

**Public Information Centre #1
Summary Report**

**Square One Drive Extension
Class Environmental Assessment
Study**



**Prepared for:
City of Mississauga**

**Prepared by:
Stantec Consulting Ltd.**

September 15, 2016

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1.0 INTRODUCTION

Stantec Consulting Ltd. (Stantec) has been retained by the City of Mississauga to complete a Municipal Class Environment Assessment (Class EA) study and Preliminary Design for the Square One Drive Extension, from Confederation Parkway to Rathburn Road West (**Figure 1**). The City is conducting this EA study as a Schedule “C” project under the Municipal Class EA process.



Figure 1: Square One Drive Extension Study Area (image via Google)

A Public Information Centre (PIC) was held on June 22, 2016. The purposes of PIC#1 are:

- To provide an opportunity for members of the community to meet the Project Team;
- To present information on the study area as it is today;
- To present preliminary concepts for the extension of Square One Drive;
- To review the Project Team’s evaluation of those concepts;
- To obtain feedback from the community; and,
- To identify upcoming study activities.

This summary report includes a record of the public contact to date for the Square One Drive Extension EA, the materials presented at PIC#1, and the comments received regarding the project.

2.0 NOTIFICATION

2.1 BACKGROUND

The City was responsible for providing Stantec with background information for the study, including: technical reports, traffic counts, collision reports, traffic signal timing, aerial photography, topographic survey data, record drawings, drainage reports, and property plans of the right-of-way. Input was sought from all City departments. External consultation was sought on issues relating to the natural environment and social environment. Agencies contacted include the following:

Local Agencies and Municipalities

- City of Mississauga
- Credit Valley Conservation Authority
- Dufferin-Peel Catholic District School Board
- Mississauga Accessibility Advisory Committee
- Mississauga Board of Trade
- Mississauga Cycling Advisory Committee
- Mississauga Fire and Emergency Services
- Oxford Properties Group
- Peel District School Board
- Peel Public Health
- Peel Regional Paramedic Services
- Peel Regional Police
- Regional Municipality of Peel
- Student Transportation of Peel Region

Provincial Ministries and Agencies

- Member of Provincial Parliament for Mississauga – Mississauga East, Cooksville
- Metrolinx
- Ministry of Agriculture, Food & Rural Affairs
- Ministry of the Environment and Climate Change
- Ministry of Municipal Affairs & Housing
- Ministry of Natural Resources & Forestry
- Ministry of Tourism, Culture & Sport
- Ministry of Transportation
- Ontario Heritage Trust
- Ontario Provincial Police

Federal Agencies and Departments

- Aboriginal Affairs and Northern Development Canada
- Canadian Environmental Assessment Agency
- Canadian Transportation Agency
- Fisheries & Oceans Canada
- Member of Parliament for Mississauga – Mississauga Centre
- Transport Canada, Marine Office

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Aboriginal Community Representatives

- Alderville First Nation
- Association of Iroquois and Allied Indians
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Haudenosaunee Confederacy
- Hiawatha First Nation
- Metis Nation of Ontario
- Mississaugas of Scugog Island First Nation
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River

Utilities

- Bell Canada
- Enbridge
- Enersource
- Hydro One Networks Inc.
- Rogers Communications

A complete listing of contacted agencies, organizations, utilities, and interest groups, and copies of the letters/notices are included in **Appendix A**.

2.2 POINTS OF CONTACT

Stantec was responsible for distributing letters and/or notices to the residents, business, utilities, and agencies. The City was responsible for distributing the letters and notices to the Aboriginal Community Representatives. To date, there have been three formal points of contact with the public:

Notice of Study Commencement – A letter and/or notice was sent to the residents, businesses, utilities, First Nations Representatives, and agencies on March 31, 2016. The notice was also advertised in the Mississauga News (Thursday March 31, 2016 and Thursday April 7, 2016) and posted on the City's website. This notice included an invitation for interested parties to complete a preliminary survey on the Study's website. A summary of these responses was included in the displays for Public Information Centre (PIC) #1.

Notice of Public Information Centre #1 – A letter and/or notice of the first Public Information Centre (PIC) was sent to residents, businesses, utilities, First Nations representatives, and agencies on June 9, 2016. The notice was also advertised in the Mississauga News (Thursday June 9, 2016 and Thursday June 16, 2016) and posted on the City's website. The notice was also distributed to members of the public that had registered to be on the study's mailing list through the study website.

Public Information Centre #1 – PIC #1 was held on Wednesday, June 22, 2016 from 5:30pm to 8:00pm at The Great Hall, Mississauga City Hall, 300 City Centre Dr., Mississauga, ON. The PIC was a drop-in format where members of the public could view the background information and Alternative Solutions. Following the PIC, the display material was also placed on the study's website. Further details are available in **Section 3.0**.

3.0 PUBLIC INFORMATION CENTRE #1

PIC#1 was held on Wednesday, June 22, 2016 from 5:30pm to 8:00pm at Mississauga City Hall. The PIC was a drop-in style meeting in the Great Hall. The intent of the PIC was to introduce the project, problem statements, and Alternative Solutions to the general public, interested stakeholders, and external agencies. Display boards were used to outline the EA process, supporting background legislation/studies, existing conditions within the study area, potential safety improvements within the study area, and projected traffic conditions. The various Alternative Solutions under consideration and the subsequent evaluation process were also presented.

Agencies and stakeholders were notified of PIC#1 via mail during the week of June 9, 2016. Approximately 50 federal, provincial, and municipal agencies, as well First Nations groups and utility companies were sent both a copy of the PIC notice and a letter introducing the study. Further, advertisements informing the public of the PIC were placed in the *Mississauga News* and a copy of the PIC notice was posted on the City website. A complete listing of contacted agencies, organizations, utilities, and interest groups, and copies of the letters/notices are included in **Appendix A**.

Stantec was responsible for distributing notices to residents within 300 m of the study area. The study area includes fourteen high-density residential buildings, with over 4,200 units, as well as 2 large residential areas (**Figure 2**).



Figure 2: Public Consultation Notification Area (image via Google)

Approximately 6,000 notices for the PIC#1 were distributed to residents adjacent to the study area via Canada Post's Neighbourhood Mail Order Program the week of June 9, 2016. An additional 30 people registered for the study's mailing list prior to PIC#1 and received notices via email and/or mail.

A total of 22 individuals attended the PIC and signed the attendance register. For further details, see **Section 4.o**.

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The following representatives from the City and Stantec were in attendance at the PIC:

- Dana Glofcheskie, Project Manager, Transportation & Works, City of Mississauga
- Leslie Green, Manager, Transportation Projects, Transportation & Works, City of Mississauga
- Sally LePage, Parks & Forestry Division, City of Mississauga
- Jonathan Famme, Planning & Building Department, City of Mississauga
- Ibrahim Dia, Planning & Building Department, City of Mississauga
- Travis Brown, Project Manager, Stantec Consulting Ltd.
- Gordon Murray, Project Manager, Stantec Consulting Ltd.
- Mike Bradley, Transportation Engineering Intern, Stantec Consulting Ltd.

Nineteen display boards were presented at PIC#1. These boards are included in **Appendix B** and presented the following topics:

1. Welcome
2. What is a Public Information Centre?
3. What is a Class EA?
4. What is the purpose of this Class EA?
5. Study Area
6. Existing Conditions
7. Study Background
8. Study Background (continued)
9. Online Survey Results
10. Community Comments
11. Transportation Conditions
12. Study Area Needs and Opportunities
13. Alternative Solutions
14. Evaluation Criteria
15. Evaluation Matrix
16. Preliminary Preferred Alternative Solution
17. Design Considerations
18. Design Considerations (continued)
19. What's Next?

4.0 SUMMARY OF COMMENTS

In preparation for PIC#1, the Project Team developed a short multiple-choice survey with space for additional comments. An electronic version of this survey was available on the study website and hard-copies were available at PIC#1.

The survey included questions regarding the Project Team's understanding of the study area and its needs, as well as their ranking of the Alternative Solutions presented for the Square One Drive Extension. Survey participants were also asked whether they agreed with the information presented on the "Online Survey Results" and "Community Comments" Boards (Boards #9 and #10, see **Appendix B**).

The Project Team received 8 electronic survey submissions and 7 written comment sheets prior to the July 20, 2016 deadline. It should be noted that not all respondents provided a response to each question. A memorandum summarizing the responses to the PIC#1 survey is included in **Appendix C**.

In addition to the PIC#1 survey results, the Project Team also received several additional comments from interested members of the public. A table summarizing all comments received (i.e. both hard copy and electronically) and the Project Team's responses has been included in **Appendix D**. Copies of all hard copy comment sheets and correspondence received to date regarding the study have been included in **Appendix E**. Personal information has been protected.

5.0 NEXT STEPS

The next phase of the Square One Drive Extension EA Study is Phase 3. Stantec's project team will:

- Review and confirm the Preferred Solution taking into account all comments received from members of the community and reviewing agencies;
- Generate and evaluate alternative design concepts for the Preferred Solution; and,
- Complete the preliminary design of the Preferred Alternative.

PIC#2 will present the evaluation of the alternative design concepts and the preliminary design of the Preferred Alternative for public review and comments. This PIC#2 is tentatively scheduled for Fall 2016.

APPENDIX A AGENCY CONTACT LISTS & NOTICES

APPENDIX A AGENCY CONTACT LIST

AGENCY / ORGANIZATION	NAME	TITLE	STREET ADDRESS	CITY	POSTAL CODE
Local Agencies and Municipalities					
City of Mississauga	Councillor John Kovac	Ward 4 Councillor	300 City Centre Dr	Mississauga	L5B 3C1
Mississauga Accessibility Advisory Committee	Ms. Diana Simpson	Accessibility Coordinator	300 City Centre Dr	Mississauga	L5B 3C1
Mississauga Cycling Advisory Committee	Ms. Stephanie Smith	Legislative Coordinator	300 City Centre Dr	Mississauga	L5B 3C1
Mississauga Cycling Advisory Committee	Mr. Donnie Morris	Chair			
Mississauga Fire and Emergency Services	Deputy Chief Kevin Duffy		15 Fairview Rd W, 2nd floor	Mississauga	L5B 1K7
Mississauga Board of Trade	Mr. Sheldon Leiba	President and CEO	701-77 City Centre Dr	Mississauga	L5B 1M5
Credit Valley Conservation Authority	Mr. Liam Marry	Senior Planner/Ecologist	1255 Old Derry Rd	Mississauga	L5R 6R4
Credit Valley Conservation Authority	Mr. Jakub Kilis	Planner - Environmental Assessment	1255 Old Derry Rd	Mississauga	L5R 6R4
Dufferin-Peel Catholic District School Board	Mr. Keith Hamilton	Planner	40 Matheson Blvd W	Mississauga	L5R 1C5
Peel District School Board Planning and Accommodation Department	Mr. Branko Vidovic	Intermediate Planning Officer	5650 Hurontario St	Mississauga	L5R 1C5
Peel District School Board	Mr. Steve Hare	Manager of Planning	5650 Hurontario St	Mississauga	L5R 1C5
Peel District School Board	Mr. Paul Mountford	Intermediate Planning Officer	5650 Hurontario St	Mississauga	L5R 1C5
Peel District School Board	Mr. Jaspal Gill	Associate Director of Operational Support Services	5650 Hurontario St	Mississauga	L5R 1C5
Peel District School Board	Mr. Randy Wright	Controller of Planning and Accommodation Support Services	5650 Hurontario St	Mississauga	L5R 1C5
Peel Public Health Environmental Health	Mr. Paul Callanan	Director	7120 Hurontario St, 8th floor	Mississauga	L5W 1N4
Peel Regional Paramedic Services	Chief Peter Dundas	Director of Ambulance and Emergency Programs	5299 Maingate Dr	Mississauga	L4W 1G6
Peel Regional Paramedic Services	Mr. Dana Banke	Supervisor, Risk and Audit	5299 Maingate Dr	Mississauga	L4W 1G6
Peel Regional Police Road Safety Services	Inspector Rob Orr		7750 Hurontario St	Brampton	L6V 3W6
Regional Municipality of Peel Infrastructure Programming & Studies, Transportation, Public Works	Ms. Liz Brock	Technical Analyst	10 Peel Centre Dr	Brampton	L6T 4B9
Regional Municipality of Peel Infrastructure Programming & Studies, Transportation, Public Works	Mr. Sargon Sifo	Technical Analyst	10 Peel Centre Dr	Brampton	L6T 4B9
Student Transportation of Peel Region	Mr. Tom Howe		5685 Keaton Cres	Mississauga	L5R 3H5
Provincial Ministries and Agencies					
Ontario Heritage Trust Conservation Services, Heritage Programs and Operations	Mr. Jeremy Collins		10 Adelaide St E	Toronto	M5C 1E3
Metrolinx Environmental Programs & Assessment, Capital Projects Group	Mr. Darcy Wiltshire	Jr. Project Coordinator	600-20 Bay St	Toronto	M5J 2W3
Ministry of Aboriginal Affairs			160 Bloor St E, 4th floor	Toronto	M7A 2E6
Ministry of Agriculture, Food and Rural Affairs Environmental and Land Use Policy	Ms. Jackie Van de Valk	Rural Planner	6484 Wellington Rd 7, Unit 10	Elora	N0B 1S0
Ministry of Municipal Affairs and Housing Municipal Services Office - Central	Mr. Michael Barnycz	Senior Planner	777 Bay St, 13th floor	Toronto	M5G 2E5

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AGENCY / ORGANIZATION	NAME	TITLE	STREET ADDRESS	CITY	POSTAL CODE
Ministry of Natural Resources and Forestry Aurora District	Ms. Jackie Burkart	District Planner	50 Bloomington Rd W	Aurora	L4G 3G8
Ministry of the Environment and Climate Change Technical Support Section, Central Region	Mr. Trevor Bell	Environmental Resource Planner and EA Coordinator	5775 Yonge St, 8th floor	Toronto	M2M 4J1
Ministry of the Environment and Climate Change Environmental Approvals Branch	Ms. Kathleen Hedley	Director	135 St. Clair Ave W, 1st floor	Toronto	M4V 1P5
Ministry of the Environment and Climate Change Environmental Assessment Services	Ms. Annamaria Cross	Manager	135 St. Clair Ave W, 1st floor	Toronto	M4V 1P5
Ministry of Tourism, Culture & Sport Culture Division, Programs & Services Branch, Heritage Programs Unit	Ms. Rosi Zirger	Heritage Planner	1700-401 Bay St	Toronto	M7A 0A7
Ministry of Transportation Central Region, Engineering Office	Mr. Jason White	Manager	159 Sir William Hearst Ave, Building D	Toronto	M3M 0B7
Member of Provincial Parliament Mississauga East -- Cooksville	Hon. Dipika Damerla	MPP	1420 Burnhamthorpe Rd E, Unit 315	Mississauga	L4X 2Z9
Ontario Provincial Police Highway Safety Division	Mr. William Grodzinski		100 Bloomington Rd W	Aurora	L4G 6J8
Ontario Provincial Police	Staff Sergeant Carlos Goncalves		49 South Service Rd	Mississauga	L5G 2R8
Ontario Provincial Police	Mr. Brent Mikstas		2682 Keele St	Toronto	M3M 3G5

Federal Agencies and Departments

Aboriginal Affairs and Northern Development Canada Ontario Region - Environmental Assessment Coordination	Ms. Mei Ling Chen	Senior Environmental Officer	25 St. Clair Ave E, 8th floor	Toronto	
Aboriginal Affairs and Northern Development Canada	Consultation and Accommodation Unit		10 Wellington St	Gatineau, QC	
Canadian Transportation Agency	Secretary		15 Eddy St, 17th floor, mailroom	Gatineau, QC	
Fisheries and Oceans Canada	Fisheries Protection Program		867 Lakeshore Rd	Burlington	
Member of Parliament Mississauga Centre	Mr. Omar Alghabra	MP	151 City Centre Dr, Suite 400	Mississauga	
Transport Canada Marine Office, Navigable Waters Protection Program	Regional Manager		100 S Front St, 1st floor	Sarnia	
Transport Canada Ontario Region	Environmental Coordinator		4900 Yonge St, 4th floor	Toronto	

Aboriginal Community Representatives

Alderville First Nation	Mr. Dave Simpson	Lands and Resources Communications Officer	P.O. Box 46, 11696 2nd Line Rd	Roseneath	K0K 2X0
Association of Iroquois and Allied Indians	Grand Chief Denise Stonefish		387 Princess Ave	London	N6B 2A7
Beausoleil First Nation	Chief Rodney Montague, Jr.		1 Ogema St	Christian Island	L0K 1C0
Chippewas of Georgina Island	Chief Donna Big Canoe		R.R. #2, Box N13	Sutton West	L0E 1R0
Chippewas of Rama First Nation	Chief Rodney Noganosh		5884 Rama Rd, Suite 200	Rama	L3V 6H6
Coordinator for the Williams Treaties	Ms. Karry Sandy-McKenzie	Barrister/Solicitor	8 Creswick Crt	Barrie	L4M 2J7
Curve Lake First Nation	Chief Phyllis Williams		22 Winookeeda Rd	Curve Lake	K0L 1R0

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AGENCY / ORGANIZATION	NAME	TITLE	STREET ADDRESS	CITY	POSTAL CODE
Curve Lake First Nation	Ms. Melissa Dokis	Lands and Resources Consultation Liaison	22 Winookeeda Rd	Curve Lake	K0L 1R0
Haudenosaunee Confederacy	Hohahes Leroy Hill		2634 6th Line Rd, RR2	Ohsweken	N0A 1M0
Hiawatha First Nation	Mr. Tom Cowie	Community Consultation Worker	123 Paudash St	Hiawatha	K9J 0E6
Mississaugas of Rice Lake					
Metis Nation of Ontario	Ms. Melanie Paradis	Director	75 Sherbourne St, Suite 222	Toronto	M5A 2P9
Lands, Resources, and Consultations Branch					
Mississaugas of Scugog Island First Nation	Councillor Dave Mowat	Consultation Specialist	22521 Island Rd	Port Perry	L9L 1B6
Mississaugas of the New Credit First Nation	Ms. Fawn Sault	Consultation Manager	2789 Mississauga Rd	Hagersville	N0A 1H0
Department of Consultation and Accommodation					
Six Nations of the Grand River	Chief Ava Hill		1695 Chiefswood Rd, P.O. Box 5000	Ohsweken	N0A 1M0
Utilities					
Bell Canada	Ms. Wendy Lefebvre	Design Manager - Access Network	5115 Creekbank Rd, 3rd floor	Mississauga	L4W 3R1
Enbridge	Mr. Mike McGivern	Special Project Supervisor	500 Consumers Rd	North York	M2J 1P8
Enersource	Mr. Chris Kafel	Senior Manager, Design	3240 Mavis Rd	Mississauga	L5C 3K1
System Planning and Support Services					
Hydro One Networks Inc.	Mr. Rick Schatz	Hydro One Real Estate Management	185 Clegg Road	Markham	L6G 1B7
Rogers Communications	Ms. Marian Wright	Planning Coordinator	3573 Wolfdale Rd	Mississauga	L5C 3T6
TransCanada Pipelines Ltd.	Mr. Ian Chisholm		86 Healey Rd	Bolton	L7E 5A7

APPENDIX B

PIC#1 DISPLAY BOARDS

Welcome

Public Information Centre #1

SQUARE ONE DRIVE EXTENSION

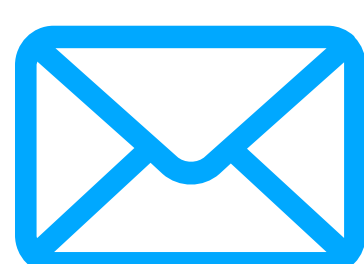
from Confederation Parkway to Rathburn Road West

CLASS ENVIRONMENTAL ASSESSMENT STUDY



Wednesday, June 22, 2016
Mississauga Civic Centre, Great Hall
5:30 to 8:00PM

Guided tour of display boards – every 30 minutes



PLEASE SIGN IN
to stay updated on this study

What is a Public Information Centre?

The purposes of this Public Information Centre (PIC) are:



- ✓ to provide an opportunity for members of the community to meet the Project Team
- ✓ to present information on the study area as it is today



- ✓ to present preliminary concepts for the extension of Square One Drive
- ✓ to review the Project Team's evaluation of those concepts



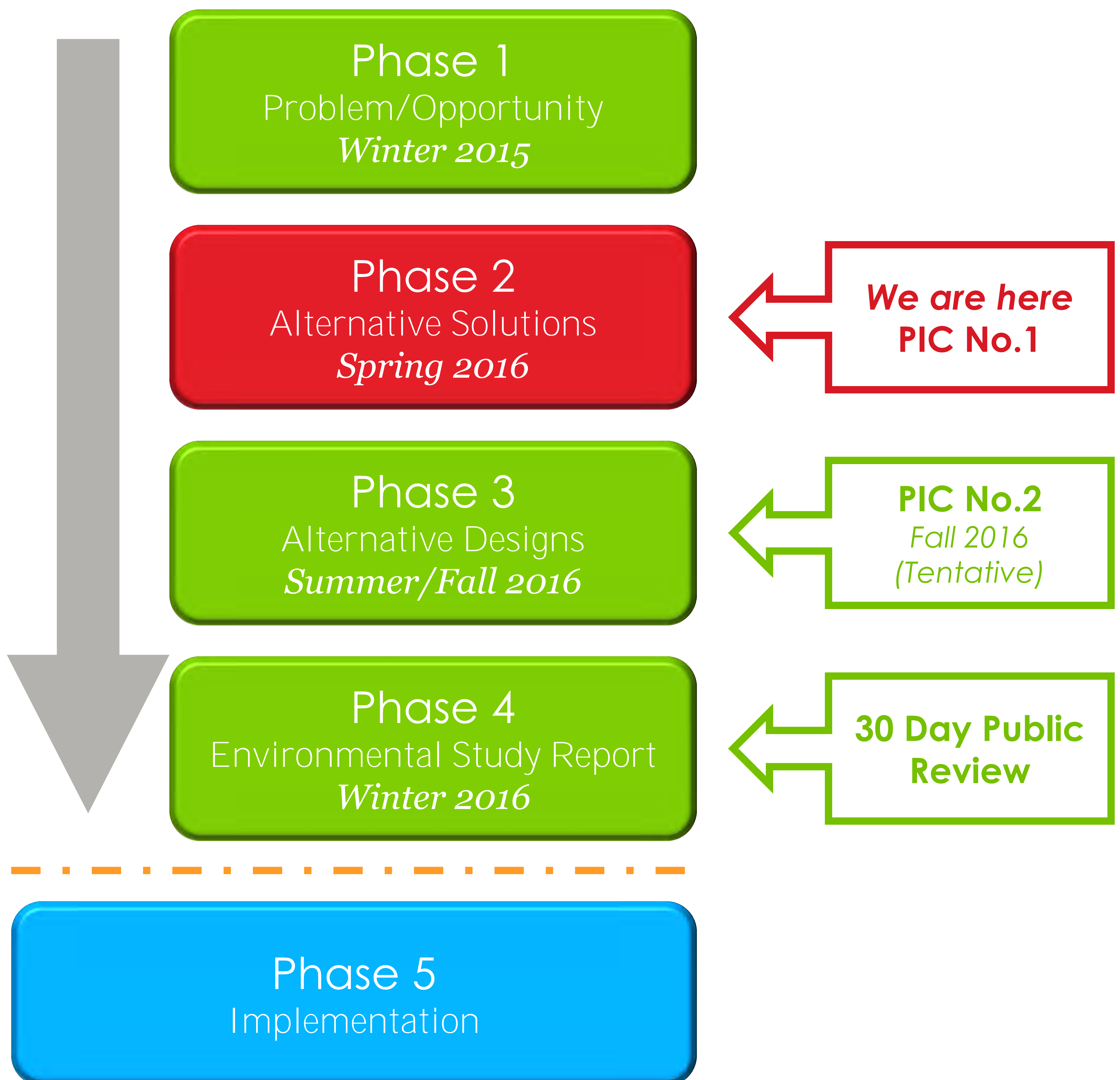
- ✓ to obtain feedback from the community
- ✓ to identify upcoming study activities

Images via Stantec Consulting Ltd.

What is a Class EA?

The Municipal Class Environmental Assessment (Class EA) is a planning process approved under the *Ontario Environmental Assessment Act*. It provides the framework for municipalities to plan, design, and construct municipal infrastructure projects.

This study is following the process for a **Schedule ‘C’ Class EA**, to complete Phases 1 to 4:



What is the purpose of this Class EA?

The City of Mississauga has started the Class EA for the extension of Square One Drive to:



- ✓ **Improve** access to, from, and within downtown Mississauga
- ✓ **Support** multi-modal transportation and **encourage** walking, cycling, and transit use
- ✓ **Create** a finer street grid in downtown Mississauga with an urban scale, more walkable blocks, new routing options for local trips, and better transit access

This Class EA will meet its goals by:

- ✓ **Implementing** the City of Mississauga's vision for downtown
- ✓ **Reviewing** current and future transportation conditions
- ✓ **Addressing** any existing roadway safety concerns
- ✓ **Mitigating** any impacts on the social, cultural, and natural environments
- ✓ **Developing** multiple Alternative Designs to be **evaluated** by the Project Team and **refined** through public consultation
- ✓ **Selecting** a Preferred Alternative and **developing** a basic design for the extension of Square One Drive
- ✓ **Engaging** with the local community for input



Study Area

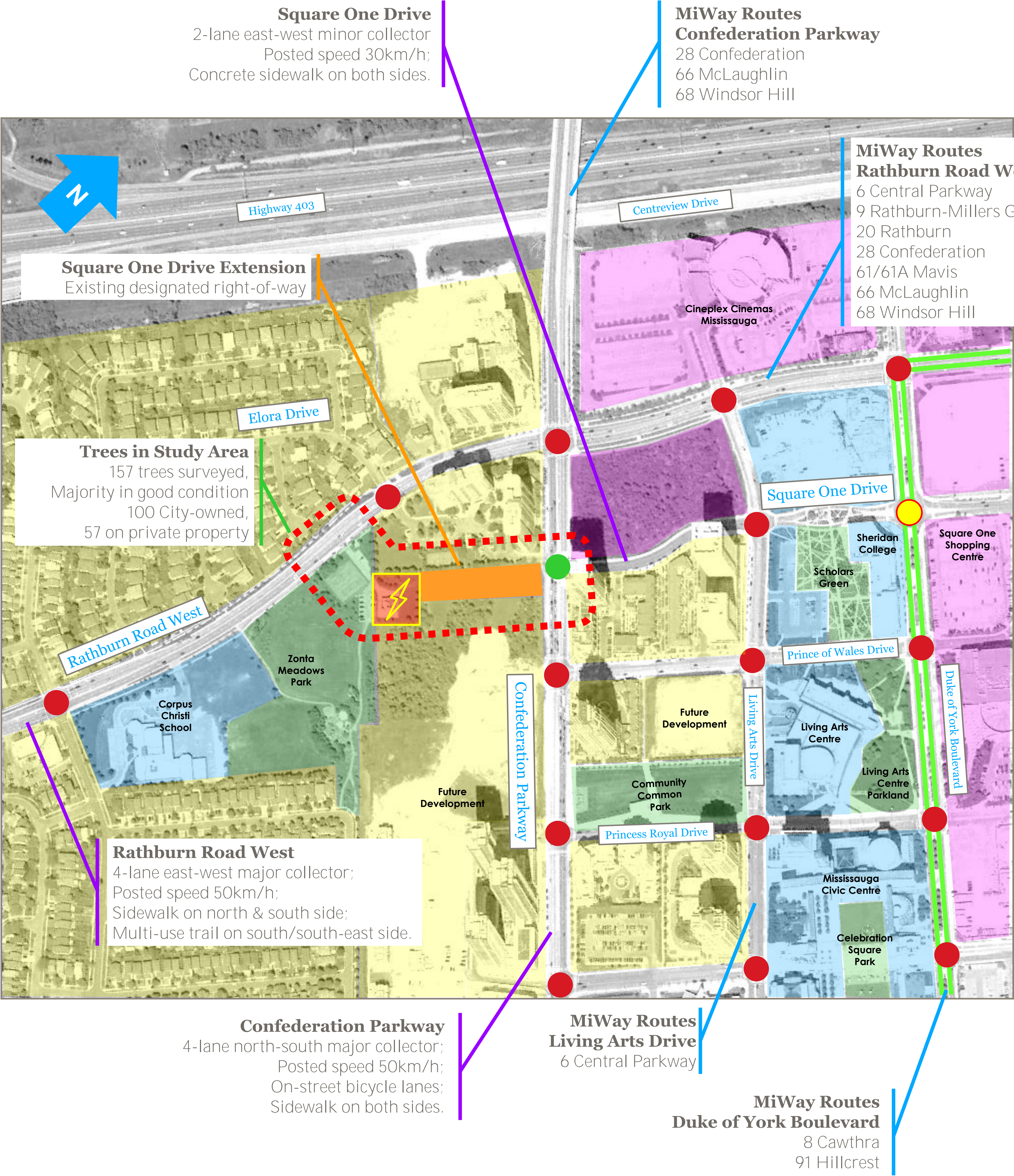


map via google.com

The Square One Drive Extension Class Environmental Assessment (EA) Study Area extends from Confederation Parkway to Rathburn Road West.

The existing Square One Drive, located east of the study area, is a 2-lane east-west road with street furniture, street trees, and concrete sidewalks on both sides. It has a posted speed limit of 30 - 50km/h and is classified as a minor collector road.

Existing Conditions



map via google.com

Study Background

Strategic Plan (2009)

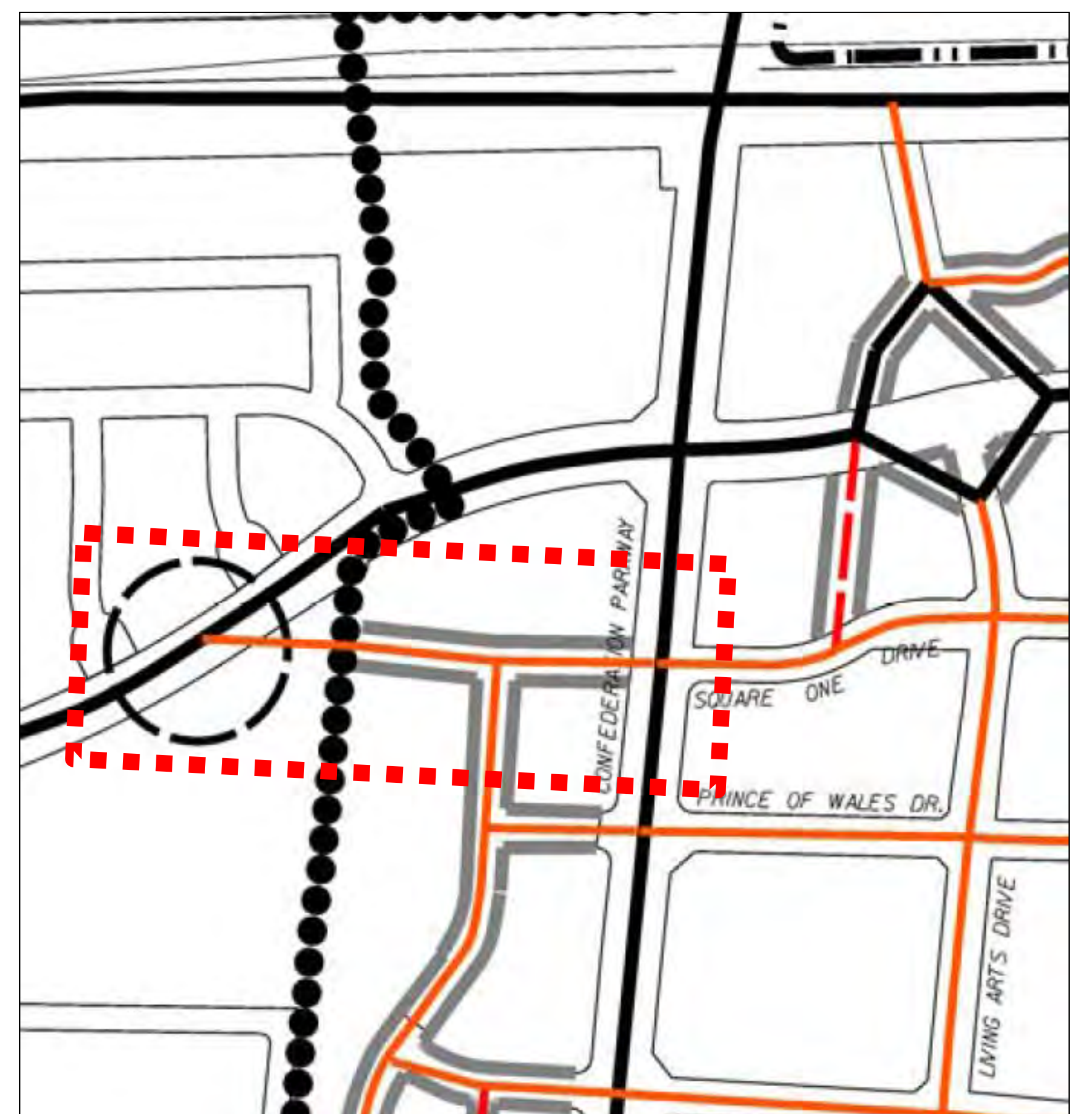
- ⇒ Development of walkable, connected neighbourhoods
- ⇒ prioritizes the development of a multi-modal transportation system
- ⇒ suggests improving the transportation system by investing in transit, creating new links in the street network, and encouraging active transportation
- ⇒ prioritizes the development of a vibrant downtown for Mississauga
- ⇒ suggests encouraging new development in areas that are well-served by transit
- ⇒ recognizes that access to parks, plazas, and the natural environment should be available to everyone

Mississauga Official Plan (March 11, 2016)

- ⇒ encourage development of healthy, vibrant communities that accommodate a range of mobility choices
- ⇒ develop a multi-modal transportation system that connects important destinations (i.e. downtown Mississauga) and safely accommodates all roadway users (i.e. pedestrians, cyclists, transit users, and motorists)
- ⇒ develop a fine-grained roadway network, with short streets and small block sizes

Downtown Core Local Area Plan/MOPA8 (2015), part of the OP

- ⇒ create a vibrant downtown for Mississauga by strengthening the transportation system, improving linkages/access, and enhancing the pedestrian experience
- ⇒ create a fine-grained, well-connected road network that supports multiple modes of transportation
- ⇒ develop an urban environment that includes high-quality public spaces (such as parks, pedestrian-friendly sidewalks, outdoor seating areas, etc.)



Portion of "Schedule 2: Downtown Core Long Term Road Network and Classification"
Source: *Downtown Core Local Area Plan*, August 2015

Study Background

Downtown21 Master Plan (2010)

- ⇒ encourage development of a multi-modal transportation system to create a livable, compact, and accessible downtown for Mississauga
- ⇒ prioritize active transportation when designing new streets
- ⇒ use small block sizes for new developments
- ⇒ ensure jobs, homes, and services are within walking distance of each other
- ⇒ provide connections to nearby higher-order transit (i.e. future LRT)
- ⇒ extend Square One Drive from Confederation Parkway to Rathburn Road West to maximize access to/from downtown Mississauga
- ⇒ create a gateway to downtown Mississauga at the Square One Drive & Rathburn Road West Intersection



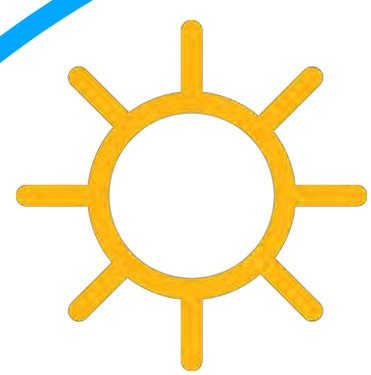
Portion of Framework Plan
Source: *Downtown21 Master Plan*, April 2010

Mississauga Cycling Master Plan (2010)

- ⇒ recognizes downtown Mississauga as a key activity centre and cycling destination
- ⇒ prioritizes the creation of a comprehensive cycling network as part of a multi-modal transportation system
- ⇒ identifies both Rathburn Road and Confederation Parkway as important primary routes in **Mississauga's** cycling network
- ⇒ prioritizes the creation of secondary routes (such as Square One Drive) to augment primary routes
- ⇒ identifies the promotion of cycling to school and for shopping as a key opportunities for increasing cycling activity

Online Survey Results

The City of Mississauga conducted an online survey at the beginning of this study. As of June 15, 2016, **32 community members had submitted responses** – here’s what they had to say:



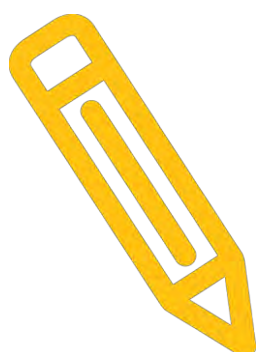
59% visit downtown Mississauga during business hours



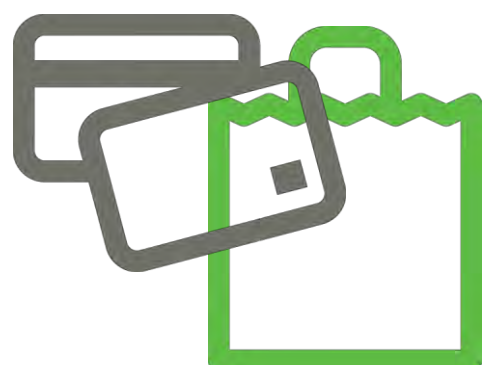
73% visit downtown Mississauga in the evening or on the weekend



62% live in downtown Mississauga

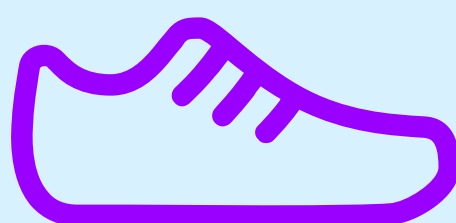


16% work in downtown Mississauga



86% shop in downtown Mississauga

Respondents use a variety of transportation modes to travel within downtown Mississauga – **driving, cycling, walking, and transit**



The “must-haves”



73% want pedestrian-friendly sidewalks, with space for recreation and relaxation



65% felt landscaping along the roadway would be the most important feature

84% are comfortable using a roundabout



Community Comments

As part of the online survey, community members also submitted written comments to the City of Mississauga. Generally, respondents...

... were concerned whether the extension would draw more traffic to downtown Mississauga, and how this traffic might impact **pedestrian safety** and **overall congestion** on roadways near the study area (especially Rathburn Road)

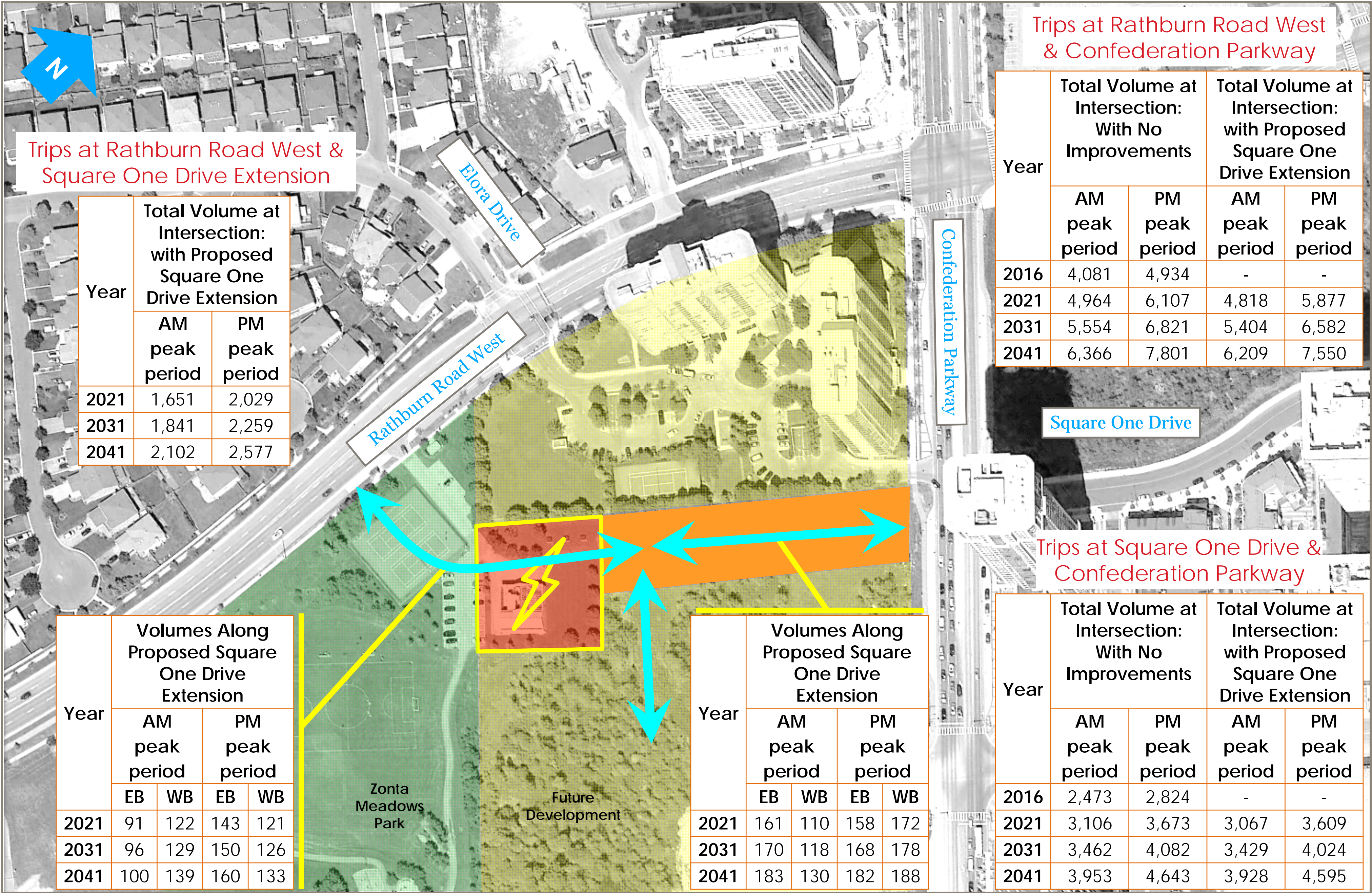
...were concerned about the impact to **Zonta Meadows Park**, specifically to the tennis courts and trees, as well as the green space lost by extending Square One Drive

...suggested exploring unique intersection and street design treatments

... questioned whether motorists would be comfortable **using a roundabout**, if one were to be constructed at Square One Drive & Rathburn Road

... suggested that both **additional MiWay service** and **on-street parking** should both be considered as part of the Square One Drive extension

Transportation Conditions



Transportation Conditions:

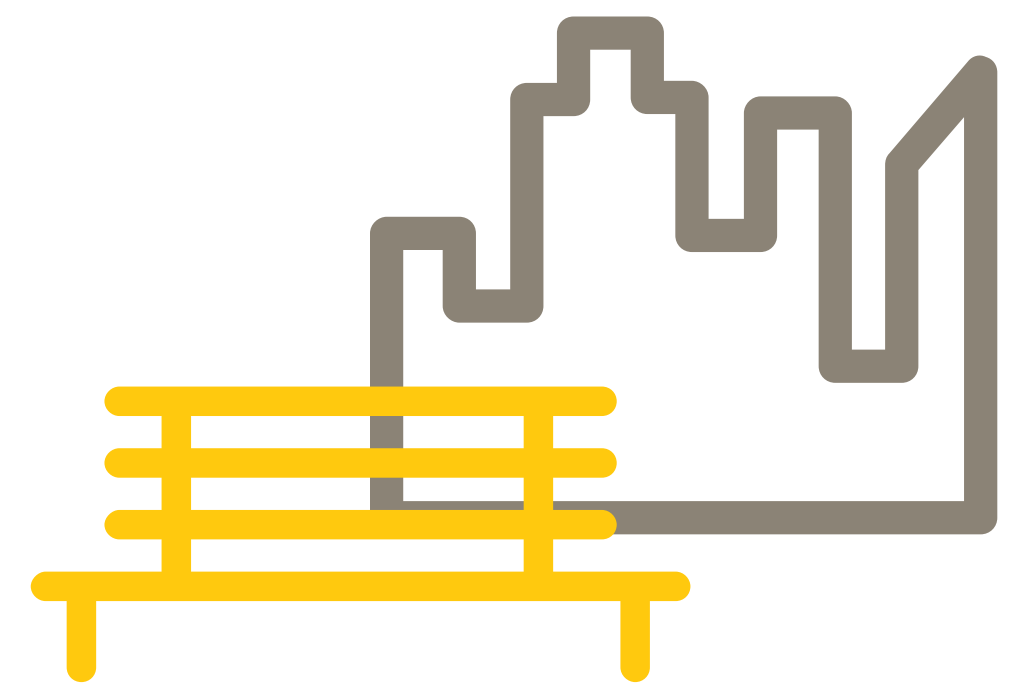
- ➔ existing traffic conditions within/near the study area are generally good; most intersections operate at an acceptable level of performance.
- ➔ in the future, traffic patterns near the study area are expected to change due to:
 - ➔ an increase in the number of people who live and/or work in downtown Mississauga
 - ➔ implementation of the LRT
 - ➔ other changes to the downtown Mississauga roadway network that are currently under consideration by the City
- ➔ the Square One Drive extension is intended to provide new routing options for local trips, as well as access within downtown Mississauga; **the extension is not intended to be an east-west thoroughfare.**
- ➔ if the extension is constructed, future traffic conditions (which also consider the changes in traffic patterns listed above) are projected to remain generally good

Study Area Needs and Opportunities

Study Area Needs:

⇒ additional connections within the Study Area roadway network to accommodate:

- ⇒ improved access to, from, and within downtown Mississauga
- ⇒ access to future developments within/adjacent to the Study Area

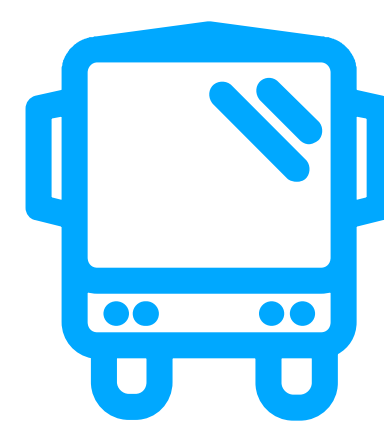
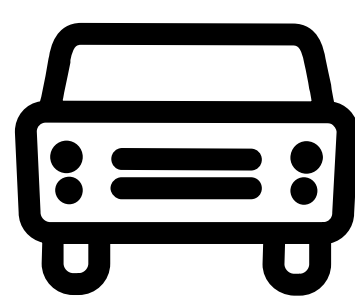


⇒ a roadway network with smaller, urban-scale blocks that include wide sidewalks, streetscaping, and on-street parking, facilitating:

- ⇒ increased walkability
- ⇒ the creation of urban amenity space
- ⇒ development of active retail and other animated uses in adjacent developments

⇒ a multi-modal transportation system that accommodates all roadway users: pedestrians, cyclists, transit, and vehicles

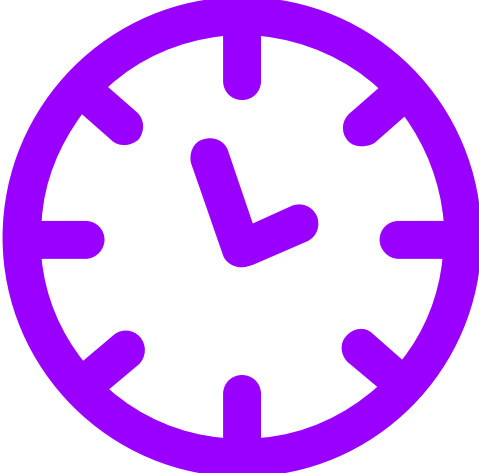
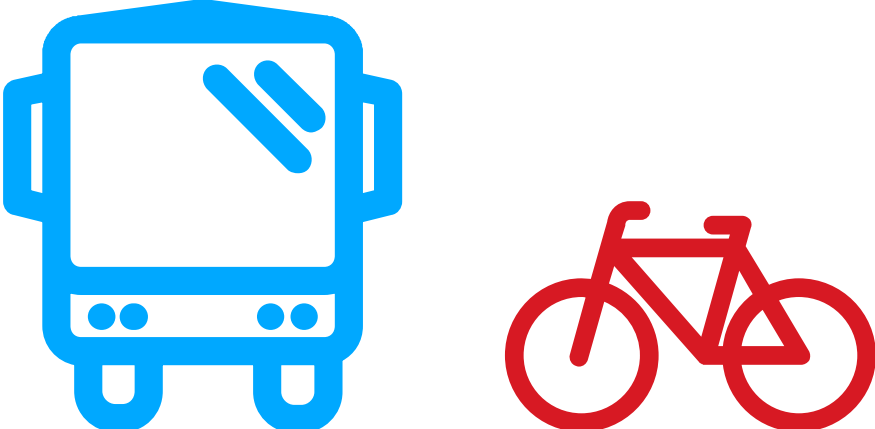

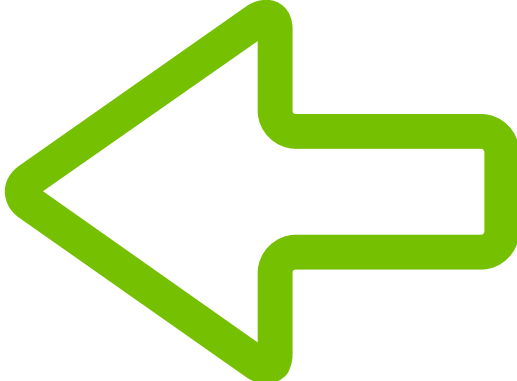
⇒ gateway treatments to downtown Mississauga, using landscaping, streetscaping, and public art to create an active public space



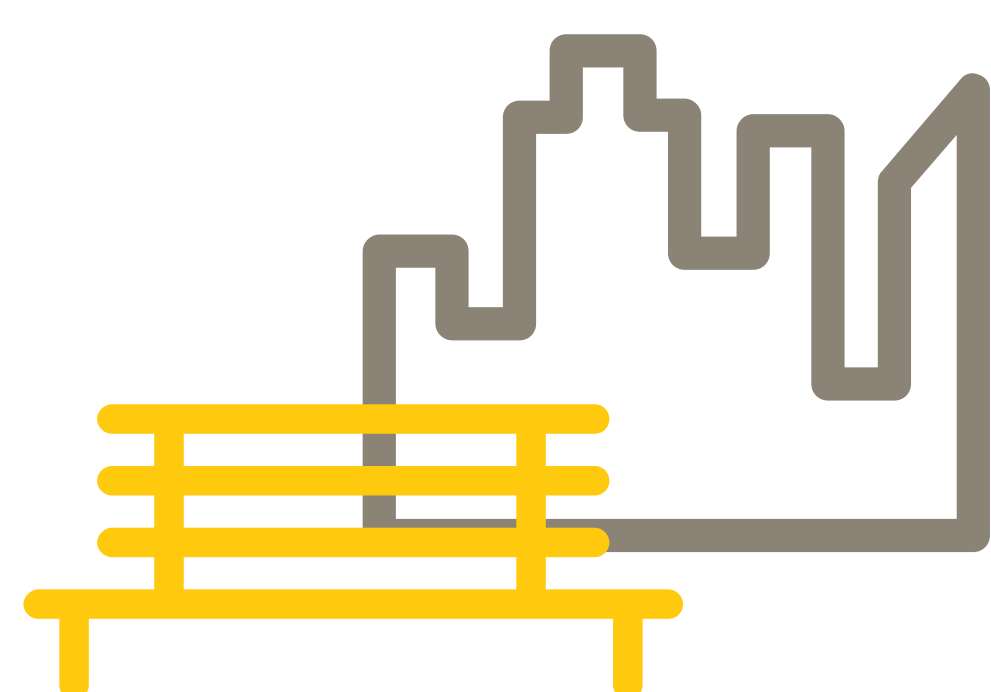
Project Opportunity Statement:

Improvements within the Square One Drive extension study area are required to provide better access to, from, and within downtown Mississauga; to accommodate future development adjacent to the Study Area; to facilitate creation of a smaller, fine-grained street network; to further develop a multi-modal transportation system; and, to create a gateway treatment to downtown Mississauga from the west.

Alternative Solutions

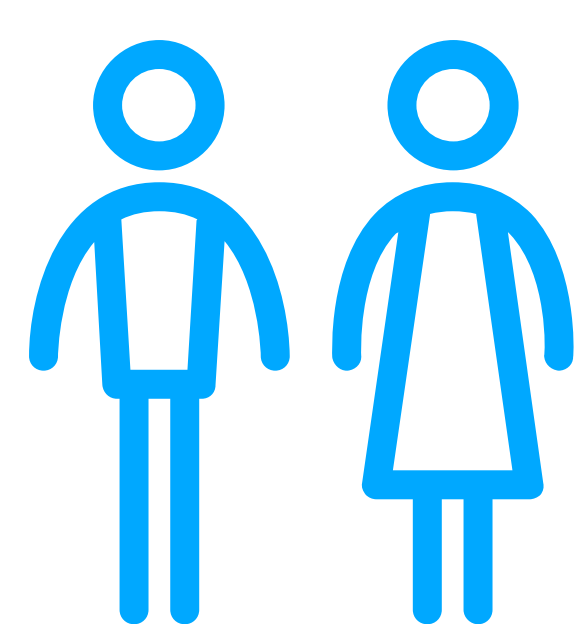
Alternative Solutions	Description
<p>Alternative 1 Do Nothing</p> 	<p>No change to the transportation system within the Study Area (i.e.maintain the status quo).</p>
<p>Alternative 2 Improve Transit, Employ Transportation Demand Management Measures</p> 	<p>Improve access to, from, and within downtown Mississauga by:</p> <ul style="list-style-type: none">⇒ discouraging single-occupant vehicles and encouraging transit.⇒ shifting demand to alternative modes of transportation⇒ encouraging carpooling
<p>Alternative 3 Improve Alternative East-West Routes</p> 	<p>Widen existing adjacent parallel roadways, such as:</p> <ul style="list-style-type: none">⇒ Burnhamthorpe Road West⇒ Rathburn Road West
<p>Alternative 4 Extension of Square One Drive</p> 	<p>Extend Square One Drive from Confederation Parkway to Rathburn Road West; construct new intersections with Confederation Parkway and Rathburn Road West.</p>

Evaluation Criteria

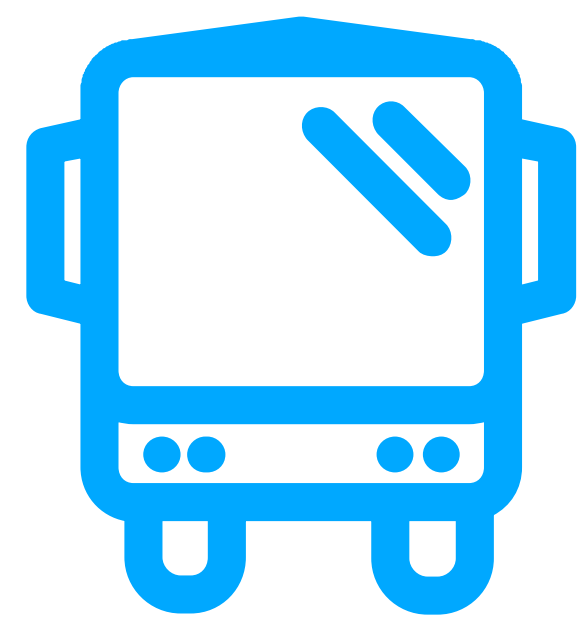


Socio-Economic Environment

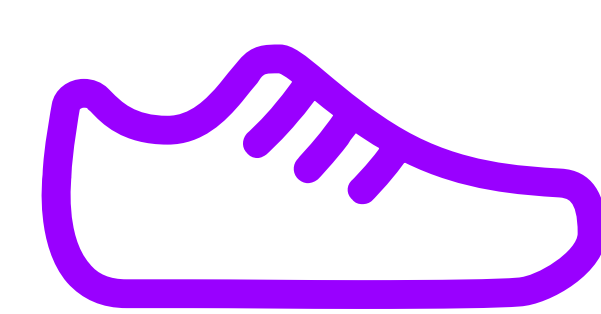
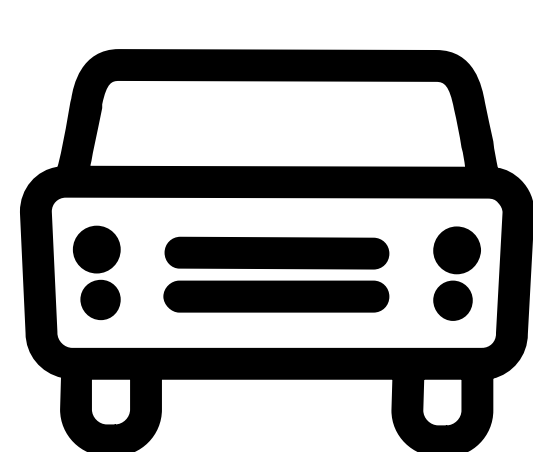
- ✓ Streetscaping
- ✓ Property Access
- ✓ Property Impacts



Planning & Transportation

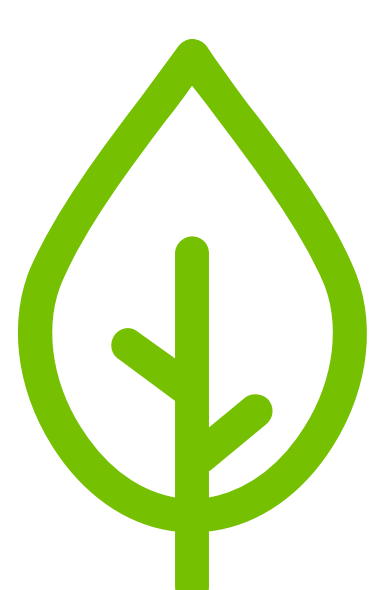


- ✓ Planning Objectives
- ✓ Urban Environment
- ✓ Network Connectivity
- ✓ Pedestrian & Cycling Accommodation
- ✓ Transit Services
- ✓ Overall Safety



Cultural Environment

- ✓ Archaeological
- ✓ Built Heritage / Cultural Landscape



Natural Environment










































































- ✓ Existing Vegetation
- ✓ Terrestrial Resources




Cost


- ✓ Capital Costs
- ✓ Operation & Maintenance Costs


Evaluation Matrix

Category	Criteria	Definition	Alternative 1 Do nothing	Alternative 2 Improve Transit, Employ Transportation Demand Management Measures	Alternative 3 Improve Alternative East-West Routes <i>Burhamthorpe Road, Rathburn Road, etc.</i>	Alternative 4 Extension of Square One Drive <i>from Confederation Parkway to Rathburn Road West</i>
 Socio-Economic Environment	Streetscaping	Provides opportunities to improve streetscaping and landscaping, as well as enhance the public realm.				
	Property Access	Maintains, improves, and/or maximizes opportunities to improve access to adjacent residential land uses.				
	Property Impacts	Requires acquisition of privately-owned property to accommodate construction of the proposed alternative.				
		Requires property City of Mississauga-owned property to accommodate construction of the proposed alternative.				
 Cultural Environment	Archaeological	Potential for disruption of archaeological resources.				
	Built Heritage/ Cultural Landscape	Potential for disruption of built heritage and cultural landscape features.				
    Planning & Transportation	Planning Objectives	Meets/satisfies the goals and objectives of the City of Mississauga's Downtown 21 Master Plan, MOPAS/ Downtown Core Local Area Plan, Strategic Plan, Official Plan, and the Mississauga Cycling Master Plan.				
	Urban Environment	Facilitates creation of: 1) an urban-scale street network in downtown Mississauga, with smaller block sizes that accommodate alternative routings for local trips (independent of modal choice); and, 2) a gateway into downtown Mississauga.				
	Network Connectivity	Facilitates improved access to, from, and within downtown Mississauga (independent of modal choice).				
	Pedestrian & Cycling Accommodation	Encourages development of a multi-modal transportation system through improved integration of non-motorized modes.				
	Transit Services	Facilitates improved integration of transit services into the overall transportation system.				
	Overall Safety	Improves roadway safety within the study area.				
 Natural Environment	Existing Vegetation	Impacts vegetation and/or the Green System (as defined by the City of Mississauga Official Plan).				
	Terrestrial Resources	Impacts terrestrial species and their habitats.				
 Cost	Cost	Cost to construct, as well as maintain/continue effective operation.				
Addresses Project Opportunity Statement?						
Recommendation			Not Recommended	Already Being Implemented Through City Policies	Not Recommended	





Legend

 Preferred

 Partially Preferred

 Least Preferred

Preliminary Preferred Alternative Solution

Alternative Solutions	Description	Addresses Opportunity Statement
Alternative 1 Do Nothing	No change to the transportation system within the Study Area (i.e. maintain the status quo).	
Alternative 2 Improve Transit, Employ Transportation Demand Management Measures	Improve access to, from, and within downtown Mississauga by: ⇒ discouraging single-occupant vehicles and encouraging transit. ⇒ Shifting demand to alternative modes of transportation ⇒ Encouraging carpooling	
Alternative 3 Improve Alternative East-West Routes	Widen existing adjacent parallel roadways, such as: ⇒ Burnhamthorpe Road West ⇒ Rathburn Road West	
Alternative 4 Extension of Square One Drive	Extend Square One Drive from Confederation Parkway to Rathburn Road West; construct new intersections with Confederation Parkway and Rathburn Road West.	

Alternative 4 (Extension of Square One Drive) is the **Preliminary Preferred Alternative Solution. Why?**

- ⇒ **Alternative 1** (Do Nothing) is unable to address any aspect of the **Project Opportunity Statement**.
- ⇒ **Alternative 2** (Improve Transit, Employ Transportation Demand Management Measures) and **Alternative 3** (Improve Alternative East-West Routes) partially address the **Project Opportunity Statement**.
 - ⇒ both improve access to/from/within downtown Mississauga, and encourage development of a multi-modal transportation system
 - ⇒ neither facilitates creation of either a fine-grained street network in downtown Mississauga or a gateway treatment to downtown Mississauga from the west
- ⇒ **Alternative 4** can fully address the **Project Opportunity Statement**:
 - ⇒ improves access to/from/within downtown Mississauga for all transportation modes
 - ⇒ encourages development of a multi-modal transportation system
 - ⇒ contributes to a smaller, fine-grained street network in downtown Mississauga
 - ⇒ accommodates creation of a gateway treatment to downtown Mississauga from the west

Design Considerations

Moving forward to the design development stage, the City of Mississauga will be taking into account several design considerations:

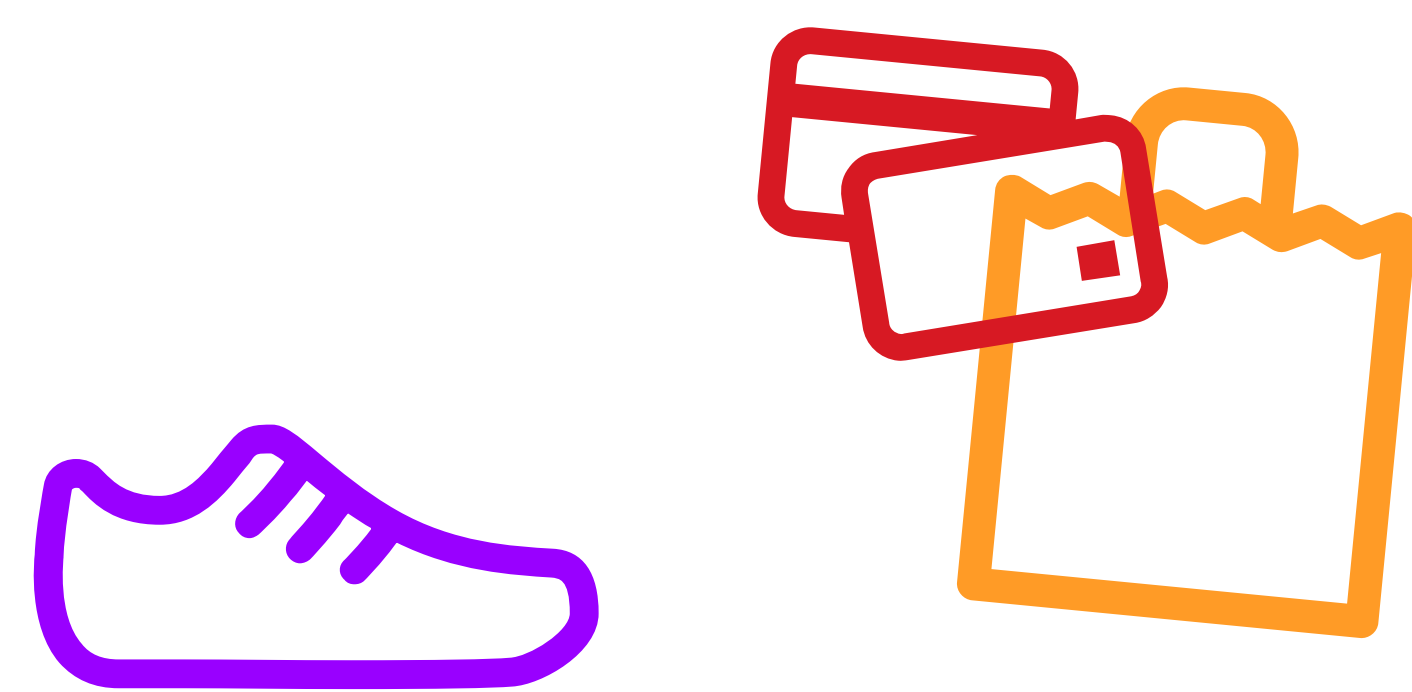
- ⇒ traffic operations at existing intersections, as well as new intersections created by the extension
- ⇒ proximity of new intersections to existing intersections
- ⇒ accommodation of pedestrians, cyclists, and users of other forms of active transportation
- ⇒ changes to Zonta Meadows Park (i.e. impacts to park facilities, vegetation, etc.)
- ⇒ location of Enersource facility
- ⇒ changes to accesses from adjacent properties (i.e. park and residential accesses)
- ⇒ enhanced landscaping, including gateway treatments
- ⇒ on-street parking needs

Design elements that will be reviewed as part of the design development stage include:

Multi-Use Trail



Image via Stantec Consulting Ltd.



Context Sensitive Street Design

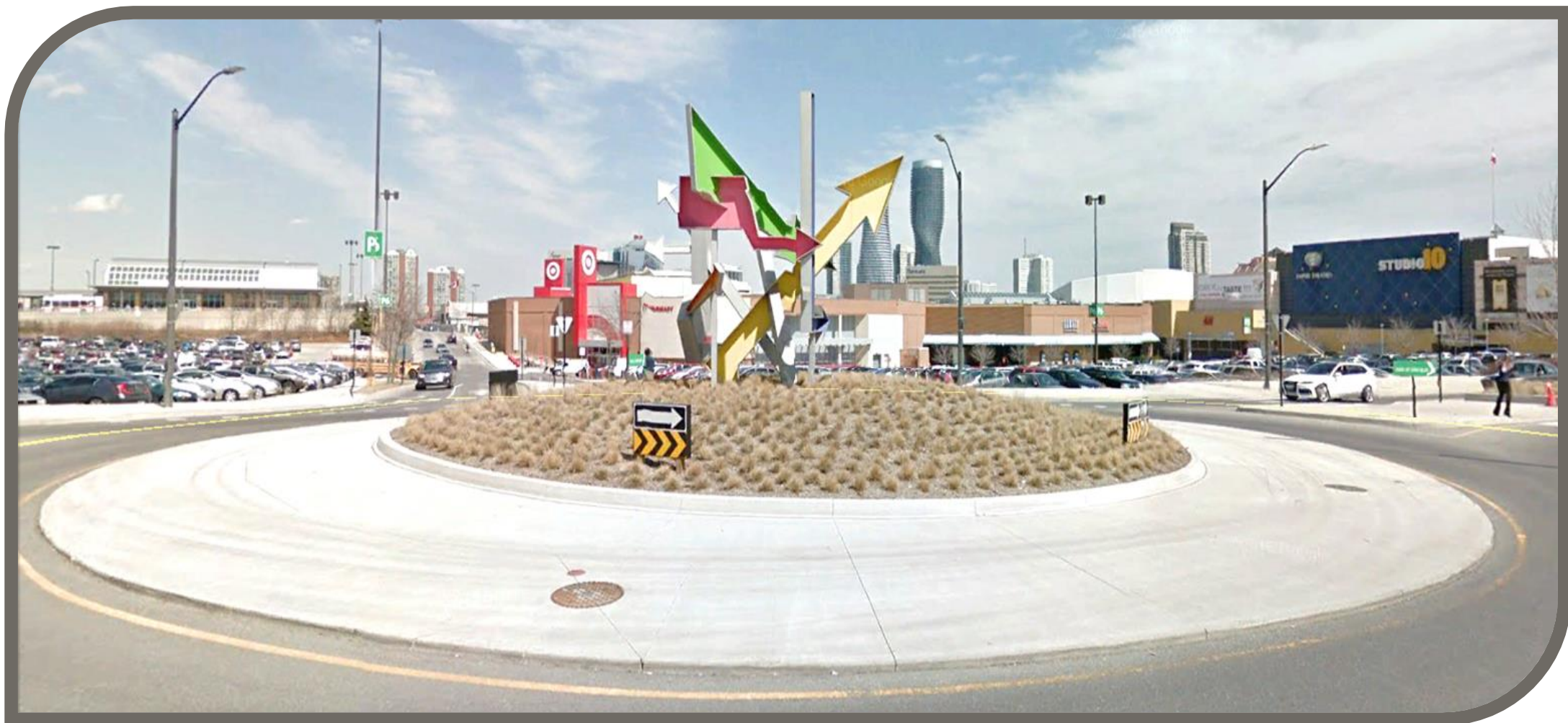


Image via City of Toronto Streetscape Manual (2010)



Design Considerations

Roundabout with Public Art



Images via Google



Images via Google

On-street Bicycle Lanes

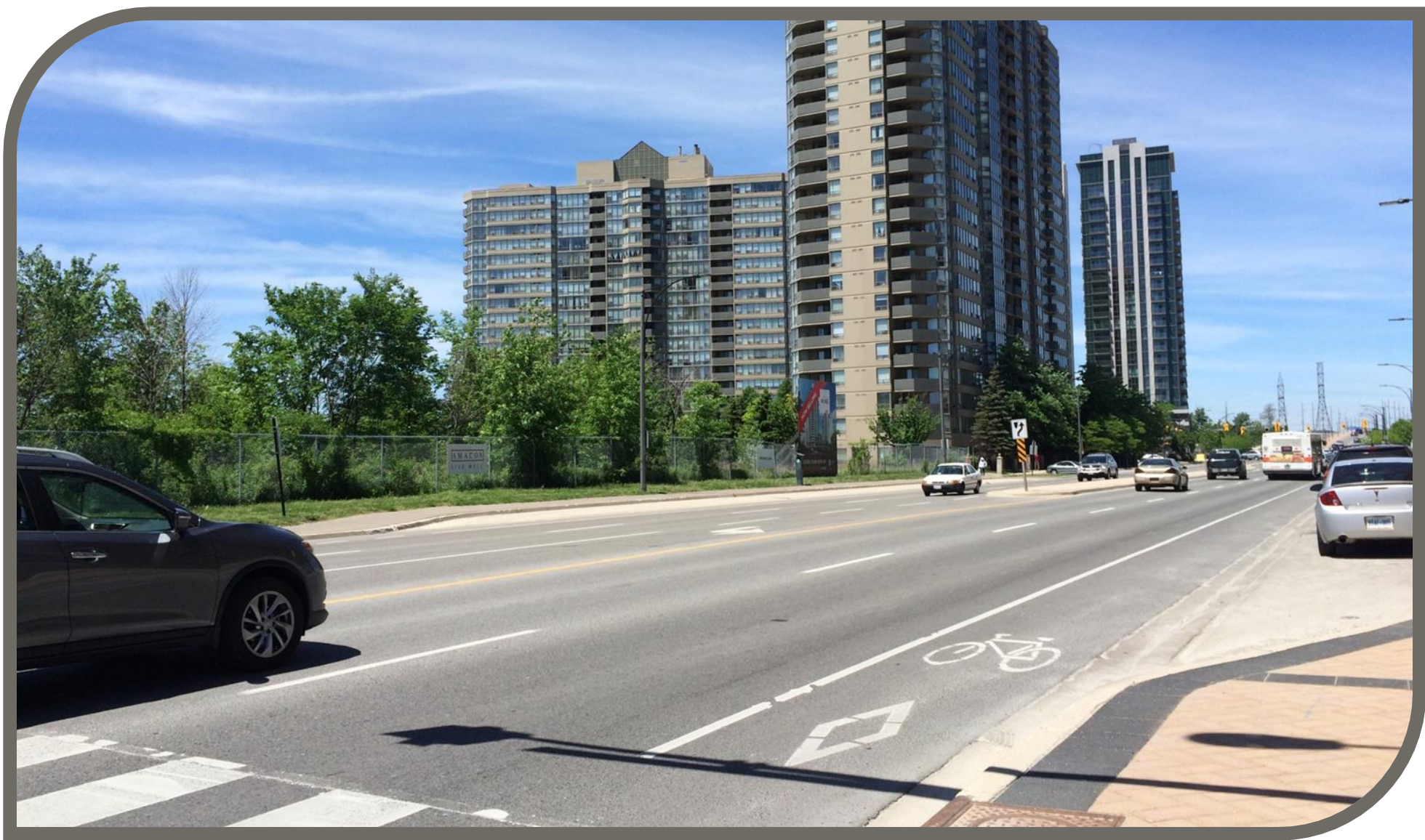
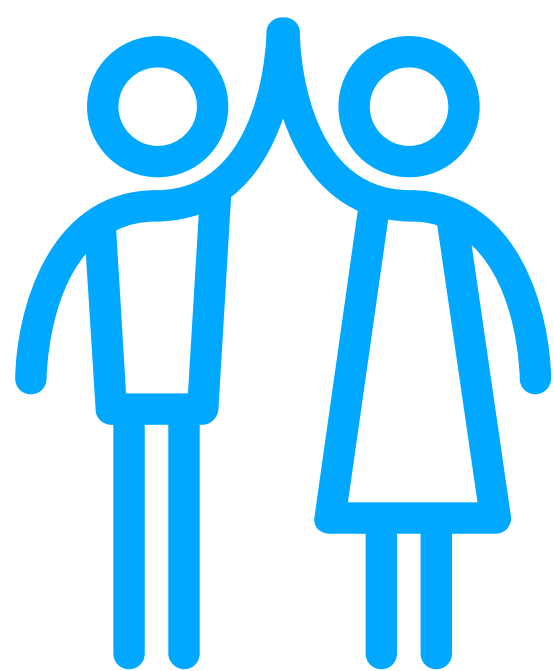


Image via City of Mississauga



Integrated Streetscaping

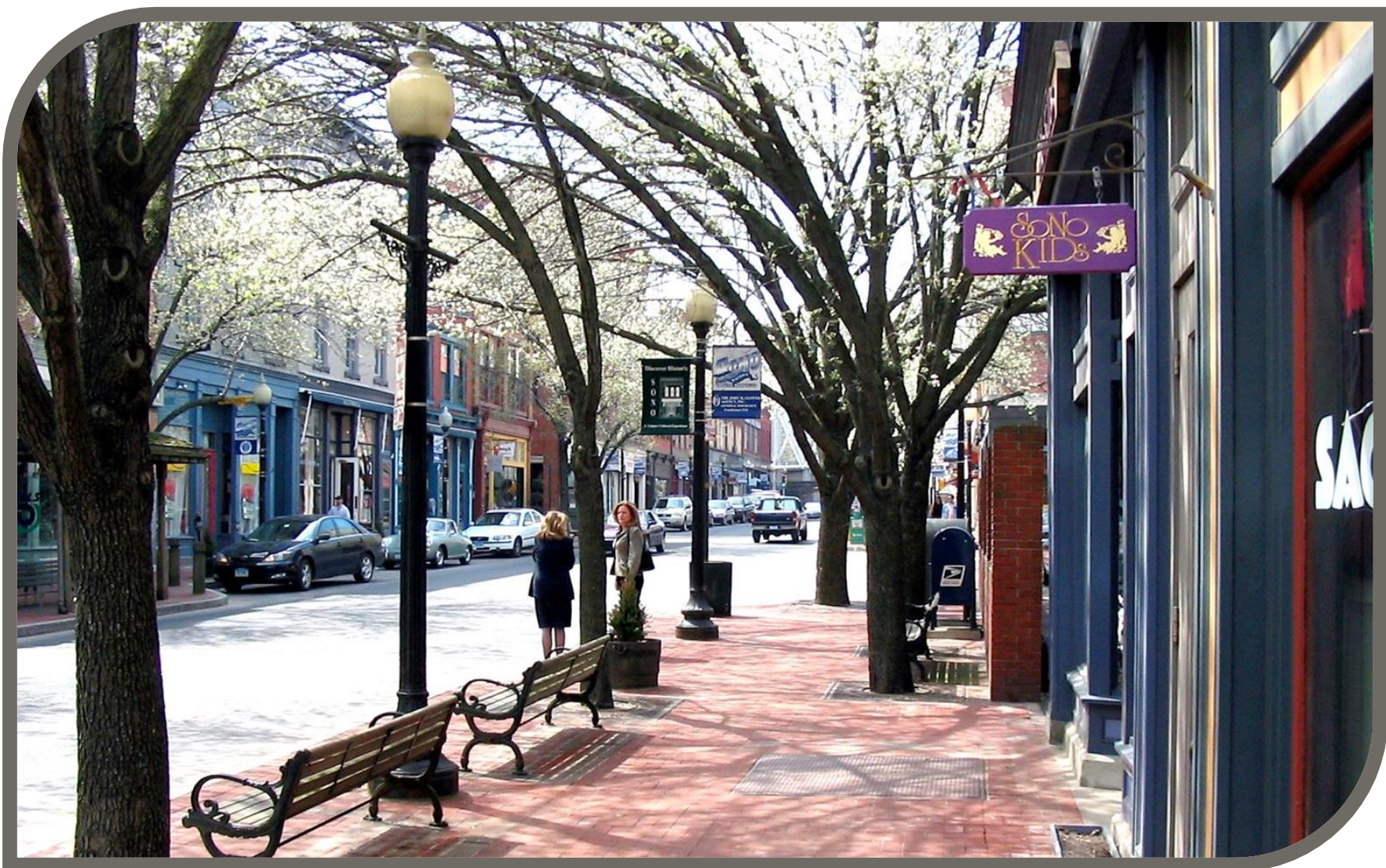
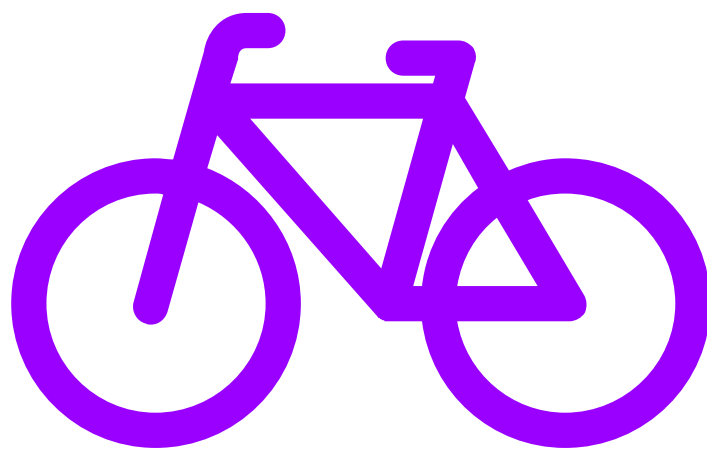


Image via Stantec Consulting Ltd.



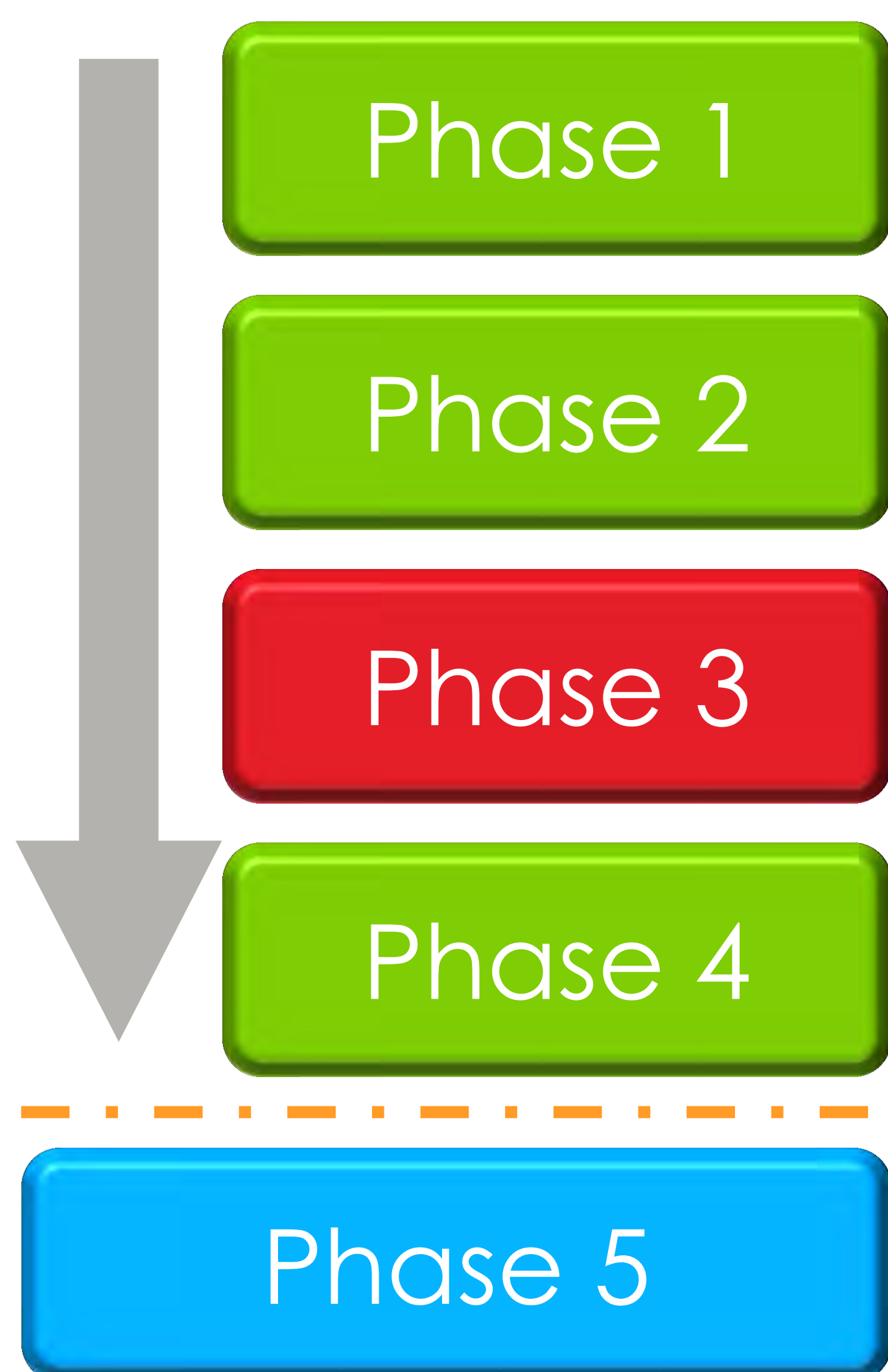
On-street Parking



Images via Google



What's Next?



The next phase of this study is Phase 3:

- ✓ Respond to comments received from members of the community and reviewing agencies
- ✓ Review & Confirm the Preferred Solution
- ✓ Generate & Evaluate alternative design concepts
- ✓ PIC No. 2 scheduled for Fall 2016 (tentative)

Thank you for attending Public Information Centre No.1

Your input is an essential component of the decision-making process. There will be opportunities to provide input throughout the EA process, including PIC No. 2.

Please provide us with comments by completing a comment sheet this evening, or on the study website (www.mississauga.ca/squareoneclassea) by **July 20, 2016**.

Please feel free to contact us with any questions or comments:

squareoneclassea@stantec.com

Dana Glofcheskie, P.Eng.

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Mississauga, ON L5B 2T4
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Travis Brown, PMP

Consultant Project Manager
Stantec Consulting Ltd.
300W – 675 Cochrane Dr
Markham, ON L3R 0B8
(905) 944-6866

APPENDIX C

PIC#1 SURVEY RESPONSE STATISTICS

To: Dana Glofcheskie
City of Mississauga
File: 165011005

From: Mike Bradley
Stantec Consulting Ltd.
Date: August 11, 2016

**Reference: Square One Drive Extension Class EA
PIC #1 Survey Response Statistics**

A total of 15 responses to the PIC #1 survey were received prior to the July 20, 2016 deadline. It should be noted that not all respondents provided a response to each question; therefore, the total number of responses for a given question may not equal 15. It should also be noted that percentages may not add to 100% due to rounding. Please see below for a summary of the responses received:

1. Do you think the Project Team understands the needs of the study area?

Total number of responses: 11

Responses	Count	Percentage
Yes	6	55%
No	5	45%
<i>Additional Comments</i>	5	<i>n/a</i>

2. Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?

Total number of responses: 12

Responses	Count	Percentage
Yes	10	83%
No	2	17%
<i>Additional Comments</i>	1	<i>n/a</i>

3. Please rank the Alternative Solutions for this study from most to least preferable.

"Do nothing"

Responses	Count	Percentage
1 (most preferable)	7	70%
2	1	10%
3	1	10%
4 (least preferable)	1	10%

"Improve transit, employ transportation demand management measures"

Responses	Count	Percentage
1 (most preferable)	1	11%
2	3	33%
3	3	33%
4 (least preferable)	2	22%

**Reference: Square One Drive Extension Class EA
PIC #1 Survey Response Statistics**

"Improve alternative east-west routes"

Responses	Count	Percentage
1 (most preferable)	2	20%
2	1	10%
3	1	10%
4 (least preferable)	6	60%

"Extend Square One Drive"

Responses	Count	Percentage
1 (most preferable)	4	36%
2	2	18%
3	2	18%
4 (least preferable)	3	27%

4. What do you think of the Online Survey Results and Community Comments?

Total number of responses: 11

Responses	Count	Percentage
the results/comments generally reflect my opinion	5	45%
the results/comments generally do not reflect my opinion	2	18%
the results/comments are generally what I would expect	3	27%
the results/comments are generally not what I would expect	1	9%
<i>Additional Comments</i>	3	<i>n/a</i>

5. How did you hear about Public Information Centre #1?

Total number of responses: 12

Responses	Count	Percentage
advertisement in Mississauga News	3	25%
advertisement received via mail	8	67%
advertisement received via email	0	0%
browsing City of Mississauga website	0	0%
Other	1	8%

6. Do you have any other questions, comments, or suggestions for the Project Team?

Total number of responses: 13

Refer to PIC #1 comment-response table.

7. Contact Information

Refer to PIC #1 comment-response table.

**Reference: Square One Drive Extension Class EA
PIC #1 Survey Response Statistics**

8. Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?

Total number of responses: 10

Responses	Count	Percentage
Yes – please contact me via email	8	80%
Yes – please contact me via regular mail	1	10%
No – I do not wish to be contacted in the future	1	10%

APPENDIX D

PIC#1 COMMENT RESPONSE SUMMARY

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
1	22/06/2016 12:56:29 PM	yes	yes	4	4	4	1	I am unaware of the results and comments of the community	advertisement received via mail	This would be a great addition to the square one area, as it will increase transportation, jobs, as well as the surrounding population due to the accessibility of all locations.	Yes - please contact me via email.	(no response required)
2	.	-	yes	4	3	1	4		advertisement recived via mail	Expand Rathburn Rd. to 3 lanes each direction. This gives 2 additional lanes of traffic	-	- (no address provided)
3	.	-	-	-	-	-	-	-	-	Green space across from 330 rathburn buy it back and don't touch it! Do not allow another development I like the forest	-	- (no address provided)
4	06/09/2016 3:52pm	-	-	-	-	-	-	-	-	Thanks for including me. Just wondering if the liability issue for accidents involving stray tennis balls hitting a car have been addressed. I assume the city will assume the liability and/or put in appropriate mitigation. I will be keeping a record of this email in the event of any future mishaps.	-	During this stage of the study, the Project Team is currently developing preliminary alternatives for the extension of Square One Drive from Confederation Parkway to Rathburn Road West. We understand your concerns regarding errant tennis balls, and we will take them under consideration as the study moves forward. The goal of this study is to develop a basic design for the preferred alternative. Appropriate mitigation measures will be provided for all potential conflicts with the proposed roadway –such as the tennis balls that you mentioned. The details of those mitigation measures would then be specified during the detailed design phase of the project, which would take place after this study concludes.

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
5	22/06/2016 6:14:05 PM	no, we don't have a lot of green space in this area and the road cutting through a park area doesn't seem to consider the lack of green space.	yes	2	2	1	4	the results/ comments generally reflect my opinion	advertisement received via mail	I kept hearing the team speak about how the road is going to create an alternative way that is pedestrian friendly however, the area is very small. I do not want Zonta Meadows park to be affected - it's the main green space. The downtown core is not pedestrian friendly drivers speed, make lefts in front of drivers and are very aggressive. I would prefer to see less vehicles in the downtown core. I had high hopes that this would be an area more bike friendly and walking than creating roads. Mississauga downtown core hasn't created a vibrant community instead it's over built buildings with suburban love of cars. It makes more sense to expand Rathburn Road and Burnhamthorpe that would make traffic better for Mississauga on a larger scale and traffic coming in from outside the city.	Yes - please contact me via email.	<p>While the area immediately adjacent to the extension of Square One Drive represents only a small piece of downtown Mississauga, the extension itself represents an important link in the larger, multi-modal transportation system. By designing a roadway that prioritizes walking, cycling, and other forms of active transportation, the City of Mississauga is furthering its goal of increasing the use of these modes of transportation throughout the downtown core – an effort which will be continued during implementation of other elements of both the Downtown 21 Master Plan and the Mississauga Official Plan.</p> <p>The City of Mississauga recognizes that Zonta Meadows Park, as the largest green space near downtown Mississauga, is important to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in coordination with this study.</p> <p>In 2010, the City of Mississauga published a high-level document, called the Mississauga Official Plan (OP). The OP defines a long-term plan (i.e. to the year 2031), with detailed policies and commitments designed to accommodate Mississauga's projected population and employment growth. The policies contained in Section 8 of the OP define a transportation plan that mandates the City to “provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.</p> <p>While private vehicles will remain a part of the overall transportation system for the foreseeable future, the City of Mississauga has prioritized the accommodation of walking, cycling, and other modes of active transportation as a primary goal of this study. The City is currently proposing to incorporate wide boulevards (with landscaping and streetscaping) to improve the pedestrian experience and a multi-use trail to accommodate cyclists and user of other modes of active transportation into the Alternative Designs that are currently under development for this study.</p> <p>Further, as another example of the implementation of the long-term transportation strategy defined by the OP, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project. Construction is anticipated to begin in 2018 and be completed by 2022.</p> <p>Prior to Public Information Centre #1, the Project Team evaluated the option to improve alternative routes (such as Rathburn Road West and Burnhamthorpe Road West) and found that it could not satisfy the Project Opportunity statement because it was unable to address the City of Mississauga's Planning Objects and goals for the Urban Environment. While improvements (i.e. widening) of these roadways would have limited improvements to east-west capacity for private vehicles in the short term, this is not a sustainable approach to improve access to downtown Mississauga over the long-term.</p> <p>Additionally, as mentioned above, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project to improve both high-level mobility within Mississauga and connections to other areas outside Mississauga.</p>

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
6	22/06/2016 6:19:36 PM	A much larger transportation plan to get people out of cars.	They portray a walkable area that in reality will just be a driveable area. Leave it as a pedestrian mall if it should be walkable.	2	-	2	4	the results/comments generally reflect my opinion, We need to preserve as much park and green space in the downtown as possible.	advertisement in Mississauga News	Extending this roadway, I think, will just encourage the use of cars and I think Mississauga is falling way behind in the greening effort to get people out of their cars. If you are serious about making Mississauga walkable and cyclable, make this a pedestrian mall or a bike path and get people away from vehicles. A light at Confederation Pkwy & Rathburn Rd. and another one a short block to the south and another one a short block to the south of that is going to lend itself to complete gridlock, especially when all 15 Parkside 50-storey towers are built.	Yes - please contact me via email.	<p>In 2010, the City of Mississauga published a high-level document, called the Mississauga Official Plan (OP). The OP guides the City's growth to the year 2031 with detailed policies and commitments. In Section 8 of the OP, the city commits to "create a multi-modal transportation network for the movement of people and goods". The policies contained in Section 8 define a high-level transportation plan that mandates the City to "provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation." The extension of Square One Drive is a specific example of the implementation of this plan, as it prioritizes walking, cycling, and other forms of active transportation.</p> <p>The City of Mississauga also released a study called the <i>Downtown 21 Master Plan</i> in 2010. This study is "designed to promote the continued evolution of a livable, compact, accessible, sustainable downtown centre for the entire city." Section 2 of this study, "Street Framework", details a number of changes to the roadway network in downtown Mississauga, including both the extension of existing streets (such as Square One Drive) and the construction of new streets. These changes will create new connections within the roadway network and smaller, urban-scale blocks. The primary goal of these improvements is to develop a multi-modal transportation system in downtown Mississauga that allows residents and visitors to choose walking, cycling, and/or other modes of active transportation as alternatives to travelling via car. As noted above, the extension of Square One Drive is a specific example of the implementation of this plan.</p> <p>As another example of the implementation of City plans, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project. Construction is anticipated to begin in 2018 and be completed by 2022. Information on this project is available at: http://lrt-mississauga.brampton.ca/</p> <p>In terms of broader transportation network planning, the City of Mississauga is in the process of developing a Transportation Master Plan (TMP). The TMP will guide the planning and implementation of transportation network improvements in the future. This process is open to public participation and was initiated with a transportation forum in November 2015 called "Mississauga Moves". You may review the project activity and email the TMP team directly via the website: http://www.mississaugamoves2015.ca/</p> <p><i>Moving Mississauga</i> (2011) is an interim transportation strategy used to guide the City's transportation planning policy. This policy lists a number of transportation initiatives (some of which are underway or have now been completed). It may be viewed at: http://www.mississauga.ca/file/COM/ Moving Mississauga Report.pdf</p> <p>The City of Mississauga recognizes that Zonta Meadows Park, as the largest green space near downtown Mississauga, is important to local community members. While the extension of Square One Drive would impact both Zonta Meadows Park (and its tennis courts), the City regards the extension as an important opportunity to both improve Zonta Meadows Park and integrate the park with the surrounding community. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in coordination with this study. Further, at the interface with Zonta Meadows Park, the City will prioritize the integration of the streetscaping, landscaping, public art, and gateway treatments to downtown Mississauga that will be part of the Square One Drive extension to improve access for the entire community.</p> <p>While the City of Mississauga has prioritized the inclusion of walking, cycling, and other modes of active transportation as a primary goal of this study, private vehicles will remain a part of the overall multi-modal transportation system for the foreseeable future and must be accommodated. Currently, the City is proposing to incorporate wide boulevards (with landscaping and streetscaping) to enhance the pedestrian experience and a multi-use trail to accommodate cyclists and user of other modes of active transportation into the Alternative Designs that are currently under development for this study.</p> <p>The City of Mississauga acknowledges that the new intersections proposed as part of the Square One Drive extension are located in close proximity to existing signalized intersections. The proposed Square One Drive & Confederation Parkway intersection is located approximately 100 m north Confederation Parkway & Prince of Wales/Parkside Village Drive, and approximately 130 m south of Rathburn Road West & Confederation Parkway.</p> <p>While this intersection spacing is close, similar conditions also exist elsewhere in both downtown Mississauga (~150 m between Square One Drive and Prince of Wales Drive on Duke of York Boulevard) and the downtown cores of other urban areas. Measures to mitigate the impact of these closely-spaced intersections will be considered during the design phase of this study.</p>

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
7	27/06/2016 9:39:47 PM	no	no	1	-	-	-	the results/comments generally reflect my opinion	advertisement received via mail	-	No - I do not wish to be contacted in the future.	- (no response required)
8	07/07/2016 3:34:30 PM	yes	yes	4	1	1	1	the results and comments are generally what I would expect	advertisement in Mississauga News	-	Yes - please contact me via email.	- (no response required)
9	.	Yes, somewhat, the key is understanding the traffic use right now ins not pedestrian friendly	Yes	3	2	1	2	the results/comments generally reflect my opinion	advertisement received via mail	Zonta Park needs to be preserved in a way that is child friendly so that the road doesn't impact safe access to park. If updating park a splash pad would be nice. Presently the traffic crossing for pedestrians at Rathburn & confederation is very dangerous and cofederation and Princess of Whales. I would like to see Pedestrian cross walks in downtown core.	-	- (no address provided)
10	.	Yes	Yes	4	2	1	3	the results/comments are generally what I would expect	advertisement received via mail	What is the exact timeline for this project?	Yes-please contact me via email	The extension of Square One Drive is currently part of the City of Mississauga's 10-year Capital Plan. Following completion of this study in the spring of 2017, the detailed design and tender documents must be prepared. Construction timing would be determined as part of that future detailed design. Construction will then commence based on funding approval from Council.

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
11	14/07/2016 4:04:36 PM	no, Local residents, and the limitation already in place. a school zone which would have a turnabout bordering their peoperty. the limitations set to every resident in the area west of the extension.	no	-	1	-	-	the results and comments generally do not reflect my opinion	advertisement receive via email	as a resident in the area [REDACTED] for over 32 yrs I have had the opportunity to see the changes, but more importantly actually use the changes made. There is presently a already existing problematic intersection at Burnamthorpe Rd and Elora. I would suggest every effort be made to release traffic out of the area for a more direct route to the 403. At present we have billions of \$ invested ie square one, residential (high density), City Hall, Library, YMCA, many commercial identities and we are trying to solve a problem with a limited budget. The construction of some roadway, turnabout to solve a problem that is only going to be exasperated. Lets be serious and do it like we mean it.	Yes - please contact me via email.	<p>The Project Team is currently considering options for either a roundabout or a signalized intersection at the proposed Square One Drive & Rathburn Road West intersection as part of the Alternative Design concepts for this study. These options will be evaluated based on a number of factors, including the safety of all road users (including pedestrians), before selecting the type of intersection that will be presented at Public Information Centre #2 (more information on this event will follow at a later date) and included in the Preferred Design for this study.</p> <p>In most situations, a roundabout has a number of advantages over a signalized intersection, including (but not limited to): increased safety for both motorists and pedestrians, reduced delay for motorists, decreased traffic speed, and decreased idling. If a roundabout is selected for the proposed intersection of Square One Drive & Rathburn Road West, the City of Mississauga will explore additional measures to enhance the safety of pedestrian crossings, and the design would fully comply with the requirements of the Accessibility for Ontarians with Disabilities Act. Pedestrian crossings would be planned to include a “splitter island” (median) to ensure pedestrians (and cyclists) cross only one direction of traffic at a time. It should also be noted that vehicles entering or leaving the roundabout are required to yield for pedestrians at the crosswalk.</p> <p>The intersection of Burnhamthorpe Road West & Elora Drive is not included in the study area. However, the response below is provided under the assumption that the comment refers to the intersection of Rathburn Road West & Elora Drive (east).</p> <p>The City of Mississauga acknowledges that the new intersections proposed as part of the Square One Drive extension are located in close proximity to existing signalized intersections. The proposed Square One Drive & Rathburn Road West intersection or roundabout will likely be located approximately 90m west of the Rathburn Road West & Elora Drive (east) intersection.</p> <p>While this intersection spacing is close, similar conditions also exist elsewhere in both downtown Mississauga (~150 m between Square One Drive and Prince of Wales Drive on Duke of York Boulevard) and the downtown cores of other urban areas. Measures to mitigate the impact of these closely-spaced intersections will be considered during the design phase of this study.</p> <p>In 2010, the City of Mississauga released a study called the Downtown 21 Master Plan. This study is “designed to promote the continued evolution of a livable, compact, accessible, sustainable downtown centre for the entire city.” Section 2 of this study, “Street Framework”, details the proposed roadway network for downtown Mississauga. This section specifically notes that “the number of trips occurring along, over, onto, and off of Highway 403 will increase ... as downtown and suburban areas continue to intensify and mix their land uses.” Accordingly, the plan identifies several measures to improve access to Highway 403 from downtown Mississauga. The City has yet to identify funding or timelines for the implementation of these improvements.</p>

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
12		Yes	Yes	4	2	3	1	the results/comments are generally not what I would expect	Other: Condo Management news letter	I am afraid that drivers would at times use the road in front of our building -330-350 Rathburn Rd West instead of using the proposed new road. I am also not in favor of the road from 330 rathburn rd. w to confederation to be closed.	Yes-please contact me via regular mail.	<p>As part of the extension of Square One Drive, the existing access from 330/350 Rathburn Road West to Confederation Parkway would be closed and a new access would be provided to the proposed extension (discussed further in the response to comment 2, below). The Project Team has reviewed the possibility of motorists using both this new access and the existing access to Rathburn Road West at Elora Drive (east) to “shortcut” through the parking lot of 330/350 Rathburn Road West and bypass the extension; respectfully, we believe the likelihood of this situation occurring is low.</p> <p>Motorists typically use “shortcuts” to save time, either by using a route that is shorter in distance or by avoiding an obstacle (such as traffic congestion or traffic control, or both). The Project Team measured the distance between the proposed Square One Drive & Rathburn Road West intersection and the proposed Square One Drive & Confederation Parkway intersection using 2 different routes: 1, via the Square One Drive extension, and 2, via the parking lot of 330/350 Rathburn Road West. The distance via the extension is approximately 275 m, while the distance through the parking lot is approximately 345 m – meaning that the “shortcut” through the parking lot is actually a greater distance than the route being bypassed.</p> <p>Regarding the need to “shortcut” to avoid an obstacle, such as traffic congestion or traffic control (i.e. traffic signals, a stop sign, etc.), it should be noted that traffic on the extension will be free-flowing between Rathburn Road West and Confederation Parkway – meaning that there will be no traffic control to bypass. Further, at the proposed Rathburn Road West & Square One Drive intersection, the analysis of future traffic conditions conducted for this study (i.e. for years 2021, 2031, and 2041) indicates that traffic operations will be generally good, with minimal congestion. This will likely result in little desire to “shortcut” around this intersection.</p> <p>To extend Square One Drive from Confederation Parkway to Rathburn Road West, the existing intersection of Square One Drive & Confederation Parkway must be modified. In the intersection’s current configuration, motorists travelling northbound on Confederation Parkway can access Square One Drive to the east (and vice-versa); the centre median limits access to southbound Confederation Parkway from the east. Similarly, the existing access from 330/350 Rathburn Road West to Confederation Parkway only allows access to/from southbound Confederation Parkway; the centre median limits access to northbound Confederation Parkway. During construction of the extension, the centre median would be removed at the intersection, both northbound/southbound left-turn lanes would be added, and traffic signals would be installed; these changes would permit full access to/from every direction at the intersection.</p> <p>Because the existing access from 330/350 Rathburn Road West is in close proximity to the reconfigured Square One Drive & Confederation Parkway intersection, it must be closed to avoid creating a confusing and unsafe condition for motorists, pedestrians, and other roadway users. However, as noted in the response to comment #1 above, a new access from 330/350 Rathburn Road West to the extension would be constructed approximately 70 m west of the current access to Confederation Parkway. This new access would have access to both eastbound/westbound Square One Drive, and at the nearby Square One Drive & Confederation Parkway intersection, full access to both northbound/southbound Confederation Parkway and eastbound Square One Drive. This represents an improvement to access from 330/350 Rathburn Road West, where access is currently only permitted to/from southbound Confederation Parkway.</p>

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
13		Yes	Yes	4	3	4	4	the results/comments generally reflect my opinion	advertisement in Mississauga News	The entrance and exit road behind 330 building which is in the property of 330 Rathburn should remain without interfering with the privacy of the residents living in 330-350 Rathburn Rd. With the new road there will be lots of noise and disturbance to the residents.	Yes-please contact me via email.	<p>To extend Square One Drive from Confederation Parkway to Rathburn Road West, the Square One Drive & Confederation Parkway intersection must be modified. Under the intersection's current configuration, motorists travelling northbound on Confederation Parkway can access Square One Drive to the east (and vice-versa); the centre median limits access to southbound Confederation Parkway from the east. Similarly, the existing access from 330/350 Rathburn Road West only allows access to/from southbound Confederation Parkway; the centre median limits access to northbound Confederation Parkway from the west. During construction of the extension, the centre median would be removed, both northbound/southbound left-turn lanes would be added, and traffic signals would be installed; these changes would permit full access to/from every direction at the intersection.</p> <p>Because the existing access from 330/350 Rathburn Road West is in close proximity to the reconfigured Square One Drive & Confederation Parkway intersection, it must be closed to avoid creating a confusing (and unsafe) condition for motorists, pedestrians, and other roadway users. To replace the existing access, a new access from 330/350 Rathburn Road West to the extension would be constructed approximately 70 m to the west. This new access would have access to both eastbound/westbound Square One Drive, and at the proposed Square One Drive & Confederation Parkway intersection, full access to both northbound/southbound Confederation Parkway and eastbound Square One Drive. This represents a significant improvement over the current condition, where access is only permitted to/from southbound Confederation Parkway.</p> <p>The City of Mississauga recognizes that construction of the Square One Drive extension in the (currently vacant) lands south of 330/350 Rathburn Road West would represent a significant change for members of the local community. Accordingly, a noise study will be performed as part of the Square One Drive Extension Class EA. The noise study will analyze existing noise levels in the area around the extension, and predict future noise levels generated by traffic using the extension after it is operational. The Preferred Design for this study will then recommend measures to mitigate any impacts of increased noise that may be identified. Further, during design and construction of the extension, the City of Mississauga will make every attempt to preserve all existing trees/landscaping along the property boundary with 330/350 Rathburn Road West in order to screen the buildings from the roadway and adjacent boulevard.</p> <p>It should also be noted that the City intends for the extension to function as a secondary connection within the downtown Mississauga roadway network, providing access to new developments and alternative routing options for local trips. The design of the extension will be tailored to its function as a minor, local roadway and will include only 2 vehicular lanes (1 eastbound, 1 westbound), a multi-use trail and wide boulevards (with additional landscaping) to create a safe, efficient, and enjoyable environment for pedestrians, cyclists, and user of other modes of active transportation. While the extension would attract some traffic from nearby parallel routes (such as Rathburn Road West), it is not intended to serve as a vehicular thoroughfare for downtown Mississauga. Rathburn Road West and Burnhamthorpe Road West will continue to function as the primary east-west routes for downtown. The analysis of projected traffic conditions completed for this study (i.e. for years 2021, 2031, and 2041) indicate that only 2-3 vehicles per minute will use the roadway during the AM and PM "rush hour" periods.</p>

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
14		No, majority of the population drives in/out of mississauga	Yes	4	3	1	3	The results/comments generally do not reflect my opinionthe results/comments are generally not what I would expectOther: people fail to see long term effects/solutions	advertisement received via mail	The project team should start to see the "big picture" in the long run; not immediate (no) solutions. Burnhamthorpe and Rathburn widening would suerly benefit the city in a great scale especially with constant building development. The "recommended" alternative may only be a short term solution.	Yes-please contact me via email	<p>In 2010, the City of Mississauga published a high-level document, called the Mississauga Official Plan (OP). The OP defines a long-term plan (i.e. to the year 2031), with detailed policies and commitments designed to accommodate Mississauga's projected population and employment growth.</p> <p>While many people who currently live and/or work in Mississauga may choose to travel via private vehicle, Section 8 of the OP commits the City to “create a multi-modal transportation network for the movement of people and goods”. The policies contained in Section 8 of the OP define a transportation plan that mandates the City to “provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.” The extension of Square One Drive is an example of the implementation of the transportation strategy defined by this long-term plan, as it prioritizes walking, cycling, and other forms of active transportation (while still accommodating local access for private vehicles) in an effort to improve access to, from, and within downtown Mississauga.</p> <p>The City of Mississauga also released a study called the Downtown 21 Master Plan in 2010. This study is “designed to promote the continued evolution of a livable, compact, accessible, sustainable downtown centre for the entire city.” Section 2 of this study, “Street Framework”, details a number of changes to the roadway network in downtown Mississauga, including the extension of existing streets (such as Square One Drive), the construction of new streets, and access improvements to Highway 403. The goal of these changes is primarily to improve mobility to, from, and within downtown Mississauga over the long-term by providing new routing options for local trips and encouraging the development of a multi-modal transportation system (as described above). The extension of Square One Drive is a specific example of the implementation of this long-term plan.</p> <p>Further, as another example of the implementation of the long-term transportation strategy defined by this plan, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project. Construction is anticipated to begin in 2018 and be completed by 2022. Information on this project is available at: http://lrt-mississauga.brampton.ca/</p> <p>In terms of broader transportation network planning, the City of Mississauga is in the process of developing a Transportation Master Plan (TMP). The TMP will guide the planning and implementation of transportation network improvements in the future. This process is open to public participation and was initiated with a transportation forum in November 2015 called “Mississauga Moves”. You may review the project activity and email the TMP team directly via the website: http://www.mississaugamoves2015.ca/</p> <p>Moving Mississauga (2011) is an interim transportation strategy used to guide the City's transportation planning policy. This policy lists a number of transportation initiatives (some of which are underway or have now been completed). It may be viewed at: http://www.mississauga.ca/file/COM/ Moving Mississauga Report.pdf</p> <p>Prior to Public Information Centre #1, the Project Team evaluated the option to improve alternative routes (such as Rathburn Road West and Burnhamthorpe Road West) and found that it could not satisfy the Project Opportunity statement because it was unable to address the City of Mississauga's Planning Objectives and goals for the Urban Environment – which are directly related to the current pace of development occurring in Mississauga, both downtown and surrounding areas. While improvements (i.e. widening) of these roadways would have limited improvements to east-west capacity for private vehicles in the short term, this is not a sustainable approach to improve access to downtown Mississauga over the long-term.</p>

#	Date/Time	QUESTION 1	QUESTION 2	QUESTION 3				QUESTION 4	QUESTION 5	QUESTION 6	QUESTION 7	STANTEC RESPONSE
		Do you think the Project Team understands the needs of the study area?	Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?	Rank the Alternative Solutions for this study from most preferable (1) to least preferable (4).				What do you think of the Online Survey Results and Community Comments?	How did you hear about Public Information Centre #1?	Do you have any other questions, comments, or suggestions for the Project Team?	Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?	
				Do nothing	Improve transit, employ transportation demand management measures	Improve alternative east-west routes	Extend Square One Drive					
15	6/22/2016 9:43 pm	-	-	-	-	-	-	-	-	<p>This is an unwise move. It will cause congestion on Rathburn Rd W.</p> <p>As of now one can walk for a pleasant distance by the park and on by the school (one end of Elora to the other end - stop light to stop light). For .at Elora Rd. There are a lot of elderly people living at 330 & 350 Rathburn Rd W. It is difficult enough walking with canes & walkers now without having more traffic added to that area.</p> <p>I trust that you will take the traffic noise & polution into consideration.</p> <p>You keep telling us to get out & walk & keep fit but keep putting stumbling blocks in our way.</p> <p>There are also a number of children who need a safe walkway to the school bus and to the Park. The new busy road would be a hazard.</p> <p>Thank you for thoughtfully looking at this matter.</p>	-	<p>As part of the Square One Drive Extension Class EA, the Project Team has performed a detailed analysis of projected future traffic conditions (i.e. for the years 2021, 2031, and 2041). The results of this analysis indicate that traffic conditions in the study area (i.e. including on Rathburn Road West) will remain generally good after the extension is constructed. That said, the City of Mississauga acknowledges that construction of the new intersection at Square One Drive & Rathburn Road West has the potential to impact traffic operations both on Rathburn Road West and at the existing intersection of Rathburn & Elora Drive (east, i.e. the access to 330/350 Rathburn Road West). Accordingly, the Project Team will be examining this specific issue in greater detail during the next phase of this study. Measures to mitigate any unacceptable impact to traffic operations on Rathburn Road West will be recommended as part of the Preferred Design for this study.</p> <p>Recognizing that cars will continue to be a part of Mississauga's transportation system for the foreseeable future, the City of Mississauga has prioritized the use of a context-sensitive design approach, which recognizes all modes of travel, for the Square One Drive extension. A context-sensitive roadway will help to create a safe and efficient environment for all road users – i.e. by prioritizing walking, cycling, and other forms of active transportation, while also accommodating vehicles.</p> <p>The City of Mississauga recognizes that construction of the Square One Drive extension represents a significant change in land use for members of the local community. Accordingly, impacts to both noise and air quality will be studied as part of the Square One Drive Extension Class EA. These studies will analyze existing noise and air pollution levels in the area around the extension, and predict future noise and air pollution levels generated by traffic using the extension after it is operational. The Preferred Design for this study will then recommend measures to mitigate any impacts that may be identified.</p> <p>The City of Mississauga has prioritized the accommodation of walking, cycling, and other modes of active transportation along the extension of Square One Drive as a primary goal of this study. Currently, the City is proposing to incorporate wide boulevards (with landscaping and streetscaping) to improve pedestrian safety and a multi-use trail to accommodate cyclists and user of other modes of active transportation into the Alternative Designs that are currently under development. Further, at the interface with Zonta Meadows Park, the City will prioritize the integration of the streetscaping, landscaping, public art, and gateway treatments to downtown Mississauga that will be part of the Square One Drive extension to improve access to the park for the entire community.</p> <p>Additionally, the City of Mississauga recognizes that Zonta Meadows Park, as the largest green space near downtown Mississauga, is important to local community members. While the extension of Square One Drive would impact Zonta Meadows Park, the City regards the extension as an important opportunity to both improve Zonta Meadows Park and integrate the park with the surrounding community, including Corpus Christi Separate School. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in coordination with this study.</p>

APPENDIX E PIC#1 COMMENT SHEETS & CORRESPONDENCE

From: [Dana Glofcheskie](#)
To: [Bradley, Michael](#)
Cc: [Brown, Travis](#)
Subject: Square One Dr EA - Phone Call
Date: Tuesday, April 12, 2016 2:52:59 PM
Attachments: [image001.png](#)

Hi Mike,

Please add [REDACTED] to the mailing list. She called and had a quick discussion about the project. She felt Prince of Wales would be a better road to extend. She also asked about the woodlot at the SE corner of Confed and Rathburn. Both questions could be included in the FAQ document in preparation for PIC 1.

Contact info:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Thanks,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: [Dana Glofcheskie](#)
To: [Bradley, Michael](#)
Cc: [Leslie Green](#); [Brown, Travis](#)
Subject: Square One Dr EA - Telephone Call
Date: Thursday, April 21, 2016 3:10:14 PM
Attachments: [image001.png](#)

Hi Mike,

Please add [REDACTED]'s email to the mailing list:

[REDACTED] received the notice via mail (lives on Hazineh Court) and wanted to know a bit more about the study.

[REDACTED]
[REDACTED]
[REDACTED]



Dana Glofcheskie, P.Eng.
Transportation Project Engineer
T 905-615-3200 ext.8243
dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: [Bradley, Michael](#)
To: [REDACTED]
Cc: [Brown, Travis](#)
Subject: RE: Extension of Square One Drive - study commencement
Date: Thursday, June 02, 2016 10:14:00 AM

Hi [REDACTED],

Thank you for getting in touch with us and letting us know your comments, and sorry to take some time to get back to you.

As we are in the initial phases of study, the Project Team is currently developing preliminary alternatives for the extension of Square One Drive from Confederation Parkway to Rathburn Road West. We understand your concerns regarding the speed of traffic on Rathburn, as well as its associated noise, and we will take them under consideration as the study moves forward.

In the meantime, we've notified the appropriate department at the City of Mississauga of your concerns regarding traffic on Rathburn, as well as your request to review existing roadway signage.

Please feel free to contact me if you have any other questions or concerns regarding this study. Also, your contact information has been added to the study mailing list and you will continue to receive notifications via email as the study progresses.

Thanks,
- Mike

Mike Bradley, BSc, EIT

Engineering Intern
Transportation
Stantec
300W-675 Cochrane Drive Markham ON L3R 0B8
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Thursday, May 26, 2016 11:50 PM
To: Square One Class EA
Cc: [REDACTED]
Subject: Re: Extension of Square One Drive - study commencement

On Saturday, 7 May 2016, Geoffrey Liu <gliu0104@gmail.com> wrote:
Dear Sir/Madam,

My name is [REDACTED]. I received the letter for the study commencement for the extension of square one drive, and am writing in this regard.

I live at [REDACTED]. I am sure that you know that the Rathburn street is already a very busy street. As I live right next to Rathburn, it is currently very noisy when the cars and buses go by. To be honestly, my sleep had already been affected by the big

noise from buses/cars, and currently I am suffering depression due to the same.

A lot of cars are even driving over the speed limit, and I have reported to the city and requested for a speed limit sign. However, nothing has been done.

I am concerned that the new extension will lead to additional traffic and noise, which will really negatively impact my living environment further.

Could you please take the above into consideration and let me know your thoughts?

Your advice would be appreciated.

Thank you,

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: Bradley, Michael
To: [REDACTED]
Cc: [Brown, Travis](#)
Subject: RE: City of Mississauga, Square One Drive Extension Class EA - Notice of Public Information Centre #1
Date: Monday, June 13, 2016 2:29:00 PM

Hi [REDACTED],

Thanks for getting in touch with me, and letting me know your concerns about the study.

During this stage of the study, the Project Team is currently developing preliminary alternatives for the extension of Square One Drive from Confederation Parkway to Rathburn Road West. We understand your concerns regarding errant tennis balls, and we will take them under consideration as the study moves forward.

The goal of this study is to develop a basic design for the preferred alternative. Appropriate mitigation measures will be provided for all potential conflicts with the proposed roadway – such as the tennis balls that you mentioned. The details of those mitigation measures would then be specified during the detailed design phase of the project, which would take place after this study concludes.

Please feel free to contact me if you have any other questions or concerns regarding this study.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
300W-675 Cochrane Drive Markham ON L3R 0B8
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Thursday, June 09, 2016 3:52 PM
To: Bradley, Michael
Subject: Re: City of Mississauga, Square One Drive Extension Class EA - Notice of Public Information Centre #1


Hi Mike,

Thanks for including me.

Just wondering if the liability issue for accidents involving stray tennis balls hitting a car have been addressed. I assume the city will assume the liability and/or put in appropriate mitigation.

I will be keeping a record of this email in the event of any future mishaps.

Thanks again.


Sent from my iPad

On Jun 9, 2016, at 15:30, Bradley, Michael <Mike.Bradley@stantec.com> wrote:

Hello,

You're receiving this message because you completed the online survey for the City of Mississauga's Square One Drive Extension Class EA project and indicated that you would like to receive updates about the study.

The Project Team will be holding a workshop (called a Public Information Centre) so that attendees can review study progress and discuss any questions or comments with the Project Team directly. You're invited to attend! Please see the attached notice for more information, and below for details:

5:30 – 8:00pm

Wednesday, June 22, 2016

The Great Hall, Mississauga City Hall, 300 City Centre Dr, Mississauga, ON

Please let me know if you have any questions or comments about this study, or the upcoming workshop.

Thanks,
- Mike

Mike Bradley, BSc, EIT

Engineering Intern
Transportation
Stantec
300W-675 Cochrane Drive Markham ON L3R 0B8
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

<doc_11005_noticeofpic1_final_publish_20160526.pdf>

From: [REDACTED]
To: [Square One Class EA](#)
Subject: Extension of Square One Drive
Date: Wednesday, June 22, 2016 9:43:28 PM

This is an unwise move. It will cause congestion on Rathburn Rd W.
As of now one can walk for a pleasant distance by the park and on by the school
(one end of Elora to the other end - stop light to stop light).
For .at Elora Rd. There are a lot of elderly people living at 330 & 350
Rathburn Rd W. It is difficult enough walking with canes & walkers
now without having more traffic added to that area.
I trust that you will take the traffic noise & pollution into consideration.
You keep telling us to get out & walk & keep fit but keep putting stumbling blocks
in our way.
There are also a number of children who need a safe walkway to the
school bus and to the Park. The new busy road would be a hazard.
Thank you for thoughtfully looking at this matter.

[REDACTED]

Sent from my iPad

Square One Drive Extension Class EA - PIC #1 Comments

Thank you for attending Public Information Centre #1!

Please let us know your thoughts about the information you've seen today and the overall study using this form, or complete the survey online at www.mississauga.ca/squareoneclassea. If you choose to use this form, please send us your comments via mail or email (see below for addresses) **no later than July 20, 2016**.

1. Do you think the Project Team understands the needs of the study area?

If "No", please use the provided field to let the Project Team know what other needs should be considered.

- ☒ Yes
☐ No

2. Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?

If "No", please use the provided field to let the Project Team know what other information you'd like to see.

- ☒ Yes
☐ No

3. Please rank the Alternative Solutions for this study from most to least preferable.

Mark only one oval per row.

	1 (most preferable)	2	3	4 (least preferable)
Do nothing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improve transit, employ transportation demand management measures	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Improve alternative east-west routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Extend Square One Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

4. What do you think of the Online Survey Results and Community Comments?

Check all that apply.

- ☒ the results/comments generally reflect my opinion
☐ the results/comments generally do not reflect my opinion
☐ the results/comments are generally what I would expect
☐ the results/comments are generally not what I would expect
☐ Other: _____

5. How did you hear about Public Information Centre #1?

Check all that apply.

- ☒ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: _____

6. Do you have any other questions, comments, or suggestions for the Project Team?

The entrance and exit road behind 330 building which is the property of 330 Rathburn should remain without interfering the privacy of the residents living in 330 - 350 Rathburn Rd.

With the new road there will be lot of noise and disturbances to the residents.

Contact Information

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Dana Glofcheskie, P.Eng., Project Manager, City of Mississauga
201 City Centre Dr., Suite 800, Mississauga, ON, L5B 2T4
(905) 615-3200, ext. 8243
squareoneclassea@stantec.com

First name:
(required)

Email address:

Mailing address:

7. Would you like to receive updates about the Square One Drive Extension Class EA from the Project Team?

If yes, please provide your contact information using the fields above.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

Square One Drive Extension Class EA - PIC #1 Comments

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- ☒ Yes
☐ No

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If "No", please use the provided field to let the Project Team know what other information you'd like to see.

- ☒ Yes
☐ No

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Mark only one oval per row.

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- ☐ browsing City of Mississauga website
- ☐ Other: _____

6. Do you have any other questions, comments, or suggestions for the Project Team?

What is the exact timeline for this project.

Contact Information

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Square One Drive Extension Class EA - PIC #1 Comments

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☐ Yes

☒ No

Majority of the population 'drives' in/out of Miss.

2. Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?

If "No", please use the provided field to let the Project Team know what other information you'd like to see.

☒ Yes

☐ No

3. Please rank the Alternative Solutions for this study from most to least preferable.

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Check all that apply.

☐ the results/comments generally reflect my opinion

☒ the results/comments generally do not reflect my opinion

☐ the results/comments are generally what I would expect

☒ the results/comments are generally not what I would expect

☐ Other: *People fail to see long term effects/solution*

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: _____

6. Do you have any other questions, comments, or suggestions for the Project Team?

The Project team should start to see the "big picture" in the long run not immediate (no) solutions. Burnhamthorpe ~~extension~~ of Rathburn widening would surely benefit the city in a greater scale esp. w constant building development. The "recommended" alternative may only be a short term solution

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Square One Drive Extension Class EA - PIC #1 Comments

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☐ No

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☐ No

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Check all that apply.

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- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Condo Management news letter.

6. Do you have any other questions, comments, or suggestions for the Project Team?

*I am afraid that drivers would at times use the
road in front of my building - 330-350 Rathburn
Rd West instead of using the proposed new road.
I am also not in favour of the existing road from
330 Rathburn Rd. W to Confederation to be closed.*

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Square One Drive Extension Class EA - PIC #1 Comments

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Expand RATHBURN RD TO 3 LANES EACH DIR.
 This gives 2 add'l lanes of traffic

5. How did you hear about Public Information Centre #1?

Check all that apply.

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
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First name: (required)	_____	Last name:	_____
Email address:	_____	Phone #:	_____
Mailing address:	_____ _____ _____		

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Square One Drive Extension Class EA - PIC #1 Comments

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- ☐ Yes
☐ No
-

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- ☐ Yes
☐ No
-

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Mark only one oval per row.

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- ☐ advertisement received via mail
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- ☐ browsing City of Mississauga website
- ☐ Other: _____

6. Do you have any other questions, comments, or suggestions for the Project Team?

GREEN SPACE ACROSS FROM 330 RATHBURN
- BUY IT BACK AND DON'T TOUCH IT !!
- DO NOT ALLOW ANOTHER DEVELOPMENT
- I LIKE THE FOREST

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First name: _____ Last name: _____
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- ☒ Yes
☐ No

Somewhat - the key is understanding the traffic use right now is not pedestrian friendly.

2. Did the display boards provide you with the information you need to understand the study and form an opinion about the Alternative Solutions being considered?

If "No", please use the provided field to let the Project Team know what other information you'd like to see.

- ☒ Yes
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- ☐ browsing City of Mississauga website
- ☐ Other: _____

6. Do you have any other questions, comments, or suggestions for the Project Team?

Zonta Park needs to be preserved in a way that is child friendly so that the road doesn't impact safe access to park. If updating park a splash pad would be nice. Presently traffic crossing for pedestrians at Rathburn + Confederation is very dangerous and Confederation and Princess of Wales I would like to see Pedestrian Crosswalks in downtown core.

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First name:
(required)

Last name: _____

Email address: _____

Phone #: _____

Mailing address: _____

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If yes, please provide your contact information using the fields above.

- ☐ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

September 15, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]@hotmail.com

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	The entrance and exit road behind 330 building which is in the property of 330 Rathburn should remain without interfering with the privacy of the residents living in 330-350 Rathburn Rd.	<p>To extend Square One Drive from Confederation Parkway to Rathburn Road West, the Square One Drive & Confederation Parkway intersection must be modified. Under the intersection's current configuration, motorists travelling northbound on Confederation Parkway can access Square One Drive to the east (and vice-versa); the centre median limits access to southbound Confederation Parkway from the east. Similarly, the existing access from 330/350 Rathburn Road West only allows access to/from southbound Confederation Parkway; the centre median limits access to northbound Confederation Parkway from the west. During construction of the extension, the centre median would be removed, both northbound/southbound left-turn lanes would be added, and traffic signals would be installed; these changes would permit full access to/from every direction at the intersection.</p> <p>Because the existing access from 330/350 Rathburn Road West is in close proximity to the reconfigured Square One Drive & Confederation Parkway intersection, it must be closed to avoid creating a confusing (and unsafe) condition for motorists, pedestrians, and other roadway users. To replace the existing access, a new access from 330/350 Rathburn Road West to the extension would be constructed approximately 70 m to the west. This new access would have access to both eastbound/westbound Square One Drive, and at the proposed Square One Drive & Confederation Parkway intersection, full access to both northbound/southbound Confederation Parkway and eastbound Square One Drive. This represents a significant improvement over the current condition, where access is only permitted to/from southbound Confederation Parkway.</p>



September 15, 2016

Page 2 of 2

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT		RESPONSE
2	<p>The entrance and exit road behind 330 building which is in the property of 330 Rathburn should remain without interfering with the privacy of the residents living in 330-350 Rathburn Rd.</p> <p>With the new road there will be lots of noise and disturbance to the residents.</p>	<p>The City of Mississauga recognizes that construction of the Square One Drive extension in the (currently vacant) lands south of 330/350 Rathburn Road West would represent a significant change for members of the local community. Accordingly, a noise study will be performed as part of the Square One Drive Extension Class EA. The noise study will analyze existing noise levels in the area around the extension, and predict future noise levels generated by traffic using the extension after it is operational. The Preferred Design for this study will then recommend measures to mitigate any impacts of increased noise that may be identified. Further, during design and construction of the extension, the City of Mississauga will make every attempt to preserve all existing trees/landscaping along the property boundary with 330/350 Rathburn Road West in order to screen the buildings from the roadway and adjacent boulevard.</p> <p>It should also be noted that the City intends for the extension to function as a secondary connection within the downtown Mississauga roadway network, providing access to new developments and alternative routing options for local trips. The design of the extension will be tailored to its function as a minor, local roadway and will include only 2 vehicular lanes (1 eastbound, 1 westbound), a multi-use trail and wide boulevards (with additional landscaping) to create a safe, efficient, and enjoyable environment for pedestrians, cyclists, and user of other modes of active transportation. While the extension would attract some traffic from nearby parallel routes (such as Rathburn Road West), it is not intended to serve as a vehicular thoroughfare for downtown Mississauga. Rathburn Road West and Burnhamthorpe Road West will continue to function as the primary east-west routes for downtown. The analysis of projected traffic conditions completed for this study (i.e. for years 2021, 2031, and 2041) indicate that only 2-3 vehicles per minute will use the roadway during the AM and PM "rush hour" periods.</p>

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

STANTEC CONSULTING LTD.

Travis Brown, PMP
Project Manager
Phone: (905) 944-6866
travis.brown@stantec.com

Design with community in mind



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

September 15, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]@sympatico.ca

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	What is the exact timeline for this project?	The extension of Square One Drive is currently part of the City of Mississauga's 10-year Capital Plan. Following completion of this study in the spring of 2017, the detailed design and tender documents must be prepared. Construction timing would be determined as part of that future detailed design. Construction will then commence based on funding approval from Council.

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

STANTEC CONSULTING LTD.

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Project Manager
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travis.brown@stantec.com



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

September 20, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]@yahoo.ca

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	majority of the population drives in/out of Mississauga	<p>In 2010, the City of Mississauga published a high-level document, called the Mississauga Official Plan (OP). The OP defines a long-term plan (i.e. to the year 2031), with detailed policies and commitments designed to accommodate Mississauga's projected population and employment growth.</p> <p>While many people who currently live and/or work in Mississauga may choose to travel via private vehicle, Section 8 of the OP commits the City to "create a multi-modal transportation network for the movement of people and goods". The policies contained in Section 8 of the OP define a transportation plan that mandates the City to "provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation." The extension of Square One Drive is an example of the implementation of the transportation strategy defined by this long-term plan, as it prioritizes walking, cycling, and other forms of active transportation (while still accommodating local access for private vehicles) in an effort to improve access to, from, and within downtown Mississauga.</p> <p>The City of Mississauga also released a study called the <i>Downtown 21 Master Plan</i> in 2010. This study is "designed to promote the continued evolution of a livable, compact, accessible, sustainable downtown centre for the entire city." Section 2 of this study, "Street Framework", details a number of changes to the roadway network in downtown Mississauga, including the extension of existing streets (such as Square One Drive), the construction of new streets, and access improvements to Highway 403. The goal of these changes is primarily to improve mobility to, from, and within downtown Mississauga over the long-term by providing new routing options for local trips and encouraging the development of a multi-modal transportation system (as described above). The extension of Square One Drive is a specific example of the implementation of this long-term plan.</p> <p>Further, as another example of the implementation of the long-term transportation strategy defined by this plan, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project. Construction is anticipated to begin in 2018 and be completed by 2022. Information on this project is available at: http://lrt-mississauga.brampton.ca/</p>
	people fail to see long term effects/solutions	
	<p>The project team should start to see the "big picture" in the long run; not immediate (no) solutions.</p> <p>Burnhamthorpe and Rathburn widening would surely benefit the city in a great scale especially with constant building development. The "recommended" alternative may only be a short term solution.</p>	



September 20, 2016

Page 2 of 2

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT	RESPONSE
	<p>In terms of broader transportation network planning, the City of Mississauga is in the process of developing a Transportation Master Plan (TMP). The TMP will guide the planning and implementation of transportation network improvements in the future. This process is open to public participation and was initiated with a transportation forum in November 2015 called "Mississauga Moves". You may review the project activity and email the TMP team directly via the website: http://www.mississaugamoves2015.ca/</p> <p><i>Moving Mississauga</i> (2011) is an interim transportation strategy used to guide the City's transportation planning policy. This policy lists a number of transportation initiatives (some of which are underway or have now been completed). It may be viewed at: http://www.mississauga.ca/file/COM/ Moving_Mississauga_Report.pdf</p>
<p>2 The project team should start to see the "big picture" in the long run; not immediate (no) solutions. Burnhamthorpe and Rathburn widening would surely benefit the city in a great scale especially with constant building development. The "recommended" alternative may only be a short term solution.</p>	<p>Prior to Public Information Centre #1, the Project Team evaluated the option to improve alternative routes (such as Rathburn Road West and Burnhamthorpe Road West) and found that it could not satisfy the Project Opportunity statement because it was unable to address the City of Mississauga's Planning Objectives and goals for the Urban Environment – which are directly related to the current pace of development occurring in Mississauga, both downtown and in surrounding areas. While improvements (i.e. widening) of these roadways would have limited improvements to east-west capacity for private vehicles in the short term, this is not a sustainable approach to improve access to downtown Mississauga over the long-term.</p>

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

STANTEC CONSULTING LTD.

Travis Brown, PMP
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

September 20, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]@me.com

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	I kept hearing the team speak about how the road is going to create an alternative way that is pedestrian friendly however, the area is very small.	While the area immediately adjacent to the extension of Square One Drive represents only a small piece of downtown Mississauga, the extension itself represents an important link in the larger, multi-modal transportation system. By designing a roadway that prioritizes walking, cycling, and other forms of active transportation, the City of Mississauga is furthering its goal of increasing the use of these modes of transportation throughout the downtown core – an effort which will be continued during implementation of other elements of both the Downtown 21 Master Plan and the Mississauga Official Plan.
2	I do not want Zonta Meadows park to be affected - it's the main green space. We don't have a lot of green space in this area and the road cutting through a park area doesn't seem to consider the lack of green space.	The City of Mississauga recognizes that Zonta Meadows Park, as the largest green space near downtown Mississauga, is important to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in coordination with this study.
3	The downtown core is not pedestrian friendly drivers speed, make lefts in front of drivers and are very aggressive. I would prefer to see less vehicles in the downtown core. I had high hopes that this would be an area more bike friendly and walking than creating roads.	In 2010, the City of Mississauga published a high-level document, called the Mississauga Official Plan (OP). The OP defines a long-term plan (i.e. to the year 2031), with detailed policies and commitments designed to accommodate Mississauga's projected population and employment growth. The policies contained in Section 8 of the OP define a transportation plan that mandates the City to "provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation."



September 20, 2016

Page 2 of 2

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT		RESPONSE
4	The downtown core is not pedestrian friendly drivers speed, make lefts in front of drivers and are very aggressive. I would prefer to see less vehicles in the downtown core. I had high hopes that this would be an area more bike friendly and walking than creating roads.	<p>While private vehicles will remain a part of the overall transportation system for the foreseeable future, the City of Mississauga has prioritized the accommodation of walking, cycling, and other modes of active transportation as a primary goal of this study. The City is currently proposing to incorporate wide boulevards (with landscaping and streetscaping) to improve the pedestrian experience and a multi-use trail to accommodate cyclists and user of other modes of active transportation into the Alternative Designs that are currently under development for this study.</p> <p>Further, as another example of the implementation of the long-term transportation strategy defined by the OP, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project. Construction is anticipated to begin in 2018 and be completed by 2022.</p>
5	Mississauga downtown core hasn't created a vibrant community instead it's over built buildings with suburban love of cars. It makes more sense to expand Rathburn Road and Burnhamthorpe that would make traffic better for Mississauga on a larger scale and traffic coming in from outside the city.	<p>Prior to Public Information Centre #1, the Project Team evaluated the option to improve alternative routes (such as Rathburn Road West and Burnhamthorpe Road West) and found that it could not satisfy the Project Opportunity statement because it was unable to address the City of Mississauga's Planning Objects and goals for the Urban Environment. While improvements (i.e. widening) of these roadways would have limited improvements to east-west capacity for private vehicles in the short term, this is not a sustainable approach to improve access to downtown Mississauga over the long-term.</p> <p>Additionally, as mentioned above, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project to improve both high-level mobility within Mississauga and connections to other areas outside Mississauga.</p>

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

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300W-675 Cochrane Drive, Markham ON L3R 0B8

September 15, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]@icloud.com

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	This is an unwise move. It will cause congestion on Rathburn Rd W. As of now one can walk for a pleasant distance by the park and on by the school (one end of Elora to the other end - stop light to stop light). For .at Elora Rd. There are a lot of elderly people living at 330 & 350 Rathburn Rd W. It is difficult enough walking with canes & walkers now without having more traffic added to that area.	<p>As part of the Square One Drive Extension Class EA, the Project Team has performed a detailed analysis of projected future traffic conditions (i.e. for the years 2021, 2031, and 2041). The results of this analysis indicate that traffic conditions in the study area (i.e. including on Rathburn Road West) will remain generally good after the extension is constructed. That said, the City of Mississauga acknowledges that construction of the new intersection at Square One Drive & Rathburn Road West has the potential to impact traffic operations both on Rathburn Road West and at the existing intersection of Rathburn & Elora Drive (east, i.e. the access to 330/350 Rathburn Road West). Accordingly, the Project Team will be examining this specific issue in greater detail during the next phase of this study. Measures to mitigate any unacceptable impact to traffic operations on Rathburn Road West will be recommended as part of the Preferred Design for this study.</p> <p>Recognizing that cars will continue to be a part of Mississauga's transportation system for the foreseeable future, the City of Mississauga has prioritized the use of a context-sensitive design approach, which recognizes all modes of travel, for the Square One Drive extension. A context-sensitive roadway will help to create a safe and efficient environment for all road users – i.e. by prioritizing walking, cycling, and other forms of active transportation, while also accommodating vehicles.</p>
2	I trust that you will take the traffic noise & pollution into consideration.	<p>The City of Mississauga recognizes that construction of the Square One Drive extension represents a significant change in land use for members of the local community. Accordingly, impacts to both noise and air quality will be studied as part of the Square One Drive Extension Class EA. These studies will analyze existing noise and air pollution levels in the area around the extension, and predict future noise and air pollution levels generated by traffic using the extension after it is operational. The Preferred Design for this study will then recommend measures to mitigate any impacts that may be identified.</p>



September 15, 2016

Page 2 of 2

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT	RESPONSE
<p>3 You keep telling us to get out & walk & keep fit but keep putting stumbling blocks in our way. There are also a number of children who need a safe walkway to the school bus and to the Park. The new busy road would be a hazard. Thank you for thoughtfully looking at this matter.</p>	<p>The City of Mississauga has prioritized the accommodation of walking, cycling, and other modes of active transportation along the extension of Square One Drive as a primary goal of this study. Currently, the City is proposing to incorporate wide boulevards (with landscaping and streetscaping) to improve pedestrian safety and a multi-use trail to accommodate cyclists and user of other modes of active transportation into the Alternative Designs that are currently under development. Further, at the interface with Zonta Meadows Park, the City will prioritize the integration of the streetscaping, landscaping, public art, and gateway treatments to downtown Mississauga that will be part of the Square One Drive extension to improve access to the park for the entire community.</p> <p>Additionally, the City of Mississauga recognizes that Zonta Meadows Park, as the largest green space near downtown Mississauga, is important to local community members. While the extension of Square One Drive would impact Zonta Meadows Park, the City regards the extension as an important opportunity to both improve Zonta Meadows Park and integrate the park with the surrounding community, including Corpus Christi Separate School. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in coordination with this study.</p>

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

September 15, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]
Mississauga, ON L5B 3Y2

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT	RESPONSE
1 I am afraid that drivers would at times use the road in front of our building -330-350 Rathburn Rd West instead of using the proposed new road.	<p>As part of the extension of Square One Drive, the existing access from 330/350 Rathburn Road West to Confederation Parkway would be closed and a new access would be provided to the proposed extension (discussed further in the response to comment 2, below). The Project Team has reviewed the possibility of motorists using both this new access and the existing access to Rathburn Road West at Elora Drive (east) to "shortcut" through the parking lot of 330/350 Rathburn Road West and bypass the extension; respectfully, we believe the likelihood of this situation occurring is low.</p> <p>Motorists typically use "shortcuts" to save time, either by using a route that is shorter in distance or by avoiding an obstacle (such as traffic congestion or traffic control, or both). The Project Team measured the distance between the proposed Square One Drive & Rathburn Road West intersection and the proposed Square One Drive & Confederation Parkway intersection using 2 different routes: 1, via the Square One Drive extension, and 2, via the parking lot of 330/350 Rathburn Road West. The distance via the extension is approximately 275 m, while the distance through the parking lot is approximately 345 m – meaning that the "shortcut" through the parking lot is actually a greater distance than the route being bypassed.</p> <p>Regarding the need to "shortcut" to avoid an obstacle, such as traffic congestion or traffic control (i.e. traffic signals, a stop sign, etc.), it should be noted that traffic on the extension will be free-flowing between Rathburn Road West and Confederation Parkway – meaning that there will be no traffic control to bypass. Further, at the proposed Rathburn Road West & Square One Drive intersection, the analysis of future traffic conditions conducted for this study (i.e. for years 2021, 2031, and 2041) indicates that traffic operations will be generally good, with minimal congestion. This will likely result in little desire to "shortcut" around this intersection.</p>



September 15, 2016

Page 2 of 2

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT	RESPONSE
2 I am also not in favor of the road from 330 rathburn rd. w to confederation to be closed.	<p>To extend Square One Drive from Confederation Parkway to Rathburn Road West, the existing intersection of Square One Drive & Confederation Parkway must be modified. In the intersection's current configuration, motorists travelling northbound on Confederation Parkway can access Square One Drive to the east (and vice-versa); the centre median limits access to southbound Confederation Parkway from the east. Similarly, the existing access from 330/350 Rathburn Road West to Confederation Parkway only allows access to/from southbound Confederation Parkway; the centre median limits access to northbound Confederation Parkway. During construction of the extension, the centre median would be removed at the intersection, both northbound/southbound left-turn lanes would be added, and traffic signals would be installed; these changes would permit full access to/from every direction at the intersection.</p> <p>Because the existing access from 330/350 Rathburn Road West is in close proximity to the reconfigured Square One Drive & Confederation Parkway intersection, it must be closed to avoid creating a confusing and unsafe condition for motorists, pedestrians, and other roadway users. However, as noted in the response to comment #1 above, a new access from 330/350 Rathburn Road West to the extension would be constructed approximately 70 m west of the current access to Confederation Parkway. This new access would have access to both eastbound/westbound Square One Drive, and at the nearby Square One Drive & Confederation Parkway intersection, full access to both northbound/southbound Confederation Parkway and eastbound Square One Drive. This represents an improvement to access from 330/350 Rathburn Road West, where access is currently only permitted to/from southbound Confederation Parkway.</p>

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

STANTEC CONSULTING LTD.

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Project Manager
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

September 20, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]@hotmail.com

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT	RESPONSE
1 A much larger transportation plan to get people out of cars.	<p>In 2010, the City of Mississauga published a high-level document, called the Mississauga Official Plan (OP). The OP guides the City's growth to the year 2031 with detailed policies and commitments. In Section 8 of the OP, the city commits to "create a multi-modal transportation network for the movement of people and goods". The policies contained in Section 8 define a high-level transportation plan that mandates the City to "provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation." The extension of Square One Drive is a specific example of the implementation of this plan, as it prioritizes walking, cycling, and other forms of active transportation.</p> <p>The City of Mississauga also released a study called the <i>Downtown 21 Master Plan</i> in 2010. This study is "designed to promote the continued evolution of a livable, compact, accessible, sustainable downtown centre for the entire city." Section 2 of this study, "Street Framework", details a number of changes to the roadway network in downtown Mississauga, including both the extension of existing streets (such as Square One Drive) and the construction of new streets. These changes will create new connections within the roadway network and smaller, urban-scale blocks. The primary goal of these improvements is to develop a multi-modal transportation system in downtown Mississauga that allows residents and visitors to choose walking, cycling, and/or other modes of active transportation as alternatives to travelling via car. As noted above, the extension of Square One Drive is a specific example of the implementation of this plan.</p> <p>As another example of the implementation of City plans, the City is currently working with Metrolinx to implement the Hurontario Light Rail Transit (LRT) project. Construction is anticipated to begin in 2018 and be completed by 2022. Information on this project is available at: http://lrt-mississauga.brampton.ca/</p> <p>In terms of broader transportation network planning, the City of Mississauga is in the process of developing a Transportation Master Plan (TMP). The TMP will guide the planning and implementation of transportation network</p>



September 20, 2016

Page 2 of 3

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT		RESPONSE
		improvements in the future. This process is open to public participation and was initiated with a transportation forum in November 2015 called "Mississauga Moves". You may review the project activity and email the TMP team directly via the website: http://www.mississaugamoves2015.ca/ <i>Moving Mississauga</i> (2011) is an interim transportation strategy used to guide the City's transportation planning policy. This policy lists a number of transportation initiatives (some of which are underway or have now been completed). It may be viewed at: http://www.mississauga.ca/file/COM/ Moving_Mississauga_Report.pdf
2	We need to preserve as much park and green space in the downtown as possible.	The City of Mississauga recognizes that Zonta Meadows Park, as the largest green space near downtown Mississauga, is important to local community members. While the extension of Square One Drive would impact both Zonta Meadows Park (and its tennis courts), the City regards the extension as an important opportunity to both improve Zonta Meadows Park and integrate the park with the surrounding community. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in coordination with this study. Further, at the interface with Zonta Meadows Park, the City will prioritize the integration of the streetscaping, landscaping, public art, and gateway treatments to downtown Mississauga that will be part of the Square One Drive extension to improve access for the entire community.
3	Extending this roadway, I think, will just encourage the use of cars and I think Mississauga is falling way behind in the greening effort to get people out of their cars. If you are serious about making Mississauga walkable and cyclable, make this a pedestrian mall or a bike path and get people away from vehicles. They portray a walkable area that in reality will just be a driveable area. Leave it as a pedestrian mall if it should be walkable.	While the City of Mississauga has prioritized the inclusion of walking, cycling, and other modes of active transportation as a primary goal of this study, private vehicles will remain a part of the overall multi-modal transportation system for the foreseeable future and must be accommodated. Currently, the City is proposing to incorporate wide boulevards (with landscaping and streetscaping) to enhance the pedestrian experience and a multi-use trail to accommodate cyclists and user of other modes of active transportation into the Alternative Designs that are currently under development for this study.



September 20, 2016

Page 3 of 3

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT	RESPONSE
<p>4 A light at Confederation Pkwy & Rathburn Rd. and another one a short block to the south and another one a short block to the south of that is going to lend itself to complete gridlock, especially when all 15 Parkside 50-storey towers are built.</p>	<p>The City of Mississauga acknowledges that the new intersections proposed as part of the Square One Drive extension are located in close proximity to existing signalized intersections. The proposed Square One Drive & Confederation Parkway intersection is located approximately 100 m north Confederation Parkway & Prince of Wales/Parkside Village Drive, and approximately 130 m south of Rathburn Road West & Confederation Parkway.</p> <p>While this intersection spacing is close, similar conditions also exist elsewhere in both downtown Mississauga (~150 m between Square One Drive and Prince of Wales Drive on Duke of York Boulevard) and the downtown cores of other urban areas. Measures to mitigate the impact of these closely-spaced intersections will be considered during the design phase of this study.</p>

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

STANTEC CONSULTING LTD.

Travis Brown, PMP
Project Manager
Phone: (905) 944-6866
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

September 15, 2016
File: 165011005/38

Attention: [REDACTED]
[REDACTED]@hotmail.com

Dear [REDACTED],

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

Thank you for providing your comments following Public Information Centre #1 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT	RESPONSE
1 Local residents, and the limitation already in place. a school zone which would have a turnabout bordering their property.	<p>The Project Team is currently considering options for either a roundabout or a signalized intersection at the proposed Square One Drive & Rathburn Road West intersection as part of the Alternative Design concepts for this study. These options will be evaluated based on a number of factors, including the safety of all road users (including pedestrians), before selecting the type of intersection that will be presented at Public Information Centre #2 (more information on this event will follow at a later date) and included in the Preferred Design for this study.</p> <p>In most situations, a roundabout has a number of advantages over a signalized intersection, including (but not limited to): increased safety for both motorists and pedestrians, reduced delay for motorists, decreased traffic speed, and decreased idling. If a roundabout is selected for the proposed intersection of Square One Drive & Rathburn Road West, the City of Mississauga will explore additional measures to enhance the safety of pedestrian crossings, and the design would fully comply with the requirements of the Accessibility for Ontarians with Disabilities Act. Pedestrian crossings would be planned to include a "splitter island" (median) to ensure pedestrians (and cyclists) cross only one direction of traffic at a time. It should also be noted that vehicles entering or leaving the roundabout are required to yield for pedestrians at the crosswalk.</p>
2 as a resident in the area ([REDACTED]) for over 32 yrs I have had the opportunity to see the changes, but more importantly actually use the changes made. There is presently a already existing problematic intersection at Burnhamthorpe Rd and Elora.	<p>The intersection of Burnhamthorpe Road West & Elora Drive is not included in the study area. However, the response below is provided under the assumption that the comment refers to the intersection of Rathburn Road West & Elora Drive (east).</p> <p>The City of Mississauga acknowledges that the new intersections proposed as part of the Square One Drive extension are located in close proximity to existing signalized intersections. The proposed Square One Drive & Rathburn Road West intersection or roundabout will likely be located approximately 90m west of the Rathburn Road West & Elora Drive (east) intersection.</p> <p>While this intersection spacing is close, similar conditions also exist elsewhere in both downtown Mississauga (~150 m between Square One Drive and Prince of Wales Drive on Duke of York Boulevard) and the downtown cores of other urban areas. Measures to mitigate the impact of these closely-spaced intersections will be considered during the design phase of this study.</p>



September 15, 2016

Page 2 of 2

**Reference: City of Mississauga
Square One Drive Extension Class EA
Response to Comments from Public Information Centre #1**

COMMENT	RESPONSE
<p>3 I would suggest every effort be made to release traffic out of the area for a more direct route to the 403. At present we have billions of \$ invested in square one, residential (high density), City Hall, Library, YMCA, many commercial identities and we are trying to solve a problem with a limited budget. The construction of some roadway, turnabout to solve a problem that is only going to be exasperated. Lets be serious and do it like we mean it</p>	<p>In 2010, the City of Mississauga released a study called the <i>Downtown 21 Master Plan</i>. This study is "designed to promote the continued evolution of a livable, compact, accessible, sustainable downtown centre for the entire city."</p> <p>Section 2 of this study, "Street Framework", details the proposed roadway network for downtown Mississauga. This section specifically notes that "the number of trips occurring along, over, onto, and off of Highway 403 will increase ... as downtown and suburban areas continue to intensify and mix their land uses." Accordingly, the plan identifies several measures to improve access to Highway 403 from downtown Mississauga. The City has yet to identify funding or timelines for the implementation of these improvements.</p>

Please feel free to contact the undersigned if you have any further questions or concerns regarding this study.

Regards,

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