Left Turn movements
from adjoining streets due
~~to~~ to the deletion of the
Centre lane on McLaughlin?

How much ^{increased} traffic
is planned on road
with 4 lanes. →
what are the numbers?

(Growth rates and attracted
traffic from Movis / Hwy 10)

What studies (traffic) have been done at alternate routes? (Huronario, Mavis)

How will you manage detouring traffic through businesses the side?

CAN WE PUT IN A

SIGNATURED INTER-

SECTION AT AVALON

CONCEPT ABOUT

PERMITTED INTER-

SECTIONS IN WINTER

\$ & THING

(PROPERTY VALUES;
COST; TAXES)

How would this
Study impact
Property Values?

What is
the construction
timing.

How does 4 Lanes
Affect Property
Value?

Will my taxes
raise?

How long will the
world this take
to construct?

Will my property
values decrease?

THESIS

Who or will it
be maintained?
(Sugar Bush)?

trees to be planted
are they native to
the area?
Are they 'out' trees.

NOISE

~~ASST~~

What technical studies

are being prepared
related to noise being
considered for this
project?

Can more
noise barriers
be provided?

Advanced replacement
of the noise barriers?

AT

What alternate
cycling facilities
were reviewed?
ie) Blvd

Bike Trail/Lane
on east
side instead
of on-road.

No one uses the
sidewalks.

WHY IS THERE NO SAFETY
ADVOCATE FOR PEDESTRIANS
ON THE PLANNING TEAM?

THE SIDEWALK AS PLANNED IS
EXTREMELY DANGEROUS FOR
PEDESTRIANS?

↳ Shift 5/w away
from road.

SHARPOW WILL
NOT BE EFFECTIVE
DO DEDICATED LANE

DOUBLING TRAFFIC
WILL NOT MAKE FOR
CYCLING OR WALKING
THAT'S ENJOYABLE

HOW CAN CYCLISTS
FEEL SAFE WITH
HAPPENING CAR
LANES?

~~PROPOSED~~

Provide landscaping at
the end of the
culdesac beyond McLaughlin
Run advanced ~~construction~~
construction.

What are the
heavy vehicle
restrictions?

How can we
monitor increased
density in the
area? (ie. new
development)

It is acknowledged who wants route, don't the widening?
change its designation.

How is the scenic designation being respected?

ENSURE TRUCK
DESIGNATION OF
'NO TRUCKS' DOES
NOT CHANGE

APPENDIX F. DISPLAY PANELS

Welcome Area

WELCOME

Community Workshop

May 9, 2015

9:00 a.m. – 11:30 a.m.

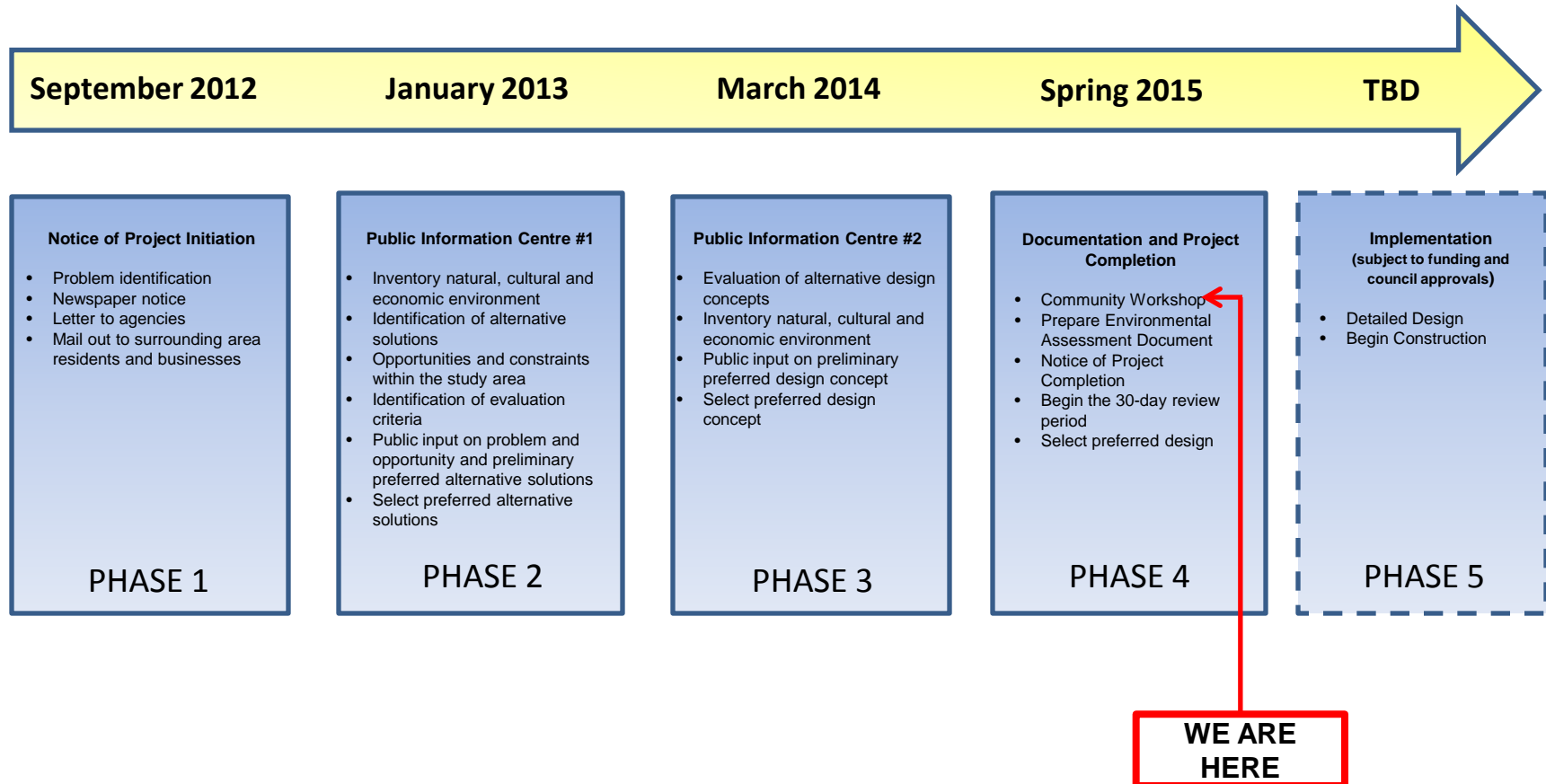
Please Register

**Direct any questions or comments to
Study Team members**

Summary of Comments Received at PIC #2

Category	Comment	Response / How concern will be addressed
Traffic Operations	<ul style="list-style-type: none"> Widening will invite more traffic onto McLaughlin Road (16 comments). 	<ul style="list-style-type: none"> It is estimated that traffic demands along the corridor will increase by 2031, as the City of Mississauga continues to grow and develop its urban growth area. During this time, the existing operational problems will continue to worsen and result in unacceptable delays and potential safety concerns.
	<ul style="list-style-type: none"> Road widening is necessary (7 comments) 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> Encourage drivers to use alternate routes (e.g., Mavis Road and Hurontario Street) (3 comments). 	<ul style="list-style-type: none"> These roads, which are designated Arterials, are six lanes and there is limited excess capacity available as they are at their maximum width and number of lanes. As a designated Major Collector, McLaughlin Road has a key role in the Mississauga street network to connect the network of streets including Arterials to move people between residential and employment areas.
	<ul style="list-style-type: none"> Need a traffic light at Avonwick Ave and McLaughlin Rd (6 comments). 	<ul style="list-style-type: none"> Traffic demands at Avonwick Avenue do not meet warrants for traffic signals and traffic signals are not recommended at this time. By widening McLaughlin Road to four lanes, gap opportunities will increase and side road delays will be significantly reduced. In addition, intersection design treatments, such as textured, coloured or raised intersections, to improve pedestrian visibility are being considered.
	<ul style="list-style-type: none"> Adjust timings on traffic lights (3 comments). 	<ul style="list-style-type: none"> Signal timing plans are updated in response to changes to traffic demand, travel pattern, etc. by the City. As part of an annual arterial review program, staff optimize signal timing plans, identify any intersections improvements and implement new phasing to improve traffic signal operations.
	<ul style="list-style-type: none"> Enforce no trucks on McLaughlin Road at any time (3 comments) 	<ul style="list-style-type: none"> Issue requires additional enforcement and will be brought to the attention of Peel Police and the City of Mississauga By-Law Officers.
Safety	<ul style="list-style-type: none"> Traffic calming measures are necessary (1 comment). 	<ul style="list-style-type: none"> Intersection design treatments, such as textured, coloured or raised intersections, to improve pedestrian visibility are being considered.
	<ul style="list-style-type: none"> Speed will increase (8 comments) 	<ul style="list-style-type: none"> Proposed narrower travel lane widths, enhanced landscaped boulevard and intersection design treatments, such as textured, coloured or raised intersections, will promote travel at the posted speed limit.
Noise	<ul style="list-style-type: none"> Consider upgrading/adding noise walls (2 comments). 	<ul style="list-style-type: none"> Existing noise barriers along the corridor will be replaced as part of this study.
	<ul style="list-style-type: none"> Concerned about noise (10 Comments) 	<ul style="list-style-type: none"> 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. In addition, see response above.
Natural Heritage	<ul style="list-style-type: none"> Protect the sugar bush (9 comments). Disappointed so many trees need to be removed (3 comments). 	<ul style="list-style-type: none"> Significant effort has/will be given to minimize impacts to trees along the street, while still addressing the corridor needs. Where possible, impacts have been mitigated through the use of retaining walls to limit grading impacts, and narrower lanes widths. In addition, as part of this project, the City is proposing a woodlot edge restoration plan to successfully re-establish a stronger edge along the woodlot.
	<ul style="list-style-type: none"> Improved and attractive landscaping (3 comments). 	<ul style="list-style-type: none"> Comments noted, landscape plans have been developed as part of the preferred plan.
	<ul style="list-style-type: none"> The woodlot would be positively affected (1 comment). 	<ul style="list-style-type: none"> Comment noted.
Active Transportation	<ul style="list-style-type: none"> Cycling lanes not necessary (3 comments). 	<ul style="list-style-type: none"> McLaughlin Road is identified as a future Primary On-Road Cycling Route in the City's Official Plan and Cycling Master Plan, and is a key route that will provide connection to other cycling facilities in the City.
	<ul style="list-style-type: none"> Provides needed space for safe pedestrian traffic and cyclists (3 comments). 	<ul style="list-style-type: none"> Comment noted. Cycling facilities are proposed along the corridor. In addition, missing sidewalk connections were provided where possible.
	<ul style="list-style-type: none"> Concerns about the safety of the shared bike lanes (2 comments). 	<ul style="list-style-type: none"> The sharrow lane is wider than a standard lane and is intended to remind road users (both motorists and cyclists) to share the road with each other and provide adequate space for cyclists and motorists to travel side by side. The lane is delineated with signage and pavement markings to advise both motorists and cyclists of the facility.

Class EA Process



Station 1: Transportation Safety

Station 2: Active Transportation



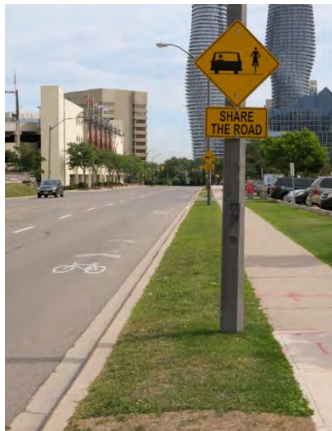
Looking south along McLaughlin at the intersection of Ceremonial Drive

Proposed Cycling Facilities

As part of the recommended plan, cycling facilities are proposed.

Sharrow Facilities

From Bristol Rd W to Matheson Blvd W



Bike Lanes

From Matheson Blvd W to Britannia Rd W



Station 3: Woodlot / Streetscape

Streetscape Vision

West Side:

- 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;

East Side:

- 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.



**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.





Looking south along McLaughlin Road through the Matheson Blvd intersection.



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

Station 4: Design & Implementation

Noise

As part of the recommended plan, all existing noise walls will be replaced (as per the City's Noise Wall Replacement Program). Below are the proposed noise wall materials.

Wood Option



- 2 – 3 metres in height
- Red cedar or other approved pressure treated wood
- Colour stains are available
- Life expectancy of 20 years

Concrete Option



- 2 – 3 metres in height
- Precast concrete
- Life expectancy of 40 years

The type of noise wall will be confirmed in the subsequent design phase.

EXISTING

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

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

APPENDIX G. COMMENT SHEETS AND INDEX CARD SUMMARY

**Municipal Class Environmental Assessment Study for McLaughlin Road
Community Workshop Comment Sheet
May 9, 2015**

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 provide your comments. Your input is greatly appreciated.

We live at [REDACTED]

We have great concern about how we will be able to get out of our complex to turn left especially if there are no left turn lanes.

As it stands right now we have great difficulty making turns safely.

Also, how much of our property will be taken for this project.

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

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Please place completed sheet into the comment box or via fax or email **no later than May 25, 2015.**

Dana Glofcheskie, P.Eng.

Project Manager

City of Mississauga

201 City Centre Drive, Suite 800

Mississauga, Ontario, L5B 2T4

Tel: 905-615-3200, Ext. 8243

Fax: 905-615-3173

E-mail: mclaughlinrdea@ibigroup.com

Don Drackley, MCP, MCIP, RPP

Consultant Manager

IBI Group

100 - 175 Galaxy Blvd

Toronto ON M9W 0C9

Tel: 416-679-1930

Fax: 519-585-2269

mclaughlinrdea@ibigroup.com

The information on this comment sheet is being gathered to assist the City of Mississauga in undertaking the Class EA. Under the *Municipal Freedom of Protection and Privacy Act*, unless otherwise stated in your submission, any personal information such as name and address included in all submissions becomes part of the public record files for this project and can be released, if requested to any person.

**Municipal Class Environmental Assessment Study for McLaughlin Road
Community Workshop Comment Sheet
May 9, 2015**

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 provide your comments. Your input is greatly appreciated.

① I HAVE BEEN TOLD BEFORE THAT CEREMONIAL/MC LAUGHLIN INTERSECTION BEING IMPACTED BY TRAFFIC TO/FROM THE ASIAN PLAZA IS NOT PART OF THIS STUDY

THERE WILL BE SERIOUS ACCIDENTS IF SOMETHING IS NOT DONE ABOUT PARKING ON CEREMONIAL IN THAT AREA THIS BLOCKS INTERSECTION AND SOME DAY WILL CAUSE A SERIOUS ACCIDENT

PLEASE PUT NO PARKING SIGNS IN THAT AREA. SOME TIMES DRIVERS TURNING LEFT (NB MC LAUGHLIN) HAVE REMAINED IN INTERSECTION AFTER LIGHT CHANGES

② I SUPPORT REDUCING SPEED TO 40 KMPH WITH FLASHING LIGHTS (SIMILAR TO SCHOOL ZONE).

③ SEWERS - WITH NARROW LINES, SEWERS WILL BE AFFECTED BY HEAVY BUSES. ALL VEHICLES WILL RUN OVER THESE. HOW TO REDESIGN?

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 May 25, 2015.**

Dana Glofcheskie, P.Eng.

Project Manager

City of Mississauga

201 City Centre Drive, Suite 800

Mississauga, Ontario, L5B 2T4

Tel: 905-615-3200, Ext. 8243

Fax: 905-615-3173

E-mail: mclaughlinrdea@ibigroup.com

Don Drackley, MCP, MCIP, RPP

Consultant Manager

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THE SIDEWALK IS BEING PLACED TOO CLOSE TO THE TRAFFIC. THERE ARE MANY SCHOOLS IN THE AREA... MANY YOUNG CHILDREN WALKING ON THESE SIDEWALKS. TRAFFIC IS AN ISSUE, IT MOVES QUICKLY! THE KIDS ARE WALKING AT THEIR PERIL! THERE IS NO BUFFER BETWEEN THE CHILDREN AND THE WHEELS!!

- ① FORGET ABOUT THE EAST SIDE PEDESTRIAN SIDEWALK. MAKE IT A DESIGNATED "BIKE LANE SIDEWALK" FOR BIKES ONLY.
- ② MOVE THE WEST SIDE SIDEWALK INWARD, CREATING A BUFFERING GRASSY AREA BETWEEN PEDESTRIANS AND TRAFFIC.

* PEDESTRIAN + CYCLISTS WILL BE SAFER.

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CONTINUE TO PURSUE TRAFFIC LIGHTS AT AARONWICK
to slow traffic speed, to deter additional traffic
as a faster alternative to HARTWICK & MAVERICK
to provide better ability to exit North from AARONWICK

MINIMIZE movement of retaining wall @ LANGLIST
to preserve trees existing between McLaughlin
and LANGLIST

Expedite the replacement of existing noise barriers
at LANGLIST / TIPTON - existing wood barriers
are end of life with wooden pillars rather
at ground level.

Minimize required grading at LANGLIST to
retain existing trees.

ROAD WIDENING COMMENT - IN GENERAL - I do not
agree with overall widening BUT THERE are turning lane issues that
do require some widening.

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Limit Access for

- Heavy transport/vehicle in place
- Speed limit - 50 or reduced to 40
- Putting a traffic light @ Avenwick & McLaughlin will allow safe turnings for residential vehicles as well as those on the east side commercial bldgs; and allow those who use public transit to cross this "new & proposed" 4-lane safely - there is a bus stop @ Avenwick & McLaughlin & transit users have been using the centre (turning) lane as a safety buffer when crossing this road. - crossing safely for transit users.

- enhance ^{street} lighting along this section of road.
- Safety is my main issue - I hear a lot of ^{vehicle} collision - thank god no one has been killed & we don't want any @ all.

Please note there are some schools within this neighbourhood - safety for the students too who walk or cycle to school?

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- Very well organized session
 - facilitators well prepped
- Generated good discussion
- Excellent displays

Comments:

The day the McLaughlin/Confederation bridge opened ~~that~~ over the 403, McLaughlin as a "Scenic route" and 2 lane road ended.

So we want 4 lanes - no - but \$ we can't be trapped in our neighbour because we can't get out (or back in).

If we can't get the cars off McLaughlin (preferred), then move them more efficiently along McLaughlin.

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The management of the Britannia Farm should see a separate issue from widening of McLaughlin. It is a shame if this is not done regardless, where is the Real School Board with all this?



MISSISSAUGA

Do not widen



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I moved into our new house on Parkwood Place in 1989. The Park behind us are called Staghorn Park. Called after the Staghorn Sumachs that grew in the margin of the woods. Then the city fenced the park backing into the schools area and removed the understory small trees and shrubs including the Sumachs. As per today there is not one Staghorn Sumach remaining, very ironic considering the park's name. So I do not trust the city's management. Taking away large trees that will not regrow in 50 years is pure folly if you will call this still a scenic road.

Why not put in a roundabout at Bristol and McLaughlin etc.

Separate the bicycle lane on the west side of McLaughlin from the automobile roadway and leave the east side alone.

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

a lot of trees died when work was done widening the



MISSISSAUGA

COMMENTS from Streetscape / Woodlot



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restoration:

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- Street tree impacts - from SAT.
- ① * concern with removal of trees along west ~~side~~ boulevard buffering rear yards - 4 residents very concerned with loss of trees on west side
 - ② consider improvements that ~~improve~~ improve traffic flow but do not impact as many trees. → such as bus bays to take the buses out of the existing lane

Coun. Parrish counted 31 people standing that do not want road widened.

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YOU HAVE GONE OUT OF YOUR WAY TO MAKE
MCLAUGHLIN ROAD A DANGER FOR PEDESTRIANS.

YOU HAVE PLENTY OF ROOM TO MOVE THE SIDEWALK
AWAY FROM THE ROAD ALONG THE WEST SIDE.
THERE ARE SECTIONS OF EXISTING SIDEWALK THAT
ARE BACK FROM THE ROAD - WHY NOT BUILD
ON THIS ?

THE SPEED LIMIT OF 50 KPH IS OFTEN EXCEEDED.
WIDENING TO 4 LANES WILL ONLY MAKE THIS
WORSE!

YOU SHOW A NUMBER OF PHOTO IMAGES SHOWING
GRASSY AREAS BETWEEN THE PAVED ROAD AND
THE SIDEWALK. YOUR PLANS DO NOT ALLOW
FOR THIS! - YOUR SIDEWALKS ACTUALLY TOUCH
THE CURB ALONG THE ENTIRE LENGTH OF
ROADWAY.

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Regarding Sugar Bush lands, will the school board open these lands for activities? How will parking needs be

My suggestion is to make the green improvements without widening. Reassess in 10 years after the LRT is built + operational

- ★ - seriously look at a roundabout @ McLaughlin and Bristol ★
- seriously look at bus "pull in" area just for stops
- add the raised intersection + cobblestone crossings
- add active transportation facilities (improve)

Main concern: Most congested roadways in Peel are the widest.

② Widening a straight road always leads to increased congestion, more collisions, increased pedestrian accidents.

③ "We now know better" when it comes to green space is our reassurance about nature management, but we also now know better when it comes to congestion.
 Don't widen!

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PG 2 of 2

Mississauga's Vision and Strategic Plan specifically makes note of the following goals and "Pillars of Change"

- ① A city where people can get around without an automobile
- ② Beautiful, sustainable city w/safe neighbourhoods where people can walk to meet a friend... etc. ... nurtures a unique quality of life...
- ③ ... forests and valleys will be protected ... future generations enjoy a clean, healthy lifestyle

Nowhere in our plan is the idea of encouraging increased car use mentioned

WIDENING ENCOURAGES MORE CAR USE

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- Braxynig Hydro cables ^{are} ~~are~~ good.
- No Heavy truck movement. Should be allowed
- Beautifying the area is good.
- Please retain the two lane ie present traffic system ~~only~~ as it is.
- Trees planted as replacement are usually saplings which take for ever to grow.
- Main's has no mature trees, city needs to improve this area too.

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Leave the Chain link fence!
worried about the Depreciation of the
Value of my house!
It will be noisy CS of the 4 lanes!

No I am against enlarging!!

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~~Replace trees with same species~~
Crosswalk signal - Faith/McLaughlin

* Do NOT WANT McLaughlin Rd
expanded to 4 lanes

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- STRONGLY OPPOSED TO WIDENING
- SIGNIFICANT IMPACTS ON - NOISE
- STOP TREE DESTROYING
- PLANT ADDITIONAL TREES NOW AT END OF COURTS -
- SAFETY
- VISUAL IMPACT
- SCENIC ROAD CHARACTER
- COMMUNITY CHARACTER.
- ENSURE NOISE WALLS REPLACE ANY CHAIN LINK FENCES. NOISE FENCES PUT UP FIRST.
- CONSTRUCTION, IF ANY, ONLY DURING DAY HOURS.
- REPLACE WITH LARGE + EVERGREEN TREES.
- THIS IS NOT AN ARTERIAL ROAD - NOT

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HUKONTARIO / MAIL

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1/ I agree & prefer the chain link fence in front of our property

2/

(No) I am against enlargement!

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My House's ~~shares~~ side yard shares wooden / bar fences with McLaughlin Road. My bed room windows are about 20/30 feet away from the street. Current noise wall design only cover half the house, I need it to be extended and built as high as it's allowed please.

~~The turn~~
North ~~bound~~ left turn into ceremonial is heavily impacted by street parking / standing from the shopping plaza. No Standing sign needs to be placed all around the intersections. McLaughlin / Ceremonial / Champlain / etc.

I expect more street racing from this widening more enforcement will be required, especially late night (I can hear street racing every night during spring / summer in the middle of the night from our bed room window)

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I have existing noise problem that will only
get worse with this project. with ~~no~~
No alternative solution.

I will be forced to move because of this.
And no one will want to buy this house
because of this as well.

I do not want the road widened.

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

Name: 

Email: 

Address: 

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Dana Glofcheskie, P.Eng.
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01 TRAFFIC SPEEDING WILL INCREASE DUE TO ROAD WIDENING.

02 PROPERTY VALUES WILL BE IMPACTED NEGATIVELY BOTH ON ASSESSMENT & PROPERTY VALUES.

03 THERE WILL BE NEGATIVE IMPACTS AND WILL DECREASE THE NATURAL BEAUTY OF THE WOOD LANE.

04 NOISE WILL INCREASE AND AFFECT RESIDENTS LIKE MYSELF.

05 POLLUTION WILL INCREASE.

→ **NOT IN FAVOUR OF THIS PROJECT!
~~DO NOT WIDEN~~**

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- I DO SUPPORT THE ~~EXP~~ PROPOSED EXPANSION
WITH THE FOLLOWING IN MIND*
- DESIGNATED BIKE LANE'S NORTH-SOUTH*
 - SIDEWALK ON WEST SIDE*
 - HIGH PRIORITY TO PROTECT
WOOD LOT & MAINTAIN FOR
FUTURE*
 - MAINTAIN ~~REMAIN~~ DESIGNATED
SCENIC ROUTE*
 - DESIGN TO KEEP NORTH/SOUTH
TRAFFIC AT LOWER SPEEDS*
 - PROVIDE ALTERNATE TREATMENT
OF PAVEMENT IN WINTER (SALT)*
 - GUARANTEE RESIDENTS WILL
REMAIN A GREEN AREA*

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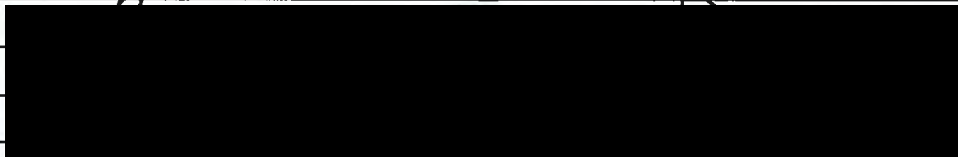
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I do not want the
road widened.

only Bury hydras.



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- I have noticed that in Mavis and Hurontario speed limits are not respected and specially at night speeding and racing increases.

This situation is not controlled effectively since it is pretty noticeable, perception is that police is not controlling this.

How do we expect to control the speed limit and collateral related issues having a 4 lane road??

Would be possible to move the pedestrian and bike lines somewhere does not impact cutting trees??

- My statement is I am against widening the lanes. No 4 lanes and no cutting that huge amount of trees. - Actions can be taken to improve McLaughlin Rd without this significant impact.

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Transportation

Traffic design at city, whole department, none are qualified. Who hired them, reason:

- ★ 1st thing: - Matheson is 4 lane, no residential openings
- Install pedestrian crossing Lt (flashing Lt) @ Aronwick. - McLaughlin from Bristol to Englington is 4 lanes, only one opening from residential area, & with traffic light.
- ↳ leave the rest of the design for further refinement. - Kennedy Rd. is 4 lanes, any opening from residence is equipped w/ traffic light
- ↳ Evident that you cannot turn left from residential area to a "4 lane" street w/o traffic light.
- ↳ The four lane designed by "Traffic Transporta Dept. is naive. And not just that you will not allow resident to do left turn, you will make it very dangerous, accident prone.
- ↳ Bike lane on-road is a waste. It's dangerous, & no one uses it. Bristol new bike lane, resident still need to bike on pedestrian to feel safe to avoid "murder" by car, as evident in Mississauga News.
- ↳ Resident bikers are not professional 'dare devil' speed bikers!

I want to stop for the pedestrian, but I have no right to stop in the middle of the road. (others have actually done it for me. They stopped @ Faith Dr. & block traffic behind them to let me cross the road on foot. I appreciate that & I want to do that when I'm driving but I'm afraid ppl behind me will jam into my car..

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Email: [REDACTED]

Address: [REDACTED]

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- * Having 4 lanes is not a solution for the traffic issue. It'll just invite more traffic. Measures and motivation should be geared towards ~~encourage to use alternative transport~~ deterrent of traffic & ~~increase~~ increase safety.
- * The ~~widening~~ expansion of road ways is not in agreement to the Mississauga Green Living plan, the official plan (not complying with the scenic route design guideline which is meant to preserve the character and nature system of the road.), nor is it in the same direction of the Growth Plan (not a ~~concordance~~ ^{concordance} Condon) and the Urban Forestry Objective.
- * ^{Ward 5 is least of all wards in Mississauga for} Even-though McLaughlin is a Major collector, this particular section is designated as a ~~scenic road~~ ^{scenic road}. It should not be changed due to pressure of North-South traffic. ^{of enjoyment} | Urban Forest Canopy already
- * It sacrifice the pedestrian sidewalk & bike safety ~~factor~~ ^{factor} which has longer time frame use than
- * the shared bike use in the context of a narrow adjacent car lane, and overall 4 lane way without a designated space is very alarming for ^{than} ~~perfection~~ ^{perfection} traffic.
- * There are wild life using the woodland area, though it has decreased & much.
- * The ratio of tree height and ROW width in the design ~~also~~ ^{also} takes away what makes the scenic route scenic and different from the regular roads.
- * The width of the design ~~also~~ ^{also} would not allow the appearance of thick foliage.

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There is no point creating bike lanes where
cyclists bike too close to ~~the~~ lane traffic.

This is a designated scenic route.
designated.

~~Do not~~ Do not change this - It is beautiful
as is.

~~The industrial park road are wide and~~
~~understand~~

~~why infringe on public scenic~~
~~routes~~

~~create by path routes utilizing these~~
~~Roads. Archway/Kelowna St.~~

A Four lane McLaughlin - will be exactly
like living on Hurontario "Not acceptable".

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- ① At McLaughlin just North of Ceremonial -
at 5500 McLaughlin Road, how will
(the safety of the residents be ensured
as they drive in and out of the
left turn-in lane is going to be
eliminated?)
- ② In expanding the lanes from 2 to 4,
how will speed limits compliance
be ensured? Right now at 5500
McLaughlin there is an average of at
least 2-3 accidents a month - at
the moment. Clearly this will increase
with 4 lanes. How will this plan make
this area safer when it is already
a danger spot with the present
conditions?
- ③ Noise buffer for the section between Ceremonial & How
How is this going to be done?

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- Nothing about re-directing traffic onto other arterials as a substitute to widening McLaughlin Rd.
- Widening McLaughlin invites more traffic volume to the surrounding area. Increased volume creates more "through" traffic on local roads such as Ceremonial Rd & Avonwick Rd.
- Lots of vehicles park on Ceremonial Rd in front of the commercial plaza due to insufficient parking. Increased volumes can create more issues.

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1. If the project will no go forward
are any projects regarding safety
(pedestrian safety) in current situation.
2. pedestrian crossing at Parkwood &
McLaughlin

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We do not support the widening of McLaughlin in any format. The design as proposed assumes McLaughlin should absorb additional traffic. It does not consider alternatives to increased capacity on Mavis or Hurontario and efforts to actually reduce traffic on McLaughlin.

The negative impacts of widening on safety and outweigh the benefits.

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I do not want McLaughlin Rd. widened.

It will lose its appearance as a scenic route, increase the pollution and also wants to walk in the fumes of gasoline spewed out from the cars

This effect will be multiplied by cutting almost 500 trees, which constitutes 1/3 of the existing bush, which, the way it is, is not that big. You cut these trees and you will be able to see the farm behind it.

These plans should be addressed 25-30 yrs ago before the whole neighbourhood was built. I moved to Mississauga in 1987 and McLaughlin was surrounded on both sides by forest/grassland, that was the time to think about the roads to accommodate the future growth of the city.

*Final comment - DO NOT TOUCH IN ANY WAY
BRITANIA FARM!!*

This is the only oasis of peace & quiet in the city.

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→ COUNCILLOR PARISH HAS HER VIEW ON THE PROJECT HOWEVER. WE NEED TO VIEW THE LONG TERM IMPACT TO THE AREA IF THE EXPANSION DOES NOT PROCEED - NEED TO POLITICS ASIDE

→ AMOUNT OF TRAFFIC WILL NOT BE REDUCED INSTEAD IT WILL INCREASE

→ THE DEVELOPMENT @ BURHANTHORPE TO RATHBURN OFF CONSIDERATION WILL ONLY INCREASE TRAFFIC ON TO AREA OF DISCUSSION. MCLAUGHLIN ROAD ACCESS TO HEARTLAND AREA

I DO WANT THE ROAD WIDEN

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No 4 LANE

Incorporate further increased
traffic impact on McLaughlin
due to CRT.

- Light pedestrian activated

Crossing light.

- Burry hydro line

- Maintain wood lot & trees
along

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Please place comment in box

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I have lived on Roselair Trail since 1988.

I am in favour of the widening of the roadway to 4 lanes.

I think the city and the consultant have done a great job of balancing the needs of increased capacity while maintaining the elements of the scenic route.

I am most excited about the improvements at the intersection of McLaughlin and Ceremonial.

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**Municipal Class Environmental Assessment Study for McLaughlin Road
Community Workshop Comment Sheet
May 9, 2015**

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 provide your comments. Your input is greatly appreciated.

*Will there be left turn signals in every direction
at the intersection of McLaughlin & Bristol Rd West?
(to reduce the number of accidents given the
increased traffic flow with the new plan/design).*

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 May 25, 2015.**

Dana Glofcheskie, P.Eng.
Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
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- noise and vibration increase (levels were already high on previous study... was there a recent noise/vibration study?)
- increase in traffic volume ... with the LRT on ~~4~~ 10 and 7 lights on ~~4~~ 10 compared to 3 on McLaughlin, it is more attractive for speeding and volume
- very difficult to turn left currently from Parkwood Pl. to McLaughlin. How will the residents of Parkwood ever going to turn left ~~to~~ to McLaughlin!
- pedestrian safety at streets with no light crosswalk. We suggest a pedestrian activated crosswalk at Parkwood Place so one can get off Mississauga transit and cross safely
- concerned with removal of trees and replacing with saplings. Suggest a more thorough environmental assessment for this project.

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

Name:

Email:

Address

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re: bike lanes - the fact is, and proven by the
Bristol road bike lanes, there is not a
cycling culture that we can change. Probably
less than 20 people per day use these lanes.
What a waste of design and money ...
A bike lane that leads to an industrial
area of Mississauga.

Date: May 7, 2015

To: Carolyn Parrish

Re: Widening of McLaughlin Road

Just a short note to share a few thoughts with you. Many of these have been noted by Hazel and councillors in the past.

- A) Seemingly the "Preferred 4-lane alternative" as presented recently leans towards and feels like a '**when**' not an '**if**' option. Regardless, this proposal is rooted (according to Mayor Crombie and her assistant Rob) in community collected data! *However*, there are no hard statistics to back this claim. Why did residents take the time to fill out their concerns and then nothing be collated with numerical results? At this point I had a falling out with the staff in general.
- B) In the '90's the OMB under a Schedule "I" ruling stated that the **canopy of trees buffering the low rise condo** across McLaughlin from the Parkwood residents **must be maintained for aesthetic purposes**. How will that be honoured in the current 'future'?
- C) In **2009/2010** the City measured two factors regarding McLaughlin Road: (i) **sound** coming from the road into our backyards; and (ii) **vibrations** coming from the road through the ground into our homes. **BOTH results were negatively significant** and that was for 2 lanes! What will 4 lanes produce? Some people involved were Andy Bates, Dave Morris, and Steve Barrett.
- D) Is the Peel Board OK with the proposed widening since this would involve Crown Land? Our understanding is that Crown Land cannot be used just because the city needs it. It was ceded for the best interests of the students of Peel. For that matter why do we need to lose over 500 trees when other roadways could be widened with less devastation. We should be looking at the big picture and a much longer timeline – our environment is priceless and almost impossible to correct once toyed with.
- E) It takes a considerable length of time to make a safe turn from Parkwood onto McLaughlin. What will it be like if a 4 lane configuration is implemented?
- F) Needless to say people/students crossing the street after exiting buses is a time for prayer.
- G) It is uncomfortable taking a simple walk on McLaughlin with traffic zooming by – the speed limit is continuously broken and I have spoken many times with the Police Traffic Div.. When speed has been monitored by them on McLaughlin one officer stated that 'catching' speeders was "like shooting fish in a barrel" (a list of P.C.'s with whom I have spoken is large and available). Needless to say the police are busy doing many

important jobs within our city and cannot monitor our area as often as is needed but once again consider how the increased volume of traffic will only add to the number of speeders (in conjunction with increased vibration and noise).

H) Has the City and Province measured the AIR as well as Noise pollution generated by constant Pearson flyovers, flybacks and major surrounding hi-way traffic? Collectively it would be high.

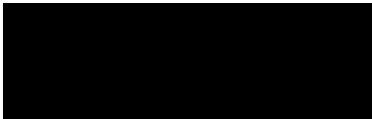
Simply put Carolyn, hasn't our quality of life endured its fair share of City buzz? Is it to be further compromised because of the poor planning implemented in the past? Now is a chance for some forward thinking to be investigated. Our future generations will enjoy and appreciate this.

I apologize for these oversimplified statements and compressed materials, but there is a hell of lot more info in my baggage file that could be added.

Anyway, thank you for taking time to read this blurb. I have a long list of city personnel who have done nothing.

Hoping all is well with you and your family AND your Council duties.

Take care



P.S. In the last couple of months the deterioration of the asphalt on McLaughlin which backs onto many properties has become worse. Danny and Pamela are aware of this. We have been told by Sandro T. that we have to wait for the Environmental Assessment to be completed before any asphalt will be laid. We know this could take years...more years?! This is unacceptable!

There ARE other ways
to address traffic &
safety issues w/out
expanding the lanes
if you are willing to try!

Do not widen Hwy 9/5
the scenic route!
at McLaughlin.
Leave well alone



Why can't you bury the
hydro lines + replace the
noise barriers WITHOUT
widering the road and losing
the trees? That is what
we want

I AM Concerned that
my backyard property line
will be cut and the beautiful
trees will be cut down as
well.

563

My backyard faces McLaughlin
Ave. We have a slope
going down.
Slope that slope we
restored and/or Plunk.
Will it be affected in
any diggering way?

Thank you

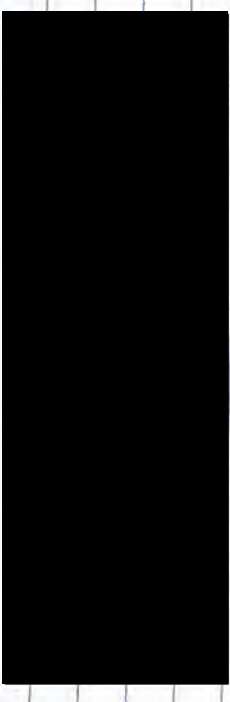
Cutting trees and then
replanting is not
preserving the ecosystem
in the area. There will be none
left to preserve.

I do not want
the road to be
widened !!

I don't want
the road to be
widened !!

I do NOT want
the widening of
~~road~~ lanes.

We don't support the
widening of McLaughlin way
Ormat



No 4 Lanes
No Widening

- Maintain repair
- Do NOT WIDE
- McLAUGHLIN

We DO NOT want

McLaughlin Rd widened.



'28 yrs. on this scenic route

No New Lanes



The cost-benefit analysis shows a net negative impact on the area and on the city in general.

Initial benefits (relief of clogging) will be short-lived and we will be made off

NO COSTS

You cut down Native Trees,

the rest will get diseased, like the ones next to the road on Matthews & on Main, & that rest of the ~~rest~~ forest will die off.

We experienced in our neighborhood of Landsborough Ave, next to Main.

Doubt do this to the sugar maples // ^{We need more} native green space!!!

* Why is the Scenic Route Design Guideline in review as this project is going on?

* The added cost of pollution issues, urban heat issue, health issue ~~issue~~ will not be worth the investment.

* This is not the direction of a 21st century city.
↑
Encouraging of more car use. (It's irresponsible to the ^{future} ~~future~~ ^{generation} ~~generation~~ ^{effort}.)

I DO NOT WANT

McLAGHLIN ROAD

WIDENED..... EVER!

May/15

I do not want the
Road widened. at least
for 10 years.

I DO NOT WANT

McLAGHLIN ROAD

WIDENED! EVER!
(you once promised)
FRAN SKELLY

dorothy.wood@gmail.com
* Rd will in effect become

a Boulevard. It is acceptable.

* I do not want this
Road ~~widened~~ widened!!

I do not want
this Road Widened!

Don's Muscat
5500 McLaughlin Rd.
F muscat @ ROGERS.COM

Don't charge
anything. 3

I do not want
this Road

Widened!

We do not want to see the
road wider.

Thank


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We live at [REDACTED]

We have great concern about how we will be able to get out of our complex to turn left especially if there are no left turn lanes.

As it stands right now we have great difficulty making turns safely.

Also, how much of our property will be taken for this project.

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

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Please place completed sheet into the comment box or via fax or email **no later than May 25, 2015.**

Dana Glofcheskie, P.Eng.

Project Manager

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My backyard faces
McLaughlin Rd. 563 Asphalt

I prefer Concrete
Noise Wall.

Thank You

My backyard faces McLaughlin
Road

I prefer concrete noise
wall

I would
like the Road
to be widened.

I am in favour
of widening
McLaughlin to
4 lanes.

I would like
the road to be
widened

APPENDIX H. COMMENT AND RESPONSE SUMMARY TABLE

**MCLAUGHLIN ROAD CLASS EA
COMMUNITY WORKSHOP
COMMENT/RESPONSE TABLE – AUGUST 21, 2015**

Comment	Response
<p>We have great concern about how will we be able to get out of our complex to turn left, especially if there are no left turn lanes? As it stands right now, we have great difficulty making turn safely.</p> <p>Also how much of our property will be taken for this project?</p>	<p>Widening McLaughlin Road to 4-lanes will improve the ability of side street and intersecting driveway traffic to access McLaughlin Road by providing more travel lanes and associated traffic gaps.</p> <p>In the preferred design shown at the May 9, 2015 workshop, no expected property acquisition would be required for the proposed improvements. Property acquisition will be confirmed during detail design.</p>
<p>1. I have been told before that Ceremonial / McLaughlin intersection being impacted by traffic to/from the Asian plaza is not part if this study. There will be serious accidents if something is not done about parking on Ceremonial in that area. This blocks the intersection and someday will cause a serious accident. Please put no parking signs in that area. Sometimes drivers turning left (NB McLaughlin) have remained in intersection after light changes.</p> <p>2. I support reducing speed to 40 km/h with flashing lights (similar to school zone)</p> <p>3. Sewers – with narrow lanes, sewers will be affected by heavy buses. All vehicles will run over these. How to redesign?</p>	<p>Consideration will be given to prohibiting parking in the vicinity of the intersection to reduce congestion. The City will conduct a separate assessment of the plaza access and egress following the completion of the Class Environmental Assessment study for McLaughlin Road.</p> <p>We acknowledge your request for a reduction in the speed limit; however, it is proposed that the speed limit remain at 50 km/hr as McLaughlin Road is a Major Collector Road. In an effort to discourage speeding, the Project Team is considering a number of speed management measures for inclusion in the design. As an example, intersection treatments such as textured, coloured or raised intersections are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features are being reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>Sewers are buried under narrowed travel lanes to the same depth as wide lanes. Therefore no impacts to sewers under McLaughlin Road are expected with the narrower lanes. Determining the location and design of manholes along travel lanes will be completed during detail design.</p>
<p>The sidewalk is being placed too close to the traffic. There are many schools in the area. Many young children walk on these sidewalks. Traffic is an issue; it moves quickly. The kids are walking at their peril. There is no buffer between the children and the wheels.</p> <p>Forget about the east side pedestrian sidewalk. Make it a designated Bike Lane for Bikes only.</p>	<p>Further to your inquiry regarding the sidewalk location, the design shown at the May 9, 2015 workshop was a balance between providing sidewalk connectivity and minimizing impacts on existing street trees and vegetation along McLaughlin Road. Providing additional buffer space between the west side sidewalk and road will impact additional trees along the corridor; however, the opportunity to increase this buffer space will be considered during the final review of the preliminary design plan.</p> <p>Cycling facilities along the east side of the street were investigated as part of this study. Based on the review, these cycling facilities would have a significant impact on the trees located within the Britannia Farm woodlot.</p>

<p>Move the west sidewalk inward creating a buffering grassy area between pedestrians and traffic. Pedestrian and cyclists will be safer.</p>	<p>The City of Mississauga Official Plan, Section 8.2.4.6 states “<i>Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.</i>” There are existing transit stops on both sides of McLaughlin Road and therefore, in order to support these facilities, sidewalks are proposed on both sides of the street to connect with the City’s transit facilities.</p>
<p>Minimize movement of retaining wall at Langport Court to preserve existing trees between McLaughlin and Langport Court.</p> <p>Expedite the replacement of existing noise barriers at Langport Court/Tipton Court. Existing wood barriers are at end of life with wooden pillars rotting at ground level.</p> <p>Minimize required grading at Langport Court to retain existing trees.</p> <p>Road widening comment – in general – I do not agree with overall widening but there are turning lane issues that do require some widening.</p>	<p>Some trees will be removed to accommodate the retaining wall and grading in the Langport Court area. The proposed retaining wall would be ±1.6m west of existing wall location. However, the trees will be replaced at a 2:1 ratio.</p> <p>Replacement of the existing noise walls will be phased as part of the construction works associated with the proposed improvements for McLaughlin Road. For inquiries regarding the current state of existing noise walls, please contact City of Mississauga customer contact centre at 311 or 905-615-4311.</p> <p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p>
<p>Very well organized session; facilitators well prepared. Generated good discussion. Excellent displays.</p> <p>The day the McLaughlin bridge opened over the 403, McLaughlin Road as a scenic route and 2-lane road ended.</p> <p>Do we want 4-lanes? No. but we can’t be trapped in our neighbourhood because we can’t get out or back in.</p> <p>If we can’t get our cars off McLaughlin Road (preferred) then move them more efficiently along McLaughlin Road.</p>	<p>Thank-you for your comments and attending the May 9, 2015 Community Workshop regarding the McLaughlin Road Class Environmental Assessment.</p>

<p>I moved into our new house on Parkwood Place in 1989. The park behind us is called Staghorn Park, named after the Staghorn Sumacs that grew in the margin of the wood, then the City fenced the park backing into the school's area and removed the understory small trees and shrubs including the sumacs. As per today there is not one Staghorn Sumac remaining. Very ironic considering the parks name. So I do not trust the city's management. Taking away large trees that will not regrow in 50 years is pure folly if you will still call this a scenic route.</p> <p>Why not put a roundabout at Bristol Road West and McLaughlin Road?</p> <p>Separate the bicycle lane on the west side of McLaughlin Road from the automobile roadway and leave the east side alone.</p> <p>The management of the Britannia Farm should be a separate issue from widening of McLaughlin Road. It is a shame if this is not done regardless.</p> <p>Where is the school board with all this?</p>	<p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. The street trees would go into remediated soils and be around 10' at installation. As part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. We can expect a reasonable (20') street canopy within 10 years along the west side of the street. The woodlot restoration calls for smaller trees and more of them, as well as shrubs and grasses, in order to recreate the edge forest condition. As they are smaller going in (trees at 6-7') the roots grow faster and thicker. This is the principle of restoration planting. We can expect a reasonable (20') canopy and lush edge condition along Britannia Farm between 4-8 years. The City will consider replanting Staghorn Sumacs as part of the woodlot restoration plan.</p> <p>A roundabout at the McLaughlin Road and Bristol Road intersection was reviewed. As part of the analysis, it was determined that the turning movement volumes were too high and single lane roundabout would not operate effectively. Additionally, a roundabout would have a significant impact on the existing trees and require more property compared to the Preferred Plan.</p> <p>McLaughlin Road is identified as a future Primary On-Road Cycling Route in the City's Official Plan and Cycling Master Plan. The Project Team considered the inclusion of both marked exclusive bike lanes and segregated bike lanes within the McLaughlin Road right-of-way. These types of cycling facilities would increase the road width, which would impact the Britannia Farm and/or on the west side landscaping. To minimize these impacts, sharrow facilities are proposed for cyclists from Bristol Road to Matheson Boulevard. Sharrow facilities include a wider outside travel lanes to be shared by motorists and cyclists. Delineation for the sharrow cycling facility is provided. From Matheson Boulevard to Britannia Road West, marked exclusive bike lanes are proposed.</p> <p>The Project Team agrees that management of Britannia Farm is a separate but related issue to the McLaughlin Road planning. The Peel District School Board has been involved and consulted with since this project inception, The school board is willing to work cooperatively with the City regarding this project.</p>
<p>You have gone out of your way to make McLaughlin Road a danger for pedestrians. With all the room to move the sidewalk away from the road along the west side and have sections of the</p>	<p>Further to your inquiry regarding the sidewalk location, the design shown at the May 9, 2015 workshop was a balance between providing sidewalk connectivity and minimizing impacts on existing street trees and vegetation along McLaughlin Road. Providing additional buffer space between the west side sidewalk and road will</p>

<p>sidewalk already away from the road, why not build on the current design theory into the new design concept? The speed limit of 50 km/h is often exceeded. Widening to 4-lanes will only make it worse. You show a number of photo images showing grassy areas between the paved road and sidewalk. Your plans do not allow for this. Your sidewalks actually touch the curb along the entire length of the roadway.</p>	<p>impact additional trees along the corridor; however, the opportunity to increase this buffer space will be considered during the final review of the preliminary design plan.</p> <p>With regards to traffic exceeding the 50 km/h posted speed limit, the preferred plan for the street includes narrower travel lane widths, enhanced landscaped boulevard and speed management measures, which will promote travel at the posted speed limit.</p> <p>Example speed management measures include intersection treatments such as textured, coloured or raised intersections potentially at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features are being reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>The five (5) photo renderings shown at the May 9, 2015 workshop did not show grassy areas between the paved road and sidewalk. Each showed the sidewalk abutting the roadway curb. These were the same renderings presented at PIC #2 and can be viewed on the City's website at: http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy.</p>
<p>My suggestion is to make the green improvements without widening. Re-assess in 10 years when LRT is built and operational. Seriously look at a round-about at McLaughlin and Bristol. Look at bus pull-in area just for stops Add the raised intersection and cobblestone crossings Add active transportation facilities (improve) Main concerns</p> <ol style="list-style-type: none"> 1. Congested roadways in Peel are the widest 2. Widening a straight road always leads to increased congestion, more collisions, increased pedestrian accidents 3. We know better when it comes to green space is our reassurance about nature management, but we also know better when it comes to congestion. Don't widen. <p>Mississauga's visions and strategic plan specifically makes the note of the following goals and "Pillars of change."</p>	<p>A roundabout at the McLaughlin Road and Bristol Road intersection was reviewed. As part of the analysis, it was determined that the turning movement volumes were too high and single lane roundabout would not operate effectively. Additionally, the size of a roundabout would have a significant impact on the existing trees and require more property compared to the Preferred Plan.</p> <p>The implementation of bus bays were discussed with Mississauga Transit and it was determined that it was not appropriate for the corridor as it can be difficult for a bus to re-enter traffic, which impacts transit reliability. Currently, the one lane/direction section of McLaughlin Road, requires traffic to wait behind a stopped bus. Where two lanes are provided, the traffic has the option of passing a stopped bus on the left. Implementing bus bays would require more property and reduce the ability to provide landscaping opportunities.</p> <p>Given that McLaughlin Road is a transit route and emergency response route, no significant calming measures such as speed humps could be selected. However, to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations. One of the visions of the City of Mississauga Official Plan</p>

<ol style="list-style-type: none"> 1. A city where people can get around without an automobile 2. Beautiful sustainable city with safe neighbourhoods where people can walk to meet a friends...etc.... nurtures a unique quality of life 3.Forest and valleys will be protected ... future generation enjoy a clean, healthy lifestyle. <p>Nowhere in our plan is the idea of encouraging increased car use mentioned. Widening Encourages more car use.</p>	<p>(OP) is to create a “<i>multi-modal transportation network for the movement of people and goods that supports more sustainable communities</i>” (Mississauga Official Plan, 2013). This multi-modal transportation system will provide transportation choices that encourage more sustainable transportation modes such as transit and Active Transportation. Based on the vision of the OP, the improvements proposed for McLaughlin Road will create a more reliable transit service and provide a facility for cyclists and pedestrians.</p>
<p>Burying hydro cable are good. No heavy traffic movement should be allowed. Beautifying area is good. Trees planted as replacements are usually saplings and which takes forever to grow. Mavis Road has no mature trees, city needs to improve this too.</p>	<p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. The street trees would go into remediated soils and be around 10’ at installation. As part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. We can expect a reasonable (20’) street canopy within 10 years along the west side of the street. The woodlot restoration calls for smaller trees and more of them, as well as shrubs and grasses, in order to recreate the edge forest condition. As they are smaller going in (trees at 6-7’) the roots grow faster and thicker. This is the principle of restoration planting. We can expect a reasonable (20’) canopy and lush edge condition along Britannia Farm between 4-8 years.</p> <p>McLaughlin Road will remain as a restricted truck route. Current violation of this restriction requires additional enforcement and will be brought to the attention of Peel Police and the City of Mississauga By-Law Officers.</p>
<p>Leave the chain link fence. Worried about the depreciation of the value of my house. It will be noisy with 4-lanes I am against widening.</p>	<p>Extending the existing noise walls along the road right-of-way where it is currently discontinuous (e.g., chain link fence) will not be considered as it is not warranted. However, opportunities such as a solid wood fence will be considered on a case by case basis during the next phase of the project.</p> <p>A noise and vibration impact study was conducted as part of this project and it concludes that growing traffic volumes on McLaughlin Road between Britannia Road West and Bristol Road West will result in a very small, imperceptible increase in traffic noise. This increase does not require additional noise attenuation along this section of the road. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls.</p>

	<p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p>
<p>Cross walk signal at Faith Drive and McLaughlin Road I do not want McLaughlin Road expanded to 4-lanes.</p>	<p>In order to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>Currently, the City does not use pedestrian-activated crosswalk signals. However, the feasibility of this will be reviewed.</p>
<p>Strongly opposed to widening. Significant impacts on noise, safety, visual impact, scenic road character, community character. Stop Tree destruction. Plant additional trees at the end of courts. Ensure noise walls replace any chain link fences. Noise fences put up first. Construction only during day times Replace with large evergreen trees This is not an arterial road.</p>	<p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>A tree protection and planting plan has been prepared for McLaughlin Road between Britannia Road West and Bristol Road with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1.</p>

	<p>The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls. Replacement will be phased as part of the construction works associated with the proposed improvements for McLaughlin Road.</p> <p>Extending the existing noise walls along the road right-of-way where it is currently discontinuous (e.g., chain link fence) will not be considered as it is not warranted. However, opportunities such as a solid wood fence will be considered on a case by case basis during the next phase of the project.</p> <p>Your comments about daytime construction will be considered during the detailed design stage of the project.</p> <p>You are correct McLaughlin Road is not an arterial road, it is designated a Major Collector in the City's Official Plan. McLaughlin Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.</p>
<p>My house's side yard shares wooden / bar fences with McLaughlin Road. My bedroom windows are about 20-30' away from the street. Current noise wall design only cover half my house. I need it to be extended and built as high as it's allowed please.</p> <p>North bound left turn into Ceremonial is heavily impacted by street parking / standing from the shopping plaza. No standing sign needs to be placed all around the intersections.</p> <p>I expect more street car racing from this widening, more enforcement will be required, especially late night. (I can hear street racing every night during spring / summer in the middle of the night from our bedroom.)</p>	<p>Extending the existing noise walls along the road right-of-way where it is currently discontinuous (e.g., chain link fence) will not be considered as it is not warranted. However, opportunities such as a solid wood fence will be considered on a case by case basis during the next phase of the project. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls.</p> <p>Consideration will be given to prohibiting parking in the vicinity of the Ceremonial intersection to reduce congestion. The City will conduct a specific assessment of the plaza access and egress following the Class Environmental study for McLaughlin Road.</p> <p>With regards to traffic exceeding the 50 km/h posted speed limit, the preferred plan for the street includes narrower travel lane widths, enhanced landscaped boulevard and speed management measures, which will promote travel at the posted speed limit.</p> <p>Example speed management measures include intersection treatments such as textured, coloured or raised intersections potentially at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features are being reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p>
<p>I have existing noise problem that only get worse with this project with no alternative solution.</p>	<p>A noise and vibration impact study was conducted as part of this project and it concludes that growing traffic volumes on McLaughlin Road between Britannia Road</p>

<p>I will be forced to move because of this and no one will want to buy this house because of this as well. I do not want the road widened.</p>	<p>West and Bristol Road West will result in a very small, imperceptible increase in traffic noise. This increase does not require additional noise attenuation along this section of the road. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls. Extending the existing noise walls along the road right-of-way where it is currently discontinuous (e.g., chain link fence) will not be considered as it is not warranted. However, opportunities such as a solid wood fence will be considered on a case by case basis during the next phase of the project.</p> <p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p>
<ol style="list-style-type: none"> 1. I agree and prefer the chain link fence in front of our property 2. I am against enlargement 	<p>Extending the existing noise walls along the road right-of-way where it is currently discontinuous (e.g., chain link fence) will not be considered as it is not warranted. However, opportunities such as a solid wood fence will be considered on a case by case basis during the next phase of the project. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls.</p> <p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p>
<p>Traffic speeding will increase due to widening. Property values will be impacted negatively both on assessment and property values Trees will be negatively impacted and will decrease the natural beauty</p>	<p>With regards to traffic exceeding the 50 km/h posted speed limit, the preferred plan for the street includes narrower travel lane widths, enhanced landscaped boulevard and speed management measures, which will promote travel at the posted speed limit.</p>

<p>Noise will increase and affect residents Not in favour of this project. Do not widen.</p>	<p>Example speed management measures include intersection treatments such as textured, coloured or raised intersections potentially at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features are being reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>A tree protection and planting plan has been prepared for McLaughlin Road between Britannia Road West and Bristol Road with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1.</p> <p>A noise and vibration impact study was conducted as part of this project and it concludes that growing traffic volumes on McLaughlin Road between Britannia Road and Bristol Road will result in a very small, imperceptible increase in traffic noise. This increase does not require additional noise attenuation along this section of the road. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls.</p>
<p>I do not support the proposed expansion with the following in mind.</p> <ol style="list-style-type: none"> 1. Designated bikes lanes 2. Sidewalk on the west side 3. High priority to protect woodlot and maintain for future 4. Maintain designated scenic route. 5. Provide alternative treatment of pavement in winter (no salt) 6. Guarantee residents will remain a green area. 	<p>McLaughlin Road is identified as a future Primary On-Road Cycling Route in the City's Official Plan and Cycling Master Plan. The Project Team considered the inclusion of both marked exclusive bike lanes and segregated bike lanes within the McLaughlin Road right-of-way. These types of cycling facilities would increase the road width, which would impact the Britannia Farm and/or on the west side landscaping. To minimize these impacts, sharrow facilities are proposed for cyclists from Bristol Road to Matheson Boulevard. Sharrows facilities include a wider outside travel lanes to be shared by motorists and cyclists. Delineation for the sharrow cycling facility is provided. From Matheson Boulevard to Britannia Road West, marked exclusive bike lanes are proposed.</p>

<p>Councillor Parrish has her view on the project however we need to view the long term impact to the area if the expansion does not proceed. Traffic will not be reduced instead it will increase I do not want the road widened.</p>	<p>The City of Mississauga Official Plan, Section 8.2.4.6 states “<i>Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.</i>” There are existing transit stops on both sides of McLaughlin Road and therefore, in order to support these facilities, sidewalks are proposed on both sides of the street to connect with the City’s transit facilities.</p> <p>A tree protection and planting plan has been prepared for McLaughlin Road between Britannia Road West and Bristol Road with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1. This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road, which will support the scenic qualities of the corridor.</p> <p>The existing Scenic Route designation for McLaughlin Road will be maintained.</p> <p>Many organizations in Canada have extensively studied the use of salt and alternatives as a snow and ice control material. The City is involved with the Ontario Good Roads Association and the Ontario Road Salt Management Group to review and assess winter operations techniques and materials. These snow and ice control materials are required to either prevent or break the ice/pavement bond that forms on driving and walking surfaces. Studies have shown that the use of abrasives alone as an alternative treatment have significant negative impacts and disadvantages. Abrasives are not able to lower the freeze point of water, are not water soluble and are unable to melt snow/ice. These materials do not prevent the build-up of snow pack and require significant clean up in the spring. Further studies have shown that these types of materials also get into the creeks and rivers and leave sediments which have large negative impacts to habitat and fish spawning activities.</p> <p>The City utilizes the most up to date technology to monitor and track salt usage as well as reduce environmental impacts as much as possible. The City has also started using pretreated salt whereby magnesium chloride is added to regular salt on our secondary routes which allows more effective treatment at lower temperatures and an overall reduction if the quantities required to treat the road.</p>
<p>I do not want the road widened. Only bury hydro wires.</p>	<p>Thank-you for your attendance at the May 9, 2015 Community Workshop regarding the McLaughlin Road Class Environmental Assessment and the comments you provided.</p>

	<p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>As part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground. Burying of the hydro lines will be phased as part of the construction works associated with the proposed improvements for McLaughlin Road.</p>
<p>I have noticed that in Mavis Road and Hurontario Street speed limits are not respected and especially at night, speeding and racing increases.</p> <p>This situation is not controlled effectively since it is pretty noticeable, perception is that police are not controlling this.</p> <p>How do you expect to control the speed limit and collateral related issues having a 4 lane road? Would it be possible to move the pedestrian and travel lanes so it does not encourage the cutting of existing trees?</p> <p>I am against widening the lanes. No 4-lanes and no cutting the huge amount of trees Action can be taken to improve McLaughlin with this significant impact.</p>	<p>With regards to traffic exceeding the 50 km/h posted speed limit, the preferred plan for the street includes narrower travel lane widths, enhanced landscaped boulevard and speed management measures, which will promote travel at the posted speed limit. Example speed management measures include intersection treatments such as textured, coloured or raised intersections potentially at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features are being reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. A tree protection and planting plan has been prepared for McLaughlin Road between Britannia Road West and Bristol Road with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). In addition, as part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1.</p>
Traffic design at the city, whole department, none are qualified. Who hired them? Reason:	It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety

<ul style="list-style-type: none"> - Matheson Road West is 4 lanes, no residential openings - McLaughlin from Bristol Road West to Eglinton Avenue is 4-lanes only one opening from residential area and with traffic lights - Kennedy Road is 4-lanes, any opening from residence is evident that you cannot turn left from residential area to a 4 lane street with no traffic lights. - The 4-lane designed by the transportation department is naïve, and not just that you will not allow residents to do left turns, you will make it very dangerous, accident prone. - Bike lane on road is a waste, it is dangerous and no one will use it. Bristol new bike lane, residents still need to bike on pedestrian to feel safe to avoid “murder” by cars, as evident in Mississauga news. - Resident bikers are not professional ‘dare devil speed racers - Install pedestrian crossing at Avonwick Avenue - Leave the rest of the design for further refinement. 	<p>concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>McLaughlin Road is identified as a future Primary On-Road Cycling Route in the City’s Official Plan and Cycling Master Plan. The Project Team considered the inclusion of both marked exclusive bike lanes and segregated bike lanes within the McLaughlin Road right-of-way. These types of cycling facilities would increase the road width, which would impact the Britannia Farm and/or on the west side landscaping. To minimize these impacts, sharrow facilities are proposed for cyclists from Bristol Road to Matheson Boulevard. Sharrow facilities include a wider outside travel lanes to be shared by motorists and cyclists. Delineation for the sharrow cycling facility is provided. From Matheson Boulevard to Britannia Road West, marked exclusive bike lanes are proposed.</p> <p>Given that McLaughlin Road is a transit route and emergency response route, no significant calming measures such as speed humps could be selected. However, to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p>
<p>Having 4-lanes is not a solution for the traffic issue. It will just invite more traffic. Measures and motivation should be geared towards deterrent of traffic. Increase safety and encourage alternative transportation use. The expansion of roadways is not in agreement to the Mississauga Green living plan or Official Plan (not complying with the scenic route design guidelines which is meant to preserve the character and nature system at the road, nor is it in the same direction of the growth plan and Urban Forestry Objective. It sacrifices the pedestrian sidewalk and bike safety. Shared bike use in the context of a narrow adjacent car lane and overall 4 lane way without designated space</p>	<p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. A tree protection and planting plan has been prepared for McLaughlin Road</p>

<p>is very alarming for bike users, especially with the through traffic speed. There is wild life using the woodlot area, though decreased much. The ratio of tree height and ROW width in the design takes away what makes the scenic route scenic and different from the regular roads.</p>	<p>between Britannia Road West and Bristol Road West with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). In addition, as part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1. With respect to how these proposed improvements on McLaughlin Road relate to the City of Mississauga's Living Green Master Plan or Official Plan, the City's Planning and Building department, who are part of the project team, have advised that an Official Plan Amendment is not required.</p> <p>One of the visions of the City of Mississauga Official Plan (OP) is to create a “<i>multi-modal transportation network for the movement of people and goods that supports more sustainable communities</i>” (Mississauga Official Plan, 2013). This multi-modal transportation system will provide transportation choices that encourage more sustainable transportation modes such as transit and Active Transportation. Based on the vision of the OP, the improvements proposed for McLaughlin Road will create a more reliable transit service and provide facilities for cyclists and pedestrians.</p>
<p>This is a designated scenic route DO not change this – it is beautiful as is. A 4-lane McLaughlin Road will be exactly like living on Hurontario Street – not acceptable</p>	<p>The existing Scenic Route designation for McLaughlin Road will be maintained. One of the visions of the City of Mississauga Official Plan (OP) is to create a “<i>multi-modal transportation network for the movement of people and goods that supports more sustainable communities</i>” (Mississauga Official Plan, 2013). This multi-modal transportation system will provide transportation choices that encourage more sustainable transportation modes such as transit and Active Transportation. Based on the vision of the OP, the improvements proposed for McLaughlin Road, it will create a more reliable transit service and provide facilities for cyclists and pedestrians.</p> <p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. A tree protection and planting plan has been prepared for McLaughlin Road between Britannia Road West and Bristol Road with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). In addition, as part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will</p>

	<p>allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1. This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road, which will support the scenic qualities of the corridor.</p>
<p>At McLaughlin just north of Ceremonial, how will the safety of the residents on the corner of Ceremonial and McLaughlin be ensured as they drive in and out if the left turn lane is eliminated?</p> <p>How will this plan make this area safer when it is already a danger spot with the present conditions?</p> <p>Noise buffer for the section between Ceremonial and Avonwick.</p>	<p>Further to your inquiry on the Ceremonial Drive intersection configuration, please note that left turn lanes are included at all four legs of the intersection as shown on the preferred plan presented at the workshop on May 9, 2015. The material presented at the workshop is located on the City's website at the City's website at http://www.mississauga.ca/portal/residents/mclaughlinroadenvironmentalassessmentstudy.</p> <p>Given that McLaughlin Road is a transit route and emergency response route, no significant calming measures such as speed humps could be selected. However, to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood/Faith and Avonwick intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>A noise and vibration impact study was conducted as part of this project and it concludes that growing traffic volumes on McLaughlin Road between Britannia Road and Bristol Road will result in a very small, imperceptible increase in traffic noise. This increase does not require additional noise attenuation along this section of the road. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls.</p>
<p>Nothing about redirecting traffic onto other arterials as a substitute to widening McLaughlin Road.</p> <p>Widening McLaughlin Road invites more traffic volumes to the surrounding area.</p> <p>Increased volume creates more through traffic on the local roads such as Ceremonial Drive and Avonwick Avenue.</p> <p>Lots of vehicles park on Ceremonial Drive in front of the commercial plaza due to insufficient parking.</p> <p>Increased volumes can create more issues.</p>	<p>Mavis Road and Hurontario Street, which are designated Arterials, are six lanes and there is limited excess capacity available as they are at their maximum width and number of lanes. McLaughlin Road, which is designated a Major Collector, has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.</p> <p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity</p>

	<p>on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users.</p> <p>Increasing the traffic carrying capacity on McLaughlin Road is expected to make the route more attractive for some traffic. As noted, McLaughlin Road provides important role within the City's network, the City recognizes that growing traffic volumes will continue to use this route. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>Consideration will be given to prohibiting parking in the vicinity of the Ceremonial intersection to reduce congestion. The City will conduct a specific assessment of the plaza access and egress following the completion of the McLaughlin Road Class Environmental Assessment.</p>
<p>If the project will now go forward, are there any project regarding safety (pedestrian safety) in current situation?</p> <p>Pedestrian crossing at Parkwood and McLaughlin</p>	<p>In order to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p>
<p>We do not support the widening of McLaughlin in any format. The design as proposed assures McLaughlin should absorb additional traffic it does not consider alternatives to increased capacity on Mavis Road or Hurontario Street and efforts to actually reduce traffic on McLaughlin</p> <p>The negative impacts of widening on safety outweighs the benefits.</p>	<p>Mavis Road and Hurontario Street, which are designated Arterials, are six lanes and there is limited excess capacity available as they are at their maximum width and number of lanes. McLaughlin Road, which is designated a Major Collector, has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>Given that McLaughlin Road is a transit route and emergency response route, no significant calming measures such as speed humps could be selected. However, to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p>
<p>I do not want McLaughlin Road widened.</p>	<p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational</p>

<p>It will lose its appearance as a scenic route, increase the pollution.</p> <p>This effect will be widened by cutting almost 500 trees which contributes to 1/3 of existing bush, which, the way it is, is not that big.</p> <p>These plans should be addressed 25-30 years ago before the whole neighbourhood was built. I moved to Mississauga in 1987 and McLaughlin Road was surrounded on both sides by forest /grassland. That was the time to think about the roads to accommodate the future growth of the city.</p> <p>DO not touch the Britannia farm in any way as this is my only Oasis of peace and mind in this city.</p>	<p>problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. A tree protection and planting plan has been prepared for McLaughlin Road between Britannia Road West and Bristol Road with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). In addition, as part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1. This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road, which will support the scenic qualities of the corridor.</p>
<p>No 4 lanes. Incorporate further increased traffic on McLaughlin due to LRT. Light pedestrian activated crossing lights. Bury hydro lines</p> <p>Maintain woodlots and trees along McLaughlin Road.</p>	<p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>Given that McLaughlin Road is a transit route and emergency response route, no significant calming measures such as speed humps could be selected. However, to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the</p>

	<p>Parkwood/Faith and Avonwick intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>Currently, the City does not use pedestrian-activated crosswalk signals. However, the feasibility of this will be reviewed.</p> <p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. A tree protection and planting plan has been prepared for McLaughlin Road between Britannia Road West and Bristol Road with focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). In addition, as part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1. This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road, which will support the scenic qualities of the corridor.</p> <p>Burying of the hydro lines will be phased as part of the construction works associated with the proposed improvements for McLaughlin Road.</p>
<p>Noise and vibration increases (levels were already high on previous study) Was there a recent noise/vibration study?</p> <p>Increase in traffic volume with the LRT on # 10 and 7 lights on #10 compared to 3 on McLaughlin Road, it is more attractive for speeding and volume.</p> <p>Very difficult to turn left currently from Parkwood Place to McLaughlin Road</p> <p>How will the residents of Parkwood ever going to turn left to McLaughlin.</p> <p>Pedestrian safety at streets with no light crosswalk. We suggest a pedestrian activated crosswalk at Parkwood Place so one can get off Mississauga transit and cross safely</p>	<p>A noise and vibration impact study was conducted as part of this project and it concludes that growing traffic volumes on McLaughlin Road between Britannia Road and Bristol Road will result in a very small, imperceptible increase in traffic noise. This increase does not require additional noise attenuation along this section of the road. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls.</p> <p>Given that McLaughlin Road is a transit route and emergency response route, no significant calming measures such as speed humps could be selected. However, to improve pedestrian visibility and speed management, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations. Currently, the City does not use pedestrian-activated crosswalk signals. However, the feasibility of this will be reviewed.</p>

<p>Concerned with removal of trees and replacing with sapling, suggest a more thorough environmental assessment for this project.</p>	<p>Widening McLaughlin Road to 4-lanes, will improve the ability of side street and intersecting driveway traffic to access McLaughlin Road by providing more travel lanes and associated traffic gaps.</p> <p>This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road. The street trees would go into remediated soils and be around 10' at installation. As part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. We can expect a reasonable (20') street canopy within 10 years along the west side of the street. The woodlot restoration calls for smaller trees and more of them, as well as shrubs and grasses, in order to recreate the edge forest condition. As they are smaller going in (trees at 6-7') the roots grow faster and thicker. This is the principle of restoration planting. We can expect a reasonable (20') canopy and lush edge condition along Britannia Farm between 4-8 years.</p>
<p>I have lived on Roselaire Trail since 1988 I am in favour of the widening of the road way to 4 lanes I think the city and the consultant have done a great job of balancing the needs of increased capacity while maintaining the elements of the scenic route. I am most excited about the improvements at the intersection of McLaughlin and Ceremonial. I am most excited about the improvements at the intersection of McLaughlin and Ceremonial I am in favour of widening McLaughlin to 4 lanes</p>	<p>Thank you for your attendance at the May 9, 2015 Community Workshop regarding the McLaughlin Road Class Environmental Assessment and your support for the project.</p>
<p>Will there be left turn signals in every direction at the intersection of McLaughlin and Bristol West? (To reduce the number of accidents given the increased traffic flow with the new plan / design).</p>	<p>It is recommended that in the long-term a left turn signal in the northbound lane would be implemented. The analysis and recommendation was based on future traffic operations. This will be reviewed by the City's Traffic Operations Department during Detail Design.</p>
<p>Do not widen the scenic route of McLaughlin. Leave well alone</p>	<p>Thank-you for your attendance at the May 9, 2015 Community Workshop regarding the McLaughlin Road Class Environmental Assessment and the comments you provided.</p> <p>It is estimated that traffic demands along McLaughlin Road will increase by 2031 as the City of Mississauga continues to grow. During this time, the existing operational problems will continue to worsen and result in significant delays and potential safety</p>

	<p>concerns. City growth and traffic forecasts indicate that four lanes of road capacity on McLaughlin Road between Bristol Road and Britannia Road West, along with the associated intersection improvements and sidewalks/cycling facilities included in the preferred plan, will be needed within the next 10 years in order to ensure the street provides the level of service needed for all users. The preferred plan for McLaughlin Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p>
<p>Why can't you bury the hydro lines and replace the noise barriers without widening the road and losing the forest. That is what we want</p>	<p>Burying hydro lines on the west side of McLaughlin Road, and replacing existing noise barriers are part of the preferred plan presented at the May 9, 2015 workshop. According to the <i>Municipal Class Environmental Assessment</i> (October 2000, as amended in 2011) projects cannot be "piecemealed", meaning component parts or phases cannot be addressed separately.</p>
<p>My backyard faces McLaughlin Road. We have a slope going down. Will the slope be flattened and / or flush? Will it be affected in any differing way? I am concerned that my backyard property line will be cut and the beautiful trees will be cut down as well. I prefer a concrete noise wall I would like the road to be widened.</p>	<p>Based on the preferred design shown at the May 9, 2015 workshop, the roadway changes would not extend into or impact your rear property at 563 Ashprior Avenue. This includes no expected property acquisition, and property acquisition will be confirmed during detailed design.</p> <p>Your preference for the noise wall to be concrete is noted. The material (i.e. concrete or wood) of the noise wall will be determined during the next phase of the project.</p>
<p>My backyard faces McLaughlin Road I prefer a concrete noise wall I would like to see the road widened.</p>	<p>Thank you for your attendance at the May 9, 2015 Community Workshop regarding the McLaughlin Road Class Environmental Assessment and your support for the project.</p> <p>Your preference for the noise wall to be concrete is noted. The material (i.e. concrete or wood) of the noise wall will be determined during the next phase of the project.</p>
<p>A. Seemingly the "Preferred 4-lane alternative" as presented recently leans towards and feels like a "when" not an "if" option. Regardless, this proposal is rooted (according to Mayor Crombie and her assistant Rob) in community collected data. However there are no hard statistics to back this claim. Why did residents take the time to fill out their concerns and then nothing be collated with numerical results? At this point I had a falling out with the staff in general.</p> <p>B. In the 90s the OMB under a Schedule "I" ruling stated that the canopy of trees buffering the low rise condo across McLaughlin from the Parkwood residents must be maintained for aesthetic</p>	<p>The preferred plan to widen McLaughlin Road to four lanes, which was shown at the workshop held on May 9, 2015, has been identified based on public consultation with the community, landowners and regulatory agencies as well as a comprehensive technical review of items such as the transportation conditions and natural, social, economic and cultural environments.</p> <p>Please note that public consultation is a key component of this study and the EA process. As part of this process, the City has reviewed and taken into consideration all comments received and has responded, and will continue to consider and respond to future comments received.</p> <p>Previous commitments to preserve the tree canopy along McLaughlin Road are honoured in the tree protection, planting and edge restoration plan that has been prepared for McLaughlin Road between Britannia Road West and Bristol Road. The</p>

<p>purposes. How will that be honoured in the current future?</p> <p>C. In 2009/2010 the City measured two factors regarding McLaughlin Road (i) sound coming from the road into our backyards; and (ii) vibrations coming from the road through the ground into our homes. Both results were negatively significant and that was for 2 lanes. What will 4 lanes produce? Some people involved were Andy Bates, Dave Morris and Steve Barrett.</p> <p>D. Is the Peel Board OK with the proposed widening since this would involve crown land? Our understanding is that Crown Land cannot be used just because the City needs it. It was ceded for the best interests of the students of Peel. For that matter why do we need to lose over 500 trees when other roadways could be widened with less devastation? We should be looking at the big picture and a much longer timeline – our environment is priceless and almost impossible to correct once toyed with.</p> <p>E. It takes a considerable length of time to make a safe turn from Parkwood Place on to McLaughlin Road. What will it be like when a 4-lane configuration is implemented?</p> <p>F. Needless to say people/students crossing the street after exiting buses is a time for prayer.</p> <p>G. It is uncomfortable taking a simple walk on McLaughlin with traffic zooming by – the speed limit is continuously broken and I have spoken many times with the Police Traffic Division. When speed has been monitored by them on McLaughlin one officer stated that ‘catching’ speeders was “like shooting fish in a barrel” (a list of PCs that I have spoken to is large and available). Needless to say the police are busy doing many important jobs in our City and cannot monitor our area as often as it is needed but once again consider how the increased volume of traffic will only add to the</p>	<p>plan includes focus on the woodlot edge restoration of the Britannia Farm. Landscaping along the east side is designed to emphasize the woodlot. The landscape plan proposes to re-create the rural character with stone and rail fencing, heritage and interpretive signage and rest points (seating). In addition, as part of this project, it is proposed that the existing overhead hydro lines on the west side of the street be buried underground, which will allow for the trees crowns to grow tall and wide without the need for pruning the trees around the hydro lines. The major tree and shrub replanting will include some 840 new trees planned at a replacement ratio of 2:1. This project implementation would involve a phased commitment to both the woodlot edge restoration of Britannia Farm and the west side street trees along McLaughlin Road, which will support the scenic qualities of the corridor.</p> <p>A noise and vibration impact study was conducted as part of this project and it concludes that growing traffic volumes on McLaughlin Road between Britannia Road and Bristol Road will result in a very small, imperceptible increase in traffic noise. This increase does not require additional noise attenuation along this section of the road. The preferred plan for McLaughlin Road in the study area will include the replacement of all existing noise walls.</p> <p>The Britannia Farm is not “Crown Land”. The Land Grant was made in 1833, and then ownership was given through a Provincial Act in 1966 to the Peel District School Board (source: Peel District School Board, Britannia Farm Public Meeting, March 2, 2005). As the agency responsible for the Britannia Farm, the Peel District School Board retains sole ownership of the Farm property, and is responsible for its planning, redevelopment and ongoing operations (source as noted above). School Board staff have been involved and consulted with since this project inception. The school board is willing to work cooperatively with the City regarding this project.</p> <p>Widening McLaughlin Road to four lanes, will improve the ability of side street and intersecting driveway traffic to access McLaughlin Road by providing more travel lanes and associated traffic gaps.</p> <p>Where possible pedestrians are encouraged to cross at signalized intersections. In order to improve pedestrian visibility, intersection treatments, such as textured, coloured or raised intersections, are being considered at the Parkwood Place/Faith Drive and Avonwick Avenue intersections. The feasibility of these design features will be reviewed with Mississauga Transit, Fire and Emergency Services and Traffic Operations.</p> <p>Given that McLaughlin Road is a transit route and emergency response route, no significant calming measures such as speed humps could be selected. However, in</p>
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<p>number of speeders (in conjunction with increased vibration and noise).</p> <p>H. Asphalt is deteriorating on McLaughlin Road which backs onto properties. Have been told need to wait until the Environmental Assessment is completed. This could take years, unacceptable.</p>	<p>an effort to discourage speeding, the preferred plan for the street includes narrower travel lane widths, enhanced landscaped boulevard and speed management measures. Example speed management measures, which have been noted previously, include intersection treatments such as textured, coloured or raised intersections.</p> <p>The City will continue to monitor McLaughlin Road and determine the timing of any asphalt rehabilitation based on current road conditions, applicable maintenance standards and potential reconstruction timing resulting from approval of the current EA study.</p>
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FIRST NATIONS CONSULTATION			
FIRST NATIONS COMMUNITY/ORGANIZATION	NAME OF INDIVIDUAL CONTACTED	METHOD OF CONTACT	CONSULTATION MATERIALS PROVIDED AND DATES SENT
Mississaugas of the New Credit First Nation	Chief Bryan LaForme/Chief R. Stacey LaForme/Fawn Sault	Mail	<ul style="list-style-type: none"> - Notice of Study Commencement, Notification Letter and Response Sheet – September 25, 2012 - Notice of Public Information Centre (PIC) #1, Notification letter – January 11, 2013 - Notice of Public Information Centre (PIC) #2, Notification letter – February 10, 2014 - Notice of Study Completion, Notification Letter - January 11, 2016
Association of Iroquois and Allied Indians	Denise Stonefish, Grand Chief	Mail	<ul style="list-style-type: none"> - Notice of Study Commencement, Notification Letter and Response Sheet – September 25, 2012 - Notice of Public Information Centre (PIC) #1, Notification letter – January 11, 2013 - Notice of Public Information Centre (PIC) #2, Notification letter – February 10, 2014 - Notice of Study Completion, Notification Letter - January 11, 2016
Six Nations of the Grand River Territory	Chief William Montour/Chief Ava Hill	Mail	<ul style="list-style-type: none"> - Notice of Study Commencement, Notification Letter and Response sheet – December 20, 2012 - Notice of Public Information Centre (PIC) #1, Notification letter – January 11, 2013 - Notice of Public Information Centre (PIC) #2, Notification letter – February 10, 2014 - Notice of Study Completion, Notification Letter - January 11, 2016
Haudenosaunee Confederacy Chiefs Council	Leroy Hill	Mail	<ul style="list-style-type: none"> - Notice of Study Commencement, Notification

			<p>Letter and Response Sheet – December 20, 2012</p> <ul style="list-style-type: none"> - Notice of Public Information Centre (PIC) #1, Notification letter – January 11, 2013 - Notice of Public Information Centre (PIC) #2, Notification letter – February 10, 2014 - Notice of Study Completion, Notification Letter - January 11, 2016
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