

# Preferred Design Concept



looking west – from above Rathburn Road West, west of Confederation Parkway

- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)





# Preferred Design Concept



looking northwest – from within the new urban space, south of Rathburn Road West

- new urban space within Zonta Meadows Park
- new roundabout at Rathburn Road West & Square One Drive, with public art
- landscaped boulevard north of Rathburn Road West





# Preferred Design Concept



looking east – from above  
Zonta Meadows Park tennis  
courts

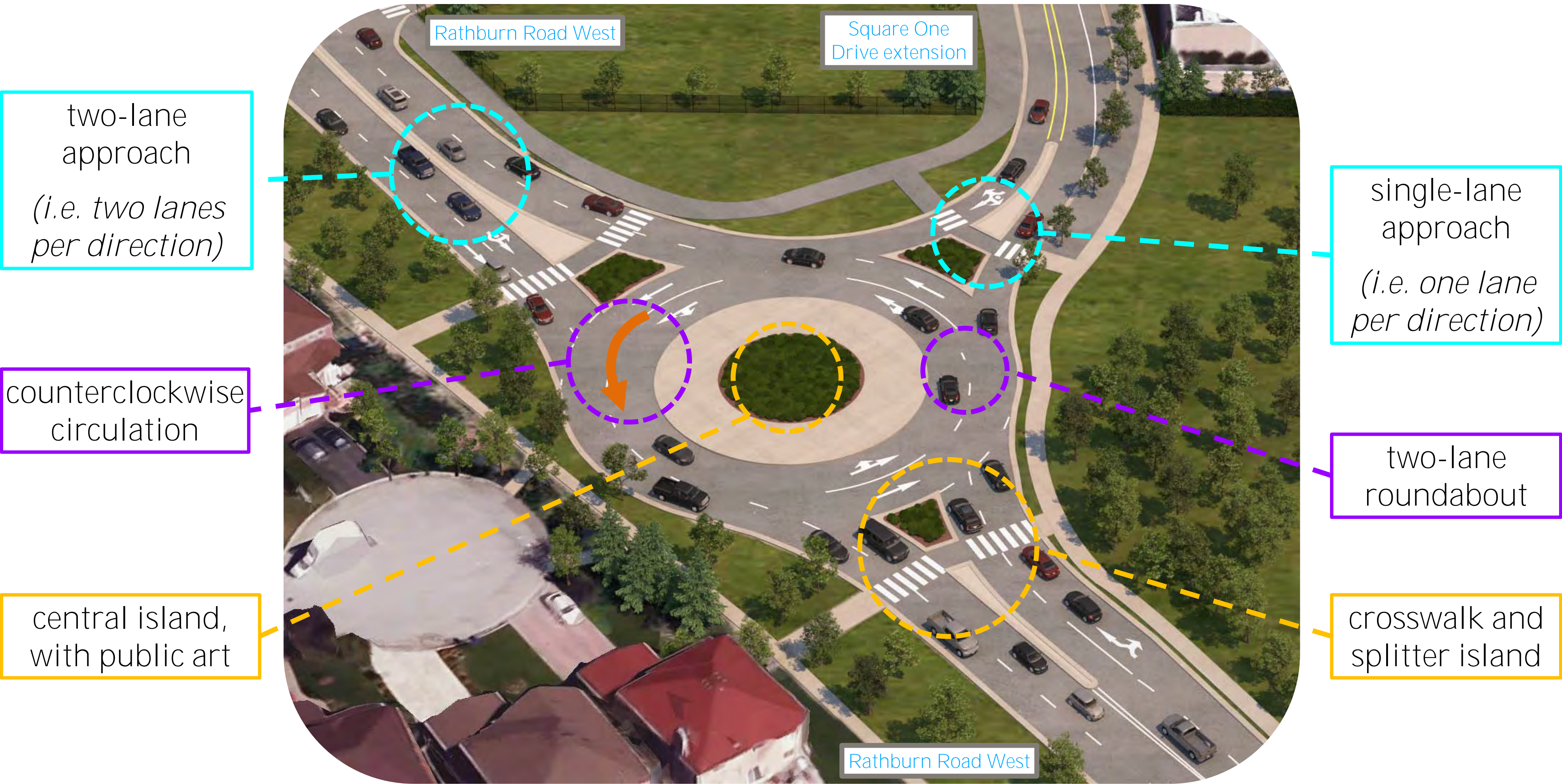
- Square One Drive extension
- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)








# Roundabouts

When Square One Drive is extended, a **two-lane roundabout** will be constructed at Rathburn Road West & Square One Drive.

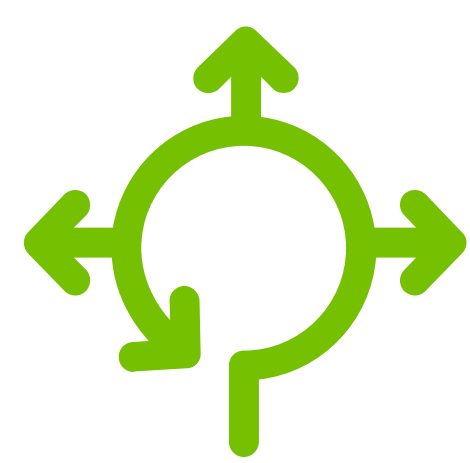


## How to navigate a roundabout:

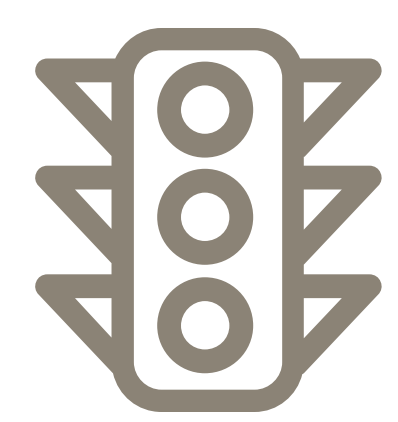
	<p><b>Pedestrians...</b></p> <p>⇒ cross either Square One Drive or Rathburn Road West at a marked crosswalk, using splitter islands to cross one direction of traffic at a time</p>
	<p><b>Cyclists...</b></p> <p>⇒ dismount before the roundabout and cross either Square One Drive or Rathburn Road (like a pedestrian)</p> <p>⇒ or, ride through the roundabout (like a vehicle)</p>
	<p><b>Vehicles...</b></p> <p>⇒ change lanes before the roundabout to make a right-turn, left-turn, or travel straight through</p> <p>⇒ enter by yielding to <b>traffic that's already in the roundabout</b></p> <p>⇒ circulate in a counterclockwise direction (i.e. to the right of the central island)</p> <p>⇒ exit by signaling right</p> <p>⇒ stop for pedestrians using the crosswalk</p>



# Roundabouts



Roundabouts can offer a number of improvements over signalized intersections.



	Improved safety	<p>Roundabouts reduce the severity of potential collisions by:</p> <ul style="list-style-type: none"><li>➔ forcing vehicles to travel more slowly</li><li>➔ reducing conflict points</li><li>➔ reducing conflict angles</li></ul>
	Lower speeds	<p>Vehicles must slow down to navigate a roundabout.</p>
	Fewer delays	<p>Vehicles yield, rather than stop, when entering a roundabout – this reduces delay when compared to waiting for either a green light at a traffic signal or a gap in traffic at a stop sign</p>
	Reduced environmental impact	<p>Fewer delays means that vehicles travelling through a roundabout:</p> <ul style="list-style-type: none"><li>➔ operate more efficiently (using less fuel)</li><li>➔ idle less (reducing unnecessary emissions)</li></ul>
	Less maintenance	<p>Roundabouts eliminate the costs for maintenance and electricity that are required for traffic signals.</p>
	Improved aesthetics	<p>The central island of a roundabout can accommodate public art and landscaping.</p>

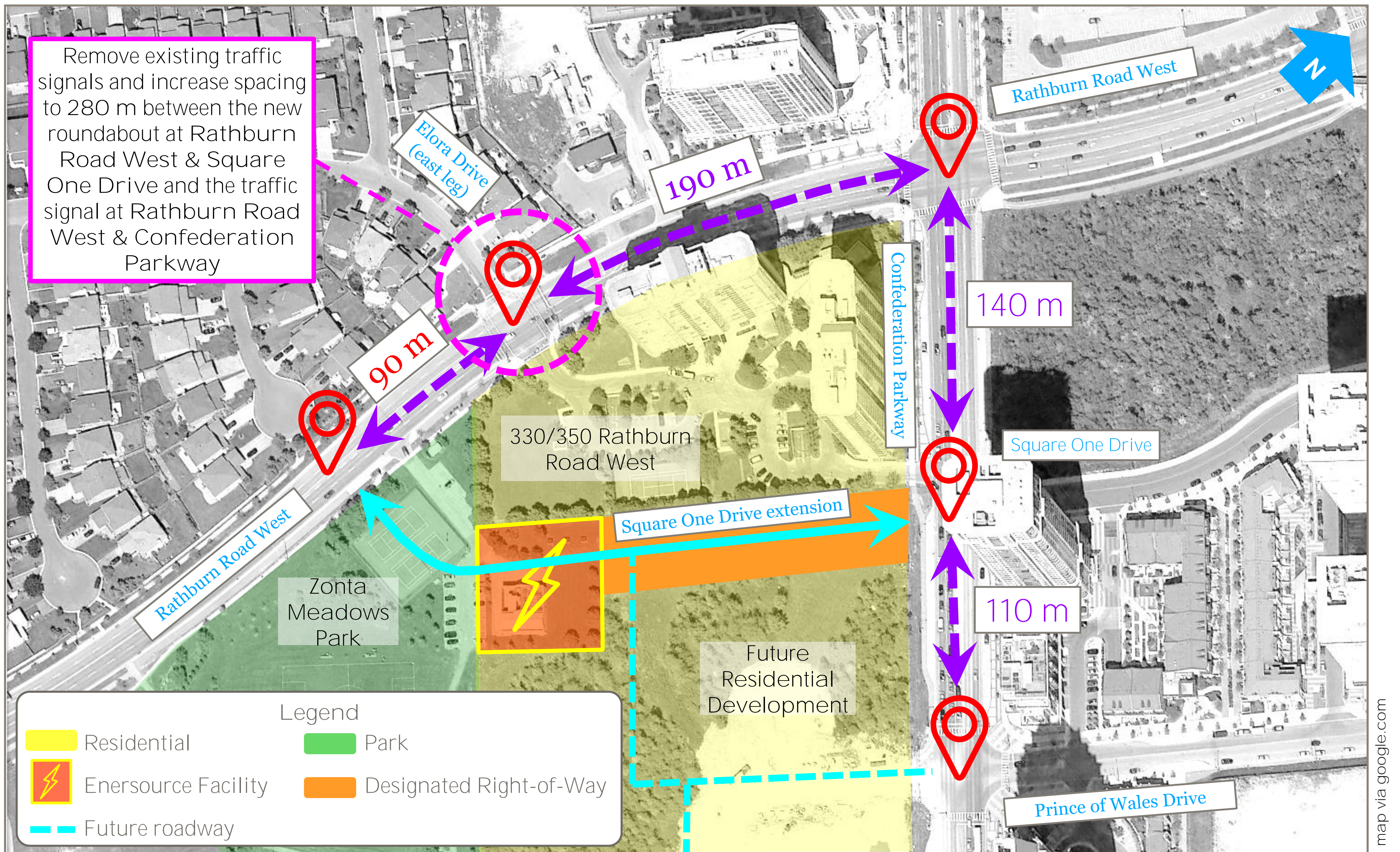
text via <http://www.mto.gov.on.ca/english/ontario-511/roundabouts.shtml>



# Elora Drive Intersection

The Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be removed
- ⇒ a raised median will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out only



- ⇒ the extension will add 2 new intersections to the downtown Mississauga roadway network
  - ⌚ a roundabout at Rathburn Road West & Square One Drive
  - ⌚ an intersection with traffic signals at Confederation Parkway & Square One Drive
- ⇒ the traffic signals at Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) and the roundabout at Rathburn Road West & Square One Drive would be 90 m apart
  - ⌚ this spacing is too close – it is anticipated that traffic operations on Rathburn Road West may be impacted
  - ⌚ queued traffic may “back up” from one intersection to the next, making it difficult for motorists to travel through the roadway network or access left-turn lanes
- ⇒ removing the traffic signals at Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) and extending a median through the intersection to restrict traffic to right-turns in and out only will maintain traffic operations on Rathburn Road West
  - ⌚ full access to the roadway network for local community members will be preserved through “U-turn” movements at the Rathburn Road West & Square One Drive roundabout



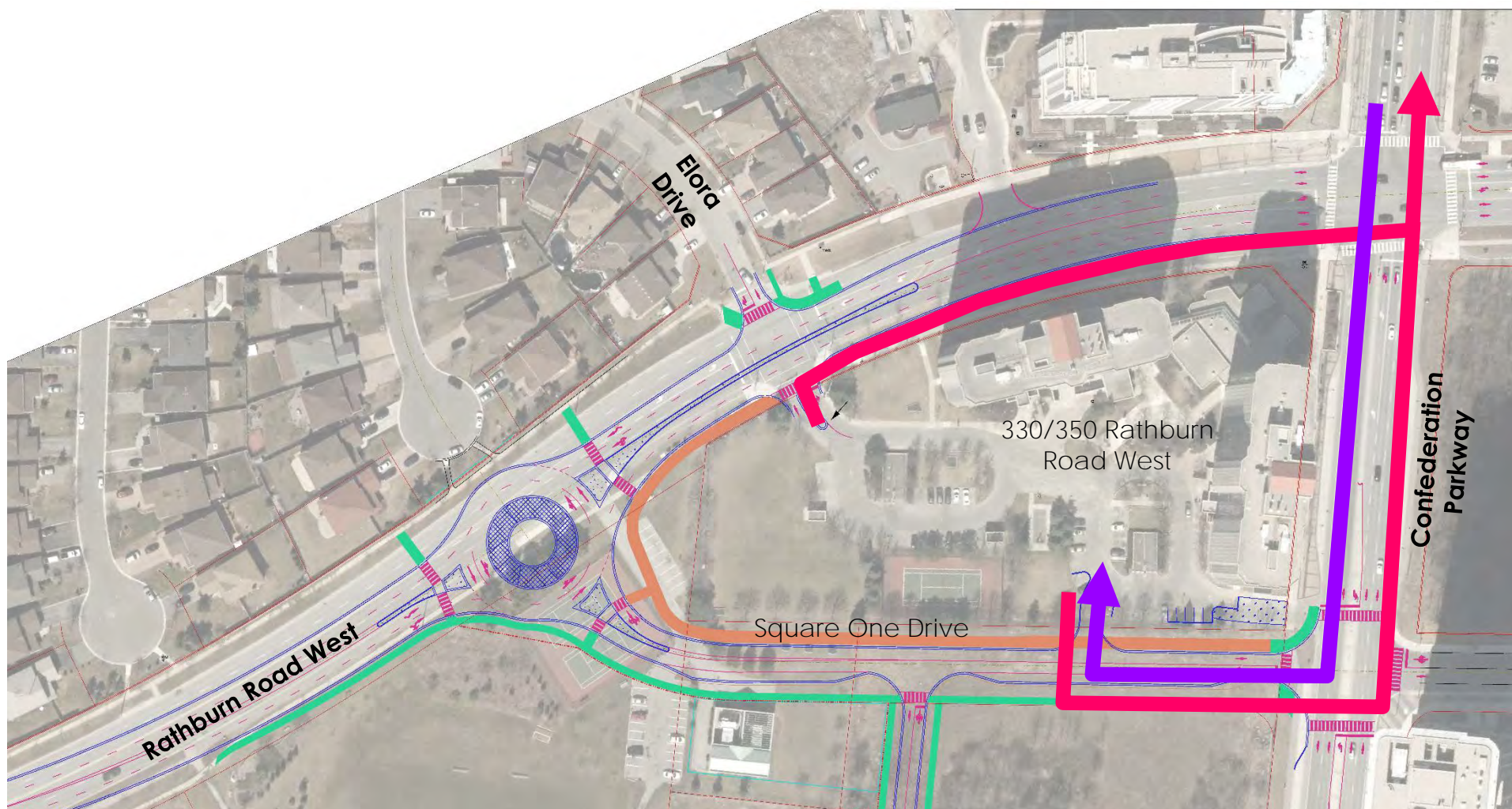
# How Do I Get There?

## from 330/350 Rathburn Road West

The Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be removed
- ⇒ a raised median will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out only

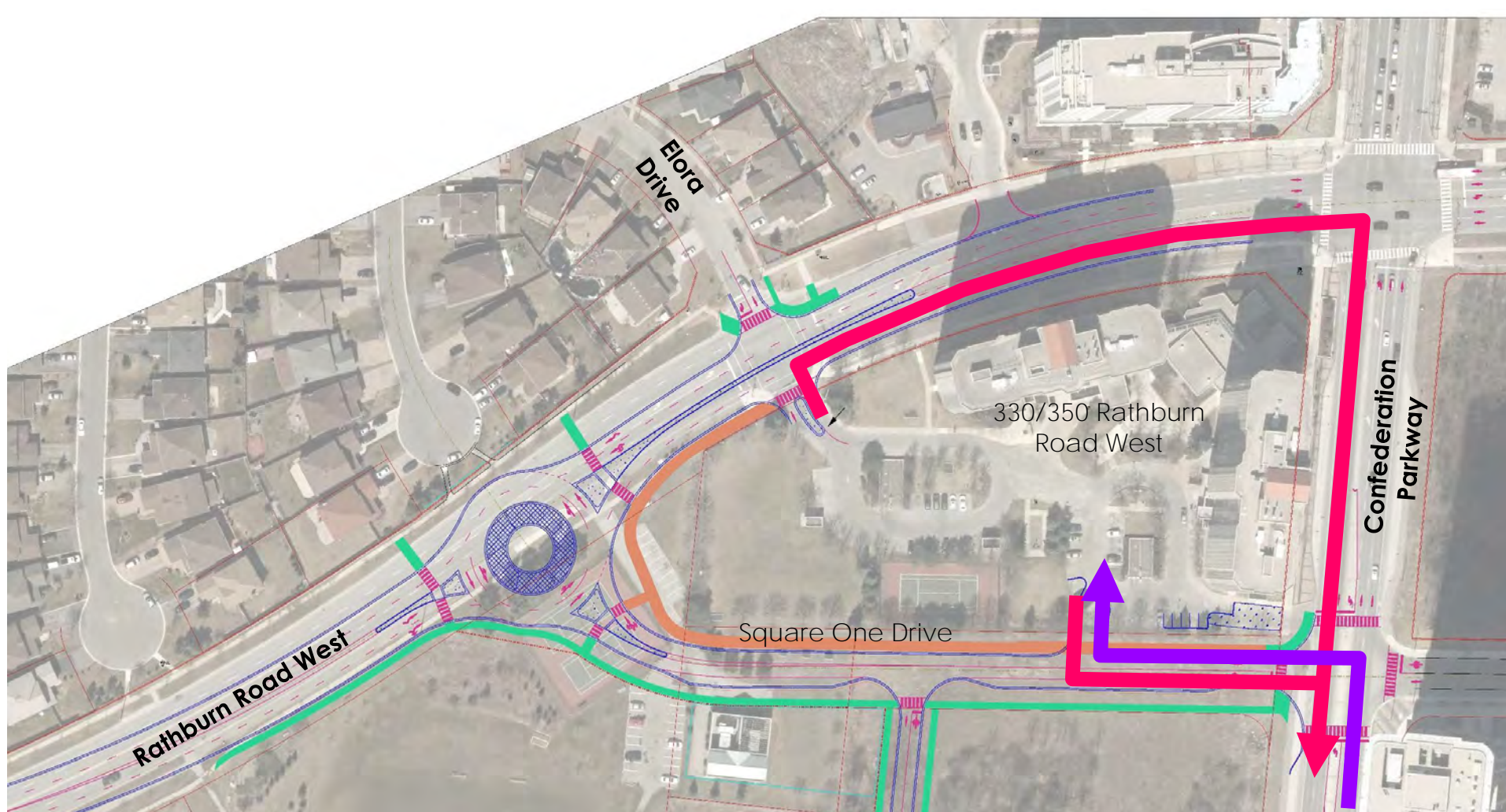
Find out how to get where you need to go:



across Highway 403

(to/from the north via Confederation Parkway)

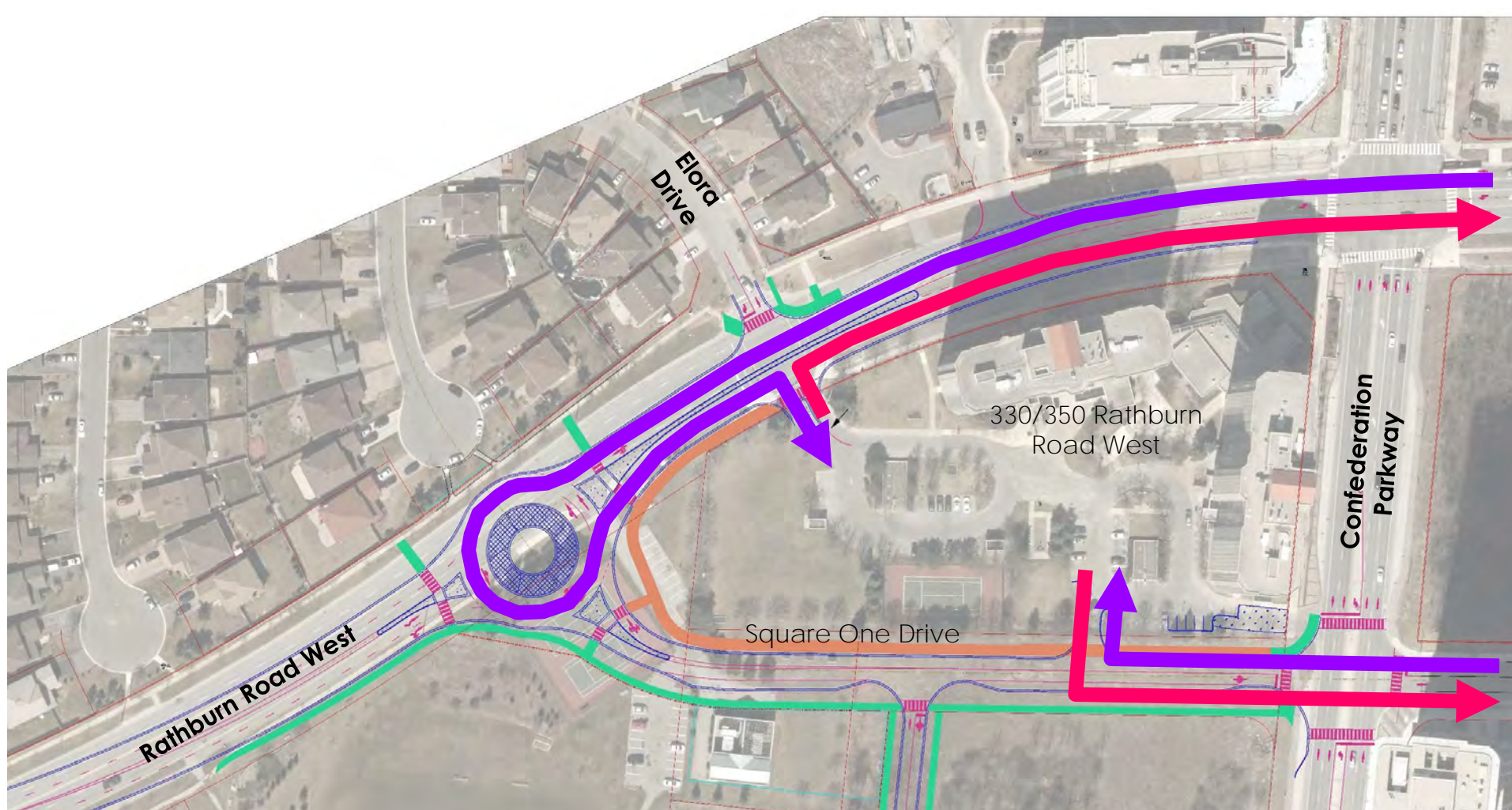
- to the north
- from the north



towards Burnhamthorpe Road

(to/from the south via Confederation Parkway)

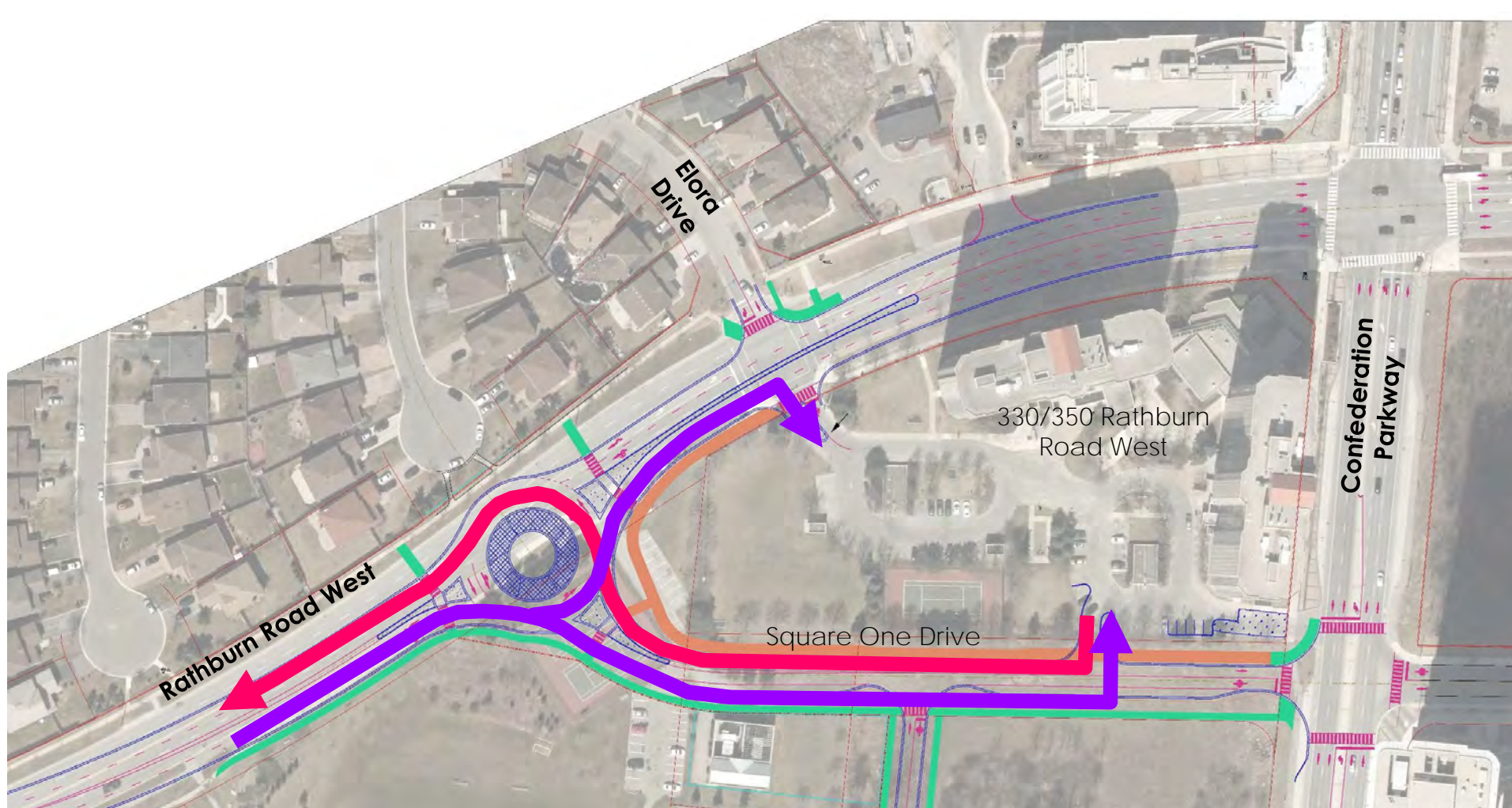
- to the south
- from the south



towards Square One Shopping Centre

(to/from the east via Rathburn Road West and Square One Drive)

- to the east
- from the east



towards Mavis Road

(to/from the west via Rathburn Road West)

- to the west
- from the west



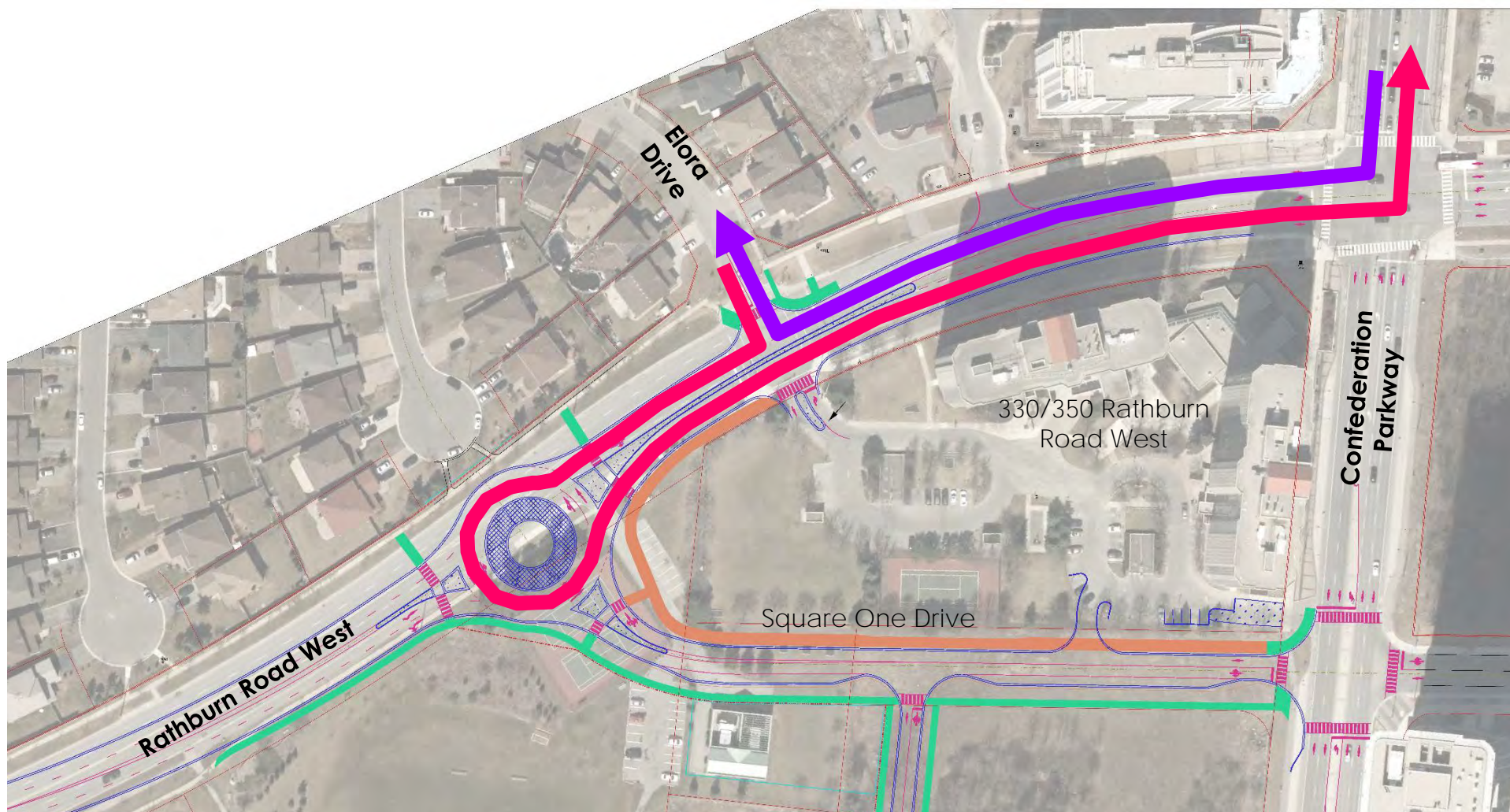
# How Do I Get There?

## from the neighbourhood north of Rathburn Road West

The Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be removed
- ⇒ a raised median will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out only

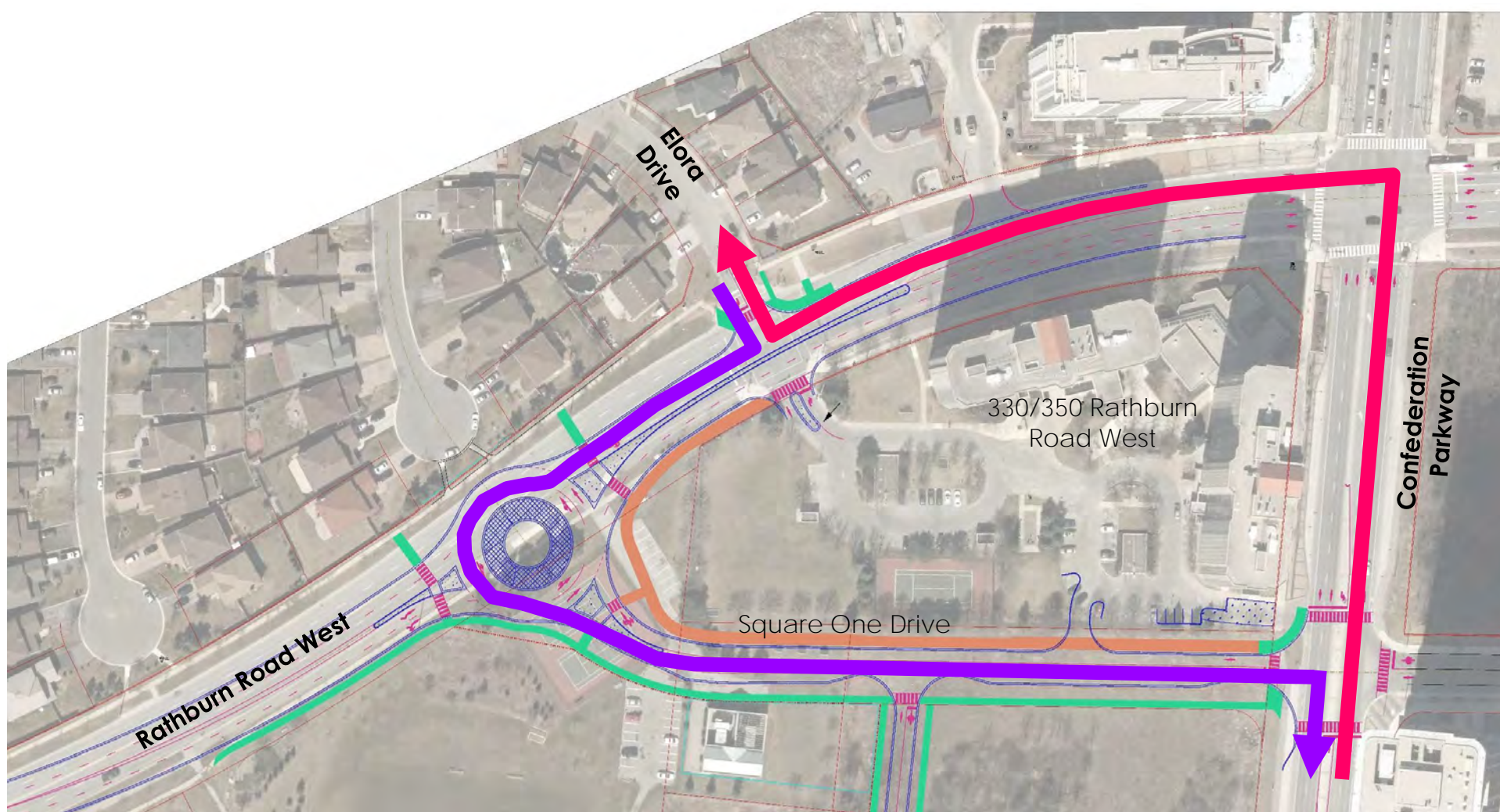
Find out how to get where you need to go:



across Highway 403

(to/from the north via Confederation Parkway)

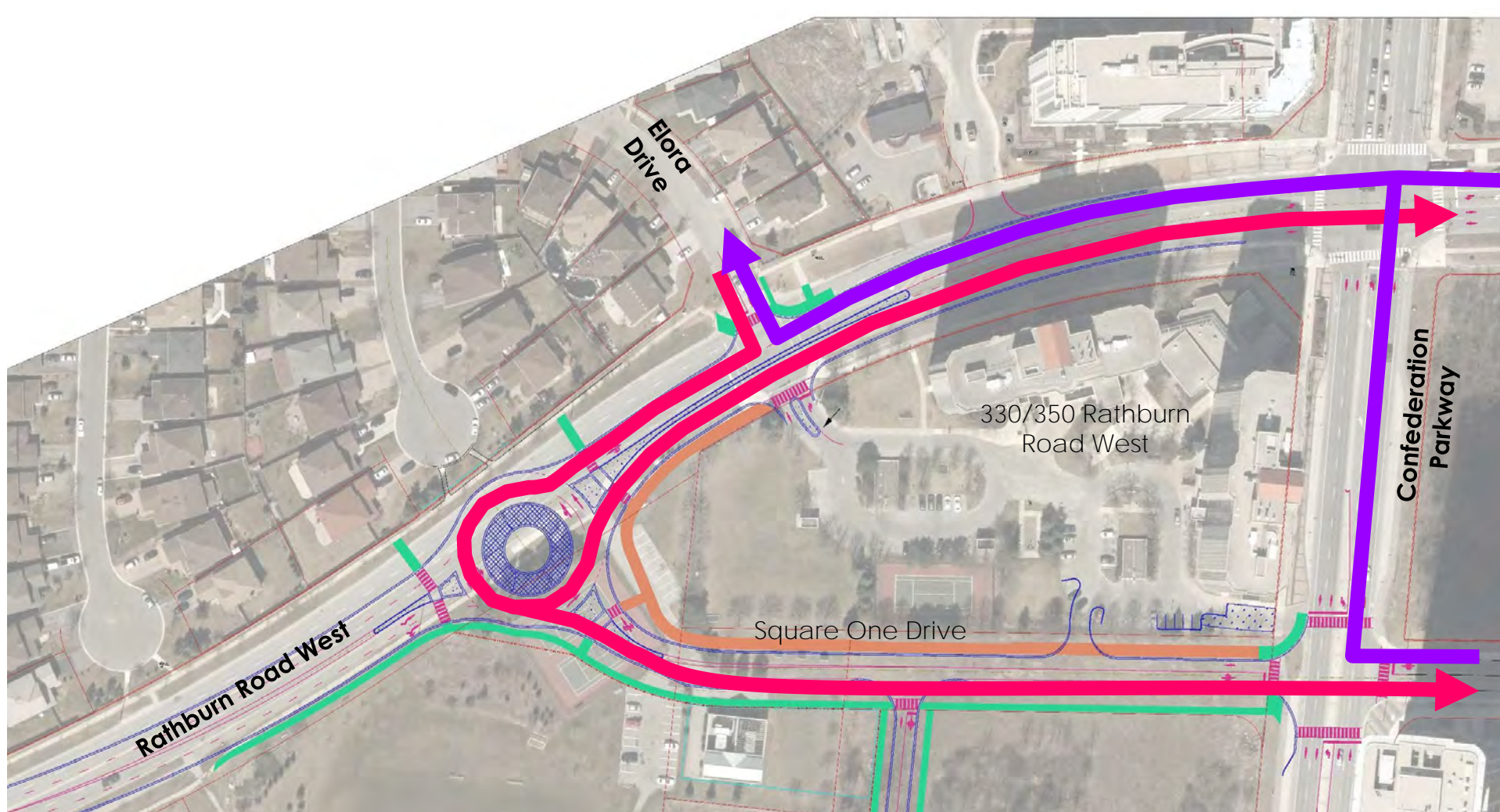
- to the north
- from the north



towards Burnhamthorpe Road

(to/from the south via Confederation Parkway)

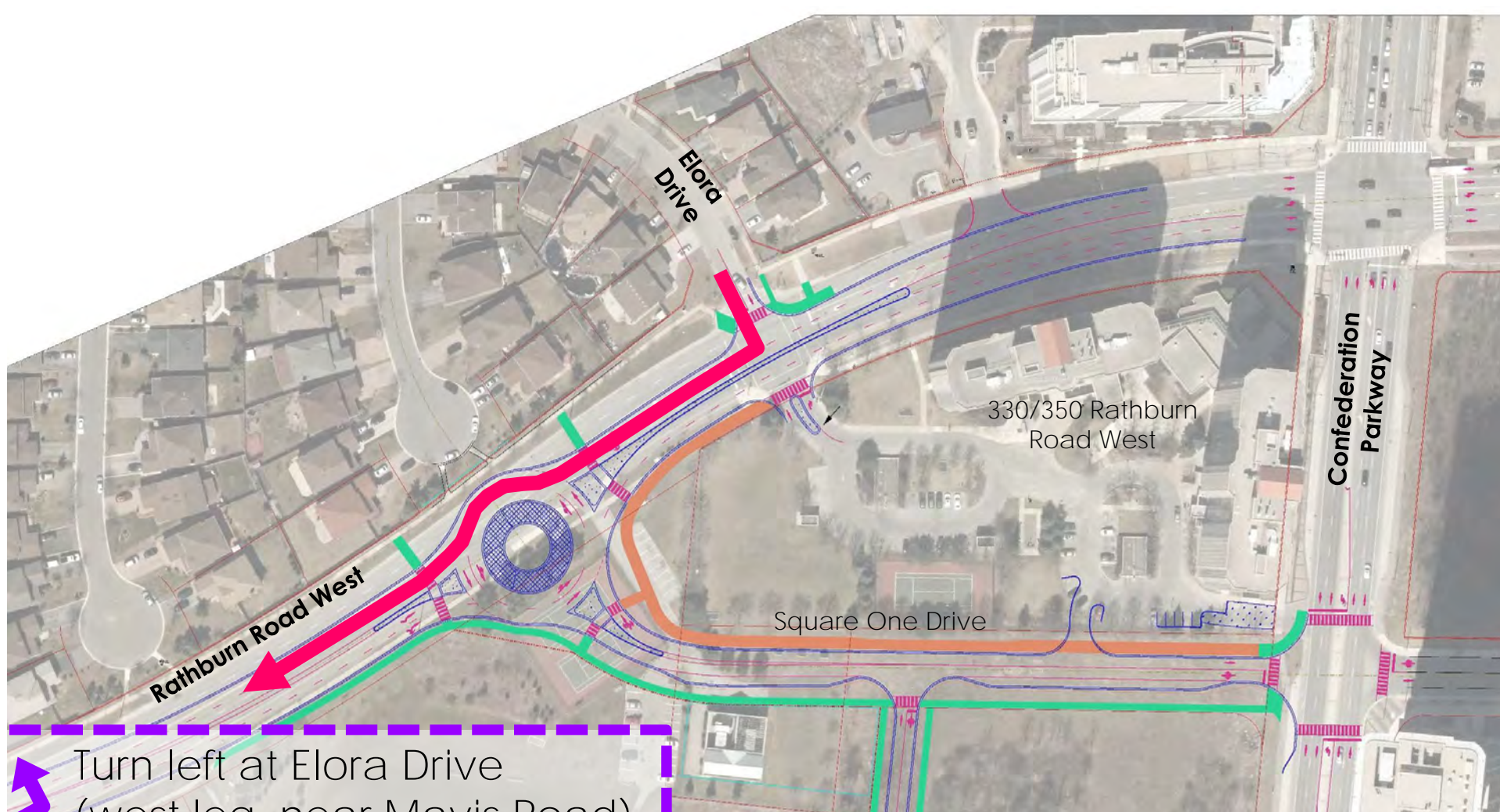
- to the south
- from the south



towards Square One Shopping Centre

(to/from the east via Rathburn Road West and Square One Drive)

- to the east
- from the east



towards Mavis Road

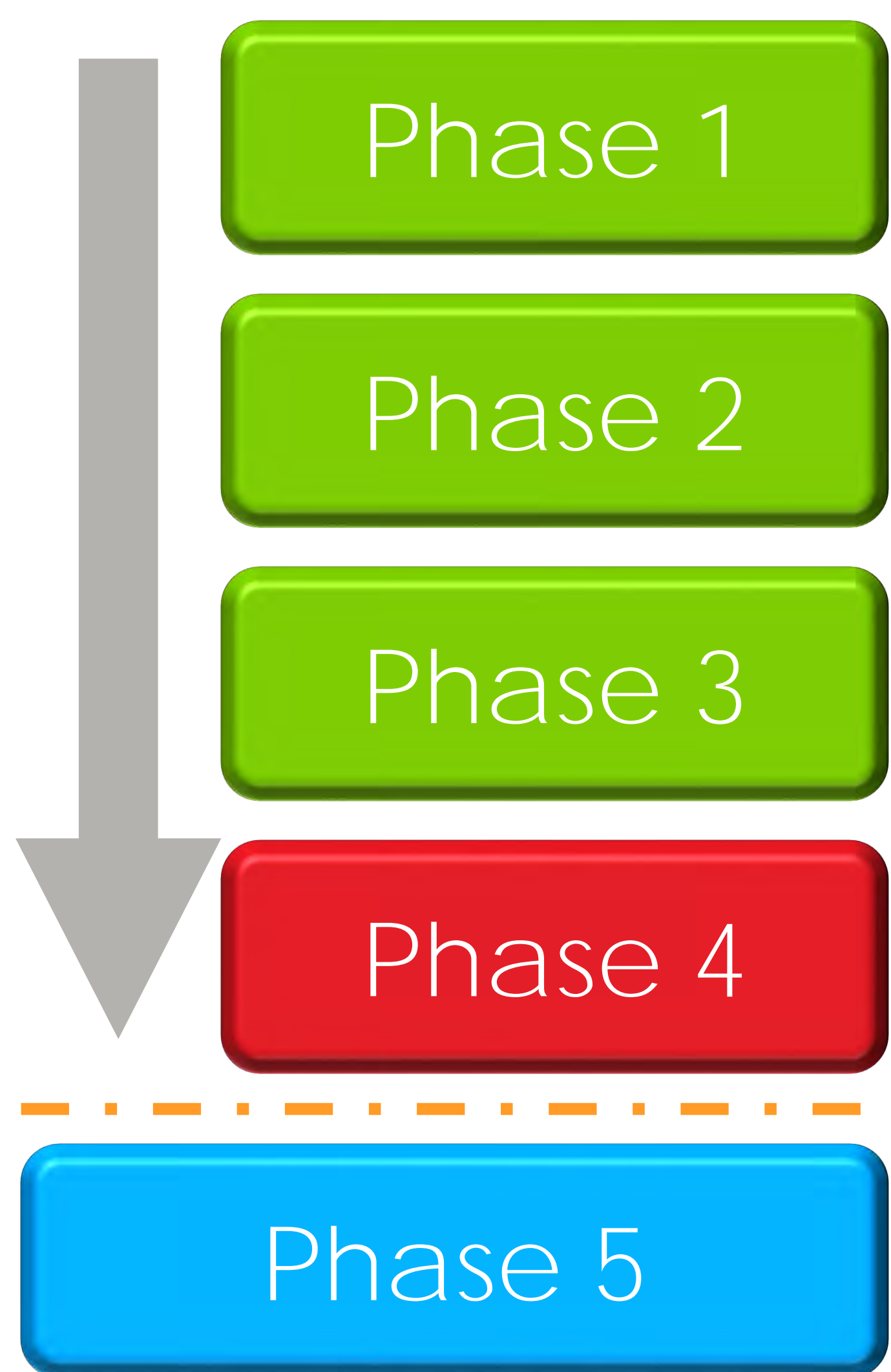
(to/from the west via Rathburn Road West)

- to the west
- from the west

Turn left at Elora Drive  
(west leg, near Mavis Road)



# What's Next?



The next phase of this study is Phase 4:

- ✓ Respond to comments received from members of the community and reviewing agencies
- ✓ Review & Confirm the Preferred Design Alternative
- ✓ Complete the Environmental Study Report

Phase 5 is Implementation:

- ✓ The City of Mississauga may implement the Preferred Design Alternative in phases. The timing of implementation is subject to approval by City Council.

*Thank you for attending Public Information Centre No.2*

Your input is an essential part of the decision-making process. There will be opportunities to provide input throughout the EA process.

Please provide us with comments by completing a comment sheet this evening, or on the study website by December 8, 2016:

[www.mississauga.ca/squareoneclassea](http://www.mississauga.ca/squareoneclassea)

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

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# APPENDIX C:

## PIC #2 Comment Response Summary



#	DATE/ TIME	FIRST NAME	LAST NAME	EMAIL ADDRESS	MAILING ADDRESS	PHONE	QUESTION 1	QUESTION 2	QUESTION 3	QUESTION 4	QUESTION 5	STANTEC RESPONSE
							What do you think of the selected Preferred Alternative	Did the display boards provide you with the information you need to understand the study and form an opinion about the Preferred Alternative?	How did you hear about Public Information Centre #2?	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?	
1	4-Nov-16					-	-	-	-	I am [REDACTED] sorry about it, I can't make the session on Nov. 17. Here is my thoughts..... The way to extend Square one drive seems not very convenient for most of us. Round thousands of people living in 330 and 350 building, in and out from traffic light to enter Rathburn Road is most important. If remove this one, will give us a lot of troubles and it might also cause a lot of accident since new planned traffic light is very close to our entry point.....Considering for the safety of thousands of resident in here, please give us one safe and nice environment.	Yes - Email	<p><b>If remove this one, will give us a lot of troubles</b></p> <p>As part of the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the existing signalized intersection to "back up" to, and impact the operation of, the proposed roundabout (and vice-versa).</p> <p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, which was presented for consideration at PIC #2. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Various other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</p> <p><b>it might also cause a lot of accident since new planned traffic light is very close to our entry point...</b></p> <p>For the purposes of this response, the Project Team has assumed that you are concerned about the separation between the access from 330/350 Rathburn Road West to Rathburn Road West itself, and the separation of that access from the proposed intersection of Square One Drive &amp; Rathburn Road West. It should be noted that the Preferred Design proposed to construct the intersection of Square One Drive &amp; Rathburn Road West as a roundabout rather than as a signalized intersection. Accordingly, the Project Team has reviewed your concern, and believes that the changes to the study area roadway network will likely improve safety for roadway users, rather than increasing collisions or accidents.</p> <p>As described in the response to comment #1 (above), the Preferred Design proposed to convert the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West. After construction of the Preferred Design, only 3 traffic movements would be permitted at the reconfigured Rathburn Road West &amp; Elora Drive (east leg) intersection, including: (1) a northbound right-turn from 330/350 Rathburn Road West to eastbound Rathburn Road West; (2) an eastbound right-turn from Rathburn Road West into the 330/350 Rathburn Road West; and, (3) through traffic travelling eastbound on Rathburn Road West. This reduces the number of conflict points where a collision or accident between vehicles and other roadway users (including pedestrians, cyclists, and user of various modes of active transportation) could occur and, therefore, results in a safer environment for all roadway users. In comparison, the existing signalized intersection at Rathburn Road West &amp; Elora Drive (east leg) allows a total of 12 separate traffic movements and, therefore, has an increased number of conflict points where a collision or accident could occur.</p> <p>It should also be noted that the Project Team expects that construction of the proposed roundabout at Square One Drive &amp; Rathburn Road West would have the overall effect of calming traffic on Rathburn Road West, as motorists would be required to decrease speed when entering or travelling through the proposed roundabout.</p> <p>Additionally, attached to this letter is an excerpt from the display boards presented at PIC #2 which depicts how to navigate the study area roadway network after implementation of the Preferred Design – i.e. after construction of the changes to the Rathburn Road West &amp; Elora Drive (east leg) intersection.</p>
2	14-Nov-16					-	-	-	-	Hello, this is with regards to the proposed plan to extend Square One Dr to Rathbun Road and building a medium at Elora Dr. We live on Greenpark and use the left turn at Elora Dr to go to Square One all the time..... Why would the city want to block access to that important road..... Please reconsider....	Yes - Email	<p>As part of the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the existing signalized intersection to "back up" to, and impact the operation of, the proposed roundabout (and vice-versa).</p> <p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, which was presented for consideration at PIC #2. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Various other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</p> <p>As part of the analysis of Alternative Design Concepts #1 and #2, the Project Team also analyzed the travel time from the intersection of Greenpark Crescent &amp; Elora Drive to the intersection of Rathburn Road West &amp; Confederation Parkway under both the existing configuration (for which the shortest route would require only a left-turn from Elora Drive onto Rathburn Road West) and under the Preferred Design (for which the shortest route would require a right-turn from Elora Drive to Rathburn Road West, and a U-turn at the proposed roundabout at Square One Drive &amp; Rathburn Road West).</p> <p>The difference in travel time between the existing configuration and the Preferred Design is approximately 30 seconds; however, it should be noted that under the existing configuration, southbound motorists on Elora Drive would need to wait for a green light at the Rathburn Road West &amp; Elora Drive intersection in order to complete a left-turn movement onto Rathburn Road West. Depending on the actual length of that delay, the time difference between the existing configuration and the Preferred Design could either be reduced or eliminated altogether, which will help to mitigate the impact of this change on area residents.</p> <p>Additionally, attached to this letter is an excerpt from the display boards presented at PIC #2 which depicts how to navigate the study area roadway network after implementation of the Preferred Design – i.e. after construction of the changes to the Rathburn Road West &amp; Elora Drive (east leg) intersection.</p>
3	15-Nov-16							-	-	removing the traffic signal at the intersection of Rathburn Road West and the east leg of Elora Drive (just west of Confederation Parkway) and extending a raised median through the intersection to restrict it to right-turns in and out only. I [REDACTED] strongly object to this above mentioned changes of traffic signal on east side of Elora drive in writing to you. I do understand there is meeting on NOV 17, 2016 at city hall but due to other problem I won't be able to attend this meeting where I could personally object this changes. I always thought there won't be no changes made to traffic signal on east side of Elora drive.	Yes - Email	<p>As part of the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the existing signalized intersection to "back up" to, and impact the operation of, the proposed roundabout (and vice-versa).</p> <p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, which was presented for consideration at PIC #2. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Various other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</p> <p>As part of the analysis of Alternative Design Concepts #1 and #2, the Project Team also analyzed the travel time from the intersection of Greenpark Crescent &amp; Elora Drive to the intersection of Rathburn Road West &amp; Confederation Parkway under both the existing configuration (for which the shortest route would require only a left-turn from Elora Drive onto Rathburn Road West) and under the Preferred Design (for which the shortest route would require a right-turn from Elora Drive to Rathburn Road West, and a U-turn at the proposed roundabout at Square One Drive &amp; Rathburn Road West).</p> <p>The difference in travel time between the existing configuration and the Preferred Design is approximately 30 seconds; however, it should be noted that under the existing configuration, southbound motorists on Elora Drive would need to wait for a green light at the Rathburn Road West &amp; Elora Drive intersection in order to complete a left-turn movement onto Rathburn Road West. Depending on the actual length of that delay, the time difference between the existing configuration and the Preferred Design could either be reduced or eliminated altogether, which will help to mitigate the impact of this change on area residents.</p> <p>Additionally, attached to this letter is an excerpt from the display boards presented at PIC #2 which depicts how to navigate the study area roadway network after implementation of the Preferred Design – i.e. after construction of the changes to the Rathburn Road West &amp; Elora Drive (east leg) intersection.</p>



#	DATE/ TIME	FIRST NAME	LAST NAME	EMAIL ADDRESS	MAILING ADDRESS	PHONE	QUESTION 1	QUESTION 2	QUESTION 3	QUESTION 4	QUESTION 5	STANTEC RESPONSE
							What do you think of the selected Preferred Alternative	Did the display boards provide you with the information you need to understand the study and form an opinion about the Preferred Alternative?	How did you hear about Public Information Centre #2?	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?	
4	17-Nov-16						Other	Yes	Mail	I think the alternative to the existing road is good BUT I think the following needs to be re-considered. 1) The problems with icing on the bridge north & south of confederation & how the winter effects the current Rathburn Rd. & Confederation Intersection. 2) The problem with the re-occurring accidents at Rathburn & Confederation (going south) that seem to have traffic end up in the 330 Rathburn Corner property. They are running the light going south. Wondering if proposed lights just 1 block South a Sq. 1 Drive will create the same issue but worse. 3)? about how difficult it will be to make a left from 330/350 Rathburn out of the proposed "new" entry/exit on Sq. 1 drive. Many seniors in building & the tree line corridor obstructs the view & the distance between the "new" proposed light seem TOO short with traffic flow. Concern for accidents.	-	<p><b>The problems with icing on the bridge north &amp; south of confederation &amp; how the winter effects the current Rathburn Rd. &amp; Confederation Intersection.</b> Thank you for raising these important concerns regarding the Confederation Parkway bridge over Highway 403, and the intersection of Rathburn Road West &amp; Confederation. It should be noted that both of these locations are outside the study area for the Square One Drive Extension Class EA; however, the City of Mississauga has taken these issues under consideration.</p> <p><b>Wondering if proposed lights just 1 block South at Sq. 1 Drive will create the same issue but worse</b> The Project Team acknowledges that, unfortunately, some motorists may choose to disobey the Highway Traffic Act and proceed through an intersection against the indication of the traffic signals – i.e. "running the light", as you suggest. The Project Team also recognizes that you have specific concerns regarding southbound motorists running the light at the intersection of Rathburn Road West &amp; Confederation Parkway, resulting in motor vehicle incidents that may cause these motorists to leave roadway and cause damage to the property at 330/350 Rathburn Road West. The City has taken this issue under consideration. The Project Team believes that most motorists intend to drive prudently and safely. Therefore, the Project Team is of the opinion that the proposed signalized intersection at Square One Drive &amp; Confederation Parkway is unlikely to create a situation where motorists actively and/or frequently choose to run the light. Following construction of the Preferred Design, including the proposed signalized intersection at Square One Drive &amp; Confederation Parkway, the City will monitor driver behaviour at this intersection and, if necessary, implement appropriate mitigation measures.</p> <p><b>About how difficult it will be to make a left from 330/350 Rathburn out of the proposed "new" entry/exit on Sq. 1 drive. &amp; the tree line corridor obstructs the view</b> Regarding the potential for the existing line of trees located south of 330/350 Rathburn Road West (and north of the proposed Square One Drive extension) to obstruct the sightlines of motorists exiting the relocated access from 330/350 Rathburn Road West, it should be noted that the north boulevard of the proposed extension contains a 3.0m multi-use trail. This trail would be located in front of (to the south of) the existing line of trees, meaning that motorists using the relocated access from 330/350 Rathburn Road West could "creep forward" past the line of trees in order to ensure appropriate visibility when using this access. Further, during detailed design of the proposed extension, the location and configuration of the relocated access from 330/350 Rathburn Road West will be validated and confirmed against current roadway design standards, including those related to sightlines.</p> <p><b>About how difficult it will be to make a left from 330/350 Rathburn out of the proposed "new" entry/exit on Sq. 1 drive. &amp; the distance between the "new" proposed light seem TOO short with traffic flow. The</b> Preferred Design presented at Public Information Centre #2 indicates that the distance between the relocated access to 330/350 Rathburn Road West and the signalized intersection at Square One Drive &amp; Confederation Parkway is approximately 70 m. The Project Team acknowledges that this distance is limited; however, it was not anticipated that motorists will have difficulty finding an appropriate gap in traffic to complete either a right- or left-turn from the relocated access to the Square One Drive Extension. The extension is intended as low-volume roadway, primarily to facilitate local access; accordingly, analysis of the projected traffic conditions completed for this study (i.e. for the years 2021, 2031, and 2041) indicates that only 2-3 vehicle per minute will use the roadway during the AM and PM "rush hour" periods, leaving ample opportunity for motorists to safely exit the relocated access.</p>
5	17-Nov-16						I do not agree/ Other: Although the roundabout will improve traffic flow through the Rathburn Rd/Confederation area, I don't agree with removing the street lights @ Greenpark Cres. & building a median to prevent me from turning left	Other: Not enough details about the impact of time delay for residents living in the greenpark Cresc. Area	Mail	I would rather see a 2nd street light @ Rathburn Rd W (Alternative 1) or Do not build a median @ Greenpark Crex. Wintul a few meter west of that	Yes - Email	<p><b>I don't agree with removing the street lights @ Greenpark Cres. &amp; building a median to prevent me from turning left.</b> As part of the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p><b>I would rather see a 2nd street light @ Rathburn Rd W (Alternative 1) or Do not build a median @ Greenpark Cres. until a few meters west of that.</b> This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the existing signalized intersection to "back up" to, and impact the operation of, the proposed roundabout (and vice-versa). It should be noted that while the existing signalized intersection and the proposed roundabout would be closely spaced, 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. Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, as noted in your comment. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</p> <p><b>Not enough details about the impact of time delay for residents living in the Greenpark Cres. area</b> The Project Team has analyzed the travel time from the intersection of Greenpark Crescent &amp; Elora Drive to the intersection of Rathburn Road West &amp; Confederation Parkway under both the existing configuration (for which the shortest route would require only a left-turn from Elora Drive onto Rathburn Road West) and under the Preferred Design (for which the shortest route would require a right-turn from Elora Drive to Rathburn Road West, and a U-turn at the proposed roundabout at Square One Drive &amp; Rathburn Road West). The difference in travel time between the existing configuration and the Preferred Design is approximately 30 seconds; however, it should be noted that under the existing configuration, southbound motorists on Elora Drive would need to wait for a green light at the Rathburn Road West &amp; Elora Drive intersection in order to complete a left-turn movement onto Rathburn Road West. Depending on the actual length of this delay, the time difference between the existing configuration and the Preferred Design could either be reduced or eliminated altogether.</p>
6	17-Nov-16						-	Yes	Mail	I am concerned some traffic will avoid the roundabout going west on Rathburn and travel through Elora into my neighborhood	Yes - Email	<p>As part of the Preferred Design for the extension of Square One Drive, a roundabout will be constructed at Square One Drive &amp; Rathburn Road West and the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out. The Project Team has reviewed the possibility of motorists using Elora Drive to shortcut the proposed roundabout by via the intersections of Rathburn Road West &amp; Elora Drive (east leg) and Rathburn Road West &amp; Elora Drive (west leg); respectfully, based on the traffic analysis completed for this study, we believe the likelihood of this situation occurring is low. 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). Accordingly, the Project Team has analyzed 2 different scenarios, as summarized in the following table: (refer to letter)</p> <p>As described in the table above, the distance via Rathburn Road West (i.e. no shortcut) is approximately 905 m, while the distance via Elora Drive (i.e. the suggested shortcut) is approximately 1,100 m. Therefore, the shortcut is marginally longer than the intended routing for non-local traffic via Rathburn Road West. 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 the analysis of future traffic conditions conducted for this study (i.e. for years 2021, 2031, and 2041) indicates that traffic operations at the proposed roundabout at Square One Drive &amp; Rathburn Road West will be generally good, with minimal congestion. That said, the City of Mississauga acknowledges that traffic conditions in downtown Mississauga at the time the Square One Drive extension becomes operational may prompt some motorists to consider a longer route. Accordingly, the City will consider mitigation measures, such as traffic calming, both during the detailed design of Square One Drive and during operation, as required.</p>
7	17-Nov-16						I agree	Yes	Email	None	Yes - Email	N/A
8	17-Nov-16						I agree	Yes	Mail	I think it's a good idea. I don't like traffic light at Elora (eastleg) so I think the roundabout will be good.	Yes - Email	Thank you for your comments regarding this study.
9	17-Nov-16						I do not agree	No	Other: Neighbours are mad, knocked all doors	This community has no community centre, no park, children have no pool, and now the new blockage to Elora. Ridiculous!	Yes - Email	<p><b>This community has no community centre, no park, children have no pool.</b> The Project Team recognizes that the amenities mentioned in your comment are very important to the residents of downtown Mississauga, as well as the neighbourhoods nearby. Accordingly, the City will take your comments regarding the community centre and pool under consideration. Regarding Zonta Meadows Park specifically, the City will be launching a redevelopment strategy for this park in the near future.</p> <p><b>Now the new blockage to Elora.</b>Under the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) would be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the existing signalized intersection to "back up" to, and impact the operation of, the proposed roundabout (and vice-versa). It should be noted that while the existing signalized intersection and the proposed roundabout would be closely spaced, 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.</p>



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							What do you think of the selected Preferred Alternative	Did the display boards provide you with the information you need to understand the study and form an opinion about the Preferred Alternative?	How did you hear about Public Information Centre #2?	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?	
10	17-Nov-16							-	-	Follow up on safety issue regarding tennis courts. See previous emails. Legal liability for the City	Yes - Email	The Project Team has investigated your concerns regarding the proximity of the existing tennis courts at 330/350 Rathburn Road West to the proposed extension of Square One Drive, and offers the following in response: • Under the Preferred Design, the proposed Square One Drive extension would be separated from the existing tennis courts at 330/350 Rathburn Road West by a –9 m buffer (as measured to the north edge of pavement on proposed Square One Drive). This buffer would contain the existing line of trees along the south property boundary of 330/350 Rathburn Road West, as well as a proposed 3.0 m multi-use trail proposed for the north boulevard of the extension. The City conducted an inspection of the area contained within this buffer following Public Information Centre #2 and did not locate any errant tennis balls. Admittedly, the City’s inspection took place while fallen leaves were present on the ground (during the month of November 2016); however, it should be noted that the inspection was thorough in nature. • The City’s Parks Development and Recreation staff have also been consulted regarding this issue. Based on their experience with City-owned tennis courts, they advised that tennis balls are typically more likely to be hit out of bounds towards the ends of the courts, rather than towards the sides. It should be noted that the proposed extension is aligned with the south side of the existing tennis courts at 330/350 Rathburn Road West. • During detailed design, the City will confirm whether any improvements to the fence adjacent to the existing tennis courts at 330/350 Rathburn Road West are required a result of both construction of the extension and other land use changes within the study area. The cost of any required improvements to the fence would be borne by the City. It should also be noted that the existing line of trees along the south property boundary of 330/350 Rathburn Road West would serve as an additional vertical barrier to any errant tennis balls, beyond the existing fence. Based on the points described above, the Project Team believes, respectfully, that the likelihood of errant tennis balls passing over the fence adjacent to the existing tennis courts at 330/350 Rathburn Road West and negatively affecting motorists or other users of the proposed extension of Square One Drive is low. That said, the City intends to revisit this issue during detailed design, as described above.
11	17-Nov-16						I agree	Yes	Mail	I note that a trail is included, but no bike lane. Bicycles crossing from trails onto intersections can be very dangerous. Cyclists travelling with the traffic flow is the best option! In general Mississauga needs less roads, lower speed limits and roads that are more narrow. Wide roads encourage speed. More traffic enforcement of existing limits is required by police. Motorists often drive down bike lanes to make turns.	Yes - Email	<b>Bicycles crossing from trails onto intersections can be very dangerous. Cyclists travelling with the traffic flow is the best option!</b> As part of the Preferred Design for the extension of Square One Drive, a new multi-use trail would be constructed on the north boulevard of Square One Drive between Confederation Parkway and Rathburn Road West. At Confederation Parkway, the proposed multi-use trail would terminate at the northwest corner of the proposed Square One Drive & Confederation Parkway intersection. Users of the proposed multi-use trail would be required to cross Confederation Parkway in order to proceed eastbound along Square One Drive. In the future, the City intends to review the provision of a cycling facility along Square One Drive, east of Confederation Parkway. At Rathburn Road West, the proposed multi-use trail will connect to the existing bike path along Rathburn Road West. Users of the multi-use trail would be required to cross the Square One Drive extension in order to proceed eastbound via the multi-use trail on Rathburn Road West (and vice-versa). In response to the concerns raised in your comment: • The Project Team acknowledges that roadway crossings and temporary termination points are inherently higher-risk areas. However, it should also be noted that these transitional areas are required to integrate the multi-use trail with the existing roadway network in downtown Mississauga, accommodate staged construction of new infrastructure, and work towards the City’s goal of building a multi-modal transportation system in downtown Mississauga (one of the primary objectives of this study). • Further to this objective, the Project Team believes that an off-road transportation facility, such as the proposed multi-use trail, is most appropriate for the extension of Square One Drive. The proposed multi-use trail would appeal to, and accommodate, a wide range of user skill and experience levels. It should also be noted that cyclists will always have the option of travelling in mixed traffic on the Square One Drive extension in lieu of using the proposed multi-use trail.  <b>In general Mississauga needs less roads, lower speed limits and roads that are more narrow. Wide roads encourage speed</b> 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 with a proposed speed limit of 50 km/h and will include only 2 vehicular lanes (1 eastbound, 1 westbound) with a maximum width of 3.35 m each, a multi-use trail (as described above), 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.  <b>More traffic enforcement of existing limits is required by police. Motorists often drive down bike lanes to make turns.</b> The City has taken your concerns under consideration.
12	17-Nov-16						I do not agree	Yes	Mail	-	No	N/A
13	17-Nov-16						I do not agree	Yes	Other	-	Yes - Email	N/A
14	17-Nov-16						I do not agree	Yes	News	n/a	Yes - Email	N/A
15	17-Nov-16					-	Other	Yes	News	Yes:1) We think it is important to maintain/relocate the tennis courts as they are heavily used. 2) The roundabout reallocates land from the south of Rathburnn to the north, which seems strange since southside is much more utilized then the north.	Yes - Email	1) Unfortunately, the existing tennis courts within Zonta Meadows Park would be impacted by the extension of Square One Drive. The City of Mississauga recognizes that Zonta Meadows Park, as the largest recreational space near downtown Mississauga, is an important amenity to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in the near future. Relocation/replacement of the tennis courts would be considered as part of this strategy. 2) As part of the Preferred Design for the extension of Square One Drive, Rathburn Road West is proposed to be realigned from Confederation Parkway to east of Elora Drive (west leg). This realignment is required to connect the existing roadway with the proposed roundabout at Square One Drive & Rathburn Road West, in accordance with accepted roadway design standards.  The Project Team acknowledges that this realignment has the effect of reallocating open/landscaped space from the south boulevard of Rathburn Road West to the north. Additional landscaping would be provided on the expanded north boulevard of Rathburn Road West as part of the extension of Square One Drive.
16	17-Nov-16						I agree	Yes	Other: Concerned neighbours	Elora drive west leg - lights take too long and are too short. More lighting at cross ways. Many dog owners in our neighbourhood. DOG PARK would be welcome!. More Parks! Over 1000 homes * 15 + condos and the only green space we have is Zonta Meadows	Yes - Email	<b>Elora drive west leg - lights take too long and are too short. More lighting at cross ways.</b> Thank you for raising these important concerns regarding the intersection of Rathburn Road West & Elora Drive (west leg). It should be noted that this intersection is outside the study area for the Square One Drive Extension Class EA; however, the City of Mississauga has taken these issues under consideration.  <b>DOG PARK would be welcome! More Parks! Over 1000 homes * 15 + condos and the only green space we have is Zonta Meadows.</b> The City of Mississauga recognizes that Zonta Meadows Park, as the largest recreational space near downtown Mississauga, is an important amenity to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in the near future.



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17	17-Nov-16						I agree	Yes	News/Email	Take a look at the new entrance from Square 1 Drive into the 330 building at Confederation & I see a potential for many accidents just in front of me underground garage exit/entrance being close proximity to the new entrance. I spoke to Gord Murray of Stantec about this too.	Yes - Email	<p>During development of the Preferred Design, the Project Team used specialized software to simulate the turning movements that will be performed at both access to 330/350 Rathburn Road West – i.e. the reconfigured access at Elora Drive (east leg), and the "relocated" access from the Square One Drive extension. It should be noted that all turning movement were simulated using a template for a full-size car. Specific to the relocated access from the Square One Drive extension, these simulations confirmed that a full-size passenger car could successfully complete all turning movements in and out of the underground parking garage.</p> <p>The Project Team acknowledges that there may be multiple simultaneous vehicle movements taking place in close proximity to the underground parking garage entrance. Further revisions to the design of the relocated access and parking area for 330/350 Rathburn Road West will be undertaken by the City during detailed design, in consultation with the PCC 417 board.</p>
18	17-Nov-16						I do not agree	No	Mail	1) Is there going to be a comparative analysis on which road should get built first. Square One Drive or Pronic of Wales? In terms of cost - what makes sent to build first? 2) residents of 330 Rathburn facing Sq 1 Drive will be impretd by light and noise poolution. How much will this increase . The road should not be built for this reason	Yes - Mail	<p>1) The extension of Square One Drive is currently part of the City of Mississauga's 10-year Capital Plan. Following completion of this study, 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.</p> <p>The extension of Prince of Wales Drive (called Parkside Village Drive to the west of Confederation Parkway) will be completed by the developer responsible for construction of the new condominiums north of Burnhamthorpe Road and west of Confederation Parkway. The developer will be responsible for all costs related to the construction of Prince of Wales Drive/Parkside Village Drive (west of Confederation Parkway). The phased construction of both roadways was taken into consideration at part of the transportation analysis.</p> <p>2) The Project Team recognizes that construction of the Square One Drive extension in the (currently vacant) lands south of 330/350 Rathburn Road West would represent a change for members of the local community. Regarding the potential for increased noise pollution, a noise study has been performed as part of the Square One Drive Extension Class EA. The noise study has analyzed existing noise levels in the area around the extension, predicted future noise levels generated by traffic using the extension after it is operational, and determined that the increase in noise levels resulting from the extension is negligible.</p> <p>Regarding the potential for light pollution, the Project Team acknowledges that construction of the streets would be constructed along the extension of Square One Drive, in an area where there is currently no lighting. However, it should be noted that these streets would be designed and constructed to the City of Mississauga's latest standards, which are designed to minimize light pollution, while maximizing both energy efficiency and safety for all users of the extension.</p> <p>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 cycling facility, and 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.</p>
19	17-Nov-16						I do not agree	Yes	-	Don't understand the underlying reasoning behind these changes. Roundabout for pedestrians is extremely unsafe on a street the size of Rathburn. I'm from the UK and have lived with roundabouts all my life and there are non on these types of roads	Yes - Email	<p><b>Don't understand the underlying reasoning behind these changes.</b> Following PIC #1 for this study, the Project Team reviewed several options for the intersection of Square One Drive &amp; Rathburn Road West, including a signalized intersection (i.e. Alternative #1 at PIC #2) and a roundabout (i.e. Alternative #2, and the Preferred Design, at PIC #2). Both alternatives were evaluated by the Project Team based on their ability to satisfy the Project Opportunity statement and the associated evaluation criteria. The results of this evaluation were documented in the Evaluation Matrix presented at PIC #2.</p> <p>As part of the evaluation, the Project Team determined that the roundabout at Square One Drive &amp; Rathburn Road West (Alternative #2) would be preferable to the signalized intersection (Alternative #1) for the following reasons:</p> <ul style="list-style-type: none"><li>• overall safety: the roundabout decreases the speed of vehicular traffic travelling along Rathburn Road West and through the Square One Drive &amp; Rathburn Road West intersection, and eliminates the potential for right-angle collisions;</li><li>• urban environment: the roundabout best facilitates the creation of a gateway feature to downtown Mississauga;</li><li>• property access: the roundabout maximizes opportunities to provide access to adjacent properties;</li><li>• streetscaping: the roundabout provides greater opportunity for streetscaping and landscaping, and for enhancement of the public realm; and</li><li>• planning objectives: the roundabout can best fulfill the City of Mississauga's various planning objectives for the downtown core, including the Downtown 21 Master Plan, the MOPA8/Downtown Core Local Area Plan, the Strategic Plan the Official Plan, and the Mississauga Cycling Master Plan.</li></ul> <p><b>Roundabout for pedestrians is extremely unsafe on a street the size of Rathburn.</b> As part of the Preferred Design for this study, the proposed roundabout at Square One Drive &amp; Rathburn Road West has been designed to have fully accessible pedestrian crossings (in accordance with the Accessibility for Ontarians with Disabilities Act – i.e. AODA) across each leg, and to ensure that traffic must decelerate to an appropriate speed upon entry to the roundabout.</p> <p>In a survey issued with the Notice of Commencement for this study, 84% of respondents within the study area indicated that they are comfortable using roundabouts. That said, the City of Mississauga recognizes that construction of a roundabout at Square One Drive &amp; Rathburn Road West represents a significant change to the study area roadway network. Accordingly, the City is prepared to implement a public education campaign prior to, during, and after construction of the roundabout. Safe interactions between motorists, pedestrian, and cyclists will form one aspect of this campaign.</p> <p>Further to the response to comment #1, it should also be noted that as part of the Project Team's evaluation, the roundabout option was determined to be equal to the signalized intersection in terms of its ability to safely accommodate pedestrian and cyclist traffic.</p>



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							What do you think of the selected Preferred Alternative	Did the display boards provide you with the information you need to understand the study and form an opinion about the Preferred Alternative?	How did you hear about Public Information Centre #2?	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?	
20	19-Nov-16					-	I'm worried about the tennis courts being taken away.	yes, My opinion was formed due to the conversations I had with the team there.	advertisement in Mississauga News, Friend	I don't like how the side walk and bike lane that is already present, is being combined into a multi-purpose lane. Also I do not see the need in opening up the sidewalk area on the opposite side of Zonta Meadows because I do not see much foot traffic on that side. The roundabout raises my concern about safety, especially during peek driving hours. For example, If there is a person in both lanes and they are both allowed to leave at any point in the roundabout then during rush hour, the person who is both entering and exiting from the inside lane are going to have to wait to enter and wait for the outside lane to make their move before they can even think about exiting, leaving the possibility of holding up the inside lane . I also dislike that the round about will be replacing the Tennis courts. I would like to see it relocated.	Yes - Email	<p><b>I'm worried about the tennis courts being taken away.</b> Unfortunately, the existing tennis courts within Zonta Meadows Park would be impacted by the extension of Square One Drive. The City of Mississauga recognizes that Zonta Meadows Park, as the largest recreational space near downtown Mississauga, is an important amenity to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in the near future. Relocation/replacement of the tennis courts would be considered as part of this strategy.</p> <p><b>I don't like how the side walk and bike lane that is already present, is being combined into a multi-purpose lane</b> In the version of the Preferred Design that was presented at PIC #2, complete details were not presented for the configuration of the south boulevard of Rathburn Road West, west of the proposed Square One Drive &amp; Rathburn Road West roundabout. The Preferred Design has progressed since PIC #2, and the Project Team can now confirm that the separate sidewalk and bike path on the south side of Rathburn Road West would be maintained up to the proposed roundabout. Immediately adjacent to, and east of, and between the proposed roundabout and the intersection of Rathburn Road West &amp; Confederation Parkway, the existing sidewalk and bike path is proposed to be replaced with a single multi-use trail. This replacement is required to accommodate both the realignment of Rathburn Road West (discussed further below, in the response to comment #3) and the provision of upgraded streetlighting along Rathburn Road West (in order to meet the City's current design standards). The Project Team believes that pedestrian, cyclists, and other users of active transportation and generally familiar with the use of multi-use trails, and is confident that this solution will result in safe environment for all users.</p> <p><b>Also, I do not see the need in opening up the sidewalk area on the opposite side of Zonta Meadows because I do not see much foot traffic on that side.</b> The widening of the boulevard on the north side of Rathburn Road West results from the need to realign Rathburn Road West, from the intersection with Confederation Parkway to east of Elora Drive (west leg). This realignment of Rathburn Road West is required to connect the existing roadway with the proposed roundabout at Square One Drive, in accordance with accepted roadway design standards. The Project Team acknowledges that the realignment of Rathburn Road West has the effect of reallocating open/landscaped space from the south boulevard to the north. Additional landscaping would be provided on the expanded north boulevard of Rathburn Road West as part of the extension of Square One Drive.</p> <p><b>The roundabout raises my concern about safety, especially during peak driving hours. For example, if there is a person in both lanes and they are both allowed to leave at any point in the roundabout then during rush hour, the person who is both entering and exiting from the inside lane are going to have to wait to enter and wait for the outside lane to make their move before they can even think about exiting, leaving the possibility of holding up the inside lane.</b> As part of the Preferred Design, a 2-lane roundabout is proposed at the intersection of Square One Drive &amp; Rathburn Road West. In this configuration, the outside (or "curb" lane) of the roundabout would be used for through and right-turn movements, while the inside (or "median" lane) would be used for left-turn movements. In your comment, you express concern that motorists in the inside lane will need to wait for motorists in the outside lane when attempting to exit the roundabout. In response, the Project Team offers that this condition will not exist – motorists in the inside lane must always proceed through (parallel to any motorists in the outside lane who may be completing the movement in the inside lane concurrently) or turn left. The Project Team acknowledges that 2-lane roundabouts, similar to that which is proposed at Square One Drive &amp; Rathburn Road West, are more complex than the single-lane roundabouts present elsewhere in Mississauga, and may be more challenging for motorists to navigate. Accordingly, the City is prepared to implement a public education campaign prior to, during, and after construction of the roundabout. Proper use of 2-lane roundabouts will be included in this campaign.</p> <p><b>I also dislike that the roundabout will be replacing the Tennis courts. I would like to see it relocated</b> To meet current roadway design standards and minimize disturbance for residents of Via Russo Court (whose side yards abut Rathburn Road West), the extension of Square One Drive must meet Rathburn Road West immediately adjacent to the existing cul-de-sac on Via Russo Court. Unfortunately, this has the consequence of impact the existing tennis courts within Zonta Meadows Park – please refer to the Project Team's response to comment #1. It should also be noted that Square One Drive would intersect Rathburn Road West and impact the tennis courts regardless of whether a signalized intersection (i.e. Alternative #1 from PIC #2) or a roundabout (i.e. Alternative #2 from PIC #2, as well as the Preferred Design) was selected for the intersection of Square One Drive &amp; Rathburn Road West.</p>
21	21-Nov-16					-	-	-	-	Nice meeting and discussions. 1.As per Neighbourhood watch programme we a few in our neighbourhood around zonta meadow park ,early morning look out for the stray garbage and pick up last 10 years.some need recognition! To encourage others if you can put some display board with names accordingly. 2. Zebra lining across park on 350 Princess Royal Dr for seniors to cross safely. 3. Walkers access to meadow park through Amazon properties straight from Princess royal drive	-	<p>Thank you so much for speaking with me at the Square One Road extension EA meeting last Thursday night. I will definitely pass your valuable comments noted below to the appropriate City staff for their consideration and action.</p> <p>The City is very fortunate to have area residents such as yourself and Dinanath who take such a keen interest in our parks and are so generous with their time that they willing to assist in keeping our parks clean, it takes a village. We will look into an appropriate form of recognition for volunteers such as yourself who take time out of their busy schedule to tidy up their neighbourhood park.</p> <p>Thank you again for the great conversation. We so appreciate your 10 year commitment to helping keep Zonta Meadows clean.</p>
22	3-Dec-16						I agree with the selection, I do not agree with the selection, I agree with the general concept but emphatically disagree with the execution. Why are the N-S legs of the roundabout two lanes wide when Square One Drive is only one lane? Why is there a new gap in the Rathburn MUT (between the roundabout and the park entrance)? Why is there a MUT on Square One Drive when the rest of the street has no MUT, resulting in an awkward change of side at Confederation instead of a smooth one at Rathburn? Why are there no crossrides at the roundabout and at the 330/350 access? Why is there no mitigation of the turn restrictions into/out of Elora for cyclists (e.g. crossride across Rathburn at the roundabout and stub MUT into Via Russo Court)? Why no turning lanes at Confederation when there's ample space?	yes	Notice of Public Information Centre received via email, browsing City of Mississauga website	A nice-to-have (as opposed to the glaring flaws above): at the reconfigured Rathburn and Elora, instead of making the northern pedestrian crossing even more roundabout due to the roadway being shifted to the south, it could be decoupled from the intersection and taken straight across Elora as a PXO. With this configuration the stop condition on Elora could also be changed to a yield. Also, the turning radius at Confederation seems a little excessive, though that would correct itself if there was a left-turn lane.	Yes - Email	<p><b>Why are there a different number of lanes within the proposed roundabout?</b> The roundabout at Square One Drive &amp; Rathburn Road West that has been proposed as part of the Preferred Design must include 2 circulating lanes to accommodate anticipated study area traffic volumes, particularly those on Rathburn Road West. The City of Mississauga (the "City") will consider further refinements to the proposed roundabout during detailed design, as suggested in your comment.</p> <p><b>Why is there a new gap in the Rathburn MUT?</b> The Preferred Design has been advanced since PIC #2, and now includes an extension of the existing bike path and sidewalk, as well as a section of new multi-use trail, between the proposed roundabout at Square One Drive &amp; Rathburn Road West and the west limit of the realignment of Rathburn Road West, east of the Elora Drive (west leg) intersection.</p> <p><b>Why is there no MUT, except for at Square One Drive?</b> In the future, the City intends to review the provision of a cycling facility along Square One Drive, east of Confederation Parkway.</p> <p><b>Why are there no crossrides at the roundabout and 330/350 Rathburn Drive access? Why is there no mitigation of the turn restrictions for cuclists into/out of Elora?</b> The City will consider refinements to the Preferred Design during detailed design.</p> <p><b>Why no turning lanes at Confederation Parkway?</b> The Project Team assumes that your comment refers to the omission of auxiliary left- and right-turn lanes at the intersection of Square One Drive &amp; Confederation Parkway from the Preferred Design.</p> <p>Regarding the property south of 330/350 Rathburn Road West, the majority of these lands are privately-owned, while a limited area is both owned by the City and designated as right-of-way for future construction of the extension. Within this limited future right-of-way, the City has prioritized the inclusion of wide boulevards (which provide space for landscaping/streetscaping on the south boulevard of the extension and, as noted in your comment, a multi-use trail on the north) and on-street parking in the Preferred Design of the extension, rather than additional vehicular travel lanes.</p> <p>Future traffic conditions (projected to the years 2021, 2031, and 2041) were analyzed as part of this study. While this analysis indicates that the eastbound through/left-turn lane at the Square One Drive &amp; Confederation Parkway intersection may be subject to some delay during the PM peak period (similar to other intersections in downtown Mississauga), the projected performance of this is generally good.</p> <p>It should also be noted that both northbound and southbound left-turn lanes at the Square One Drive &amp; Confederation Parkway intersection have been proposed as part of the Preferred Design.</p> <p><b>Suggested Alternatives</b> The City will consider refinements to the pedestrian facilities on the north boulevard of Rathburn Road West during detailed design.</p>



#	DATE/ TIME	FIRST NAME	LAST NAME	EMAIL ADDRESS	MAILING ADDRESS	PHONE	QUESTION 1	QUESTION 2	QUESTION 3	QUESTION 4	QUESTION 5	STANTEC RESPONSE
							What do you think of the selected Preferred Alternative	Did the display boards provide you with the information you need to understand the study and form an opinion about the Preferred Alternative?	How did you hear about Public Information Centre #2?	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?	
23	6-Dec-16					-	Partial agreed. But 1. It will be very dangerous for people to cross the Rathburn Road from north to south or vice versa because no traffic light for pedestrian. Needs lots of education for people to use the roundabout, otherwise accident will occur.		From friends	Need to build flyovers from north to south Rathburn for pedestrian at the intersection where you remove the traffic light. How to educate Canadians about the proper use of roundabouts? It is dangerous for seniors or handicapped people to cross those streets with roundabouts!	Yes - Email	<p><b>How to educate Canadians about the proper use of roundabouts? It is dangerous for seniors or handicapped people to cross those streets with roundabouts</b> Thank you for raising these important concerns regarding pedestrian safety at roundabouts. In response, the Project Team offers the following:</p> <ul style="list-style-type: none"><li>• Following PIC #1, the Project Team reviewed several designs for the intersection of Square One Drive &amp; Rathburn Road West, including a signalized intersection (presented as Alternative #1 at PIC #2) and a roundabout (presented as Alternative #2, and the Preferred Design, at PIC #2). Both alternatives were evaluated by the Project Team based on their ability to satisfy the Project Opportunity statement, and the associated evaluation criteria. As part of this evaluation, the roundabout option was determined to be equal to the signalized intersection in terms of its ability to safely accommodate pedestrian and cyclist traffic.</li><li>• The proposed roundabout at Square One Drive &amp; Rathburn Road West has been designed to have fully accessible pedestrian crossings (in accordance with the Accessibility for Ontarians with Disabilities Act – i.e. AODA) across each leg, and to ensure that traffic must decelerate to an appropriate speed upon entry to the roundabout.</li><li>• In a survey issued with the Notice of Commencement for this study, 84% of respondents within the study area indicated that they are comfortable using roundabouts. That said, the City of Mississauga recognizes that construction of a roundabout at Square One Drive &amp; Rathburn Road West represents a significant change to the study area roadway network. Accordingly, the City is prepared to implement a public education campaign prior to, during, and after construction of the roundabout. Safe interactions between motorists, pedestrian, and cyclists will form one aspect of this campaign.</li></ul> <p><b>Need to build flyovers from north to south Rathburn for pedestrian at the intersection where you remove the traffic light.</b> As part of the Preferred Design, no north-south pedestrian crossings would be present at the reconfigured Rathburn Road West &amp; Elora Drive (east leg) intersection (the existing east-west pedestrian crossings at this intersection would remain, despite the reconfiguration to a right-in/right-out). Pedestrians wishing to cross Rathburn Road West would need to do so at either the proposed Square One Drive &amp; Rathburn Road West roundabout, or at the intersection of Rathburn Road West &amp; Confederation Parkway. The Project Team has reviewed your suggestion of implementing pedestrian bridges to facilitate north-south crossings at the Rathburn Road West &amp; Elora Drive (east leg) intersection; unfortunately, these bridges would not be compatible with the City's goals for downtown Mississauga, as described in the Downtown 21 Master Plan, the MOPA8/Downtown Core Local Area Plan, the Strategic Plan the Official Plan, and the Mississauga Cycling Master Plan. That said, the City is striving to both create a pedestrian-friendly environment and develop a multi-modal transportation system in downtown Mississauga, and will consider further refinements to the pedestrian facilities at this intersection during detailed design</p>
24	17-Jul-17				-	-	-	-	-	Thanks for the responses. Your efforts with respect to engaging the community are appreciated. Re the response to comment #2, were any sidewalk / bike trail utilization studies performed to ensure the amount of the space on the south side of Rathburn post implementation of the proposed roundabout would be sufficient to support current and expected future usage (without forcing south side residents to divert their sidewalk use to the north side)?	Yes - Email	<p>No formal utilization studies of existing active transportation infrastructure within the study area (including the existing sidewalk/bike path on the south side of Rathburn Road West) were conducted as part of this study. As part of this study, an Active Transportation Specialist visited the study area to conduct a detailed review of all existing active transportation infrastructure prior to development of the various solutions and alternatives considered. It should be noted that this review was completed in January 2016, as its primary purpose was to assess the condition and configuration of existing active transportation infrastructure; while informal observations of usage of these active transportation facilities were included in this review, such observations are not considered representative, as usage is typically lower during the winter, and higher during the spring, summer, and fall.</p> <p>Neither the Project Team nor Active Transportation staff from the City of Mississauga (the City) currently anticipates that usage of the proposed active transportation facilities on the south side of Rathburn Road West (i.e. a mix of sidewalk/bike path and multi-use trail, depending on location) by cyclists and users of other modes of active transportation will force pedestrians to detour to the north side of Rathburn Road West. As with any shared facility accommodating multiple modes of transportation, all users are required to conduct themselves in a manner that ensures the safety of others using the same shared facility. That said, all users will also make an individual determination as to whether they feel comfortable travelling near any other modes of transportation using the same shared facility and choose their route accordingly. The City will further evaluate the anticipated usage of the proposed active transportation facilities on the south side of Rathburn Road West during detailed design of the Preferred Design and consider further refinements, as required.</p>
25	25-Aug-17					-	-	-	-	I do have an interest in the small patch of trees on the north side of Square One Drive, west of Living Arts Drive. I would like to see it preserved, or made into a landscaped space with walkways, benches and trees.	Yes - Email	Thank you for your comments. Unfortunately, the property to which you are referring falls outside the scope of this study and is not owned by the City of Mississauga. That said, the City of Mississauga will take your comments under consideration when planning future facilities for downtown Mississauga.



# APPENDIX D:

PIC #2 Comment Sheets &  
Correspondance



## Square One Drive Extension Class EA - PIC #2 Comments

Thank you for attending Public Information Centre #2!

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](http://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 December 8, 2016**.

### 1. What do you think of the selected Preferred Alternative?

ie: extend Square One Drive from Confederation Parkway to Rathburn Road West, construct a roundabout at the new Rathburn Road West & Square One Drive intersection

- ☐ I agree with the selection
- ☐ I do not agree with the selection
- ☐ I am indifferent

☒ Other: \_\_\_\_\_

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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

- ☒ Yes
- ☐ No
- ☐ Other: \_\_\_\_\_

### 3. How did you hear about Public Information Centre #2?

Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ Notice of Public Information Centre received via mail
- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

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

I think the alternative to the existing road is good but I think the following needs to be re-considered:  
(1) the problems with icing on the bridge north & south of Confederation & how the winter effects the current Rathburn Rd + Confederation Intersection.  
(2) The problem with the re-occurring accidents at Rathburn + Confederation (going South) that seem to



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201 City Centre Dr., Suite 800, Mississauga, ON, L5B 2T4  
(905) 615-3200, ext. 8243  
[squareoneclassea@stantec.com](mailto:squareoneclassea@stantec.com)

### 5. 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

→ They are running the light going South. Wondering if the proposed lights just 1 block South at Sq. 1 Drive will create the same issue but worse.

(3)? about ~~the~~ how difficult it will be to make a left from 330/350 Rathburn out of the proposed "new" entry/exit on Sq 1 Drive. Many seniors in building & the tree line corridor obstructs the view & the distance between the "new" proposed light seen too short with traffic flow. Concern for accidents



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ie: extend Square One Drive from Confederation Parkway to Rathburn Road West, construct a roundabout at the new Rathburn Road West & Square One Drive intersection

- ☐ I agree with the selection  
☒ I do not agree with the selection  
☐ I am indifferent  
☒ Other:

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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- ☐ Yes  
☐ No  
☒ Other: Not enough details about the impact of time delay for residents living in the Greenpark Cres area.

street light @ Greenpark Cres. & buildings & medians prevent me from turning left

### 3. How did you hear about Public Information Centre #2?

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- ☐ advertisement in Mississauga News  
☒ Notice of Public Information Centre received via mail  
☐ Notice of Public Information Centre received via email  
☐ browsing City of Mississauga website  
☐ Other:

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

I would rather see a 2nd street light @ Rathburn Rd West (Alternative 1). Or. Do not build a median @ Greenpark Cres. until a <sup>few</sup> meter west of that.



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- ☐ I agree with the selection
- ☐ I do not agree with the selection
- ☐ I am indifferent
- ☐ Other: \_\_\_\_\_

**2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?**

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

- ☒ Yes
- ☐ No
- ☐ Other: \_\_\_\_\_

**3. How did you hear about Public Information Centre #2?**

Check all that apply.

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- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

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

I AM CONCERNED SOME TRAFFIC  
WILL AVOID THE ROUND ABOUT  
GOING WEST ON RATHBURN AND  
TRAVEL THROUGH ELORA INTO  
MY NEIGHBOURHOOD



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- ☐ Yes – please contact me via regular mail
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- ☒ I agree with the selection
- ☐ I do not agree with the selection
- ☐ I am indifferent
- ☐ Other:

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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

- ☒ Yes
- ☐ No
- ☐ Other:

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- ☒ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other: *Notice sent by Condo Management*

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

*None*



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- ☐ Other:

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- ☒ Yes
- ☐ No
- ☐ Other:

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- ☐ browsing City of Mississauga website
- ☐ Other:

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

I think it's a good idea.  
I don't like traffic light  
at E101a (east leg) so I think  
the round about will be good.



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- ☒ I do not agree with the selection
- ☐ I am indifferent
- ☐ Other: \_\_\_\_\_

**2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?**

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- ☐ Yes
- ☒ No
- ☐ Other: \_\_\_\_\_

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- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other: NEIGHBOURS ARE MAD KNOCKED ALL DOORS

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

THIS COMMUNITY HAS NO COMMUNITY CENTRE,  
NO PARK, CHILDREN HAVE NO POOL, AND  
NOW THE NEW BLOCKAGE OF ELORA,  
RIDICULOUS!!



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- ☒ 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 #2 Comments

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- ☐ I agree with the selection
- ☐ I do not agree with the selection
- ☐ I am indifferent
- ☐ Other: \_\_\_\_\_

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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

- ☐ Yes
- ☐ No
- ☐ Other: \_\_\_\_\_

### 3. How did you hear about Public Information Centre #2?

Check all that apply.

- ☐ advertisement in Mississauga News
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- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

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

FOLLOW UP ON SAFETY ISSUE RE

CONDO TENNIS COURTS

- SEE PREVIOUS EMAILS

- LEGAL LIABILITY FOR THE CITY



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

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☐ Other:
- 

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- ☒ Yes  
☐ No  
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☐ Other:
- 

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

I NOTE THAT A TRAIL IS INCLUDED, BUT NO BIKE LANE. BICYCLES CROSSING FROM TRAILS ONTO INTERSECTIONS CAN BE VERY DANGEROUS. CYCLISTS TRAVELLING WITH THE TRAFFIC FLOW IS THE BEST OPTION! IN GENERAL MISSISSAUGA NEEDS LESS ROADS, LOWER SPEED LIMITS AND ROADS THAT ARE MORE NARROW. WIDE ROADS ENCOURAGE SPEED. MORE TRAFFIC ENFORCEMENT OF EXISTING LIMITS IS REQUIRED BY POLICE. MOTORISTS OFTEN DRIVE DOWN BIKE LANES TO MAKE TURNS.

THANK YOU.



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[Redacted contact information]

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*ALTERNATIVE 2 - WITH ROUNDABOUT*

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signal timing → ped. timing  
↳ Princess  
↳ Royal  
↳ Prince of Wales.



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→ ✓ Continuous flow of vehicles @ intersection  
 → ✓ traffic calming  
 → ✓ place-making opportunity.

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- ☐ Yes  
☐ No  
☐ Other:

Benefits of roundabouts / preferred design  
 can be better more prominently illustrated / displayed

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☒ Other:

Drop in

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

→ Key/gateway landmark on roundabout serving as gateway to City Ctr  
 → Better pedestrian connection from Russo Crt to the roundabout for easier ped access to LRT further east  
 → Size of roundabout should ensure traffic speed can be ~~substantially~~ slowed to the <sup>traffic calming</sup> objective of the roundabout for ~~smaller~~ vehicles while ensuring access for all vehicles



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Congratulations to the Project Team  
Definitely Mississauga is a "growing" city  
which will achieve its "world-known" status!



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- ☐ Yes
- ☐ No
- ☒ Other: Irrelevant. Roundabouts are

dangerous

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I do not approve roundabouts. The existing one on Duke of York is not being used safely. I have witnessed several near misses.



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EGRESS FROM 330/350 RATHBURN WILL BE SEVERELY  
HAMPED BY ALTERNATIVES 1 & 2. LOSS OF RECREATION  
FACILITIES (TENNIS COURTS). WALKING PATHS & ABILITY TO CROSS  
TO ACCESS PARK - CAUSE PROBLEMS.



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- ☒ advertisement in Mississauga News
- ☒ Notice of Public Information Centre received via mail
- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other:

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

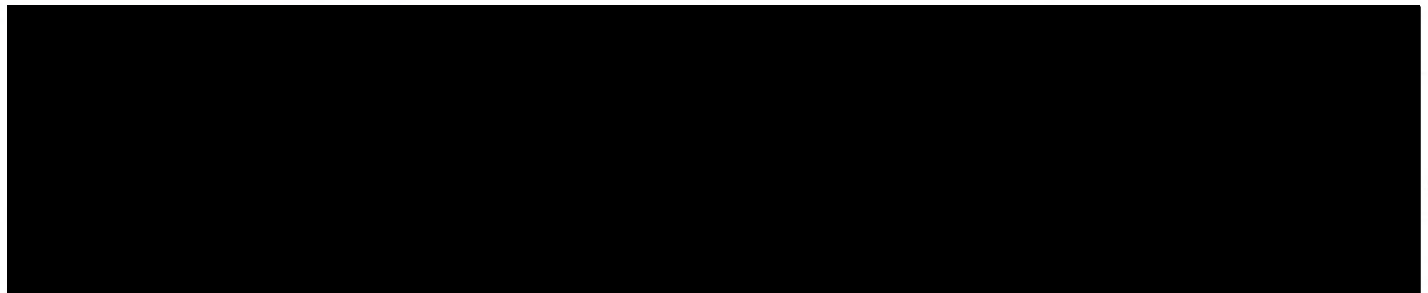
ROUND-ABOUTS CAUSE ACCIDENTS - FIRE  
DEPT ACCESS TO 350/350 RATHBURN AWKWARD



## 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](mailto:squareoneclassea@stantec.com)



**5. 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 #2 Comments

Thank you for attending Public Information Centre #2!

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](http://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 December 8, 2016.**

### 1. What do you think of the selected Preferred Alternative?

ie: extend Square One Drive from Confederation Parkway to Rathburn Road West, construct a roundabout at the new Rathburn Road West & Square One Drive intersection

- ☐ I agree with the selection
- ☐ I do not agree with the selection
- ☐ I am indifferent
- ☒ Other: I have not come to

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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

- ☒ Yes
- ☐ No
- ☐ Other: \_\_\_\_\_

### 3. How did you hear about Public Information Centre #2?

Check all that apply.

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- ☐ Notice of Public Information Centre received via mail
- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

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

Yes: ① We think it is important to ~~to~~ maintain/relocate the tennis courts as they are heavily used.

② The roundabout ~~to~~ reallocates land from the south of Rathburn to the north, which ~~is~~ seems strange since the south <sup>side</sup> is much more utilized than the north.



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- ☒ 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 #2 Comments

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### 1. What do you think of the selected Preferred Alternative?

ie: extend Square One Drive from Confederation Parkway to Rathburn Road West, construct a roundabout at the new Rathburn Road West & Square One Drive intersection

- ☒ I agree with the selection
- ☐ I do not agree with the selection
- ☐ I am indifferent
- ☐ Other: \_\_\_\_\_

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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

- ☒ Yes
- ☐ No
- ☐ Other: \_\_\_\_\_

### 3. How did you hear about Public Information Centre #2?

Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ Notice of Public Information Centre received via mail
- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☒ Other: concerned neighbours

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

- Elora drive west leg. - lights take too long and are too short.
- More lighting at cross ways.
- many dog owners in our neighbourhood. DOG PARK would be welcome!
- More Parks! Over 1000 homes & 15+ condos and the only green space we have is Zonta Meadows!



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- ☒ 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 #2 Comments

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### 1. What do you think of the selected Preferred Alternative?

ie: extend Square One Drive from Confederation Parkway to Rathburn Road West, construct a roundabout at the new Rathburn Road West & Square One Drive intersection

- ☒ I agree with the selection (see # 4)  
☐ I do not agree with the selection  
☐ I am indifferent  
☐ Other:

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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

- ☒ Yes  
☐ No  
☐ Other:

### 3. How did you hear about Public Information Centre #2?

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☒ Notice of Public Information Centre received via email  
☐ browsing City of Mississauga website  
☐ Other:

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

Take a look at the new entrance from Square 1 Drive into the 330 Building at Confederation & I see a potential for many accidents just in front of the underground garage exit/entrance being in close proximity to the new entrance. I spoke to Gord Murray & Shante.



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- ☒ Yes – please contact me via email
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☐ Other: \_\_\_\_\_

### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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- ☐ Yes  
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☐ Other: \_\_\_\_\_

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☐ browsing City of Mississauga website  
☐ Other: \_\_\_\_\_

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

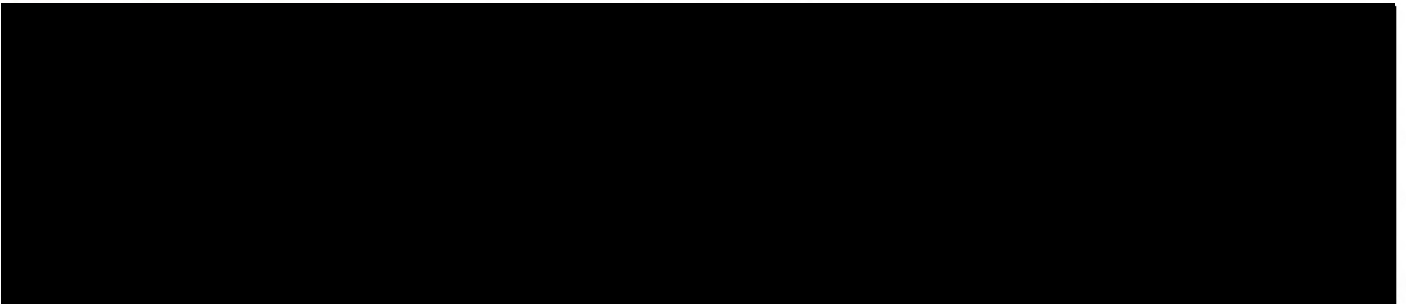
- ① is there going to be a ~~comparative~~ comparative analysis on which road should get built first - Square one drive or prince of whales? in terms of cost - what make sense to build first?
- ② residents of 330 redman facing sq1 drive will be impacted by light and noise pollution. how much will this increase. The road should ~~STAY~~ not be built for this reason.



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- ☐ I am indifferent
- ☐ Other:

**2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?**

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

- ☒ Yes
- ☐ No
- ☐ Other:

**3. How did you hear about Public Information Centre #2?**

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- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other:

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

Don't understand the underlying reasoning behind these changes. Roundabout for pedestrians is extremely unsafe on a street the size of Rathburn. I'm from the UK and have lived with roundabouts all my life and there are none on this type of road.



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- ☐ No – I do not wish to be contacted in the future

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- ☐ I agree with the selection
- ☐ I do not agree with the selection
- ☐ I am indifferent
- ☒ Other:

*One ways are better if the Community Master Plan calls for making streets MORE walkable.*



### 2. Did the display boards provide you with the information you needed to understand the study and form an opinion about the Preferred Alternative?

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

- ☐ Yes
- ☐ No
- ☒ Other:

*There are very few alternatives*

*Your roundabout option is fantastic for alleviating moving traffic along, BUT!*

### 3. How did you hear about Public Information Centre #2?

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- ☒ Notice of Public Information Centre received via mail
- ☐ Notice of Public Information Centre received via email
- ☐ browsing City of Mississauga website
- ☐ Other:

*what about walkability and a sense of community?*

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

*There needs to be more consideration placed on the safety of the citizens living in this area of Rathburn & Confederation who walk to the park & walk dogs, take strolls etc. The emphasis here seems to turn Rathburn into a road over run with through traffic, leaving residents no way to cross the street other than at Confederation or the roundabout. It is a road as it is on Rathburn it is a community*



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[squareoneclassea@stantec.com](mailto:squareoneclassea@stantec.com)

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

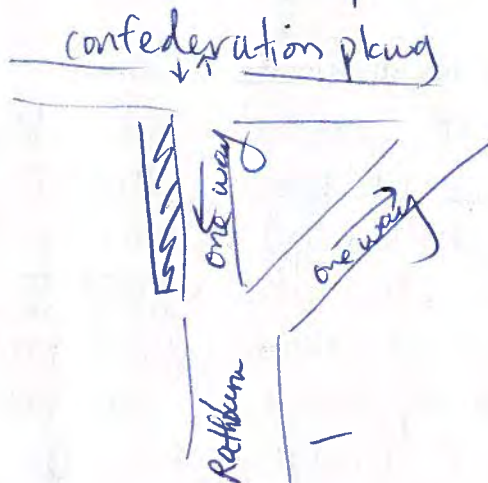
If yes, please provide your contact information using the fields above.

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

(cont)

→ not a highway or thoroughfare road only for cars.

Please consider a one-way alternative as it would help pedestrians avoid cars.



Please also add more landscaping and benches + perhaps street parking along shaded region as it feels less like a walkable area, just a through road. against the Master Plan

**From:** [Jonathan Famme](#)  
**To:** [Dana Glofcheskie](#); [Leslie Green](#); [Brown, Travis](#); [Bradley, Michael](#)  
**Subject:** FW: Square One Drive Extension  
**Date:** Monday, November 21, 2016 10:18:35 AM  
**Attachments:** [image001.png](#)  
[Final Amacon City Initiated Amendment.pdf](#)

---

Hi there,

[REDACTED]  
wants to meet with the team. Since I don't have access to Travis or Michael's calendars I figured I'd email to see your availability at the below times that [REDACTED] gave. Please advise.

Thanks,  
Jonathan



**Jonathan Famme**

Development Planner, Central Area  
T 905-615-3200 ext.4229  
[jonathan.famme@mississauga.ca](mailto:jonathan.famme@mississauga.ca)

[City of Mississauga](#) | Planning and Building Department  
Development and Design Division – 6<sup>th</sup> Floor  
300 City Centre Drive, MISSISSAUGA ON L5B 3C1

Please consider the environment before printing.

---

**From:** [REDACTED]  
**Sent:** 2016/11/19 11:13 AM  
**To:** Jonathan Famme  
**Cc:** 'PCC417 Board'; 'PCC 417 Property Manager'; John Kovac  
**Subject:** RE: Square One Drive Extension

Hello Jonathan,

Next week I could come and discuss the Environmental Assessment on Monday, Wednesday or Friday at any time at or after 11:00 AM. Please let me know which day and time frame do you prefer. I also would like to suggest a third option at that meeting.

Thanks,

[REDACTED]

---

**From:** Jonathan Famme [<mailto:Jonathan.Famme@mississauga.ca>]  
**Sent:** November-18-16 11:39 AM  
**To:** [REDACTED]  
**Subject:** Square One Drive Extension

Hello [REDACTED],

Further to our discussion last night at the 2<sup>nd</sup> Public Information Session for the extension of Square



One Drive Environmental Assessment, please see the below link to the February 3, 2014 Planning and Development Committee report where the Square One Drive extension was approved - click at left side Item #5: see Recommendation #2 (p. 163) and Official Plan Amendment in Appendix S-3 (p. 211) and Zoning By-law Amendment (p. 219-220).

[http://www7.mississauga.ca/documents/agendas/committees/pdc/2013/02\\_03\\_2014\\_-\\_PDC\\_AGENDA.pdf](http://www7.mississauga.ca/documents/agendas/committees/pdc/2013/02_03_2014_-_PDC_AGENDA.pdf)

I've also attached the formal notice of passing of the amendment, and as no appeals were filed within the appeal period the amendment is final and in effect.

Let me know some possible dates if you'd like to come in and discuss the Environmental Assessment and I will try and schedule something with the relevant staff.

Best Regards,  
Jonathan



**Jonathan Famme**

Development Planner, Central Area  
T 905-615-3200 ext.4229  
[jonathan.famme@mississauga.ca](mailto:jonathan.famme@mississauga.ca)

[City of Mississauga](#) | Planning and Building Department  
Development and Design Division – 6<sup>th</sup> Floor  
300 City Centre Drive, MISSISSAUGA ON L5B 3C1

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## Bradley, Michael

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 08, 2016 7:22 AM  
**To:** Bradley, Michael  
**Cc:** Brown, Travis; pcc417.board@gmail.com  
**Subject:** Re: City of Mississauga, Square One Drive Extension Class EA - Notice of Public Information Centre # 2

Hi Mike,

Thank you for including me - I was planning to attend. Just to refresh your memory, my concern is related to a safety issue and related liability. The proposed road runs alongside our tennis court at 350-330 Rathburn and it is inevitable that stray tennis balls will be landing on the road and possibly causing an accident.

The purpose of me notifying the city is to alert you of this safety and potential liability issue before we have an accident. In my view you either need to come up with a mitigation based on a proper and documented risk analysis, and have the city accept - in writing - responsibility for any liability.

I would be happy to discuss this further with you.

Sincerely

[REDACTED]

Sent from my iPad

On Nov 7, 2016, at 18:48, Bradley, Michael <[Mike.Bradley@stantec.com](mailto:Mike.Bradley@stantec.com)> wrote:

Hello,

You're receiving this message because you submitted comments related to 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:

**6:00 – 8:00pm**

**Thursday, November 17, 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, P.Eng.**

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



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<doc\_11005\_noticeofpic2\_final\_print\_20161024.pdf>

**From:** [Dana Glofcheskie](#)  
**To:** [Bradley, Michael](#); [Brown, Travis](#)  
**Cc:** [Leslie Green](#)  
**Subject:** FW: Neighbours serve - Zonta Meadows  
**Date:** Monday, November 21, 2016 12:08:12 PM  
**Attachments:** [image001.png](#)

---

FYI. Please add to the comment response table.



**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

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

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---

**From:** Sally LePage  
**Sent:** November 21, 2016 12:02 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Neighbours serve - Zonta Meadows

Hi [REDACTED]:

Thank you so much for speaking with me at the Square One Road extension EA meeting last Thursday night. I will definitely pass your valuable comments noted below to the appropriate City staff for their consideration and action.

The City is very fortunate to have area residents such as [REDACTED] who take such a keen interest in our parks and are so generous with their time that they willing to assist in keeping our parks clean, it takes a village. We will look into an appropriate form of recognition for volunteers such as yourself who take time out of their busy schedule to tidy up their neighbourhood park.

Thank you again for the great conversation. We so appreciate your 10 year commitment to helping keep Zonta Meadows clean.

All the best,



**Sally LePage**

Landscape Architect, Park Planning  
T 905-615-3200 ext.3748  
[sally.lepage@mississauga.ca](mailto:sally.lepage@mississauga.ca)



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---

**From:** [REDACTED]  
**Sent:** 2016/11/18 10:47 AM  
**To:** Sally LePage  
**Subject:** Neighbours serve

Nice meeting and discussions.

1.As per Neighbourhood watch programme we a few in our neighbourhood around zonta meadow park ,early morning look out for the stray garbage and pick up last 10 years.some need recognition!

To encourage others if you can put some display board with names accordingly.

2. Zebra lining across park on 350 Princess Royal Dr for seniors to cross safely.

3. Walkers access to meadow park through Amazon properties straight from Princess royal drive

Regards

[REDACTED]

Sent from Samsung Mobile.

## Bradley, Michael

---

**From:** Bradley, Michael  
**Sent:** Friday, November 18, 2016 7:50 AM  
**To:** [REDACTED]  
**Cc:** Brown, Travis  
**Subject:** RE: City of Mississauga, Square One Drive Extension Class EA - Notice of Public Information Centre #2

Hi [REDACTED],

I'm sorry you couldn't make it! All of the presentation materials from yesterday's meeting will be available on the City of Mississauga's website later today – everything should all be marked as "Public Information Centre #2". See link below:

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

If you have any questions or comments regarding the project, feel free to contact me directly.

Take care,  
- Mike

### Mike Bradley, P.Eng.

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



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---

**From:** [REDACTED]  
**Sent:** Thursday, November 17, 2016 5:02 PM  
**To:** Bradley, Michael <Mike.Bradley@stantec.com>  
**Subject:** Re: City of Mississauga, Square One Drive Extension Class EA - Notice of Public Information Centre #2

The meeting with 330& 350 Burnamthorp Rd W . Before the general meeting is an excellent idea and I planned to attend .However I am just not up to it today.  
Sent from my iPad

On Nov 7, 2016, at 6:48 PM, Bradley, Michael <[Mike.Bradley@stantec.com](mailto:Mike.Bradley@stantec.com)> wrote:

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

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Thanks,  
- Mike

**Mike Bradley, P.Eng.**

Project Manager  
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\_noticeofpic2\_final\_print\_20161024.pdf>

**Bradley, Michael**

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 15, 2016 3:25 PM  
**To:** Square One Class EA  
**Subject:** Extension of Square one drive

removing the traffic signal at the intersection of Rathburn Road West and the east leg of Elora Drive (just west of Confederation Parkway) and extending a raised median through the intersection to restrict it to right-turns in and out only

**To. The Manager.**

I [REDACTED] strongly object to this above mentioned changes of traffic signal on east side of Elora drive in writing to you.  
I do understand there is meeting on NOV 17, 2016 at city hall but due to other problem I won't be able to attend this meeting where I could personally object this changes. I always thought there won't be no changes made to traffic signal on east side of Elora drive.

Thank you.

[REDACTED]



**Bradley, Michael**

---

**From:** [REDACTED]  
**Sent:** Monday, November 14, 2016 5:38 PM  
**To:** Square One Class EA  
**Cc:** [REDACTED]  
**Subject:** <http://www.mississauga.ca/file/COM/Notice%20of%20Public%20Information%20Centre%202.pdf>

Hello, this is with regards to the proposed plan to extend Square One Dr to Rathbun Road and building a medium at Elora Dr.

We live on Greenpark and use the left turn at Elora Dr to go to Square One all the time.....  
Why would the city want to block access to that important road.....

Please reconsider....

Thank you!

[REDACTED]

## Bradley, Michael

---

**From:** [REDACTED]  
**Sent:** Friday, August 25, 2017 11:33 PM  
**To:** Bradley, Michael  
**Subject:** Re: Information sessions

Thank you for the information, Michael. I will follow the link for more information.

I do have an interest in the small patch of trees on the north side of Square One Drive, west of Living Arts Drive. I would like to see it preserved, or made into a landscaped space with walkways, benches and trees.

[REDACTED]

On Aug 25, 2017, at 2:17 PM, Bradley, Michael <[Mike.Bradley@stantec.com](mailto:Mike.Bradley@stantec.com)> wrote:

Hi [REDACTED]

Thanks for your reply, and sorry to take some time to get back to you.

I'll add you to the mailing list for the City of Mississauga's Square One Drive Extension Class EA; however, you should be aware that there are no upcoming information sessions planned and the study is scheduled to conclude in the fall of 2017. That said, do you have any specific questions or comments regarding this study? If so, I'm happy to discuss them at your convenience – please feel free to reach out to me via the contact information below.

In the meantime, you can find more information about the Square One Drive Extension Class EA via the City of Mississauga's website:

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

Thanks,  
- Mike

**Mike Bradley, P.Eng.**

Project Manager  
Transportation  
Stantec  
300W-675 Cochrane Drive, Markham ON L3R 0B8  
Phone: (905) 944-7763  
Cell: (289) 552-2266  
[mike.bradley@stantec.com](mailto:mike.bradley@stantec.com)



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**From:** [REDACTED]  
**Sent:** Wednesday, August 16, 2017 5:51 PM  
**To:** Square One Class EA <[SquareOneClassEA@stantec.com](mailto:SquareOneClassEA@stantec.com)>  
**Subject:** Information sessions



Good evening.

Please include me in notices of upcoming information sessions regarding the extension of Square One Drive.

Regards,

[REDACTED]

## Bradley, Michael

---

**From:** [REDACTED]  
**Sent:** Thursday, July 27, 2017 6:35 AM  
**To:** Bradley, Michael  
**Cc:** Brown, Travis  
**Subject:** Re: City of Mississauga Square One Drive Extension Class EA - Response to PIC #2 Comments

Hi Michael, Travis,

Thanks for the responses. Your efforts with respect to engaging the community are appreciated.

Re the response to comment #2, were any sidewalk / bike trail utilization studies performed to ensure the amount of the space on the south side of Rathburn post implementation of the proposed roundabout would be sufficient to support current and expected future usage (without forcing south side residents to divert their sidewalk use to the north side)?

Regards,

[REDACTED]

On Wed, Jul 26, 2017 at 7:54 PM, Bradley, Michael <[Mike.Bradley@stantec.com](mailto:Mike.Bradley@stantec.com)> wrote:

Hello,

Please find attached the Project Team's response to the comments you provided following Public Information Centre #2 for the City of Mississauga's Square One Drive Extension Class EA.

We apologize for the delay in providing you with this response. Please let me know if you have any further questions or concerns.

Thanks,

- Mike

**Mike Bradley, P.Eng.**

Project Manager  
Transportation



**Bradley, Michael**

---

**From:** [REDACTED]  
**Sent:** Friday, November 04, 2016 1:03 PM  
**To:** Square One Class EA  
**Subject:** About Square One Drive Extension Class EA Study

Hi there,

I am [REDACTED] Sorry about it, I can't make the session on Nov. 17. Here is my thoughts.....

The way to extend Square one drive seems not very convenient for most of us. Round thousands of people living in 330 and 350 building, in and out from traffic light to enter Rathburn Road is most important. If remove this one, will give us a lot of troubles and it might also cause a lot of accident since new planned traffic light is very close to our entry point.....Considering for the safety of thousands of resident in here, please give us one safe and nice environment.

Regards,

[REDACTED]

Re

C

## Bradley, Michael

---

**From:** [REDACTED] >  
**Sent:** Saturday, October 28, 2017 5:54 AM  
**To:** Bradley, Michael  
**Subject:** Re: City of Mississauga Square One Drive Extension Class EA - Response to PIC #2 Comments

Hi Michael,

Thank you for your response, and apologies for the delay in my response.

The fact that no formal utilization studies were conducted for the sidewalks on either side of Rathburn, before the decision to reallocate space from the south side to the north side was made, concerns me as it is apparent to myself and other residents that usage on the south side far exceeds that on the north side. However, it is good to know that the City will further evaluate anticipated usage in the future. I believe this evaluation will lead to necessary changes.

Overall, myself and other residents should be pleased that our part of the city is being developed. I understand that there are several variables and stakeholders involved in the decision making re infrastructure modifications of this nature. Thank you for your detailed responses.

Regards,

[REDACTED]

On Wed, Sep 27, 2017 at 4:08 AM, Bradley, Michael <[Mike.Bradley@stantec.com](mailto:Mike.Bradley@stantec.com)> wrote:

Hi [REDACTED]

Attached is the Project Team's response to the question from your email below.

Please let me know if you have any further questions or comments regarding this study.

Thanks,

- Mike

**Mike Bradley, P.Eng.**

Project Manager  
Transportation  
Stantec



300W-675 Cochrane Drive, Markham ON L3R 0B8  
Phone: [\(905\) 944-7763](tel:905-944-7763)  
Cell: [\(289\) 552-2266](tel:289-552-2266)  
[mike.bradley@stantec.com](mailto:mike.bradley@stantec.com)



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 Please consider the environment before printing this email.

**From:** [REDACTED]  
**Sent:** Thursday, July 27, 2017 6:35 AM  
**To:** Bradley, Michael <[Mike.Bradley@stantec.com](mailto:Mike.Bradley@stantec.com)>  
**Cc:** Brown, Travis <[Travis.Brown@stantec.com](mailto:Travis.Brown@stantec.com)>  
**Subject:** Re: City of Mississauga Square One Drive Extension Class EA - Response to PIC #2 Comments

Hi Michael, Travis,

Thanks for the responses. Your efforts with respect to engaging the community are appreciated.

Re the response to comment #2, were any sidewalk / bike trail utilization studies performed to ensure the amount of the space on the south side of Rathburn post implementation of the proposed roundabout would be sufficient to support current and expected future usage (without forcing south side residents to divert their sidewalk use to the north side)?

Regards,

[REDACTED]

On Wed, Jul 26, 2017 at 7:54 PM, Bradley, Michael <[Mike.Bradley@stantec.com](mailto:Mike.Bradley@stantec.com)> wrote:

Hello,

Please find attached the Project Team's response to the comments you provided following Public Information Centre #2 for the City of Mississauga's Square One Drive Extension Class EA.

We apologize for the delay in providing you with this response. Please let me know if you have any further questions or concerns.

Thanks,

- Mike

**Mike Bradley, P.Eng.**

Project Manager  
Transportation  
Stantec  
300W-675 Cochrane Drive, Markham ON L3R 0B8  
Phone: [\(905\) 944-7763](tel:905-944-7763)  
Cell: [\(289\) 552-2266](tel:289-552-2266)  
[mike.bradley@stantec.com](mailto:mike.bradley@stantec.com)



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September 12, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments prior to Public Information Centre (PIC) #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT	RESPONSE
<p>1 I [REDACTED] lives at 4 [REDACTED] [REDACTED] strongly object to this above mentioned changes of traffic signal on east side of Elora drive in writing to you.</p> <p>I do understand there is meeting on NOV 17, 2016 at city hall but due to other problem I won't be able to attend this meeting where I could personally object this changes.</p> <p>I always thought there won't be no changes made to traffic signal on east side of Elora drive.</p>	<p>As part of the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the <b>existing signalized intersection to "back up" to, and impact the operation of, the proposed roundabout (and vice-versa).</b></p> <p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, which was presented for consideration at PIC #2. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Various other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</p>



September 12, 2017

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT	RESPONSE
	<p>As part of the analysis of Alternative Design Concepts #1 and #2, the Project Team also analyzed the travel time from the intersection of Greenpark Crescent &amp; Elora Drive to the intersection of Rathburn Road West &amp; Confederation Parkway under both the existing configuration (for which the shortest route would require only a left-turn from Elora Drive onto Rathburn Road West) and under the Preferred Design (for which the shortest route would require a right-turn from Elora Drive to Rathburn Road West, and a U-turn at the proposed roundabout at Square One Drive &amp; Rathburn Road West).</p> <p>The difference in travel time between the existing configuration and the Preferred Design is approximately 30 seconds; however, it should be noted that under the existing configuration, southbound motorists on Elora Drive would need to wait for a green light at the Rathburn Road West &amp; Elora Drive intersection in order to complete a left-turn movement onto Rathburn Road West. Depending on the actual length of that delay, the time difference between the existing configuration and the Preferred Design could either be reduced or eliminated altogether, which will help to mitigate the impact of this change on area residents.</p> <p>Additionally, attached to this letter is an excerpt from the display boards presented at PIC #2 which depicts how to navigate the study area roadway network after implementation of the Preferred Design – i.e. after construction of the changes to the Rathburn Road West &amp; Elora Drive (east leg) intersection.</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



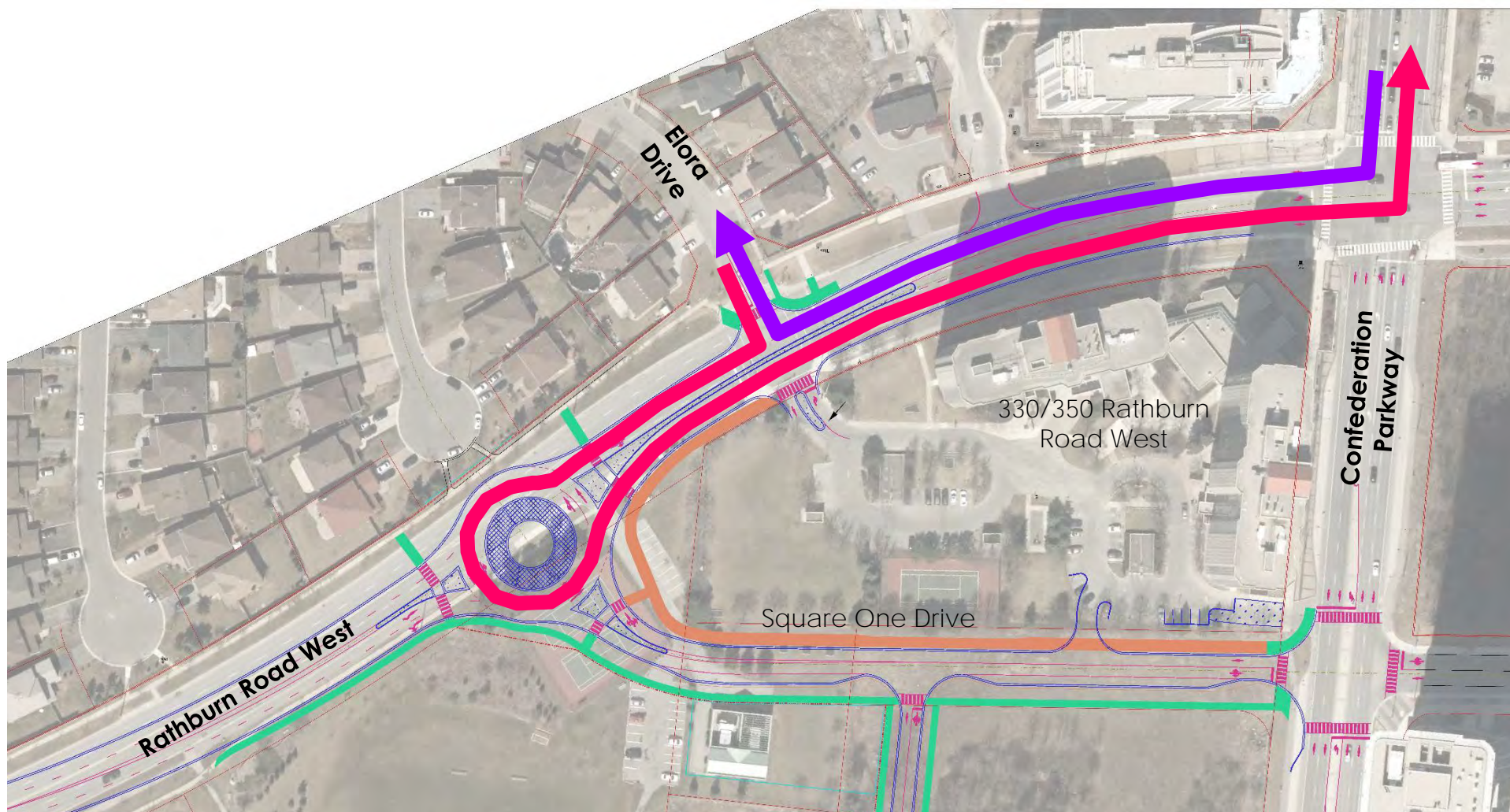
# How Do I Get There?

## from the neighbourhood north of Rathburn Road West

The Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be removed
- ⇒ a raised median will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out only

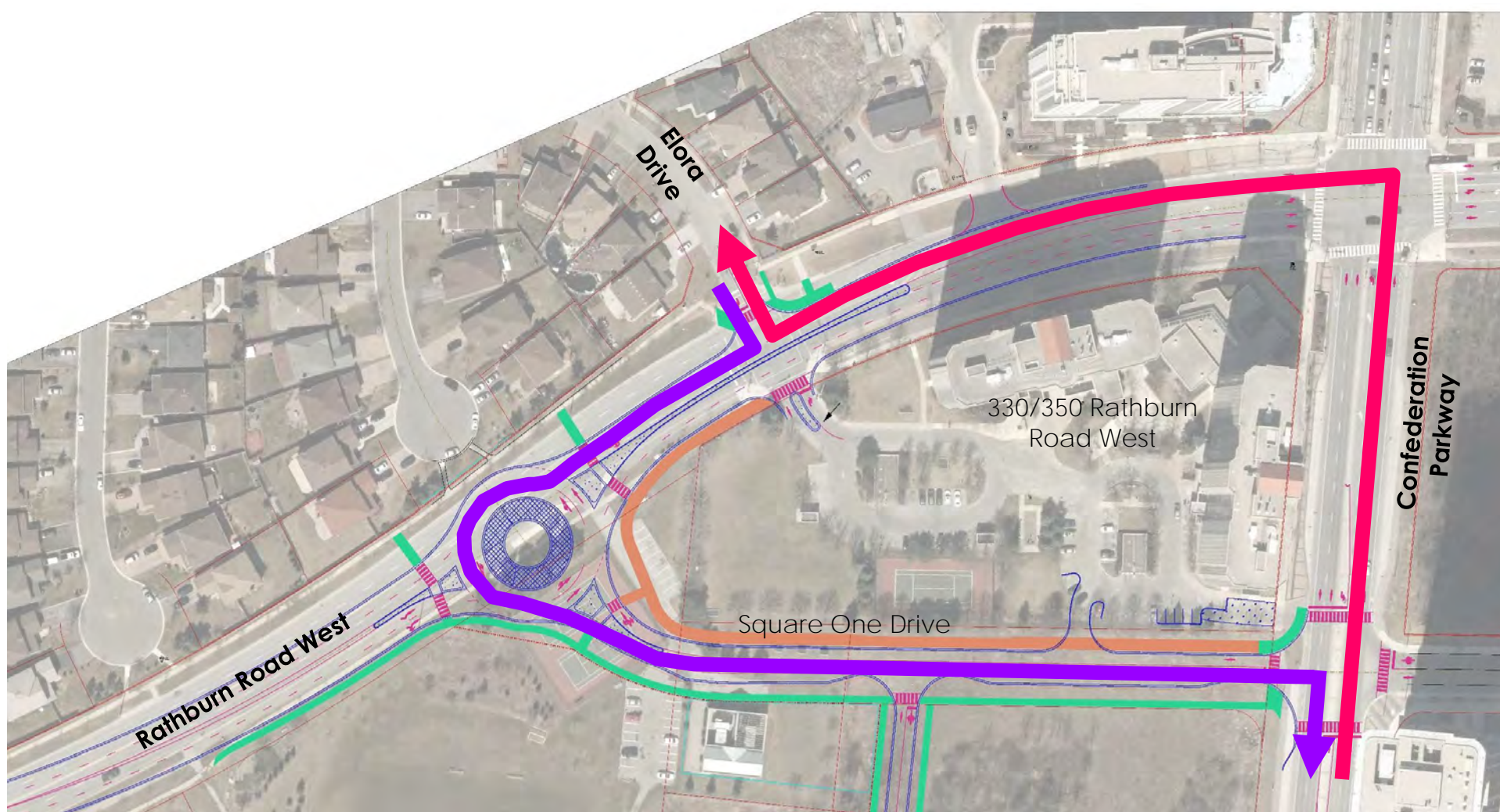
Find out how to get where you need to go:



across Highway 403

(to/from the north via Confederation Parkway)

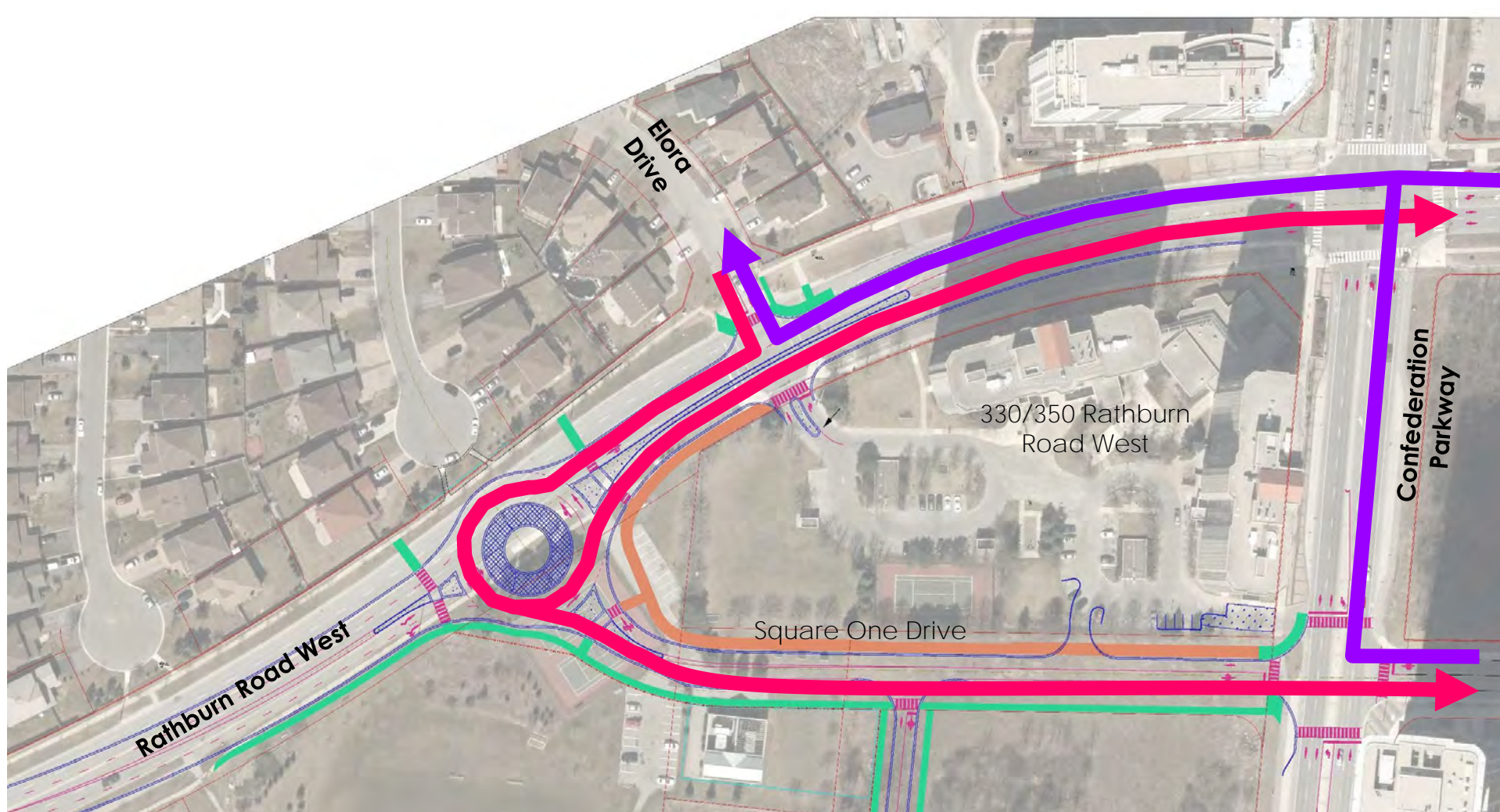
- to the north
- from the north



towards Burnhamthorpe Road

(to/from the south via Confederation Parkway)

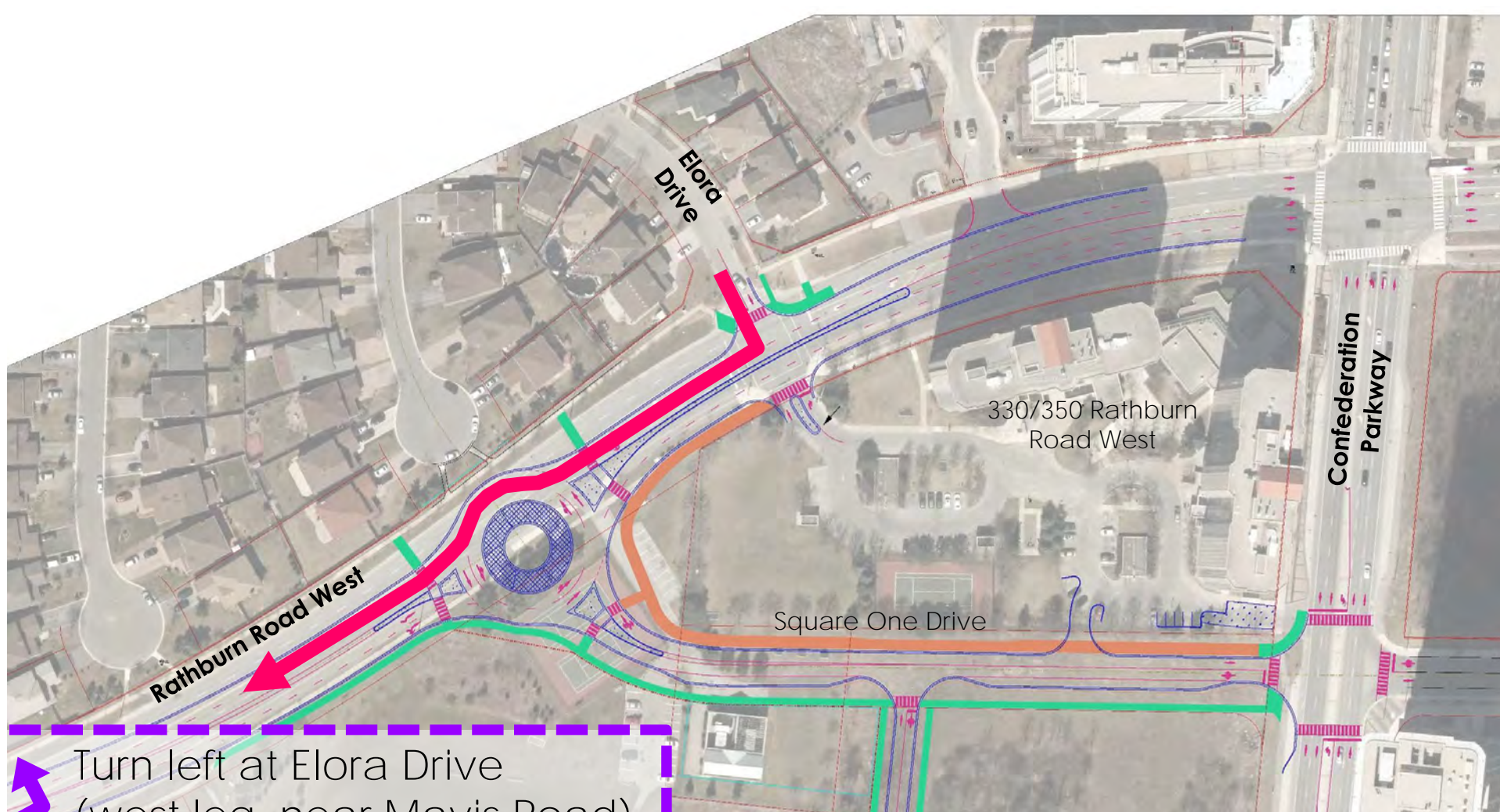
- to the south
- from the south



towards Square One Shopping Centre

(to/from the east via Rathburn Road West and Square One Drive)

- to the east
- from the east



towards Mavis Road

(to/from the west via Rathburn Road West)

- to the west
- from the west

Turn left at Elora Drive  
(west leg, near Mavis Road)





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

September 12, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments prior to Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	<p>Hello, this is with regards to the proposed plan to extend Square One Dr to Rathbun Road and building a medium at Elora Dr.</p> <p>We live on Greenpark and use the left turn at Elora Dr to go to Square One all the time.....</p> <p>Why would the city want to block access to that important road..... Please reconsider....</p>	<p>As part of the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the <b>existing signalized intersection to “back up” to, and impact the operation of, the proposed roundabout (and vice-versa).</b></p> <p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, which was presented for consideration at PIC #2. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Various other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</p> <p>As part of the analysis of Alternative Design Concepts #1 and #2, the Project Team also analyzed the travel time from the intersection of Greenpark Crescent &amp; Elora</p>





September 12, 2017

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT	RESPONSE
	<p>Drive to the intersection of Rathburn Road West &amp; Confederation Parkway under both the existing configuration (for which the shortest route would require only a left-turn from Elora Drive onto Rathburn Road West) and under the Preferred Design (for which the shortest route would require a right-turn from Elora Drive to Rathburn Road West, and a U-turn at the proposed roundabout at Square One Drive &amp; Rathburn Road West).</p> <p>The difference in travel time between the existing configuration and the Preferred Design is approximately 30 seconds; however, it should be noted that under the existing configuration, southbound motorists on Elora Drive would need to wait for a green light at the Rathburn Road West &amp; Elora Drive intersection in order to complete a left-turn movement onto Rathburn Road West. Depending on the actual length of that delay, the time difference between the existing configuration and the Preferred Design could either be reduced or eliminated altogether, which will help to mitigate the impact of this change on area residents.</p> <p>Additionally, attached to this letter is an excerpt from the display boards presented at PIC #2 which depicts how to navigate the study area roadway network after implementation of the Preferred Design – i.e. after construction of the changes to the Rathburn Road West &amp; Elora Drive (east leg) intersection.</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



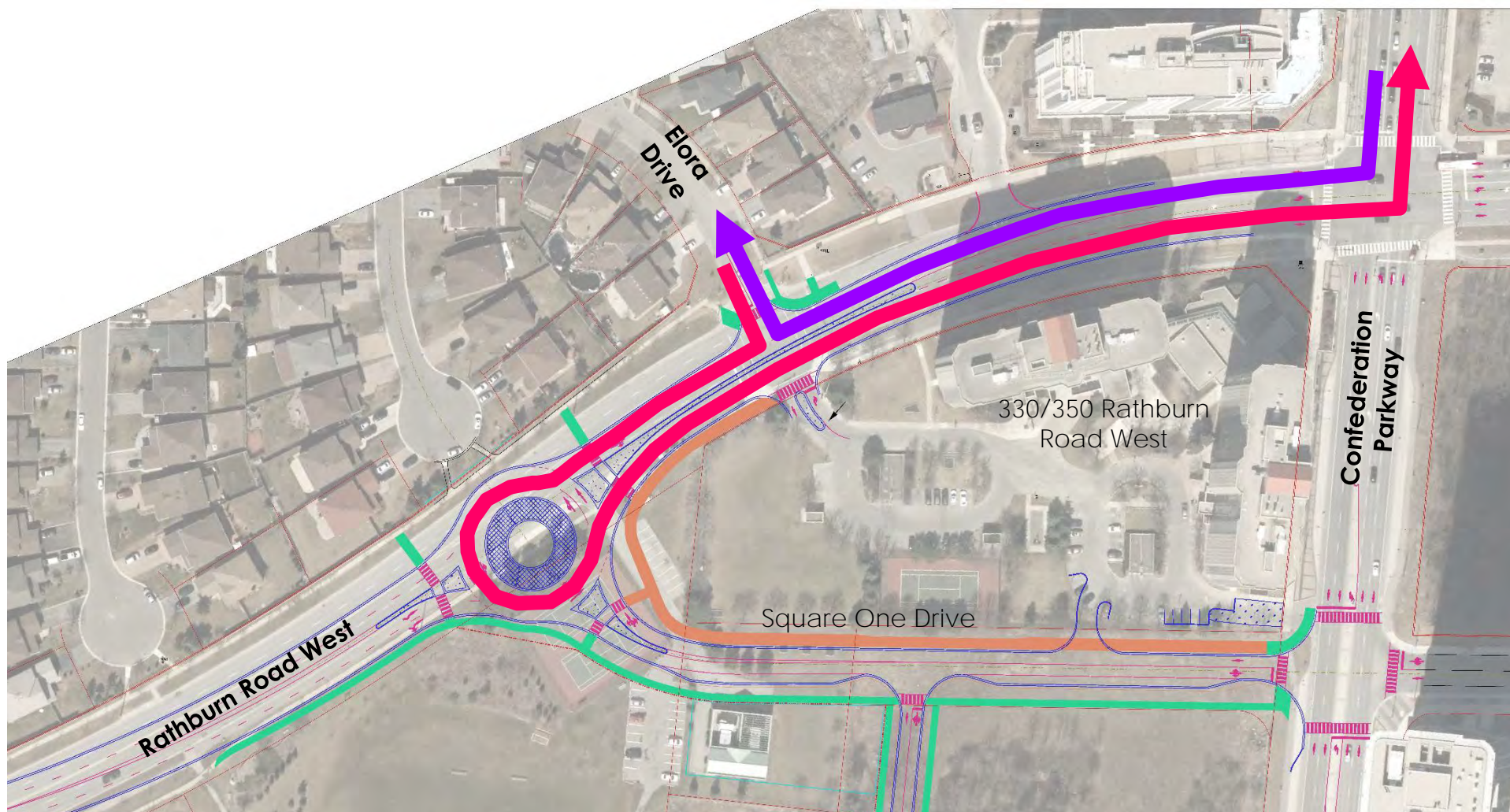
# How Do I Get There?

## from the neighbourhood north of Rathburn Road West

The Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be removed
- ⇒ a raised median will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out only

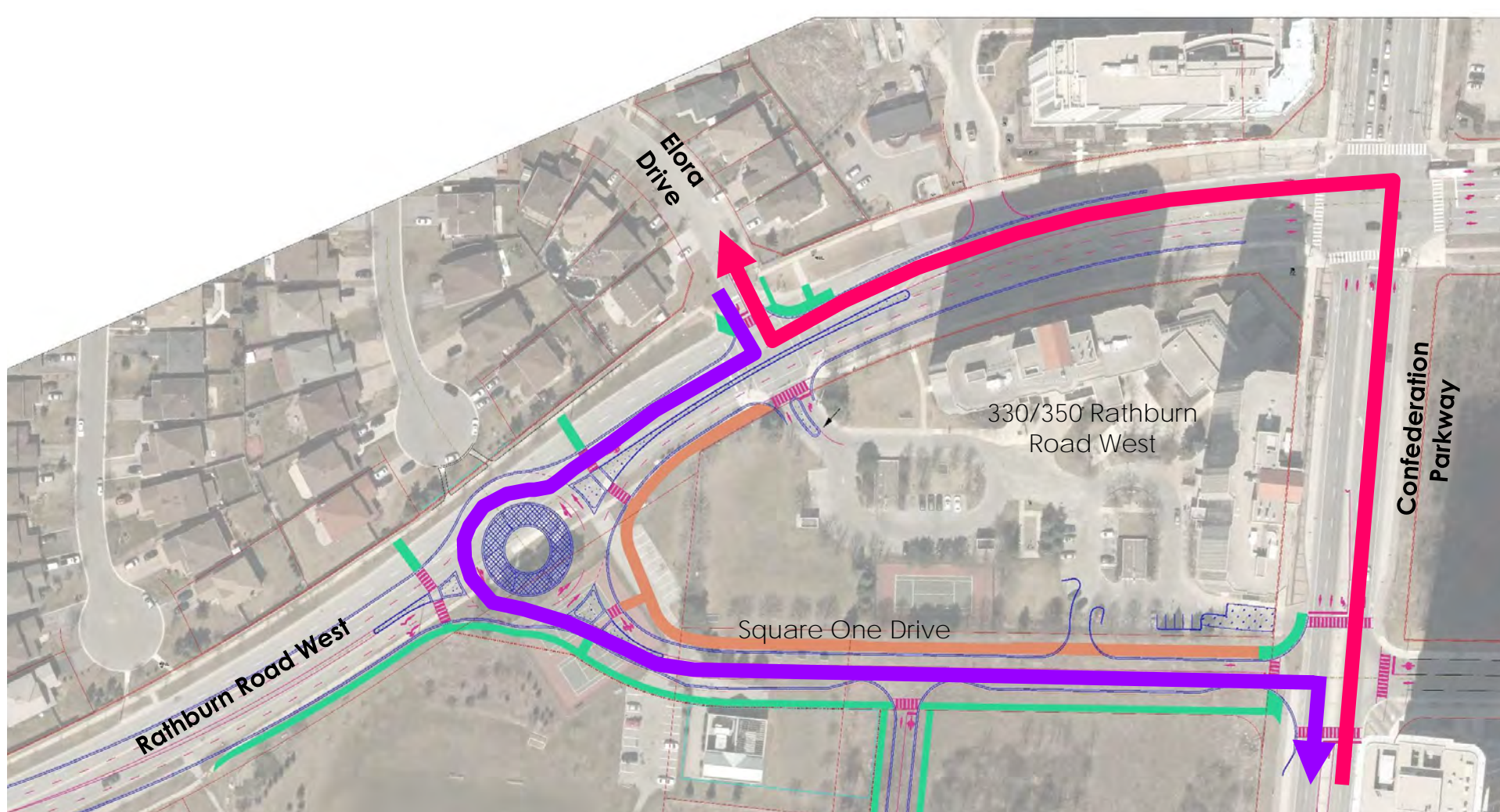
Find out how to get where you need to go:



across Highway 403

(to/from the north via Confederation Parkway)

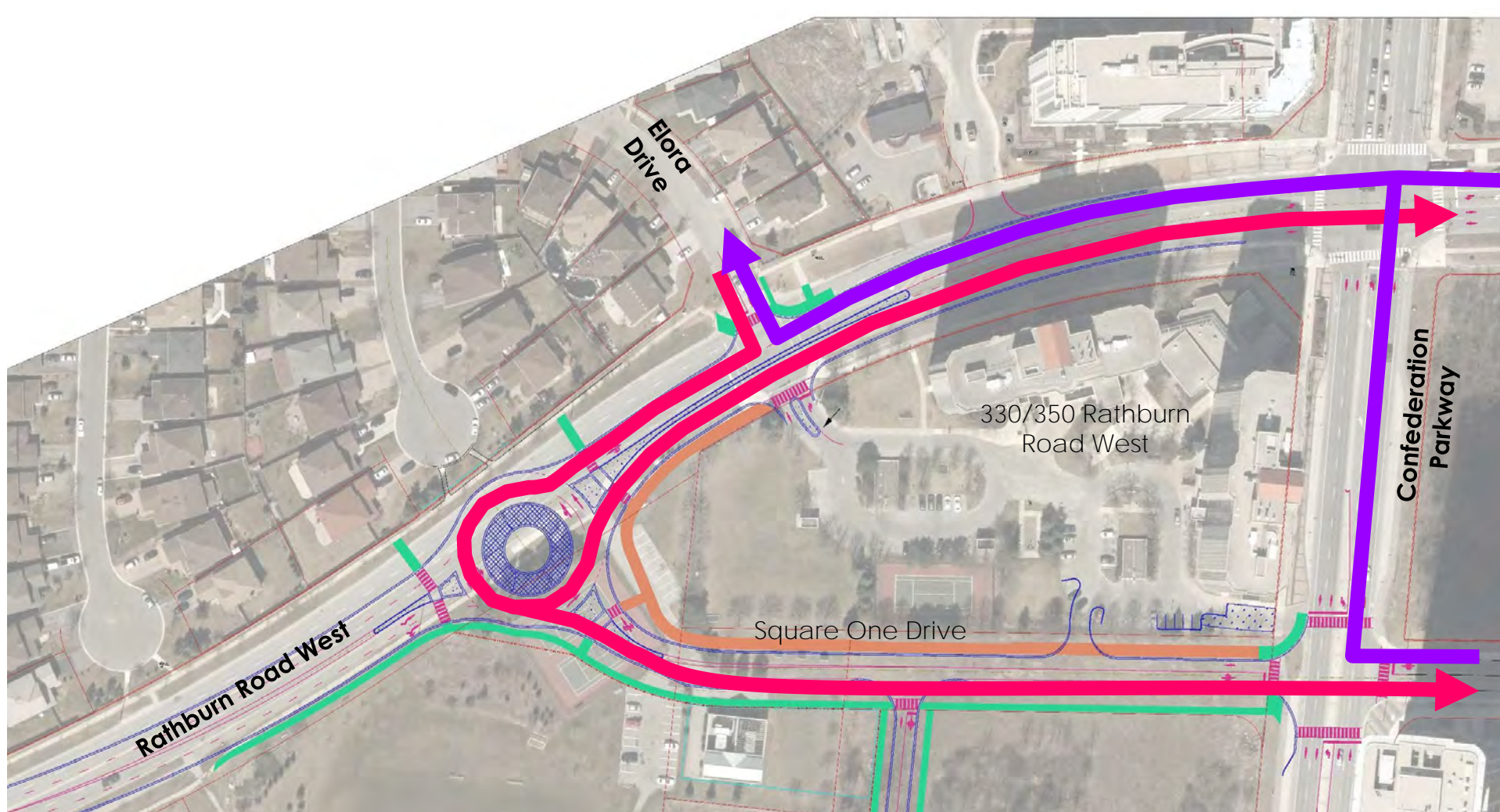
- to the north
- from the north



towards Burnhamthorpe Road

(to/from the south via Confederation Parkway)

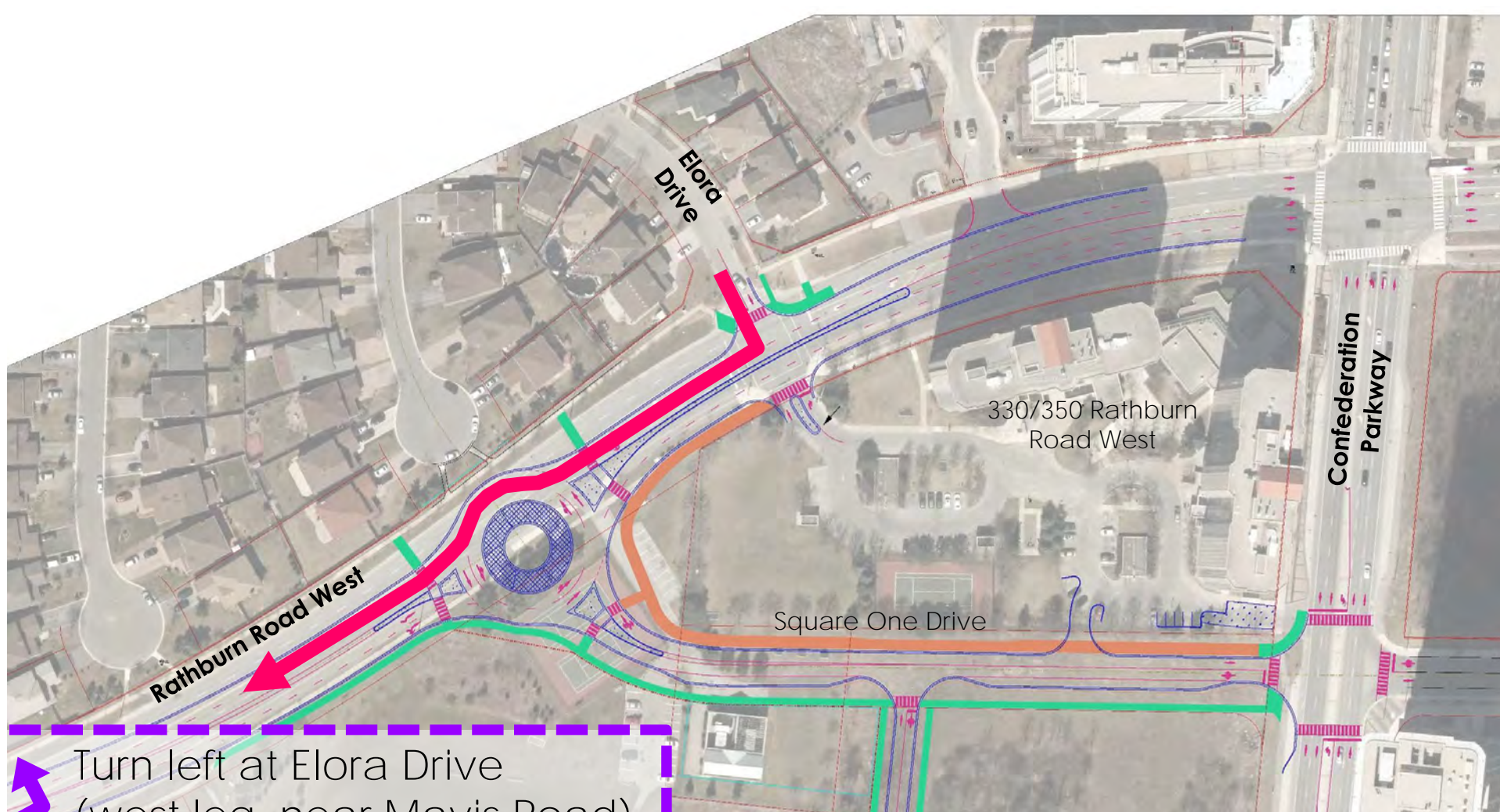
- to the south
- from the south



towards Square One Shopping Centre

(to/from the east via Rathburn Road West and Square One Drive)

- to the east
- from the east



Turn left at Elora Drive  
(west leg, near Mavis Road)

towards Mavis Road

(to/from the west via Rathburn Road West)

- to the west
- from the west





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

June 21, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	I think the alternative to the existing road is good but I think the following needs to be re-considered. 1) The problems with icing on the bridge north & south of confederation & how the winter effects the current Rathburn Rd. & Confederation Intersection.	Thank you for raising these important concerns regarding the Confederation Parkway bridge over Highway 403, and the intersection of Rathburn Road West & Confederation. It should be noted that both of these locations are outside the study area for the Square One Drive Extension Class EA; however, the City of Mississauga has taken these issues under consideration.
2	The problem with the re-occurring accidents at Rathburn & Confederation (going south) that seem to have traffic end up in the 330 Rathburn Corner property. They are running the light going south. Wondering if proposed lights just 1 block South at Sq. 1 Drive will create the same issue but worse.	<p>The Project Team acknowledges that, unfortunately, some motorists may choose to disobey the Highway Traffic Act and proceed through an intersection against the indication of the traffic signals – i.e. <b>"running the light", as you suggest.</b></p> <p>The Project Team also recognizes that you have specific concerns regarding southbound motorists running the light at the intersection of Rathburn Road West &amp; Confederation Parkway, resulting in motor vehicle incidents that may cause these motorists to leave roadway and cause damage to the property at 330/350 Rathburn Road West. The City has taken this issue under consideration.</p> <p>The Project Team believes that most motorists intend to drive prudently and safely. Therefore, the Project Team is of the opinion that the proposed signalized intersection at Square One Drive &amp; Confederation Parkway is unlikely to create a situation where motorists actively and/or frequently choose to run the light. Following construction of the Preferred Design, including the proposed signalized intersection at Square One Drive &amp; Confederation Parkway, the City will monitor driver behaviour at this intersection and, if necessary, implement appropriate mitigation measures.</p>



June 21, 2017

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
3	About how difficult it will be to make a left from 330/350 Rathburn out of the proposed "new" entry/exit on Sq. 1 drive. Many seniors in building & the tree line corridor obstructs the view & the distance between the "new" proposed light seem TOO short with traffic flow. Concern for accidents.	Regarding the potential for the existing line of trees located south of 330/350 Rathburn Road West (and north of the proposed Square One Drive extension) to obstruct the sightlines of motorists exiting the relocated access from 330/350 Rathburn Road West, it should be noted that the north boulevard of the proposed extension contains a 3.0m multi-use trail. This trail would be located in front of (to the south of) the existing line of trees, meaning that motorists using the relocated access <b>from 330/350 Rathburn Road West could "creep forward" past the line of</b> trees in order to ensure appropriate visibility when using this access. Further, during detailed design of the proposed extension, the location and configuration of the relocated access from 330/350 Rathburn Road West will be validated and confirmed against current roadway design standards, including those related to sightlines.
4	About how difficult it will be to make a left from 330/350 Rathburn out of the proposed "new" entry/exit on Sq. 1 drive. Many seniors in building & the tree line corridor obstructs the view & the distance between the "new" proposed light seem TOO short with traffic flow. Concern for accidents.	The Preferred Design presented at Public Information Centre #2 indicates that the distance between the relocated access to 330/350 Rathburn Road West and the signalized intersection at Square One Drive & Confederation Parkway is approximately 70 m. The Project Team acknowledges that this distance is limited; however, it was not anticipated that motorists will have difficulty finding an appropriate gap in traffic to complete either a right- or left-turn from the relocated access to the Square One Drive Extension. The extension is intended as low-volume roadway, primarily to facilitate local access; accordingly, analysis of the projected traffic conditions completed for this study (i.e. for the years 2021, 2031, and 2041) indicates that only 2-3 vehicle per minute will use the roadway during the AM and PM <b>"rush hour" periods, leaving ample opportunity for motorists to safely exit the</b> relocated access.

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





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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see the following table:

COMMENT		RESPONSE
1	Although the roundabout will improve traffic flow through the Rathburn Rd/Confederation area, I don't agree with removing the street lights @ Greenpark Cres. & building a median to prevent me from turning left.	As part of the Preferred Design, the existing intersection of Rathburn Road West & Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive & Rathburn Road West.
2	I would rather see a 2nd street light @ Rathburn Rd W (Alternative 1) or Do not build a median @ Greenpark Cres. until a few meters west of that.	<p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the existing <b>signalized intersection to "back up" to, and impact the operation of, the proposed roundabout (and vice-versa)</b>. It should be noted that while the existing signalized intersection and the proposed roundabout would be closely spaced, 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.</p> <p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, as noted in your comment. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Other aspects of</p>



June 27, 2017

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
		Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive & Rathburn Road West and a right-in/right-out at Rathburn Road West & Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.
3	Not enough details about the impact of time delay for residents living in the Greenpark Cres. area	<p>The Project Team has analyzed the travel time from the intersection of Greenpark Crescent &amp; Elora Drive to the intersection of Rathburn Road West &amp; Confederation Parkway under both the existing configuration (for which the shortest route would require only a left-turn from Elora Drive onto Rathburn Road West) and under the Preferred Design (for which the shortest route would require a right-turn from Elora Drive to Rathburn Road West, and a U-turn at the proposed roundabout at Square One Drive &amp; Rathburn Road West).</p> <p>The difference in travel time between the existing configuration and the Preferred Design is approximately 30 seconds; however, it should be noted that under the existing configuration, southbound motorists on Elora Drive would need to wait for a green light at the Rathburn Road West &amp; Elora Drive intersection in order to complete a left-turn movement onto Rathburn Road West. Depending on the actual length of this delay, the time difference between the existing configuration and the Preferred Design could either be reduced or eliminated altogether.</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



June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:


COMMENT		RESPONSE																	
1	I am concerned some traffic will avoid the roundabout going west on Rathburn and travel through Elora into my neighborhood	<p>As part of the Preferred Design for the extension of Square One Drive, a roundabout will be constructed at Square One Drive &amp; Rathburn Road West and the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out. The Project Team has reviewed the possibility of motorists using Elora Drive to shortcut the proposed roundabout by via the intersections of Rathburn Road West &amp; Elora Drive (east leg) and Rathburn Road West &amp; Elora Drive (west leg); respectfully, based on the traffic analysis completed for this study, we believe the likelihood of this situation occurring is low.</p> <p><b>Motorists typically use “shortcuts” to save time, either</b> by using a route that is shorter in distance or by avoiding an obstacle (such as traffic congestion or traffic control, or both). Accordingly, the Project Team has analyzed 2 different scenarios, as summarized in the following table:</p> <table><tr><th>SCENARIO</th><th>START POINT</th><th>END POINT</th><th>ROUTE</th><th>DISTANCE <i>(approximate)</i></th></tr><tr><td>no shortcut (i.e. via Rathburn Road West)</td><td rowspan="2">intersection of Rathburn Road West &amp; Confederation Parkway (marked with a red star in the image below)</td><td rowspan="2">intersection of Rathburn Road West &amp; Mavis Road (marked with an orange star in the image below)</td><td>shown in blue in the map below</td><td>905 m</td></tr><tr><td>shortcut (i.e. via Rathburn Road West and Elora Drive)</td><td>shown in green in the map below</td><td>1,100 m</td></tr></table>					SCENARIO	START POINT	END POINT	ROUTE	DISTANCE <i>(approximate)</i>	no shortcut (i.e. via Rathburn Road West)	intersection of Rathburn Road West & Confederation Parkway (marked with a red star in the image below)	intersection of Rathburn Road West & Mavis Road (marked with an orange star in the image below)	shown in blue in the map below	905 m	shortcut (i.e. via Rathburn Road West and Elora Drive)	shown in green in the map below	1,100 m
SCENARIO	START POINT	END POINT	ROUTE	DISTANCE <i>(approximate)</i>															
no shortcut (i.e. via Rathburn Road West)	intersection of Rathburn Road West & Confederation Parkway (marked with a red star in the image below)	intersection of Rathburn Road West & Mavis Road (marked with an orange star in the image below)	shown in blue in the map below	905 m															
shortcut (i.e. via Rathburn Road West and Elora Drive)			shown in green in the map below	1,100 m															



June 27, 2017

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Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT	RESPONSE
	 <p>As described in the table above, the distance via Rathburn Road West (i.e. no shortcut) is approximately 905 m, while the distance via Elora Drive (i.e. the suggested shortcut) is approximately 1,100 m. Therefore, the shortcut is marginally longer than the intended routing for non-local traffic via Rathburn Road West.</p> <p><b>Regarding the need to “shortcut” to avoid an obstacle, such as traffic congestion or traffic control</b> (i.e. traffic signals, a stop sign, etc.), it should be noted that the analysis of future traffic conditions conducted for this study (i.e. for years 2021, 2031, and 2041) indicates that traffic operations at the proposed roundabout at Square One Drive &amp; Rathburn Road West will be generally good, with minimal congestion. That said, the City of Mississauga acknowledges that traffic conditions in downtown Mississauga at the time the Square One Drive extension becomes operational may prompt some motorists to consider a longer route. Accordingly, the City will consider mitigation measures, such as traffic calming, both during the detailed design of Square One Drive and during operation, as required.</p>





June 27, 2017

Page 3 of 3

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

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 12, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments

Thank you for providing your comments regarding the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	I do have an interest in the small patch of trees on the north side of Square One Drive, west of Living Arts Drive. I would like to see it preserved, or made into a landscaped space with walkways, benches and trees.	Thank you for your comments. Unfortunately, the property to which you are referring falls outside the scope of this study and is not owned by the City of Mississauga. That said, the City of Mississauga will take your comments under consideration when planning future facilities for downtown Mississauga.

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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**Stantec**

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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	<b>I think it's a good idea. I don't like</b> traffic light at Elora (east leg) so I think the roundabout will be good.	Thank you for your comments regarding this study.

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

June 21, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	This community has no community centre, no park, children have no pool, and now the new blockage to Elora. Ridiculous!	The Project Team recognizes that the amenities mentioned in your comment are very important to the residents of downtown Mississauga, as well as the neighbourhoods nearby. Accordingly, the City will take your comments regarding the community centre and pool under consideration. Regarding Zonta Meadows Park specifically, the City will be launching a redevelopment strategy for this park in the near future.
2	This community has no community centre, no park, children have no pool, and now the new blockage to Elora. Ridiculous!	<p>Under the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) would be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the existing signalized intersection to <b>“back up” to, and impact the operation of, the proposed roundabout (and vice-versa)</b>. It should be noted that while the existing signalized intersection and the proposed roundabout would be closely spaced, 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.</p>





June 21, 2017

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT	RESPONSE
	<p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, as presented at PIC #1. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</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

June 21, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	Follow up on safety issue regarding tennis courts. See previous emails. Legal liability for the City	<p>The Project Team has investigated your concerns regarding the proximity of the existing tennis courts at 330/350 Rathburn Road West to the proposed extension of Square One Drive, and offers the following in response:</p> <ul style="list-style-type: none"><li>• Under the Preferred Design, the proposed Square One Drive extension would be separated from the existing tennis courts at 330/350 Rathburn Road West by a ~9 m buffer (as measured to the north edge of pavement on proposed Square One Drive). This buffer would contain the existing line of trees along the south property boundary of 330/350 Rathburn Road West, as well as a proposed 3.0 m multi-use trail proposed for the north boulevard of the extension. The City conducted an inspection of the area contained within this buffer following Public Information Centre #2 and did not locate any errant <b>tennis balls. Admittedly, the City's inspection took place while</b> fallen leaves were present on the ground (during the month of November 2016); however, it should be noted that the inspection was thorough in nature.</li><li>• <b>The City's Parks Development and Recreation staff</b> have also been consulted regarding this issue. Based on their experience with City-owned tennis courts, they advised that tennis balls are typically more likely to be hit out of bounds towards the ends of the courts, rather than towards the sides. It should be noted that the proposed extension is aligned with</li></ul>





June 21, 2017

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Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT	RESPONSE
	<p>the south side of the existing tennis courts at 330/350 Rathburn Road West.</p> <ul style="list-style-type: none"><li>• During detailed design, the City will confirm whether any improvements to the fence adjacent to the existing tennis courts at 330/350 Rathburn Road West are required a result of both construction of the extension and other land use changes within the study area. The cost of any required improvements to the fence would be borne by the City. It should also be noted that the existing line of trees along the south property boundary of 330/350 Rathburn Road West would serve as an additional vertical barrier to any errant tennis balls, beyond the existing fence.</li></ul> <p>Based on the points described above, the Project Team believes, respectfully, that the likelihood of errant tennis balls passing over the fence adjacent to the existing tennis courts at 330/350 Rathburn Road West and negatively affecting motorists or other users of the proposed extension of Square One Drive is low. That said, the City intends to revisit this issue during detailed design, as described above.</p>

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

Regards,

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Travis Brown, PMP  
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travis.brown@stantec.com



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

June 21, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	I note that a trail is included, but no bike lane. Bicycles crossing from trails onto intersections can be very dangerous. Cyclists travelling with the traffic flow is the best option! In general Mississauga needs less roads, lower speed limits and roads that are more narrow. Wide roads encourage speed. More traffic enforcement of existing limits is required by police. Motorists often drive down bike lanes to make turns.	<p>As part of the Preferred Design for the extension of Square One Drive, a new multi-use trail would be constructed on the north boulevard of Square One Drive between Confederation Parkway and Rathburn Road West.</p> <p>At Confederation Parkway, the proposed multi-use trail would terminate at the northwest corner of the proposed Square One Drive &amp; Confederation Parkway intersection. Users of the proposed multi-use trail would be required to cross Confederation Parkway in order to proceed eastbound along Square One Drive. In the future, the City intends to review the provision of a cycling facility along Square One Drive, east of Confederation Parkway.</p> <p>At Rathburn Road West, the proposed multi-use trail will connect to the existing bike path along Rathburn Road West. Users of the multi-use trail would be required to cross the Square One Drive extension in order to proceed eastbound via the multi-use trail on Rathburn Road West (and vice-versa).</p> <p>In response to the concerns raised in your comment:</p> <ul style="list-style-type: none"><li>The Project Team acknowledges that roadway crossings and temporary termination points are inherently higher-risk areas. However, it should also be noted that these transitional areas are required to integrate the multi-use trail with the existing roadway network in downtown Mississauga, accommodate staged construction of new infrastructure, and work towards the City's goal of building a multi-modal transportation system</li></ul>





June 21, 2017

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Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
		<p>in downtown Mississauga (one of the primary objectives of this study).</p> <ul style="list-style-type: none"><li>• Further to this objective, the Project Team believes that an off-road transportation facility, such as the proposed multi-use trail, is most appropriate for the extension of Square One Drive. The proposed multi-use trail would appeal to, and accommodate, a wide range of user skill and experience levels. It should also be noted that cyclists will always have the option of travelling in mixed traffic on the Square One Drive extension in lieu of using the proposed multi-use trail.</li></ul>
2	<p>I note that a trail is included, but no bike lane. Bicycles crossing from trails onto intersections can be very dangerous. Cyclists travelling with the traffic flow is the best option! In general Mississauga needs less roads, lower speed limits and roads that are more narrow. Wide roads encourage speed. More traffic enforcement of existing limits is required by police. Motorists often drive down bike lanes to make turns.</p>	<p>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 with a proposed speed limit of 50 km/h and will include only 2 vehicular lanes (1 eastbound, 1 westbound) with a maximum width of 3.35 m each, a multi-use trail (as described above), 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.</p>
3	<p>I note that a trail is included, but no bike lane. Bicycles crossing from trails onto intersections can be very dangerous. Cyclists travelling with the traffic flow is the best option! In general Mississauga needs less roads, lower speed limits and roads that are more narrow. Wide roads encourage speed. More traffic enforcement of existing limits is required by police. Motorists often drive down bike lanes to make turns.</p>	<p>The City has taken your concerns under consideration.</p>



June 21, 2017

[REDACTED]

Page 3 of 3

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

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 12, 2017  
File: 165011005/38

Attention: [REDACTED]

Dear Sir/Madam,

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre ("PIC") #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	I agree with the general concept but emphatically disagree with the execution. Why are the N-S legs of the roundabout two lanes wide when Square One Drive is only one lane?	The roundabout at Square One Drive & Rathburn Road West that has been proposed as part of the Preferred Design must include 2 circulating lanes to accommodate anticipated study area traffic volumes, particularly those on Rathburn Road West. The <b>City of Mississauga (the "City") will consider</b> further refinements to the proposed roundabout during detailed design, as suggested in your comment.
2	Why is there a new gap in the Rathburn MUT (between the roundabout and the park entrance)?	The Preferred Design has been advanced since PIC #2, and now includes an extension of the existing bike path and sidewalk, as well as a section of new multi-use trail, between the proposed roundabout at Square One Drive & Rathburn Road West and the west limit of the realignment of Rathburn Road West, east of the Elora Drive (west leg) intersection.
3	Why is there a MUT on Square One Drive when the rest of the street has no MUT, resulting in an awkward change of side at Confederation instead of a smooth one at Rathburn?	In the future, the City intends to review the provision of a cycling facility along Square One Drive, east of Confederation Parkway.
4	Why are there no crossrides at the roundabout and at the 330/350 access?	The City will consider refinements to the Preferred Design during detailed design.
5	Why is there no mitigation of the turn restrictions into/out of Elora for cyclists (e.g. crossride across Rathburn at the roundabout and stub MUT into Via Russo Court)?	The City will consider refinements to the Preferred Design during detailed design.



September 12, 2017

Page 2 of 3

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
6	Why no turning lanes at Confederation when there's ample space?	<p>The Project Team assumes that your comment refers to the omission of auxiliary left- and right-turn lanes at the intersection of Square One Drive &amp; Confederation Parkway from the Preferred Design.</p> <p>Regarding the property south of 330/350 Rathburn Road West, the majority of these lands are privately-owned, while a limited area is both owned by the City and designated as right-of-way for future construction of the extension. Within this limited future right-of-way, the City has prioritized the inclusion of wide boulevards (which provide space for landscaping/streetscaping on the south boulevard of the extension and, as noted in your comment, a multi-use trail on the north) and on-street parking in the Preferred Design of the extension, rather than additional vehicular travel lanes.</p> <p>Future traffic conditions (projected to the years 2021, 2031, and 2041) were analyzed as part of this study. While this analysis indicates that the eastbound through/left-turn lane at the Square One Drive &amp; Confederation Parkway intersection may be subject to some delay during the PM peak period (similar to other intersections in downtown Mississauga), the projected performance of this is generally good.</p> <p>It should also be noted that both northbound and southbound left-turn lanes at the Square One Drive &amp; Confederation Parkway intersection have been proposed as part of the Preferred Design.</p>
7	A nice-to-have (as opposed to the glaring flaws above): at the reconfigured Rathburn and Elora, instead of making the northern pedestrian crossing even more roundabout due to the roadway being shifted to the south, it could be decoupled from the intersection and taken straight across Elora as a PXO. With this configuration the stop condition on Elora could also be changed to a yield. Also, the turning radius at Confederation seems a little excessive, though that would correct itself if there was a left-turn lane.	<p>The City will consider refinements to the pedestrian facilities on the north boulevard of Rathburn Road West during detailed design.</p>





September 12, 2017

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Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT	RESPONSE
<p>8 A nice-to-have (as opposed to the glaring flaws above): at the reconfigured Rathburn and Elora, instead of making the northern pedestrian crossing even more roundabout due to the roadway being shifted to the south, it could be decoupled from the intersection and taken straight across Elora as a PXO. With this configuration the stop condition on Elora could also be changed to a yield. Also, the turning radius at Confederation seems a little excessive, though that would correct itself if there was a left-turn lane.</p>	<p>The Project Team assumes that your comment refers to the centerline radius for the realignment of Rathburn Road West, west of the Confederation Parkway intersection.</p> <p><b>Rathburn Road West has been designated as a “major collector” roadway by the City;</b> accordingly, the centerline radius for the realignment proposed as part of the Preferred Design <b>was selected in accordance with the City’s preferred design speed of 60 km/h</b> for this class of roadway. While this radius may appear to be generous, it is representative of the <b>City’s</b> current roadway design standards.</p> <p>It should also be noted that the existing eastbound left-turn lane at the Rathburn Road West &amp; Confederation Parkway intersection has been maintained as part of the Preferred Design, subject to minor adjustments to suit to the realignment of Rathburn Road West.</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  
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travis.brown@stantec.com



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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	Take a look at the new entrance from Square 1 Drive into the 330 building at Confederation & I see a potential for many accidents just in front of me underground garage exit/entrance being close proximity to the new entrance. I spoke to Gord Murray of Stantec about this too.	<p>During development of the Preferred Design, the Project Team used specialized software to simulate the turning movements that will be performed at both access to 330/350 Rathburn Road West – i.e. the <b>reconfigured access at Elora Drive (east leg), and the “relocated”</b> access from the Square One Drive extension. It should be noted that all turning movement were simulated using a template for a full-size car. Specific to the relocated access from the Square One Drive extension, these simulations confirmed that a full-size passenger car could successfully complete all turning movements in and out of the underground parking garage.</p> <p>The Project Team acknowledges that there may be multiple simultaneous vehicle movements taking place in close proximity to the underground parking garage entrance. Further revisions to the design of the relocated access and parking area for 330/350 Rathburn Road West will be undertaken by the City during detailed design, in consultation with the PCC 417 board.</p>





June 27, 2017

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Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	We think it is important to maintain/relocate the tennis courts as they are heavily used.	Unfortunately, the existing tennis courts within Zonta Meadows Park would be impacted by the extension of Square One Drive. The City of Mississauga recognizes that Zonta Meadows Park, as the largest recreational space near downtown Mississauga, is an important amenity to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in the near future. Relocation/replacement of the tennis courts would be considered as part of this strategy.
2	The roundabout reallocates land from the south of Rathburn to the north, which seems strange since southside is much more utilized then the north.	<p>As part of the Preferred Design for the extension of Square One Drive, Rathburn Road West is proposed to be realigned from Confederation Parkway to east of Elora Drive (west leg). This realignment is required to connect the existing roadway with the proposed roundabout at Square One Drive &amp; Rathburn Road West, in accordance with accepted roadway design standards.</p> <p>The Project Team acknowledges that this realignment has the effect of reallocating open/landscaped space from the south boulevard of Rathburn Road West to the north. Additional landscaping would be provided on the expanded north boulevard of Rathburn Road West as part of the extension of Square One Drive.</p>





June 27, 2017

[REDACTED]

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
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Regards,

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

September 12, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear Mr. [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments following Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	<p>Thanks for the responses. Your efforts with respect to engaging the community are appreciated.</p> <p>Re the response to comment #2, were any sidewalk / bike trail utilization studies performed to ensure the amount of the space on the south side of Rathburn post implementation of the proposed roundabout would be sufficient to support current and expected future usage (without forcing south side residents to divert their sidewalk use to the north side)?</p>	<p>No formal utilization studies of existing active transportation infrastructure within the study area (including the existing sidewalk/bike path on the south side of Rathburn Road West) were conducted as part of this study. As part of this study, an Active Transportation Specialist visited the study area to conduct a detailed review of all existing active transportation infrastructure prior to development of the various solutions and alternatives considered. It should be noted that this review was completed in January 2016, as its primary purpose was to assess the condition and configuration of existing active transportation infrastructure; while informal observations of usage of these active transportation facilities were included in this review, such observations are not considered representative, as usage is typically lower during the winter, and higher during the spring, summer, and fall.</p> <p>Neither the Project Team nor Active Transportation staff from the City of Mississauga (the City) currently anticipates that usage of the proposed active transportation facilities on the south side of Rathburn Road West (i.e. a mix of sidewalk/bike path and multi-use trail, depending on location) by cyclists and users of other modes of active transportation will force pedestrians to detour to the north side of Rathburn Road West. As with any shared facility accommodating multiple modes of transportation, all users are required to conduct themselves in a manner that ensures the safety of others using the same shared facility. That said, all users will also make an individual determination as to whether they feel comfortable travelling near any other modes of transportation using the same shared facility and choose their route accordingly. The City will further evaluate the anticipated usage of the proposed active transportation facilities on the south side of Rathburn Road West during detailed design of the Preferred Design and consider further refinements, as required.</p>





September 12, 2017

[REDACTED]

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments following Public Information Centre #2

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



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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	Elora drive west leg - lights take too long and are too short. More lighting at cross ways. Many dog owners in our neighbourhood. DOG PARK would be welcome! More Parks! Over 1000 homes * 15 + condos and the only green space we have is Zonta Meadows.	Thank you for raising these important concerns regarding the intersection of Rathburn Road West & Elora Drive (west leg). It should be noted that this intersection is outside the study area for the Square One Drive Extension Class EA; however, the City of Mississauga has taken these issues under consideration.
2	Elora drive west leg - lights take too long and are too short. More lighting at cross ways. Many dog owners in our neighbourhood. DOG PARK would be welcome! More Parks! Over 1000 homes * 15 + condos and the only green space we have is Zonta Meadows.	The City of Mississauga recognizes that Zonta Meadows Park, as the largest recreational space near downtown Mississauga, is an important amenity to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in the near future.

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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Design with community in mind



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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	<p>Nice meeting and discussions.</p> <p>1.As per Neighbourhood watch programme we a few in our neighbourhood around zonta meadow park ,early morning look out for the stray garbage and pick up last 10 years.some need recognition!</p> <p>To encourage others if you can put some display board with names accordingly.</p> <p>2. Zebra lining across park on 350 Princess Royal Dr for seniors to cross safely.</p> <p>3. Walkers access to meadow park through Amazon properties straight from Princess royal drive.</p>	<p><b>The Project Team understands that Sally LePage of the City of Mississauga's</b> Community Services Department contacted you via email in response to this comment on November 21, 2016.</p>





June 27, 2017

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
2	<p>Nice meeting and discussions.</p> <p>1. As per Neighbourhood watch programme we have a few in our neighbourhood around Zonta Meadow Park, early morning look out for the stray garbage and pick up last 10 years. Some need recognition! To encourage others if you can put some display board with names accordingly.</p> <p>2. Zebra lining across park on 350 Princess Royal Dr for seniors to cross safely.</p> <p>3. Walkers access to Meadow Park through Amazon properties straight from Princess Royal Drive.</p>	<p>Thank you for raising these important concerns and comments regarding pedestrian facilities in downtown Mississauga. It should be noted that both of these locations are outside the study area for this study; however, the City of Mississauga has taken your suggestions under consideration.</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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre (PIC) #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	I'm worried about the tennis courts being taken away.	Unfortunately, the existing tennis courts within Zonta Meadows Park would be impacted by the extension of Square One Drive. The City of Mississauga recognizes that Zonta Meadows Park, as the largest recreational space near downtown Mississauga, is an important amenity to local community members. Accordingly, the City will be launching a redevelopment strategy for Zonta Meadows Park in the near future. Relocation/replacement of the tennis courts would be considered as part of this strategy.
2	I don't like how the side walk and bike lane that is already present, is being combined into a multi-purpose lane. Also, I do not see the need in opening up the sidewalk area on the opposite side of Zonta Meadows because I do not see much foot traffic on that side. The roundabout raises my concern about safety, especially during peak driving hours. For example, if there is a person in both lanes and they are both allowed to leave at any point in the roundabout then during rush hour, the person who is both entering and exiting from the inside lane are going to have to wait to enter and wait for the outside lane to make their move before they can even think about exiting, leaving the possibility of	In the version of the Preferred Design that was presented at PIC #2, complete details were not presented for the configuration of the south boulevard of Rathburn Road West, west of the proposed Square One Drive & Rathburn Road West roundabout. The Preferred Design has progressed since PIC #2, and the Project Team can now confirm that the separate sidewalk and bike path on the south side of Rathburn Road West would be maintained up to the proposed roundabout. Immediately adjacent to, and east of, and between the proposed roundabout and the intersection of Rathburn Road West & Confederation Parkway, the existing sidewalk and bike path is proposed to be replaced with a single multi-use trail. This replacement is required to accommodate both the realignment of Rathburn Road West (discussed further below, in the response to comment #3) and the provision of upgraded streetlighting <b>along Rathburn Road West (in order to meet the City's current design standards)</b> . The Project Team believes that pedestrian, cyclists, and other users of active transportation and generally familiar with the use of multi-use trails, and is confident that this solution will result in safe environment for all users.



June 27, 2017

Page 2 of 4

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
	holding up the inside lane. I also dislike that the roundabout will be replacing the Tennis courts. I would like to see it relocated.	
3	<p>I don't like how the side walk and bike lane that is already present, is being combined into a multi-purpose lane. Also, I do not see the need in opening up the sidewalk area on the opposite side of Zonta Meadows because I do not see much foot traffic on that side. The roundabout raises my concern about safety, especially during peak driving hours. For example, if there is a person in both lanes and they are both allowed to leave at any point in the roundabout then during rush hour, the person who is both entering and exiting from the inside lane are going to have to wait to enter and wait for the outside lane to make their move before they can even think about exiting, leaving the possibility of holding up the inside lane. I also dislike that the roundabout will be replacing the Tennis courts. I would like to see it relocated.</p>	<p>The widening of the boulevard on the north side of Rathburn Road West results from the need to realign Rathburn Road West, from the intersection with Confederation Parkway to east of Elora Drive (west leg). This realignment of Rathburn Road West is required to connect the existing roadway with the proposed roundabout at Square One Drive, in accordance with accepted roadway design standards.</p> <p>The Project Team acknowledges that the realignment of Rathburn Road West has the effect of reallocating open/landscaped space from the south boulevard to the north. Additional landscaping would be provided on the expanded north boulevard of Rathburn Road West as part of the extension of Square One Drive.</p>
4	<p>I don't like how the side walk and bike lane that is already present, is being combined into a multi-purpose lane. Also, I do not see the need in opening up the sidewalk area on the opposite side of Zonta Meadows because I do not see much foot traffic on that side. The roundabout raises my concern about safety, especially during peak driving hours. For example, if there is a person in both lanes and they are both allowed to leave at any point in the roundabout then during rush hour, the person who is both entering and exiting from the</p>	<p>As part of the Preferred Design, a 2-lane roundabout is proposed at the intersection of Square One Drive &amp; Rathburn Road West. In this configuration, the outside (or <b>"curb" lane) of the roundabout</b> would be used for through and right-turn movements, while <b>the inside (or "median" lane) would be used for left-turn movements</b>. In your comment, you express concern that motorists in the inside lane will need to wait for motorists in the outside lane when attempting to exit the roundabout. In response, the Project Team offers that this condition will not exist – motorists in the inside lane must always proceed through (parallel to any motorists in the outside lane who may be completing the movement in the inside lane concurrently) or turn left.</p> <p>The Project Team acknowledges that 2-lane roundabouts, similar to that which is proposed at Square One Drive &amp; Rathburn Road West, are more complex than the single-lane roundabouts present elsewhere in Mississauga, and may be more challenging for motorists to navigate. Accordingly, the City is prepared to implement</p>





June 27, 2017

Page 3 of 4

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
	inside lane are going to have to wait to enter and wait for the outside lane to make their move before they can even think about exiting, leaving the possibility of holding up the inside lane. I also dislike that the roundabout will be replacing the Tennis courts. I would like to see it relocated.	a public education campaign prior to, during, and after construction of the roundabout. Proper use of 2-lane roundabouts will be included in this campaign.
5	I don't like how the side walk and bike lane that is already present, is being combined into a multi-purpose lane. Also, I do not see the need in opening up the sidewalk area on the opposite side of Zonta Meadows because I do not see much foot traffic on that side. The roundabout raises my concern about safety, especially during peak driving hours. For example, if there is a person in both lanes and they are both allowed to leave at any point in the roundabout then during rush hour, the person who is both entering and exiting from the inside lane are going to have to wait to enter and wait for the outside lane to make their move before they can even think about exiting, leaving the possibility of holding up the inside lane. I also dislike that the roundabout will be replacing the Tennis courts. I would like to see it relocated.	To meet current roadway design standards and minimize disturbance for residents of Via Russo Court (whose side yards abut Rathburn Road West), the extension of Square One Drive must meet Rathburn Road West immediately adjacent to the existing cul-de-sac on Via Russo Court. Unfortunately, this has the consequence of impact the existing tennis courts within Zonta Meadows Park – please refer to the <b>Project Team's response to comment #1</b> . It should also be noted that Square One Drive would intersect Rathburn Road West and impact the tennis courts regardless of whether a signalized intersection (i.e. Alternative #1 from PIC #2) or a roundabout (i.e. Alternative #2 from PIC #2, as well as the Preferred Design) was selected for the intersection of Square One Drive & Rathburn Road West.



June 27, 2017

Page 4 of 4

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

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

June 27, 2017  
File: 165011005/38

Attention: Sir/Madam

[REDACTED]

Dear Sir/Madam,

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	Partial agreed. But 1. It will be very dangerous for people to cross the Rathburn Road from north to south or vice versa because no traffic light for pedestrian. Needs lots of education for people to use the roundabout, otherwise accident will occur.	<p>Thank you for raising these important concerns regarding pedestrian safety at roundabouts. In response, the Project Team offers the following:</p> <ul style="list-style-type: none"> <li>Following PIC #1, the Project Team reviewed several designs for the intersection of Square One Drive &amp; Rathburn Road West, including a signalized intersection (presented as Alternative #1 at PIC #2) and a roundabout (presented as Alternative #2, and the Preferred Design, at PIC #2). Both alternatives were evaluated by the Project Team based on their ability to satisfy the Project Opportunity statement, and the associated evaluation criteria. As part of this evaluation, the roundabout option was determined to be equal to the signalized intersection in terms of its ability to safely accommodate pedestrian and cyclist traffic.</li> <li>The proposed roundabout at Square One Drive &amp; Rathburn Road West has been designed to have fully accessible pedestrian crossings (in accordance with the Accessibility for Ontarians with Disabilities Act – i.e. AODA) across each leg, and to ensure that traffic must decelerate to an appropriate speed upon entry to the roundabout.</li> <li>In a survey issued with the Notice of Commencement for this study, 84% of respondents within the study area indicated that they are comfortable using roundabouts. That said, the City of Mississauga recognizes that construction of a roundabout at Square One Drive &amp; Rathburn Road West represents a significant change to the study area roadway network. Accordingly, the City is prepared to implement a public education campaign prior to, during, and after construction of the roundabout. Safe interactions between motorists, pedestrian, and cyclists will form one aspect of this campaign.</li> </ul>
2	Need to build flyovers from north to south Rathburn for pedestrian at the intersection where you remove the traffic light. How to educate Canadians about the proper use of roundabouts? It is dangerous for seniors or handicapped people to cross those streets with roundabouts!	





June 27, 2017

Sir/Madam

Page 2 of 2

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
3	Need to build flyovers from north to south Rathburn for pedestrian at the intersection where you remove the traffic light. How to educate Canadians about the proper use of roundabouts? It is dangerous for seniors or handicapped people to cross those streets with roundabouts!	<p>As part of the Preferred Design, no north-south pedestrian crossings would be present at the reconfigured Rathburn Road West &amp; Elora Drive (east leg) intersection (the existing east-west pedestrian crossings at this intersection would remain, despite the reconfiguration to a right-in/right-out). Pedestrians wishing to cross Rathburn Road West would need to do so at either the proposed Square One Drive &amp; Rathburn Road West roundabout, or at the intersection of Rathburn Road West &amp; Confederation Parkway.</p> <p>The Project Team has reviewed your suggestion of implementing pedestrian bridges to facilitate north-south crossings at the Rathburn Road West &amp; Elora Drive (east leg) intersection; unfortunately, these bridges would <b>not be compatible with the City's</b> goals for downtown Mississauga, as described in the Downtown 21 Master Plan, the MOPA8/Downtown Core Local Area Plan, the Strategic Plan the Official Plan, and the Mississauga Cycling Master Plan. That said, the City is striving to both create a pedestrian-friendly environment and develop a multi-modal transportation system in downtown Mississauga, and will consider further refinements to the pedestrian facilities at this intersection during detailed design.</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



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

June 27, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED]

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments following Public Information Centre (PIC) #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	Don't understand the underlying reasoning behind these changes. Roundabout for pedestrians is extremely unsafe on a street the size of Rathburn. I'm from the UK and have lived with roundabouts all my life and there are none on these types of roads	<p>Following PIC #1 for this study, the Project Team reviewed several options for the intersection of Square One Drive &amp; Rathburn Road West, including a signalized intersection (i.e. Alternative #1 at PIC #2) and a roundabout (i.e. Alternative #2, and the Preferred Design, at PIC #2). Both alternatives were evaluated by the Project Team based on their ability to satisfy the Project Opportunity statement and the associated evaluation criteria. The results of this evaluation were documented in the Evaluation Matrix presented at PIC #2.</p> <p>As part of the evaluation, the Project Team determined that the roundabout at Square One Drive &amp; Rathburn Road West (Alternative #2) would be preferable to the signalized intersection (Alternative #1) for the following reasons:</p> <ul style="list-style-type: none"><li>• overall safety: the roundabout decreases the speed of vehicular traffic travelling along Rathburn Road West and through the Square One Drive &amp; Rathburn Road West intersection, and eliminates the potential for right-angle collisions;</li><li>• urban environment: the roundabout best facilitates the creation of a gateway feature to downtown Mississauga;</li><li>• property access: the roundabout maximizes opportunities to provide access to adjacent properties;</li></ul>



June 27, 2017

Page 2 of 3

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT		RESPONSE
		<ul style="list-style-type: none"><li>streetscaping: the roundabout provides greater opportunity for streetscaping and landscaping, and for enhancement of the public realm; and</li><li>planning objectives: the roundabout can best fulfill the City of Mississauga's various planning objectives for the downtown core, including the Downtown 21 Master Plan, the MOPA8/Downtown Core Local Area Plan, the Strategic Plan the Official Plan, and the Mississauga Cycling Master Plan.</li></ul>
2	Don't understand the underlying reasoning behind these changes. Roundabout for pedestrians is extremely unsafe on a street the size of Rathburn. I'm from the UK and have lived with roundabouts all my life and there are non on these types of roads	<p>As part of the Preferred Design for this study, the proposed roundabout at Square One Drive &amp; Rathburn Road West has been designed to have fully accessible pedestrian crossings (in accordance with the Accessibility for Ontarians with Disabilities Act – i.e. AODA) across each leg, and to ensure that traffic must decelerate to an appropriate speed upon entry to the roundabout.</p> <p>In a survey issued with the Notice of Commencement for this study, 84% of respondents within the study area indicated that they are comfortable using roundabouts. That said, the City of Mississauga recognizes that construction of a roundabout at Square One Drive &amp; Rathburn Road West represents a significant change to the study area roadway network. Accordingly, the City is prepared to implement a public education campaign prior to, during, and after construction of the roundabout. Safe interactions between motorists, pedestrian, and cyclists will form one aspect of this campaign.</p> <p>Further to the response to comment #1, it should also be noted that as <b>part of the Project Team's evaluation, the roundabout option was</b> determined to be equal to the signalized intersection in terms of its ability to safely accommodate pedestrian and cyclist traffic.</p>





June 27, 2017

Page 3 of 3

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

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 12, 2017  
File: 165011005/38

Attention: [REDACTED]  
[REDACTED]

Dear [REDACTED],

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

Thank you for providing your comments prior to Public Information Centre #2 for the Square One Drive Extension Class EA. In response, please see below:

COMMENT		RESPONSE
1	<p>[REDACTED] [REDACTED] Sorry about it, I can't make the session on Nov. 17. Here is my thoughts.....</p> <p>The way to extend Square one drive seems not very convenient for most of us. Round thousands of people living in 330 and 350 building, in and out from traffic light to enter Rathburn Road is most important. If remove this one, will give us a lot of troubles and it might also cause a lot of accident since new planned traffic light is very close to our entry point.....Considering for the safety of thousands of resident in here, please give us one safe and nice environment.</p>	<p>As part of the Preferred Design, the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) will be converted to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West.</p> <p>This change to the study area roadway network is required due to the proximity of the existing signalized intersection to the proposed roundabout. Based on the Preferred Design, the existing intersection and the proposed roundabout will be separated by approximately 90 m. At this distance, the potential exists for traffic waiting at the <b>existing signalized intersection to "back up" to, and impact the operation of, the</b> proposed roundabout (and vice-versa).</p> <p>Earlier in this study, the Project Team reviewed various options to mitigate impacts related to these closely-spaced intersections. For example, the Project Team considered implementing traffic signals at the proposed intersection of Square One Drive &amp; Rathburn Road West as Alternative Design Concept #1, which was presented for consideration at PIC #2. However, because the proposed intersection would still be separated from the existing intersection by ~90 m (i.e. similar to the separation between the proposed roundabout and the existing intersection), traffic from one intersection could still potentially affect the other. Various other aspects of Alternative Design Concept #1 were unable to satisfy the evaluation criteria of this study and, ultimately, it was eliminated from consideration. Alternative Design Concept #2 – i.e. which proposed a roundabout at Square One Drive &amp; Rathburn Road West and a right-in/right-out at Rathburn Road West &amp; Elora Drive (east leg) – was subsequently carried forward as the Preferred Design.</p>



September 12, 2017

Page 2 of 3

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

COMMENT	RESPONSE
<p>2 [REDACTED] [REDACTED] Sorry about it, I can't make the session on Nov. 17. Here is my thoughts.....</p> <p>The way to extend Square one drive seems not very convenient for most of us. Round thousands of people living in 330 and 350 building, in and out from traffic light to enter Rathburn Road is most important. If remove this one, will give us a lot of troubles and it might also cause a lot of accident since new planned traffic light is very close to our entry point.....Considering for the safety of thousands of resident in here, please give us one safe and nice environment.</p>	<p>For the purposes of this response, the Project Team has assumed that you are concerned about the separation between the access from 330/350 Rathburn Road West to Rathburn Road West itself, and the separation of that access from the proposed intersection of Square One Drive &amp; Rathburn Road West. It should be noted that the Preferred Design proposed to construct the intersection of Square One Drive &amp; Rathburn Road West as a roundabout rather than as a signalized intersection. Accordingly, the Project Team has reviewed your concern, and believes that the changes to the study area roadway network will likely improve safety for roadway users, rather than increasing collisions or accidents.</p> <p>As described in the response to comment #1 (above), the Preferred Design proposed to convert the existing intersection of Rathburn Road West &amp; Elora Drive (east leg) to a right-in/right-out configuration by removing the existing traffic signals and extending the median from the proposed roundabout at Square One Drive &amp; Rathburn Road West. After construction of the Preferred Design, only 3 traffic movements would be permitted at the reconfigured Rathburn Road West &amp; Elora Drive (east leg) intersection, including: (1) a northbound right-turn from 330/350 Rathburn Road West to eastbound Rathburn Road West; (2) an eastbound right-turn from Rathburn Road West into the 330/350 Rathburn Road West; and, (3) through traffic travelling eastbound on Rathburn Road West. This reduces the number of conflict points where a collision or accident between vehicles and other roadway users (including pedestrians, cyclists, and user of various modes of active transportation) could occur and, therefore, results in a safer environment for all roadway users. In comparison, the existing signalized intersection at Rathburn Road West &amp; Elora Drive (east leg) allows a total of 12 separate traffic movements and, therefore, has an increased number of conflict points where a collision or accident could occur.</p> <p>It should also be noted that the Project Team expects that construction of the proposed roundabout at Square One Drive &amp; Rathburn Road West would have the overall effect of calming traffic on Rathburn Road West, as motorists would be required to decrease speed when entering or travelling through the proposed roundabout.</p> <p>Additionally, attached to this letter is an excerpt from the display boards presented at PIC #2 which depicts how to navigate the study area roadway network after implementation of the Preferred Design – i.e. after construction of the changes to the Rathburn Road West &amp; Elora Drive (east leg) intersection.</p>





September 12, 2017

██████

Page 3 of 3

Reference: City of Mississauga  
Square One Drive Extension Class EA  
Response to Comments from Public Information Centre #2

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  
Phone: (905) 944-6866  
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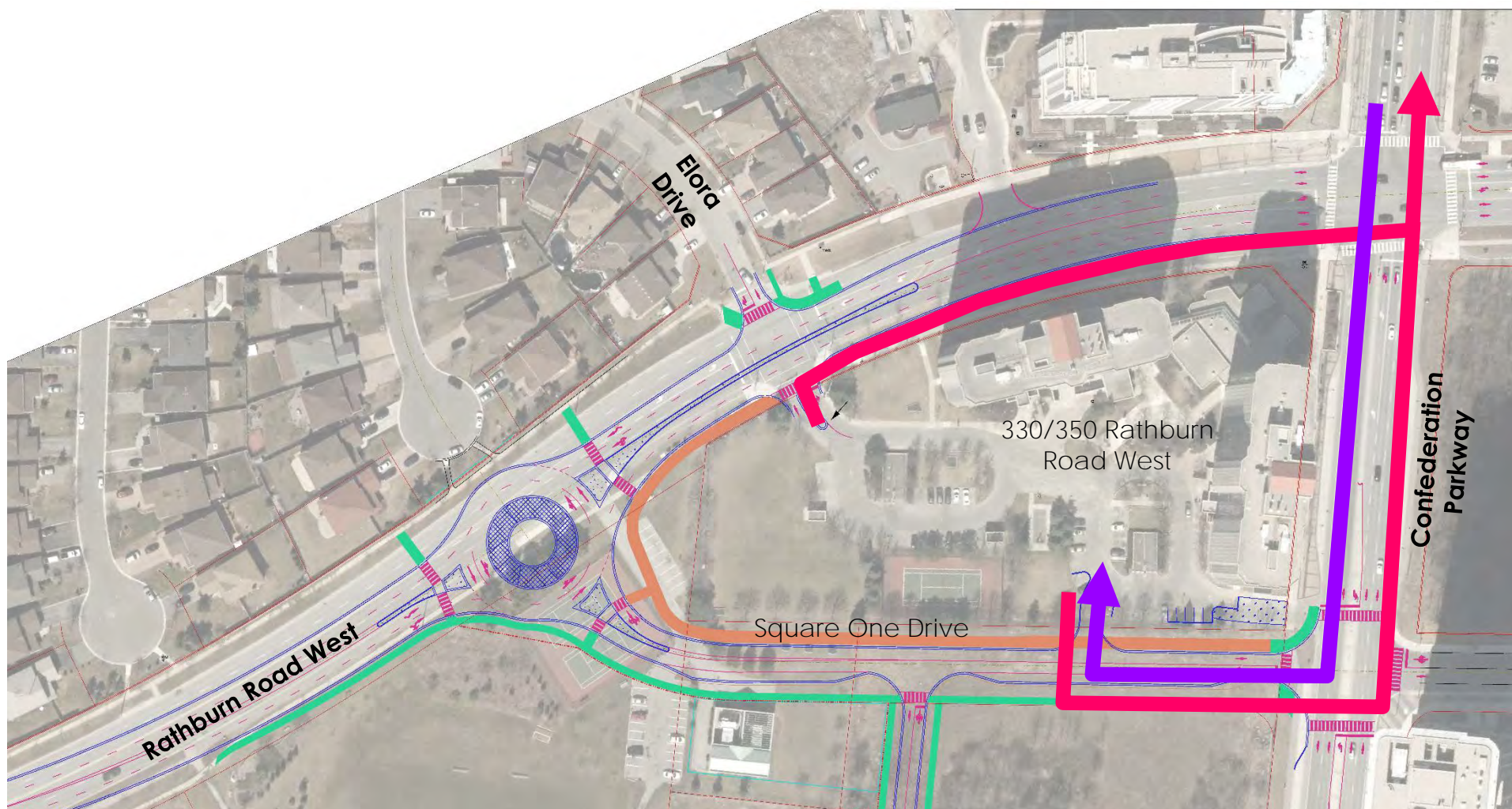
# How Do I Get There?

## from 330/350 Rathburn Road West

The Rathburn Road West & Elora Drive (east leg, near Confederation Parkway) intersection will change when Square One Drive is extended:

- ⇒ the traffic signal will be removed
- ⇒ a raised median will be constructed through the intersection
- ⇒ traffic will be restricted to right-turns in and out only

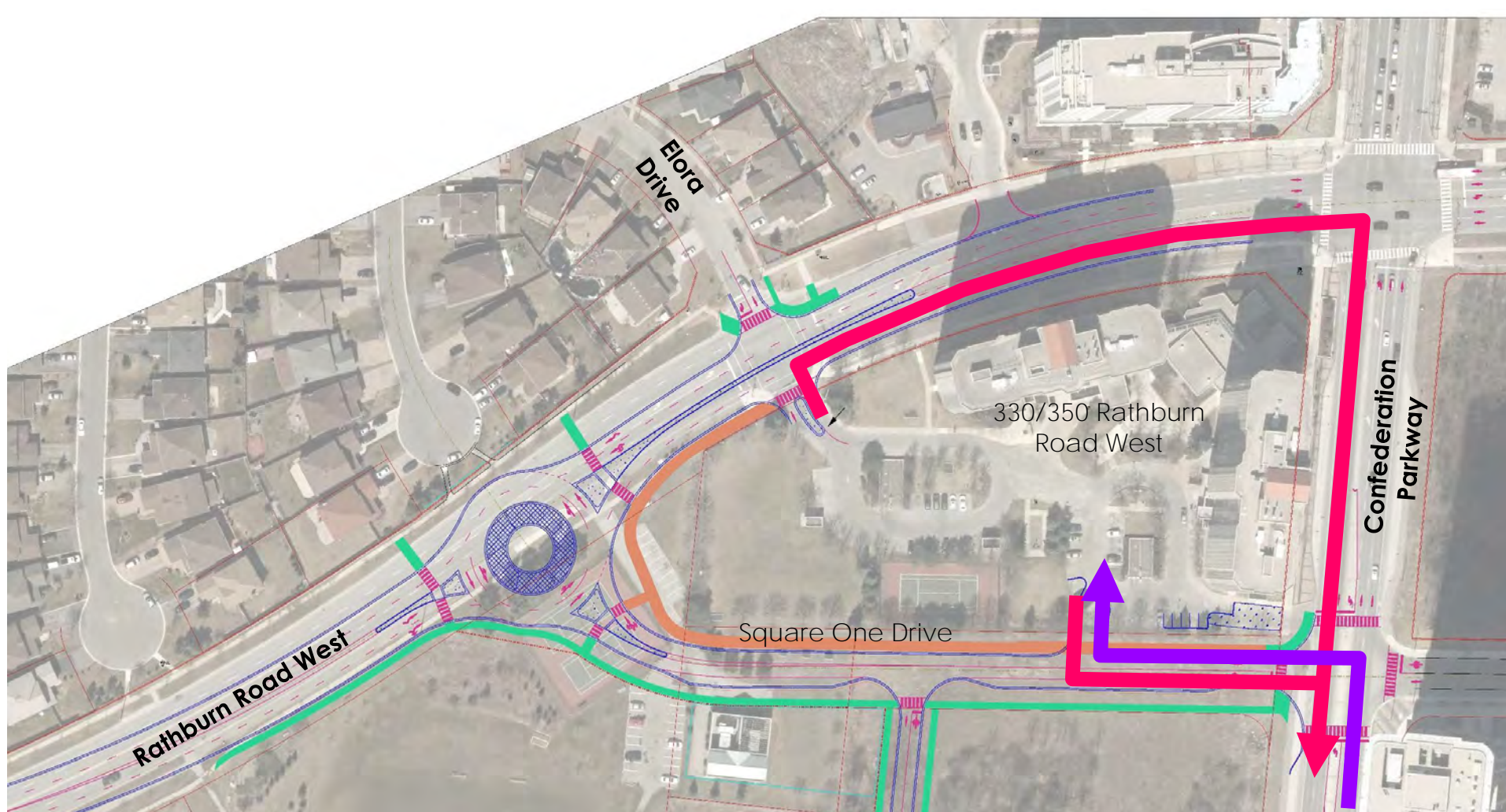
Find out how to get where you need to go:



across Highway 403

(to/from the north via Confederation Parkway)

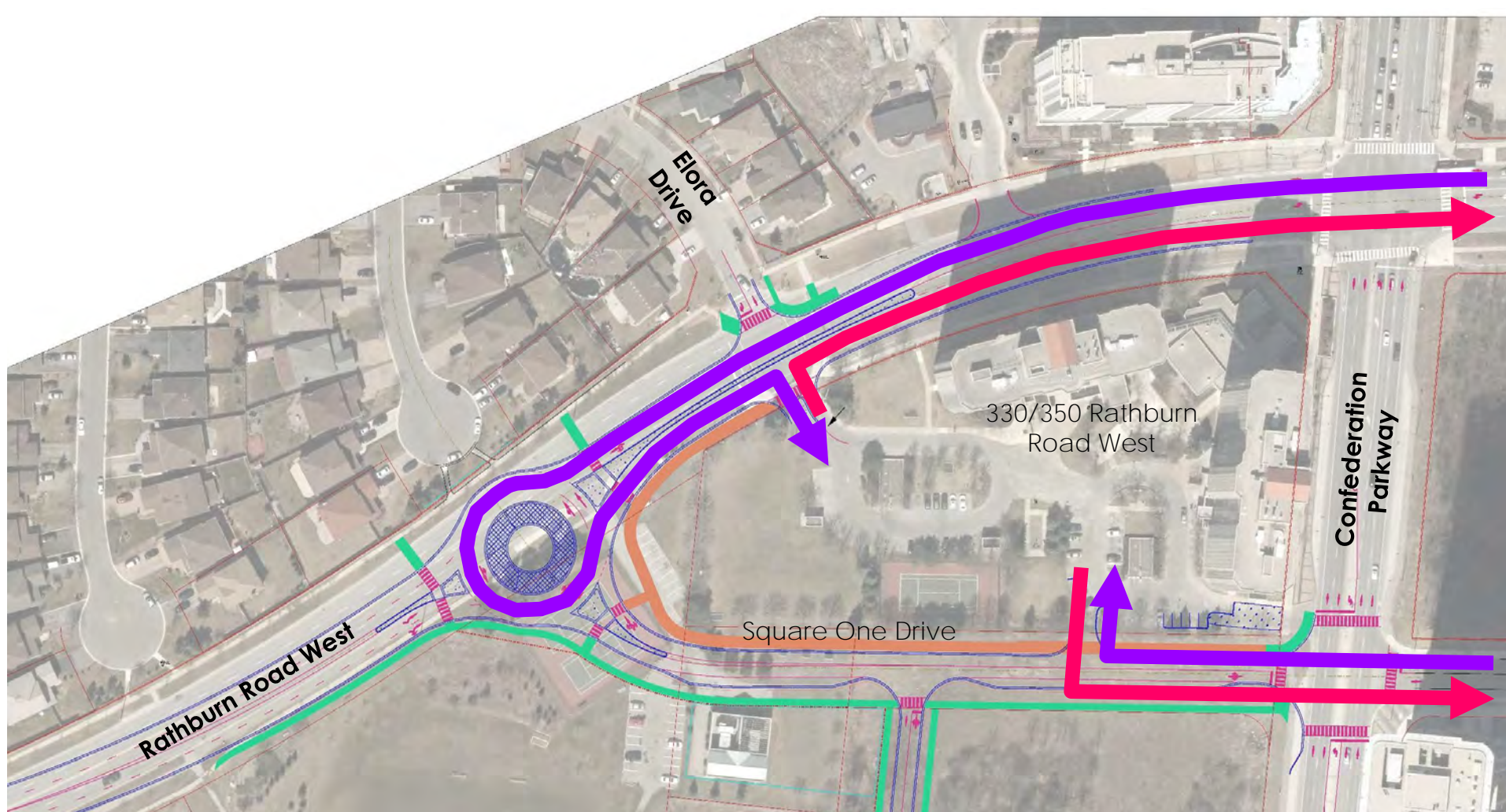
- to the north
- from the north



towards Burnhamthorpe Road

(to/from the south via Confederation Parkway)

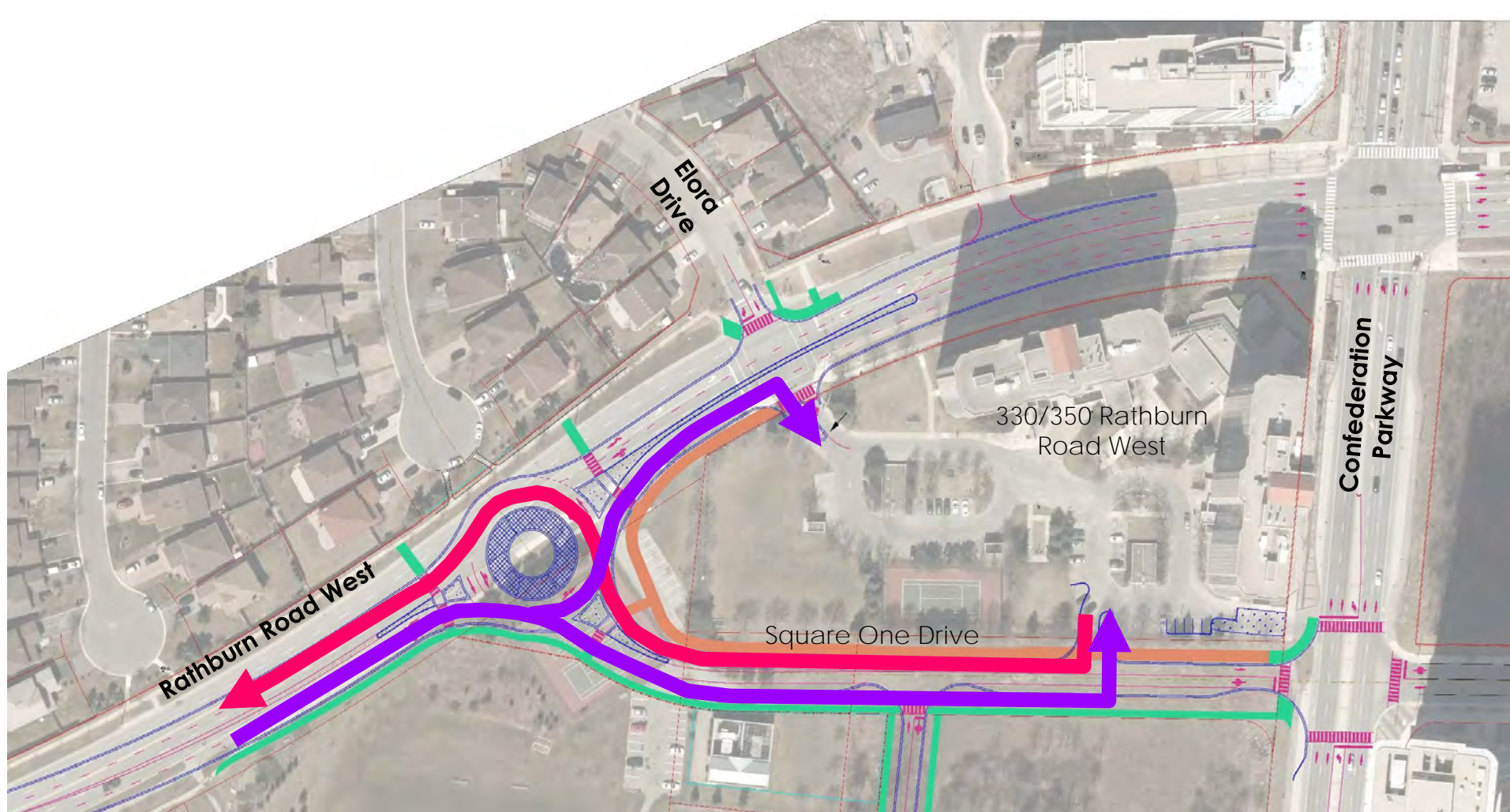
- to the south
- from the south



towards Square One Shopping Centre

(to/from the east via Rathburn Road West and Square One Drive)

- to the east
- from the east



towards Mavis Road

(to/from the west via Rathburn Road West)

- to the west
- from the west