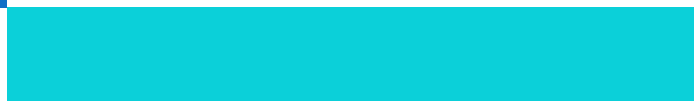




## **Appendix A**

### **Public Consultation**

Schedule 'C' Class Environmental Assessment for  
Ninth Line from Eglinton Avenue West to Derry Road  
West





Study Area



# NOTICE OF COMMENCEMENT AND INTRODUCTORY OPEN HOUSE



## ? ABOUT THE STUDY

The City of Mississauga has initiated a Schedule C Municipal Class Environmental Assessment (EA) study to assess potential transportation improvements to Ninth Line between Eglinton Ave W and Derry Rd W.

The study will review possible improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along this corridor. The study will include:

- public, agency and stakeholder consultation
- an evaluation of alternative solutions and alternative designs
- an assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts

Project related questions can be directed to [Gino.DelaCruz@mississauga.ca](mailto:Gino.DelaCruz@mississauga.ca)

First Issued on February 13, 2020

City of Mississauga Transportation & Works Department- 201 City Centre Drive, Mississauga




# NOTICE OF COMMENCEMENT AND INTRODUCTORY OPEN HOUSE



## DROP INTO OUR OPEN HOUSE

The Open House will provide information about how the study is being undertaken. You will have the opportunity to provide input on the key issues and concerns along the study corridor and share ideas with the project team.

	DATE	Thursday, February 20, 2020
	TIME	7:00PM - 8:30PM
	LOCATION	Osprey Woods Public School - 6135 Lisgar Drive

 **GET INVOLVED**  
Public input is important. For background information and to sign up to receive email updates, visit us online or contact Gino Dela Cruz at [Gino.DelaCruz@mississauga.ca](mailto:Gino.DelaCruz@mississauga.ca)



<http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study>





# Welcome

to Introductory Drop-In Open House

## Ninth Line Improvements Eglinton Ave W to Derry Rd W

February 20, 2020



Source: Urban Toronto "Mississauga: Ninth Line Lands redevelopment"



## Study Purpose



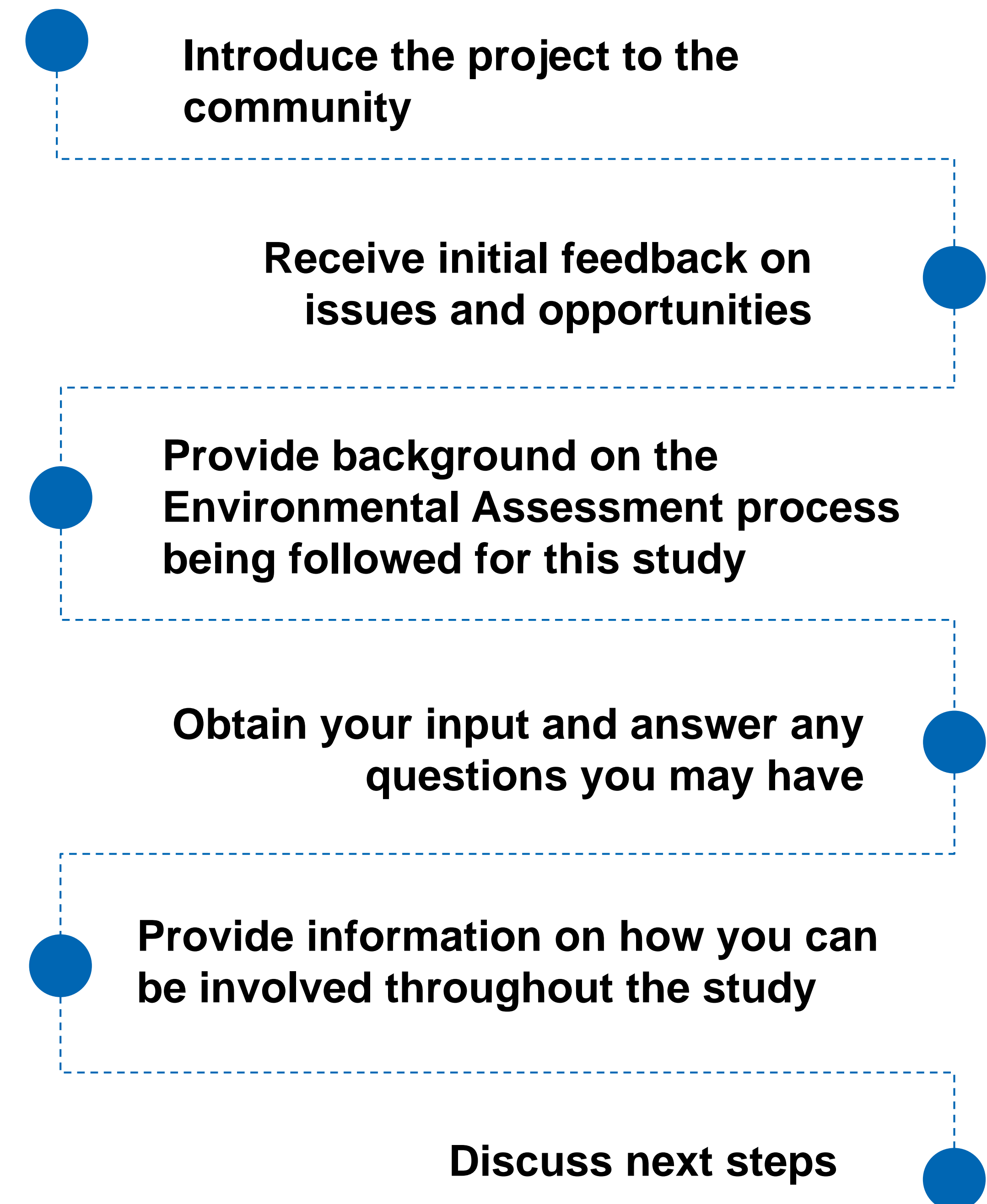
The City has started an Environmental Assessment (EA) study to investigate improvements along Ninth Line from Eglinton Ave W to Derry Rd W.

## We want to hear from you



Please provide input on your experience, problems you are facing, and opportunities you envision along the Ninth Line corridor. We welcome all feedback.

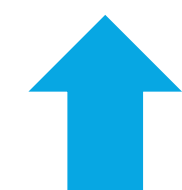
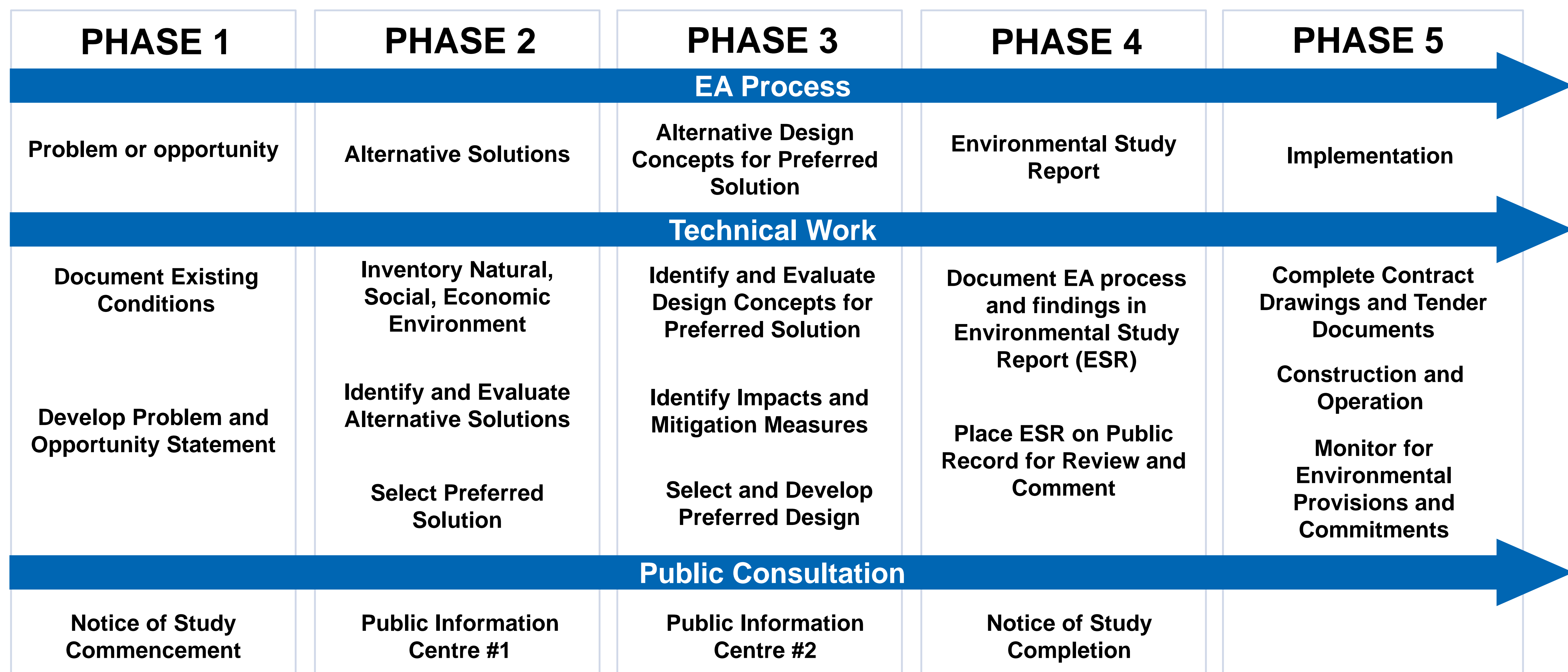
## Why are we here?





# What is an Environmental Assessment?

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act. The EA process is a phased planning approach that includes 5 main study phases and public consultation.



**WE ARE HERE**



# Environmental Assessment – Types of Projects

EA projects fall into one of the three following types depending on the potential environmental impact of the project:

**A**

## **Schedule A**

Projects generally include normal or emergency operational and maintenance activities. Since the environmental effects of these activities are usually minimal, the projects are pre-approved and can proceed immediately to implementation.

**B**

## **Schedule B**

Projects generally include improvements and minor expansions to existing facilities. Since there is potential for some adverse environmental impacts, the proponent must proceed through a screening process including consultation with those who may be affected.

**C**

## **Schedule C**

Projects generally include the construction of new facilities and major expansions to existing facilities. These projects proceed through the complete environmental assessment planning process outlined in the Municipal Class EA before proceeding with construction.

**The Ninth Line EA is a Schedule C EA**



## Environmental Assessment – Public Consultation

Public consultation takes place through Public Information Centres (PICs) where comments and concerns are identified and discussed. These meetings are advertised in local newspapers and online at [mississauga.ca](https://mississauga.ca).

### How to Get Involved



Visit our Website



Individual meetings



Join the Study Mailing List



Attend PICs



Social Media

**Part II Orders:** If concerns regarding the project cannot be resolved through discussion with the City, a person or party may request that the Minister of the Environment, Conservation and Parks order the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessment. The Ministry's Part II Order Request Form may be downloaded at [www.forms.ssb.gov.on.ca](https://www.forms.ssb.gov.on.ca). Requests for a Part II Order must be received by the Minister and City in writing through the completed form within 30 days of the Notice of Study Completion being issued.



## EA Study Area

- ✓ **6.2 km** long (approx.) north-south roadway
- ✓ **70 km/h** posted speed
- ✓ **2** travel lanes (one per direction) with centre left turn lane
- ✓ **Semi-rural** cross-section
- ✓ **35m** Official Plan Right-of-Way width
- ✓ **Hydro pole/corridor** (east side of roadway)
- ✓ **Street lighting** (west side of roadway)





# EA Study Timelines

WE ARE HERE

**Introductory  
Open House –  
February 2020**

**Public  
Information  
Centre #1 –  
May 2020**

**Public  
Information  
Centre #2 –  
September  
2020**

**Staff Report to  
Council –  
January 2021**






**File  
Environmental  
Study Report –  
January 2021**

**Anticipated  
Construction  
Start –  
2023**



# Main Concerns






Please place a sticker on the elements / aspects that are most important to you:

<p>Increased road capacity and improved travel time</p> 	<p>No changes to the corridor</p> 	<p>Improved pedestrian connections (If so, where?)</p> 	<p>Provision of cycling facility</p> 	<p>Better transit stop locations and/or facilities (If so, where?)</p> 



# Main Concerns

Please place a sticker on the elements / aspects that are most important to you:

Improved landscaping (e.g. street trees, shrubs) 	Access to homes & businesses 	Street Lighting 	Traffic Signal Timing 	Other (use post-it-notes to describe) 



## Next Steps



The City will compile the feedback received from this open house and report back with the findings in mind.

Any project related questions can be directed to:

**Gino Dela Cruz, P.Eng.**

Transportation Project Engineer



City of Mississauga Transportation & Works Department  
201 City Centre Drive, Mississauga



Gino.DelaCruz@mississauga.ca



905-615-3200 Ext 8769



## Ninth Line Class Environmental Assessment Study

### Ninth Line Improvements from Eglinton Ave W to Derry Rd W

#### Public Feedback Report from Introductory Open House

Held on February 20, 2020





## **Ninth Line Improvements from Eglinton Ave W to Derry Rd W**

Public Feedback Report from Introductory Open House held on February 20, 2020

### **Table of Contents**

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<b>Common Themes and Key Messages Heard .....</b>	<b>5</b>
<b>Next Steps.....</b>	<b>7</b>
<b>Appendix 1 – Visual Preference Exercise on Important Elements/Aspects.....</b>	<b>8</b>
<b>Appendix 2 – Comments and Ideas on Aerial Plans .....</b>	<b>11</b>
<b>Appendix 3 – Comment Forms received at the Open House .....</b>	<b>14</b>

This report was prepared by the Community Consultation Facilitator, Sue Cumming, MCIP RPP, Cumming+Company ([cumming1@total.net](mailto:cumming1@total.net)) with input from HDR Corporation.



## Ninth Line Improvements from Eglinton Ave W to Derry Rd W

### Public Feedback Report from Introductory Open House held on February 20, 2020

#### 1. About the Introductory Open House

The City of Mississauga has initiated a Schedule C Municipal Class Environmental Assessment (EA) study to assess potential transportation improvements to Ninth Line between Eglinton Ave W and Derry Rd W. The study will review possible improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along this corridor. The study area is shown on the Map at **Figure 1**.

The study will include:

- Public, agency and stakeholder consultation
- An evaluation of alternative solutions and alternative designs
- An assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts.

**Figure 1 Study Area Map**



Public participation is an important part of the EA process and a number of public open houses will be held to share information and receive public input.

The City held an Introductory Open House on February 20, 2020 from 7 to 8:30 p.m. at Osprey Woods Public School at 6135 Lisgar Drive. The purpose of the Open House involved:

- introducing the project to the community
- receiving initial feedback on issues and opportunities
- providing background on the EA process being followed for this study
- obtaining public input and answering questions
- providing information on how the public can be involved throughout the study
- discussing next steps



The Open House was organized as a drop-in to enable the public to attend at any time between 7 and 8:30 p.m. to view displays, participate in public input activities and to share ideas with the project team. Over 70 people attended the Open House. There were several ways of providing input including the following:

1. by placing coloured stickers/dots on two boards under elements/ aspects that participants felt were most important to them.
2. by placing post-it notes and writing comments on aerial maps of the study area to identify points of interest, areas of concern and ideas for possible improvements.
3. by providing comments on a general comment form.

The public input from these three activities is included in Appendices 1 to 3 of this report.

The photos shown in **Figure 2** depict the Public Open House public input activities.

**Figure 2: Photos of Public Open House Activities**



## 2. Common Themes and Key Messages Frequently Noted

There is significant community interest in the Ninth Line Improvements Study. Residents are engaged about the future of their community and expressed their concerns, expectations and ideas to be considered in the study. **Figure 3** is a high-level synthesis prepared by the Community Consultation Facilitator on the common themes and key messages that were noted through the Open House public input activities. Given the extensive input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed Open House input found in Appendices 1 and 2 and completed comment forms found in Appendix 3.

**Figure 3 – Common Themes and Key Messages Frequently Noted**

Common Themes	Key Messages Frequently Noted
<b>Congestion and queuing along Ninth Line are an issue today. Increased road capacity and reduced travel times are seen as being important</b>	<p>Many residents noted their support for a potential widening of Ninth Line to reduce congestion and improve access to the neighbourhood. Increased road capacity and reduced travel times were noted to be very important.</p> <p>Other residents noted that they are worried that a potential widening would encourage traffic diversion from Highway 407.</p> <p>Improved access to businesses and homes was also noted to be very important.</p>
<b>Intersections are not operating efficiently and improvements are needed to improve safety</b>	<p>Concerns were noted about the timing of traffic signals at various intersections. Improved signal timing and coordination throughout the corridor is very important.</p> <p>The implementation of traffic signals was requested at stop-controlled intersections to improve neighbourhood access for vehicles and facilitate safe crossing of the street for pedestrians.</p> <p>Reducing curb radii was suggested at intersections to reduce speed and improve safety while roundabouts were suggested as an intersection control measure.</p> <p>Additional turning lanes were also requested for consideration.</p>
<b>Active transportation improvements are needed</b>	<p>Residents would like to see active transportation facilities for improved mode choice and increased safety. Active transportation enhancements were supported to promote community health and well-being.</p> <p>The provision of cycling facilities is very important. Improved pedestrian connections and better transit stops, and locations were also identified as being important.</p> <p>Continuous sidewalks, multi-use pathways and dedicated, separated cycling facility were identified as being needed for both every day and recreational use.</p>



Common Themes	Key Messages Frequently Noted
<b>Streetscaping, landscaping and public realm improvements are very important</b>	<p>Participants expressed their desire for improvements to streetscaping and landscaping (street trees and shrubs).</p> <p>Improved street lighting was also noted to be very important.</p>
<b>Preservation of natural heritage, features and wildlife is important</b>	<p>Many residents are concerned with the potential impacts to the natural environment, animal species and birds residing adjacent to Ninth Line. There are concerns about deforestation and wildlife displacement if encroachment on existing natural habitat occurs. Roadkill was also identified to be problematic along Ninth Line.</p> <p>Residents would like to see mitigation measures being considered to protect for animal crossings and vegetation for sustaining wildlife habitats.</p> <p>Bird feeders, nesting spots and native plantings were mentioned to compensate for impacts to the natural environment.</p>
<b>There are concerns about noise and disruption from construction due to growth in the area.</b>	<p>Residents are concerned with the project's potential to increase noise, construction impacts from growth, road closures and disruption to neighbourhood access. They were interested in learning about mitigation measures and the proposed phasing of improvements along Ninth Line.</p>
<b>Flooding was noted to be a problem along Ninth Line and in the Lisgar Community.</b>	<p>Residents are concerned about flooding issues and how these will be addressed.</p> <p>More permeable surfaces were suggested to help with water flow.</p>
<b>There are concerns that transportation infrastructure is not keeping up with growth and should be completed before new development occurs.</b>	<p>Concerns were noted about the impact on traffic in the area from future growth and the timing of improvements relative to development.</p> <p>Residents would like to ensure that transportation improvements including any future road widenings of Ninth Line are completed before construction of new development occurs.</p>

### **3. Next Steps**

The next steps for the study are summarized as follows:

The project team will complete an existing conditions inventory and will undertake the traffic and transportation assessment to confirm the corridor needs and opportunities.

The comments received at the Introductory Open House will be considered in the development of alternative solutions for the corridor and the selection of the preferred solution.

The findings and recommendations from Phases 1 (problem or opportunity) and 2 (alternative solutions) of the EA process will be presented at the next Open House (tentatively scheduled for May 2020, date to be confirmed), before proceeding with Phases 3 (alternative design concepts for the preferred solution) and 4 (Environmental Study Report).


Community members who have expressed interest in the study will be added to the project contact list to receive updates and notices as the study progresses.



- Multi-use trails and green spaces not more congestion
- Drainage and sewage – city providing \$6000 per house subsidy to install sump pumps
- Widen before development
- Flooding is a problem along Ninth Line
- More permeable surfaces when widening street to help with water flow
- Modal split on this street laughs in the face of:
  - Cycling Master Plan
  - Living Green Master Plan
  - Climate Change Action Plan
  - Every best practice ever
- Widen to 4 lanes. This is a must!






- Ninth Line must be widened before any construction (development)
- I want to see it become a friendly neighbourhood not just an area for cars to speed by
- Flood issue!
- When will we build a truly “green street” (from underground to pavement to landscape to above) in our city? It will pay for itself #floods #LID
- Flood plain issues (ensure sump pumps are not needed)
- Include street level retail businesses in condominium units please!
- The centre turn lane on Eglinton / Ninth Line is already congested between 7 and 9 a.m. up to the new Community Centre
- Please address the constant flooding in Lisgar due to the floodplain

**Figure 5 – Photo of Board 2 from Open House with stickers and post-it notes**

 MISSISSAUGA

## Main Concerns

Please place a sticker on the elements / aspects that are most important to you:

Increased road capacity and improved travel time 	No changes to the corridor 	Improved pedestrian connections (If so, where?) 	Provision of cycling facility 	Better transit stop locations and/or facilities (If so, where?) 
<p><i>If people who only drive for work, only realistic choice is driving; are you surprised? modal shift changes...</i></p> <p><b>LEADERSHIP</b></p>		<p><i>Multi-use trail</i></p>	<p><i>Currently very narrow street, w/ high speeds. Protected bike lanes &amp; walking infrastructure, etc.</i></p> <p><i>Cyclists or bust - why does our city still have zero?</i></p>	<p><i>The new community center - will need better connections</i></p> <p><i>ST lane - instead of \$50 million on elevated approachway running parallel</i></p>

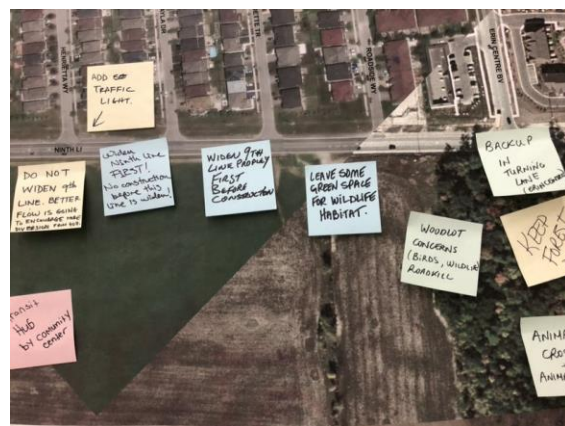
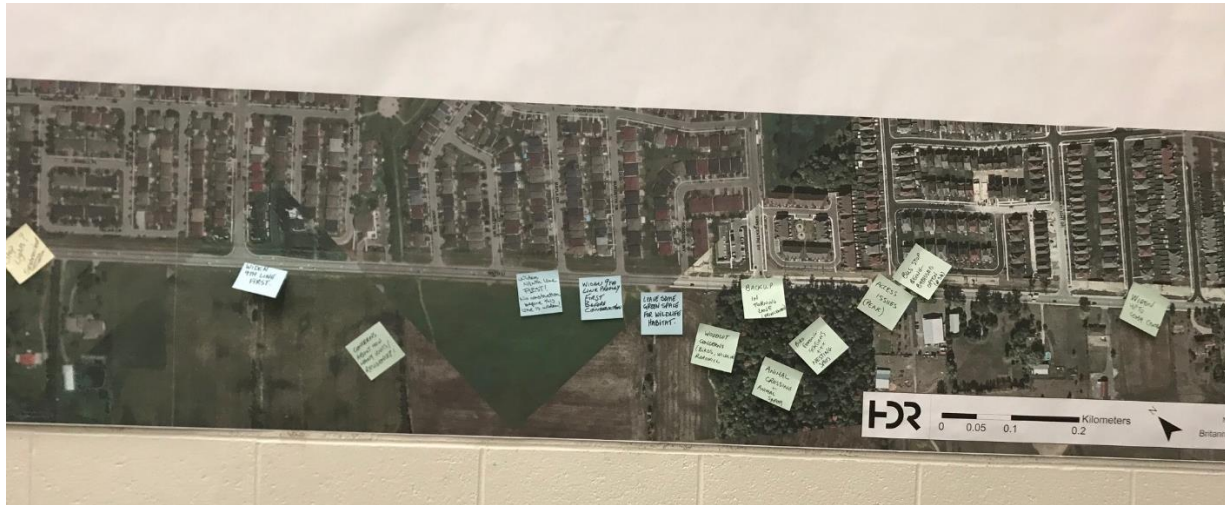


**Post-it notes from Board 2 (Verbatim comments)**

- Multi-use trail
- Currently very narrow street with high speeds. Protected bike lanes and walking infrastructure
- Cycle tracks or bust – why does our city still have zero?
- The new Community Centre will need better connections
- BRT lane instead of \$50 plus million on isolated 407 transitway running parallel
- If people who only drive (or whose only realistic choice is driving) are you surprised – change in the modal split takes time
- Leadership

## Appendix 2 – Comments and Ideas on Aerial Plans

Participants provided written comments on the aerial maps by placing post-it notes to identify concerns and ideas for possible improvements. Two maps were provided for the study area, one placed on a long table and the other taped on the wall. The following photos depict the types of input received. **Figure 6** is a synthesis of all of the comments provided on the maps.





### **Figure 6 – Synthesis of Aerial Plan Comments received for different segments on the maps**

For the following, the specific names and addresses when provided in the comments have been omitted from this report. This information is being reviewed by the project team.

#### **South Section from Eglington Ave W to just east of Thomas Street**

- Request for a landscaped median, more trees and vegetation along Ninth Line.
- Request for improved signal timing and coordination throughout the corridor.
- The implementation of traffic signals was requested at stop-controlled intersections to improve neighbourhood access, including at Tacc Drive and Henrietta Way.
- Support for dedicated cycling facilities or multi-use trails.
- Request for continuous sidewalks along Ninth Line.
- Concerns about future growth and impact on traffic in the area.
- Mixed thoughts regarding the future of Ninth Line. Many residents supported widening the study area while some were worried a potential widening would encourage traffic diversion from Highway 407.
- Concerns regarding wildlife displacement if encroachment on existing habitat occurs.
- Consideration for wildlife crossings to mitigate roadkill.
- Concerns regarding the #34 bus bypassing the stop south of Erin Centre Boulevard.
- Request for the investigation of intersection improvements at Eglington Avenue, such as right-turn lanes.
- Some residents noted drainage issues between the road and their property.

#### **Middle Section from Thomas Street to Saratoga Way**

- Support for the widening of Ninth Line due to extensive congestion and queuing along the corridor.
- Consideration of roundabouts as an intersection control measure.
- Request for improved signal timing and coordination as well as the implementation of signals at stop-controlled intersections. Turning was noted an issue at:
  - Foxwood Avenue
  - Britannia Road
- Request for dual left-turn lanes and improved signal phasing at Britannia Road.
- Extension of newly built cycling / active transportation trails further north past Thomas Street.
- Improved landscaping and greenery for residents and wildlife.
- Improved active transportation facilities such as multi-use paths.
- Addressing the discontinuities in the trail and sidewalk network.
- Concerns regarding the 407 Transitway location and future ridership.
- Concerns regarding the natural environment and sustainability if widening is proposed.

**North Section from Saratoga Way to Derry Road W**

- Noise was noted as an issue and noise barriers were requested.
- Consideration for multi-modal users including cyclists, transit users and pedestrians, especially at crossings.
- Dedicated cycling facilities throughout, with a preference for cycle tracks. Barriers were also requested for enhanced safety.
- A reduction in posted speed to 60 km/hr was proposed.
- Use of environmentally friendly construction material.
- Reduction in curb radii at intersections to reduce speed and improve safety.
- Support for walking and cycling facilities along the entire corridor for everyday and recreational use.
- Improved landscaping and greenery for residents and wildlife.
- Concerns about traffic due to future growth and density.
- Wildlife displacement and resulting impacts on the neighbourhood if encroachment on existing habitat occurs.
- Concerns about residents not being able to affect the outcome of the EA.
- Street lighting.



### Appendix 3 - Comment Forms completed at the Open House

Comment forms were provided to the public at the welcome table. Seventeen (17) comment forms were completed and returned to the project team at the Open House.

At the top of the form, commenters were asked the following question:  
*Are you in favour of improvements to this corridor (Yes) (No) (Undecided)?*

Two individuals left the question blank. Fifteen completed the question and their individual responses are shown in **Figure 7**.

**Figure 7 – Responses to the question about whether they are in favour of improvements to this corridor**

Yes	15
No	0
Undecided	0

The following are the verbatim comments received on the comment form. For the following, the specific name and address provided has been omitted from this report. Each represents an individual's comments. These are numbered for reference only.

1. It is common sense that Ninth Line must be widened before any construction and or building developments start. Ninth Line should be widened to a minimum (no less) than four lanes. I am starting to worry about the performance of the planning department to even having these events and asking such basic questions. It is a given, it needs to be widened before considering any development.
2. The area west of Ninth Line is supposed to be a greenbelt from 401 to Eglinton. It should be left untouched and returned back to nature to provide a habitat to the wildlife living there.

We feel also that the road should be widened before building starts.

3. Hoping to see increased capacity to this corridor and improvements to the lighting. Dedicated bike lane essential with speed of the road as well. Hoping this can all be addressed in one project rather than piecemeal over many years.
4. Once I walked down passing the street but suddenly the car is about to hit me. I noticed the car didn't stop at the stop sign and the driver yelled at me. Please install pressured controlled on each stop sign (perhaps more police needed) to ensure pedestrians are safer on every crosswalk. These days a lot of drivers never stop at the stop signs and are only rolling the car over which is dangerous to the community in general.

5. Proactive measures not re-active.

- Please honour the opinions/recommendations made by area residents.
- Implement improvements: road widening/pathways/ street traffic lights/road lighting/ safety for children/ re-location of wildlife (to prevent destruction to existing homes).
- Keep us involved to have an inclusive approach to improving our community.

Watch water way impact!

6. Please make sure no trucks start using the Ninth Line in the near future or later on. Since there is a connection from Steeles and widening roads to “help the community” under this pretext. No trucks.
7. Access needs improvement.

Councillor McFadden told us Ninth Line will be widened. Bridge below Eglinton not four lanes.

Too many mosquitos in whole area – too much standing water. City offering \$6000.00 for sump pump so sewage and drainage needs to be addressed.

8. Concerned about 70 km/hour speed limit. Seems too fast.  
There will need to be better lighting and more trees and shrubs.  
Need to address noise levels for existing houses.  
Need to utilize environmentally friendly building materials.  
Need to address flooding issues.  
How many new traffic lights are planned?

Build, widen, grow - but responsibly!

9. If you take away green spaces (homes) of wildlife. Replace as much as possible. Build bird posts for multiple birds. Put feeding station – like they do in Riverwood.

Please no floodlit stadium dome (disturbs wildlife habitats).

No high-density subdivision please.

10. Do not widen Ninth Line improved flow is only going to encourage more traffic diversion from 407 to avoid tolls.

Add dedicated bike lanes to reconnect to Winston Churchill Transit Way.

Add sidewalk between Eglinton and Britannia to encourage residents to walk to the new community centre.



- 
11. Main interest – how many residential units are planned, and that information must be known before any road widening, sewers, or electricity is even started. Hope next meeting, in May 2020, reveals this information.
  12. Construct four lane Ninth Line before subdivision is built. Have few openings to Ninth Line with traffic lights. Increase transit frequency on Lisgar Drive.
  13. Resurfacing and widening to a four-lane cross-section should be considered as the pavement is near the end of its life and peak traffic congestion has been occurring for many years. Active transportation facilities and bus routes should be implemented. Traffic signal timings at Derry Road and Britannia should be improved to reduce waiting times/delays outside of peak hours. Priority should be given to widening the entire roadway in the project limits before any development takes place – there have been no changes since the last meeting regarding Ninth Line project work that I attended in June 2016!!
  14. Make it happen ASAP.
  15. Needs to be widened to handle volume. More traffic lights to reduce speed. Separated bike lanes – keep them away from traffic. Take into account maintenance issues. Sidewalks and bike lanes must be away from road.
  16. Please make it a 4 to 6 lane prior to commencing building.
  17. Ninth Line should be widened before any construction of homes. It should be already widened prior to opening of the Community Centre and buses running up to the Community Centre.

# NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

**NINTH** LINE  
IMPROVEMENTS FROM  
EGLINTON AVE W TO DERRY RD W

## ? ABOUT THE STUDY

The City of Mississauga has initiated a Schedule C Municipal Class Environmental Assessment (EA) study to assess potential transportation improvements to Ninth Line between Eglinton Ave W and Derry Rd W.

The study will review possible improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along this corridor. The study will include:

- public, agency and stakeholder consultation
- an evaluation of alternative solutions and alternative designs
- an assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts

Project related questions can be directed to [Gino.DelaCruz@mississauga.ca](mailto:Gino.DelaCruz@mississauga.ca)



 Study Area



First Issued on June 11, 2020  
City of Mississauga Transportation & Works Department- 201 City Centre Drive, Mississauga





# NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

**NINTH**   
IMPROVEMENTS FROM  
EGLINTON AVE W TO DERRY RD W



## PARTICIPATE IN ONLINE PUBLIC INFORMATION CENTRE (PIC) NO.1

This PIC will provide an opportunity for you to obtain background information on the study and review the findings to date, and provide input and share ideas with the project team related to key issues along the study corridor, alternative solutions, alternative design concepts, environmental considerations, and anticipated impacts and mitigation strategies.

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.



### DATE

June 25, 2020 to July 17, 2020



### TIME

Anytime, at your convenience



### LOCATION

<http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study>



## GET INVOLVED

Public input is important. For background information and to sign up to receive email updates, visit us online or contact Gino Dela Cruz at [Gino.DelaCruz@mississauga.ca](mailto:Gino.DelaCruz@mississauga.ca)

Accessible material available upon request.



<http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study>



## Ninth Line Improvements

### NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

#### The Study

The City of Mississauga has initiated a Schedule C Municipal Class Environmental Assessment (EA) to assess potential transportation improvements to Ninth Line between Eglinton Avenue W and Derry Road W.

The study will review possible improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along this corridor.

#### The Process

The Study is being carried out in accordance with the Municipal Engineers Association's Municipal Class EA process. The study will include:

- Public, agency and stakeholder consultation
- an evaluation of alternative solutions and alternative designs
- an assessment of the potential environmental effects associated with the proposed improvements
- the identification of reasonable means to mitigate any adverse impacts

Upon completion of the study, an Environmental Study Report will be submitted to the Ministry of the Environment, Conservation and Parks and other key agencies, and will be made available for public review for a period of 30 days.

#### Public Consultation

Public consultation is important to the success of this study. An Introductory Open House was held in February 2020, in addition to two Public Information Centres (PICs) that are planned to be held during the study. These consultation events will provide stakeholders with an opportunity to:

- obtain background information on the study and review the findings to date
- provide input and share ideas with the project team related to key issues and concerns along the study corridor, alternative solutions, alternative design concepts, environmental considerations, and anticipated impacts and mitigation strategies

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The first PIC will be held online as follows:

**When:** View materials anytime starting on Thursday, June 25, 2020

**Where:** Online [<http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study>]

**Input format:** Please complete the **online comment form in the link above** or provide your comments by **Friday, July 17, 2020** by contacting:

#### **Gino Dela Cruz, P.Eng**

*Transportation Project Engineer*

City of Mississauga

201 City Centre Drive, Mississauga

[Gino.DelaCruz@mississauga.ca](mailto:Gino.DelaCruz@mississauga.ca)

(905) 615-3200, ext. 8769

#### **Tara Erwin, P.Eng, M.A.Sc**

*Consultant Project Manager*

HDR Corporation

100 York Boulevard, Suite 300, Richmond Hill

[Tara.Erwin@hdrinc.com](mailto:Tara.Erwin@hdrinc.com)

(289) 695-4653





# Welcome

to Public Information Centre #1

## Ninth Line Improvements Eglinton Ave W to Derry Rd W June 25, 2020





## Study Purpose



The City has started an Environmental Assessment (EA) study to investigate improvements along Ninth Line from Eglinton Avenue W to Derry Road W.

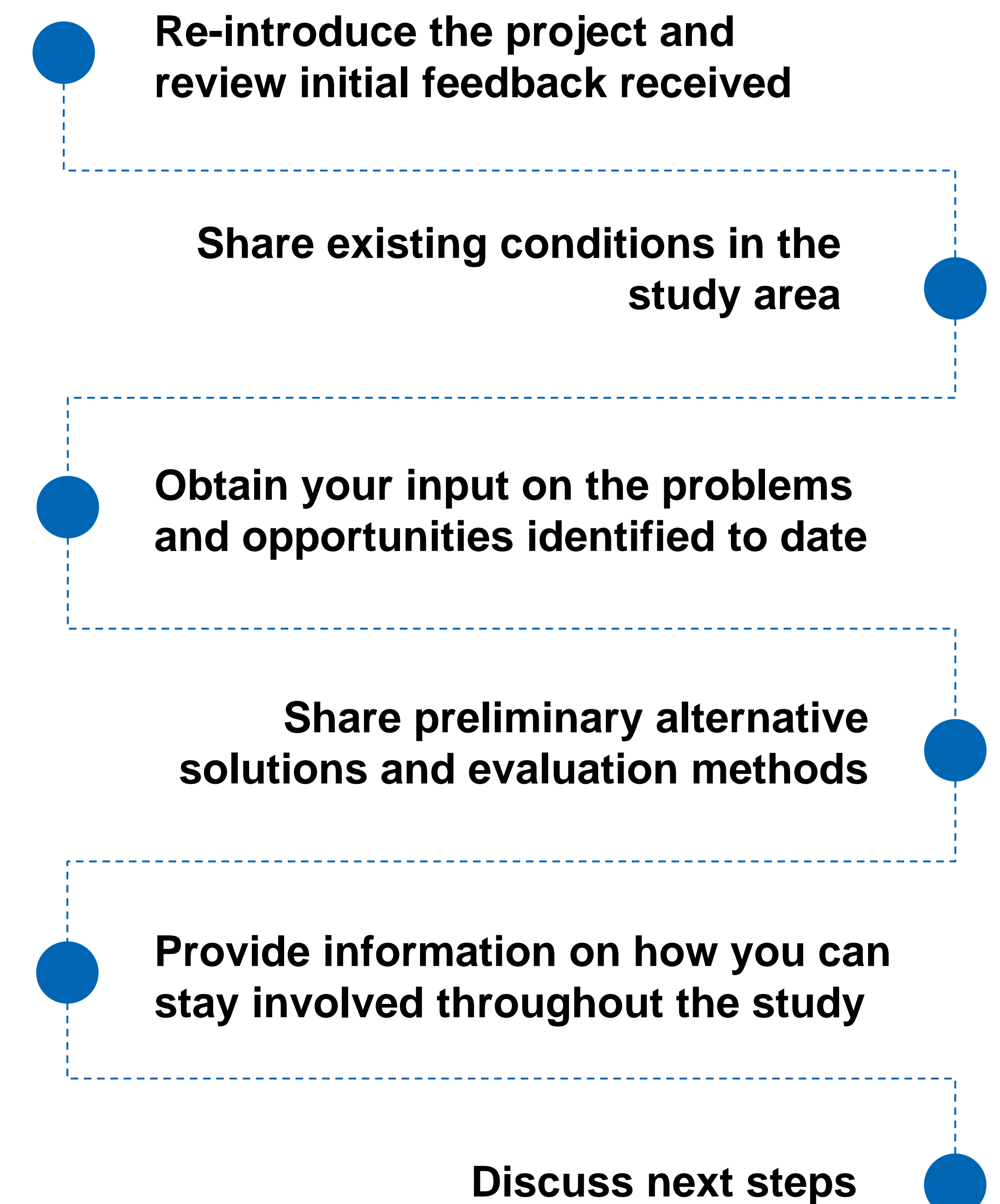
## We want to hear from you



Please provide input on your experience, problems you are facing, and opportunities you envision along the Ninth Line corridor. We welcome all feedback.

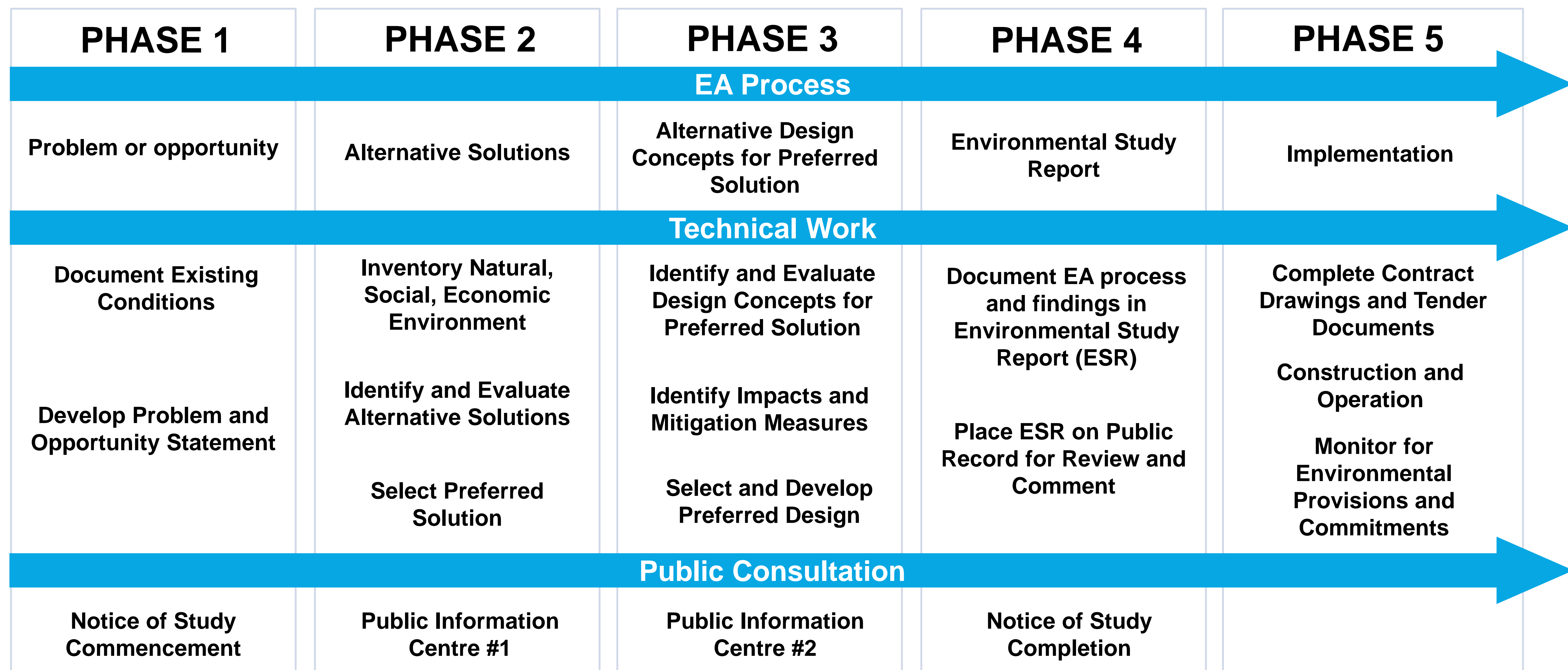
The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

## Why are we here?



# What is an Environmental Assessment?

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act. The EA process is a phased planning approach that includes 5 main study phases and public consultation.



**WE ARE HERE**



# What we've heard so far

## Top Concerns



### **Congestion and Queuing**

Increased road capacity and reduced travel times are seen as being important



### **Streetscaping & Landscaping**

Public realm enhancements should be considered as part of transportation improvements



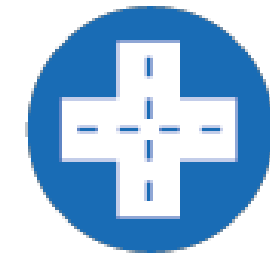
### **Natural Heritage**

Preservation of the natural environment and wildlife is important



### **Active Transportation**

Improvements are needed to address walking and cycling



### **Intersections Operations**

Improve efficiency and safety at intersections



### **Noise & Disruption**

Concerns were raised due to future growth and associated construction



### **Flooding Potential**

Concerns regarding additional pavement were noted



### **Timing of Improvements**

Concerns that infrastructure is not keeping up with growth and should be completed before development occurs.

## Engagement Strategies



### **Direct Mail Notices**



### **Project Website**

([mississauga.ca/ninth-line-class-ea-study](https://mississauga.ca/ninth-line-class-ea-study))



### **Technical Stakeholder Group Meetings**



### **Newspaper Notices**



### **City of Mississauga Social Media Channels**



### **One-on-One Meetings with Stakeholders**



### **Public Information Centres**



# Existing Corridor Conditions

## Study Area Characteristics



**6.2 km** long north-south arterial roadway



**70 km / hr** posted speed



**2 travel lanes** (one per direction) with a centre left turn lane



**Semi-rural** cross-section (some gravel shoulders and ditches)



**20 - 60 m** Existing Roadway (Right-of-Way) Width  
**35 m** Official Plan Right-of-Way Width Designation



**Hydro poles / corridor** (east side)



**Street lighting** (west side)



**No dedicated cycling facilities**



**No sidewalks** for the majority of the study area

### Legend

- .... Study area
- Highways
- Major Roads
- Minor Roads
- Overhead Hydro Line
- Natural Areas and Parks
- C Watercourse Crossing
- Culverts
- Natural Gas Transmission and Distribution Station

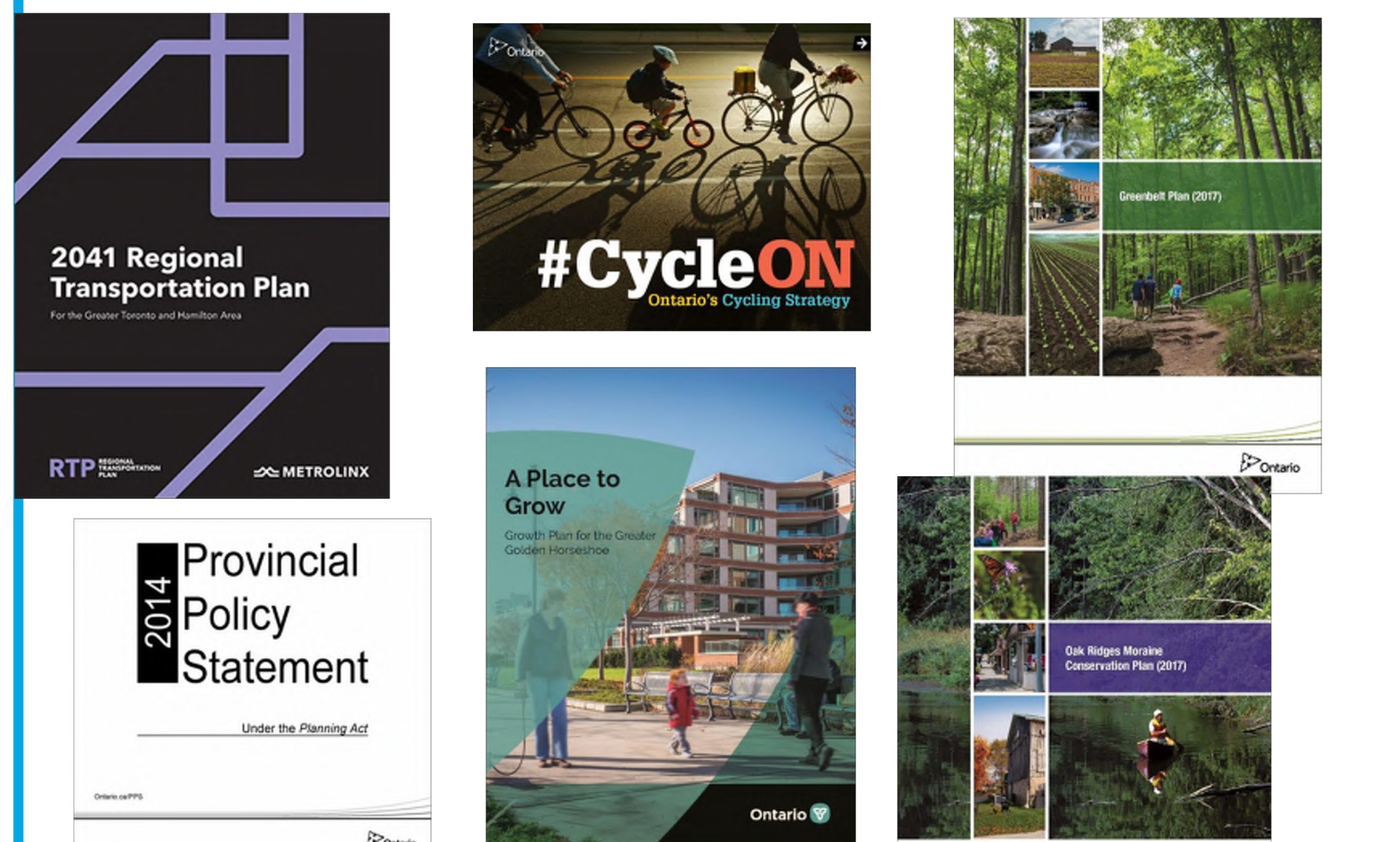




# Planning and Policy Context

We have reviewed planning and policy documents from different municipal bodies and agencies to inform this study

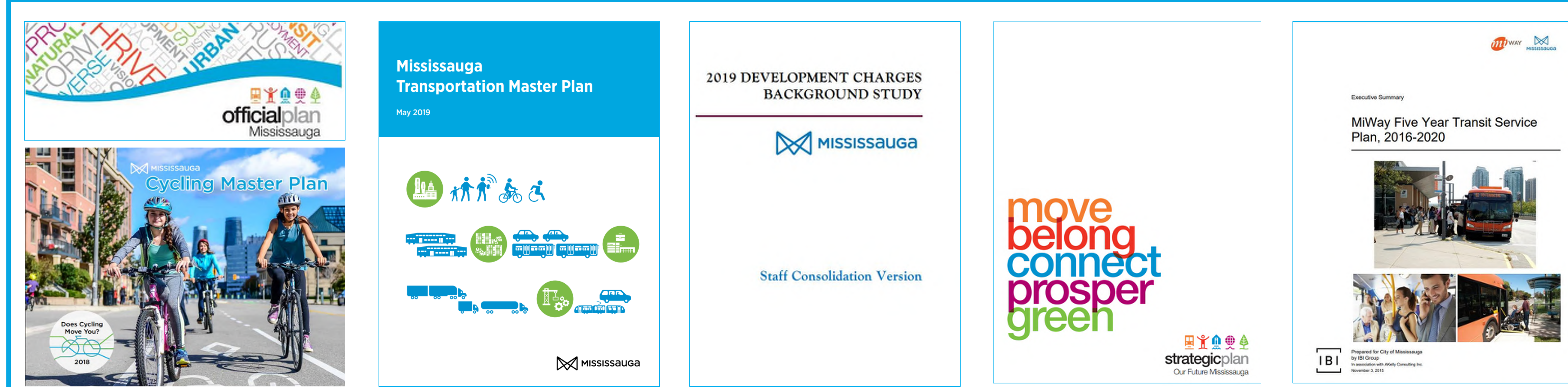
## Provincial Plans



## Regional Plans



## Municipal Plans





# Ninth Line Today

## Land Use and Population

The current land use along the study area consists of:



Open Space / "Green System"



Low-density residential areas such as Lisgar and Churchill-Meadows neighbourhoods



Undeveloped / greenfield lands such as the Ninth-Line Lands, located west of Ninth Line

## 73,000 residents

live in the broader area in different housing types



House  
**80%**



Townhouse  
**16%**



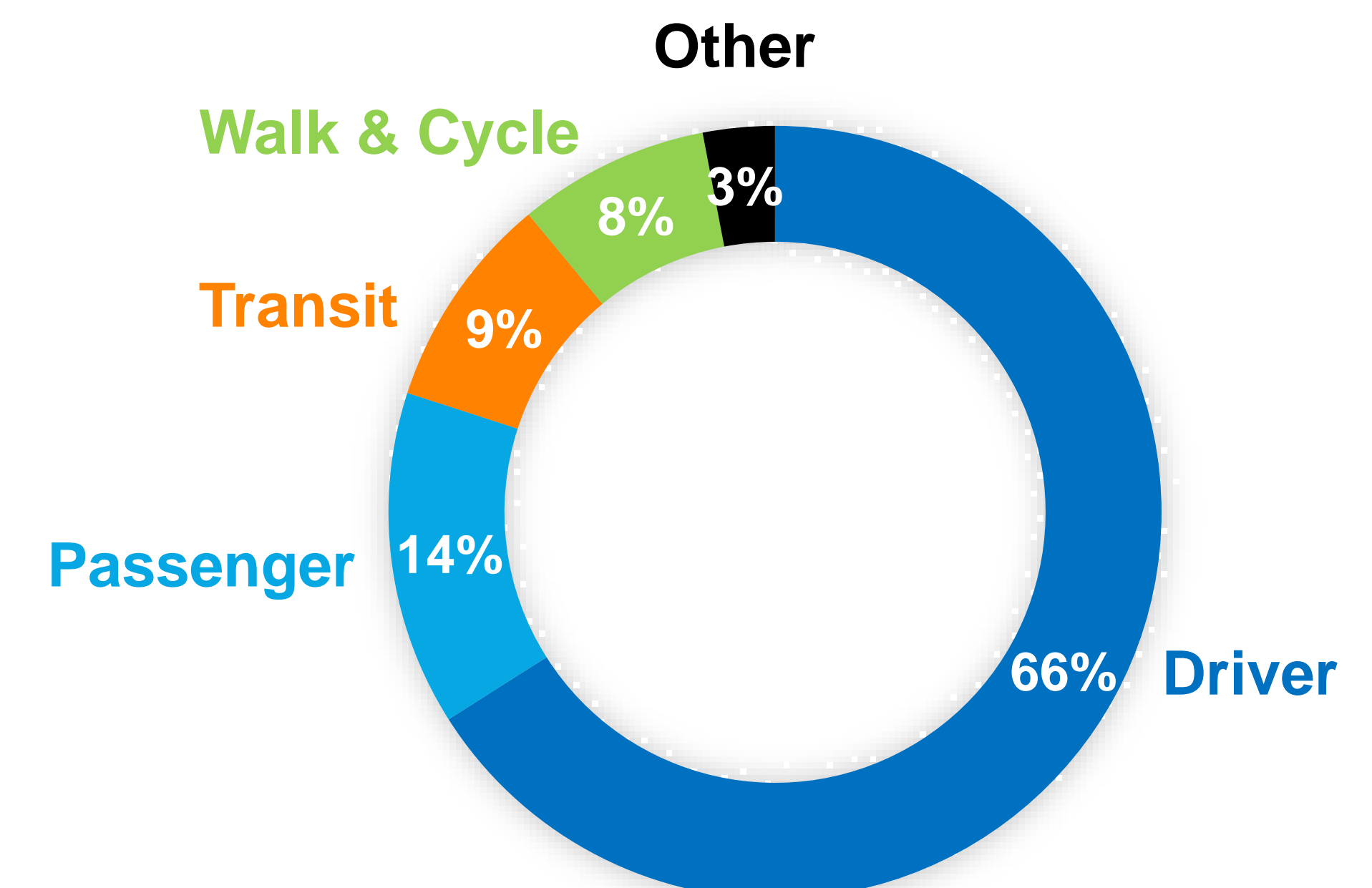
Apartment  
**4%**



## Travel Patterns

**144,600 trips** are made daily in the broader area

**80%** of trips are made by car



**30%** of trips are made between 6 and 9 A.M

**2.8 km** is the average trip length for car passengers. There is the opportunity to shift some of these shorter trips from driving to active transportation such as walking or cycling.








# Ninth Line Tomorrow




## Planned Growth

Growth in the study area is concentrated in the Ninth Line Lands, west of Ninth Line.

These lands will be transformed into a sustainable, connected and mixed-use district that will become a true gateway to the City. Included is the addition of:

-  + 510 jobs
-  + 58 hectares of trails & natural areas
-  + 8,500 people
-  + 28 hectares of park space
-  higher order transit (407 transitway)

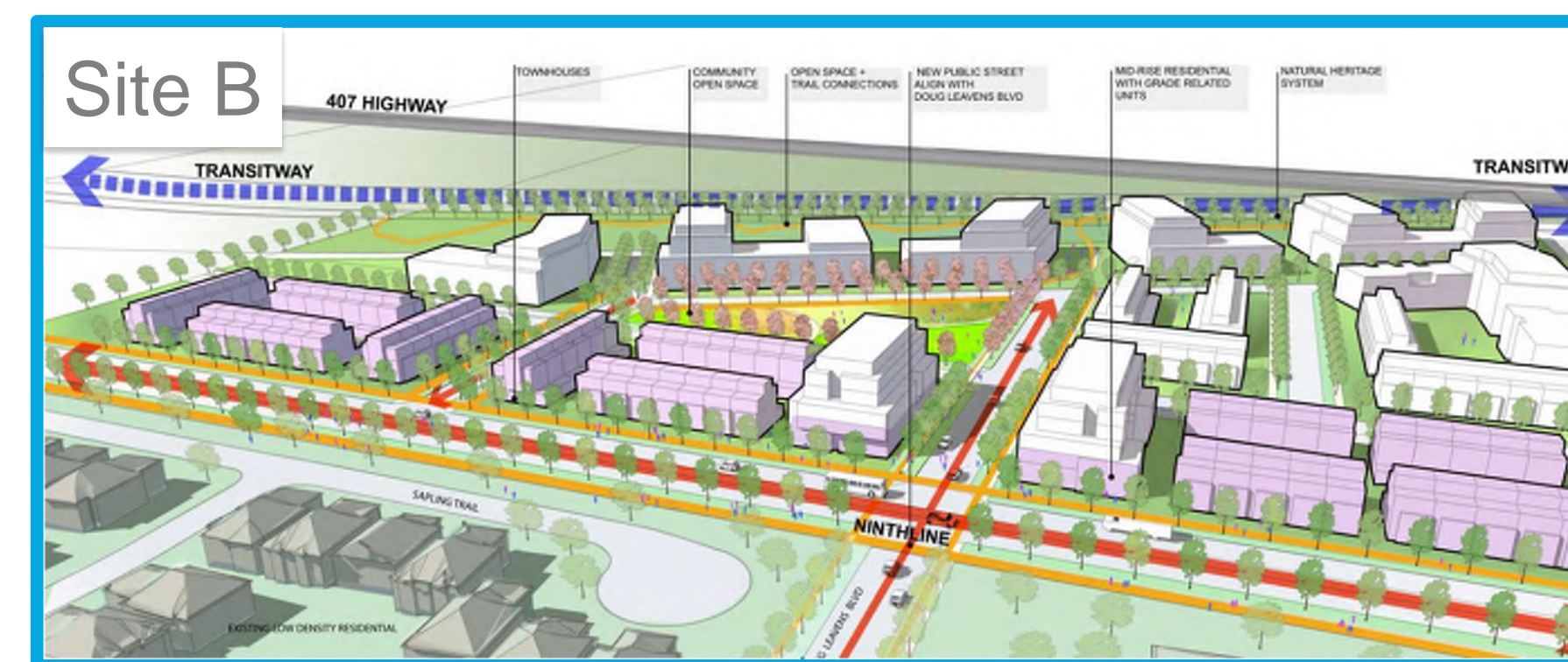
### Key Relevant/Adjacent Projects

-  407 Transitway Transit Project Assessment Process (TPAP) (on-going)
-  Ninth Line Corridor Studies
  - Highway 407 to 10 Side Road (2016)
  - Dundas Street to 407 ETR (on-going)
-  Ninth Line Lands Subwatershed Study (on-going)

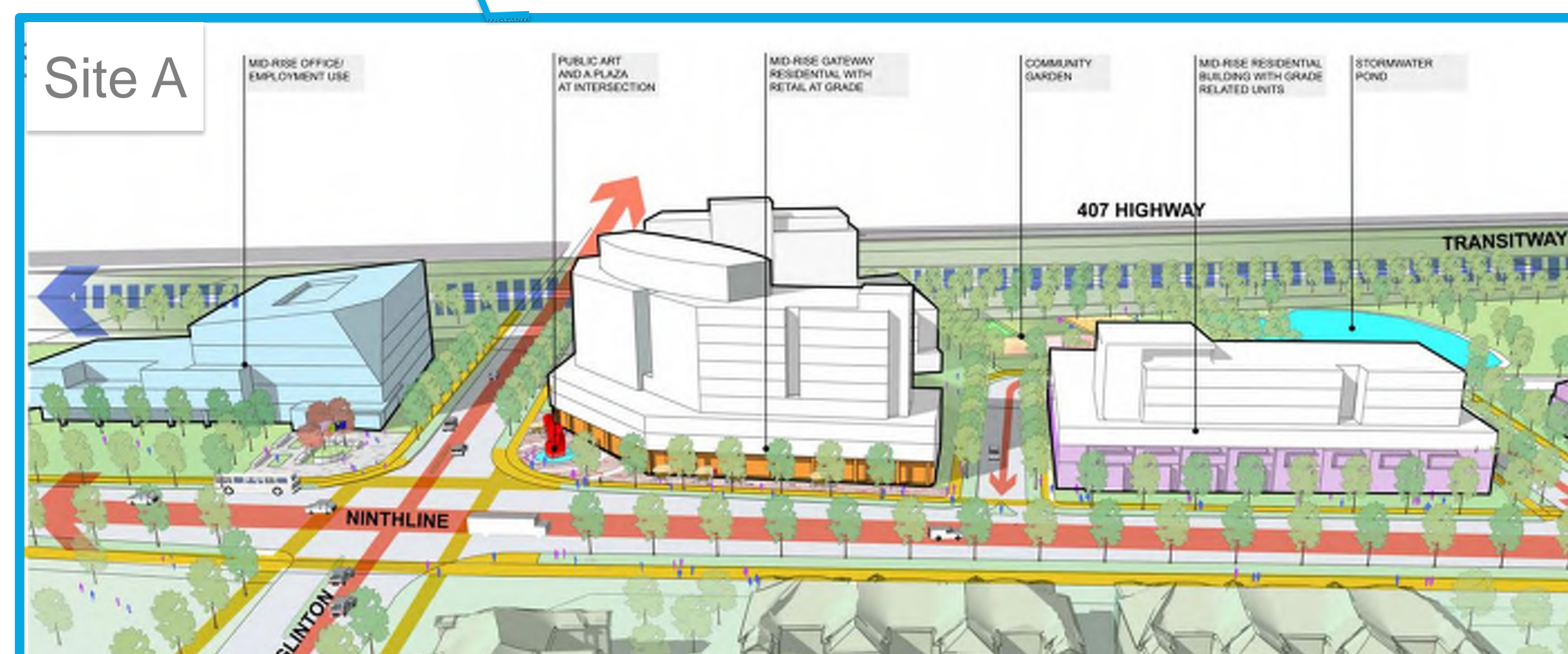
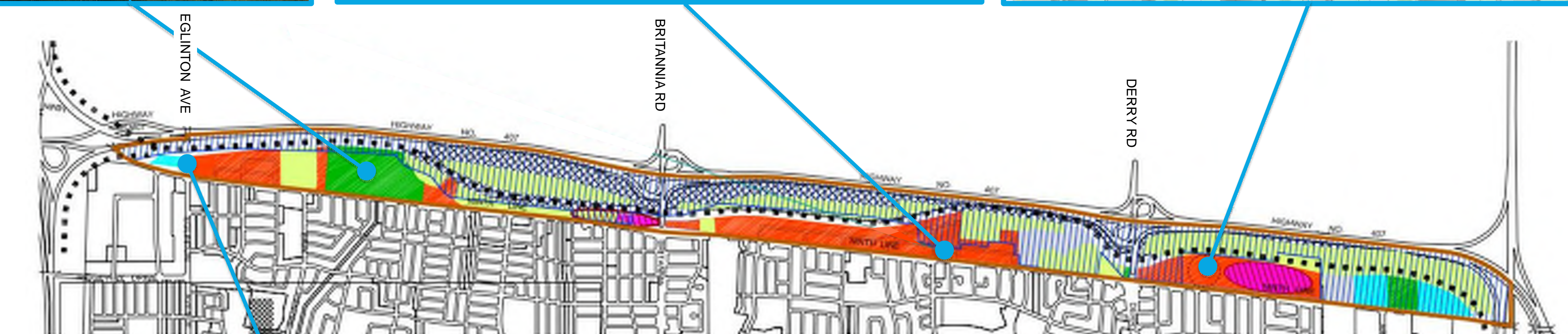
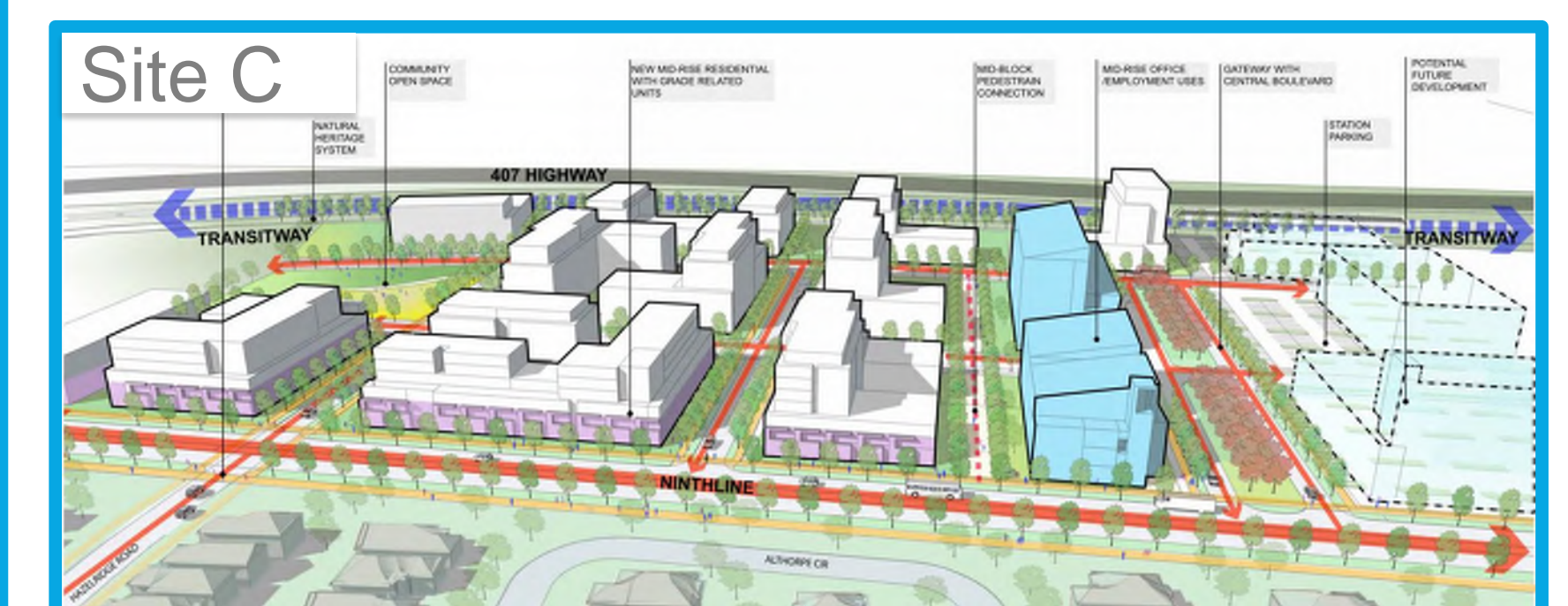
Future Churchill-Meadows Community Centre



Ninth Line at Doug Leavens Boulevard


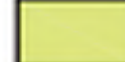











Ninth Line north of Derry Road



Ninth Line at Eglinton Avenue

### Shaping Ninth Line Proposed Land Use Concept

- |                                                                                                                  |                                                                                                          |
|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
|  SUBJECT AREA               |  GREENLANDS         |
|  PARKWAY BELT               |  UTILITY            |
|  RESIDENTIAL MEDIUM DENSITY |  NATURAL HAZARDS    |
|  MIXED USE                  |  TRANSITWAY         |
|  BUSINESS EMPLOYMENT        |  TRANSITWAY STATION |
|  PUBLIC OPEN SPACE          |                                                                                                          |
- \* Limited grade related residential with a minimum height of three storeys may be permitted.
- \*\* Limited grade related residential with a minimum height of 2 storeys may be permitted.



# Existing Walking Conditions

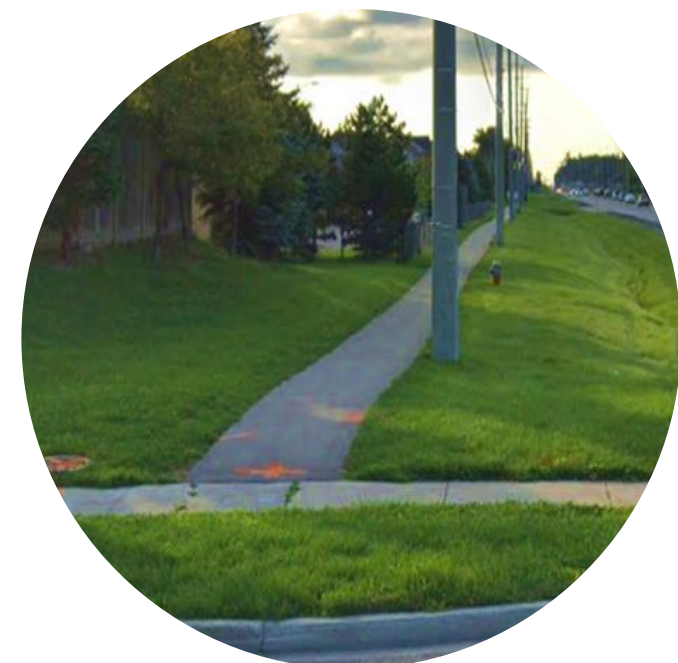
**Ninth Line within the study limits generally does not accommodate pedestrians adequately**



There are no sidewalks on the west side of Ninth Line nor on the majority of the east side



There are no concrete curbs at intersections and crosswalk markings are often missing

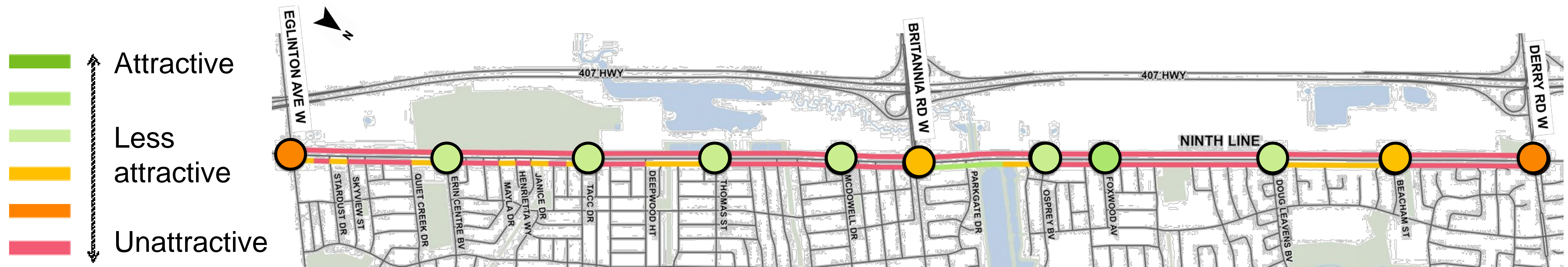


Where available, sidewalks are at most 1.5 meters wide, short and discontinuous



Existing multi-use paths are limited to short segments

**The existing quality of the pedestrian environment has potential for improvement:**





# Existing Cycling Conditions

**Ninth Line within the study limits generally does not accommodate cyclists adequately**



Ninth Line is a signed bike route, meaning cyclists must share the road with vehicles or ride along the road shoulders



North of Britannia Road, a paved multi-use path is located on the east side and connects the Lisgar Meadow Brook Trail

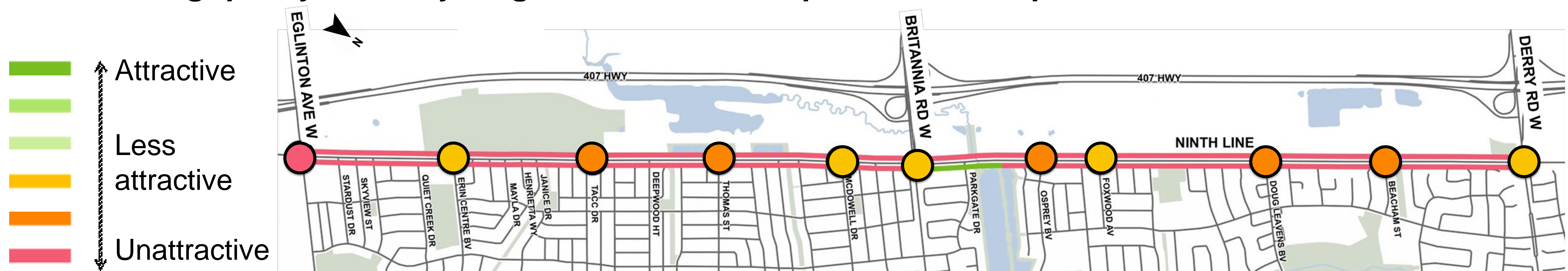


There are no dedicated cycling facilities on the west side of Ninth Line nor on the majority of the east side



Existing multi-use paths are limited to short, connecting segments

**The existing quality of the cycling environment has potential for improvement:**





# Existing Driving Conditions

## Traffic Volumes



There is significant vehicular congestion in the southern part of the study area, particularly between **Britannia Road W** and **Eglinton Ave W**.



Congestion is worse in the southbound direction in the morning and in the northbound direction in the afternoon



Intersections are operating near capacity at Derry Road, Britannia Road and Eglinton Avenue. Queues here also exceed available storage.

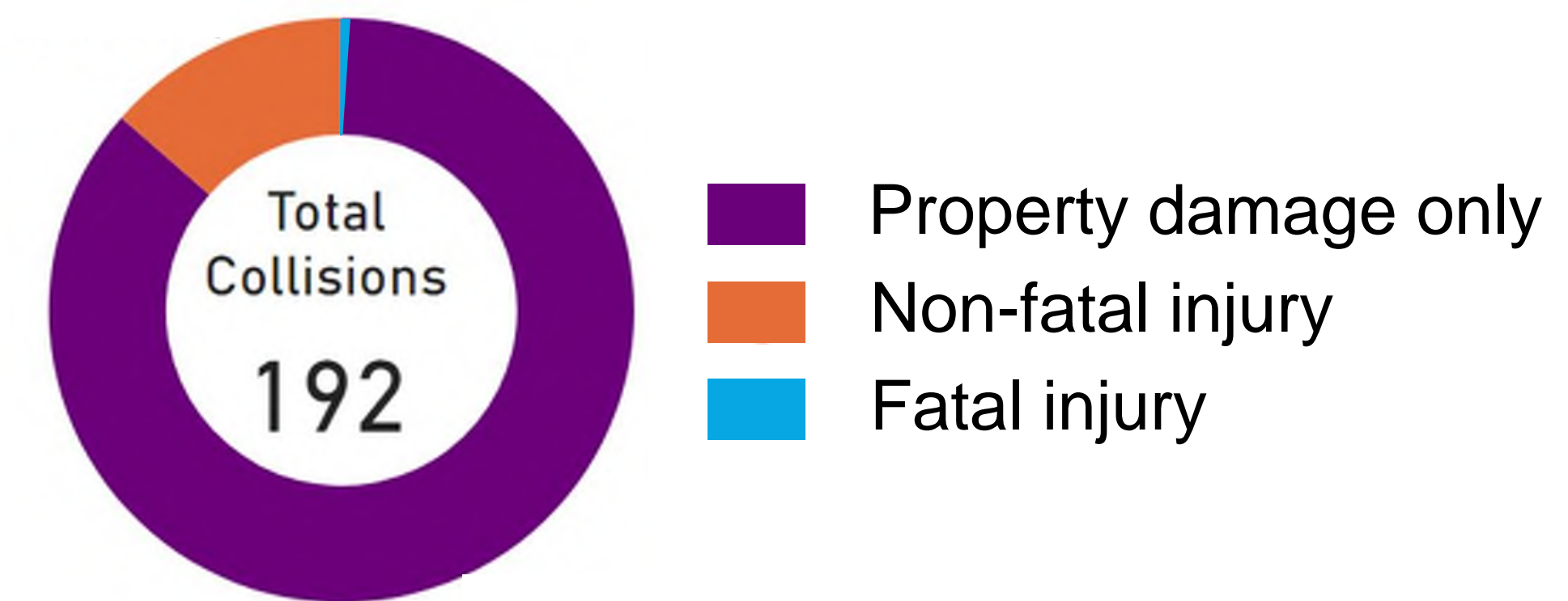


Traffic congestion is expected to continue to increase in the future unless something is done

## Existing Afternoon Peak Period Driving Conditions:



## Collision Analysis (2014 – 2020)



One fatal collision was recorded over the 7-year time period, on a Friday in October 2015.

**78%** of all reported collisions occurred at intersections

The top three collision-prone intersections in the study area are:

- 1 Ninth Line & Britannia Road** (41 collisions)
- 2 Ninth Line & Derry Road** (36 collisions)
- 3 Ninth Line & Eglinton Ave W** (22 collisions)

The most common impact type was rear-end collisions (49%)



# Transit Conditions

## Existing Transit Service



Lisgar GO Station north of the study area provides commuter rail service between Milton GO and Union Station in Toronto



MiWay currently only services small segments of Ninth Line through the following bus routes:

- 39 Britannia
- 9 Rathburn–Thomas
- 35 Eglinton–Ninth Line
- 49 McDowell



Boarding and alighting were observed to be highest at Skyview Street, just north of Eglinton Avenue.



Source: MiWay (2020)

## Future Transit Plans



The completion of the Churchill Meadows Community Centre will cause changes to MiWay bus routes starting in October 2020.



Route modifications will increase service along Ninth Line and will impact:

- 39 Britannia
- 9 Rathburn–Thomas
- 35 Eglinton–Ninth Line
- 49 McDowell
- 50 Lisgar–Churchill Meadows









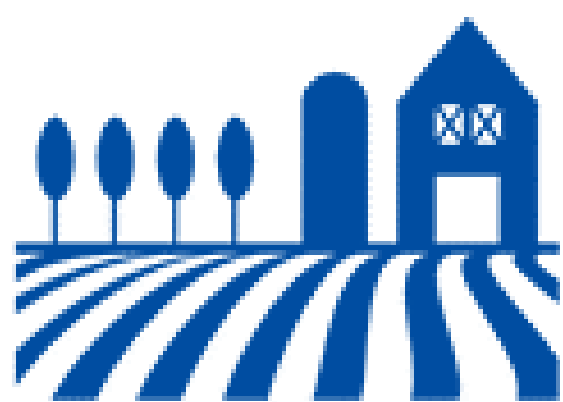



New bus stops are planned at several locations southbound along the west side of Ninth Line to help serve the evolving neighbourhood



Source: MiWay (2020)



# Problem and Opportunity Statement

Problem	Opportunity
 <p>Existing road and intersections cannot accommodate future traffic volumes</p>	 <p>Improve Ninth Line's capacity to accommodate projected traffic demand and maximize person carrying capacity</p>
 <p>Lack of continuous pedestrian and cycling facilities creates unfavourable conditions for non-drivers.</p>	 <p>Providing enhanced active transportation infrastructure to improve pedestrian and cycling conditions and encourage travel choices that can reduce driving</p>
 <p>Transit service is impacted by congestion resulting in delays, especially during peak periods</p>	 <p>Improve the efficiency and reliability of transit through increased roadway capacity and intersection improvements</p>
 <p>Inconsistent roadway typology and transitions from urban to rural cross-section</p>	 <p>Consider a continuous urban roadway to create a corridor with consistent drainage infrastructure</p>
 <p>Under existing conditions, Ninth Line is unable to service future growth, does not recognize its role as a gateway to the City and is not consistent with the future vision for the area and adjacent developments</p>	 <p>Design Ninth Line as a complete street to serve study area residents and visitors alike, people of all ages and abilities and commuting and recreational users. Acknowledging Ninth Line's role as a gateway to the City of Mississauga</p>

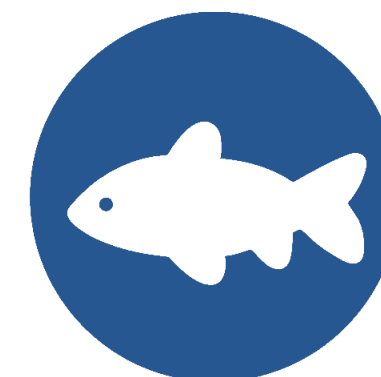


# Key Technical Studies

The following technical studies are being undertaken to inform the evaluation of alternatives and provide input into identification of impacts and mitigation measures:



Transportation Assessment



Natural Heritage Assessment



Tree Inventory



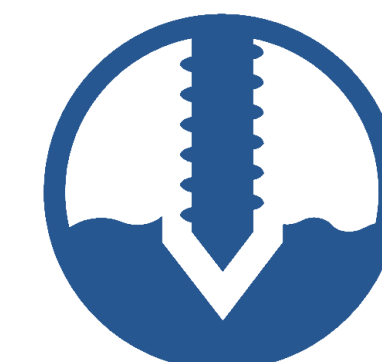
Drainage and Stormwater Management Assessment



Archaeological Assessment



Built Heritage/Cultural Heritage Resource Assessment



Geotechnical and Pavement Investigation



Structural Assessment



Phase 1 Environmental Site Assessment



Noise and Vibration Assessment



Air Quality Assessment



Socio-Economic Assessment



# Natural Environment







Various natural features and ecological functions were identified within the Ninth Line Lands that have direct bearing on the Ninth Line EA.



Measures will be taken to avoid or mitigate impact to these natural features. They will be outlined in the next phase of the study.



-  Permanent Watercourse
-  Watercourse Crossing
-  Significant Woodland
-  City of Mississauga Significant Wetland
-  Eastern Wood-Pewee/Wood Thrush SWH and Candidate Bat Maternity Colonies SWH
-  Wetland
-  Ecological Linkage
-  Ecological Land Classification (ELC)

**Federally and Provincially Significant Species have been identified in the study area and vicinity. These include:**



## Birds

Barn Swallow  
Bobolink  
Chimney Swift  
Common Nighthawk  
Eastern Wood-Pewee  
Peregrine Falcon  
Red-headed Woodpecker  
Wood Thrush



## Mammals

Small-footed, northern, little brown and tri-colored bats



## Reptiles / Amphibians

Blanding's Turtle  
Eastern Ribbonsnake  
Jefferson Salamander  
Northern Map Turtle  
Snapping Turtle  
Western Chorus Frog



## Insects

## Monarch Butterfly

**Natural features and habitats were generally located west of Ninth Line and include:**



## Terrestrial Habitat

(CUM1) Mineral Cultural Meadow Ecosite  
(CUM1-1) Dry-Moist Old Field Meadow Type  
(CUT) Cultural Thicket  
(CUP 1) Deciduous Plantations  
(CUP 3-9) Norway Spruce Coniferous Plantations  
(CUW 1) Mineral Cultural Woodland Ecosite



## Old Growth Forest

(FOD5) Dry-Fresh Sugar Maple Deciduous Forest Ecosite  
 (FOD6-4) Fresh-Moist Sugar Maple-White Elm Deciduous Forest Type  
 (FOD7-2) Fresh-Moist Green Ash-Hardwood Lowland Deciduous Forest Type  
 (FOD7-3) Fresh-Moist Willow Lowland Deciduous Forest Type  
 (H1-H6) Hedgerow



## Aquatic Habitat

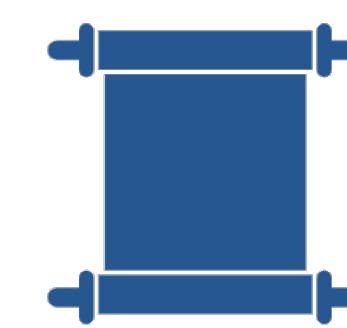
(MAM2) Graminoid Mineral Meadow Marsh Ecosite  
(MAM2-2) Reed-canary Grass Graminoid Mineral Meadow Marsh Type  
(MAS2-1) Cattail Mineral Shallow Marsh Type  
(OAGM1) Annual Row Crops  
(OAO) Open Aquatic  
(SW D2-2) Green Ash Mineral Deciduous Swamp Type  
(SW T) Thicket Swamp



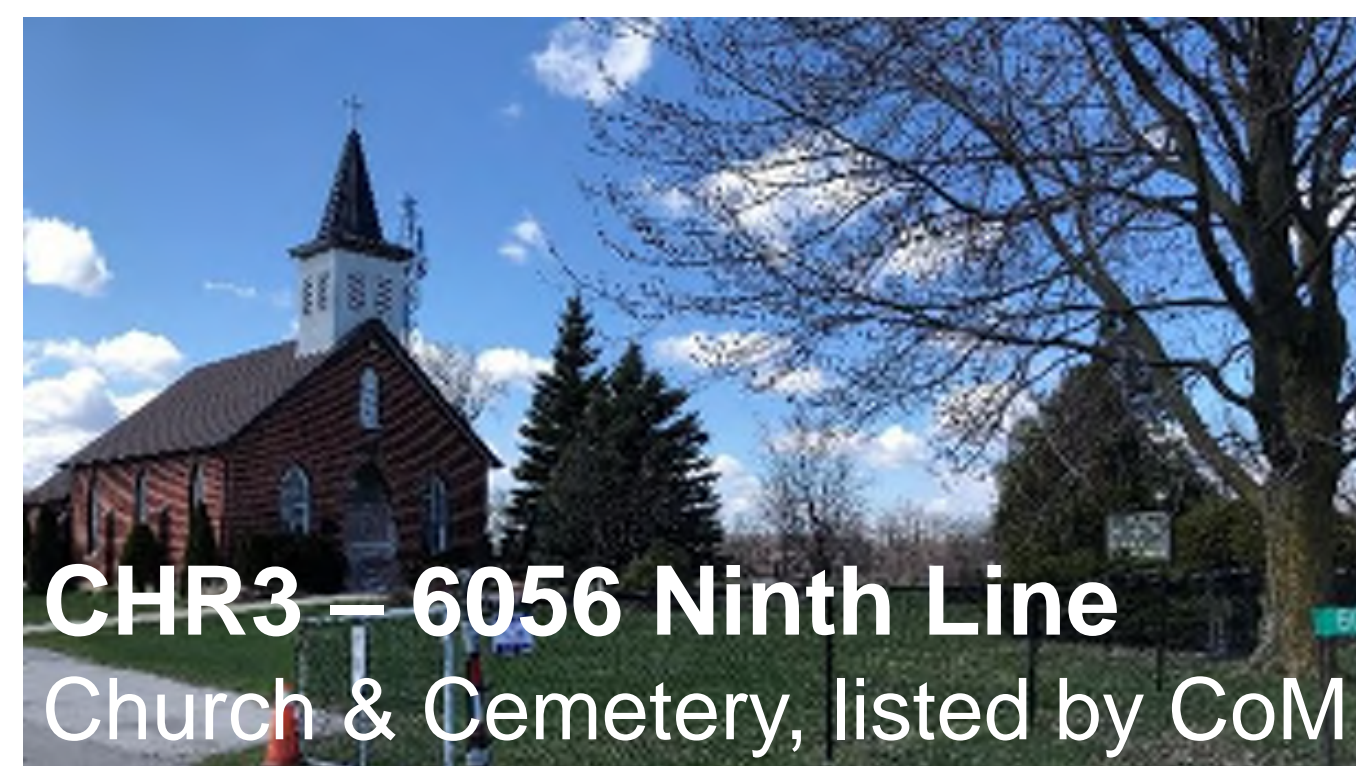
# Cultural Heritage



A total of five cultural heritage resources (CHR) were identified within and/or adjacent to the study area.

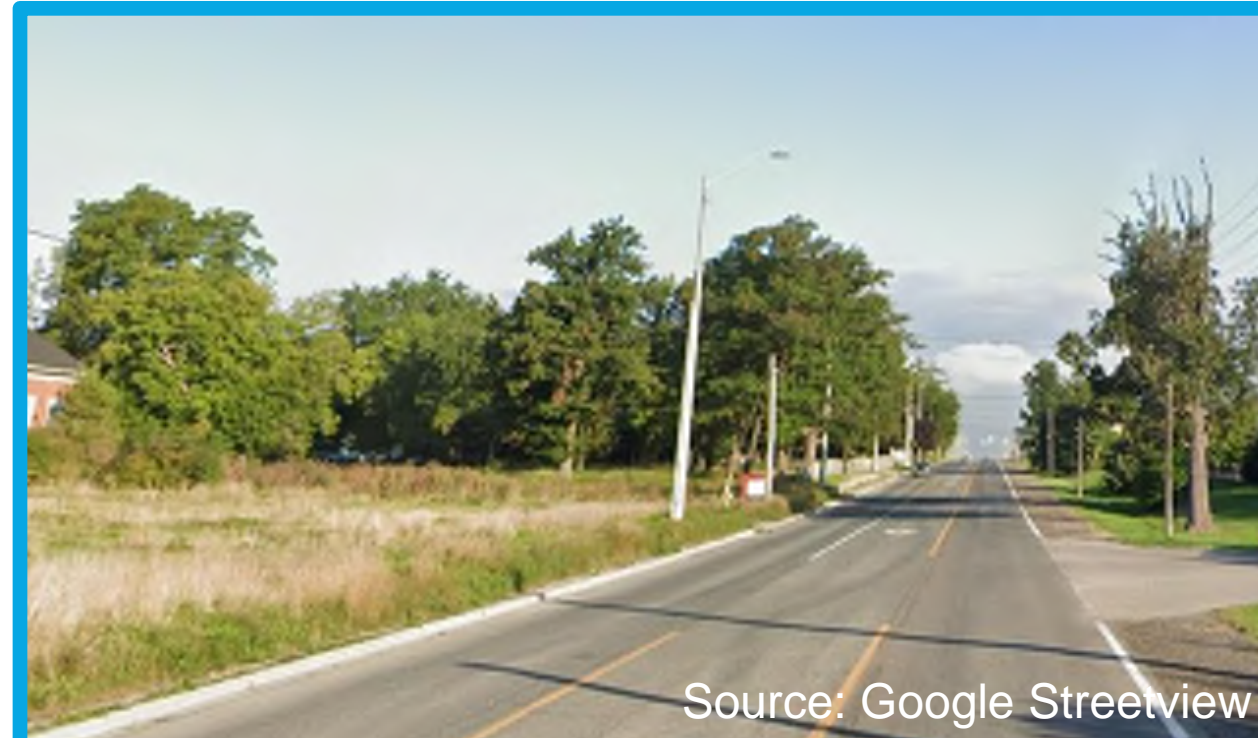


Four cultural heritage resources are listed in the Heritage Register for Mississauga and one is designated under Part IV of the Ontario Heritage Act.





# Alternative Solutions Considered



## Alternative 1

### Do Nothing

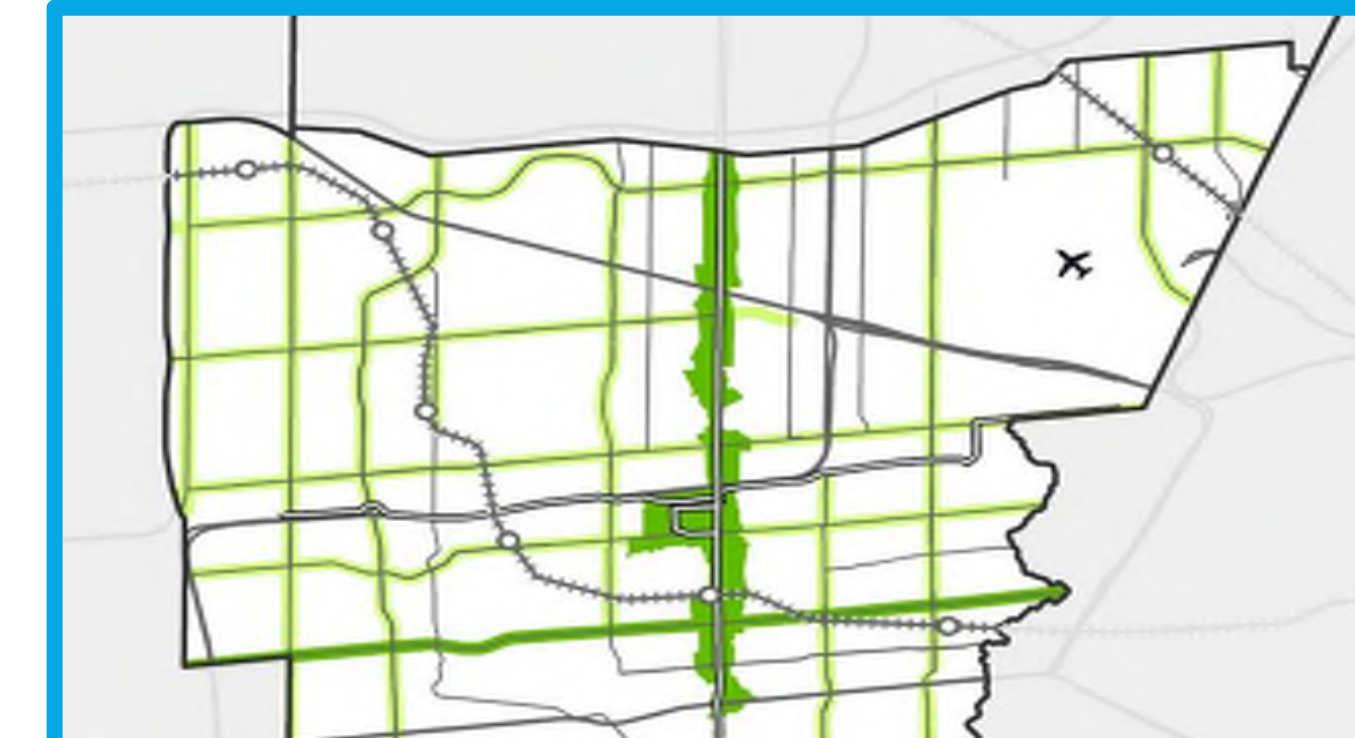
Maintain existing conditions  
Ninth Line remains unchanged



## Alternative 2

### Limit Development

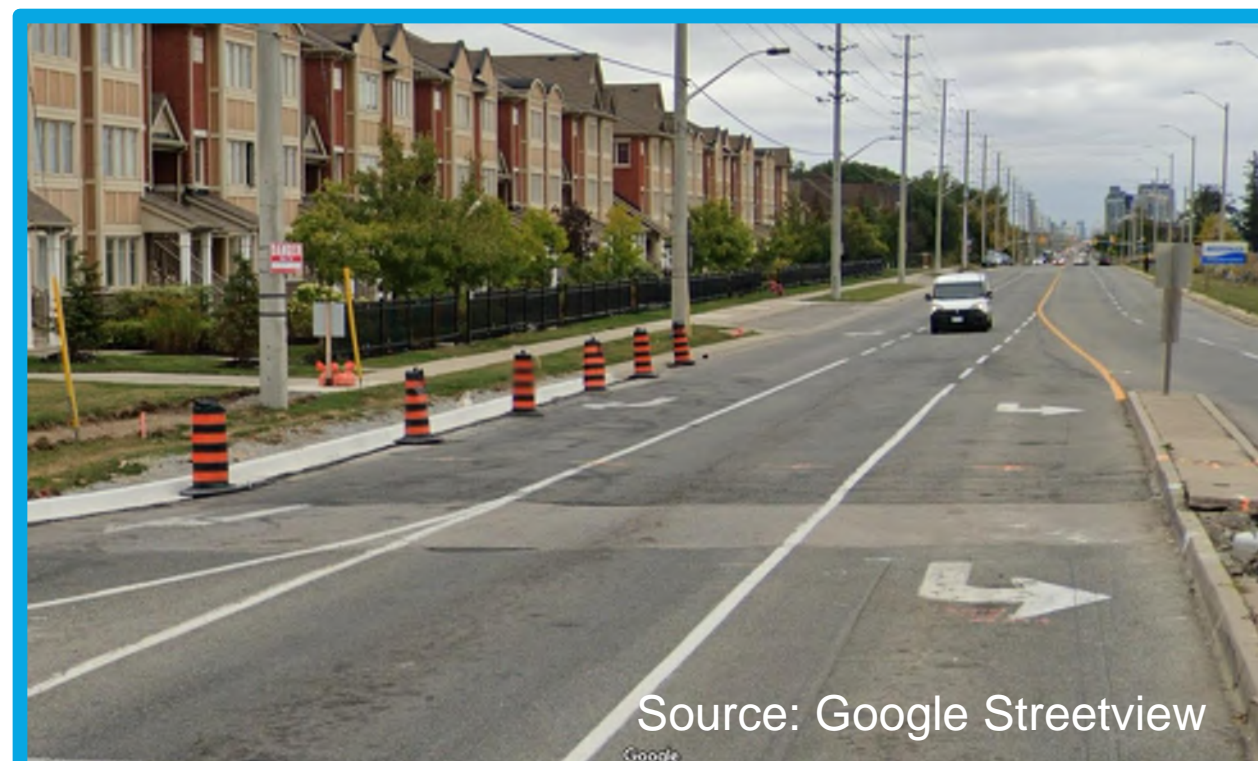
Will limit growth and transportation demand in the study area  
Ninth Line remains unchanged



## Alternative 3

### Improve Other Roads

Improve roads outside of the study area  
Ninth Line remains unchanged



## Alternative 4

### Operational Improvements

Localized improvements only, for example at intersections  
No road widening



## Alternative 5

### Multimodal Improvements

Implement improvements for transit, cyclists, and pedestrians only  
No road widening



## Alternative 6

### Widen from 2 to 4 lanes

Widen Ninth Line from 2 to 4 lanes  
No cycling or pedestrian improvements

**Notes:** A combination of alternatives is also being considered.

Roundabouts and signalized intersections will be considered in the next phase of the study, as part of the design development.



# Preliminary Evaluation Criteria

The following criteria were developed with stakeholder and agency feedback. This will be used to evaluate the impacts and benefits of each developed alternative.



## Transportation

- Addresses Congestion and Improves Corridor Capacity and Vehicular Level of Service to Accommodate Future Travel Demand
- Accommodates All Road Users, Including Pedestrians, Cyclists and Transit Users
- Enhanced Road Safety and Comfort for All Road Users
- Accommodates Commercial Goods Movement
- Improved Access to / from Ninth Line
- Addresses Problem / Opportunity Statement
- Improves Network Connectivity
- Improves Emergency Response Time



## Cultural Heritage

- Minimizes Impacts to Archaeological Features
- Minimizes Impacts to Cultural Heritage Resources



## Natural Heritage

- Minimizes Impacts to and Enhances Environmentally Sensitive Areas
- Minimizes Impacts to Wildlife, Vegetation, Aquatic Species and Habitat, and Species at Risk
- Provides Drainage and Stormwater Management Improvements and Mitigates Erosion
- Minimizes Effects on Climate Change



## Engineering, Construction Complexity and Implementation

- Minimizes Utility Relocation
- Addresses Drainage or Contamination Concerns
- Minimizes Construction Complexity, Including Staging and Traffic Disruption During Construction
- Optimizes Capital Costs
- Optimizes Operation/Maintenance Costs
- Minimizes Property Acquisition Costs



## Socio-Economic

- Improves Attractiveness/Aesthetics
- Minimizes Business Impacts and Enhances Business and Place-Making Opportunities
- Minimizes Property Acquisition
- Minimizes Noise and Vibration Impacts
- Improves Air Quality
- Provides or Improves Streetscape Amenities and Urban Design Elements



## City Building

- Consistency With The City's Strategic Priorities Pursuant to the City's Strategic Plan "Our Future Mississauga", Official Plan Policy Objectives, the Cycling Master Plan, Shaping Ninth Line, and Other Relevant Planning Documents
- Accommodates Existing and Planned Development



# Summary of Alternative Solutions Considered

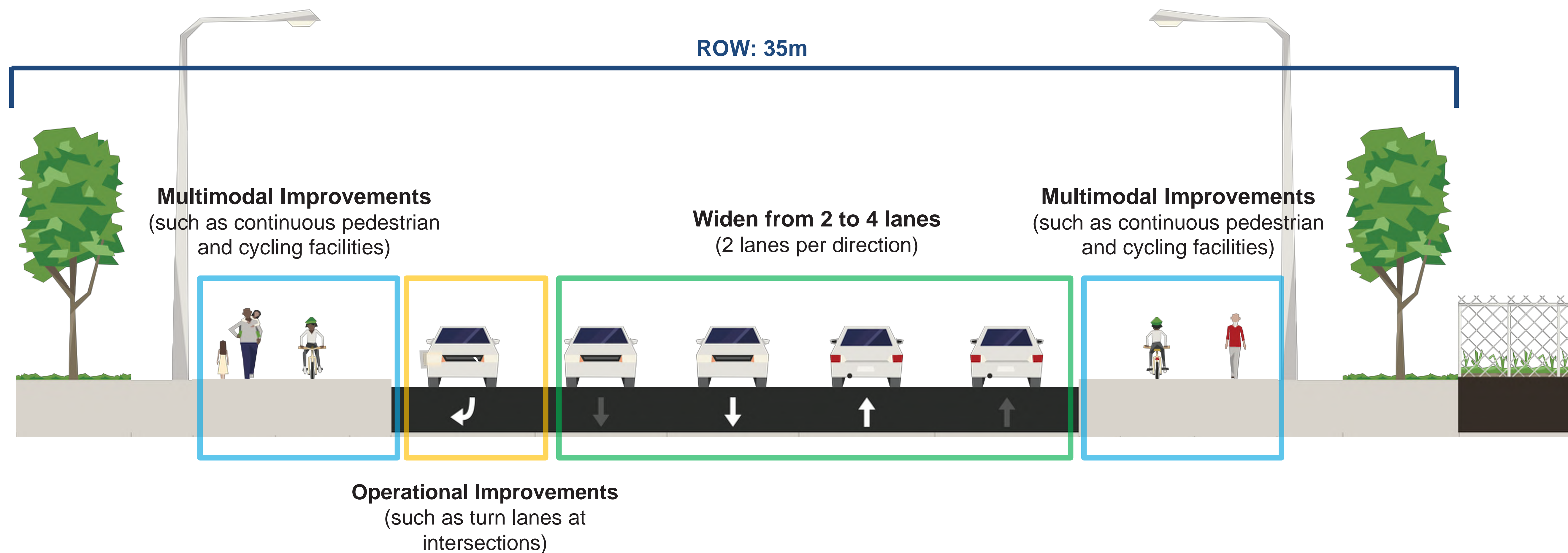
	Alternative 1 Do Nothing	Alternative 2 Limit Development	Alternative 3 Improve other Roads	Alternative 4 Operational Improvements	Alternative 5 Multimodal Improvements	Alternative 6 Widen from 2 to 4 lanes
Transportation and Transit, Accessibility	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Preferred	Preferred
City Building	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Preferred	Preferred
Natural Heritage	Less Preferred	Less Preferred	Not Preferred	Less Preferred	Preferred	Less Preferred
Socio-Economic Environment	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Preferred	Less Preferred
Cultural Heritage	Preferred	Preferred	Less Preferred	Less Preferred	Not Preferred	Not Preferred
Engineering Considerations, Construction Complexity, and Implementation	Preferred	Preferred	Less Preferred	Less Preferred	Preferred	Less Preferred
				Recommended in Combination		
Overall Evaluation	Not Recommended	Not Recommended	Not Recommended	Recommended in combination with Alt. 5 and 6 to supplement other improvement	Recommended in combination with Alt. 4 and 6	Recommended in combination with Alt. 4 and 5



# Preliminary Preferred Solution

The preliminary preferred solution is to widen Ninth Line from 2 to 4 lanes while improving pedestrian and cycling facilities and implementing operational improvements at intersections. This solution is consistent with the City of Mississauga Transportation Master Plan and the Shaping Ninth Line Study and will help manage growth and ensure the transportation system fulfills its essential role in city-building.

What do you think of the preferred solution? Let us know in the online comment form.



Alternative pedestrian and cycling facility options are presented in the next slide.

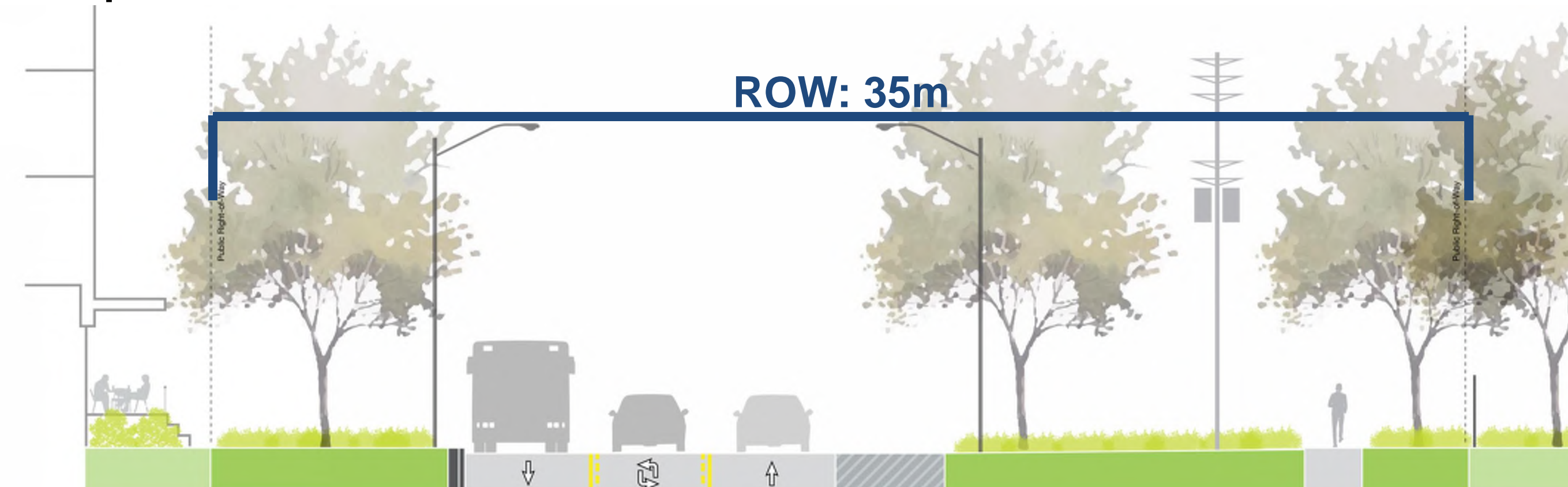


# Potential Cross-Sections for 35m (midblock)

Please let us know your thoughts on possible alternative cross-sections

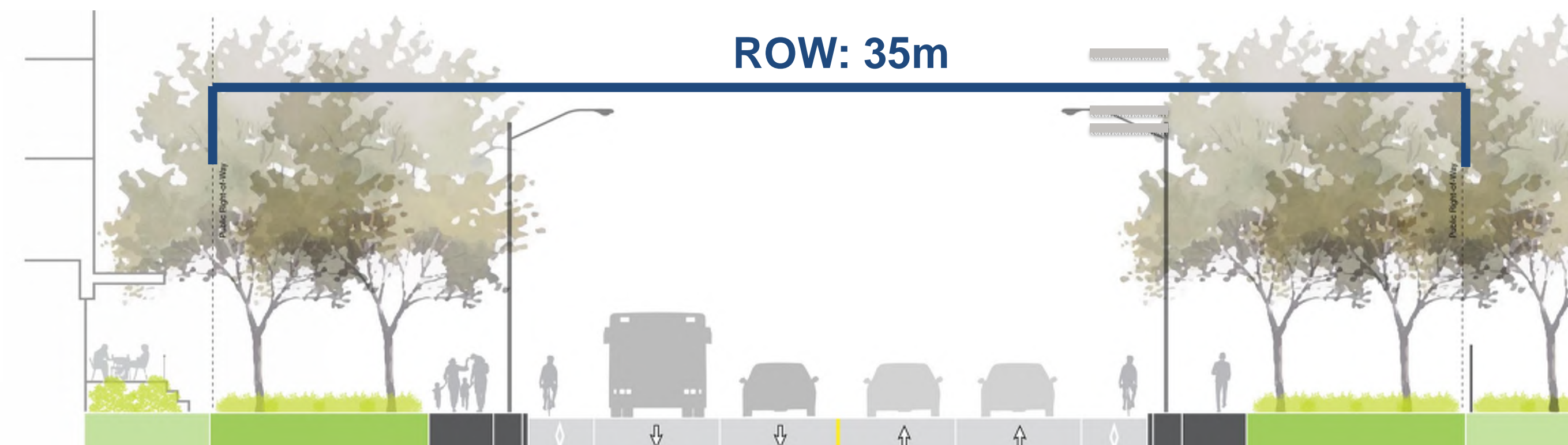
## Do Nothing

- **No changes** to the existing cross-section
- **Maintain existing** traffic lanes and whatever pedestrian / cycling facilities, and landscaping exist



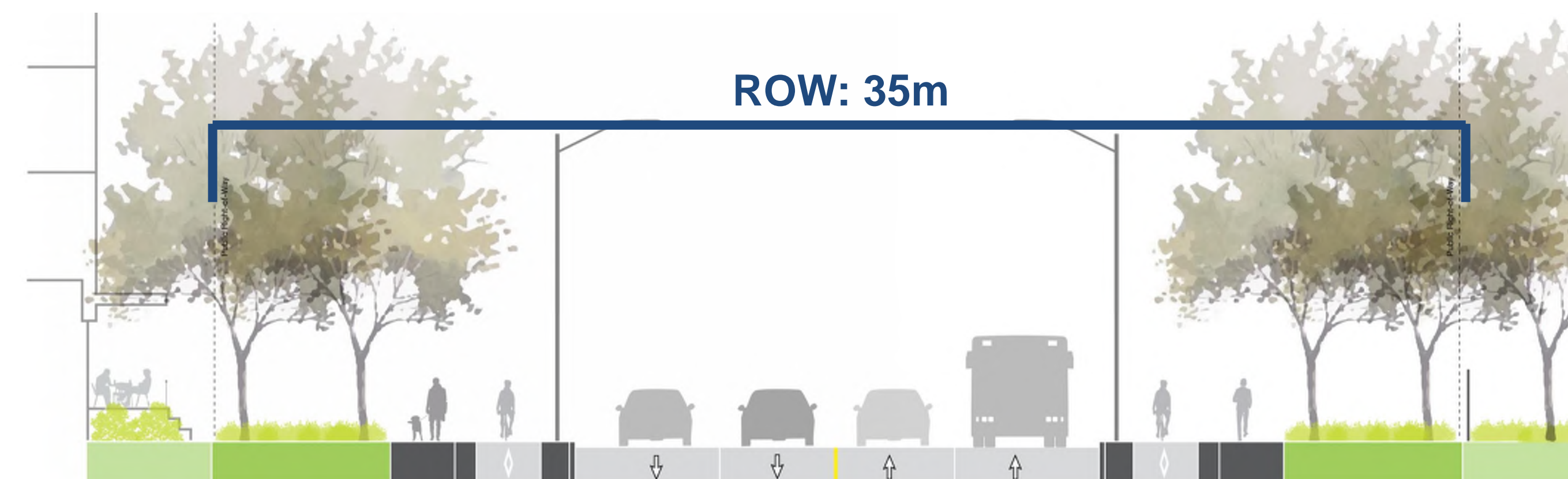
## Alternative 1

- **Widen** from 2 to 4 lanes
- On-street **bike lanes**
- **Sidewalks** on both sides
- Opportunities for **landscaping** and amenities in the boulevards



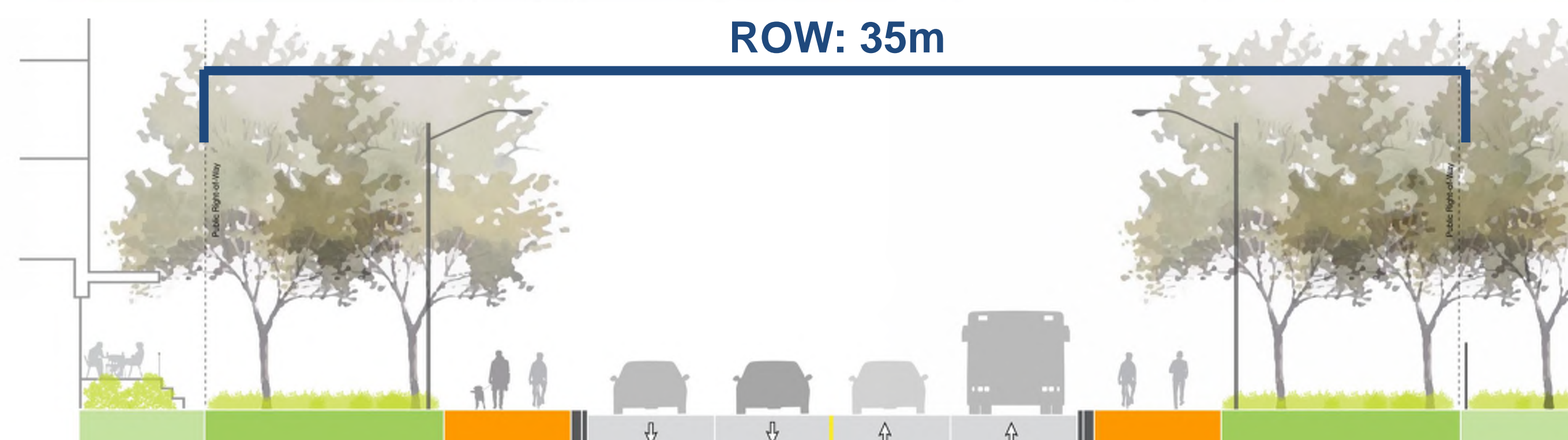
## Alternative 2

- **Widen** from 2 to 4 lanes
- Boulevard **cycle tracks** (separated from vehicular lanes)
- **Sidewalks** on both sides
- Opportunities for **landscaping** and amenities in the boulevards



## Alternative 3

- **Widen** from 2 to 4 lanes
- **Multi-use path** on both sides (no additional bike lanes/cycle tracks or sidewalks)
- Opportunities for **landscaping** and amenities in the boulevards



## Notes:

- All alternative cross-sections shown here are looking north on Ninth Line
- Intersection improvements are unique to each location and will be confirmed in the next phase of the study, as part of the design development.
- Raised medians, where appropriate and where space permits, will also be considered during the next phase of the study as part of the design development.



# Project Timeline and Next Steps



## Next Steps



**Review feedback from the public**



**Select and Develop Preferred Design**



**Refine and Evaluate Alternative Design Concepts**



**Present the Preferred Design at Public Information Centre #2 (Fall 2020)**



# Thank You for Participating in the Public Information Centre

**Your input is very valuable to us!**



Please complete the [online comment form](#) or provide your comments by mail, email, or phone by **Friday, July 17, 2020**.



The City will compile the feedback received from this Public Information Centre and report back with the findings in mind.

**Any project related questions or comments can be directed to:**

**Gino Dela Cruz, P.Eng.**

Transportation Project Engineer



City of Mississauga Transportation & Works Department  
201 City Centre Drive, Mississauga



Gino.DelaCruz@mississauga.ca



311



## Ninth Line Improvements PIC #1 Survey

*The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.*

1. Which of the following alternative solutions do you think best addresses the problems and opportunities along Ninth Line?



**Alternative 1**

### Do Nothing

- Maintain existing conditions
- Ninth Line remains unchanged



**Alternative 2**

### Limit Development

- Will limit growth and transportation demand in the study area
- Ninth Line remains unchanged



**Alternative 3**

### Improve Other Roads

- Improve roads outside of the study area
- Ninth Line remains unchanged





**Alternative 1**

### **Do Nothing**

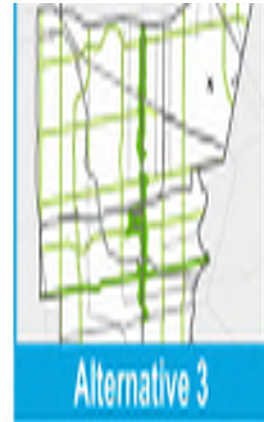
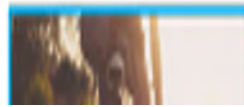
- Maintain existing conditions
- Ninth Line remains unchanged



**Alternative 2**

### **Limit Development**

- Will limit growth and transportation demand in the study area
- Ninth Line remains unchanged



**Alternative 3**

### **Improve Other Roads**

- Improve roads outside of the study area
- Ninth Line remains unchanged



☐ **Alternative 1 - Do Nothing**

☐ **Alternative 2 - Limit Development**

☐ **Alternative 3 - Improve Other Roads**

☐ **Alternative 4 - Operational Improvements**

☐ **Alternative 5 - Multimodal Improvements**

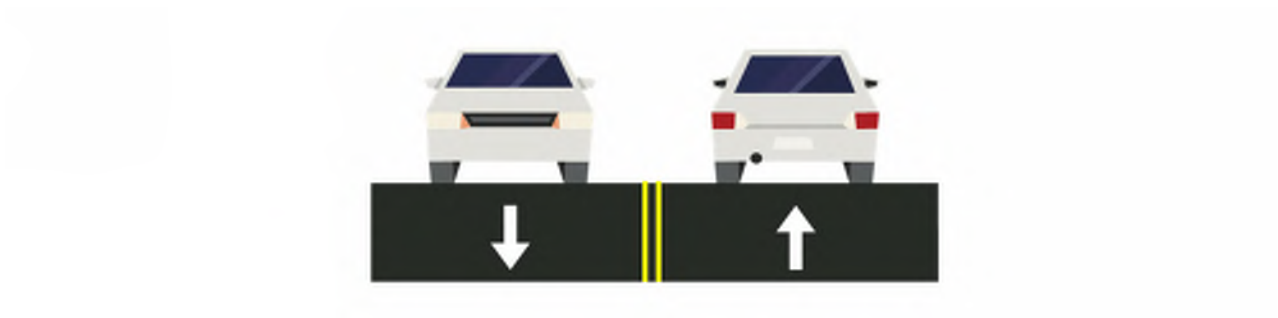
☐ **Alternative 6 - Widen from 2 to 4 Lanes**

☐ **Alternative 7**  
(combination of alternatives 4 + 5 +6)

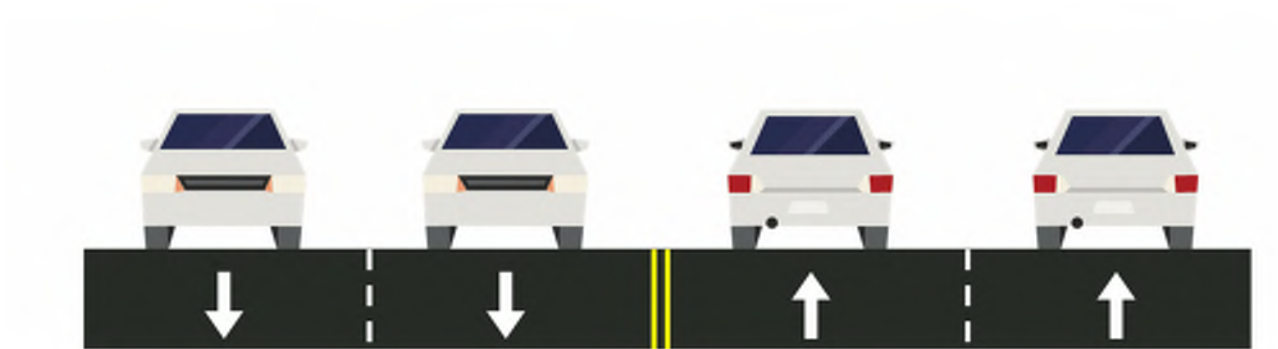


2. How many travel lanes should Ninth Line have in the future?

☐ 2 Lanes (one per direction)



☐ 4 Lanes (two per direction)



☐ Other (please specify)



### 3. How should cyclists and pedestrians be accommodated along Ninth Line?

- ☐ On-road bike lanes + sidewalks



On-Road Bike Lane



Sidewalk

- ☐ Off-road cycle tracks (separated from vehicular lanes) + sidewalks



Off-Road Cycle Track



Sidewalk

- ☐ Multi-use path (combined facility shared by cyclists and pedestrians)



Multi-use Path



4. Do you have any other comments or suggestions for the project team to consider?

5. Please provide your personal contact Information below. The personal information is collected by the City of Mississauga under authority of Section 11 of the Municipal Act, 2001. It may be used to contact you regarding this project.

Name	<div></div>
Mailing Address	<div></div>
City/Town	<div></div>
Postal Code (at least first 3 digits)	<div></div>
Email Address	<div></div>
Phone Number	<div></div>

6. Would you like to be added to the study mailing list?

- ☐ Yes (please make sure your contact information is included in the question above)
- ☐ No

Thank you for your participation. Any comments or questions can be directed to:

Gino Dela Cruz, P.Eng.  
Transportation Project Engineer  
Phone: 311  
Email: [gino.delacruz@mississauga.ca](mailto:gino.delacruz@mississauga.ca)



# NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

**NINTH**<sup>ENE</sup>  
IMPROVEMENTS FROM  
EGLINTON AVE W TO DERRY RD W

## ? ABOUT THE STUDY

The City of Mississauga is undertaking a Schedule C Municipal Class Environmental Assessment (EA) study to assess potential transportation improvements to Ninth Line between Eglinton Ave W and Derry Rd W.

The study will review possible improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along this corridor. The study will include:

- public, agency and stakeholder consultation
- an evaluation of alternative solutions and alternative designs
- an assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts

Project related questions can be directed to [✉ Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca) or by calling ☎ 311.



 Study Area



Issued on December 16, 2020.

City of Mississauga Transportation & Works Department- 201 City Centre Drive, Mississauga



# NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

# NINTH

IMPROVEMENTS FROM  
EGLINTON AVE W TO DERRY RD W



## PARTICIPATE IN ONLINE PUBLIC INFORMATION CENTRE (PIC) NO.2

The second PIC will provide an opportunity for you to review the preferred design for the study corridor, and provide input and share ideas with the project team.

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.



### DATE

January 13, 2021 to February 3, 2021



### TIME

Anytime at your convenience



### LOCATION

<http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study>

Accessible material available upon request.



## GET INVOLVED

Public input is important. For background information and to sign up to receive email updates, visit us online or contact Jeffrey Reid at [Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca) or by calling 311.



<http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study>





## Ninth Line Improvements

### NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

#### The Study

The City of Mississauga is undertaking a Schedule C Municipal Class Environmental Assessment (EA) to assess potential transportation improvements to Ninth Line between Eglinton Avenue West and Derry Road West.

The study will review possible improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along this corridor.

#### The Process

The Study is being carried out in accordance with the Municipal Engineers Association's Municipal Class EA process. The study will include:

- Public, agency and stakeholder consultation
- an evaluation of alternative solutions and alternative designs
- an assessment of the potential environmental effects associated with the proposed improvements
- the identification of reasonable means to mitigate any adverse impacts

Upon completion of the study, an Environmental Study Report will be submitted to the Ministry of the Environment, Conservation and Parks and other key agencies, and will be made available for public review for a period of 30 days.

#### Public Consultation

Public consultation is important to the success of this study. An Introductory Open House was held in February 2020, and Public Information Centre (PIC) #1 was held online in June/July 2020. These consultation events provided stakeholders with an opportunity to:

- obtain background information on the study and review the findings to date
- provide input and share ideas with the project team related to key issues and concerns along the study corridor, alternative solutions, alternative design concepts, environmental considerations, and anticipated impacts and mitigation strategies

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The second PIC will present the preliminary preferred design for the study corridor and will be held online as follows:

**When:** View materials anytime starting on **Wednesday, January 13, 2021**

**Where:** Online [Mississauga.ca/NinthLineEA](https://Mississauga.ca/NinthLineEA)

**Input format:** Please complete the **online comment form in the link above** or provide your comments by **Wednesday, February 3, 2021** by contacting:

**Jeffrey Reid, LET, C.E.T.**

*Project Manager*

City of Mississauga

201 City Centre Drive, Mississauga



[Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca)



311

**Tara Erwin, P.Eng, M.A.Sc**

*Consultant Project Manager*

HDR Corporation

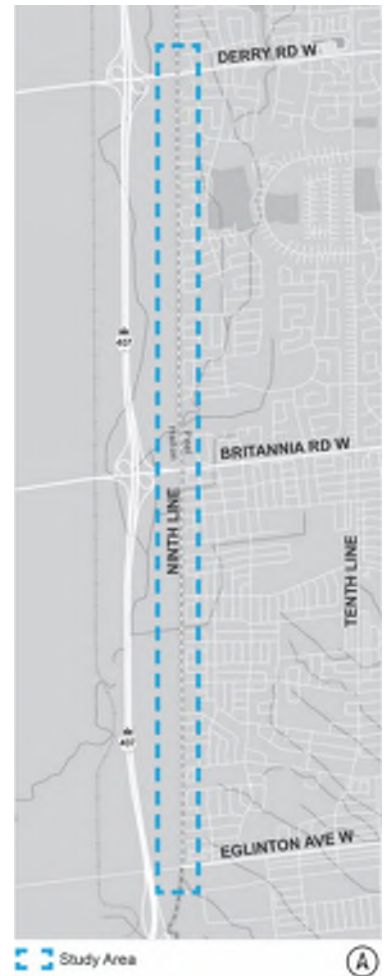
100 York Boulevard, Suite 300, Richmond Hill



[Tara.Erwin@hdrinc.com](mailto:Tara.Erwin@hdrinc.com)



(289) 695-4653







**Mini B<sup>®</sup> Proof**  
(Ad Panel - 58"h x 96"w)  
(Topper - 12"h x 58"w)

Mobile signs installed at two locations:  
- North of Deepwood Heights  
- North of Foxwood Avenue

PLEASE CHECK THIS PROOF CAREFULLY FOR ERRORS AND OMISSIONS. YOUR APPROVAL CONSTITUTES ACCEPTANCE OF FULL RESPONSIBILITY FOR ALL ERRORS, OMISSIONS AND LEGAL AND ETHICAL COMPLIANCE IN THIS DOCUMENT. DESIGNER WILL NOT ACCEPT LIABILITY FOR ERRORS OVERLOOKED AT THIS STAGE OF PROOFING. ANY CHANGES FROM YOUR PREVIOUSLY APPROVED COPY WILL BE CHARGED EXTRA ACCORDING TO BOTH TIME AND MATERIALS.



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» Alternative Design Concepts - Road Widening

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» Intersection Control

» Preferred Preliminary Design Concept


» Preferred Preliminary Design Concept (continued)

» Preferred Preliminary Design Concept (continued)

» Project Timeline and Next Steps

» Thank You!

## Welcome to Public Information Centre No. 2

 Play Audio

### Ninth Line Improvements Eglinton Avenue West to Derry Road West

Welcome to the second Public Information Centre (PIC No.2) for the Ninth Line Environmental Assessment (EA) Study.

The commenting period for PIC No. 2 will be open from January 13th to February 3rd, 2021. Comments can also be emailed to [Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca).

We look forward to hearing from you and receiving your input on this study.



Source: Urban Toronto "Mississauga: Ninth Line Lands redevelopment"

### How to Navigate

- Click on the arrows on the right side of your screen
- Use the navigation bar at the left of your screen to revisit any part of the meeting
- Scroll up and down to see the entire slide on each slide
- Click on "Play Audio" located on the top right corner on each slide to play audio presentation of each slide

### How to Participate

- Click the arrows in the green bars on the left and right of the screen to get started learning about the project. Some slides will have areas where you can provide your feedback on the information shown in the slide
- Provide a comment at any point by clicking the "Comment" button at the top right corner of your screen. Once finished, please make sure to hit "Submit" to send your comments to the project team.

### Contact Information

Name:

 Your Full Name Please

Email:

 Enter your Email

Address:

 Your Address

Postal Code:

 Address Postal Code

☐ Yes, I would like to join the mailing list

**Privacy Statement:** Please note that your personal information will not be shared, re-used or sold without your consent. Your comments and feedback will be reported anonymously.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



## Project Objectives

### Study Purpose



The City of Mississauga is undertaking a **Schedule "C" Municipal Class Environmental Assessment (EA) Study** to investigate transportation improvements along Ninth Line from Eglinton Avenue West to Derry Road West.



### EA Study Process

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act. There are five phases and we are currently in Phase 3 - Alternative Design Concepts for the Preferred Solution. Public Consultation is a key component of the EA process.



Learn More About the EA Process

WE ARE HERE

END OF STUDY

### Why Are We Here?

This purpose of PIC No. 2 is to:

- Share key feedback received on the project
- Present the design approach, alternatives considered, evaluations and preliminary recommendations for Ninth Line improvements
- Present the Recommended Preferred Preliminary Design
- Obtain your input about the project and recommendations
- Discuss next steps

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>> Preferred Preliminary Design Concept (continued)

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- >> Preferred Preliminary Design Concept (continued)
- >> Project Timeline and Next Steps
- >> Thank You!

## What we heard at Public Information Centre No. 1

Top areas of interest we heard in PIC No. 1 include:

- |                                                                                                                     |                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| <b>Congestion and Queuing</b><br>Increase road capacity and reduce travel times                                     | <b>Intersection Operations</b><br>Improve efficiency and safety at intersections                                               |
| <b>Active Transportation</b><br>Improve walking and cycling by providing facilities (separated and off-road)        | <b>Natural Heritage</b><br>Preserve the natural environment and wildlife                                                       |
| <b>Flooding Protection</b><br>Additional pavement width will increase runoff                                        | <b>Noise &amp; Disruption</b><br>Concerns due to future growth and associated construction                                     |
| <b>Streetscaping &amp; Landscaping</b><br>Consider public realm enhancements as part of transportation improvements | <b>Timing of Improvements</b><br>Infrastructure is not supporting the growth and should be completed before development occurs |

### Engagement Strategies

Some ways we reached out to obtain input throughout the study include:

- |                                           |                                                        |                                              |
|-------------------------------------------|--------------------------------------------------------|----------------------------------------------|
| <b>Direct Mail Notices</b>                | <b>Project Website</b><br>(Mississauga.ca/NinthLineEA) | <b>Technical Agency Group Meetings</b>       |
| <b>Newspaper Notices</b>                  | <b>City of Mississauga Social Media Channels</b>       | <b>One-on-One Meetings with Stakeholders</b> |
| <b>Virtual Public Information Centres</b> |                                                        |                                              |

**Question:** How did you hear about PIC No. 2? Please list all that apply (for example: mailed postcard, City Social Media, newspaper advertisement, project team email, word of mouth, etc.)

Comments

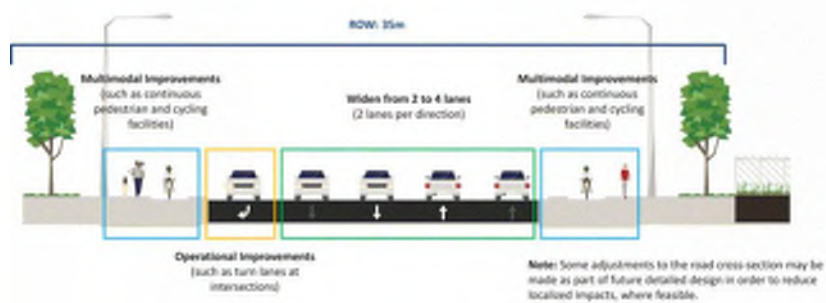
Please tell us how you heard about PIC No. 2

Submit

### Preferred Solution

Following PIC No.1 the Preferred Solution for the Ninth Line Improvements between Eglinton Avenue West and Derry Road West was confirmed. The Preferred Solution is consistent with Mississauga's Transportation Master Plan and Shaping Ninth Line Study and includes:

- Widening Ninth Line from 2 to 4 lanes
- Improving pedestrian and cycling facilities
- Operational improvements at intersections





## Evaluation Criteria for Alternative Design Concepts

The Alternative Design Concepts were evaluated based on the following criteria.

### Transportation



- Addresses Congestion and Improves Corridor Capacity and Vehicular Level of Service to Accommodate Future Travel Demand
- Accommodates All Road Users, Including Pedestrians, Cyclists and Transit Users
- Enhanced Road Safety and Comfort for All Road Users
- Accommodates Commercial Goods Movement
- Improved Access to / from Ninth Line
- Addresses Problem / Opportunity Statement
- Improves Network Connectivity
- Improves Emergency Response Time

### Natural Heritage



- Minimizes Impacts to and Enhances Environmentally Sensitive Areas
- Minimizes Impacts to Wildlife, Vegetation, Aquatic Species and Habitat, and Species at Risk
- Provides Drainage and Stormwater Management Improvements and Mitigates Erosion
- Minimizes Effects on Climate Change

### Socio-Economic



- Improves Attractiveness/Aesthetics
- Minimizes Business Impacts and Enhances Business and Place-Making Opportunities
- Minimizes Property Acquisition
- Minimizes Noise and Vibration Impacts
- Improves Air Quality
- Provides or Improves Streetscape Amenities and Urban Design Elements

### Cultural Heritage



- Minimizes Impacts to Archaeological Features
- Minimizes Impacts to Cultural Heritage Resources

### City Building



- Consistent With The City's Strategic Priorities Pursuant to the City's Strategic Plan 'Our Future Mississauga', Official Plan Policy
- Meeting Objectives, the Cycling Master Plan, Shaping Ninth Line, and Other Relevant Planning Documents
- Accommodates Existing and Planned Development

### Engineering, Construction Complexity and Implementation



- Minimizes Utility Relocation
- Addresses Drainage or Contamination Concerns
- Minimizes Construction Complexity, Including Staging and Traffic Disruption During Construction
- Optimizes Capital Costs
- Optimizes Operation/Maintenance Costs
- Minimizes Property Acquisition Costs

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&gt;&gt; Preferred Preliminary Design Concept (continued)

&gt;&gt; Preferred Preliminary Design Concept (continued)

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&gt;&gt; Thank You!



## Alternative Design Concepts - Road Widening

The following alternative design concepts were considered to widen Ninth Line from two lanes to four lanes to obtain the City of Mississauga's Official Plan of 35m right-of-way (ROW)

### Road Widening Alternatives

#### Current Condition

- Two (2) lanes (one in each direction) with a continuous centre left-turn lane



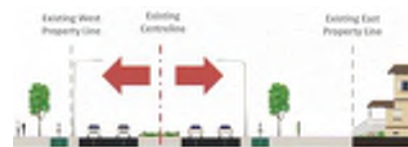
#### Alternative 1 – Widen to West

- Widen from two (2) to four (4) lanes** from the existing east property line so associated impacts occur on the west side
- Obtain 35m ROW from the west side
- Moderate shift of the Ninth Line roadway to the east side



#### Alternative 2 – Widen about the Centreline

- Widen from two (2) to four (4) lanes** from the existing centreline
- Obtain 35m ROW from the west side
- Minor shift of the Ninth Line roadway to the east side



#### Alternative 3 – Widen to East

- Widen from two (2) to four (4) lanes** from the existing west property line so associated impacts occur on the east side
- Obtain 35m ROW from the east side
- Significant shift of the Ninth Line roadway to the east side



### Evaluation and Recommendations

	Alternative 1 Widen to West	Alternative 2 Widen about the Centreline	Alternative 3 Widen to East
Transportation and Transit, Accessibility	Preferred	Preferred	Preferred
City Building	Preferred	Less Preferred	Not Preferred
Natural Heritage	Less Preferred	Less Preferred	Preferred
Socio-Economic Environment	Preferred	Less Preferred	Not Preferred
Cultural Heritage	Less Preferred	Not Preferred	Preferred
Engineering Considerations, Construction Complexity, and Implementation	Less Preferred	Preferred	Not Preferred
Overall Evaluation	Recommended		

#### Alternative 1 - Widen to the West is the preferred alternative as:

- It minimizes impacts to existing properties on the east side
- Planned developments on the west can accommodate property impacts through development applications

**Question:** Do you generally agree with the recommendation to widen Ninth Line to the west to accommodate improvements?

☐ Yes or ☐ No

Comments

Provide any comments regarding the proposed alternatives

Submit



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>> Preferred Preliminary Design Concept (continued)

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>> Thank You!

## Alternative Design Concepts - Active Transportation

The following alternative design concepts were considered to determine how to best accommodate pedestrians and cyclists along Ninth Line.

### Active Transportation Alternatives

#### Alternative 1

- **On-Street Bike Lanes with buffer** on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)
- **Sidewalk** on both sides
- Opportunities for **landscaping** in the boulevard



#### Alternative 2

- **Separated Boulevard Cycle Tracks** on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)
- **Sidewalk** on both sides
- Opportunities for **landscaping** in the boulevard



#### Alternative 3

- **Multi-use Paths (MUP)** on both sides provide shared space for pedestrians and cyclists to travel in both directions
- Opportunities for **landscaping** in the boulevard



### Evaluation and Recommendations

	Alternative 1 On-Street Bike Lanes with Buffer and Sidewalks	Alternative 2 Boulevard Cycle Tracks and Sidewalks	Alternative 3 Multi-Use Paths
Transportation and Transit, Accessibility	Not Preferred	Preferred	Not Preferred
City Building	Preferred	Preferred	Preferred
Natural Heritage	Preferred	Preferred	Preferred
Socio-Economic Environment	Less Preferred	Less Preferred	Preferred
Cultural Heritage	Preferred	Preferred	Preferred
Engineering Considerations, Construction Complexity, and Implementation	Less Preferred	Less Preferred	Preferred
Overall Evaluation	Recommended		

#### Alternative 2 - Boulevard Cycle Tracks and Sidewalks is the preferred alternative as:

- It separates pedestrians from cyclists within the boulevard to minimize conflicts
- Boulevard cycle tracks are provided in one direction on both sides and are separated from vehicles/trucks
- It provides continuous and separated facilities throughout the corridor
- It provides landscaping opportunities between cycle tracks and sidewalks

**Question:** Do you generally agree with the recommendation to provide separated boulevard cycle tracks and sidewalks on both sides of Ninth Line?

☐ Yes or ☐ No

Comments

Provide any comments regarding the proposed alternatives

Submit



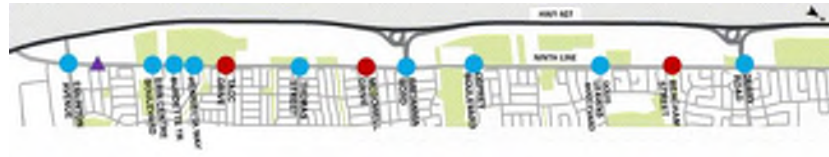
Play Audio

## Intersection Control

## Traffic Signals



A review of existing and future traffic operations identified the need for new traffic signals. Three new traffic signals are warranted in the corridor and are proposed at the Ninth Line intersections of Tacc Drive, McDowell Drive and Beacham Street.



## LEGEND

- Existing Intersection with Traffic Signal
- Proposed Intersection with Traffic Signal
- ▲ Potential Traffic Signal due to Future Development (to be confirmed through development review process)

## Roundabouts

All existing and proposed signalized intersections along the Ninth Line corridor were considered for roundabouts.

## What is a Roundabout?

- Circular Intersection Control
- Drivers travel around a centre island
- No traffic signals

## Why consider a Roundabout?

## Several safety benefits

- Speed Management
- Elimination of "Beating the Light"
- One-way travel and reduction of angle collisions



An assessment was completed and concluded that roundabouts are **not recommended** along the Ninth Line Corridor for the following reasons:



Requires a Large Physical Footprint for the Roundabout, resulting in property impacts



Requires more than 2-Lanes within the Multi-lane Roundabout



Intersection Spacing (with and without traffic signals) are too close to each other



Future Traffic Queue Spilling Back from Hwy 407 ramps onto roundabouts (at Britannia Road and Derry Road)



Community is unfamiliar with Multi-lane Roundabouts and Complex Environment for Pedestrians and Cyclists Crossing Multi-lane Roundabouts

**Question:** Do you generally agree with the recommended intersection improvements?

☐ Yes or ☐ No

Comments

Provide any comments on the proposed intersection improvements

Submit

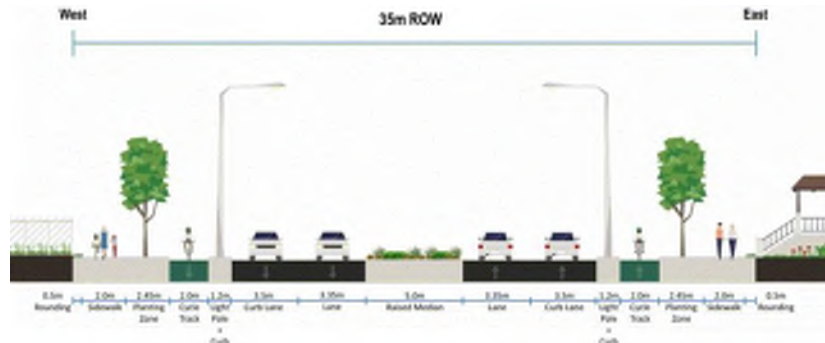


## Preferred Preliminary Design Concept

### Preferred Design Concept Typical Section

Key Features of the Ninth Line Preferred Preliminary Design include:

- Widen from two lanes to four lanes
- Boulevard Cycle Tracks and Sidewalks on both sides
- New Traffic Signals, Crossrides at intersections for pedestrians and cyclists
- Urbanization, Streetscaping and Landscaping Opportunities
- Structural Modification(s) / Replacement at Watercourse Crossings





## Preferred Preliminary Design Concept (continued)

### Noise Impacts and Mitigation



A Noise Assessment was conducted to determine the noise levels from future traffic along Ninth Line between Eglinton Avenue West and Derry Road West.



#### Results

- As a result of Ninth Line widening and decreased posted speed from 70km/h to 60km/h, the threshold for future noise is met on the east side of Ninth Line.
- Future noise levels are highest on the west side of Ninth Line, due to Highway 407. Future noise levels to be addressed through development review process.

#### LEGEND

- Noise Sensitive Receptor (less than 60 dBA)
- Noise Sensitive Receptor (between 60-62 dBA)

Noise mitigation (new or replacement noise barriers) is not recommended

### Watercourse Crossings



There are **four (4) watercourse crossings** with culverts on Ninth Line and they are all in generally good condition with minor to no rehabilitation work required. To accommodate the proposed road widening and active transportation facilities, structural modifications / replacement will be identified at these locations





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>> Thank You!

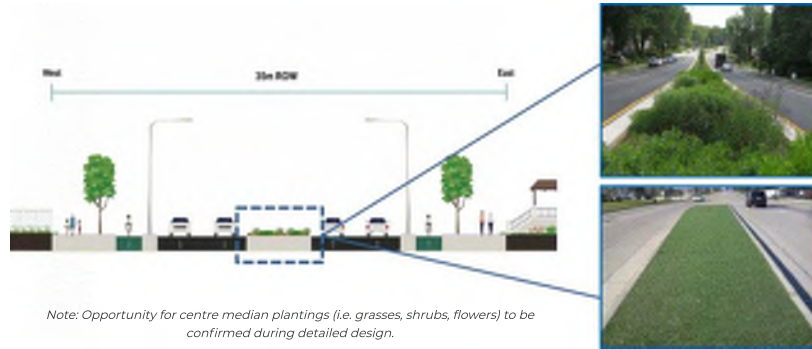
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## Preferred Preliminary Design Concept (continued)

### Centre Median Treatments



Centre median planting areas are identified at select locations where a 5.0m raised median is proposed along Ninth Line.



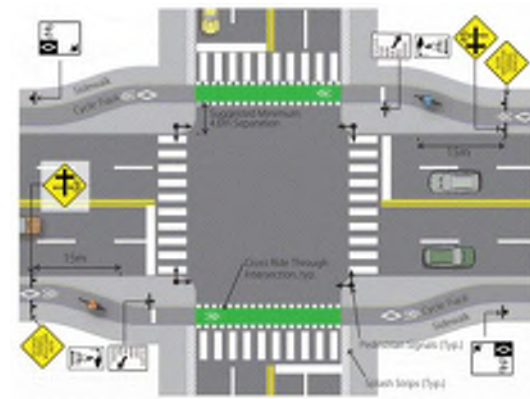
Note: Opportunity for centre median plantings (i.e. grasses, shrubs, flowers) to be confirmed during detailed design.

Examples

### Intersection Crossing Treatments



Crossroad Treatments to provide increased visibility and dedicated space to accommodate pedestrians and cyclists are proposed at **Signalized and Unsignalized Intersections**.



Source: OTM Book 18



Examples

### Preferred Preliminary Design Concept

Click [here](#) to view the proposed design roll plan for the project corridor.

**Question:** Do you generally agree with the preferred design?

☐ Yes or ☐ No

Comments

Provide any comments regarding the preferred design

Submit

### 3D Renderings

Below are three (3) 3D renderings based on the preferred preliminary design concepts at three different locations along Ninth Line.

Rendering A – South of Brinwood Gate (Looking North)





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- Four lanes (two lanes in each direction)
- Raised centre median with low-lying shrubs and/or grass
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between cycle tracks and sidewalks on both sides

Rendering B – Between Manatee Way and Freeman Terrace (Looking North)



- Four lanes (two lanes in each direction)
- Centre left-turn lane to maintain access to side streets and driveways
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between vehicular lane and boulevard cycle tracks on the east side
- Landscaping between cycle tracks and sidewalks on the west side

Rendering C – North of Osprey Boulevard (Looking North)

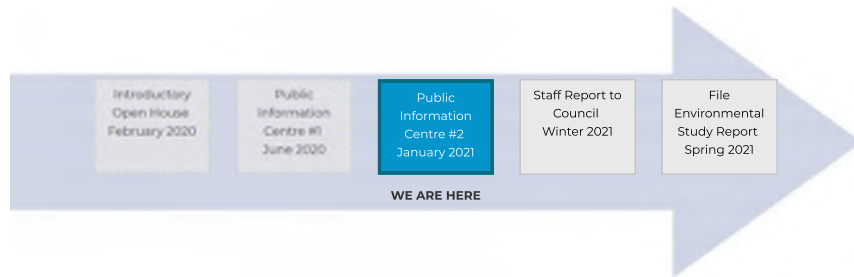


- Four lanes (two lanes in each direction) and a dedicated left-turn lane
- Raised concrete median beside the left-turn lane transitioning into a raised centre median with low-lying shrubs and/or grass
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between cycle tracks and sidewalks on both sides



Play Audio

## Project Timeline and Next Steps



### Next Steps



Review feedback from the public



Document Study Findings



Refine and Confirm Preferred Design Concept



File Environmental Study Report

**Question:** Is there anything else that you'd like to share with the project team regarding the Ninth Line corridor?

Comments

Provide any comments for the project team regarding the Ninth Line corridor

Submit



 Play Audio

## Thank You for Participating in the Public Information Centre No. 2

### Your input is very valuable to us!



Please provide any additional comments to the project team between **January 13th to February 3rd, 2021**

#### Comments

Provide any general comments for the project team regarding the Ninth Line corridor

Submit



Check our study website for project updates: [Mississauga.ca/NinthLineEA](https://Mississauga.ca/NinthLineEA)

Any project related questions or comments can be directed to:

### Jeffrey Reid, LET, C.E.T.

Project Manager  
City of Mississauga  
Transportation & Works Department  
201 City Centre Drive, Mississauga



[Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca)



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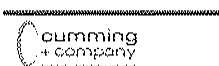


# **Ninth Line Class Environmental Assessment Study**

**Ninth Line Improvements from Eglinton Ave W to Derry Rd W**

**Public Feedback Report from the**

**Online Public Information Centre #1, June 25 to July 17, 2020**





## **Ninth Line Improvements from Eglinton Ave W to Derry Rd W**

### **Public Feedback Report from the Online Public Information Centre #1,**

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This report was prepared by the Community Consultation Facilitator, Sue Cumming, MCIP RPP, Cumming+Company ([cumming1@total.net](mailto:cumming1@total.net)) with input from HDR Corporation.



## Ninth Line Improvements from Eglinton Ave W to Derry Rd W

### Public Feedback Report from the Online Public Information Centre #1

#### 1. About the Online Public Information Centre #1

The City of Mississauga has initiated a Schedule C Municipal Class Environmental Assessment (EA) study to assess potential transportation improvements to Ninth Line between Eglinton Ave W and Derry Rd W. The study will review possible improvements to accommodate the current and future needs of pedestrians, cyclists, transit users and motorists along this corridor. The study area is shown on the Map at **Figure 1**.

The study includes:

- Public, agency and stakeholder consultation
- An evaluation of alternative solutions and alternative designs
- An assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts.

**Figure 1 Study Area Map**



Public participation is important to the success of this study. An Introductory Open House was held on February 20, 2020 at Osprey Woods Public School and community members provided initial feedback on issues and opportunities to be considered in the study. In addition, two Public Information Centres (PICs) are being held.

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods. The first PIC was held online and community members participated by:

- Viewing the materials on the City website from June 25 to July 17, 2020
- Completing the online commenting form
- Emailing additional comments to the City

The PIC materials available for viewing included the following:

- Public Information Centre No. 1 Display Boards
- Public Information Centre No. 1 Video Presentation



- Online Comment Form and Survey

The purpose of PIC#1 included the following:

- Presenting background information on the study and findings to date
- Providing information and receiving input on alternative solutions to address problems and opportunities along Ninth Line
- Receiving input on how many travel lanes Ninth Line should have in the future
- Receiving input on how cyclists and pedestrians should be accommodated along Ninth Line
- Receiving additional comments and suggestions for the City to consider
- Providing information on how the public can continue to be involved throughout the study
- Discussing next steps

There were a total of 23 display boards made available for viewing on the project website (as a PDF file and explained in the video presentation, both of which were available for participants to view at their own pace). These boards conveyed the following:

- Study purpose and an overview of the Class EA process being followed for this study
  - An overview of the corridor characteristics, including the existing and planned land uses
  - Relevant policies applicable to the project
  - Existing walking, cycling, traffic, and transit conditions
  - Problem and Opportunity Statement
  - Relevant technical studies that are being carried out as part of this project
  - A list of alternative solutions considered
  - Preliminary evaluation criteria to evaluate the alternative solutions
  - A summary of the alternative solutions evaluation, identifying the preliminary preferred solution to be carried forward through the next phase of the EA process
  - Potential cross-sections to be considered in the next phase of the study
- Project schedule, next steps, and project team contact information

## **2. Common Themes and Key Messages Frequently Noted**

There is significant community interest in the Ninth Line Improvements Study. **Figure 2** is a high-level synthesis prepared by the Community Consultation Facilitator on the common themes and key messages that were noted through Online Public Information Centre #1. Given the extensive input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed input found in Appendices 1 through 4.



**Figure 2 – Common Themes and Key Messages Frequently Noted**

Common Themes	Key Messages Frequently Noted
<p><b>Congestion and queuing along Ninth Line are an issue today. There are concerns that transportation infrastructure is not keeping up with growth and should be completed before new development occurs.</b></p>	<p>The current traffic volume and the resulting congestion on Ninth Line is extremely high. Speeding along roads continues to be a problem. Increased road capacity and reduced travel times were noted to be especially important.</p> <p>Concerns were noted about the impact on traffic in the area from future growth and the timing of improvements relative to development.</p> <p>There are further concerns that the process is slow and that the project needs to be expedited.</p>
<p><b>Four lanes are seen to best address the problems and opportunities along Ninth Line.</b></p>	<p>Community members were provided with two options for consideration as follows:</p> <ul style="list-style-type: none"> <li>• 2 Lanes (one per direction)</li> <li>• 4 Lanes (two per direction)</li> </ul> <p>They were also provided with the option of specifying if there were other options for the number of lanes to be considered.</p> <p>Over 60% indicated that they felt that Four Lanes (two per direction) would best address the problems and opportunities along Ninth Line. Over 25% support a two-lane solution. Others identified that widening to 3 lanes with an alternating middle lane should also be considered.</p>
<p><b>Preference for Alternative 7 (combination of widening from 2 to 4 lane, multimodal improvements, and operational improvements) to best address problems and opportunities along Ninth Line.</b></p>	<p>Community members were provided with seven alternative solutions for consideration and were asked to respond to which of these solutions do they think best addressed the problems and opportunities along Ninth Line. Alternative 7 was the most preferred (over 50%) which is a combination of Alternative 4 (Operational Improvements), Alternative 5 (Multimodal improvements) and Alternative 6 (Widen from 2 to 4 lanes) to address the problems and opportunities along Ninth Line.</p>
<p><b>Improvements for Active Transportation are especially important.</b></p> <p><b>Support for more options for pedestrian interconnections, off-road</b></p>	<p>Include more options to allow active transportation interconnections to other paths in the community. Separate cycling lanes from pedestrian walkways and traffic are suggested to encourage full usage by everyone. Some pedestrian overpasses at various points should be considered.</p>



<p><b>cycle track and sidewalks and multi-use paths.</b></p>	<p>Off-Road Bike Lanes are especially important for safety and for increasing trips by cycle.</p> <p>Pedestrian movement in the form of easy and safe access from the main road and into neighbourhoods and connecting to new development is important.</p> <p>When asked how Cyclists and Pedestrians should be accommodated, over 50% identified off-road cycle track and sidewalks as their preference while over 35% identified multi-use paths as their preferred approach.</p>
<p><b>Intersections are not operating efficiently, and improvements are needed to improve safety</b></p>	<p>Would like to see turning lanes at the main intersections to reduce the risk of collisions i.e. left and right turn lanes.</p> <p>Consideration of roundabouts/traffic circles i.e. Eglinton/Ninth Line, Thomas/Ninth Line and Britannia/Ninth Line. It should be noted that there are varied opinions on roundabouts. Some community members would like to see these considered while other community members are not in favour.</p>
<p><b>Preservation of natural heritage features and wildlife is important. Mitigation measures are especially important.</b></p>	<p>Many residents are concerned with the potential impacts to the natural environment, animal species and birds residing adjacent to Ninth Line. There are concerns about deforestation and wildlife displacement. Mitigation measures are especially important.</p> <p>Residents want to see options for protected animal crossings and more vegetation for sustaining wildlife habitats. Providing tunnels or safe crossing zones for wildlife from one wooded area to another and providing over roadway or under roadway animal crossings are important.</p> <p>Preserving existing trees and planting new greenery particularly around pedestrian connections is seen as important for maintaining the natural heritage. Preserving historical/cultural heritage was also noted to be important.</p>
<p><b>Noise mitigation measures need to be considered</b></p>	<p>There are concerns about noise mitigation. It was noted that better noise calming measures must be considered as the wider road will invite more traffic than the existing motor traffic, and the traffic will be closer to the fronts of homes. Some reference the need to include sound barriers along Ninth Line to eliminate the anticipated increase in noise from vehicular traffic.</p> <p>Noise impacts to wildlife/animals should be considered and minimized.</p>



### **3. Next Steps**

The next steps for the study are summarized as follows:

The comments and feedback received through the Online Public Information Centre #1 will be considered in the confirmation of the preferred alternative solution.

The project team will develop alternative design concepts based on the preferred solution, in consultation with various stakeholder groups.

The findings and recommendations from Phase 3 (alternative design concepts) will be presented at the next Open House (tentatively scheduled for Fall 2020, date and format to be confirmed) before confirming the preferred design concept and proceeding with Phase 4 (Environmental Study Report).

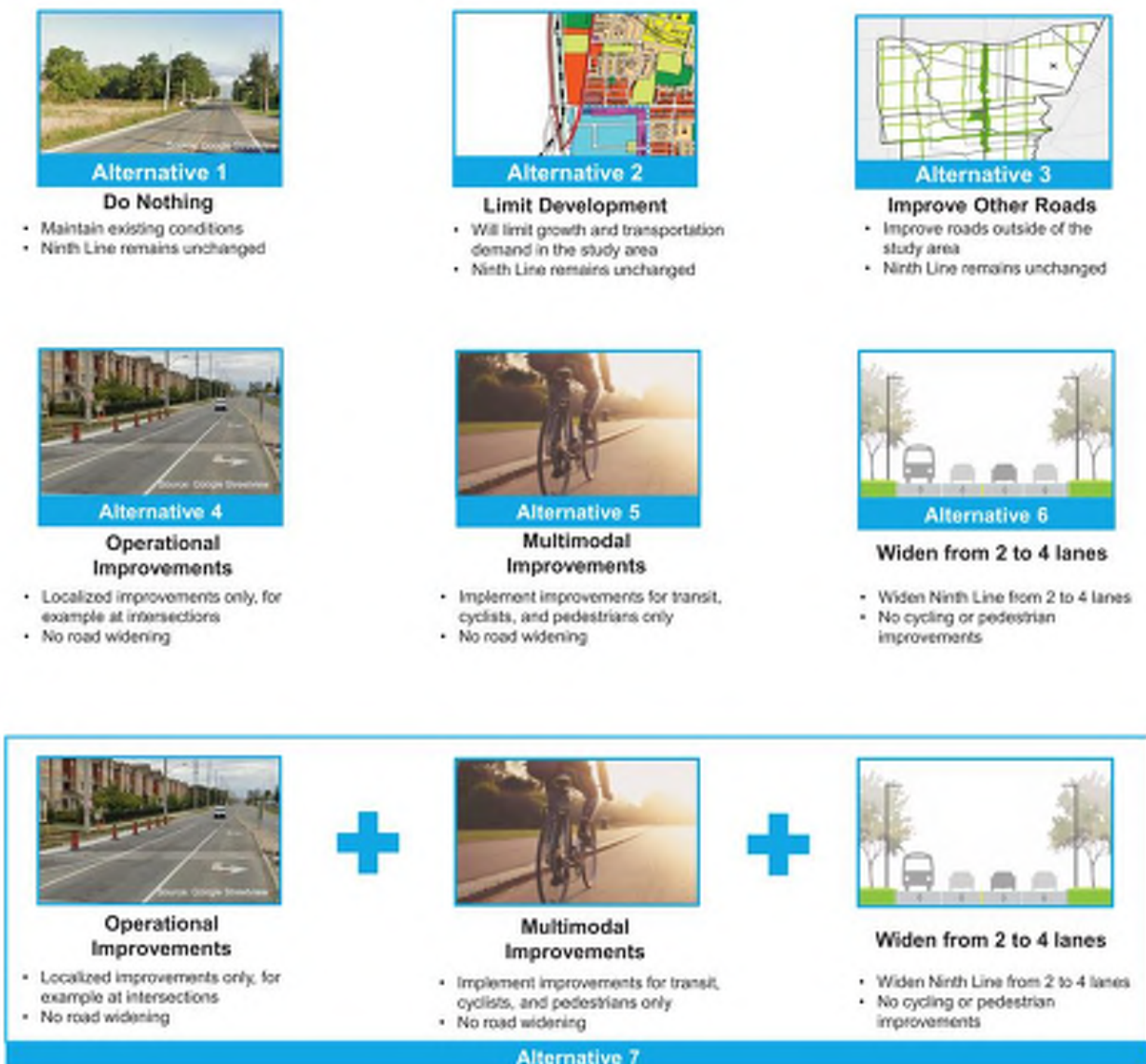
Community members who have expressed interest in the study and provided their contact information will be added to the project contact list to receive updates and notices as the study progresses.

## Appendix 1

### Feedback on Alternative Solutions

Community members were provided with seven alternative solutions for consideration and were asked to respond to which of these solutions do they think best addressed the problems and opportunities along Ninth Line.

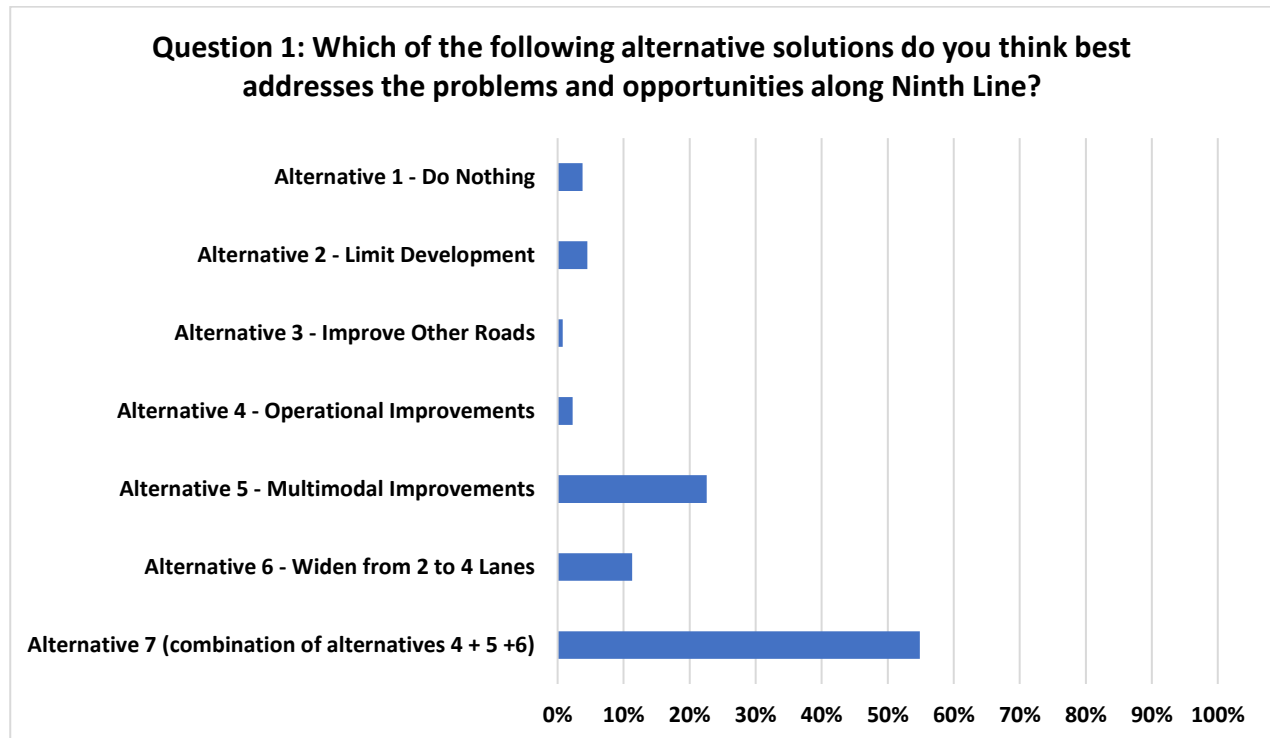
**Figure 3 – Photo Image of Alternative Solutions**





133 community members responded to this question. Over 50% indicated that they felt that Alternative 7 which is a combination of Alternative 4 (Operational Improvements), Alternative 5 (Multimodal improvements) and Alternative 6 (Widen from 2 to 4 lanes) would best address the problems and opportunities along Ninth Line. The responses are shown on **Figure 4**.

**Figure 4 – Feedback on Alternative Solutions**



## Appendix 2

### Feedback on Number of Travel Lanes that Ninth Line should have in the future

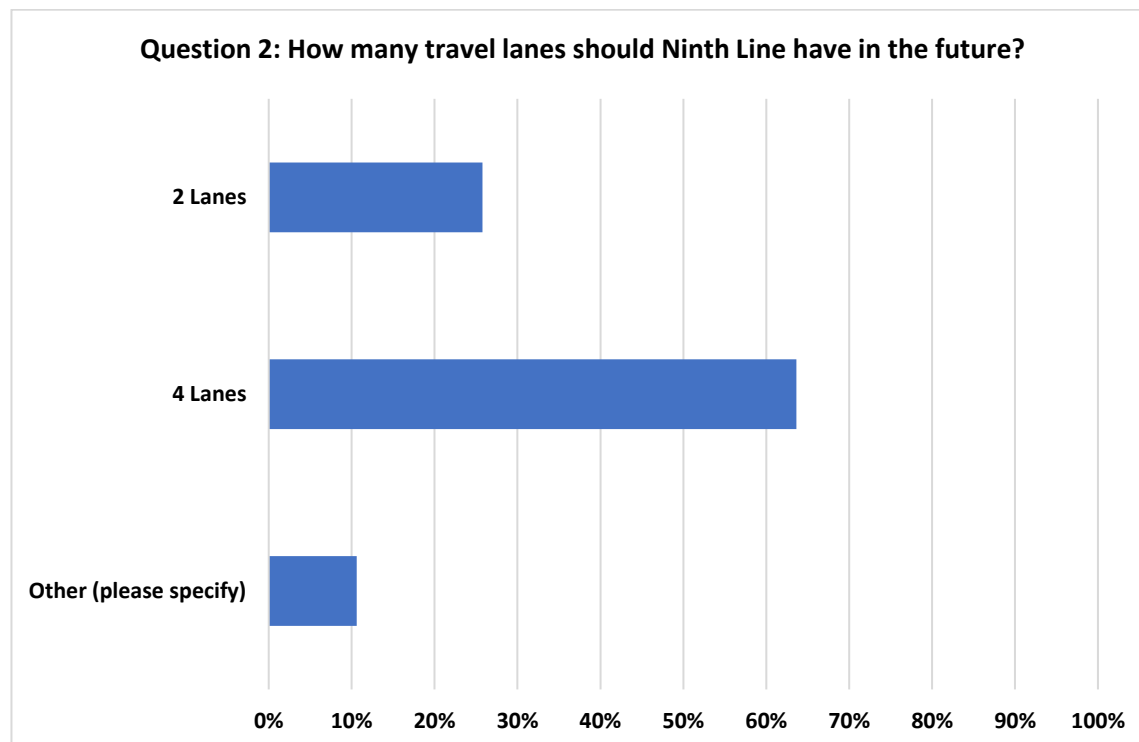
Community members were provided with two options for consideration as follows:

- 2 Lanes (one per direction)
- 4 Lanes (two per direction).

They were also provided with the option of specifying if there were other options for the number of lanes to be considered.

132 community members responded to this question. Over 60% indicated that they felt that Four Lanes (two per direction) would best address the problems and opportunities along Ninth Line. The responses are shown on **Figure 5**.

**Figure 5 – Feedback on number of travel lanes Ninth Line should have in the future**



For the Other (please specify) responses, the following comments were noted:

- Ninth Line is used as a link from Georgetown to the QEW all day long, with increased traffic during rush hours. I would be preferable to have a service road to handle this traffic rather than through our community. The traffic starts around 4:00 am and often late at night, big trucks, and speeding cars.
- Perhaps only the southbound lanes are 2 lanes, northbound is 1 lane.



- 
- Ideally 4 lanes but can work with 2 lanes each direction with dedicated turning lanes (similar to the improvement done at 9th line North at Eglinton).
  - 4 lanes 2 each direction and then widen for turning lanes when needed.
  - Two Lanes in some segments, four lanes in others, and more roundabouts to slow down cars please!!!
  - I am torn on this one. I've read that adding lanes typically doesn't resolve traffic congestion.
  - 2 lanes but widen for bike lanes. No more traffic lights.
  - 2 lanes normally but 4 lanes between Thomas Street and Eglinton in order to manage community Centre traffic. Also add turning lanes and bus islands if possible, at all intersections.
  - 2 lanes - 1 per direction. Can increase at entry/exit of community centre, intersections and turns.
  - Two lanes with centre turn/ emergency service passing.
  - 4 lanes but no right turn lanes at intersections.
  - 3 lanes with extra lane to change as north and south as traffic changes during peak times.
  - Single travel lanes in each direction with additional lanes for turning (doubling as bus stops) and lanes for cyclists to prevent impeding traffic flow. Adding additional travel lanes will only invite more vehicles. These vehicles will find other routes, we do not need to compromise what little green space we have left (this is especially important for the pedestrians and bicyclists as we expand these paths).
  - Existing 3 lanes center for turning

## Appendix 3

### Feedback on How Cyclists and Pedestrians should be accommodated

Community members were provided with three potential alternative solutions for consideration and were asked to respond to which of these solutions do they think best addressed the problems and opportunities along Ninth Line.

**Figure 6 – Photo Image of Alternative Solutions**

☐ On-road bike lanes + sidewalks



☐ Off-road cycle tracks (separated from vehicular lanes) + sidewalks

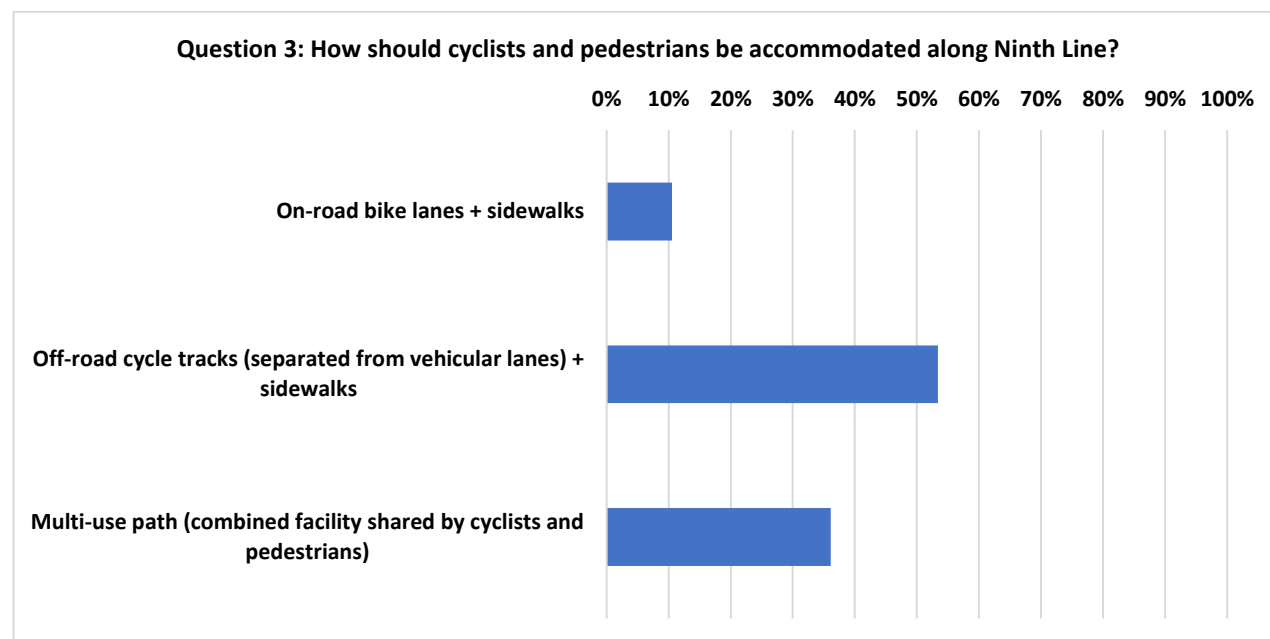


☐ Multi-use path (combined facility shared by cyclists and pedestrians)



133 community members responded to this question. Over 50% indicated that they felt that Off-road cycle tracks (separated from vehicular lanes) and sidewalks would best address the problems and opportunities along Ninth Line. Over 35% felt that multi-use pathways are preferred. The responses are shown on **Figure 7**.



**Figure 7 – Feedback on alternatives for cyclists and pedestrians**

## Appendix 4 – Online Comment Form – Comments and Suggestions

The following are the verbatim comments received through the online comment form. The project team is considering these comments in their evaluation of the alternatives. A number of additional comments were received by email and these are also included.

Each of the following numbered comments represents an individual's opinion. These are numbered for reference only, and are not listed in any particular order. Specific names and addresses provided have been omitted from this report.

1. Please look at including more options to allow active transportation interconnections (cycling, walking, single person electric transport) that connects back to other paths - e.g. Britannia, Thomas, Burnhamthorpe. It would also be great to have a pilot for bike shares at the planned terminus in the planned Ninth line development.
2. Speed up the process. The road is already at capacity. Starting construction in 2023 is 5 years too late.
3. Preserve natural heritage. Preserve historical/cultural heritage. Keep Development limited to low density. Keep 9th line as a wetland/floodplain to protect the environment reduce risk of flooding.
4. Create MUT lanes and off-road bike lanes.
5. Put in turning lanes at the main intersections to reduce the risk of collisions. E.g. Left and right turn lanes.
6. Please consider noise levels and wildlife/animals in the area.
7. I prefer multi-use paths because they suit everyone - including cyclists, pedestrians, and people in wheelchairs (smoother than sidewalks and removed from traffic).
8. Please consider the very mature trees on Ninth Line north of Eglinton Ave. that would need to be cut if the decision is to expand Ninth Line to 4 lanes. They are probably over a hundred years old! I guess your response may be that more trees will be planted in their place, but I personally do not prefer that the mature trees are cut down. Perhaps a compromise can be made regarding the trees.
9. Sound barriers along Ninth Line (missing in most areas - to eliminate the anticipated increase in noise from vehicular traffic).

Leave existing trees in place or plant more greenery. Provide tunnels or safe crossing zones for wildlife from one wooded area to another. Full and total protection of bird and animal species that have been in place longer than any development in the area.

Human encroachment does not and must not supersede what nature has ordained and sustained humans thus far.



Over roadway or under roadway animal crossing, to connect the existing green spaces at Eglinton & Ridgeway, Erin Centre, and Ninth Line. and green corridors west of Ninth Line.

Each spring I notice more and more trees at the edge of the woodlot at Ninth and Erin, being quietly cut down during the day. They were there in the morning on my way to work, gone by 4 pm. with a stump in place. The last 2 or 3 years, the raccoons, from said woodlot, have completely disappeared.

Please protect the wildlife and bird life that exists in this area. About 12 winters ago, a deer was killed by traffic at Ninth Line and Henrietta Way. Since then, have not seen deer around, and traffic has quadrupled.

When approving buildings, ensure glass windows and buildings are bird safe.

Light pollution - to date we have midnight blue, clear, starry skies, and are able to see the difference, looking east towards the city centre (yellow skies, no stars, at night). The proposed floodlit baseball diamond and green spaces, are not a good idea for all the wildlife in the woodlots.

10. Spend \$ as little as possible. I do not want my property tax goes up.
11. I hope Ninth line would be a proper gateway within this North West Meadowvale area and not end up like Lisgar Drive. The Lisgar area has been used by the local politicians to slow traffic to 40Km, impede traffic with new speed bumps in the name of safety where no problems existed. There is no way to get out of this area traffic wise. The design should be such local politicians with the assistance of city staff are not able to manipulate the design to meet their own agendas.
12. While I prefer Alternative 7, no mention was mentioned of relieving traffic off Lisgar Drive. Between Derry and Osprey Blvd, there is only 5 escape lanes to Ninth line, with one of them being front of a school which makes it a useless exit point during rush hour. In comparison between Britannia and Eglinton there are thirteen exits to Ninth Line. I hope these discrepancies will also be addressed part of the planning and not left up to political decision makers. The residents need to be able to get on Ninth line and not be blocked in.
13. Please refrain from any further building of any kind. This new community Centre will bring both pedestrian and vehicle traffic but widening to 4 lanes to cope is not the answer.
14. It is important to leave green areas for the community.
15. ROUNDABOUTS and more multi modal infrastructure for cyclists and pedestrians.

16. The more lanes of traffic you put in and if you widen them enough, the faster the cars will go. The whole city was built around the car. Let's try something different.
17. In the original plan there was a park across Cordingley Park on sapling trail. Is the current layout, I do not see this anymore? Can you please post more clear plans on how the new area will look?
18. East side of Ninth line can accommodate family friendly cycling/walking away of traffic with more trees & benches. Is this in the plan?
19. The Ninth Line Expansion must take into account the following potentially severe impacts to the residents/occupants of the properties located on the Ninth line.

The current traffic volume and the resultant congestion on the Ninth Line is extremely high and would become unsustainable for the residents of Ninth line when the construction would start on the strip of land between Ninth Line and 407 Highway.( hereinafter called as subject lands)

The first and the foremost requirement to be addressed by the City Planning is to widen the Ninth Line to at least two lanes in each direction between Eglinton and Derry Road.

This task must be given top priority and must be implemented and completed before any construction can start on the subject lands.

The Construction plans for the expansion of Ninth Line and the buildings construction on the subject lands must also take into account the environmental impact to the residents of the area. Especially the residents whose houses/properties are facing the Ninth Line.

We are the owners and Operators of a Montessori Daycare which faces and has the main access from Ninth Line. We are extremely concerned about the potential impact on health and safety of our children and staff from the noise and dust, which will be generated as a result of the construction and expansion of the Ninth Line.

In this regard we strongly request that the City Environmental protection department must take appropriate steps to protect the resident and occupants of the buildings that face the Ninth Line from the potential harmful effects of the noise and dust that would be generated as a result of the construction on the subject lands and the expansion of the Ninth Line .

20. I think we should be aiming to increase the amount of trips by bike / walking instead of increasing car traffic, this will help reduce carbon emissions significantly.



- 
21. Cycling infrastructure in the form of bike lanes will help cyclists connect to heavily used routes out of the city. I would rather the road remain at 1 line each way, with improvements to transit and improvements at turning lanes to prevent 9th line from being congested and becoming another Winston Churchill Blvd.
22. Leave the green belt as it is. Do not construct any new developments.
23. Yes, keep the 9th Line green, no more crowding houses, causing flooding, destroying habitats and protected species, the City must immediately declare 9th Line a Conservation area ( the newest and only one after many years in Mississauga of not doing this) in honour of the Doctors, medical teams and essential workers fallen in the COVID crisis, and also the ones that are still working and sacrificing for our communities. Nobody in Mississauga has the right to take life and Hope from our community just because it is not a millionaire area. The injustice of less green areas for our middle class communities has to end, because destroying natural spaces by cementing, putting houses and buildings and finishing habitats that are home to protected species like herons, turtles, pollinators, hawks and all kinds of beautiful birds, hedgehogs, insects, green lands and wetlands, etc. is a crime against Humanity and also against Nature. Nobody should be destroying the beauty and Hope that has been beside our community for so many years! May God bless you all, and our Holy Mother of Guadalupe as well. Please stay safe and let people be outdoors without crowding and getting sick and died with not enough green spaces available for the thousands of houses, some of them, and you know it, with more than one family living there, and the COVID emergency that will not leave us for a while. Nature and compassion are our only hopes! And our Faith, of course! PS In case you are thinking, the corridor at the Lisgar was really crowded a lot of the times, and the one on the 9th Line has lots of traffic and pollution already. Planting more native trees and plants and preserving the 9th Line with more pollinator gardens, ponds, and natural trial in the middle to admire this new Conservation area, would be the best and only fair option to our community.
24. Highway 407 is next door we have a commute problem at rush hour only. No need for 4 lanes or lots of additional traffic lights consider roundabouts at Derry, Britannia and Eglinton. So low speed shunts only as opposed to lights
25. It is not clear why Alternative 5 is considered "Not Preferred" for the Cultural Heritage Resources criteria. Apart from 6671 and 6056 Ninth Line (which are both set back from the road), the other buildings present only remnant farmscapes which can be mitigated by documentation. Unless Alternative 5 requires tearing down of 6671 Ninth Line, any effects can be readily mitigated, therefore Alternative 5 for Natural Heritage Criteria, and rather be considered "less preferred". Accordingly, your EA methodology should show that Alternative 5 is preferred (with Heritage Resources criteria as less preferred).

In addition, your "Recommended in Combination Alternative" has not been properly assessed / presented to the public. It is missing from your summary table or the rest of your presentation or other parts of the presentation; hence you haven't consulted on this "new combined alternative" and could be open to a later challenge as it has not been clearly presented.

Or from an EA methodology perspective, you need to select Alternative 4, as that is the only alternative that does not have a "No Preferred" assessment.

Vehicle racing is a very real problem at night on Ninth Line that is a safety concern and causes high noise levels in neighbouring homes. Widening the road, the will, I believe, make it worse and should not be considered. Having a dedicated bike path and sidewalk would be ideal, as the road north of Britannia is unsafe to bike and walk along.

26. The only question is why the study does not consider the area between Derry and Steeles. This will need to be considered in the years to come.
27. Keep the speed limit at 70 km/h on Ninth Line. Don't add any more traffic lights. This is a very important arterial road for long-distance car travel and should support car commuters first and foremost.
28. Ninth line mostly carry cars during rush hour. mostly move south in the morning and north in the afternoon. we might consider 3 lanes road with 2 lanes south and 1 north in the morning and reverse in the afternoon.  
  
Bike should be in multi-use path otherwise the traffic is too fast (even with dedicate bike lane). with multi-path the children can enjoy their bike
29. Limit development and consider roundabouts.
30. As new development is on the way - make sure waterlog issue is addressed and that it's not affecting existing housing.
31. Please get this done soon. This is so long overdue. Plus, do something about the railroad crossings that Ninth Line has. Make a bridge for the trains to avoid cars having to stop for long periods of time. This is especially true for the Lisgar CP rail track between Derry Road and Argentia Road.
32. Plant trees throughout the pedestrian lane - example - see how it is in Stockholm, Sweden. Ensure minimal impact to environment while promoting people to be more aware about environmental issues.



33. Plant more trees around pedestrian lanes.
34. Widening 9<sup>th</sup> line will increase traffic in this area and thus noise.
35. It looks like more development is occurring on the west side of ninth line, from the community centre to possibly more residential developments. The current 2 lane road already causes backlog and will only continue to get worse. We need to expand the road.
36. The area is already congested so building more houses will make it worse.
37. Enhancing the ability for residents to access the amenities and new development across ninth line. Also creating more public/community spaces within the corridor.
38. The Ninth Line Expansion must take into account the following potentially severe impacts to the residents/occupants of the properties located on the Ninth line.
39. Learn from the Town of Oakville. They did not have nowhere near the population density but when they decided to widen the road between Upper Middle Road and Dundas, it was done once and with a long-term vision. Mississauga opted for piece meal work over the past 20 years causing a lot of inconvenience, not much improvement and zero long term planning. That road should have been 4 lines as soon as the existing subdivisions were at capacity to accommodate the demand. If you add more houses/apartment buildings on the West side, four lines will not be enough. Bikes should not share the road with vehicles - separate trail is needed. Ninth line is a major link with Milton and Georgetown that unfortunately doubles up as a racing street at night! If City is so concerned about biking trails, they should build them between Ninth Line and 407 instead of high density housing.
40. The study should evaluate feasibility of traffic circles at Eglinton/Ninth Line, Thomas/Ninth Line and Britannia/Ninth Line. Halton Region recently built traffic circle at Burnhamthorpe/Ninth Line and it has improved traffic flow significantly. Since a lot of the same traffic crosses through Eglinton and then north towards Britannia, I would suppose a traffic circle at the other 3 recommended solutions should also be helpful.
41. The addition of the multi use pathway; on Ninth line, north of Derry has been a phenomenal success! Previously unused space is now being used all the time by pedestrians and cyclists. That model would make an excellent template for the area under consideration.

As a cyclist and regular automotive user of Ninth line, I have experienced the challenges of cyclists and cars; sharing that roadway, from both viewpoints. A multi use trail would be greatly appreciated by both cyclists and automotive

users...

42. If there is enough evidence, dedicated BRT would also be a fit.
43. After the road widening at Eglinton and Ninth Line, the noise levels from the road have increased. I live at that corner and have noticed it has gotten noisier and it has woken a family member up some mornings. Better noise calming measures must be considered as the wider road will invite more traffic than the existing motor traffic, and the traffic will be closer to the fronts of homes.

Given the high speed-limit on Ninth Line, off-road cycling facilities would be the best choice. The cycle track option would be best given its safety and the space provided on the ROW. As the city continues to grow, it can be expected that cycling use will increase, resulting in a higher chance of conflict between cyclists and pedestrians if a multi-use path is chosen (evidence of this can be seen this summer with an increase in people using cycling over transit for essential trips). An off-road cycle track will also achieve the goal of creating a complete street, and signals to the public that cycling is a legitimate form of transportation. Also, vehicles currently stop on the east-most lane of Ninth Line to make deliveries or provide services to the residences there. This is likely to continue, and if on-road bike lanes were used, someone parking would force cyclists out into fast-moving traffic, endangering their life.

In order for a street to be truly multi-modal, it must be easily usable by transit. This can include bus loading zones similar to those on Burnhamthorpe, but having it be across the street (i.e. the bus stop is after the lights). This way buses are able to pick up people without impeding traffic and are not stalled by a red-light that they could have avoided.

Pedestrian movement should be a strong focus given the current development plans of the west side of Ninth Line. Ensure there is easy pedestrian access from and into neighbourhoods from the main road and provide crossings (either a roundabout or signalized) close enough to minimize jaywalking (this is currently an issue on Ridgeway).

Overall, I look forward to seeing what comes from this study!

44. Please use less traffic lights as possible in cross-road, for example, we can following United States, if one car want to reverse direction, provide U-turn path instead of adding traffic lights, this way can improve traffic speed.
45. Please do not turn Ninth line into another traffic corridor which will all to the noise, pollution and congestion in an area that is mostly natural with ponds and woods.



- 
46. Widening for more cars will take more away from wildlife. Vehicles have many other options that can be used that run parallel to Ninth Line. What is missing right now is walking areas and cycling areas.
47. Please have a grass with tree separation from the road. It would be nice to have a trail like feel for bike riding and walking along ninth line. There are no trail like feels in our neighbourhood. Unless you are planning a trail on the land from Eglington in the South to Derry in the North.
48. Ninth line is a beautiful scenery pathway, not enough developed for pedestrians and biking. It's also a traffic nightmare at rush hours. So it makes sense to widen the road to 4 lanes, or 3 lanes with the middle lane as alternating the sense of traffic as per rush hours (2 lanes southbound, 1 lane northbound, in the morning), (1 lane southbound, 2 lanes northbound in the evening)
49. Thank you and good luck project team.
50. Well I think that given the increase in population in Peel, it is necessary to provide more housing. I attended a meeting on the proposals last year and was impressed with the selection of housing, bus lanes, bike lanes and park land. Having said all that I strongly believe that the road widening must be done before construction starts otherwise there will be an increase in accidents along 9th line.
51. Current Ninth Line usage appears to be traffic from other towns (Georgetown, Brampton & Milton). Widening lanes will only encourage more traffic through these stretches of roadway which include heavier use by trucks with recent opening of warehouses and DCs near Argentia Rd intersection. Also, no noise barriers are erected for existing homes east of Ninth Line. More natural noise barriers (such as trees planting, or mounded earth etc.) should be considered with all future improvements. There's currently significant noise pollution in this study area including air traffic noise, traffic noise from Highway 407, and Ninth Line traffic noise.
52. Should also consider making the vacant lands at Ninth Line and Derry, East/south side as a park; possibly a nice circular walking path with fountains and weeping willow trees, benches and a couple of parks for children at either end or one the middle. Would also be visually pleasing
53. Community centre playground at the corridors between Britannia and Derry

- 
54. Limit speeds from 70km to 60km, incorporate trees with flowers along both sides or if possible, island feature with flowers and trees between the two sides of 9th Line.
55. Can't wait for this project to be completed, it's going to make Churchill a beautiful area
56. Turn lanes are vital for reducing congestion
57. You can do only cycling and walking space on one side of ninth line to give a space for widening the street for cars!
58. Concerned with changing to 4 lanes and how that will impact wildlife, noise, and flooding in the area. In order to be comfortable with that change, more information is needed.
59. Please ensure proper lighting along walkway/bikeways; install emergency phones if possible, at key locations to allow help to be requested quickly
60. While off-road cycle tracks seem slightly safer (if not by illusion), some cyclists still insist on using the roadway which impedes traffic. Multi-use paths become redundant, so on-road bicycle lanes seem to be the happy medium which allows cyclists the ease of travel.
61. I prefer a combination of Alternative 4 and 5. Less traffic than Alt 6, but it flows better and provides different forms of transportation, such as cycling and walking, as well as dog walking, etc.
62. Why is adding infrastructure for pedestrians and cyclists considered bad for cultural heritage along ninth line?
- If the speed limit on ninth line remains at 70km/hr, it is not comfortable to be riding a bike on the same road to only be separated by a painted line.
63. I know several people who have been killed while cycling, so I am not in favour of having bikes on Ninth Line, no matter how many lanes there are! Bikes don't win against cars!
64. Concerned about the posted speed limit. 70 Km/hr. seems too fast as people then drive at 80 Km. Separate cycling lanes from pedestrian walkways and traffic are definitely required to encourage full usage by everyone. Some pedestrian overpasses at various points need to be



included.

65. This should have been done in advance of the 9th Line Lands development, not after.

66. I am a cyclist, so I am happy to hear that bike lanes are being considered! Makes it safe for everyone!

67. The ninth line is a very busy road, especially during rush hours. It expected to get busier after the under-construction community center open to the public. I recommend speeding up the development of the road and add traffic lights where needed.

68. Please keep this area as quiet as it is, don't district, keep the area between 9th line and 407 as is today

69. Please ensure that a barrier wall for noise reduction is built along side the 407 as was promised before construction of the 407.

70. Please keep this green space open and left as is! Mississauga is crammed enough with people, housing, cars, etc... Leave some areas untouched!! This is coming from a homeowner in the area of the past 21 years.

71. Please consider widening 9th line before starting on all the new developments on the west side of 9th line, during regular non-pandemic rush hours the road CANNOT handle the current volumes of traffic

72. Ninth Line will be unable to handle all the traffic from this new subdivision. I know province and/or city decides on people per acreage, but it is too much. Too many cars and 6 storey buildings.

73. There should be No Roundabout Please.

74. Please try not to destroy the trees. Additional large growth trees along both sides (like Tenth Line between Battleford and Britannia) would go a long way to providing the kind of esthetics as an entryway to Mississauga.

75. No more houses please, we need fresh air to breath. Use these lands to plant more trees and possibly plant a jungle here. Mississauga should lead other cities by example. Let us show that we care about environment

76. We'd like the option of either walking or bicycling to the community centre in a safe manner.

77. Ninth line has needed widening for YEARS. And bike lanes. City chose to put bike lanes on Tenth line and we never see anyone use them between Britannia and Eglinton. All bike riders prefer Ninth Line because there are less traffic lights there and with only 1 lane for drivers, we have had to constantly drive around them - using the centre lane when possible. Oakville widened their portion of Ninth Line and it made a HUGE difference in the traffic between Dundas and QEW.

78. Pedestrian bridge or tunnel to get from east side residential area to the new community centre would be ideal for locals to safely cross 9th line.

79. Speed limits  
enforcement

80. I am concerned that widening Ninth Line to 4 lanes will only encourage more through-commuters from Halton Region and do nothing to address congestion in the long run. \$ lanes would also make crossing on foot very unattractive, effectively cutting off the east side and westside neighbourhoods from each other.

81. There is a need for a wider 9th line. When it slows down cars drive through residential roads at a fast  
pace

82. Better limit construction and only build parks and trails

83. Four lanes are necessary. Too much traffic on it during rush hour now. Room for cyclists and pedestrians should be mandatory.

84. Churchill Meadows was developed around 2005 by young families. Their children are now going to Universities and workplaces. GO transit can be accessed from Derry Rd.

Existing 9th line MiWay should be extended to Derry Rd to access GO transit (Guelph University, Milton, Kitchener etc..)

Also, not sure if access to GO transit at Trafalgar/Burnhamthorpe (Halton-Peel combined strategy) is out of scope/jurisdiction ...?

A number of additional comments were received by email and these are included here:

1. All the feed back that is given to the city and the developer's will not do any good. No body in the positions that could make a difference would not understand anyway
2. 9th line re-development should include dedicated bike lanes or a wide bike/pedestrian path



3. I see that there was a notice for an EA for potential transportation improvements to 9<sup>th</sup> Line between Eglinton and Derry.

What I would ideally like to see is a dedicated pedestrian/cycling walkway in this area. Currently the road is exceedingly narrow, and it is a relatively scary experience taking the kids for a bike ride on that stretch. The section from Derry to the train tracks has a wonderful trail that is great to use. I think there is certainly merit in extending that all the way to 9<sup>th</sup> line.

I think there is also merit in extending the trail (or at least adding a decent hard shoulder) from the other side of the train tracks out across the bridge over the 401/407 to Steeles. This is a section of the road that takes traffic out of Mississauga and crossing that highway is frightening on a bike.

I am not sure the plans are, but I am assuming that if there is a call for an EA that there are already some planned upgrades on the cards? What is the intended timeline on these upgrades?

As a last point and completely off topic. I note that there are plans on upgrading the trail starting at McCarron Park (it doesn't have a name?) as there are construction notices up. However, there is no mention of it on [Mississauga.ca/construction](https://www.mississauga.ca/construction) (the construction notice said visit there for more information).

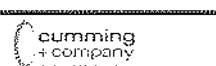


# **Ninth Line Class Environmental Assessment Study**

**Ninth Line Improvements from Eglinton Avenue W to Derry Road W**

**Public Feedback Report from the**

**Online Public Information Centre #2, January 13 to February 3, 2021**





## **Ninth Line Improvements from Eglinton Avenue W to Derry Road W**

### **Public Feedback Report from the Online Public Information Centre #2**

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## **Ninth Line Improvements from Eglinton Avenue W to Derry Road W Public Feedback Report from the Online Public Information Centre #2**

### **1. About the Online Public Information Centre #2**

The City of Mississauga has initiated a Schedule C Municipal Class Environmental Assessment (MCEA) study to assess potential transportation improvements to Ninth Line between Eglinton Avenue W and Derry Road W. The study will review possible improvements to accommodate the current and future needs of pedestrians, cyclists, transit users and motorists along this corridor. The study area map is shown in **Figure 1**.

The study includes:

- Public, agency and stakeholder consultation
- Development and evaluation of alternative solutions and alternative design concepts
- An assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts.

**Figure 1 Study Area Map**



Public participation is key to the success of this study. An Introductory Open House was held on February 20, 2020 at Osprey Woods Public School and community members provided initial feedback on issues and opportunities to be considered in the study. Public Information Centre (PIC) #1 was held virtually online from June 25 to July 17, 2020, where community members provided feedback on the alternatives solutions, the number of future travel lanes for Ninth Line and how cyclists and pedestrians should be accommodated.

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in-person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods. The second PIC (PIC #2) was held online, and community members participated by:

- Viewing the materials on the City website from January 13 to February 3, 2021
- Completing the online commenting form
- Emailing additional comments to the City

The purpose of PIC #2 included the following:



- Sharing key feedback received on the project.
- Presenting the design approach, alternatives considered, evaluations and preliminary recommendations for Ninth Line Improvements.
- Presenting the Preferred Preliminary Design.
- Receiving input regarding the project and recommendations.
- Discussing next steps

PIC #2 was held as a virtual on-demand meeting and community members participated by viewing materials on the City website from January 13 to February 3, 2021. Individuals could visit the City website anytime 24/7 during this period to learn about and share their input on the study.

When individuals visited the site, they were able to click through the slides to learn more about the study and had the option to play a voice-over of the same material (each slide). Some slides had areas where the public could provide feedback on the information being presented in the slide. There was also the option of providing a comment at any point by clicking on the "Comment" button at the top right corner of the screen. The 12 slides conveyed the following information:

- How to Navigate and Participate
- Project Objectives including Study Purpose, an overview of the Class EA process being followed for this study and purpose of PIC #2.
- An overview of what was heard at online PIC #1 and engagement strategies that are being used to connect with community members.
- The Preferred Solution
- Evaluation Criteria for Alternative Design Concepts.
- Alternatives Design Concepts for Road Widening including Alternative 1 (Widen to West), Alternative 2 (Widen about the Centreline), Alternative 3 (Widen to East) and Evaluation and Recommendations.
- Alternative Design Concepts for Active Transportation including Alternative 1 (On-Street Bike Lanes with buffer), Alternative 2 (Separated Boulevard Cycle Tacks), Alternative 3 (Multi-use Paths) and Evaluation and Recommendations.
- An overview of proposed improvements for Intersection Controls including Traffic Signals and Roundabouts.
- Preferred Preliminary Design Concept including 3D Renderings, Noise Impacts and Mitigation, Watercourse Crossings, Centre Median Treatments, and Intersection Crossing Treatments.
- Project Timeline and Next Steps, and project team contact information.

During this period, the website was visited by 731 people. The number of responses to each online question and comment varied from 9 to 141. In addition to the specific questions asked during the virtual PIC, there were comment/question boxes that had asked participants to provide open-ended comments/questions. These comments/questions are included in **Appendix 1** of this report. The online PIC Materials are included in this report in **Appendix 2**. This feedback report includes all the responses and verbatim feedback

received through the online public meeting. To protect the privacy of commenters, specific names, addresses and identifying information have been omitted from this report. All comments and input are being considered by the Project Team.

## **Methods of Communication**

Multiple methods of communication were used to update the public regarding the Ninth Line Environmental Assessment Study and invite them to the online PIC #2, including:

- Direct mail notice of PIC #2 (in postcard format) to 2,890 members of the public, including property owners and residents within the study corridor.
- Direct email notice to 262 agency representatives, stakeholder group representatives and individual public members who are on the project email list
- Direct email notice to five (5) Indigenous Community representatives from four (4) different communities
- Updates to the project website, including notification of PIC #2, PIC #2 materials, and online public meeting website
- Newspaper advertisement (Notice of PIC #2) posted on December 31<sup>st</sup>, 2020 and January 7<sup>th</sup>, 2021 in the Mississauga News
- Two (2) mobile road signs were posted in the study area and advertised PIC #2 from January 13<sup>th</sup>, 2021 to February 2<sup>nd</sup>, 2021.

## **2. Key Messages Heard**

There is significant community interest in the Ninth Line Improvements Study. As presented through the online PIC, the preferred Solution includes:

- Widening Ninth Line from 2 to 4 lanes
- Improving pedestrian and cycling facilities
- Operational improvements at intersections

The various alternatives design concepts and proposed improvements to achieve the Preferred Solution together with the evaluation and recommendations were presented through the PIC materials. These included:

- Alternatives Design Concepts for Road Widening
- Alternative Design Concepts for Active Transportation
- Proposed improvements for Intersection Control including Traffic Signals and Roundabouts
- Preferred Preliminary Design Concept including 3D Renderings, Noise Impacts and Mitigation, Watercourse Crossings, Centre Median Treatments, and Intersection Crossing Treatments

Community members were asked if they generally agreed with the recommendation for each of these and individuals responded to a series of questions. Additional comments and



suggestions from the community members were also noted. **Figure 2** is a high-level synthesis prepared by the Community Consultation Facilitator on the responses to the questions and key messages heard through the Online Public Information Centre #2. Given the extensive input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed input found in this report and the comments found at **Appendix 1**.

**Figure 2 –Key Messages Heard**

Themes/Topics	Key Messages
<p><b>Alternatives Design Concepts for Road Widening.</b></p> <p>Commenters generally agree with the recommendation of <b>Alternative 1 – Widen to West</b>.</p>	<ul style="list-style-type: none"> <li>• Commenters generally agree with the recommendation of <b>Alternative 1 – Widen to West</b>. 117 of 141 of individuals who responded to the question about the preferred alternative, 83%, indicated that they agree with the recommendation to <b>Widen to West</b>.</li> <li>• Several commenters indicated that they feel this makes sense due to the land availability and believe that the changes could be accommodated with less impact to existing properties on the east side.</li> <li>• Others noted concerns about potential encroachment into the natural areas on the west side and would like to see the widening more about the centreline to preserve more green space on the west.</li> <li>• Some commenters prefer Alternative 2 - Widen about the Centreline stating that it is more suitable for the residents with properties directly on Ninth Line because it is farther from the current residents and is seen to allow for more space between the properties and the traffic.</li> </ul>
<p><b>Alternative Design Concepts for Active Transportation.</b></p> <p>Commenters generally agree with the identified preferred alternative - <b>Alternative 2 Separated Boulevard Cycle Tracks and Sidewalks</b>.</p>	<ul style="list-style-type: none"> <li>• Commenters generally agree with the identified preferred alternative - <b>Alternative 2 Separated Boulevard Cycle Tracks and Sidewalks</b>. 129 community members responded to this question. 115 of 129, 89% indicated that they agree with the recommendation.</li> <li>• A number of commenters indicated that a physical buffer is important and that it is essential and safer to have boulevard cycle tracks physically separated from traffic and pedestrians. Some believe that this will also encourage bike use.</li> <li>• It was noted by many to be the safest Alternative for all users.</li> <li>• It was further noted that cycle tracks should be maintained regularly.</li> </ul>

Themes/Topics	Key Messages
	<ul style="list-style-type: none"> <li>Generally, there is support for physically separated boulevard cycle tracks and separate pedestrian walkways rather than Multi-Use Paths (MUP) on either side of Ninth Line.</li> </ul>
<p><b>Proposed improvements for Intersection Control including Traffic Signals and Roundabouts.</b></p> <p><b>Three new traffic signals are warranted</b> in the corridor and <b>are proposed at the Ninth Line intersections of Tacc Drive, McDowell Drive and Beacham Street.</b> While there is agreement with the recommended intersection improvements, many comments were received noting concerns with too many traffic lights being proposed.</p>	<ul style="list-style-type: none"> <li>Commenters generally agree with the proposed intersection controls and traffic signals identified. 112 community members responded to this question. 76 of 112, 68% indicated that they agree with the recommended intersection improvements. 33 (29%) responded “no” and 3 responded “not sure” (3%).</li> <li>While there is agreement with the recommended intersection improvements, many comments were received noting concerns with too many traffic lights being proposed.</li> <li>Concerns were noted about there already being too many traffic lights between Britannia Road and Eglinton Avenue, and that congestion will worsen as travel times are impacted by having to stop at so many lights. It was further noted that there are already too many intersections with poorly (or not at all) timed traffic signals. Any additional intersections will create tremendous traffic (over and above the current excessive congestion).</li> </ul>
<p><b>Proposed improvements for Intersection Control including Traffic Signals and Roundabouts.</b></p> <p>All existing and proposed signalized intersections along the Ninth Line Corridor were considered for roundabouts. As assessment was completed and concluded that <b>roundabouts are not recommended</b> along the Ninth Line Corridor.</p> <p><b>There are strong opinions and mixed views about roundabouts on Ninth Line.</b></p>	<ul style="list-style-type: none"> <li><b>There are strong opinions and mixed views regarding roundabouts on Ninth Line.</b> While many commenters do not support roundabouts and agree that they should not be recommended here, many other commenters prefer roundabouts over what is seen as too many traffic lights and would like to see roundabouts reconsidered.</li> <li>For some commenters they would prefer one or two roundabouts instead of new traffic lights. It was also commented that roundabouts may be more suitable than adding traffic lights for lower volume intersections.</li> <li>It was noted that community unfamiliarity should not be a detractor as it would become familiar with time and exposure, as it has at the southern Ninth Line roundabout and Burnhamthorpe Road.</li> </ul>
<p><b>Preferred Preliminary Design Concept for Ninth Line</b></p>	<ul style="list-style-type: none"> <li>Commenters generally agree with the preferred design. 86 community members responded to this question. 77 of 86, 90% indicated that they generally agree with the preferred design.</li> </ul>



Themes/Topics	Key Messages
Commenters generally agree with the <b>Preliminary Design Concept for Ninth Line</b>	<ul style="list-style-type: none"> <li>Additional comments include views regarding the centre median plantings, noise mitigation and crossrides.</li> <li>Some commenters appear to like the centre median and others feel it is too wide, may not be maintained well and could be costly.</li> <li>Several commented that they feel noise barriers should be put in place.</li> <li>There were many comments about crossrides and ensuring safety and good operational planning.</li> </ul>
<b>Other frequently noted comments.</b>  There were many additional and specific comments noted through the PIC commenting and these are documented in <b>Appendix 1</b> . A few of the frequently noted comments are included here.	<ul style="list-style-type: none"> <li>Opinions that there is too much development occurring in the area.</li> <li>Support for preservation of green space and natural areas.</li> <li>Need for good coordination and connection to regional transportation network from this area.</li> <li>Support for ensuring safety for pedestrians and cyclists.</li> <li>Views that the posted speed should not be reduced from 70kph to 60kph.</li> <li>Appreciation for the opportunity to be informed and engaged in the decision-making process for addressing transportation issues in the community.</li> </ul>

### 3. Public Input on Alternative Design Concepts for Road Widening

Three alternative design concepts were developed and considered to widen Ninth Line from two lanes to four lanes to obtain City of Mississauga's Official Plan Right-of-Way (ROW) of 35 metres. These alternatives are described at **Figure 3** and in the PIC Material that is included at **Appendix 2** of this report.

**Figure 3 – Alternative Design Concepts to widen Ninth Line from two to four lanes**

Alternative Design Concepts	Description of design concept
<b>Alternative 1 – Widen to West</b>	Widen from two (2) to four (4) lanes from the existing east property line so associated impacts occur on the west side. <ul style="list-style-type: none"> <li>Obtain 35m Right-of-Way from the west.</li> <li>Moderate shift of the proposed Ninth Line centreline to the east side</li> </ul>
<b>Alternative 2 – Widen about the Centreline</b>	Widen from two (2) to four (4) lanes from the existing centreline. <ul style="list-style-type: none"> <li>Obtain 35m Right-of-Way from the west side.</li> </ul>

	<ul style="list-style-type: none"> <li>Minor shift of the proposed Ninth Line centreline to the east side</li> </ul>
<b>Alternative 3 – Widen to East</b>	<p>Widen from two (2) to four (4) lanes from the existing west property line so associated impacts occur on the east side.</p> <ul style="list-style-type: none"> <li>Obtain 35m Right-of-Way from the east side.</li> <li>Significant shift of the proposed Ninth Line centreline to the east side</li> </ul>

Based on the evaluation of the three alternative design concepts, the preferred alternative was identified as **Alternative 1 – Widen to West**. Community members were asked if they generally agree with the recommendation of Alternative 1 as the preferred alternative. 141 community members responded to this question. 117 of 141, 83%, indicated that they agree with the recommendation to Widen to West. A further 22 (16%) responded “no” and 2 responded “not sure” (1%). Comments on the alternatives were received and are included verbatim at **Figure 4**. Each comment represents an individual commenters opinion.

**Figure 4 – Comments Noted on the Recommended Widening Solution of Alternative 1**

Key Themes	Comments Noted (verbatim)
<b>Comments pertaining to Alternative 1</b>	<ul style="list-style-type: none"> <li>Yes, west is best if the road absolutely needs to be widened, but particular focus should be on retaining natural heritage as much as possible.</li> <li>It is mostly open space to the west, so this makes sense.</li> <li>West is all open farmland, that can accommodate changes.</li> <li>Widening should also consider the importance of maintaining sun on the Ninth line corridor since this will be the furthest west street in Mississauga and therefore, the last place to view the setting sun to the west and enjoy warm evening light.</li> <li>4 lanes are great &amp; widening to the west but need to somehow control noise &amp; especially speed @ night, more lights, red light cameras, speed ticketing equipment?</li> <li>Widening to the west will reduce the strip of land to the west and thus reduce the natural green spaces there which I am keen to see preserved.</li> <li>In addition to widening the road on the west, I suggest adding ramps on Ninth Line on the North to join 401 and on the South to join 407.</li> <li>Widening to the West will cost more money due to acquiring Private Properties, using land from Community centre, and shortening of ponds.</li> <li>I agree with the recommendations.</li> <li>Yes, I do but would like to see a larger walkway and separate bike path on east side of 9th line running from Eglington to Derry road or north to Steeles road.</li> </ul>



Key Themes	Comments Noted (verbatim)
	<ul style="list-style-type: none"> <li>• It seems to be realistic option due to existing properties on east side, with less on west.</li> <li>• Worried about the negative impact of Alternative#1 on the bird wetlands area adjacent to Hwy407. Imperative that the least disruptive option be approved.</li> <li>• Good, I agree with this.</li> <li>• Unfair to existing property owners.</li> <li>• May be less expensive and there is ample room, more so than on the east side.</li> <li>• More available land and will not make roadway feel closed in.</li> </ul>
<b>Comments pertaining to Alternative 2</b>	<ul style="list-style-type: none"> <li>• Widen to west looks like most of the widening is going to the east side. See widening from centre as best option to have the least impact on current west residents. Biggest concerns are noise, traffic congestion and sufficient right turn lane access lanes.</li> <li>• As a resident I want 9th line as far away from the property line as possible. Alternative 2 is the best match for this.</li> <li>• Centre seems to be more optional or because the environmental impact would be less.</li> <li>• Alternative number 2 is more suitable for the residents with properties directly on Ninth line because it allows for more space between the properties and the traffic. I do not see how Alternative #2 can be considered "not preferred" from the standpoint of cultural heritage. It is also not clear why Alternative #2 is "less preferred" from a City Building perspective. Furthermore, Alternative #2 is clearly the most preferred option from an engineering, construction, complexity, and implementation perspective, which likely means it will be less costly. I believe at a time when we are in an economic crisis and many Mississauga residents are in need, we should be concentrating on minimizing complexity of construction and implementation because this will minimize budget spend. And the less complex the project, the less time and disruption for all to get it completed. I am not supportive of Alternative #1. Rather, Alternative #2 is the best option.</li> <li>• As a resident on the East side of Ninth Line, it looks like from the images above that widening about the centreline provides less encroachment to the existing residents on the east side. Since the West side is much less developed, would it be easier and more beneficial to all involved to reduce the encroachment to residents to the East. I prefer expanding from the centreline.</li> <li>• I don't like that alternative 1 is so close to the property line on the east. I would prefer alternative 2 where it is pushed out.</li> <li>• Alternative 2 strongly preferred - widen about the centreline.</li> <li>• Alt 2 doesn't take as much land away from eastern properties. West is not as widely developed at the moment.</li> </ul>

Key Themes	Comments Noted (verbatim)
	<ul style="list-style-type: none"> <li>I like 2 better - it is farther from the current residential that is well established. Not even sure what cultural heritage there is to be concerned with</li> <li>Alternative 2 – Widen about the Centreline Looks like there is more space from the street to the houses which if I lived there would be preferred.</li> </ul>
<b>Comments pertaining to Alternative 3</b>	<ul style="list-style-type: none"> <li>Why does city building have an x with the Widen to east plan I? Why is there a proposed wide flora median on Ninth line? This will make the ROW appear wider. Instead, why not use at generous median space and put more space to separate pedestrians and cyclists from vehicles.</li> <li>Combination walk and bike path should also continue on the east side south of Derry to Osprey to also accommodate Lisgar residents.</li> <li>Two lanes, one way would be enough.</li> <li>I would prefer to leave as much to the east.</li> <li>I agree to recommended alternative 3 to preserve natural habitat as much as possible.</li> <li>Only if Alternative 3 is implemented.</li> </ul>
<b>General Comments</b>	<ul style="list-style-type: none"> <li>I think you should break this down into laymen's terms, so we completely understand the impact of widening in all 3 cases. Explain, for example, how it affects cultural heritage, etc.</li> <li>I see there are additional traffic lights planned (such as the one at Tacc Drive), in order to mitigate backups, can someone please look into timing the lights along 9th line from Britannia to Eglinton to facilitate a smoother traffic flow?</li> <li>Can it still be a No Truck area? It will be too loud. Can there be some charm added - not like any other busy street please.</li> <li>Some streets coming onto Ninth Line should be closed. There should be right turn lanes to all streets from Ninth Line.</li> <li>I really like that the Pedestrian and Cycling lanes are separated by green area and Cycling and Car lanes are separated by raised curbs.</li> <li>Please leave the green belt between Thomas and Swiftdale.</li> <li>Please do not touch greenbelt.</li> <li>natural and cultural heritage must be protected.</li> <li>Natural heritage should be valued greater, not equally to other factors.</li> <li>Please build a big plaza contain Bank, Walmart, No Frills, restaurant to serve the community.</li> <li>How will this affect the community centre being built? This change should be considered all the way to Burnhamthorpe,</li> </ul>



Key Themes	Comments Noted (verbatim)
	<p>otherwise we have a bottleneck going Southbound from Eglinton to Burnhamthorpe.</p> <ul style="list-style-type: none"> <li>Stop building houses and expanding this 9th line to 4 lanes. You are destroying every bit of green land and this will allow more traffic and allow more building. Just stop. Leave as it is and create more sidewalk and bus pull ins. If you do that hopefully traffic will go elsewhere to avoid the traffic jams.</li> </ul>

#### 4. Public Input on Alternative Design Concepts for Active Transportation

Three alternative design concepts were developed and considered to determine how to best accommodate pedestrians and cyclists along Ninth Line. These alternatives are described in **Figure 5** and in the PIC Material that is included at **Appendix 2** of this report.

**Figure 5 – Alternative Design Concepts for Active Transportation**

Alternative Design Concepts	Description of design concept
<b>Alternative 1</b>	<ul style="list-style-type: none"> <li><b>On-Street Bike Lanes with buffer</b> on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)</li> <li><b>Sidewalk</b> on both sides</li> <li>Opportunities for <b>landscaping</b> in the boulevard</li> </ul>
<b>Alternative 2</b>	<ul style="list-style-type: none"> <li><b>Separated Boulevard Cycle Tracks</b> on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)</li> <li><b>Sidewalk</b> on both sides</li> <li>Opportunities for <b>landscaping</b> in the boulevard</li> </ul>
<b>Alternative 3</b>	<ul style="list-style-type: none"> <li><b>Multi-use Paths (MUP)</b> on both sides provide shared space for pedestrians and cyclists to travel in both directions.</li> <li>Opportunities for <b>landscaping</b> in the boulevard</li> </ul>

Based on the evaluation of the three alternative design concepts, the preferred alternative was identified as **Alternative 2 Separated Boulevard Cycle Tracks and Sidewalks**. Community members were asked if they generally agree with the recommendation of Alternative 2 as the preferred alternative. 129 community members responded to this question. 115 of 129, 89% indicated that they agree with the preferred alternative being Alternative 2. 11 (9%) responded “no” and 3 responded “not sure” (2%). Comments noted are found in **Figure 6**. Each comment represents an individual commenters opinion. These are organized by key theme and are verbatim.

**Figure 6 – Comments Noted on the Recommended Active Transportation Solution of Alternative 2**

Key Themes	Comments Noted (verbatim)
<b>Comments pertaining to Alternative 1</b>	<ul style="list-style-type: none"> <li>Alternative 1 is not preferred as most cyclists feel uncomfortable cycling while cars pass going 70 or 80km an hour. A physical buffer is very important, and alternative 2 or 3 is preferred because of this.</li> </ul>
<b>Comments pertaining to Alternative 2</b>  <b>Comments pertaining to Alternative 2 (continued)</b>	<ul style="list-style-type: none"> <li>I think it is much safer to have bike lanes physically separated from traffic and pedestrians. It will encourage bike use.</li> <li>Need to keep it clean - separated bike lanes get dirty because car wind does not clean continuously.</li> <li>Boulevard cycle paths would interfere with residents coming out and going into the homes and more prone to accidents. Having dedicated bicycle lanes by the roadside would eliminate confusion and safer for everyone.</li> <li>Alternative 2 makes sense regarding existing cyclist patterns of road bike users enjoying their own dedicated lane. Alternative 3 could also make sense in connecting with existing multi use paths to the north of the study (Derry and Ninth Line). Is it feasible to explore potential opportunity for dedicated lighting for pedestrians on sidewalk/multi use trail?</li> <li>Looks good. Look into opportunities that the bike lanes should be able to join other bike lanes not in scope of this project.</li> <li>I agree with Alternative two as I feel cyclist need to be separate from pedestrians and separate from the road and vehicles.</li> <li>Looks like a much safer approach to managing each mode of transport.</li> <li>It is important for cyclists to have separate lane from those walking for safety. There is no cycling culture in this area when they approach people walking to ring the bell to inform that they are arriving and to tell "on your right" or "on your left". So many times, when you walk cycle will speed and pass by you a millimetre away, person may move in that second and get hurt. Therefore, need to be separate lane for cyclists for everyone's safety! Also, it will be good to be separate from traffic lane physically not only with paint, as many drivers go across cyclist lane. In Montreal they add curb to separate between two lanes for safety of cyclists!</li> <li>Cyclists usually do not respect the pedestrians on the MUP.</li> <li>Completely agree with alternative 2! I live right at Eglinton and Ninth Line and love to bike ride during the summer and this will give me a reason to explore this area and feel safe doing so!</li> <li>Alt 2 the best, Keep the bikes off the roads, so dangerous...</li> <li>Ideal solution. Keeps all modes of transport separate for safety.</li> <li>It would be great to finally have a separated bike lane in Mississauga. The Cycling Master Plan has virtually been ignored, despite council approving millions in funding, very little cycling infrastructure gets built; and what is built is poorly</li> </ul>



Key Themes	Comments Noted (verbatim)
<p><b>Comments pertaining to Alternative 2 (continued)</b></p>	<p>designed. Majority feel unsafe cycling here. If we really want a world class city, we need leadership to promote active transportation. I drive and cycle. Ninth Line is a desirable road to cycle on as it is not as congested as most other roads in Mississauga, and it is open and airy, not boxed in by concrete, homes, and buildings (yet). Cars that do use this road drive very fast due to low volumes, so with more lanes, they will drive faster. Please take the opportunity to make this an example of well-designed cycling infrastructure. Cyclists are generally unwelcome on roads and sidewalks, yet it is a healthy way to travel and does not pollute the environment. There are enough roads for cars already - and to those people who disagree, they should try riding a bike! With added trees for shade and to absorb air pollution, Ninth Line could be a beautiful roadway.</p> <ul style="list-style-type: none"> <li>• As a regular cyclist and as a walker I am very happy with this recommendation. It is the safest option for all.</li> <li>• Safest for all concerned.</li> <li>• Essential that cyclists are separated from pedestrians and drivers. Behavior during the Pandemic has shown that Cyclists do not yield to pedestrians or drivers. For everyone's safety, keep them separate!!</li> <li>• Cycle tracks should be maintained regularly. I have seen them neglected in other cities and undesirable to cycle on. They should have enough space to allow passing of slower cyclists.</li> <li>• Generally, I agree with the proposal for physically separated bike lanes and separate pedestrian walkways rather than two Multi-Use Trails. However, with the importance of physical distancing there is a new awareness of having wider pathways and trails and this is something to consider with either design. Each trail/pathway/bike lane needs to be at least 2.5m wide to properly accommodate physical distancing recommendations and allow quick implementation if there is ever another epidemic/pandemic like the one we are currently experiencing.</li> <li>• Agree with #2 if resources are there. I bike the existing multi use trails on ninth line, but I am a minority. Pedestrians are the biggest users along the multi use trails. I would consider #3 a viable option. I shudder at the prospect of #1 along that highspeed roadway.</li> <li>• Alt 2 – YES.</li> <li>• Absolutely. 9th line is a key active transportation route.</li> </ul>
<p><b>Comments pertaining to Alternative 3</b></p>	<ul style="list-style-type: none"> <li>• Alternative 3</li> <li>• I prefer Alternative 1 or 3 over 2.</li> <li>• Prefer 3. There are too few cyclists on this road for the expense and inconvenience of creating their own lanes.</li> </ul>

Key Themes	Comments Noted (verbatim)
	<ul style="list-style-type: none"> <li>No, I prefer alternative 3 as it is unreasonable to duck out of the proposal with only one option being not preferred.</li> </ul>
General Comments	<ul style="list-style-type: none"> <li>Ninth line is too busy and too long of a route for bikes.</li> <li>The street is too busy as it is.</li> <li>Although would prefer wide pathways for pedestrians to be able to physically distance if walking a dog</li> <li>Multi use paths is my preferred implementation since it provides better usage of space when bikes are not present and allows for landscaping to separate people and bikes from cars and increase safety, especially for children.</li> <li>Would like to see MUP, as it would allow for the 4 lanes on the roads and pedestrians and cyclists to share that same pathway.</li> <li>Will biking lanes be fenced off to avoid bikes (especially children) accidentally crossing into live traffic? Don't want issues like Toronto had on lakeshore where child lost their life accidentally crossing onto live traffic.</li> <li>How will you deal with cyclists travelling at 20 km/hr in the cycle track with casual bike riders going 5 km/hr who are not allowed on the sidewalk?</li> <li>I cycle a lot but don't believe there would need to be bicycle tracks on both sides of the road.</li> <li>What is plan regarding widening ninth line and the cemetery and St. Peters Cemetery (North west Ninth Line and Britannia).</li> </ul>
General Comments (continued)	

## 5. Public Input on Intersection Improvements

A review of existing and future traffic operations identified the need for new traffic signals. **Three new traffic signals are warranted** in the corridor and **are proposed at the Ninth Line intersections of Tacc Drive, McDowell Drive and Beacham Street**. All existing and proposed signalized intersections along the Ninth Line Corridor were considered for roundabouts. An assessment was completed and concluded that **roundabouts are not recommended** along the Ninth Line Corridor. The Traffic Signals and Roundabouts are described in the PIC Material that is included at **Appendix 2** of this report.

Community members were asked if they generally agree with the recommended intersection improvements. 112 community members responded to this question. 76 of 112, 68% indicated that they agree with the recommended intersection improvements. 33 (29%) responded "no" and 3 responded "not sure" (3%). Comments noted are found in **Figure 7** and **Figure 8**. Each comment represents an individual commenters opinion. These are organized by key theme and are verbatim.



**Figure 7 – Comments Noted on the Recommendation of Three New Traffic Lights**

Key Themes	Comments Noted (verbatim)
<b>Comments in support of new traffic lights</b>	<ul style="list-style-type: none"> <li>While more lights are not great - they are better than Roundabouts for reasons listed.</li> </ul>
<b>Comments about there already being too many traffic lights.</b>  <b>Comments about there already being too many traffic lights. (continued)</b>	<ul style="list-style-type: none"> <li>Adding more traffic lights will only increase travel time in the N/S direction, especially since none of these new lights seem to be synchronized. Ninth Line used to be the fastest way to travel N/S in the west end of the city, making it much faster than Winston Churchill. Just with the addition of the 2 new lights at Burdette and Henrietta, travel time has gone up. There are times when we're stuck at these two new lights for no reason because no cars ever turn from these 2 streets onto Ninth Line.</li> <li>There are already too many traffic lights all bunched together between the proposed at Tacc Drive to Eglinton. When the Churchill Meadows Community Centre was starting construction, should have and I would have thought they would have put a traffic light at Tacc Drive first instead of at Burdette or Henrietta Way.</li> <li>Too many lights. The two new lights at Henrietta Way and Burdette Tr impede traffic flow. You have three lights in a row when Erin Centre Blvd is considered and now there is proposed light at Tacc Dr? And another potential for development? This strategy must be rethought.</li> <li>There are already too many intersections with poorly (or not at all) timed traffic signals. Any additional intersections will create tremendous traffic (over and above the current excessive congestion).</li> <li>I do not agree with the proposed traffic signals.</li> <li>Way too many lights between Eglinton and Britannia. Maybe consider - only turn right, only turn left solutions for Tacc for example.</li> <li>Traffic will be backed up forever if you add MORE lights! There are enough already!</li> <li>Too many traffic signals. It would work if they were synchronized, otherwise it becomes a virtual road bump.</li> <li>Too many traffic lights will impact the movement on 9th line. I'd keep it as simple as possible.</li> <li>Fewer traffic lights the better for idling, etc....</li> <li>Although, as a north-south traveller, it seems like a great deal of traffic signals.</li> <li>Adding more traffic signals along this corridor will not improve traffic flow but will exacerbate the existing issue of stop/start traffic. Additionally, to suggest that the "community is unfamiliar with multi-lane roundabouts" is extremely condescending and</li> </ul>

Key Themes	Comments Noted (verbatim)
	<p>totally lacking in vision. The point is well made for no roundabouts at Derry and Britannia, but to add potentially 4 more traffic signals to this short stretch of road is sheer insanity.</p> <ul style="list-style-type: none"> <li>• The added traffic signals will add congestion along ninth line, especially on Tacc Drive.</li> <li>• There will be way too many traffic lights on Ninth line with the additional proposed traffic lights. As such, congestion and delays will become a major issue. The city should attempt to find a solution to incorporate roundabouts. There are other examples in the area (Churchill Meadows Blvd, Hazelton Place, Burnhamthorpe/Ninth line) and the community has adapted to its use.</li> <li>• More red lights will encourage motorists to run the lights to make the green resulting in more traffic accidents.</li> </ul>
<b>Other suggestions and comments</b>	<ul style="list-style-type: none"> <li>• However, would recommend either lights or roundabout at Doug Leavens and Lisgar. Its dangerous spot.</li> <li>• Would like to see a new light coming out of Foxwood Ave.</li> <li>• Tacc Dr. signal light not needed. Too close to other signal lights</li> <li>• Please utilize smart traffic light technology that will shorten or lengthen the light depending on amount of traffic and time of day. We need this now at the intersection of Derry Rd. and Ninth Line to improve traffic flow.</li> <li>• Ensure the traffic signals have signaling for cyclists.</li> </ul>

**Figure 8 – Comments Noted about the Recommendation for NO Roundabouts.**

Key Themes	Comments Noted (verbatim)
<b>Comments in support of the recommendation for NO roundabouts</b>	<ul style="list-style-type: none"> <li>• No roundabout.</li> <li>• no roundabout</li> <li>• Noooo Roundabout, stupid idea, Canada has intersections with traffic lights not roundabout causing a lot of accidents.</li> <li>• Don't like roundabouts.</li> <li>• Roundabouts are not good, yes.</li> <li>• Agree that roundabouts are not appropriate for ninth line.</li> <li>• The number of times I've been cut-off or nearly hit by drivers who don't understand how to use a multi-lane roundabout at Ninth Line and Burnhamthorpe makes me VERY anti-roundabout at busier intersections.</li> <li>• I agree you should not add roundabouts, but somewhat disagree with adding more traffic signals as there are already too many, close together. However, you did the study and decided there is a need.</li> <li>• Generally, I agree with your concerns about roundabouts but also can see value in implementing one or two between the major</li> </ul>



	<p>arterial roads, to reduce neighbourhood congestion and speeding along Ninth Line.</p> <ul style="list-style-type: none"> <li>Careful with roundabouts, the one on ninth line &amp; Burnhamthorpe (2 lanes) is awfully confusing and surprised more accidents haven't occurred there, roundabouts are great but for inexperienced drivers, danger to themselves &amp; others!</li> </ul>
<p><b>Comments in favours of considering roundabouts</b></p> <p><b>Comments in favours of considering roundabouts (continued)</b></p>	<ul style="list-style-type: none"> <li>While I can understand that roundabouts may require a larger footprint and whatnot, I can't believe we are not considering them because the community is unfamiliar with how to use them. Educate people on how to use roundabouts or just give them no choice and have them use roundabouts because they are just better than being stuck at traffic lights.</li> <li>I think one or two roundabouts instead of new traffic lights would be great. Community unfamiliarity should not be a detractor as it would become familiar with time and exposure, as it has at the southern ninth line roundabout and at the square one roundabout.</li> <li>About roundabouts, I disagree with the reasons of the discussion since there is already a round about on Ninth Line already at Burnhamthorpe for more than 6 months and it is just fine, no problems and speeds up traffic once people are educated on how to use them properly.</li> <li>Would have been good to add some round abouts for low volume traffic intersections.</li> <li>Runabout seems like effective solution. If traffic lights are option, it requires better traffic management to introduce green wave not to stop all vehicles on each intersection to increase throughput/capacity and reduce emissions and reduce travel time for users.</li> <li>Roundabouts are always better than traffic signals. The more that are installed the more familiar the community will become with them.</li> <li>Rather have a roundabout than a horrible signal that ruins flow.</li> <li>Roundabouts are more efficient and safer. Implement where possible. Lack of neighbourhood experience should not be a factor.</li> <li>Roundabouts are way more efficient, they don't have to be large, they keep traffic flowing instead of start stop all the time. Have a look at Australian roads there's roundabouts at nearly all intersections single lane and double lane, keeps flow of traffic moving.</li> <li>I would recommend roundabouts for this specific section of ninth line because they are very efficient in applications where traffic is heavier in one direction. As a daily commuter of this road, it is obvious that ~95% of traffic occurs going North/South on ninth line, and very little East/West crossing Ninth line (except for Derry, Britannia, Eglinton). These three larger intersections should</li> </ul>

<p><b>Comments in favours of considering roundabouts (continued)</b></p>	<p>definitely remain as traffic lights, but I believe all the other intersections along ninth line can be converted into roundabouts, at least the new ones on McDowell, Tacc, etc. Often, you develop long queues on ninth line at a red light, only for 1-2 cars (or sometimes none at all) going perpendicular to cross and this is inefficient. With a roundabout, you can have a continuous flow on ninth line, and the occasional commuter going perpendicular can merge seamlessly. A similar improvement was made in Oakville on Ninth Line and Burnhamthorpe, it is a much more efficient intersection now (2-lane roundabout) than before when there was a traffic light. This is because there is significantly heavier traffic along ninth line than along Burnhamthorpe. I would be happy to discuss more.</p> <ul style="list-style-type: none"> <li>• it would be beneficial to consider roundabouts across some intersections (i.e., Eglinton and ninth line)</li> <li>• Go ahead and put in the occasional round about. There is a learning curve, but I think the roundabout has really helped at Burnhamthorpe.</li> <li>• I think you have given up on roundabouts prematurely. Can smaller roundabouts be installed at Tacc Drive? Thomas Drive? and a larger one at Eglinton Ave? There is a roundabout at Burnhamthorpe that works very well. Carrying this idea through Ninth Line into this area is preferred to move traffic without creating a raceway.</li> <li>• Roundabouts are safer, Mississauga drivers haven't mastered any traffic signals. Have advanced walk signals before green light for pedestrian safety.</li> <li>• Yes, yes yes. Roundabouts reduce congestion and emissions from acceleration</li> </ul>
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## 6. Public Input on the Preferred Preliminary Design Concept

Community Members were asked if they generally agreed with the Preferred Preliminary Design Concept for Ninth Line. Key Features of the Ninth Line Preferred Preliminary Design include:

- Widen from two lanes to four lanes
- Boulevard Cycle Tracks and Sidewalks on both sides
- New Traffic Signals, Crossrides at intersections for pedestrians and cyclists
- Urbanization, Streetscaping and Landscaping Opportunities
- Structural Modification(s) / Replacement at Watercourse Crossings

Three drawings (renderings) were shown in the PIC materials found at **Appendix 2**.

The proposed design roll plan for the project corridor was also available for review.

Other key components of the Preferred Preliminary Design Concept include:



<b>Noise Impacts and Mitigation</b>	<p>Noise mitigation (new or replacement noise barriers) is <u>not</u> recommended. A Noise Assessment was conducted to determine the noise levels from future traffic along Ninth Line between Eglinton Avenue West and Derry Road West. The results concluded:</p> <ul style="list-style-type: none"> <li>As a result of Ninth Line widening and decreased posted speed from 70km/h to 60km/h, the threshold for future noise is met on the east side of Ninth Line.</li> <li>Future noise levels are highest on the west side of Ninth Line, due to Highway 407. Future noise levels to be addressed through development review process.</li> </ul>
<b>Watercourse Crossings</b>	<p>There are four (4) watercourse crossings with culverts on Ninth Line and they are all in generally good condition with minor to no rehabilitation work required. To accommodate the proposed road widening and active transportation facilities, structural modifications / replacement will be reviewed and identified at these locations as required.</p>
<b>Centre Median Treatments</b>	<p>Centre median planting areas are identified at select locations where a 5.0m raised median is proposed along Ninth Line. Opportunity for centre median plantings (i.e., grasses, shrubs, flowers), will be confirmed during detailed design.</p>
<b>Intersection Crossing Treatments</b>	<p>Crossroad Treatments to provide increased visibility and dedicated space to accommodate pedestrians and cyclists crossing Signalized and Unsignalized Intersections are proposed along the Ninth Line corridor.</p>

Community members were asked if they generally agree with the preferred design. 86 community members responded to this question. 77 of 86, 90% indicated that they generally agree with the preferred design. 9 (10%) responded “no” and 0 responded “not sure” (0%). Comments noted are found in **Figure 9**. Each comment represents an individual commenters opinion. These are organized by key theme and are verbatim.

**Figure 9 – Comments Noted on Preferred Preliminary Design Concept**

<b>Key Themes</b>	<b>Comments Noted (verbatim)</b>
<b>Comments on the Preferred Design Concept Typical Section</b>	<ul style="list-style-type: none"> <li>Get rid of the centre medians. It is a waste of time and taxpayer money. Extra landscaping and snow removal costs. Keep 70km/h for efficient traffic flow.</li> <li>I believe that the raised median is not necessary if being funded by the taxpayers.</li> <li>I don't think a raised centre median is necessary. It also adds to the cost of the project. Having a centre lane as in Rendering B is</li> </ul>

Key Themes	Comments Noted (verbatim)
	<p>all that is needed. Not only having a centre lane allows for left turns but it will also provide a space for vehicles encountering trouble to stop if it can't make it to the nearest turn off. If a vehicle has trouble, can't make it to the nearest turn off then it can head to the centre lane instead of stopping in a live lane.</p> <ul style="list-style-type: none"> <li>• Don't believe that the median requires plants, or shrubs. Maintenance costs</li> <li>• Centre median provides insufficient benefit unless significant left turn lanes are built in. I am deeply concerned that traffic congestion will be severe due to too many cars waiting to turn left will block the main lane.</li> <li>• Agree that a large, raised centre median is preferred and adds safety for ninth line.</li> <li>• One concern is even though Ninth line is currently 2 lane road, cars use the middle/turn lane to illegally pass &amp; speed which is very unsafe. Having a median all along Ninth Line and openings only for turn lanes may correct this. Additionally, reducing speed to 60Km/hr on Ninth, should reduce noise and improve safety.</li> </ul>
<b>Comments on the 3D Renderings</b>	<ul style="list-style-type: none"> <li>• Rendering B would prevent Access to my driveway.</li> <li>• Beautiful Renderings. Again -- Eglinton to Burnhamthorpe should match too... otherwise the whole Ninth Line will not look beautiful.</li> <li>• I would like to see Rendering B, it would cost less money to maintain the center grass, plants, etc.</li> </ul>
<b>Comments on crossrides at intersections for pedestrians and cyclists</b>	<ul style="list-style-type: none"> <li>• Although I would prefer Ninth Line not be widen and no new traffic lights installed, however, if this is not possible, the proposed design is good. The dedicated and separate sidewalks and cycling paths are essential. Also, that the cycling paths are separate from the road is a must and the design features that, which is great.</li> <li>• I generally agree, but there are concerns by cyclists with cross-rides - they would be safer if cars were not allowed to turn left/right while cyclists have the green light to cross. Cars just don't look for cyclists, so intersections are the most dangerous place (for all travelers). I love the idea of a central boulevard with landscaping, but I'm afraid this great plan will end up being scaled back - and I absolutely do not want to see the cycle tracks lost in the process. Every time Mississauga plans to build a cycle track, a few residents complain to their Councilor, and the plan is cancelled, despite years of planning and a budget devoted to building cycling infrastructure. Please do not let this happen again! We need connected cycling facilities!</li> <li>• My only concerns about the bike lanes except that they can always be wider and protected. Instead of the raised median and shrubs, a bioswale would be more welcoming and more useful to manage water and salt</li> </ul>



Key Themes	Comments Noted (verbatim)
<b>Comments on crossrides at intersections for pedestrians and cyclists (continued)</b>	<p>runoff.</p> <p>A plan for an MUT south of Eglinton will also be a value add.</p> <ul style="list-style-type: none"> <li>• Intersections must be fully protected in all directions for cyclists, they don't just travel to and down Ninth Line but actually want to go places East and West, too. Protected interactions now serve to connect to current and urgently needed future lanes East and West. Bam right turns on red, other cities have done this, including Toronto. Central buffer should be treed the full length - salt typically does not impact these areas and the right species and soil cell setup can allow them to do well...as done in Toronto. Street lighting needs to minimize light pollution - LEDs spill far too much light and should be deeply recessed in reflective cone fixtures as light pollution on the ground has worsened with the LED upgrades.</li> <li>• As long as there are cement barriers between cyclists and cars, then yes!</li> <li>• Don't need separate bike line. Too few cyclists, especially in winter months.</li> <li>• Intersection looks good. How would this play on the major intersections at Derry Road, Britannia, and Eglinton? Will there be a cross ride through in all directions, and any turning lanes?</li> <li>• The crosswalk markings and traffic lights should be clearly visible to all modes of transportation from every vantage point at the intersection. It makes no sense for drivers of motorized vehicles to scan too far from left to right to notice a pedestrian or bicyclist, and vice-versa.</li> <li>• Prefer non-audible signalling options to reduce noise pollution.</li> <li>• Still don't understand the need for separate lights for cyclists. They never differ from streetlights....is the extra equipment necessary just to give lights at lower level???</li> </ul>
<b>Noise and Mitigation</b>	<ul style="list-style-type: none"> <li>• We need a noise barrier.</li> <li>• NOISE BARRIERS must be installed along the corridor recommend coniferous trees and berms. CN rail is building at pumping station in Milton. Councillors' Saito &amp; McFadden have stated it will increase traffic in Ward 10 &amp; 9 potentially increase 1500+ truck traffic a day. This will greatly increase traffic along the 9th Line Corridor.</li> </ul>
<b>General Comments</b>	<ul style="list-style-type: none"> <li>• I could not see anything when I clicked the proposed design roll plan. My question is the raised median going to run the complete distance from Eglinton to Derry road? I believe it should be all the same with centre median and flowers and shrubs.</li> <li>• Too many half intersections lights on 9th Line (streets that "T"-joint with 9th Line). Disagree with lowering the speed limit from 70 to 60.</li> <li>• Too many signals, it will RUIN traffic.</li> </ul>

The next steps for the study are summarized as follows:

- The comments and feedback received through the Online Public Information Centre #2 will be considered in the confirmation of the preferred design concept.
- An Environmental Study Report (ESR) will be developed and made available for a minimum 30 calendar day public review period. The ESR will summarize the decision-making rationale, planning, design, and consultation process undertaken throughout the study. A Notice of Study Completion will be issued to announce the completion of the study and provide instructions on how to view the ESR



## Appendix 1 – Other Comments Noted

This Appendix includes the written general and additional comments provided by individuals. There were multiple opportunities or ways of providing comments. To ensure transparency on what was heard, these are organized by how the feedback was provided as follows:

Part A:	Comments provided by clicking on the “comment here” button. A commenting button was provided the top of various slides in the PIC material.
Part B:	Comments received from individuals who responded to “Is there anything else that you’d like to share with the project team regarding the Ninth Line corridor? This section was included after the Project Timeline and Next Steps
Part C:	Comment noted in the “Additional Comments” Section. This was placed at the end of the PIC material.
Part D:	Comments emailed to the City’s Project Manager on the PIC Materials.

All comments are verbatim. Although, specific names, addresses and identifying information provided have been omitted from this report, these are being considered by the Project Team in their review. Each of the following numbered comments represents an individual’s opinion. These are numbered for reference only and are not listed in any order. Some commenters provided multiple comments. In a few instances, individuals provided the same comments in several different sections.

### Part A: Comments provided by clicking on the “comment here” button.

1. As this change will create a major through way, it is going to create significantly more traffic through streets like Doug Levens & Trelawny Circle because it will be significantly faster to get to Winston Churchill through these side streets. You MUST manage speed and volumes by adding speed bumps to both streets. Trelawny Circle is already a 4 lane road that has excessive speeding issues and despite many efforts, i.e., 40km signs or temporary speed limit signs, speeding continues. Who do I engage - to ensure action is taken to address the impact on side streets that will result from this change?
2. I would like to see this project extended until train track parallel to Partition Rd.
3. What is the rationale for the 5m median? How firm is the 35m width for the Right of Way?
4. I assume the 5m median complies with the 35m standard width for the right of way. Nevertheless, the median width seems excessive to divide traffic in opposite directions.
5. I am a driver and a cyclist and live in Meadowvale, so I travel Ninth Line regularly. When cycling, cars already drive too fast for me to feel safe (on some parts of this road, there is no shoulder to escape to either), so widening the road to four lanes will surely increase the speed of drivers and hence the danger to cyclists, so it is critical for cyclists to have protected lanes and not be required to ride on the roadway as is currently the case.
6. I like the separation of cyclists from pedestrians. On the “alternative active transportation” page, I would prefer either alternative 1 or 2. I like what I see proposed in

the preferred preliminary design, but I really do not like the “cyclist stop lights” that the city has adopted in some areas. These are a completely unnecessary expense, add no value and increase confusion. My personal preferences are bike lanes like they exist on 10th line.

7. We would like to have traffic slow down signs installed on Ninth Line near the Montessori Day Care at 6553 Ninth Line on both sides of the property to allow parents to safely enter and exit the daycare.
8. I am in favour of the Alternative 1 to reduce impact to existing properties.
9. I'm totally against all the new so-called development and developers along Ninth Line from Eglinton Ave W to Steeles Ave. We don't need more houses, more condos, more traffic lights, more buildings, more traffic, more pollution! We need less of the above! We need more undeveloped land, green spaces for the remaining wildlife. I am fed up with the way City Council just gives free rein to developers to do as they please! In the 32 years I've lived in Mississauga, overdevelopment has run amok! Enough! We don't need more Orlando's or Amazon's. Period. I'm disgusted, disheartened, and disgruntled. Do the Mayor or Council members even care at the wanton, horrific destruction of the few remaining wild areas of Mississauga? I'm so angry and ashamed of the developments. Enough!
10. As per the instructions on the online meeting page for the Ninth Line improvement project, I write to you on behalf of myself and my family regarding our comments. We live on Beechnut Row, directly facing Ninth Line, and therefore are quite unhappy with the proposed changes. We believe that the “last frontier” of Mississauga should be left as is, with changes only to the road due to traffic delays. Just because the land is open and empty, does not mean it needs to be touched and therefore ruined. With crowded neighbourhoods and bustling areas, our city needs this land to remain green, clean, and natural in the form of Mississauga's Ninth Line grand nature reserve and trail. We feel it is up to us to try to fight for our area's landscape and keep this part of Mississauga clear from all this proposed construction because if we as a society let these changes happen, it will change the area forever.

It is such a breath of fresh air to live in an area where I can look across the street and not have to see other houses or bustling construction. Ninth Line is the only part of Mississauga that does not feel like Mississauga due to the peace that comes with it. The nature of the region is unparalleled to other Mississauga areas and I know for a fact that everyone I have spoken to in this area do not want this to change. Reading the land plans was absolutely terrifying and appalling. To see that you have plans for 6-10 storey buildings is an absolute nightmare. We are so lucky to live in an area where we can look around and not have a tall apartment or commercial building in sight. We are strictly against the construction of 6-10 storey buildings as they do not fit in and would ruin the ambience of our area. The plans for a Trillium healthcare building are also concerning. We already have increased traffic in the area, adding a healthcare centre would truly destroy the peace and quiet we already have. It is so disappointing that you want to build townhomes across the street as well. You are removing the uniqueness of our area and making it look like every generic Mississauga neighbourhood. As a result, seeing the



proposed construction signs have actually pushed a lot of our long-time neighbours away since we all feel we are losing our beloved hideaway from the rest of Mississauga. I also know that when a lot of our neighbours and residents expressed interest in improvements to Ninth Line, we only meant the road for improved traffic, not the actual land itself. Everything that has been proposed has been incredibly upsetting and has even led a lot of our community members to feel powerless over the project. We live here and do not deserve this.

I have also read that your team wants to decrease the speed limit from 70km/h to 60km/h. Once again, we do not understand why this is even an option. Parallel roads to Ninth Line such as Winston Churchill and Erin Mills Parkway all have a speed limit of 70km/h facing our direction. Changing the speed limit is not only out of place but would further stunt traffic. It will not improve the issue.

11. We prefer you do not follow through with your housing plans. On the contrary, we want to see more lush greenery such as pine trees and tall bushes, so we do not have to see those generic townhouses you want to build. Ninth Line is a very special road that makes one feel like they are on a country road, despite being in such a large city like Mississauga. All the proposed additions are taking that away and forcing it to blend in with every other road in Mississauga. That is the saddest thing of all.

To reiterate, please, no apartment or commercial buildings. Believe me, we do not want that in this area. It will ruin Ninth Line. I understand that you are all professionals but please remember that you all likely do not live in this area and therefore do not know the deep negative impact it will cause. Instead, we would love to see a beautiful Mississauga park, trail, and nature reserve. The new and modern Mississauga can be achieved through the city's bold decision to keep the land free from structures. That is what we need more of in Mississauga! Your proposed plan destroys our area and sends a poor message to our future residents. Choosing commercial and residential profits over nature is a mistake. Especially in today's climate change ridden world. We have the potential to dedicate this land to the history it represents and to our greatest friend of all, nature. Please, let's not take that for granted.

**Part B: Comments received from individuals responded to "Is there anything else that you'd like to share with the project team regarding the Ninth Line corridor?"**

1. If what I'm looking at is correct, the rendering shows that if I'm traveling north On Ninth Line, I will not be able to make a left into my driveway on Ninth line to access my property. I cannot support this. What is this - an oversight? I travel north on my way home from work, I don't believe making a U-turn is safe or a fair alternative.
2. Where will more trees be planted in the east side in area where they are missing?
3. I would support a further speed reduction to 50 kilometres per hour.
4. I really like all the preferred designs presented. Bike safety and opportunity for bike paths and pedestrian sidewalks are very important.

5. In addition to widening the road on the west, I suggest adding ramps on Ninth Line on the north to join 401 and on the south to join 407.
6. Many residents east of Ninth Line will be travelling to the new community centre on the west side, so pedestrian/cycling crossings in that area should be made as safe as possible.
7. Please don't reduce the speed limit from 70 km/hr to 60 km/hr. High speed needed for better traffic flow.
8. I'm very concerned about the impact of this change on arteries - Doug Levens and Trelawny Circle will have significantly increased traffic due to this change (along with the housing development). I recommend that speed bumps be added to Doug Levens and Trelawny Circle to ensure that additional volume of traffic does not add to the existing speeding issues on both streets.
9. More green please!!! A large park, with a bike trail. would be great. We only have small parks.
10. Flower beds in the median would be great, as in the median near Burnhamthorpe and The Credit Woodlands.
11. Looks good, just as long as there are designated right turn lanes on ALL 4 corners of the major intersections (Derry, Britannia & Eglinton) to free up back flow of traffic. As well, I am very concerned about the medians - they are too wide and could be shortened giving more space on the road or space for the bike lane so other cyclists can pass. I also personally feel that the median is not necessary but again if need be there to decrease the size. I see in other districts that these medians are not kept well and if the City is not to use pesticides for the weeds, it is going to look like a big old mess. I propose instead of the grass and/or shrubbery, to have cinder block planters in the medians, so that the City garden workers only have to upkeep the flowers and plants and do not have to worry about cutting the overgrown grass!
12. Hi! I received a post card with information, and I wanted to say thank you for including the residents near Ninth Line to help make a decision! I am interested in working at the community centre once it is open, where could I find information on that? When will that be made available? Thanks again.
13. Why the decrease in the speed limit after widening?
14. Please leave the green belt as is.
15. Please keep as many existing trees as possible!
16. Please keep the Ninth Line name as is. Try to use the land for build a plaza, gas station, school, and park.
17. Need to consider how heavy the bus traffic will be on Ninth Line and associated intersections if widening to 4 lanes. Bus turns on Osprey are quite tight, and the bus



tends to run over the curb regularly. Maintenance of the boulevard and plants is important to maintain aesthetics.

18. Coordinate with Halton Region -- from Eglinton to Burnhamthorpe. The whole Ninth Line should look continuously beautiful.
19. I feel the widening of Ninth Line needs to run from Eglinton to Steeles Avenue as the traffic going to Steeles is increasing every year due to heavy traffic on Derry going to Milton. When is widening project based on environmental approval expected to be started in terms of actual construction and how many months to complete? Exact dates please.
20. With the increase in residential dwellings going into this area, is there an opportunity to have sound barriers around the bus transit way and the 407 to reduce noise?
21. Ensure there are dedicated left turn and right turn lanes wherever there is a street (and driveway if possible). Before a dedicated right turn lane was created where I needed to turn when travelling northbound there was countless times when I was nearly rear-ended even though I signaled well in advanced. Having a right turn lane eliminated this worry.
22. It is definitely going to be improvement for the traffic, and it is already long overdue, but it seems it will take time to get there, glad it is progressing. Any new bus/ LRV lines in plan here. Any connection to Lisgar GO station? Any new addition to get people out of car and use more public transportation, to make it more suitable for use and get better connection to other places. Thanks for considering improvement and delivering improvements for this neighbourhood!
23. Will the centre median and landscaping be maintained? It is the last opportunity that Mississauga has to create something with charm - some creativity would be nice to make the last piece of land we have be different and unique. Pedestrian only village with shops and walking/biking paths that go in and around the natural beauty of that area.
24. It sounds great! Cyclists need to be separated by cement barriers from the cars!
25. If you could please consider ways to improve the air quality of the area especially near Eglinton and Ninth Line as it's quite a high-traffic area, that would be wonderful. If you could also take into consideration adding as many green spaces as possible in this area where people can bike to, that would be ideal. Thank you!
26. There is no need for bike lanes. There are too few cyclists to justify the expense and space. Focus on improving car traffic speeds and keep the number of traffic lights to a minimum so that traffic can flow quickly south in the morning and north in the evening, which is the commuting pattern.
27. Stop making more signals, everything else is great.
28. As Ninth Line is going from two to four lanes, noise, and pollution, as well as overland flooding/drainage are all concerns that will need to be properly addressed.

29. With the raised median, it was unclear in the proposal whether the ability to turn left onto Ninth Line would be maintained at uncontrolled intersections (i.e., whether there would be a gap in median so you could turn left from Foxwood onto Ninth Line). Otherwise, I can't wait for those separated bike lanes!
30. I just hope the roadway can be done first before construction starts in the new subdivision to allow for more flow of traffic and less congestion before dozens of trucks start to take over the area.
31. Looks good!
32. The whole process is taking too long. The road is already inadequate for the current usage.
33. What about widening of Ninth Line south of Eglinton? How will this road accommodate these changes? It will be the bottleneck (more so than it currently is!) Saying that, What about Ninth Line north of Derry? Same questions!
34. Really appreciate the City soliciting feedback in this way. Well done!!
35. All these amazing and outstanding improvements of widening the Ninth Line corridor should be finalized BEFORE any permits are issued to any builder to build future developments.  
The widening must take place FIRST!  
The builders should be responsible for any potential damages.  
It's about time that the Churchill Meadows and the Lisgar communities enjoy what we as taxpayers have paid for.  
The City should not put us through more sacrifices.  
Please widen the corridor first!  
Let the multimillionaire builders wait for their turn patiently.  
Thank you for the opportunity to voice our wishes as Ward 10 is not supporting us.  
She keeps siding with the builders right on our faces.
36. Please don't do this. We have the chance to preserve the last bit of Mississauga that hasn't been tainted by the same old generic houses and buildings. Let this remain the last relaxing and green part of Mississauga for our current and future residents.
37. Please ensure that wildlife, natural habitats, and cultural heritage are minimally affected and not jeopardized. Ensure that water permeable and environmentally responsible materials are used whenever possible. We only have one chance to get this right, so let's do it properly so our kids and grandkids will be proud!!
38. There are two daycares located on Ninth Line. Please ensure that you install traffic warning (please slowdown) signs on Ninth Line before and after these two daycares to ensure safe entry and exit of parents who are dropping/picking up their children from these two places. Many parents have expressed their concern regarding speed limit in these two locations.
39. I'm looking forward to seeing how the design moves forward and how the Ninth Line lands are linked to Northwest Mississauga through roads, active transport, and transit.



40. In order for pedestrians, children, to cross Ninth Line from the residences to the community centre/park/sports facilities safely - the SPEED LIMIT MUST BE REDUCED similar to school zones - you can't expect pedestrians/children to cross a HIGHWAY - which is what Ninth Line is like now - if the City does not reduce the speed limit you will have BLOOD on your hands and lawsuits no doubt. SAFETY MUST COME FIRST.
41. Looks good. I've biked on this road last summer and it felt very unsafe. Looking forward to the improvements.
42. Best time to work on this, BEFORE major construction on housing developments and returning to " normal".
43. I am most interested in the environmental impact. This strip of land is visited by quite a large variety of birds in all seasons. I am quite certain (don't have the plan in front of me) that the land opposite the end of Osprey Marsh is slated for development. That land is in a sense an extension of Osprey Marsh for wildlife. This winter it has been a feeding ground for up to several hundred common redpolls (birds not that common in southern Ontario). There were also rare hoary redpolls. Finches, uncommon sparrows, juncos, goldfinches, several types of hawks and coyotes frequent the area. In the summer crows and woodpeckers' nest in the trees on that land. Various warblers, thrushes and other birds live there. Because there are few large trees at the marsh, the large trees across the road provide nesting places and shelter for birds. I am also concerned about the marshland south of Britannia, although I believe that much of that is being preserved. If there is not a green corridor between the natural areas, it will prevent the movement of wildlife along the corridor.
44. Is there any opportunity to create pedestrian overpasses to avoid traffic lights on Ninth line?
45. Traffic calming needed- speed humps, raised pedestrian crossing, etc. otherwise this is going to be a speedway.
46. Cycle tracks should be consistently placed always next to the sidewalk on the \*inside\* of the treed zone. Trees can then provide shelter (from heat, sun, ice, snow, wind, rain - things cyclists have to think about, always becoming more extreme with climate change) with trees and buildings on the opposing side providing shelter as well. Tree placement shouldn't zigzag from inside to outside! Trees outside also provide an essential additional buffer from drivers who carelessly injure and kill pedestrians and cyclists at rising rates. Seeing trees and shade, rather than loud and polluting cars, should be an obvious priority - does anyone in this project cycle regularly to live, work and play? Cycle tracks must be protected, including at intersections, with protected connections East and West. Signage to places of interest, parks, city facilities and other trails is essential. Road should be ready to accommodate a BRT within the next decade rather than on a separate mega-million project that will demand people driving to isolated parking lots with only 2-3 stations, destroying green space and creating more pavement.

**Part C: Comment noted in the "Additional Comments" Section.**

1. Was data collected for the study that is dependant upon the number of cars per hour scaled up to compensate for the fact that measurements were made during the pandemic and reflect unusually low volumes?
2. There are, I guess, not sure of the use, stormwater ponds along the west side of the road. These are high risk for traffic, especially westward travelling vehicles on Thomas St. it finds a dead-end at Ninth Line. Not too long ago two brothers driving on a winter night lost their lives. We should either remove/relocate these ponds or at least erect a vehicle-safe barrier facing towards the road along the length of the ponds.
3. None
4. I would recommend that you add information on housing development and/or inform customers. I understand that this from private companies (builders), however, residents would also want an idea of how the future of the 9th Line corridor would look - both sides of the road.
5. Not at the current time.
6. No religious buildings. No car washes. No storage areas.
7. If possible, it would be great if the widening of Ninth Line could be done before all the new developments on the west side are built, as well, with the additional traffic lights if the lights could be timed somehow from Britannia to Eglinton.
8. Sorry sending my comment again just in case it did not go through on the last page. Looks good, just as long as there are designated right turn lanes on ALL 4 corners of the major intersections (Derry, Britannia & Eglinton) to free up back flow of traffic. As well, I am very concerned about the medians that they are too wide and could be shortened giving more space on the road or space for the bike lane so other cyclists can pass. I also personally feel that the median is not necessary but again if need be then to decrease the size. I see in other districts that these medians are not kept well and if the city is not to use pesticides for the weeds, it is going to look like a big old mess. I propose instead of the grass and/or shrubbery, to have cinder block planters in the medians, so that the city garden workers only have to upkeep the flowers and plants and do not have to worry about cutting the overgrown grass!
9. I feel that the proposed solution appears promising. However, I am concerned that the "War on the Car" theme underway in Mississauga will be manifested in speed reductions and/or speed bumps or speed humps on the redesigned Ninth Line. I would be in favour of separated bike lanes, adjacent to the sidewalks, not the roadway. I'd like to see a 60 km/h speed limit on the new roadway. I would rather see roundabouts than more stoplights on the new Ninth Line, if any additional intersection control features are needed, for example at the intersection of Foxwood Ave and Ninth Line. I do believe we need a four lane roadway, with a center left turn lane. And please, please, no speed humps.
10. Thank you for your Good work!



11. Living on Beacham street close to Ninth Line, our biggest concerns are:
- noise from traffic accelerating at green light
  - increased traffic on our street as a thoroughfare, specifically, waiting for left turn access
  - at proposed traffic lights to go south on 9th line, and waiting to turn right to proceed north on 9th line. To ease the right turn issue, a merge-on lane can reduce this decrease in property value due to proximity of new intersection.

Thank for all your effort to serve the community,

12. Great work!

13. Looking forward to improvements in this area!!!

14. Looks good! No roundabouts on Ninth Line. The one on Burnhamthorpe just arrived and NO emails from any of you about how to go through them!

15. Great Job!

16. Don't build massive condos on the west side because the street network cannot support the increased population. This area should be low density housing. I think it's a good proposal, lots to like. Hate the signals, must get rid of them to keep traffic flow steady.

17. As already suggested a new light at Foxwood Ave and no centre island and for the roadway to start the expansion to 4 lanes before the subdivisions getting ready to be built.

18. Everything looks good so far.

19. I like it.

20. Great Work! Thanks for your efforts on this, I'm excited for the project.

21. Congratulations to the planning & building team, you are doing a fantastic job. Just push and advocate for us for this to take place and be completed BEFORE any builder starts their developments. If the builders damage any of this beauty, they should fix it. The community is not interested in catering the builders by having to sacrifice time to enjoying this project! Please convince the Wards to be on our side. Thank you and keep up your good job.

22. This pandemic has certainly highlighted the incredible benefits of Nature's beauty and the physical and mental wellbeing it provides. Daily walks through Osprey Marsh have brought untold joy and peace to so many during this troubled period. I am excited and energized to see what can become of this last untouched area of Mississauga. Please ensure the finished product respects the land, Mother Nature, and Indigenous heritage. Get it right!!

23. I am hoping that the active transportation proposed will manifest and will be maintained throughout the year and have safety in mind to protect cyclists from drivers.

24. Good luck

25. Need to close streets coming onto Ninth Line, especially streets between Britannia and Eglinton. And have right turn lane to streets from Ninth Line.
26. Development of Ninth is a step in right direction. Due to current traffic conditions it desperately needs to be converted to 4 lanes. I agree with the overall plan city has for proposed, only thing I want to add is in future if feasible please build an overpass on railway line cross near the intersection of Ninth line and Argentia Road. Thanks for inviting general public for the opinion!
27. Looking forward to upgrade & utilization of land for residential & commercial benefits. I would hope that the environmental study report would be accessible to the public.
28. I like the proposal which creates a dedicated bike lane separated from pedestrians. It is safer for the biker because pedestrians travel at a slower speed and many people will be walking their dogs (the leashes are a hazard to both the animal and the biker). Please preserve the heritage buildings, and especially the church. Synchronize any lights that are placed on 9th line and preserve the existing speed limit. PS. the deck presents the material very well!
29. Build this faster.
30. As per the instructions on the online meeting page for the Ninth Line improvement project, I write to you on behalf of myself and my family regarding our comments. We live on Beechnut Row, directly facing Ninth Line, and therefore are quite unhappy with the proposed changes. We believe that the "last frontier" of Mississauga should be left as is, with changes only to the road due to traffic delays. Just because the land is open and empty, does not mean it needs to be touched and therefore ruined. With crowded neighbourhoods and bustling areas, our city needs this land to remain green, clean, and natural in the form of Mississauga's Ninth Line grand nature reserve and trail. We feel it is up to us to try to fight for our area's landscape and keep this part of Mississauga clear from all of this proposed construction because if we as a society let these changes happen, it will change the area forever.

It is such a breath of fresh air to live in an area where I can look across the street and not have to see other houses or bustling construction. Ninth Line is the only part of Mississauga that does not feel like Mississauga due to the peace that comes with it. The nature of the region is unparalleled to other Mississauga areas and I know for a fact that everyone I have spoken to in this area do not want this to change. Reading the land plans was absolutely terrifying and appalling. To see that you have plans for 6-10 storey buildings is an absolute nightmare. We are so lucky to live in an area where we can look around and not have a tall apartment or commercial building in sight. We are strictly against the construction of 6-10 storey buildings as they do not fit in and would ruin the ambience of our area. The plans for a Trillium healthcare building are also concerning. We already have increased traffic in the area, adding a healthcare centre would truly destroy the peace and quiet we already have. It is so disappointing that you want to build townhomes across the street as well. You are removing the uniqueness of our area and making it look like every generic Mississauga neighbourhood. As a result, seeing the proposed construction signs have actually pushed a lot of our long-time neighbours



away since we all feel we are losing our beloved hideaway from the rest of Mississauga. I also know that when a lot of our neighbours and residents expressed interest in improvements to Ninth Line, we only meant the road for improved traffic, not the actual land itself. Everything that has been proposed has been incredibly upsetting and has even led a lot of our community members to feel powerless over the project. We live here and do not deserve this.

I have also read that your team wants to decrease the speed limit from 70km/h to 60km/h. Once again, we do not understand why this is even an option. Parallel roads to Ninth Line such as Winston Churchill and Erin Mills Parkway all have a speed limit of 70km/h facing our direction. Changing the speed limit is not only out of place but would further stunt traffic. It will not improve the issue.

We prefer you do not follow through with your housing plans. On the contrary, we want to see more lush greenery such as pine trees and tall bushes, so we do not have to see those generic townhouses you want to build. Ninth Line is a very special road that makes one feel like they are on a country road, despite being in such a large city like Mississauga. All of the proposed additions are taking that away and forcing it to blend in with every other road in Mississauga. That is the saddest thing of all.

To reiterate, please, no apartment or commercial buildings. Believe me, we do not want that in this area. It will ruin Ninth Line. I understand that you are all professionals but please remember that you all likely do not live in this area and therefore do not know the deep negative impact it will cause. Instead, we would love to see a beautiful Mississauga park, trail, and nature reserve. The new and modern Mississauga can be achieved through the city's bold decision to keep the land free from structures. That is what we need more of in Mississauga! Your proposed plan destroys our area and sends a poor message to our future residents. Choosing commercial and residential profits over nature is a mistake. Especially in today's climate change ridden world. We have the potential to dedicate this land to the history it represents and to our greatest friend of all, nature. Please, let's not take that for granted.

31. Any thoughts on the speed limit on 9th line ...

For the safety of cyclists and pedestrians, I'm glad there are dedicated protected lanes.

32. Excited to see the space completed! Would love to see plenty of greenery incorporated into the plans as envisioned.

#### **Part D: Comments emailed to the City's Project Manager on the PIC Materials.**

1. *Same comment as Part C, number 30.* As per the instructions on the online meeting page for the Ninth Line improvement project, I write to you on behalf of myself and my family regarding our comments. We live on Beechnut Row, directly facing Ninth Line, and therefore are quite unhappy with the proposed changes. We believe that the "last frontier" of Mississauga should be left as is, with changes only to the road due to traffic delays. Just because the land is open and empty, does not mean it needs to be touched and therefore ruined. With crowded neighbourhoods and bustling areas, our city needs

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I have also read that your team wants to decrease the speed limit from 70km/h to 60km/h. Once again, we do not understand why this is even an option. Parallel roads to Ninth Line such as Winston Churchill and Erin Mills Parkway all have a speed limit of 70km/h facing our direction. Changing the speed limit is not only out of place but would further stunt traffic. It will not improve the issue.

We prefer you do not follow through with your housing plans. On the contrary, we want to see more lush greenery such as pine trees and tall bushes so we do not have to see those generic townhouses you want to build. Ninth Line is a very special road that makes one feel like they are on a country road, despite being in such a large city like Mississauga. All of the proposed additions are taking that away and forcing it to blend in with every other road in Mississauga. That is the saddest thing of all.

To reiterate, please, no apartment or commercial buildings. Believe me, we do not want that in this area. It will ruin Ninth Line. I understand that you are all professionals but please remember that you all likely do not live in this area and therefore do not know the deep negative impact it will cause. Instead, we would love to see a beautiful Mississauga park, trail, and nature reserve. The new and modern Mississauga can be achieved



through the city's bold decision to keep the land free from structures. That is what we need more of in Mississauga! Your proposed plan destroys our area and sends a poor message to our future residents. Choosing commercial and residential profits over nature is a mistake. Especially in today's climate change ridden world. We have the potential to dedicate this land to the history it represents and to our greatest friend of all, nature. Please, let's not take that for granted.

2. Dear all, as we say in Mexico, you see the tempest upon us, and do not fall on your knees...We are living a COVID crisis and more than ever, much more, in need of green, open, natural spaces. Not manicured square parks with playgrounds that are not even considered safe for using. Not crowding more houses, cars, traffic, in the same area, that is starting to show signs of mental and physical decline, violence, littering, etc.

We need to preserve wetlands, habitats, old trees, soil, creeks, and not to put more cement and horrible developments everywhere.

If all the people that are living on the Ninth Line community/ Derry, and the Lisgar area, went out for a walk to the trails, (one of the only available activities that are allowed) there will never be able to do it safely, because even the paths are small to allow bikes/families/pets, etc. to share the trails. Because, and everyone know it in their hearts, even though not dare to say it, there is not enough green open spaces for the number of families that are living in the area. Worse even considering the multiple families that are living, crowded, in one home, and the buildings, the legal and illegal basements, etc. Sadly, deeply hurting, but truth.

Well, that said, please do not come with all those lines and political correctness to lecture us, how citizens are allowed to speak up about development in this area. Because we have not been heard.

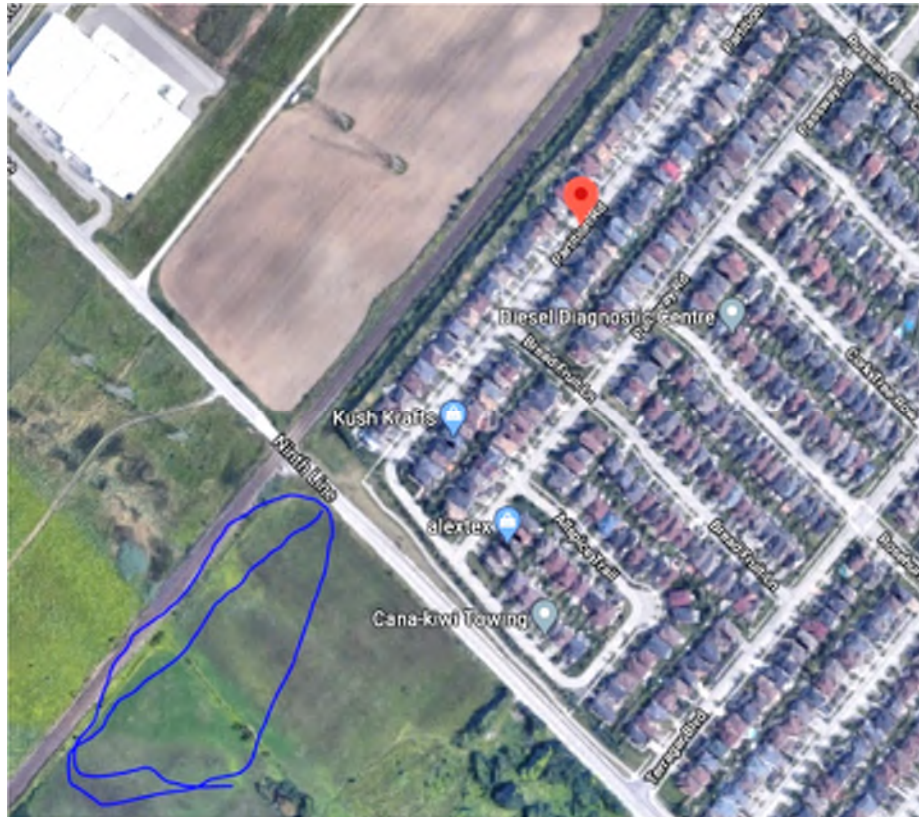
If you do not stop crowding houses, cement, manage flooding with natural resources, and continue allowing the destruction of habitats and innocent creatures on these areas, then, all those words, letters, and meetings, are wasted time and with no real purpose.

May God bless you all, your day be full of green and fresh air, and the sight of the trees, a hawk flying on the sky, or the view of the Escarpment, not far from us, but also in danger, be your inspiration today, for a real change! With caring and strong regards

3. Regarding Ninth line widening is good news. That should make traffic Flow better. One thing we request from all neighbourhood on Baggins Court and surrounding areas facing along Ninth Line is a sounding wall barrier to bring the noise down.

That will be really appreciated from all of us.

4. I would like to see this project extended right up to the train track Parallel to Partition Rd. Highlighted in Blue in the screen shot below.



5. Appreciate yours is a difficult job and not all development is bad, however I am not in favour of transforming 9th line into another 4 lane thoroughfare for the benefit of Oakville/Georgetown/Milton commuters as opposed to the benefit of actual Lisgar residents like me.

I often cycle down this route and would prefer to see two lanes -1 in each direction - and a cycle path each way. I also think Mississauga has succeeded in building on every inch of green land which made this place such a great place to move to with kids in the past. We don't need to replicate the destruction of 10th line on 9th line. Enough is enough. Regards.

6. I heard about the Ninth Line through the Lisgar Residents Association. We have been involved with the Ninth Line corridor development for more than 10 years.

Ok with widening to the west but I assume this may create a jut in the road in front of the new Community Centre. It looks like in front of the CC there will be 3 lights. Too many. I read that round-abouts are not planned along Ninth Line. I am not in agreement with this decision even taking into account the reasons given. All communities I travel in (Windsor, London, Waterloo) are making big efforts to build round-abouts and redesign intersections where they do not exist. Round-abouts result a smooth uninterrupted flow of a high volume of traffic and are environmentally friendly. At least consider no lights in front of the CC and build a rectangular round-about encompassing the 3 side streets that



come out to Ninth Line at this point. There will be too many traffic lights along the length of Ninth Line many that are not timed now and some that have excessive wait times. This contributes to congestion especially during rush hour periods. As designed there will be 12 traffic lines from Derry south to Eglinton. People being not familiar with roundabouts is not an excuse to not be proactive and build them. It may be short sighted. People will adopt and it will be a much more pleasant commute either in your car or on a bike. I cycle now around the new roundabout at Ninth Line and Burnhamthorpe with no problems whatsoever.

FULLY support the development of cycle tracks. The cycle tracks on either side of Ninth Line in the direction of the traffic is a huge win for cyclist. I have been talking to my councillor, Sue McFadden, about this for years and have always had her support. Good to see it is going to happen. To confirm these cycle tracks will be allocated and marked for cyclist only? If they are directional in the flow of road traffic they will have to be clearly marked. With the infusion of cyclists since COVID-19 there are a lot of inexperienced people on bikes.

I cannot determine from the drawing how many and where cross rides are planned. Can you let me know? I am PLEASED to see these cross rides are designed with the cyclist nearest the road. This is very important in that it keeps cyclist visible which is what we have been asking for. The current design of cross rides, designed for the most part by non-cyclist, is bad and they are dangerous for cyclists but no one to date has listened to cyclist. 2 thumbs up on this design. If you have any pull go back and re-visit the existing cross rides and fix them.

I am NOT at all in agreement with a 60kph speed limit along Ninth Line. I can't make sense of this. 4 well planned lanes to move traffic and a 60kph speed limit??? It will be a speed trap haven for Peel Police just like the 4 lane Ninth Line south of Dundas, posted at 60kh, is for Halton police. A cash grab.

One last concern is that ANY work done along the Ninth Line, including the development of land to the west of the roadway should not disturb the water table and cause more flooding on the east side of Ninth Line. We have had our share of flooding the past 11-12 years.

My feedback is intended to be positive. In the big picture, as it sits, this design will set the bar for future city development. Good work. Best regards.

7. I am forwarding the Lisgar Residents' Association 9th Line Corridor Position Papers that we have presented to our Councillor Sue McFadden and to City Council at City Hall. The Lisgar Residents' Association has been following the 9th Line Corridor Development from the beginning when it was purchased by the City of Mississauga in 2010. We have attended every meeting, vision consultations, presented our feedback in chambers at

City Council. We are most appreciative of our Councillor Sue McFadden including us and keeping us informed on this project.



## **Appendix 2 – Online PIC#2 Materials**

&gt;&gt; Welcome!

&gt;&gt; Project Objectives

&gt;&gt; What we heard at Public Information Centre No. 1

&gt;&gt; Evaluation Criteria for Alternative Design Concepts

&gt;&gt; Alternative Design Concepts - Road Widening

&gt;&gt; Alternative Design Concepts - Active Transportation

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&gt;&gt; Preferred Preliminary Design Concept (continued)

&gt;&gt; Preferred Preliminary Design Concept (continued)

&gt;&gt; Project Timeline and Next Steps

&gt;&gt; Thank You!

Play Audio

## Welcome to Public Information Centre No. 2

### Ninth Line Improvements Eglinton Avenue West to Derry Road West

Welcome to the second Public Information Centre (PIC No.2) for the Ninth Line Environmental Assessment (EA) Study.

The commenting period for PIC No. 2 will be open from January 13th to February 3rd, 2021. Comments can also be emailed to [Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca).

We look forward to hearing from you and receiving your input on this study.



Source: Urban Toronto "Mississauga: Ninth Line Lands redevelopment"

### How to Navigate

- Click on the arrows on the right side of your screen
- Use the navigation bar at the left of your screen to revisit any part of the meeting
- Scroll up and down to see the entire slide on each slide
- Click on "Play Audio" located on the top right corner on each slide to play audio presentation of each slide

### How to Participate

- Click the arrows in the green bars on the left and right of the screen to get started learning about the project. Some slides will have areas where you can provide your feedback on the information shown in the slide
- Provide a comment at any point by clicking the "Comment" button at the top right corner of your screen. Once finished, please make sure to hit "Submit" to send your comments to the project team.

### Contact Information

Name:

Email:

Address:

Postal Code:

☐ Yes, I would like to join the mailing list

[Join mailing list](#)

**Privacy Statement:** Please note that your personal information will not be shared, re-used or sold without your consent. Your comments and feedback will be reported anonymously.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



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## Project Objectives

### Study Purpose



The City of Mississauga is undertaking a **Schedule "C" Municipal Class Environmental Assessment (EA) Study** to investigate transportation improvements along Ninth Line from Eglinton Avenue West to Derry Road West.



### EA Study Process

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act. There are five phases and we are currently in Phase 3 - Alternative Design Concepts for the Preferred Solution. Public Consultation is a key component of the EA process.



Learn More About the EA Process

WE ARE HERE

END OF STUDY

### Why Are We Here?

This purpose of PIC No. 2 is to:

- Share key feedback received on the project
- Present the design approach, alternatives considered, evaluations and preliminary recommendations for Ninth Line improvements
- Present the Recommended Preferred Preliminary Design
- Obtain your input about the project and recommendations
- Discuss next steps

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## What we heard at Public Information Centre No. 1

Top areas of interest we heard in PIC No. 1 include:

- |                                                                                                                     |                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| <b>Congestion and Queuing</b><br>Increase road capacity and reduce travel times                                     | <b>Intersection Operations</b><br>Improve efficiency and safety at intersections                                               |
| <b>Active Transportation</b><br>Improve walking and cycling by providing facilities (separated and off-road)        | <b>Natural Heritage</b><br>Preserve the natural environment and wildlife                                                       |
| <b>Flooding Protection</b><br>Additional pavement width will increase runoff                                        | <b>Noise &amp; Disruption</b><br>Concerns due to future growth and associated construction                                     |
| <b>Streetscaping &amp; Landscaping</b><br>Consider public realm enhancements as part of transportation improvements | <b>Timing of Improvements</b><br>Infrastructure is not supporting the growth and should be completed before development occurs |

### Engagement Strategies

Some ways we reached out to obtain input throughout the study include:

- |                                           |                                                        |                                              |
|-------------------------------------------|--------------------------------------------------------|----------------------------------------------|
| <b>Direct Mail Notices</b>                | <b>Project Website</b><br>(Mississauga.ca/NinthLineEA) | <b>Technical Agency Group Meetings</b>       |
| <b>Newspaper Notices</b>                  | <b>City of Mississauga Social Media Channels</b>       | <b>One-on-One Meetings with Stakeholders</b> |
| <b>Virtual Public Information Centres</b> |                                                        |                                              |

**Question:** How did you hear about PIC No. 2? Please list all that apply (for example: mailed postcard, City Social Media, newspaper advertisement, project team email, word of mouth, etc.)

Comments

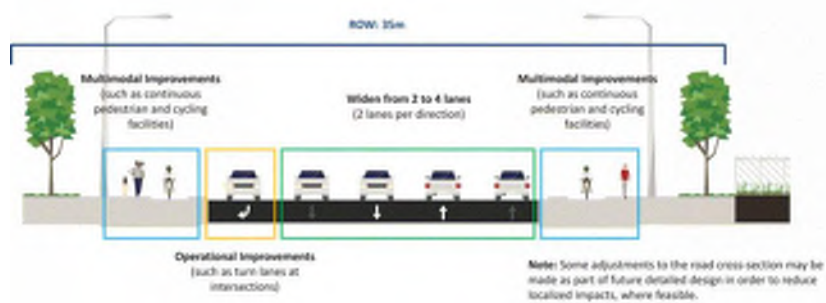
Please tell us how you heard about PIC No. 2

Submit

### Preferred Solution

Following PIC No.1 the Preferred Solution for the Ninth Line Improvements between Eglinton Avenue West and Derry Road West was confirmed. The Preferred Solution is consistent with Mississauga's Transportation Master Plan and Shaping Ninth Line Study and includes:

- Widening Ninth Line from 2 to 4 lanes
- Improving pedestrian and cycling facilities
- Operational improvements at intersections



## Evaluation Criteria for Alternative Design Concepts

The Alternative Design Concepts were evaluated based on the following criteria.

### Transportation



- Addresses Congestion and Improves Corridor Capacity and Vehicular Level of Service to Accommodate Future Travel Demand
- Accommodates All Road Users, Including Pedestrians, Cyclists and Transit Users
- Enhanced Road Safety and Comfort for All Road Users
- Accommodates Commercial Goods Movement
- Improved Access to / from Ninth Line
- Addresses Problem / Opportunity Statement
- Improves Network Connectivity
- Improves Emergency Response Time

### Natural Heritage



- Minimizes Impacts to and Enhances Environmentally Sensitive Areas
- Minimizes Impacts to Wildlife, Vegetation, Aquatic Species and Habitat, and Species at Risk
- Provides Drainage and Stormwater Management Improvements and Mitigates Erosion
- Minimizes Effects on Climate Change

### Socio-Economic



- Improves Attractiveness/Aesthetics
- Minimizes Business Impacts and Enhances Business and Place-Making Opportunities
- Minimizes Property Acquisition
- Minimizes Noise and Vibration Impacts
- Improves Air Quality
- Provides or Improves Streetscape Amenities and Urban Design Elements

### Cultural Heritage



- Minimizes Impacts to Archaeological Features
- Minimizes Impacts to Cultural Heritage Resources

### City Building



- Consistent With The City's Strategic Priorities Pursuant to the City's Strategic Plan 'Our Future Mississauga', Official Plan Policy
- Meeting Objectives, the Cycling Master Plan, Shaping Ninth Line, and Other Relevant Planning Documents
- Accommodates Existing and Planned Development

### Engineering, Construction Complexity and Implementation



- Minimizes Utility Relocation
- Addresses Drainage or Contamination Concerns
- Minimizes Construction Complexity, Including Staging and Traffic Disruption During Construction
- Optimizes Capital Costs
- Optimizes Operation/Maintenance Costs
- Minimizes Property Acquisition Costs

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## Alternative Design Concepts - Road Widening

The following alternative design concepts were considered to widen Ninth Line from two lanes to four lanes to obtain the City of Mississauga's Official Plan of 35m right-of-way (ROW)

### Road Widening Alternatives

#### Current Condition

- Two (2) lanes (one in each direction) with a continuous centre left-turn lane



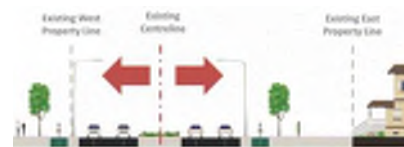
#### Alternative 1 – Widen to West

- Widen from two (2) to four (4) lanes from the existing east property line so associated impacts occur on the west side
- Obtain 35m ROW from the west side
- Moderate shift of the Ninth Line roadway to the east side



#### Alternative 2 – Widen about the Centreline

- Widen from two (2) to four (4) lanes from the existing centreline
- Obtain 35m ROW from the west side
- Minor shift of the Ninth Line roadway to the east side



#### Alternative 3 – Widen to East

- Widen from two (2) to four (4) lanes from the existing west property line so associated impacts occur on the east side
- Obtain 35m ROW from the east side
- Significant shift of the Ninth Line roadway to the east side



### Evaluation and Recommendations

	Alternative 1 Widen to West	Alternative 2 Widen about the Centreline	Alternative 3 Widen to East
Transportation and Transit, Accessibility	Preferred	Preferred	Preferred
City Building	Preferred	Less Preferred	Not Preferred
Natural Heritage	Less Preferred	Less Preferred	Preferred
Socio-Economic Environment	Preferred	Less Preferred	Not Preferred
Cultural Heritage	Less Preferred	Not Preferred	Preferred
Engineering Considerations, Construction Complexity, and Implementation	Less Preferred	Preferred	Not Preferred
Overall Evaluation	Recommended		

#### Alternative 1 - Widen to the West is the preferred alternative as:

- It minimizes impacts to existing properties on the east side
- Planned developments on the west can accommodate property impacts through development applications

**Question:** Do you generally agree with the recommendation to widen Ninth Line to the west to accommodate improvements?

☐ Yes or ☐ No

Comments

Provide any comments regarding the proposed alternatives

Submit

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## Alternative Design Concepts - Active Transportation

The following alternative design concepts were considered to determine how to best accommodate pedestrians and cyclists along Ninth Line.

### Active Transportation Alternatives

#### Alternative 1

- **On-Street Bike Lanes with buffer** on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)
- **Sidewalk** on both sides
- Opportunities for **landscaping** in the boulevard



#### Alternative 2

- **Separated Boulevard Cycle Tracks** on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)
- **Sidewalk** on both sides
- Opportunities for **landscaping** in the boulevard



#### Alternative 3

- **Multi-use Paths (MUP)** on both sides provide shared space for pedestrians and cyclists to travel in both directions
- Opportunities for **landscaping** in the boulevard



### Evaluation and Recommendations

	Alternative 1 On-Street Bike Lanes with Buffer and Sidewalks	Alternative 2 Boulevard Cycle Tracks and Sidewalks	Alternative 3 Multi-Use Paths
Transportation and Transit, Accessibility	Not Preferred	Preferred	Not Preferred
City Building	Preferred	Preferred	Preferred
Natural Heritage	Preferred	Preferred	Preferred
Socio-Economic Environment	Less Preferred	Less Preferred	Preferred
Cultural Heritage	Preferred	Preferred	Preferred
Engineering Considerations, Construction Complexity, and Implementation	Less Preferred	Less Preferred	Preferred
Overall Evaluation	Recommended		

#### Alternative 2 - Boulevard Cycle Tracks and Sidewalks is the preferred alternative as:

- It separates pedestrians from cyclists within the boulevard to minimize conflicts
- Boulevard cycle tracks are provided in one direction on both sides and are separated from vehicles/trucks
- It provides continuous and separated facilities throughout the corridor
- It provides landscaping opportunities between cycle tracks and sidewalks

**Question:** Do you generally agree with the recommendation to provide separated boulevard cycle tracks and sidewalks on both sides of Ninth Line?

☐ Yes or ☐ No

Comments

Provide any comments regarding the proposed alternatives

Submit

Play Audio

## Intersection Control

## Traffic Signals



A review of existing and future traffic operations identified the need for new traffic signals. Three new traffic signals are warranted in the corridor and are proposed at the Ninth Line intersections of Tacc Drive, McDowell Drive and Beacham Street.



## LEGEND

- Existing Intersection with Traffic Signal
- Proposed Intersection with Traffic Signal
- ▲ Potential Traffic Signal due to Future Development (to be confirmed through development review process)

## Roundabouts

All existing and proposed signalized intersections along the Ninth Line corridor were considered for roundabouts.

## What is a Roundabout?

- Circular Intersection Control
- Drivers travel around a centre island
- No traffic signals

## Why consider a Roundabout?

## Several safety benefits

- Speed Management
- Elimination of "Beating the Light"
- One-way travel and reduction of angle collisions



An assessment was completed and concluded that roundabouts are **not recommended** along the Ninth Line Corridor for the following reasons:



**Requires a Large Physical Footprint for the Roundabout, resulting in property impacts**



**Requires more than 2-Lanes within the Multi-lane Roundabout**



**Intersection Spacing (with and without traffic signals) are too close to each other**



**Future Traffic Queue Spilling Back from Hwy 407 ramps onto roundabouts (at Britannia Road and Derry Road)**



**Community is unfamiliar with Multi-lane Roundabouts and Complex Environment for Pedestrians and Cyclists Crossing Multi-lane Roundabouts**

**Question:** Do you generally agree with the recommended intersection improvements?

☐ Yes   or   ☐ No

Comments

Provide any comments on the proposed intersection improvements

Submit

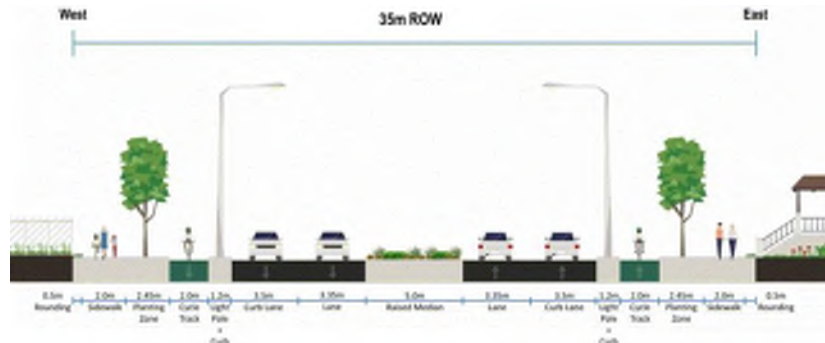


## Preferred Preliminary Design Concept

### Preferred Design Concept Typical Section

Key Features of the Ninth Line Preferred Preliminary Design include:

- Widen from two lanes to four lanes
- Boulevard Cycle Tracks and Sidewalks on both sides
- New Traffic Signals, Crossrides at intersections for pedestrians and cyclists
- Urbanization, Streetscaping and Landscaping Opportunities
- Structural Modification(s) / Replacement at Watercourse Crossings



## Preferred Preliminary Design Concept (continued)

### Noise Impacts and Mitigation



A Noise Assessment was conducted to determine the noise levels from future traffic along Ninth Line between Eglinton Avenue West and Derry Road West.



#### Results

- As a result of Ninth Line widening and decreased posted speed from 70km/h to 60km/h, the threshold for future noise is met on the east side of Ninth Line.
- Future noise levels are highest on the west side of Ninth Line, due to Highway 407. Future noise levels to be addressed through development review process.

#### LEGEND

- Noise Sensitive Receptor (less than 60 dBA)
- Noise Sensitive Receptor (between 60-62 dBA)

Noise mitigation (new or replacement noise barriers) is not recommended

### Watercourse Crossings



There are **four (4) watercourse crossings** with culverts on Ninth Line and they are all in generally good condition with minor to no rehabilitation work required. To accommodate the proposed road widening and active transportation facilities, structural modifications / replacement will be identified at these locations



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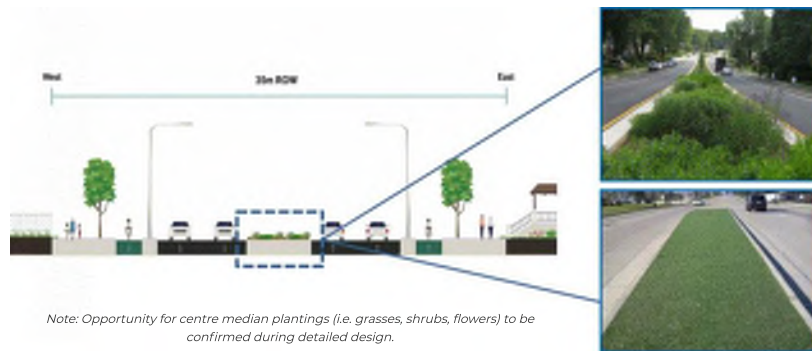
Play Audio

## Preferred Preliminary Design Concept (continued)

### Centre Median Treatments



Centre median planting areas are identified at select locations where a 5.0m raised median is proposed along Ninth Line.



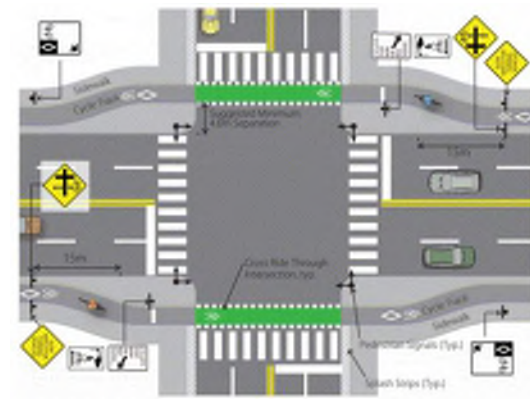
Note: Opportunity for centre median plantings (i.e. grasses, shrubs, flowers) to be confirmed during detailed design.

Examples

### Intersection Crossing Treatments



Crossroad Treatments to provide increased visibility and dedicated space to accommodate pedestrians and cyclists are proposed at **Signalized and Unsignalized Intersections**.



Source: OTM Book 18



Examples

### Preferred Preliminary Design Concept

Click [here](#) to view the proposed design roll plan for the project corridor.

**Question:** Do you generally agree with the preferred design?

☐ Yes or ☐ No

Comments

Provide any comments regarding the preferred design

Submit

### 3D Renderings

Below are three (3) 3D renderings based on the preferred preliminary design concepts at three different locations along Ninth Line.

Rendering A – South of Brinwood Gate (Looking North)





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- Four lanes (two lanes in each direction)
- Raised centre median with low-lying shrubs and/or grass
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between cycle tracks and sidewalks on both sides

Rendering B – Between Manatee Way and Freeman Terrace (Looking North)



- Four lanes (two lanes in each direction)
- Centre left-turn lane to maintain access to side streets and driveways
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between vehicular lane and boulevard cycle tracks on the east side
- Landscaping between cycle tracks and sidewalks on the west side

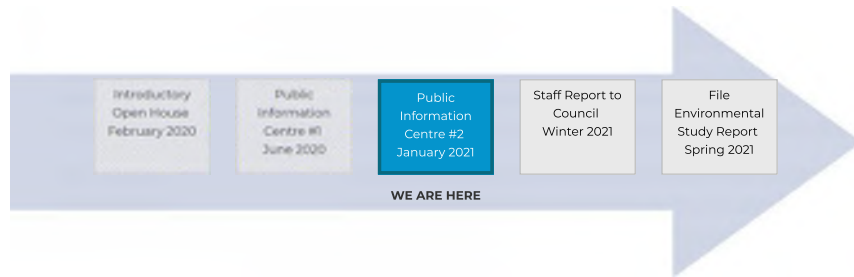
Rendering C – North of Osprey Boulevard (Looking North)



- Four lanes (two lanes in each direction) and a dedicated left-turn lane
- Raised concrete median beside the left-turn lane transitioning into a raised centre median with low-lying shrubs and/or grass
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between cycle tracks and sidewalks on both sides

Play Audio

## Project Timeline and Next Steps



### Next Steps



Review feedback from the public



Document Study Findings



Refine and Confirm Preferred Design Concept



File Environmental Study Report

**Question:** Is there anything else that you'd like to share with the project team regarding the Ninth Line corridor?

Comments

Provide any comments for the project team regarding the Ninth Line corridor

Submit

 Play Audio

## Thank You for Participating in the Public Information Centre No. 2

### Your input is very valuable to us!



Please provide any additional comments to the project team between **January 13th to February 3rd, 2021**

#### Comments

Provide any general comments for the project team regarding the Ninth Line corridor

Submit



Check our study website for project updates: [Mississauga.ca/NinthLineEA](https://Mississauga.ca/NinthLineEA)

Any project related questions or comments can be directed to:

### Jeffrey Reid, LET, C.E.T.

Project Manager  
City of Mississauga  
Transportation & Works Department  
201 City Centre Drive, Mississauga



[Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca)



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# NOTICE OF REPORT TO GENERAL COMMITTEE

**NINTH**<sup>LINE</sup>  
IMPROVEMENTS FROM  
EGLINTON AVE W TO DERRY RD W

## **NINTH LINE FROM EGLINTON AVENUE WEST TO DERRY ROAD WEST**

Municipal Class Environmental Assessment Study

Wednesday, June 9, 2021 – 9:30 a.m.

Mississauga Civic Centre – Council Chamber, 300 City Centre Drive

The Ninth Line from Eglinton Avenue West to Derry Road West – Municipal Class Environmental Assessment Study, including the preferred solution and staff recommendations, will be presented as a draft study report to General Committee at this meeting.

This study considered the City's planning principle to build a multi-modal city, which will support a successful, vibrant and active community with a reliance on a range of transportation modes including walking, cycling, transit and vehicles. The study was conducted as a 'Schedule C' project under the Municipal Class Environmental Assessment (October 2000, as amended in 2015), which is approved under the Ontario Environmental Assessment Act.



 Study Area



Dated at the City of Mississauga on May 31, 2021

# NOTICE OF REPORT TO GENERAL COMMITTEE



The Executive Summary of the draft report will be available for review on the City's website as of June 4, 2021. Subject to Council endorsement, a Notice of Study Completion will be issued and the Environmental Study Report (ESR) will be posted on the public record for a 45-day review period. Details of the public viewing period and location will be posted to the City's website at that time.

If you have any questions related to the Ninth Line from Eglinton Avenue West to Derry Road West – Municipal Class Environmental Assessment Study or wish to be added to our mailing list for updates, please contact:

**JEFFREY REID, LET, C.E.T.**

Transportation Project Engineer

Transportation & Works – City of Mississauga

201 City Centre Drive

Mississauga, ON L5B 3C1



**FOR MORE  
INFORMATION, VISIT**

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



Dated at the City of Mississauga on May 31, 2021



## Ninth Line Improvements NOTICE OF STUDY COMPLETION

### The Study

The City of Mississauga has completed a Schedule C Municipal Class Environmental Assessment (MCEA) Study to assess potential transportation improvements to Ninth Line between Eglinton Avenue West and Derry Road West.

The planned improvements will benefit all transportation modes including pedestrians, cyclists, transit users and motorists. Recommended Ninth Line improvements include:

- Widening from two (2) to four (4) lanes
- In-boulevard cycle tracks and sidewalks (both sides of the road)
- Localized intersection improvements
- Opportunities for landscaping in the boulevard and centre median

### Study Report Review Period

The Environmental Study Report (ESR) documents the planning, consultation, preliminary design and decision-making process undertaken for the project and will be available for review for 45 calendar days starting June 24, 2021 and ending on August 9, 2021. The report can be reviewed on the City of Mississauga's website at [Mississauga.ca/NinthLineEA](https://mississauga.ca/NinthLineEA).



Please provide written comments to the Project Manager within the 45-day review period. If concerns cannot be resolved, you may request that the Minister of the Environment, Conservation and Parks make an Order for a higher level of study (requiring an individual/comprehensive EA approval before proceeding), or that conditions be imposed (such as the requirement of further studies) on the grounds that the requested Order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Any requests should be sent in writing or by email by 4:30 p.m. on Monday, August 9, 2021 to the address provided below and include the requester's contact information and full name of the Ministry.

#### **Minister of the Environment, Conservation and Parks**

Ministry of Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
E-mail: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

#### **Director, Environmental Assessment Branch**

Ministry of Environment, Conservation and Parks  
135 St. Clair Ave. W, 1st Floor  
Toronto ON, M4V 1P5  
E-mail: [EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

A copy of the Order request must also be sent to:

#### **Jeffrey Reid, LET, C.E.T.**

Project Manager  
City of Mississauga  
201 City Centre Drive, Mississauga

 [Jeffrey.Reid@mississauga.ca](mailto:Jeffrey.Reid@mississauga.ca)

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This study was conducted in accordance with Schedule 'C' of the Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015). Personal information submitted (e.g. name, address, phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.



ID	From	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action
1	Resident	1-Mar-20	Email	<p>I am a resident of the Lisgar community and an avid cyclist, belonging to the MBRC.org (Mississauga Bicycle Racing Club est.1971). We as a club use this busy road on a weekly bases &amp; our local members like myself use it on a daily bases. At times we avoid using Ninth line due to the growing car usage, and have gone further afield to get to a destination so to make a safer journey.</p> <p>I would like to say that any road widening to this busy corridor will be a great improvement from its original rural roots. The community has grown exponentially and although the road was widened in the past to 2 lanes with a middle turnout lane, the lanes are narrow to share with cars &amp; cyclists. Wider lanes to share with cars is appreciated.</p>	9-Mar-20	Email	<p>Thank you for your interest in the Ninth Line Environmental Assessment (EA) study and for taking the time to share your thoughts and experience as a member of the community and frequent user of the corridor. Your comments have been shared with the project team and documented for the record, and will be considered as the study progresses.</p> <p>One of the key goals of this EA is to improve mobility for all road users, including: pedestrians, cyclists, transit riders and drivers. Alternatives such as the opportunity to provide dedicated or separated cycling and pedestrian facilities, as well as confirmation of vehicular lanes, will be reviewed as part of the study.</p> <p>The project team will provide an update on the study findings and present the preferred solution for the study corridor at the next public consultation event, tentatively planned for May 2020 (exact date to be confirmed). In the meantime, we have added your email address to our contact list so you will receive future study updates and invitations to upcoming public consultation events.</p>
2	Resident	4-Mar-20	Email	<p>I live on Parkgate Drive near Britannia and Ninth Line. I was on vacation when the community open house was held at Osprey Woods Public School on Feb 20 so unfortunately I missed that meeting. I am very interested in any updates about Ninth Line developments between Eglinton and Derry. Could you please add me to the distribution list to receive email updates?</p>	4-Mar-20	Email	<p>Thank you for your interest in the Ninth Line Environmental Assessment (EA) study. Here is a link to the project website where you can find the display boards that were shown at the Introductory Open House. <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a>.</p> <p>The project team will provide an update on the study findings and present the preferred solution for the study corridor at the next public consultation event, tentatively planned for May 2020 (exact date to be confirmed). In the meantime, we have added your email address to our contact list so you will receive future study updates and invitations to upcoming public consultation events.</p> <p>This EA study process is for the road corridor improvements along Ninth Line from Eglinton to Derry which are separate (although connected) from the planning process for the developments adjacent to Ninth Line – please see this link for information and City contact for the developments under Ward 10 <a href="http://www.mississauga.ca/portal/residents/development-applications">http://www.mississauga.ca/portal/residents/development-applications</a>.</p> <p>Kind regards,</p>
3	Resident	11-Apr-20	Email	<p>I am not sure if this is the right place to request this. If not please direct me to the right email.</p> <p>Our family goes for walks frequently but not able to walk properly on ninth line due to no proper sidewalk from ninth line and Thomas up to ninth line and brittania. There's a great sidewalk that starts at brittania and ninth line but would be great to connect ninth line and Thomas or even before that for families to take a stroll. Let me know if I can answer any questions. But I have seen a lot of people walking but difficult without a sidewalk with strollers plus unsafe.</p>	17-Apr-20	Email	<p>Thank you for taking the time to share your thoughts and experience as a member of the community and frequent user of Ninth Line. The City of Mississauga has initiated an Environmental Assessment (EA) study to assess the transportation needs of Ninth Line between Eglinton Avenue West and Derry Road West. One of the key goals of this EA study is to improve mobility for all users of Ninth Line, including: pedestrians, cyclists, transit riders and drivers. Our review of the study area has noted existing gaps in pedestrian infrastructure such as sidewalks. This EA study will examine the opportunity to provide continuous pedestrian as well dedicated or separated cycling facilities, in addition to the confirmation of vehicle lanes. The Ninth Line EA is committed to enhancing the pedestrian environment and making walking more attractive and accessible to all, per the City of Mississauga Transportation Master Plan vision and goals for the future.</p> <p>Information about the study can be found at the following link: <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a> and you can direct any specific questions about the study to the City's Project Manager by emailing him at <a href="mailto:Gino.DelaCruz@mississauga.ca">Gino.DelaCruz@mississauga.ca</a>.</p> <p>Your comments about the lack of continuous sidewalks along Ninth Line have been shared with the Ninth Line EA project team and documented for the record, and will be considered as the study progresses. The project team will provide an update on the study findings and present the preferred solution for the study corridor at the next public consultation event, tentatively planned for Spring 2020 (exact date to be confirmed). In the meantime, we have added your email address to the study contact list so you will receive future study updates and invitations to upcoming public consultation events.</p>
4	Resident	15-Apr-20	Email	<p>I recently received the attached flyer recently from your office.</p> <p>I live at Brinwood Gate and welcome the improvements.</p> <p>Right now, there is already a need to have two lanes on each way.</p> <p>I'm just concerned of the noise that will result.</p> <p>You may need to add new water and wastewater lines along this road.</p> <p>This area used to be corn fields.</p> <p>The population has since grown so much.</p>	22-Apr-20	Email	<p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study. Your comments have been shared with the project team and documented for the record, and will be considered as the study progresses.</p> <p>One of the key goals of this EA is to improve mobility for all road users, including: pedestrians, cyclists, transit riders and drivers. Alternatives such as the opportunity to provide dedicated or separated cycling and pedestrian facilities, as well as confirmation of vehicular lanes, will be reviewed as part of the study. A noise assessment will also be completed as part of the study, and mitigation measures will be recommended as warranted.</p> <p>Information about the study, including the material presented at the Introductory Open House (which was advertised via the postcard you received), can be found at the following link: <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a></p>
5	Resident	12-Jun-20	Email	<p>Hi Gino, hope all is well with you.</p> <p>I am the owner of [...] and my house faces ninth line east side. What is the plan for the east side of ninth line between Britannia and Derry? I saw that north of Derry was done a very nice job with a walking side for pedestrians and bikes with night illumination. Is there the plan to do the same south of Derry Road on the east side?</p> <p>Thank you for your time.</p>	19-Jun-20	Email	<p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study. Your contact information has been added to the contact list so you will receive future study updates and invitations to public consultation events. In the meantime, you can visit our project website at <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a>.</p> <p>One of the key goals of this EA is to improve mobility for all road users, including: pedestrians, cyclists, transit riders and drivers. Alternatives such as the opportunity to provide dedicated or separated cycling and pedestrian facilities, as well as confirmation of vehicular lanes and travel speed, will be reviewed as part of the study. The recommendations will be presented in a future phase of the study.</p> <p>Any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Kind regards, Gino</p>
6	Resident	12-Jun-20	Email	<p>Veronica</p> <p>Can you add 2 of my LRA colleagues please.</p> <p>[...]and [...]</p> <p>Thanks</p> <p>Sent from my iPhone. Have a great day.</p>	19-Jun-20	Email	<p>Hi [...] –</p> <p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study.</p> <p>The additional contacts you provided and their information has been added to the contact list so they will receive future study updates and invitations to public consultation events. In the meantime, you can visit our project website at <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a>.</p> <p>Any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Kind regards, Gino</p>
7	Resident	15-Jun-20	Email	<p>Mr. DelaCruz</p> <p>Can you send me a copy of the environmental study for the project?</p>	19-Jun-20	Email	<p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study. Your contact information has been added to the contact list so you will receive future study updates and invitations to public consultation events. In the meantime, you can visit our project website at <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a>.</p> <p>The reports can be shared once they are available. The ESR will be available for public review and comment towards the end of the project. The Notice of Completion will provide details for where and when the report will be available and how to provide comments.</p> <p>Any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Kind regards, Gino</p>

ID	From	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action
8	Resident	17-Jun-20	Email	I would be interested in receiving email updates on the progress of the Ninth Line Improvements from Eglinton Ave. West to Derry Rd. West.	19-Jun-20	Email	<p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study. Your contact information has been added to the contact list so you will receive future study updates and invitations to public consultation events. In the meantime, you can visit our project website at <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a>.</p> <p>Any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Kind regards, Gino</p>
9	Resident	26-Jun-20	Email	Sorry Sue . All the feed back that is given to the city and the developer's will not do any good . No body in the positions that could make a difference would not understand anyway			Comment noted.
10	Resident	25-Jun-20	Email	<p>Hi Gino,</p> <p>I see that there was a notice for an EA for potential transportation improvements to 9th Line between Eglinton and Derry.</p> <p>What I would ideally like to see is a dedicated pedestrian/cycling walkway in this area. Currently the road is exceedingly narrow and it is a relatively scary experience taking the kids for a bike ride on that stretch. The section from Derry to the train tracks has a wonderful trail that is great to use. I think there is certainly merit in extending that all the way to 9th line.</p> <p>I think there is also merit in extending the trail (or at least adding a decent hard shoulder) from the other side of the train tracks out across the bridge over the 401/407 to Steels. This is a section of the road that takes traffic out of Mississauga and crossing that highway is frightening on a bike. ☹️</p> <p>I am not sure the plans are but I am assuming that if there is a call for an EA that there are already some planned upgrades on the cards? What is the intended timeline on these upgrades?</p> <p>As a last point and completely off topic. I note that there are plans on upgrading the trail starting at McCarron Park (it doesn't have a name?) as there are construction notices up. However, there is no mention of it on Mississauga.ca/construction (the construction notice said visit there for more information).</p>	7-Jul-20	Email	<p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study. Your comments have been shared with the project team and documented for the record, and will be considered as the study progresses. One of the key goals of this EA is to improve mobility for all road users, including: pedestrians, cyclists, transit riders and drivers. Alternatives such as the opportunity to provide dedicated or separated cycling and pedestrian facilities, as well as confirmation of vehicular lanes and travel speed, will be reviewed as part of the study. The recommendations will be presented in a future phase of the study. Your contact information has been added to the contact list so you will receive future study updates and invitations to public consultation events. In the meantime, you can visit our project website at <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a>. The EA is anticipated to be completed in Winter 2021 and construction is expected to begin in 2023.</p> <p>For the trail work near the McCarron Park, please see the attached link to the City's project webpage for more information. <a href="http://www.mississauga.ca/portal/residents/parks-erin-centre-trail">http://www.mississauga.ca/portal/residents/parks-erin-centre-trail</a></p> <p>Any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Regards, Gino</p>
11	Resident	2-Jul-20	Email	9th line re-development should include dedicated bike lanes or a wide bike/pedestrian path	7-Jul-20	Email	<p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study. Your comments have been shared with the project team and documented for the record, and will be considered as the study progresses. One of the key goals of this EA is to improve mobility for all road users, including: pedestrians, cyclists, transit riders and drivers. Alternatives such as the opportunity to provide dedicated or separated cycling and pedestrian facilities, as well as confirmation of vehicular lanes and travel speed, will be reviewed as part of the study. The recommendations will be presented in a future phase of the study. Your contact information has been added to the contact list so you will receive future study updates and invitations to public consultation events. In the meantime, you can visit our project website at <a href="http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study">http://www.mississauga.ca/portal/residents/ninth-line-class-ea-study</a>.</p> <p>Any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Regards, Gino</p>
12	Resident	30-Jul-20	Email	<p>One more concern/question. I live on Berryman Trail This subdivision was built in mid 90's However the end of our street closest to ninth line was only finished 5 years ago with 13 new homes. Unlike all of the rest of 9th line, we have very few trees planted at the end of the street. (The rest of 9th line has trees on both inside and outside the chain linked fence) So little privacy and noise protection</p> <p>Will this situation be improved when 9th line goes through its improvements?</p> <p>Could the committee review this request in this planning phase</p>	21-Aug-20	Email	<p>Thank you for your follow-up email. Tree planting and other streetscaping opportunities will be reviewed as part of the Ninth Line Environmental Assessment study. A noise assessment will also be completed as part of the study, and mitigation measures will be recommended as warranted. More details will be available in a future phase of the study.</p> <p>Any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Thanks, Gino</p>
13	Resident	21-Dec-20	Email	Hi Jeffrey, I live in the are of Ninth Line between Derry and Britannia. I would like to get email updates regarding the ninth line project. Thank you.	21-Dec-20	Email	<p>Thank-you for your interest regarding the Ninth Line Municipal Class Environmental Assessment (MCEA) Study between Eglinton Avenue and Derry Road.</p> <p>As you received a postcard, you are already on the project mailing list. However, we will also add your email to the electronic mailing list.</p> <p>Thanks, Jeff</p>
14	Resident	17-Dec-20	Email	<p>Hi Jeffrey,</p> <p>I wanted to provide my viewpoint/ask some questions on this project. With the proposed home building to take place on the western side of Ninth Line plus the impending completion of the new community center, there's going to be an increase in transit users, motorists, etc.</p> <p>1. Could we get a public transit line that runs down Ninth Line that does not need to go to Winston Churchill to transfer to another transit line? I live at Ninth and Doug Leavens and my Children will be going to Loyola Catholic Secondary School (French Immersion) in the near future and the current transit path to get there involves 3 transit lines taking multiple hours a day. A transit line from the top of Ninth Line to the bottom, covering the new housing developments and the community center (and Loyola) would seem to service the community best.</p> <p>2. Could we get an increase of lanes from 2 (1 each way) to 4 (2 each way)? With the expected increased traffic due to the new homes and community center it looks like it will really slow down the traffic flow on Ninth Line.</p>	21-Dec-20	Email	<p>Thank-you for you comments regarding the Ninth Line Municipal Class Environmental Assessment (MCEA) Study between Eglinton Avenue and Derry Road.</p> <p>As part of the MCEA Study, the preferred solution is to widened Ninth Line from 2 to 4 lanes, as well as including continuous pedestrian and cycling facilities and operational improvements at intersections (where required).</p> <p>In terms of transit routing, I've reached-out to Mississauga Transit in terms of their future plans. I'll follow-up with you once a response is received.</p> <p>Please let me know if you have any further questions.</p> <p>Thanks, Jeff</p>
15	Resident	21-Dec-20	Email	<p>The increase from 2 to 4 lanes would be great. Fingers crossed on the transit.</p> <p>I appreciate your response.</p>	23-Dec-20	Email	<p>Below is MiWay's response regarding your transit routing inquiry.</p> <p>MiWay is currently developing a new five-year service plan that will recommend options for future improvements and new service across the network, including the potential introduction of a new service on the Ninth Line corridor. Any service change recommendations from the new five-year service plan will involve extensive consultation with the public as well as detailed analysis of ridership, land use, transit operating conditions, and available resources closer to their implementation. MiWay adjusts or expands service to align with customer demand in order to grow and adjust our network responsibly. New transit infrastructure will be included in the Ninth Line EA project to support future service in the area.</p> <p>As part of the City's construction projects, the Churchill Meadows Community Centre, located at 5320 Ninth Line in Mississauga, is planned to be opened in the spring of 2021. This project includes a bus loop that will allow MiWay to revise and improve network coverage to better service the community by expanding transit service to portions of Ninth Line and connecting to additional destinations.</p> <p>MiWay continuously reviews ridership trends across the transit network, including in west Mississauga, to evaluate options for new connections and services based on resource availability and ridership demand.</p> <p>Thanks, Jeff</p>

ID	From	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action
16	Resident	31-Dec-20	Email	<p>Hello,</p> <p>In regards to the 9th Line Environmental Assessment in Mississauga, my only comment is to please not arbitrarily lower the speed limit on that road.</p> <p>Thank You,</p>	4-Jan-21	Email	<p>Thank-you for your email regarding the Ninth Line Municipal Class Environmental Assessment (MCEA) Study between Eglinton Avenue West and Derry Road West.</p> <p>As part of the Ninth Line preferred preliminary design, we are proposing to decrease the posted speed limit from 70km/hr to 60km/hr. This will be more consistent with the Ninth Line improvements for when the road is widened from 2 to 4 lanes, urbanized (curbs and gutters), incorporate intersection improvements, as well as active transportation (pedestrian and cycling) facilities. The Ninth Line corridor will mature, accommodate new growth on the west side of the road, including the new Churchill Meadows Community Centre &amp; Park.</p> <p>Thanks, Jeff</p>
17	Resident	13-Jan-21	Email	<p>Patrick:</p> <p>Questions before I begin.</p> <p>1)Do I have to complete the survey once I start it or can I work away at it?  2)Can I access post submission and modify (add, change, delete) my feedback?  3)Other than some questions at the bottom of a few screens I only see 1 area where I can provide feedback. Is that where you expect the bulk of the feedback to be provided?  4)How, or can I, add attachments to my submission?</p>	13-Jan-21	Email	<p>Thank you for your email and interest in the Ninth Line Environmental Assessment (EA) study. Your input is very valuable to us.</p> <p>The current setup of the online meeting requires participants to complete the survey in one session. If participants cannot complete the survey in one session, we suggest to keep a separate document to write down comments and responses that can be copied-and-pasted into the online meeting comment boxes. Alternatively, participants can also email their comments directly to Jeffrey Reid at Jeffrey.Reid@mississauga.ca. Once a comment is submitted, it cannot be modified by the participant. If participants have any comments in addition to their responses to the questions at the bottom of some screens, they can provide their comments in the comment form located on the top right-hand corner of the screen.</p> <p>If you have any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Best Regards, Patrick</p>
18	Resident	18-Jan-21	Email	<p>Patrick:</p> <p>There appears to be a problem with the system. I entered a response in a text box and when attempting to back space to correct a spelling error each depression of the backspace key jumps me back a screen and at the same time splits the display with ½ of the previous slide and ½ of the next slide appearing.</p> <p>I aborted my attempt to complete as I could not edit unsubmitted text I entered.</p>	19-Jan-21	Email	<p>Thank you for notifying us regarding this issue that you are experiencing on our website. We apologize for the inconvenience that you are experiencing and we've notified our web development to look into this.</p> <p>More conveniently, please submit your comments directly to Jeffrey Reid at Jeffrey.Reid@mississauga.ca via email if you are still experiencing this issue on our website.</p> <p>If you have any other questions or comments at this time, please do not hesitate to reach out.</p> <p>Thanks, Patrick</p>
19	Resident	23-Jan-21	Email	<p>Hi Jeffrey,</p> <p>The proposed changes to Ninth Line look really good. I provided my feedback online. When is the estimated completion date if the proposed plans go forward?</p>	25-Jan-21	Email	<p>Thank-you for your interest in the Ninth Line Municipal Class Environmental Assessment (MCEA) Study between Eglinton Avenue West and Derry Road West.</p> <p>In terms of timing, the Project Team is looking to complete the planning stage in Spring 2021 when we anticipate filing the Environmental Study Report (ESR) for a 30-day public review period. Once approved, the project will move into the detailed design stage, with start of construction in 2023. Note that City Council approves the capital budget one year at a time and that the timing is subject to financing.</p> <p>Thanks, Jeff</p>
20	Resident	29-Jan-21	Email	<p>I heard about the Ninth Line through the Lisgar Residents Association of which I am the past [...] We have been involved with the Ninth Line corridor development for more than 10 years.</p> <p>Ok with widening to the west but I assume this may create a jut in the road in front of the new Community Centre. It looks like in front of the CC there will be 3 lights. Too many, I read that round-about are not planned along Ninth Line. I am not in agreement with this decision even taking into account the reasons given. All communities I travel in (Windsor, London, Waterloo) are making big efforts to build round-about and redesign intersections where they do not exist. Round-about result a smooth uninterrupted flow of a high volume of traffic and are environmentally friendly. At least consider no lights in front of the CC and build a rectangular round-about encompassing the 3 side streets that come out to Ninth Line at this point. There will be too many traffic lights along the length of Ninth Line many that are not timed now and some that have excessive wait times. This contributes to congestion especially during rush hour periods. As designed there will be 12 traffic lines from Derry south to Eglinton. People being not familiar with round-about is not an excuse to not be proactive and built them. It may be short sighted. People will adopt and it will be a much more pleasant commute either in your car or on a bike. I cycle now around the new round-about at Ninth Line and Burnhamthorpe with no problems whatsoever. FULLY support the development of cycle tracks. The cycle tracks on either side of Ninth Line in the direction of the traffic is a huge win for cyclist. I have been talking to my councillor, Sue McFadden, about this for years and have always had her support. Good to see it is going to happen. To confirm these cycle tracks will be allocated and marked for cyclist only? If they are directional in the flow of road traffic they will have to be clearly marked. With the infusion of cyclists since COVID-19 there are a lot of inexperienced people on bikes. I cannot determine from the drawing how many and where cross rides are planned. Can you let me know? I am PLEASED to see these cross rides are designed with the cyclist nearest the road. This is very important in that it keeps cyclist visible which is what we have been asking for. The current design of cross rides, designed for the most part by non-cyclist, is bad and they are dangerous for cyclists but no one to date has listened to cyclist. 2 thumbs up on this design. If you have any pull go back and re-visit the existing cross rides and fix them. I am NOT at all in agreement with a 60kph speed limit along Ninth Line. I can't make sense of this. 4 well planned lanes to move traffic and a 60kph speed limit??? It will be a speed trap haven for Peel Police just like the 4 lane Ninth Line south of Dundas, posted at 60kh, is for Halton police. A cash grab.</p> <p>One last concern is that ANY work done along the Ninth Line, including the development of land to the west of the road way should not disturb the water table and cause more flooding on the east side of Ninth Line. We have had our share of flooding the past 11-12 years.</p> <p>My feedback is intended to be positive. In the big picture, as it sits, this design will set the bar for future city development. Good work.</p>	17-Feb-21	Email	<p>Thank-you for your feedback and interest in the Ninth Line Municipal Class Environmental Assessment (MCEA) Study from Eglinton Avenue to Derry Road West.</p> <p>The City is in receipt of your email (dated January 29, 2021) as it pertains to Public Information Centre (PIC) #2 material. We are undertaking this study to accommodate future growth, greater connectivity and mobility to 2041. One of the key goals of the Ninth Line MCEA Study is to improve mobility for all road users, including: pedestrians, cyclists, transit riders and motorists.</p> <p>With respect to your support for roundabouts, all intersections within the study area were reviewed and analyzed. The project team agrees that roundabouts are an alternative traffic control device which have several benefits; however, when we completed the roundabout analysis, the Ninth Line corridor was not suitable due to the large roundabout (i.e. multi-lane) footprint, but more importantly the close proximity of adjacent intersections and future queuing. It is due to these factors that have made roundabouts not suitable along the Ninth Line corridor. As the City continues to plan multi-modal corridors, roundabouts will continue to be reviewed for suitability and use.</p> <p>The project team appreciates your support for the separated in-boulevard one-way cycle tracks (both sides of the road). This facility will include pavement markings and signage, as required, according to design standards. The intersection cross-ride treatments are proposed at all signalized and unsignalized intersections within the Ninth Line study area. Note that at signalized intersections, cross-ride treatments will also include bicycle signals.</p> <p>The recommended posted speed of the Ninth Line corridor is 60km/h. The project team feels strongly that a 60km/h posted speed is reasonable due to the urbanization of the corridor (curb and gutter), increase active transportation facilities (cycle tracks and sidewalks), streetscaping (boulevard and centre median), higher density land uses (west side), road classification, etc. The Ninth Line corridor will no longer feel rural in nature and the posted speed will match the urbanized improvements, that will inheritantly lower the speed of the motoring public.</p> <p>A Stormwater Management Strategy will be completed to investigate both qualitative and quantitative treatments, to ensure there will not be any adverse impacts as a result of the proposed Ninth Line improvements. The proposed Stormwater Management Strategy, findings and recommendations will be submitted to Conservation Halton, Credit Valley Conservation and the Ministry of Environment, Conservation and Parks (MECP) for review and approval.</p> <p>Thanks again for your feedback and comments.</p> <p>Regards, Jeff</p>
21	Resident	2-Feb-21	Email	<p>Good afternoon Jeffrey,</p> <p>I am forwarding the Lisgar Residents' Association 9th Line Corridor Position Papers that we have presented to our Councillor Sue McFadden and to City Council at City Hall. The Lisgar Residents' Association has been following the 9th Line Corridor Development from the beginning when it was purchased by the City of Mississauga in 2010. We have attended every meeting, vision consultations, presented our feedback in chambers at City Council. We are most appreciative of our Councillor Sue McFadden including us and keeping us informed on this project.</p> <p>We request that our concerns are addressed, we look forward to hearing from you.</p> <p>Thank you for requesting our feedback <a href="https://www.ninthlineea.ca/">https://www.ninthlineea.ca/</a></p>	17-Feb-21	Email	<p>Thank-you for your feedback and continued interest in the Ninth Line Municipal Class Environmental Assessment (MCEA) Study from Eglinton Avenue to Derry Road West.</p> <p>The City is in receipt of your email (dated January 4, 2021) and two attachments (dated December 2017 and December 2, 2019). We are undertaking this study to accommodate future growth, greater connectivity and mobility to 2041. One of the key goals of the Ninth Line MCEA Study is to improve mobility for all road users, including: pedestrians, cyclists, transit riders and motorists.</p> <p>Within the confines of the Ninth Line MCEA Study, below are the items that are being reviewed and recommended.</p> <p>1.Road Widening – the recommended solution for the Ninth Line corridor is to widen from two lanes to four lanes, to relieve existing and future traffic congestion/queuing</p> <p>2.Active Transportation – the recommended solution is to provide separated and dedicated cycling and pedestrian facilities (boulevard cycle tracks and sidewalks), as well as streetscaping opportunities along the corridor.</p> <p>3.Stormwater Management – a Stormwater Management Strategy will be completed to investigate both qualitative and quantitative treatments, to ensure there will not be any adverse impacts as a result of the proposed Ninth Line improvements. The proposed Stormwater Management Strategy, findings and recommendations will be submitted to Conservation Halton, Credit Valley Conservation and the Ministry of Environment, Conservation and Parks (MECP) for review and approval.</p> <p>4.Arborist Report – project documentation will include both a tree inventory and Tree Protection Plan (TPP). If any woodland or roadside edge trees are identified for removal that are suitable as bat habitat trees, MECP authorization would be required.</p> <p>5.Wildlife – project documentation will include a Natural Environment Assessment that will include a review of significant woodlands, wetlands, watercourses, fish habitat, as well as species at risk and significant wildlife habitat. The findings and recommendations will be submitted to the Conservation Halton, Credit Valley Conservation and the Ministry of Environment, Conservation and Parks (MECP) for review and approval.</p> <p>6.Noise – project documentation will include a Noise Assessment. As a result of Ninth Line widening and decreased posted speed from 70km/h to 60km/h, noise mitigation is not warranted (new or replacement noise barriers) on the east side of Ninth Line.</p> <p>7.Timing of Improvements – the project team anticipates filing the Environmental Study Report (ESR) in Spring 2021, detailed design/property acquisition in 2022 and start of construction in 2023. Note that City Council approves the capital budget one year at a time and the timing is subject to financing. The detailed design stage will confirm the construction staging (i.e. one tender or phased).</p> <p>The preferred preliminary design has been prepared to balance and minimize natural environment and cultural heritage impacts and mitigation strategies to ensure this will be identified as part of the Environmental Study Report (ESR), as warranted. All of the mitigation strategies will be confirmed as part of the future detailed design phase.</p> <p>I trust that this addresses your inquiry at this time. Please feel free to contact me via email or telephone if you have any further questions regarding the Ninth Line EA.</p> <p>Regards, Jeff</p>
22	Resident	4-Jun-21	Email	<p>Hi Patrick.</p> <p>Where can I find the report on the City of Mississauga website? I don't see it anywhere there unfortunately.</p> <p>Thanks, Nauman</p>	4-Jun-21	Email	<p>The June 9 General Committee Agenda can be found at General Committee - June 09, 2021 (<a href="https://www.mississauga.ca/escrimemeetings.com">escrimemeetings.com</a>)</p> <p>Under Item 9 (Matters to be Considered), 9.5 contains the Ninth Line EA Corporate Report and Appendix 1 (Executive Summary and Design Plates).</p> <p>Please let me know if you have any problems accessing.</p>



ID	From	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action
23	Resident	4-Jun-21	Email	Good morning Jeffrey, I'm having a difficult time trying to locate the executive summary on the City of Mississauga's website. Is there a chance you can send me a link. Thank you!	4-Jun-21	Email	<p>The June 9 General Committee Agenda can be found at General Committee - June 09, 2021 (escribemeetings.com)</p> <p>Under Item 9 (Matters to be Considered), 9.5 contains the Ninth Line EA Corporate Report and Appendix 1 (Executive Summary and Design Plates).</p> <p>Please let us know if you have any problems accessing.</p>
24	Resident	1-Jun-21	Email	<p>Good afternoon, I want to participate on the Meeting about the 9th Line Development on Wednesday June 9 at 9:30 am. My name is Maria Acosta.</p> <p>I try to register on the link misssauga.ca that you sent, but I did not find the registration.</p> <p>Thank you so much in advance, may God bless you all!</p>	4-Jun-21	Email	<p>The June 9 General Committee Agenda can be found at General Committee - June 09, 2021 (escribemeetings.com)</p> <p>You can participate virtually by following the instructions under "Participate Virtually and/or via Telephone".</p> <p>Advance registration is required to participate and/or make a comment in the virtual meeting. Questions for Public Question Period are required to be provided to Clerk's staff at least 24 hours in an advance of the meeting. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. Comments submitted will be considered as public information and entered into public record.</p> <p>To register, please email dayna.obaseki@mississauga.ca and for Residents without access to the internet via computer, smartphone or tablet, can register by calling Dayna Obaseki at 905-615-3200 ext. 5425 no later than Monday, June 7, 2021 before 4:00PM. You will be provided with directions on how to participate from Clerks' staff.</p> <p>Please let us know if you have any issues accessing the link.</p>
25	Resident	4-Jun-21	Email	Hi there. I can't find the Executive Summary on the Mississauga website. Can you provide the link please?	7-Jun-21	Email	<p>The June 9 General Committee Agenda can be found at General Committee - June 09, 2021 (escribemeetings.com)</p> <p>Under Item 9 (Matters to be Considered), 9.5 contains the Ninth Line EA Corporate Report and Appendix 1 (Executive Summary and Design Plates).</p> <p>Please let us know if you have any problems accessing</p>