

Redmond Road Extension
Schedule B Municipal Class Environmental Assessment

PROJECT FILE (DRAFT)

February 2020

Prepared for: City of Mississauga

Prepared by: WSP

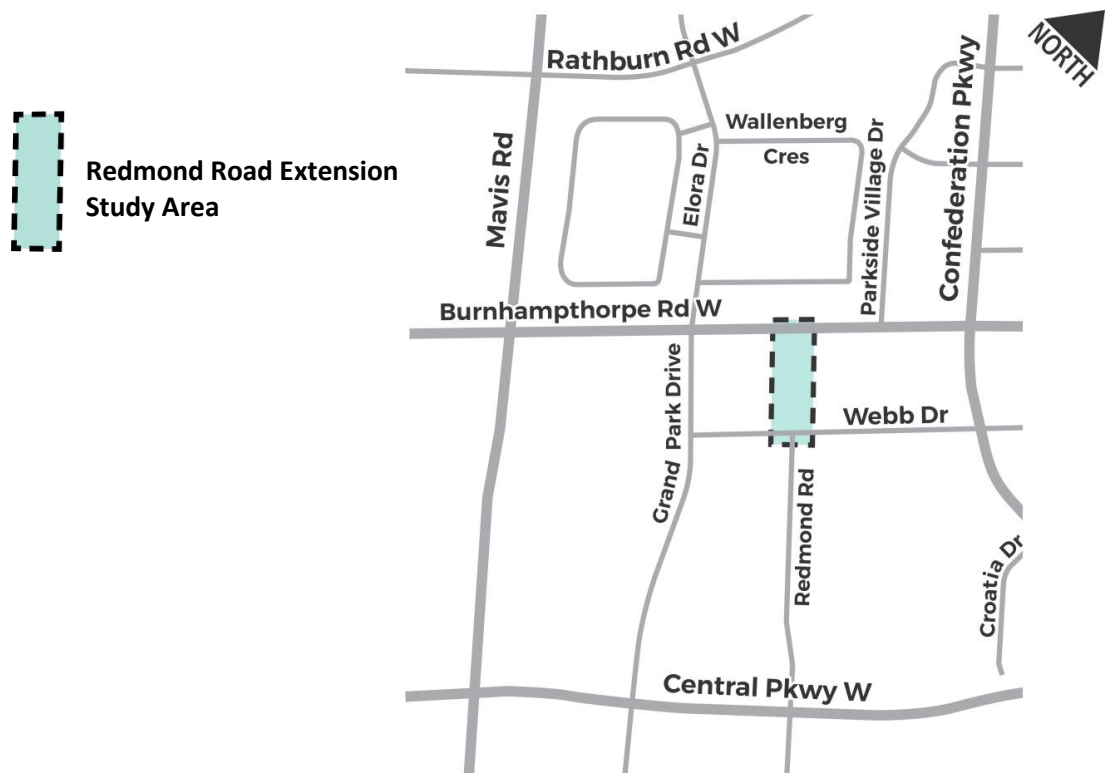
Executive Summary

Introduction

The City of Mississauga has completed a Municipal Class Environmental Assessment (Class EA) study to evaluate the need to extend Redmond Road from Webb Drive to Burnhamthorpe Road West. The study was carried out as a Schedule B project in accordance with the Municipal Class EA document (2000, as amended in 2015), as approved under the Ontario Environmental Assessment Act.

The Redmond Road Class EA study area is generally situated between Grand Park Drive to the west and Confederation Parkway to the east (Exhibit ES-1), within the 'M City' development, owned by Rogers Real Estate Development Limited.

Exhibit ES-1: Study Area



Planning Context

The planning and policy framework applicable to the Redmond Road Class EA Study was reviewed. The planning and policy framework guides infrastructure planning,

land use planning, and strategic investment decisions to support Provincial, Regional and Local objectives in growth and transportation. Plans and policies reviewed and documented included:

- A Place to Grow - Growth Plan for the Greater Golden Horseshoe
- Provincial Policy Statement (2014)
- Region of Peel Official Plan (2018)
- City of Mississauga Strategic Plan
- City of Mississauga Official Plan (2016)
- Downtown21 Master Plan (2010)
- Downtown Core Local Area Plan (2015)
- Mississauga Transportation Master Plan (2019)
- City of Mississauga Cycling Master Plan (2018)
- Rogers Real Estate Development Limited M City Master Site Plan Agreement (2015)

One of the key guiding plan/policy documents is the Downtown Core Local Area Plan (Mississauga Official Plan Amendment 8 - "MOPA 8"), which builds on the Official Plan and contains more detailed policies and schedules specific to the Downtown Core. The Downtown Core Local Area Plan (DCLAP) policies are intended to promote a high quality of urban design and urban built form. The proposed Redmond Road extension is being planned to directly support DCLAP policies.

The DCLAP goals and objectives are directly relevant to the Redmond Road Class EA study:

- ▶ Create a vibrant Downtown by strengthening the transportation system, improving linkages/access, and enhancing the pedestrian experience;
- ▶ Create a fine-grained, well-connected road network that supports multiple modes of transportation; and
- ▶ Develop an urban environment that includes high-quality public spaces.

The proposed Redmond Road extension is consistent with the following policies of the DCLAP:

- ▶ Development Objectives outlined in Section 2.1 of DCLAP provide policies intended to plan for the location of streets, provide for a high standard of urban and streetscape design, and develop/enhance of a comprehensible public/private system of pathways and open space.
- ▶ Urban Design Objectives outlined in Section 3.1 provide policies intended to, for example:
 - Encourage a built form which has a high level of physical continuity, cohesion and linkage between building;
 - Promotes urban scale land blocks, streets and built form appropriate to transit supportive and pedestrian oriented core;
 - Achieve elements of linkage to the abutting communities while ensuring compatible integration and context sensitivity; and
 - Achieve a balance of vehicular traffic and transit and active transportation needs to achieve pedestrian comfort, convenience, safety and accessibility.
- ▶ Urban Design policies for the public realm outlined in Section 3.2.1 of the DCLAP speak to the design of streets, edge boulevards and public open spaces. Again, these policies emphasize the desire to promote a high level of design tailored to the pedestrian and on-street experience.

Existing Conditions

Land Use

The proposed Redmond Road extension will be entirely situated on lands owned by Rogers Real Estate Development Limited and approved for development per the M City Master Site Plan Agreement (2015). The proposed Redmond Road extension between Webb Drive and Burnhamthorpe Road West has been incorporated into the planned M City Master Site Plan and the roadway will serve as a minor collector road within the development.

Land use in the broader surrounding area is a mix of established residential communities to the south (along existing Redmond Road) and to the north of Burnhamthorpe Road West. New condominium communities have developed east and west of the study area, reflecting the City's plan for high density, mixed-use developments within the downtown core, per the Downtown Core Local Area Plan.

Cultural Heritage

A Cultural Heritage Assessment was conducted in support of the Redmond Road Class EA. Based on this work, there are no built heritage resources or cultural heritage landscapes within or adjacent to the Redmond Road study area.

A Stage 1 Archeological Assessment was conducted. The assessment was carried by Archaeological Research Associates Ltd (ARA) in accordance with the *Ministry of Tourism, Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists (2011)*. The findings indicate that the Redmond Road Class EA study area has been previously assessed and/or disturbed. Therefore, no further archaeological assessment is required.

Natural Environment

A Natural Heritage assessment was conducted in support of the Redmond Road Class EA. The review confirmed that there are no natural environmental features or trees within the Redmond Road Class EA study area.

Drainage and Stormwater

The study area falls within the Mary Fix Creek watershed and is under the jurisdiction of the Credit Valley Conservation Authority. Mary Fix Creek is an intermittent surface water feature north of Burnhamthorpe Road. Surface water flow drops into a catch basin on the north side of Burnhamthorpe Road and reemerges south of Webb Drive, just east of Confederation Parkway West.

There are no surface water features or areas regulated under Credit Valley Conservation Authority Regulation 160/06, in the Redmond Road Class EA study area. Currently, surface water runoff from the undeveloped parcel drains as overland flow to the surrounding street network where it enters the storm sewer system.

A complete internal storm sewer system will be implemented as the block develops, which will tie into the existing storm system. Road drainage has been accounted for in the drainage design for the development. Further information regarding the M City stormwater management plan can be obtained from the City.

Municipal Services and Utilities

The Region of Peel is making watermain and sanitary sewer improvements on numerous streets in the Mississauga City Centre. The Region has planned this work to improve water supply through water infrastructure upgrades, in support of

approved growth in the Mississauga City Centre. Specific work underway in the vicinity of the Redmond Road Class EA study area includes: A new 1500 mm watermain along Burnhamthorpe Road, between Grand Park Drive and Cawthra Road; and new 400 mm and 600 mm local distribution watermain planned for Webb Drive and Duke of York Boulevard, respectively. Sanitary improvements are also identified in these areas. Other local municipal services and utilities will be installed as part of the M City development. This work will be planned and designed in accordance with the City approved Master Site Plan Agreement (2015).

Transportation

Existing Transportation Network

Redmond Road currently exists as a 2-lane north-south roadway between Webb Drive (in the north) and Fairview Road West (in the South). The existing road, south of Webb Drive traverses an older neighbourhood with primarily low density/ single family residential development. Other north-south transportation links in the immediate area include: Grand Park Drive and Confederation Parkway, both City collector roads. Key east-west transportation links in the area include Webb Drive and Central Parkway west, City collector roads, and Burnhamthorpe Road West, a Region of Peel arterial road.

Traffic and Transportation Assessment

An assessment of existing (2018) traffic conditions was undertaken to assess the overall transportation network performance which incorporated the study areas of all four EA studies (Redmond Road, Webb Drive, The Exchange and Kariya Drive). The micro-simulation assessment included an analysis of existing conditions and operational performance for the area bounded by Elora Drive, Webb Drive / Central Parkway West, Hurontario Street, as well as Burnhamthorpe Road West / City Centre Drive.

Results from the future (2031) traffic analysis indicated that without the Redmond Road extension from Webb Drive to Burnhamthorpe Road, traffic exiting from the M City development is expected to experience heavy delays at the adjacent intersections during the morning peak hour. Many movements are expected to operate at very congested level (i.e. Level of Service 'F') with queues backing up to the property accesses (e.g., northbound left movement at Burnhamthorpe Road and Elora Drive/Grand Park Drive intersection, northbound movements at Burnhamthorpe Road and Parkside Village Drive/Street A intersection, and southbound movements

at Webb Drive and Street A intersection). The proposed Redmond Road extension would provide an essential connection between the M City development and the overall road network.

Problems and Opportunities

Based on a review of the planning context and policy framework and the existing traffic conditions, safety issues and multi-modal transportation deficiencies, the following problems and opportunities have been identified:

- ▶ Downtown Mississauga is transitioning to an urban, high-density, mixed use community that is oriented toward pedestrian mobility and access to public transit;
- ▶ A key objective of the City's Downtown Core Local Area Plan is to create complete communities that have a compact urban form, are walkable and provide convenient access to a variety of land uses and public transit;
- ▶ A new north-south collector road is needed for the M City community to provide access within the community as well as into and beyond the downtown;
- ▶ A new roadway will provide additional routing in the downtown and make for more pedestrian-friendly environment;
- ▶ There is an opportunity to contribute to a vibrant urban core through the creation of high-quality public realm/pedestrian environment that supports street-level commerce and encourages street activity.

Problem and Opportunity Statement:

A new City of Mississauga collector road is required to provide north-south access and connectivity within the planned M City community. A new segment of Redmond Road will facilitate multi-modal movement between the internal road system and the surrounding road network. The new road will also provide for on-street parking and a vibrant pedestrian environment to support street-level commercial uses. The proposed Redmond Road extension will support the City's vision for Downtown Mississauga that includes: a high-density, dynamic urban core with smaller block sizes, fine-grained street network with a high-quality public realm and a range of transportation choices.

Alternative Solutions

Phase 1 of the Municipal Class EA process involves the identification of the transportation problems and opportunities to be addressed by the study and Phase 2 involves the identification and evaluation of a range of possible solutions or 'planning alternatives'. The following Alternative Solutions are being considered to address the Problems and Opportunities:

1. Do Nothing: Maintain existing transportation system within the study area i.e. new development would require an internal road network to connect with other collector or arterial roads.
2. Manage Transportation Demand: Improve access within the downtown by: discouraging single-occupant vehicles and encouraging carpooling; shifting travel demand to off-peak hours; and encouraging walking, cycling and transit use.
3. Improve Other North-South Routes: Upgrade parallel roads such as Grand Park Drive or Confederation Parkway to meet transportation needs.
4. Extend Redmond Road: Redmond Road as a 2-lane road from Webb Drive to Burnhamthorpe Road.

The alternative planning solutions were assessed in their ability to reasonably address the problems and opportunities. Criteria were developed to guide the assessment process so that transportation planning, technical and environmental (socio-economic, community and cultural / heritage) conditions were all factored into the recommendation.

The assessment of alternatives employed a reasoned argument approach which assesses the potential impacts of each alternative and then compares the relative significance of the impacts among the alternatives to select the recommended solution. A summary is provided in Exhibit ES-2.

Exhibit ES-2: Summary of the Evaluation of Alternative Planning Solutions

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Category	Do Nothing	Manage Transportation Demand	Upgrade Parallel Roads	Extend Redmond Road
Transportation and Technical	<ul style="list-style-type: none"> - Does not address Problems and Opportunities - Not consistent with City planning policies to create a finer-grained street network - Does not improve network connectivity 	<ul style="list-style-type: none"> - May result in some shift in travel demand to improve road operations. - Does not address the primary transportation problem of the need for a finer grid collector road network 	<ul style="list-style-type: none"> - Would provide additional north-south traffic capacity in other corridors - Not consistent with City planning policies to create a finer-grained street network - Does not address local transportation needs within the M City community or improve network connectivity 	<ul style="list-style-type: none"> - Consistent with City planning policies to create a finer-grained street network - Addresses anticipated transportation needs - Improves network connectivity for all users - Improves road operations and safety - Enhances access to transit and downtown walkability
Socio-Economic Environment	<ul style="list-style-type: none"> - No property required - Does not create access to new community or support mixed-use development - No opportunity to improve walkability and enhance access to transit 	<ul style="list-style-type: none"> - No property required - Although supportive of transit, cycling and pedestrian activities, this does not provide the specific infrastructure needed within the study area to support or enhance these forms of transportation. 	<ul style="list-style-type: none"> - Potentially significant property impacts along other corridors - Does not address problems and opportunities within the study area - Does not meet the multi-modal mobility needs of the M City community - Does not support economic development within the study area 	<ul style="list-style-type: none"> - Supports mobility for all modes within local community and in downtown - Provides opportunity to enhance streetscape - Prioritizes a high quality pedestrian environment - Provides for on-street parking to support mixed-use development and street-level commercial uses
Natural Environment	<ul style="list-style-type: none"> - Not applicable, no natural environmental features are present. 	<ul style="list-style-type: none"> - Not applicable, no natural environmental features are present. 	<ul style="list-style-type: none"> - Not applicable, no natural environmental features are present. 	<ul style="list-style-type: none"> - Not applicable, no natural environmental features are present. - Provides sustainable transportation choices to reduce vehicle use.
Cultural Environment	<ul style="list-style-type: none"> - No potential archaeological impacts - No cultural heritage resources identified 	<ul style="list-style-type: none"> - No potential archaeological impacts - No cultural heritage resources identified 	<ul style="list-style-type: none"> - Other corridors would require assessment. 	<ul style="list-style-type: none"> - No potential archaeological impacts - No cultural heritage resources identified
Evaluation Result	Not Preferred	Already Being Implemented Through City Policies	Not Preferred	Preferred

Preferred Planning Solution

Based on the results of the evaluation, Alternative 4, Extension of Redmond Road, is preferred because it fully addresses the Problems and Opportunities by:

- ▶ Supporting the creation of an urban environment that meets planning objectives, network connectivity and access;
- ▶ Fully addressing the City's transportation objectives by creating a fine-grained downtown street network;
- ▶ Providing a new north-south collector road within the planned M City community;
- ▶ Providing redundancy in the road network for all vehicles;
- ▶ Creating smaller, more walkable blocks that enhance pedestrian access to transit;
- ▶ Supporting a mixed-use community by offering high-quality pedestrian environment and street-parking for street-level commerce.

Alternative 1 does not address any of the Problems and Opportunities. Alternatives 2 and 3 only partially address the Problems and Opportunities and do not contribute to a fine-grained street network that supports community growth, improved pedestrian options and access to transit.

Future Transportation Conditions

In general, future traffic conditions are not likely to change significantly and operations will not improve with the extension of Redmond Road, given the expected growth in the downtown core. Traffic modeling indicates that the proposed Redmond Road extension would provide north-south access and connectivity within the planned M City community.

It is important to note that the City's objectives of the Downtown Core Local Area Plan are to prioritize the development of a complete community with a compact urban form that is walkable and convenient to public transit and the cycling network.

MiWay Transit currently operates on the road network around Redmond Road, including Webb Drive, Burnhamthorpe Road, Grand Park Drive. MiWay has

confirmed that there are no plans to extend local transit onto the proposed new segment of Redmond Road.

The City of Mississauga Cycling Master Plan (2018) does not include plans for dedicated cycling facilities on Redmond Road. However, there will be access to the surrounding cycling network which includes: multi-use path on Burnhamthorpe Road; existing bike lanes on Webb Drive; and existing dedicated and shared facilities on Grand Park Drive.

Road Design Concept

A design concept was developed for the Preferred Planning Solution to extend Redmond Road. The design concept was developed for illustrative purposes only and is subject to refinement during future design phases.

Exhibit ES-3 depicts the proposed typical road cross-sections, which are based on the City's Standard City Centre Cross-Section. Two variations on the cross-section are proposed to reflect the proposed road rights-of-way. Exhibit ES-4 depicts the road alignment concept.

It is anticipated that the road design will be completed by Rogers Real Estate Development Ltd. as part of the M City development phasing. The design will be subject to further review and approval by City staff. The following design aspects will be of particular interest:

- ▶ The use of the City of Mississauga Standard City Centre Road Cross-Section will ensure appropriate space is available for underground utilities, street trees and sidewalk. However, some details of the road cross-section may be subject to minor adjustments during the design phase.
- ▶ Traffic operations including turning lane requirements and storage length at Webb Drive and Burnhamthorpe Road.
- ▶ Design of on-street parking, while maintaining appropriate clearance at intersections.
- ▶ Design of mid-block intersections.
- ▶ Streetscape design based on the Master Site Plan Agreement (2015) and further review/approval of City staff.

Exhibit ES-3: Redmond Road Cross-Sections

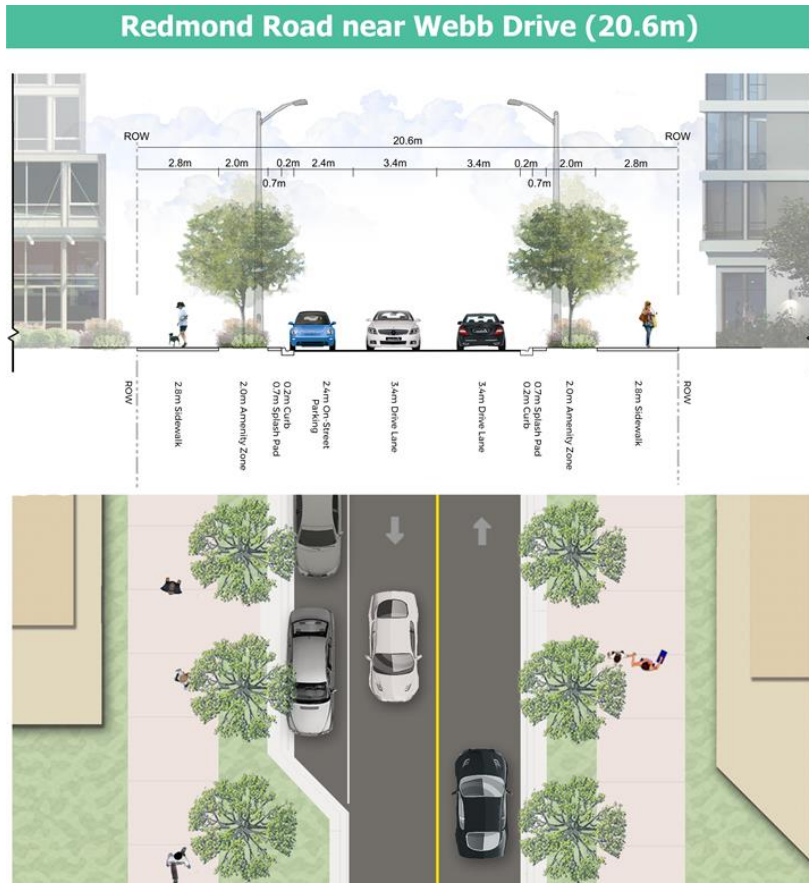
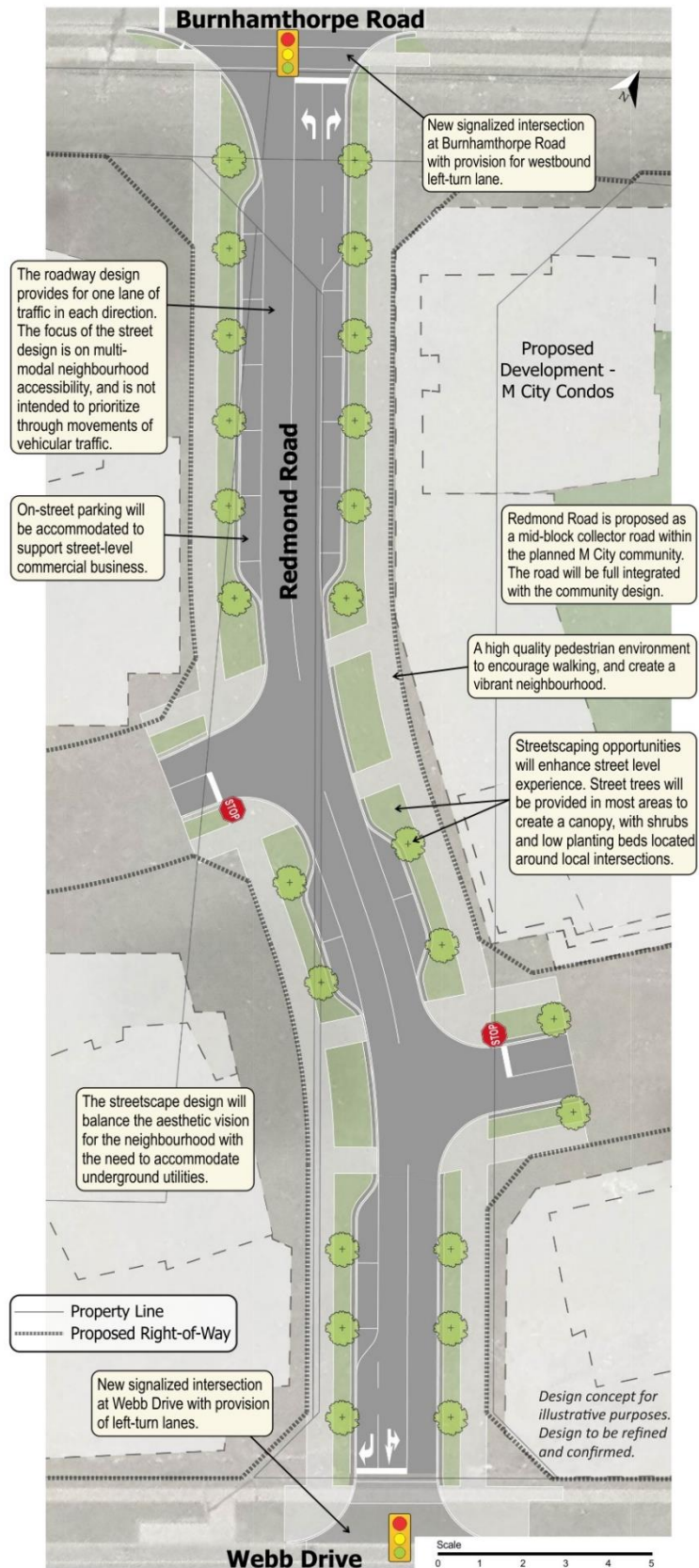


Exhibit ES-4: Redmond Road Design Concept

Note: Streetscape depiction is conceptual only. Green areas are identified for future streetscape design and do not imply the presence of sod. Location of streetscape is subject to further design and integration with building location, utilities and on-street parking considerations.



Consultation

Key Points of Contact

External agencies, utilities, emergency service providers, and residents and business owners were contacted directly at key points during the study and requested to provide input to the study and feedback on the decision-making process. The key points of contact are listed in Exhibit ES-5.

A direct mailing list of residents and businesses, within the defined catchment area, agencies and utilities was developed at the outset of the study. The catchment area for property owners was defined as approximately 300 m on either side of Redmond Road within the study area. The mailing list continued to be updated based on feedback received through the study.

Members of the general public were made aware of the study through notifications in the local newspapers and invited to contact the project team to join the project mailing list. Members of the public requesting to be on the mailing list received direct notification of subsequent study milestones at the key points of contact.

A dedicated website and email address were established through the City of Mississauga's website at the outset of the study.

Various Public Information Centre (PIC) materials were made available on the website (e.g. Notices, display material and comment sheets). All notices and study materials contained the dedicated project team email address to facilitate direct contact from interested members of the public.

The potential need for formal Indigenous community engagement was explored with the Ministry of Environment, Conservation and Parks (MECP). In correspondence dated January 18, 2019, MECP confirmed that, given the urban downtown setting, the absence of natural features and watercourses, Indigenous communities were unlikely to have an interest in the study and direct outreach was not required.

Exhibit ES-5: Key Points of Public Contact

Date	Notification	Purpose
<p>Notice of Study Commencement December 4, 2018</p>	<ul style="list-style-type: none"> - Letter sent to property owners / mailing list – December 4, 2018 - City project website – December 4, 2018 - The Mississauga News – December 6 and December 13, 2018 - Letters and Response Forms sent to agencies and utilities – December 10, 2018 - Letter and Streamlined EA Project Information Form sent to MECP – December 12, 2018 	<p>To introduce and invite participation in the study and to request any preliminary comments or pertinent information.</p>
<p>Public Information Centre June 12, 2019</p>	<ul style="list-style-type: none"> - Postcard notices sent to property owners / mailing list – May 27, 2019 - City project website – May 31, 2019 - City website – June 3, 2019 - The Mississauga News – June 6, 2019 - PIC Display materials posted on City website on June 13, 2019 	<p>To notify and invite interested parties to attend the first Public Information Centre on June 12, 2019 to review information and provide input regarding: the problem and opportunities being addressed, the collection of background information, the evaluation of planning alternatives and early design concepts.</p>
<p>Notice of Study Completion [TO BE COMPLETED]</p>	<ul style="list-style-type: none"> - Letters sent to property owners / mailing list – TBC - Letters sent to agencies and utilities – TBC - City project website – TBC - The Mississauga News – TBC 	<p>To announce the completion of the Class EA Study and notify interested parties of the 30-calendar review period for the Environmental Study Report.</p>

Agency Consultation

The list of technical agencies was assembled based on previous City of Mississauga Class Environmental Assessment studies and Ministry of the Environment, Conservation and Parks (MECP) Government Review Team (GRT) list. External ‘agencies’ (including regulatory/review agencies, utilities and emergency service providers) were first notified of this Class EA study through written correspondence

on December 10, 2018 which included a copy of the Notice of Study Commencement and a Response Form. A summary of Agency comments received throughout the study and course of action taken by the Project Team, as appropriate, is provided in Exhibit ES-6.

Exhibit ES-6: Agency Comments

Agency Comment	Course of Action
<p>Ministry of Natural Resources and Forestry Email dated: January 2, 2019 I have received your letter regarding four proposed road extensions in Mississauga. There was no attached notice with a key plan. Please provide.</p>	<p>Notice of Commencement was provided via email.</p>
<p>Ministry of Natural Resources and Forestry Email dated: January 3, 2019 Natural areas to be affected will need to be searched for Butternut trees of all sizes, including seedlings, within 25 metres from proposed works. The woodland areas to be affected will need to be outlined and, if they are at least 0.5 ha averaging at least 30 metres in width with some native oak or maple species, assessed for potential as habitat for endangered bat species (Little Brown Myotis, Northern Myotis, Tri-coloured bat).</p>	<p>An assessment of the natural environment was completed as part of this study.</p>
<p>Ministry of the Environment, Conservation and Parks Letter dated: January 18, 2019 Response to Notice of Commencement providing guidance on consultation with Indigenous Communities.</p>	<p>Given the nature of this project and the existing land uses in the area, separate notification for Indigenous Communities was not required.</p>
<p>Ministry of Natural Resources and Forestry Emailed dated: June 6, 2019 We have received the Notice of Public Information Centre for this project. If you have any questions regarding natural features/systems or impacts on them, please let us know.</p>	<p>No action required.</p>
<p>Region of Peel Public Health Email dated: June 12, 2019 Thank you for sharing the notice of PIC for the environmental assessment process for Redmond Road, Webb Drive, The Exchange and Kariya Drive. We would like to request digital copies of information being shared at tonight's PIC, including the presentation, so that we may review and provide comments.</p>	<p>PIC materials were provided via email on June 17, 2019.</p>

Public Information Centre

A Public Information Centre (PIC) was held on June 12, 2019 from 5:30 pm to 7:30 pm in the Great Hall at the Mississauga Civic Centre, located at 300 City Centre Drive in Mississauga.

The purpose of the PIC was to provide stakeholders and interested members of the public with an opportunity to view study information including project background, the Municipal Class EA process, planning and policy context, assessment and evaluation of alternative planning solutions and the selection of a preliminary preferred solution. A design concept was presented of the preliminary preferred solution, for illustrative purposes.

Twelve people signed in at the PIC. Attendees included local residents / property owners, stakeholders, and staff from the Peel District School Board and City of Mississauga. The PIC materials were made available on the City's website the day after the PIC.

One comment was received via hard copy at the PIC. No additional comments were received during the comment period, ending July 5, 2019. The written comment that was received is provided in Exhibit ES-7, along with the how the feedback was considered in this study. Sensitive information such as names and contact information have been removed.

Exhibit ES-7: Public Feedback Received at the Public Information Centre

Comments	How the feedback has been considered in this study
Add at least 2 overpasses or underpasses to help alleviate traffic, i.e. Mavis & Burn / Burn & Confederation Pkwy. Replace proposed lights @ Redmond & Webb with stop signs.	Any improvements to Burnhamthorpe Road are outside the scope of the Redmond Road Class EA study. The purpose of this Class EA is to confirm the project need and recommend a preferred planning solution. All aspects of the design, including specific intersection configuration, will be finalized during detailed design.

Stakeholder Consultation

The proposed Redmond Road extension is located entirely within the M City development and has been previously conceptualized as part of the Master Site Plan Agreement (2015). As such, Rogers Real Estate Development Ltd. has a direct stake

in the planning for the Redmond Road and will be responsible for the future design and implementation of this road as part of the M City development.

A meeting was held with Rogers' representatives on May 30, 2019. Minutes are on file with City staff. A summary of the meeting is provided below:

- ▶ A meeting was held with Rogers' representatives on May 30, 2019, at the City of Mississauga, 201 City Centre Drive.
- ▶ The purpose of the meeting was to introduce the study, review early design concepts, discuss stakeholder questions and concerns, and review next steps.
- ▶ During the meeting it was noted that the design concept was based on the streetscape character described in the Master Site Plan Agreement (2015).
- ▶ Rogers' reviewed their timeframes for the next phase of development and confirmed that the completion of the Redmond Road Class EA was on the critical path to their construction phasing.
- ▶ Following the meeting, Rogers' provided comments related to the preliminary design of the design concept. Preliminary design is outside of the scope of the Schedule B Class EA process. No further comments about the study process or design concept were received.

Mitigation and Commitments to Further Work

As noted above, it is anticipated that the road design will be completed by Rogers Real Estate Development Ltd. as part of the M City development phasing. The design will be subject to further review and approval by City staff. While some commitments to further work are highlighted below, it is beyond the scope of this Project File to identify all potential future commitments specifically, since these will be subject to ongoing review and approval processes between Rogers and the City of Mississauga.

Integration with M City Development

Design of the Redmond Road extension will proceed in coordination with the M City development phasing. M City development is subject to the Master Site Plan Agreement (2015) with the City of Mississauga as well as other development requirements/approvals.

Property conveyance will be finalized, as necessary, per the Master Site Plan Agreement (2015).

Excess Soil Management and Sediment and Erosion Control measures will be implemented per Master Site Plan Agreement and other City of Mississauga requirements.

Streetscape design will be completed per the Master Site Plan Agreement and any other requirements/approvals, in consultation with City staff.

Drainage and Stormwater Management

The stormwater management design will appropriately manage water quality and quantity per applicable City of Mississauga and Credit Valley Conservation design criteria. A Ministry of Environment, Conservation and Parks Environmental Clearance Approval (ECA) permit may be required for the new storm sewer system.

Utilities

The City and Rogers Real Estate Development Ltd. will engage with Alectra, Peel Region and private utility companies to determine needs and coordinate design and installation. Requirements are outlined in the Master Site Plan Agreement (2015).

Noise and Vibration

The potential for Noise Sensitive Areas (NSAs) in close proximity to the proposed Redmond Road extension was reviewed. There are no NSAs immediately adjacent to roadway since the setting is within vacant land that is planned for a new condominium community. Nearby existing condominium towers on Grand Park Drive and Confederation Parkway will be blocked from Redmond Road by new towers. Any potential NSAs located to the north for the study area, on Wallenberg Crescent, back onto Burnhamthorpe Road. Noise levels in the rear yards will be dominated by Burnhamthorpe Road and not Redmond Road. Based on this review, a noise assessment for Redmond Road was deemed to be not warranted.

The potential for construction noise issues will be further reviewed during detailed design when construction methodology and schedule is fully developed. Construction activities will conform to the City of Mississauga Noise Control By-Laws.

There is no existing land uses which are considered to be highly sensitive to vibration impact (e.g. sensitive equipment such as electron microscopes, or laboratory with sensitive scientific equipment, etc.).

Once constructed, the main source of vibration from Redmond Road would be from truck traffic. However, vehicles with pneumatic tires generally do not create significant levels of vibration except at very short distances. This road will function as a minor collector road serving only the local community and truck traffic volumes will be low, as such, vibration levels to the community are not expected to be perceptible or significant.

Some construction activities associated with the road building may at times create vibration levels that are perceptible at nearby land uses. However, the vibration levels produced by the anticipated construction activities will not be large enough to cause structural damage. The potential vibration generated by the building of the road and the surrounding community should be reviewed in detailed design, once construction methodologies and scheduling are developed.

Air Quality

During construction of the roadway, emissions sources will include construction equipment engines and air borne dust from construction vehicles travelling over exposed soils/unpaved surfaces. These impacts will be temporary, during construction. Due to the temporary nature of construction activities, there are no air quality criteria specific to construction activities. Construction emissions can be mitigated by appropriate maintenance of equipment and proper phasing that minimizes activity on unpaved surfaced.

The Environment Canada “Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities” document provides several mitigation measures for reducing emissions during construction activities. Mitigation techniques discussed in the document include material wetting or use of chemical suppressants to reduce dust, use of wind barriers, and limiting exposed areas which may be a source of dust and equipment washing.

Ministry of Environment, Conservation and Parks (MECP) recommends that non-chloride dust suppressants be applied. MECP also recommends referring to the following publication in developing dust control measures: Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment Canada. March 2005.

Sustainability

The Downtown Core is located within a major designated growth area and identified as an Anchor Hub in the Regional Transportation Plan. The City's objective is to create a high quality, pedestrian friendly, human scaled environment that attracts lasting public and private investment in the Downtown to support existing and planned infrastructure, particularly higher order transit.

The Redmond Road extension is part of this integrated plan to transform the downtown into a sustainable, compact mixed-use area with multi-modal transportation options that seek to reduce single occupant vehicle use by creating a live-work-play community, linked to a multi-tier public transit system.

The existing road pattern is made up of super blocks. An expanded road network is proposed that will create an urban pattern of development blocks that are walkable in scale and well connected. The new road network will result in urban scaled blocks, providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within the Core. The scale of the streets is to be narrower with special attention paid to the public realm.