

PUBLIC COMMENTS RECEIVED

AFTER NOTICE OF PUBLIC INFORMATION CENTRE #1

**MISSISSAUGA ROAD/BUSH STREET
ENVIRONMENTAL ASSESSMENT**

CLASS ENVIRONMENTAL ASSESSMENT
MISSISSAUGA ROAD (RR # 1)/OLD MAIN STREET AND BUSH STREET (RR#11)
IMPROVEMENTS FROM OLDE BASE LINE ROAD TO WINSTON CHURCHILL BOULEVARD
PUBLIC INFORMATION
CENTRE NO. 1
COMMENT SHEET

Please advise as follows (check one):

- I / we wish to be kept informed of the project progress but have no comments at this time (If so, please fill in your contact information on the detachable portion of the comment sheet below. Personal information will not be part of the public record).
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Comments:

Do not put sidewalks in Beefountain?
This is a country hamlet and is
precious and should be preserved
in a rural state.

Return by mail or fax within 14 days to:

Ms. Solmaz Zia, P. Eng.
Project Manager
Region of Peel
9445 Airport Road, 3rd Floor
Brampton, ON L6S 4J3
Phone: 905-791-7800 x7845
Fax: 905-791-1442
Email: solmaz.zia@peelregion.ca

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REGION OF PEEL

X.....

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MISSISSAUGA ROAD (RR # 1) / OLD MAIN STREET AND BUSH STREET (RR#11)
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Comments:

NO WIDENING THROUGH BELFOUNTAIN
NEW SIDEWALKS BELFOUNTAIN
USE WINSTON CHURCHILL TO DIVERT TRAFFIC SOUTH

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Project Manager
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MISSISSAUGA ROAD / OLD MAIN STREET (RR # 1) AND BUSH STREET (RR # 11)
IMPROVEMENTS FROM OLDE BASE LINE ROAD (RR # 12) TO WINSTON
CHURCHILL BOULEVARD (RR # 19)
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Please fill in your comments *and* contact information below. Your comments, but not your personal information, will become part of the public record.

Comments:

Past March Date was March 31
therefore only 7 days legal notice, this
reflects a lack of organization.
Why?? - More notice required in
the future
Reply: If more than 7 days, people would set aside to read later.

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0/b

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Comments:

Sorry for being a bit late to respond!
My view is that this project is an excellent opportunity to improve the heritage value of our village along with the very necessary road maintenance / improvements that are required.
Traffic calming / pedestrian facilities (sidewalks or the like) are required, particularly as you near the village.

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REGION OF PEEL

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Comments: Bush & Old Main

BC is working with TOC to downgrade seeding, plant
gazebo, proposal → coordinate this with the
EA & construction so not throw away

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Comments:  concerned resident

written by the Auser → concern regarding the pavement in front of
Balfountain community centre to ensure that it is resurfaced as part
of the construction. Specifically in front of the mailbox.

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Comments:

Send Copies of
PIC # 1 charts
to Belfountain Community
3 Sets DAD... Organization
Return by mail or fax within 14 days to:

Ms. Solmaz Zia
Project Manager (Mississauga Rd./Bush St. Improvements)
Region of Peel
9445 Airport Road, 3rd Floor
Brampton, ON L6S 4J3

April 16, 2010

Dear Ms. Zia:

First, thanks to you and your colleagues for the very helpful and informative session you held at the Belfountain Community Centre on Thursday, April 8. I particularly appreciated what seemed to be a sincere desire to work with the community of Belfountain (and surrounds) in order to make the most of this planning opportunity for Peel Region and for the Village.

I would like to reiterate, in writing, a few concerns I mentioned at the meeting about potential changes to the infrastructure of Old Main St., specifically that portion of Old Main St. that runs south and east from the Belfountain Community Hall through the Village and toward the Caledon Mountain Estates.

1. As I have already expressed in writing (an e-mail send shortly after the first public meeting you held), any road-widening along this stretch (or, indeed, in the Village at all) is completely unacceptable. Although I understand that the attention currently being given to this portion of the road system is part of a larger planning process and that no particular plans are underway at the Region to improve Bush Street/Mississauga Road for commuter traffic, I think it's important to say, loudly and often, that it is unreasonable to destroy the rural character of Belfountain Village for the sake of a few minutes' time for commuters. At the public meeting, I had explained to me some of the politics around the suggestion that Winston Churchill Road/Old Base Line should bear the brunt of increased traffic from points west (especially Erin). I understand the politics, but it's clear to me that the road along this route is *already* wider, and that it would take only a few speed humps in Belfountain and a repaving job on Old Main Street to beckon Erin and Guelph commuters to that other route.
2. I do not agree, for several reasons, with plans to build any kind of sidewalk in the Village. Although I will not speak for those Belfountain residents who live on Bush Street or north of the Community Hall, I think I can say with the unanimous support of my close neighbours that nobody along our stretch really wants one (even for drainage, which simply isn't a problem where we are). In the first place, any raised walkway or extended paved shoulder would have a negative impact on

our front yards (yes, I know my garden encroaches on the road and is not “mine” by rights, but I have tended this garden for years – it is a food garden, in fact – and its abbreviation would be a great source of grief for me). In the second place, we do not wish to “suburbanize” Belfountain Village, aesthetically or otherwise: I moved here (and not Cheltenham or Alton) because this Village has a real rural character to it, and I would like to see that character preserved. Third, we do not especially want to attract tourists up from the centre of the Village (you would not believe the number of used cups and wrappers that end up in my garden on a Thanksgiving weekend); a sidewalk does not just convey pedestrians, it beckons them. Fourth, it is my understanding that the building of a sidewalk would alter our children’s rights to be bussed to Belfountain School: even with a sidewalk, I would be very concerned about our children’s safety as they walk to school along a busy route that is (despite our frequent requests) not policed to enforce the current 40 km/h speed limit. Fifth, the stretch of road in question is a wildlife corridor between the wetland to the south of the row of houses and the Belfountain Conservation Area. To protect the frogs and salamanders that cross from the one side to the other, we need fewer barriers for them (i.e., no raised walkways) and more barriers for speeding traffic (the amount of road kill on a wet evening is tragically large). And finally: a raised walk or shoulder would further reduce the amount of space available for cyclists (I would prefer a bike lane to a sidewalk, myself). In sum: some things are better left as they are, and given the absence of a compelling reason to build a sidewalk or raised shoulder, the evidence suggests an overall negative impact.

3. I would strongly support a program of traffic calming in the Village. I hold out the village of Melville as an example: all-way speed humps, no sidewalks.
4. I would support working with the Region to improve the corner gardens at Bush Street and Mississauga Road.

I look forward to a continued cooperative relationship between the Region of Peel and the residents of the Village of Belfountain. Thank you again for your time and attention; please note my contact information above to facilitate further communication.

Yours truly,

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APR 22 2010

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ETPS
REGION OF PEEL

Please fill in your comments and contact information below. Your comments, but not your personal information, will become part of the public record.

Comments: *My overriding concern is that the rubble from this project not be dumped anywhere near Belknap. In phase I of the Fuchs of Credit Rd. project 1420 truckloads of rubble were dumped at the western fringe of Belknap (Daryl McMichael's property) burying a valley and turning the entry to Belknap from Bush St into an unsightly industrial zone. It was all legal & Mr. McMichael was well paid, but it was and is despicable.*

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x

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Comments:

My wife and I are the owners of the property on [redacted] of Mississauga and [redacted] Line, known as [redacted]. I am very supportive of the work begin proposed to upgrade Mississauga Road. I do have the following suggestions:

- 1) The road should be constructed to a fully regulated standard, such that local delivery trucks can safely be accommodated;
- 2) The intersection at Olde Base Line and Mississauga Road should be designed to take in to account truck turning movements from Northbound Mississauga Road to Westbound Olde Base Line and from Eastbound Olde Base Line to Southbound Mississauga Road.
- 3) The use of vertical rock cuts should be used to minimize property takings and/or tree cutting.
- 4) Full signalization including turn lanes should be considered for the Mississauga Road and Olde Base Line

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Comments:

keep the rural character of the hamlet of Belfountain.
What you are calling "deficiencies" are only that if you
are dealing with urban areas or suburbs. No sidewalks -
sidewalks are totally inappropriate in a country village.
Do not "improve" Mississauga Road between Olde
Base line and Belfountain - it will only encourage more
commuters speeding through
this rural area.

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There are farms, many with horses, on Nississauga Road, north of King Road, and on the Grange Sideroad.

I suggest the area be designated an equestrian area, maintained as a country road, the speed limit lowered and traffic be diverted onto Olde Baseline and Winston Churchill.

The Grange Sideroad east of Nississauga Road is already so designated. Now the west portion of the Grange should be, and also Nississauga Road from the Grange north to Beechmountain. This will slow traffic down and preserve the hamlet as something more than a commuter route.

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As an organization, we are in full support of the proposed road improvements from Olde Base Line to Winston Churchill Boulevard. We do hope that the following concerns will be addressed:

- There should be traffic lights and turning lanes placed at the Mississauga Road and Olde Base Line intersection
- There are currently excellent vertical rock cuts on Mississauga Road. They should be used along the proposed area to decrease property takings from residents
- The road needs to be improved so that large vehicles such as trucks can operate easily, to keep everyone using the road safe

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Comments: As Stated Previously To Your Office: (To The East)
The Section of Bush St from the Guard Rails Along
Past #332 to the Deeper Part of The Ditch (to The
West) the Road a Pavement must Be moved
To the South where the Road originally was
located - Before Each successive layer of
pavement was applied with a grader & gradually
shifted the road to the North over many years
& now there is barely any solid shoulder on the North
side. The crazy drivers on a slippery road surface that slopes
into the North Side ditch land on our fence & hedge & trees.
They also feel there is a "passing lane" on the South Side by
the mailbox when vehicles are attempting to turn into our
Return by mail or fax within 14 days to: driveway from the west. There used to be
a slight curve in the
road in this area.
The valley to the East
of the hill should be
raised again so the
x.....

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sight line from #332
to the east is not
hazardous.
For more information
please visit or call for
clarification.

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Comments: *Please do not flatten the hills terrain.
It acts as a natural controller of traffic
speed. The flatten & smoothes the road, the
faster the cars and motorcycles.
Better to put the money towards a bypass.
Police can't control speeders as it is!*

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Comments:

I wish to add the following comments on the planned improvements made from Olde Base Line Road to Winston Churchill Boulevard.

Where I live on Caledon Mountain Drive, means when our road gets block in either direction, the only choice is to go down to Fifth Side Road and travel across to Winston Churchill then go north or south. Fifth Side Road is not a main route and has lots of potholes. The other option is Shaw's Creek, but it is not paved. This adds at least 15 minutes onto our travel time out of our area.

These unpaved and/or poor roads also impede emergency vehicles. We wait long enough for emergency vehicles now. To come into our area over these secondary routes will create response times that are unsuitable.

Return by mail: These alternative routes will need to be kept in excellent repair during these closures.

Project manager
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I also do not think sidewalks in Belfountain are needed.

X.....

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Comments:

I would love to have bike/walking lanes on both sides of
Mississauga Rd. BUT I don't want to lose any trees etc in front of my house
AND I don't want to listen to construction noise forever
- how long a process will it be?
+ when is it likely to begin?
I'm sorry I was unable to attend the public meeting. Thank you
for providing a public input
an opportunity for

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Public Works

Please advise as follows (check one):

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I am pleased to hear that Mississauga Road will be upgraded. First of all is a change in our immediate area. We are at [redacted] and our entrance is just at the bottom of the hill. Years ago I asked John (I can't remember his last name) to have the hill lowered or do away with it to no avail. There have been two deaths and several accidents in front of our property over the years. Although we have been careful we have listened and looked for cars coming up to the hill but even then two cars came over and luckily we were not hit. This happened a couple of times. I have warned visitors when they are leaving but even then they pull out without listening and waiting.

The reason the road opens where it does is because the front area of the property is low and the ground is wet.

I like the plan to widen the road. There is a lot of traffic morning and late afternoon with people going to work and coming home. The traffic will surely increase. I'm sure others will have a positive view of the plan.

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Comments: The rural and village character of the Study Area is very important to local residents and businesses. Any proposed alternatives to address the deficiencies identified at this stage should treat that character as a valued socio-economic component.
The EA should specifically address potential impacts to heritage features (stone walls, for example) and adjacent E.S.A.'s that may contribute to habitat for SAR.

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COMMENT SHEET

Please advise as follows (check one):

- I / we wish to be kept informed of the project progress but have no comments at this time (If so, please fill in your contact information on the detachable portion of the comment sheet below. Personal information will not be part of the public record).
- I / we wish to provide the following comments on the study progress to date. (Please fill in your comments and contact information below. Your comments, but not your personal information, will become part of the public record.)

Comments:

THE LEVEL OF TIME & WORK
PUT INTO THE PROJECT BY
REGION OF PEEL IS IMPRESSIVE.
I HOPE THE ROAD THRU
BERFOUNTAIN RETAINS ITS RURAL
CHARACTER AND DOES NOT BECOME A
COMMUTER ROUTE

Return by mail or fax within 14 days to:

Ms. Solmaz Zia, P. Eng.
Project Manager
Region of Peel
9445 Airport Road, 3rd Floor
Brampton, ON L6S 4J3
Phone: 905-791-7800 x7845
Fax: 905-791-1442
Email: solmaz.zia@peelregion.ca

RECEIVED
APR 08 2010
REGION OF PEEL