



WELCOME

City of Mississauga Class Environmental Assessment Studies for:

Redmond Road
Webb Drive
The Exchange
Kariya Drive



June 12, 2019

Public Information Centre



Please take your time and walk through the display material.



Project Team members are available to answer questions.



Please take and fill out a Comment Sheet.



Please ensure you have signed in so we can keep you informed of the study progress.



Thank you for your interest in this study.

Purpose of Public Information Centre

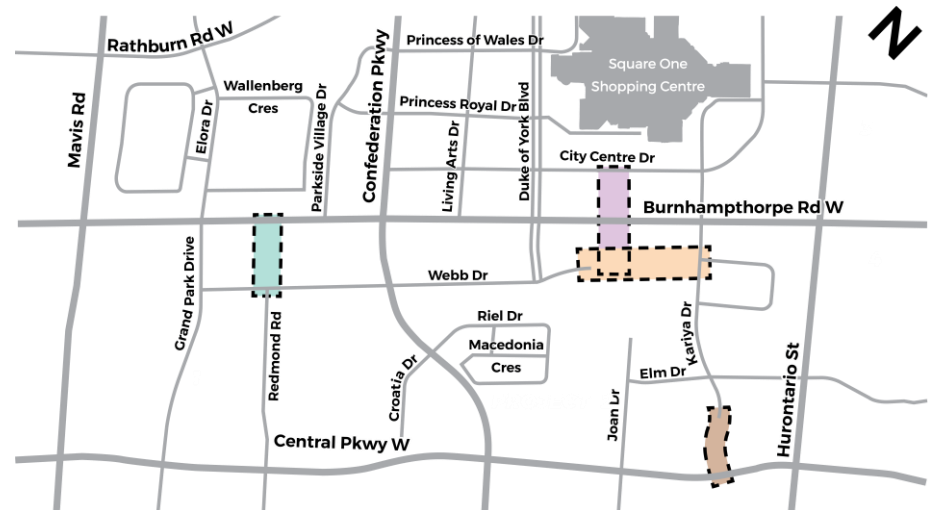


The City of Mississauga is undertaking **4 separate studies** to consider road extensions in the downtown area in order to:

- ❖ Complete the collector road network and create a 'finer grid' transportation system; and
- ❖ Enhance access to downtown neighbourhoods, improve walkability and provide for new cycling opportunities.

The studies are being completed at the same time because they share common elements.

- Project 1 Study Area**
Redmond Road Extension
- Project 2 Study Area**
Webb Drive Extension
- Project 3 Study Area**
The Exchange Extension
- Project 4 Study Area**
Kariya Drive Extension



Introduction

Study Process & Schedule

The **Municipal Class Environmental Assessment (Class EA)** process enables the planning and implementation of municipal infrastructure.

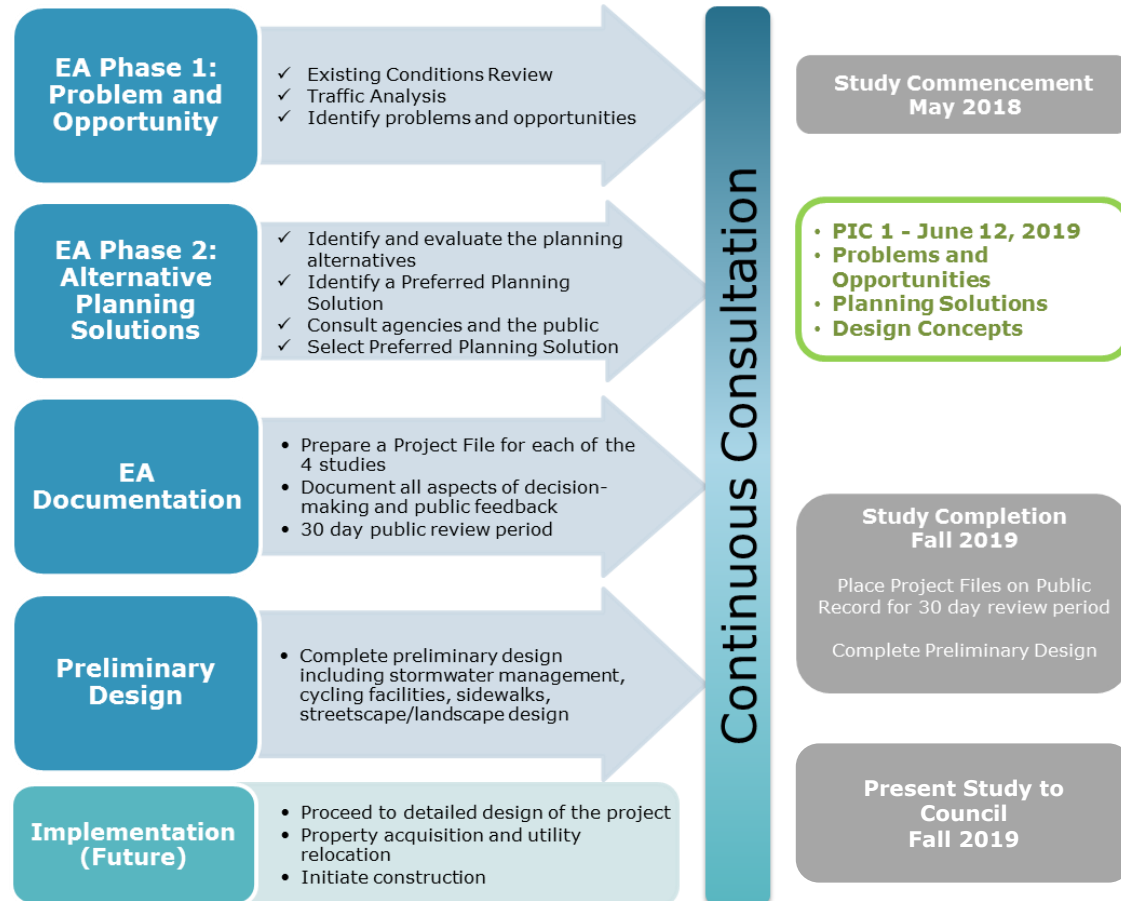
Social, cultural and natural environments are considered as well as community interests, agency requirements and unique project issues.

These studies are following a 'Schedule B' Class EA process, which consists of two distinct Phases:

Phase 1 – Defining the Problems and Opportunities (Justification for the Project)

Phase 2 – Considering alternative approaches to addressing the Problems and Opportunities.

A description of these Phases, other study components and overall study schedule are depicted on this display.



Background and Planning Context

Plans and Policies

Numerous Plans and Policies are the basis of these Class EA studies:

Provincial Growth Plan for the Greater Golden Horseshoe (2017)

- Directs population and employment growth throughout the Greater Golden Horseshoe (GGH) by setting growth targets and guidance for municipalities. Policies encourage safe, comfortable travel for all road users and prioritize transit.
- Supports improved linkages among strategic growth areas, neighbourhoods and transit stations.
- Downtown area of Mississauga is identified as an **urban growth centre**.



City of Mississauga Strategic Plan (2016)

- Provides a Vision for the City of Mississauga's future set by Council based on: sustainability; reliable and convenient transit; developing walkable, connected and compact mixed-use neighbourhoods; providing for mobility choices; creating a vibrant downtown.



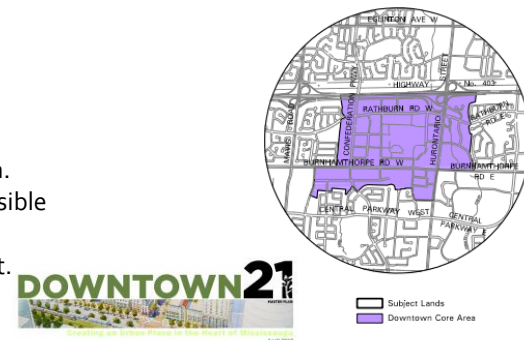
City of Mississauga Official Plan (2015)

- Directs and manages growth within the City of Mississauga.
- Encourages the growth of a safe and vibrant communities that accommodate a range of mobility choices.
- Plans for new roads to support future density developments and increased traffic volumes.



Downtown Core Local Area Plan (2013)

- Based on the **Downtown21 Master Plan (2010)**, this Plan directs and manages growth in downtown Mississauga.
- Policies encourage development of a multi-modal transportation system to create a livable, compact, and accessible community. Priority is placed on walking, cycling and access to transit.
- A fine-grid network of streets and smaller blocks make for a more walkable and pedestrian-friendly environment.

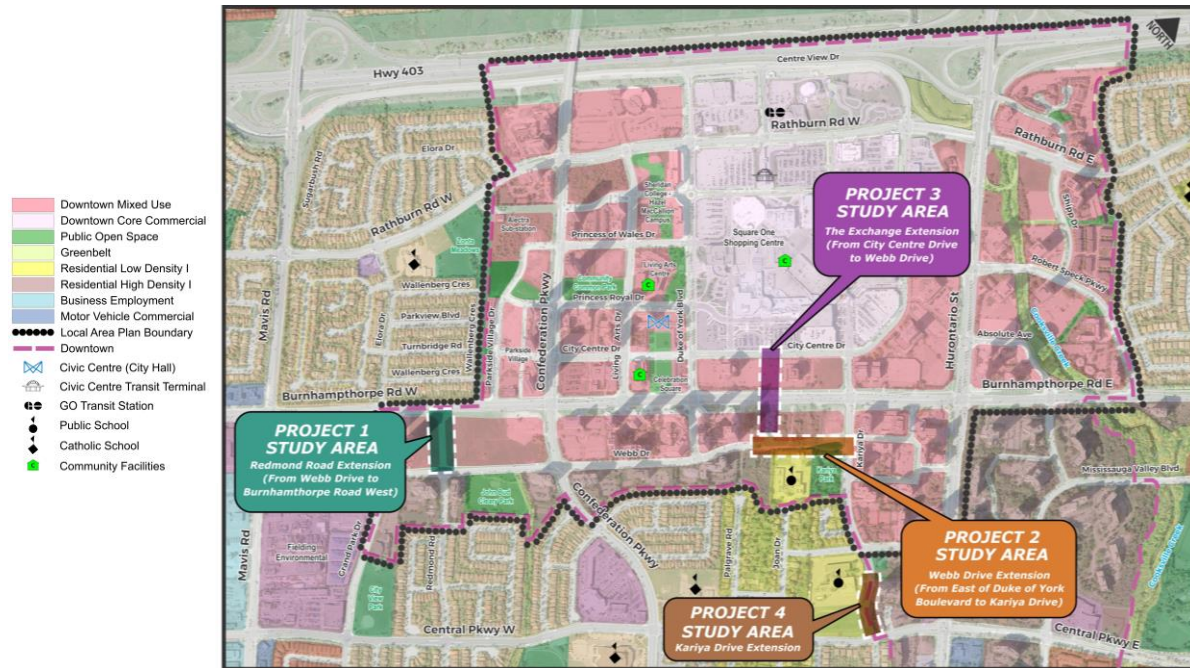


Background and Planning Context

Land Use

Planned land uses are broadly identified in the City's Official Plan and detailed in the Downtown Core Local Area Plan.

- ❖ The **Redmond Road** study area is **Downtown Mixed Use**, intended to support both commercial/retail and residential uses.
- ❖ **The Exchange** is also **Downtown Mixed Use** and will create an important linkage from the Core Commercial area (Square One) to Residential areas to the south.
- ❖ The **Webb Drive** study area has **Downtown Mixed Use** to the north, **Residential**, and **Public Open Space** (Kariya Park) to the south.
- ❖ The **Kariya Drive** study area is within the **Downtown Fairview Character Area**, with a Peel Region School Board property along the west side.

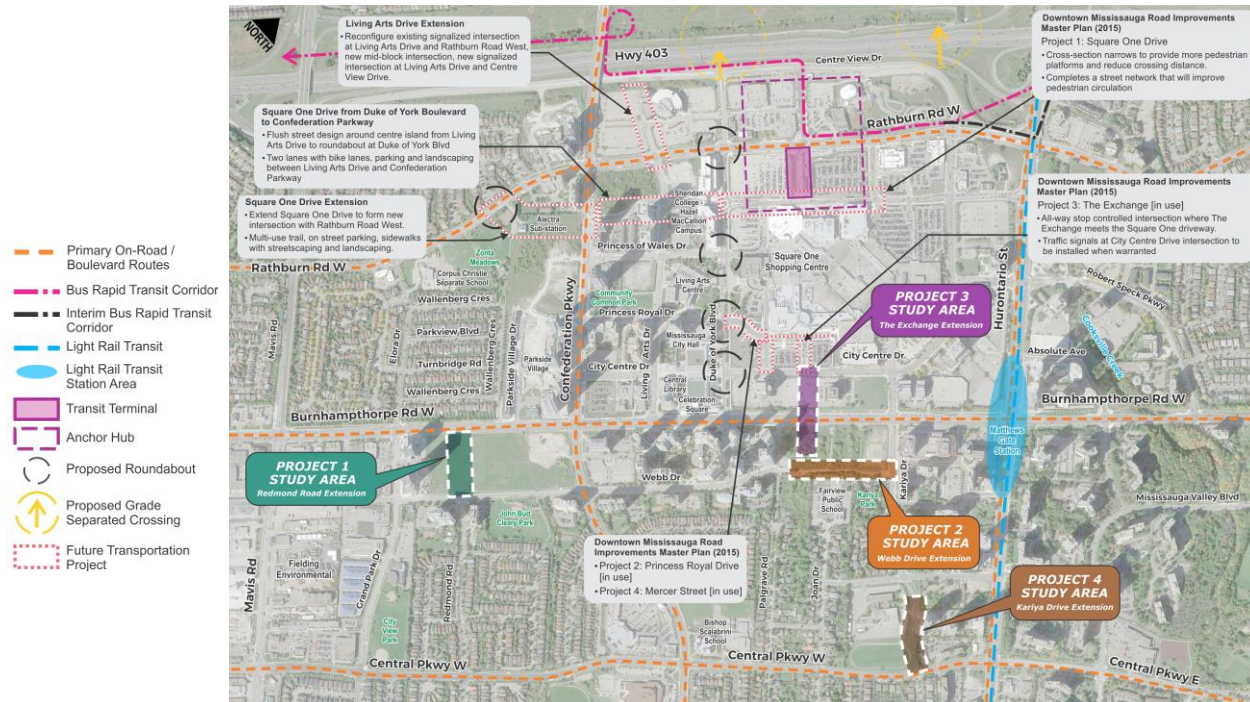


Sources: Schedule 10 – Land Use, Mississauga Official Plan (2019); Downtown Core Local Area Plan (2015)

Background and Planning Context

Transportation Network

- ❖ This display illustrates the location of the current Class EA studies within the broader multi-modal transportation network.
- ❖ Other downtown road improvement projects have focused north of Burnhamthorpe Road.
- ❖ Through the current studies, the City looks to continue building a fine-grid road network to improve multi-modal connectivity and support downtown growth.



Sources: Schedule 6 – Long Term Transit Network, Schedule 7 – Long Term Cycling Routes, Mississauga Official Plan (2019)

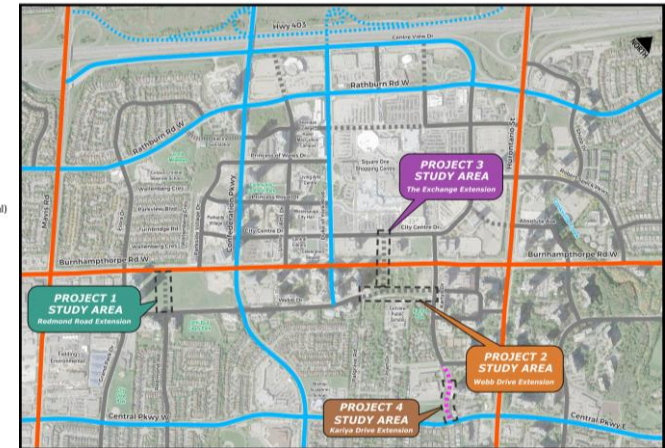
Background and Planning Context

Road Network and Active Transportation

- ❖ Redmond Road, Webb Drive, The Exchange and Kariya Drive are all classified as **minor collector roads**. Each study area will consider intended the particular range of uses identified in the Downtown Core Local Area Plan (e.g. future transit, on-street parking, cycling)
- ❖ The **Mississauga Cycling Master Plan (2018)** aims to:
 - ❖ Create a viable and safe network for cyclists and pedestrians of all abilities; and
 - ❖ Establish cycling routes that connect key city destinations.



Long Term Road Network



Source: Schedule 5 – Long Term Road Network, Mississauga Official Plan (2019)



Cycling Network



Source: Mississauga Cycling Master Plan (2018)

Supporting Technical Work

Study Inputs

Traffic Analysis

Traffic analysis is being carried out to:

- ❖ Review existing and assess future transportation demand in the downtown area, based on planned population and employment growth.
- ❖ Assess how the proposed improvements (road extensions) will support future growth and accommodate access needs.
- ❖ Assess operational conditions at all intersections and identify required improvements.



Burnhamthorpe Road West, City of Mississauga

Stormwater Management

- ❖ There are no surface water features such as creeks or rivers present within any of the study areas.
- ❖ Existing road drainage is captured and conveyed via stormwater sewer system.
- ❖ A stormwater management plan will be developed for each proposed road extension.
- ❖ Low Impact Development (LID) that uses infiltration, filtering, storage measures to protect water quality near the source may be recommended, where appropriate.



LID on Elm Drive, City of Mississauga



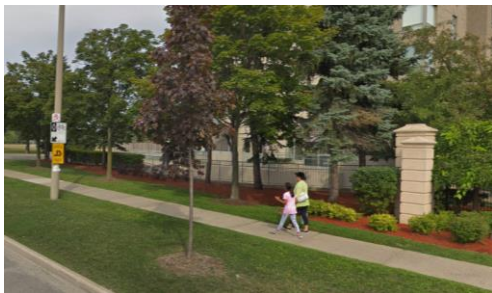
LID on Central Parkway, City of Mississauga

Supporting Technical Work

Study Inputs

Natural Environment

- ❖ There are no significant natural features present within the study areas.
- ❖ Potential for wildlife habitat on existing vacant lands will be assessed.
- ❖ A tree inventory will be undertaken in accordance with City standards to record species, size and condition of trees. The inventory will be used to assess potential impacts to trees.



Webb Drive, City of Mississauga

Cultural Heritage

- ❖ A Stage 1 Archaeological Assessment has been completed.
- ❖ Further archaeological work is recommended for some areas.
- ❖ There are no properties listed or designated under the Ontario Heritage Act, within the study areas.
- ❖ Kariya Park is on the City's Heritage Register and Cultural Landscape Inventory. The Garden will not be impacted.



Kariya Park, City of Mississauga

Streetscape Design

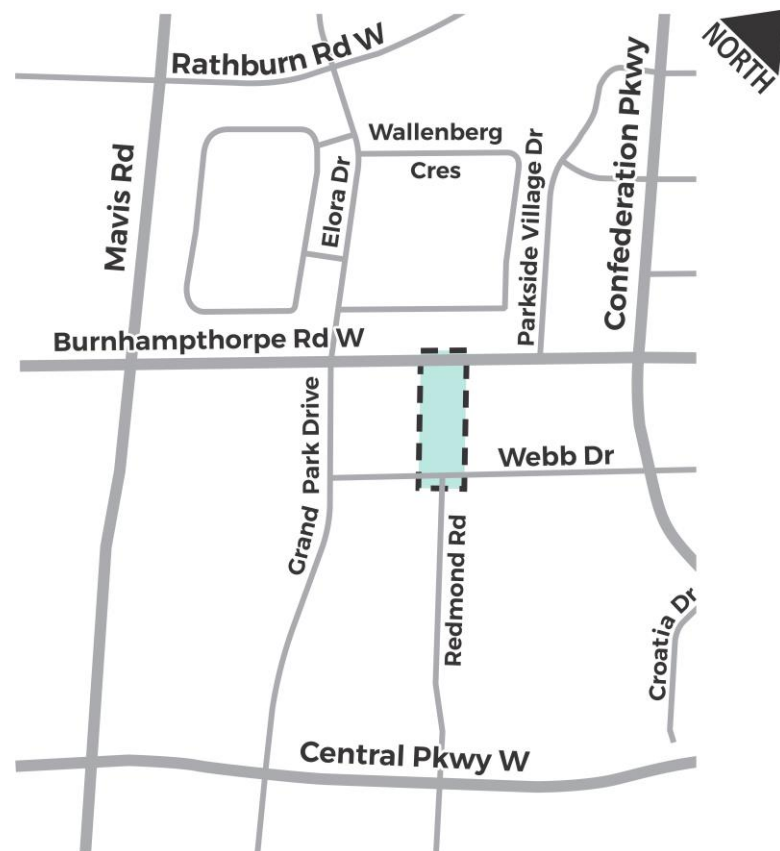
A streetscaping design will be developed for each study area that will consider:

- ❖ The surrounding community setting including schools, nearby parks, residential and mixed-use areas;
- ❖ The various activities that will occur including walking, cycling, driveway entrances, commercial deliveries etc.; and
- ❖ Integrating public transit infrastructure into the overall streetscape environment.



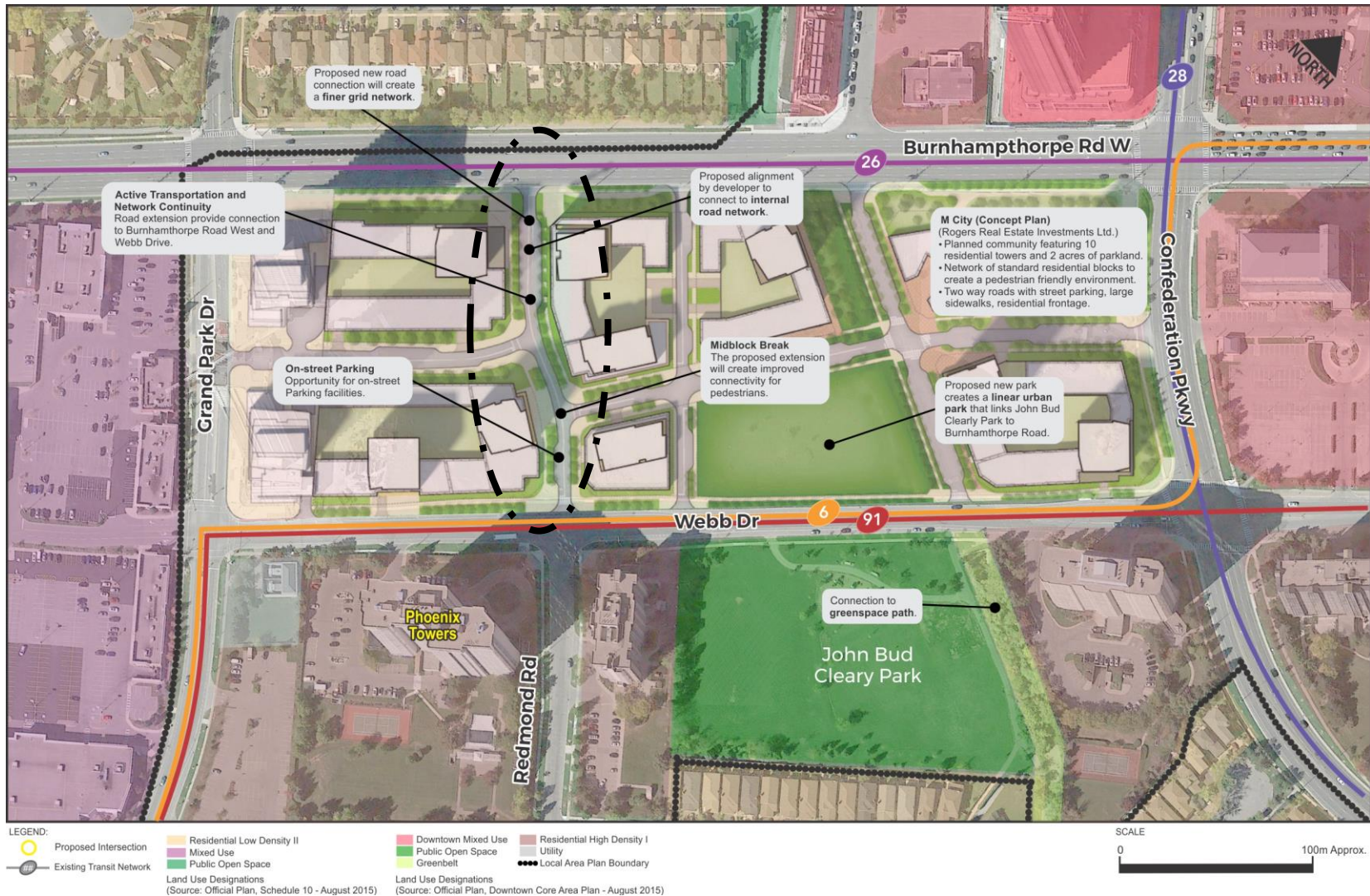
Downtown21 Master Plan

Project 1 Redmond Road



Project 1 – Redmond Road

Existing Conditions Overview



Project 1 – Redmond Road

Problems & Opportunities

Based on the existing conditions and approved future land use, the **Problems and Opportunities** for the Redmond Road study area are:



Problem & 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 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.

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:** Extend Redmond Road as a 2-lane road with from Webb Drive to Burnhamthorpe Road.

We use the following factors to guide our decision-making:





| Category | Considerations |
|--|--|
|  Transportation | <ul style="list-style-type: none">➤ Consistency with Provincial and Mississauga Downtown planning objectives and policy framework➤ Contribution to fine-grained road network and City objective of creating smaller blocks➤ Improved accessibility to new communities➤ Improved active transportation options (walking, cycling)➤ Improved access to transit➤ Improved traffic operations, road safety and emergency response |
|  Socio-Economic | <ul style="list-style-type: none">➤ Amount and type of property required➤ Supports intensification and mixed-use growth➤ Potential nuisance impacts to residences and businesses (noise)➤ Opportunity to enhance streetscape, pedestrian environments and accessibility➤ Integration with planned communities |
|  Natural Environment | <ul style="list-style-type: none">➤ Potential impacts to existing natural environmental features including vegetation and wildlife➤ Potential impacts to Species at risk and their habitat➤ Potential impacts to urban tree canopy➤ Climate Change |
|  Cultural Heritage | <ul style="list-style-type: none">➤ Potential impacts to archaeological resources➤ Potential impacts to cultural heritage resources |

Project 1 – Redmond Road

Alternative Solutions Evaluation Summary

Alternative 4 – Extension of Redmond Road is the **Preliminary Preferred Solution** because:

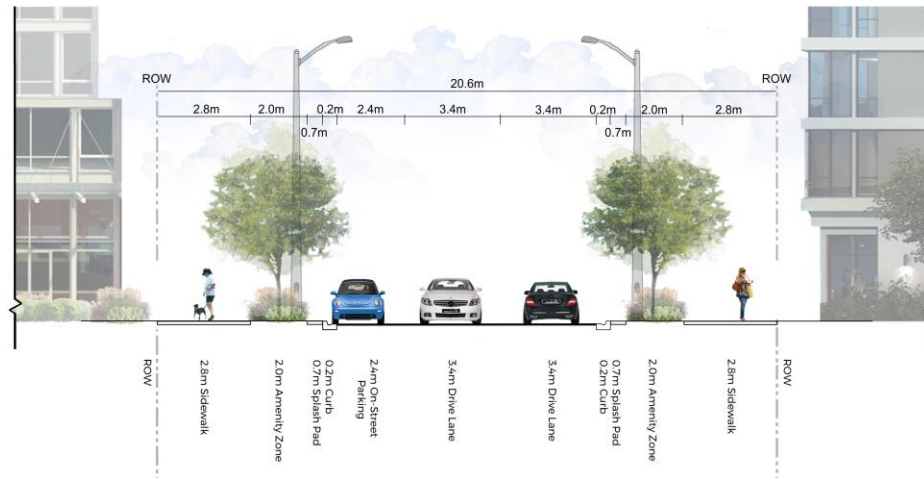
- ❖ **Alternative 1** does not address any of the Problems and Opportunities.
- ❖ **Alternatives 2 and 3** only partially address the Problems and Opportunities and does not contribute to a fine-grained street network that supports community growth, improved walking options and access to transit.
- ❖ **Alternative 4** fully addresses the Problems and Opportunities by:
 - ❖ Providing a new north-south collector road within the planned M City community
 - ❖ Fully addressing the City's transportation and growth objectives for Downtown by creating finer-grid street network
 - ❖ Creating smaller, more walkable blocks that enhance access to transit
 - ❖ Supporting a mixed-use community by offering street-parking for street-level retail

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|---|---|--|--|--|
| Category | Alternative 1 Do Nothing | Manage Transportation Demand | Upgrade Parallel Roads | Extend Redmond Road |
|  | <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 |
|  | <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 |
|  | <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. |
|  | <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 |

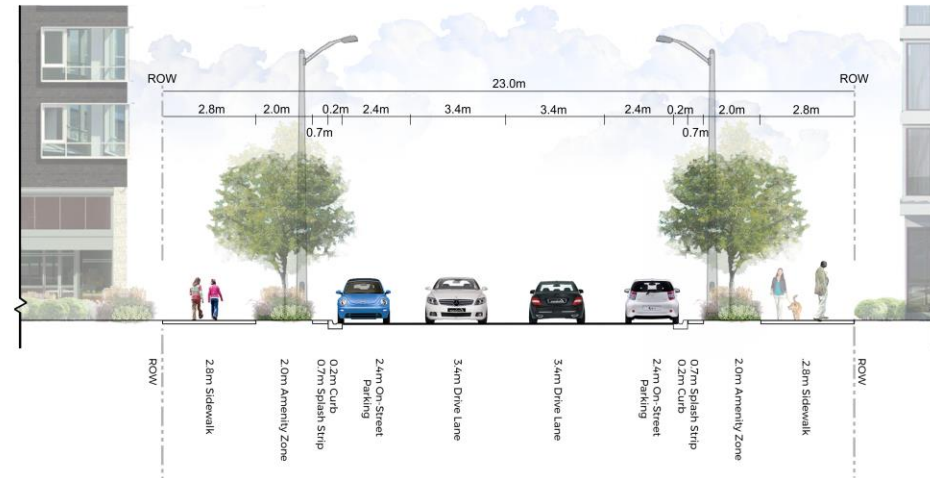
Project 1 – Redmond Road

Typical Road Cross-Section

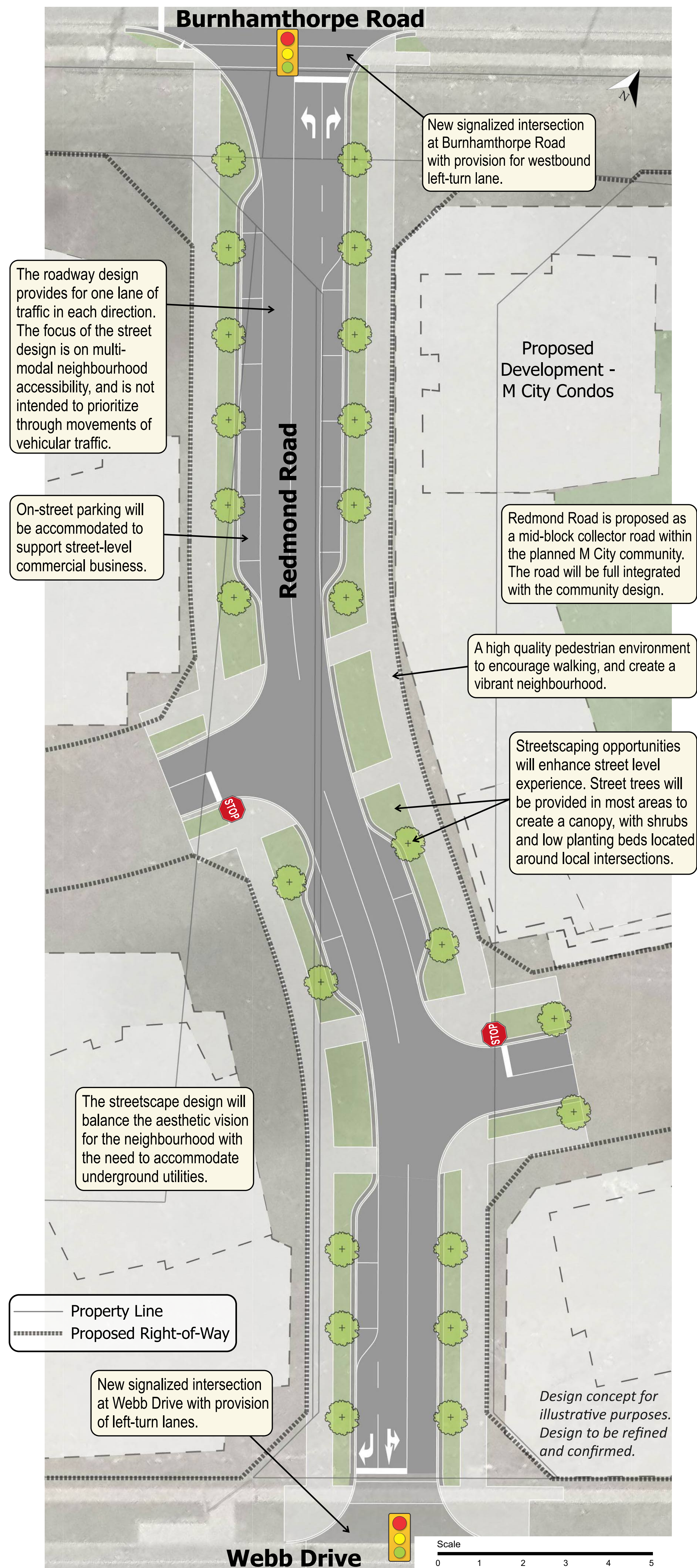
Redmond Road near Webb Drive (20.6m)



Redmond Road near Burnhamthorpe Road (23m)



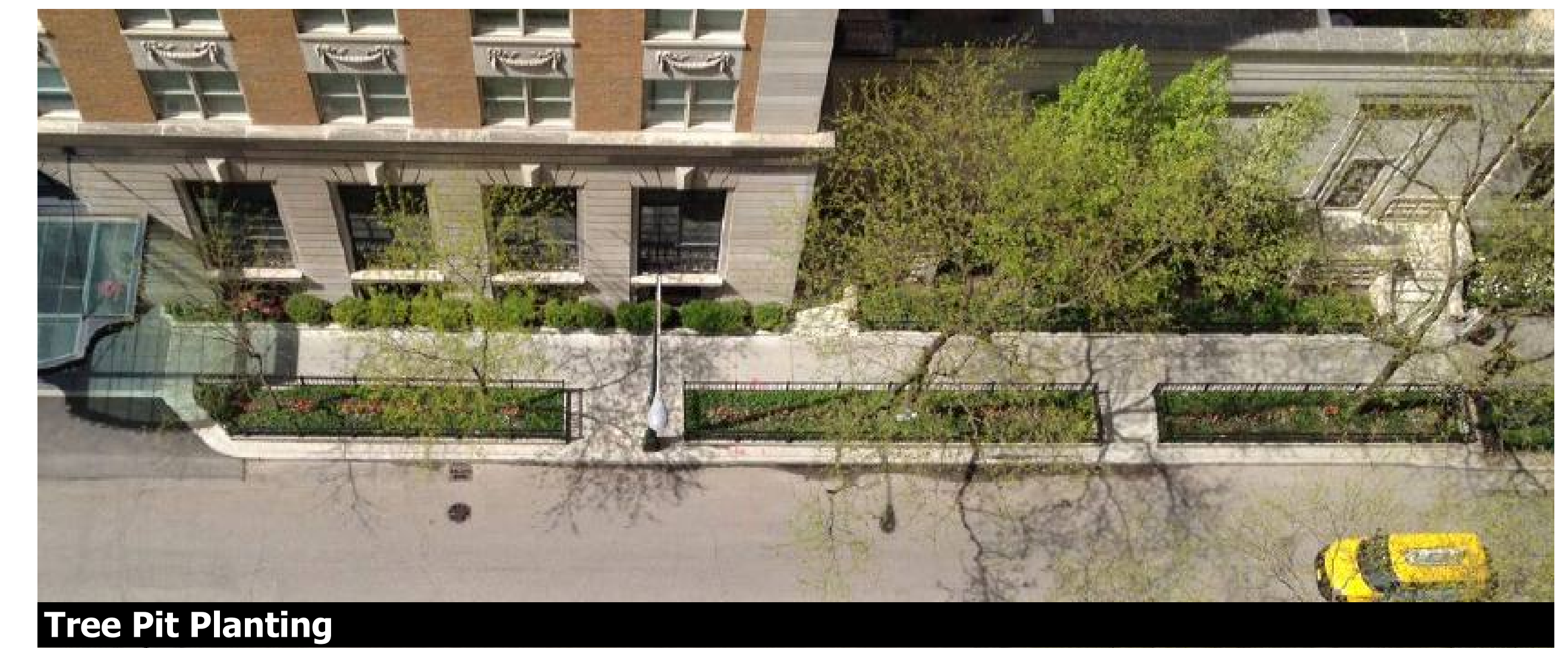
Redmond Road Design Concept



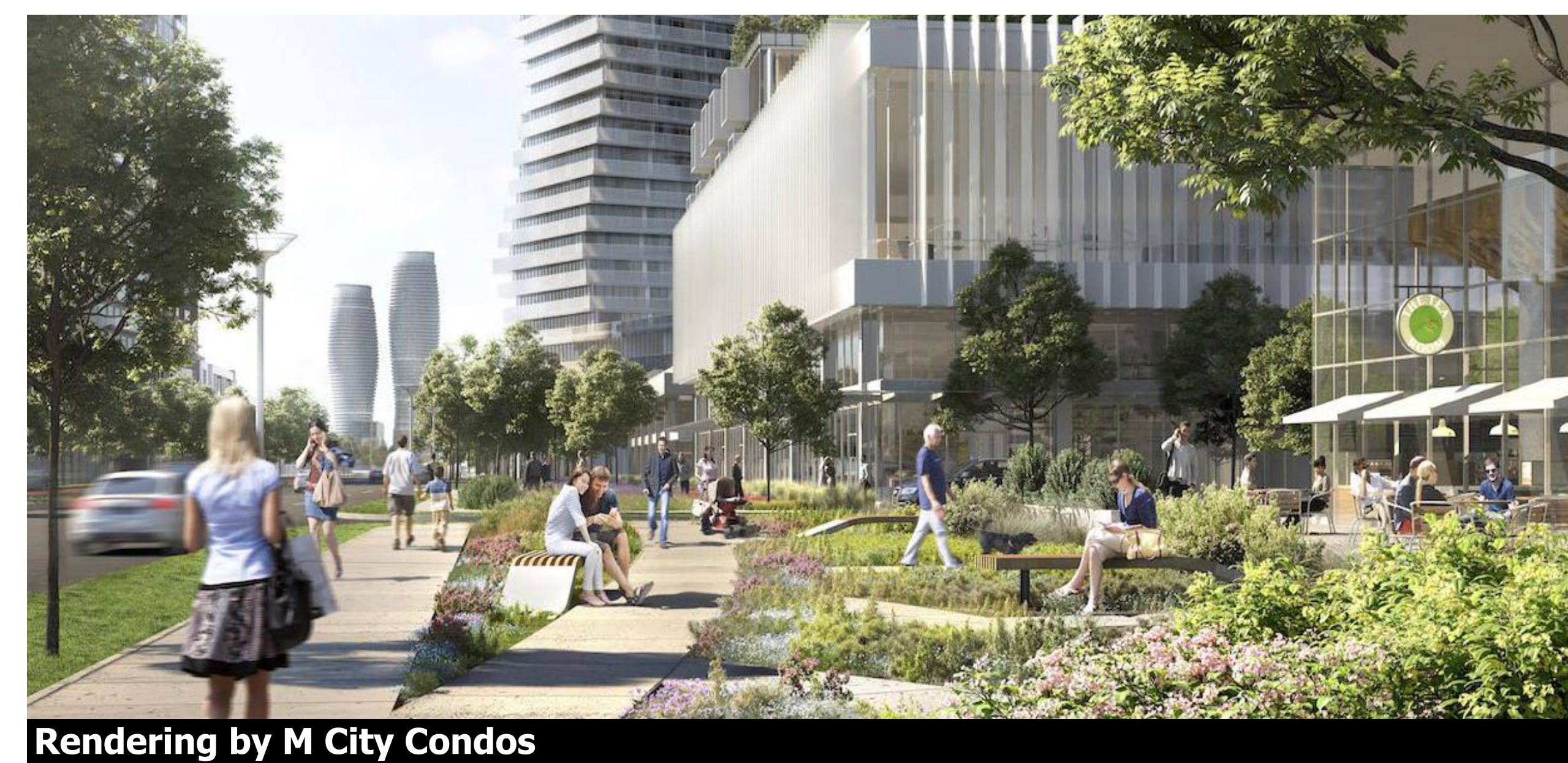
Tree Pit Planting



Streetscape Components



Area Renderings (By Others)



Project 2 Webb Drive

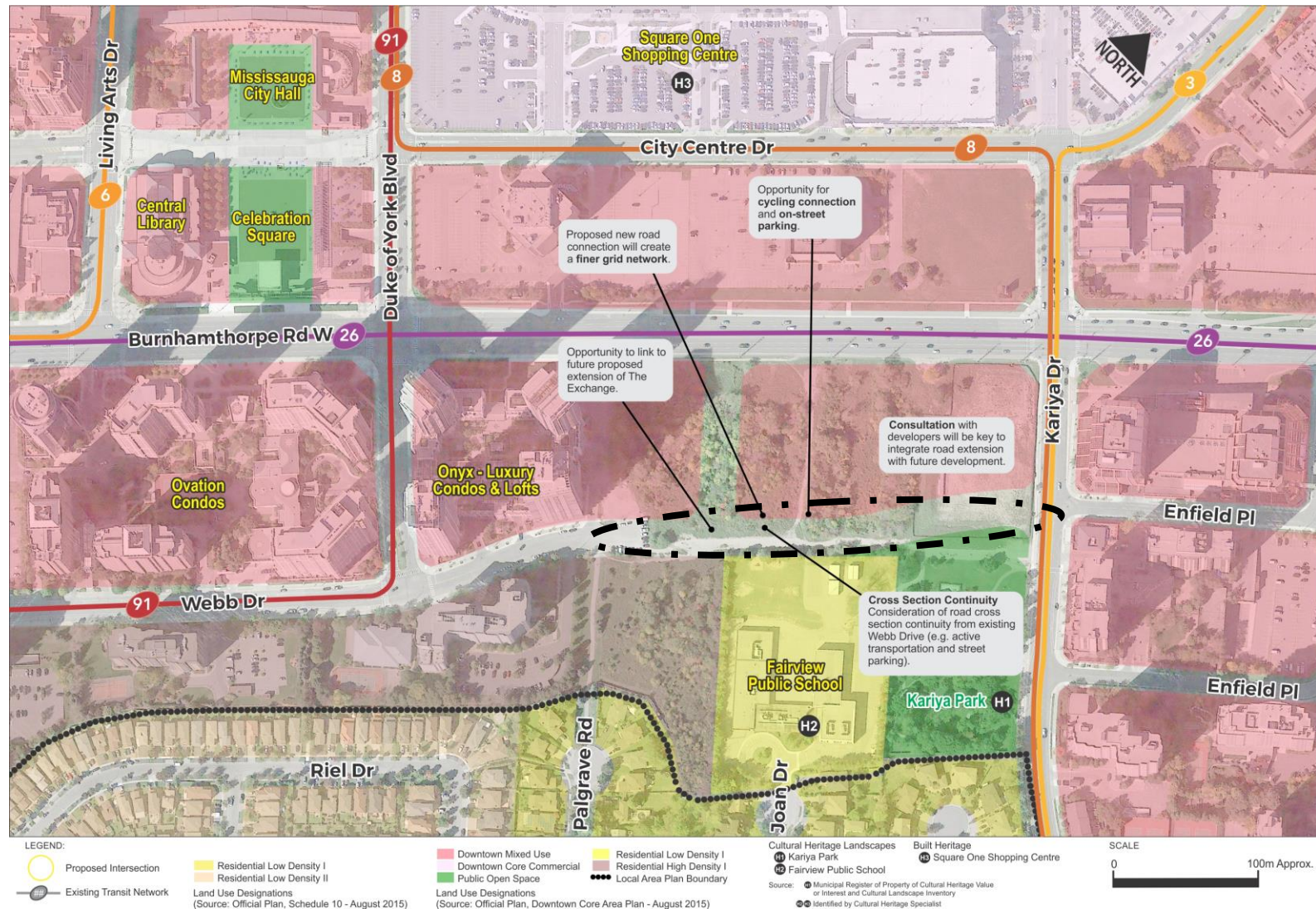


Project 2 Study Area
Webb Drive Extension



Project 2 – Webb Drive

Existing Conditions Overview



Project 2 – Webb Drive

Problems & Opportunities

Based on the existing conditions and approved future land use, the **Problems and Opportunities** for the Webb Drive study area are:



Problem & Opportunity Statement

A new City of Mississauga collector road is required to provide east-west access and connectivity within the existing and planned community south of Burnhamthorpe Road.





A new segment of Webb Drive 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 and cycling environment to support the local community.

The Webb Drive 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.

The following **Alternative Solutions** are being considered to address the **Problems and Opportunities**:





- 1. Do Nothing:** Maintain existing transportation system within the study area.
- 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 East-West Routes:** Upgrade parallel roads such as Burnhamthorpe Road or Central Parkway West to support transportation needs.
- 4. Extend Webb Drive:** Extend Webb Drive as a 2-lane road with from Duke of York Boulevard to Kariya Drive.

We use the following factors to guide our decision-making:

| Category | Considerations |
|--|---|
|  Transportation | <ul style="list-style-type: none"> ➤ Consistency with Provincial and Mississauga Downtown planning objectives and policy framework ➤ Contribution to fine-grained road network and City objective of creating smaller blocks ➤ Improved accessibility to new communities ➤ Improved active transportation options (walking, cycling) ➤ Improved access to transit ➤ Improved traffic operations, road safety and emergency response |
|  Socio-Economic | <ul style="list-style-type: none"> ➤ Amount and type of property required ➤ Supports intensification and mixed-use growth ➤ Potential nuisance impacts to residences and businesses ➤ Opportunity to enhance streetscape, pedestrian environments and accessibility ➤ Integration with planned communities |
|  Natural Environment | <ul style="list-style-type: none"> ➤ Potential impacts to existing natural environmental features including vegetation and wildlife ➤ Potential impacts to Species at risk and their habitat ➤ Potential impacts to urban tree canopy ➤ Climate Change |
|  Cultural Heritage | <ul style="list-style-type: none"> ➤ Potential impacts to archaeological resources ➤ Potential impacts to cultural heritage resources |

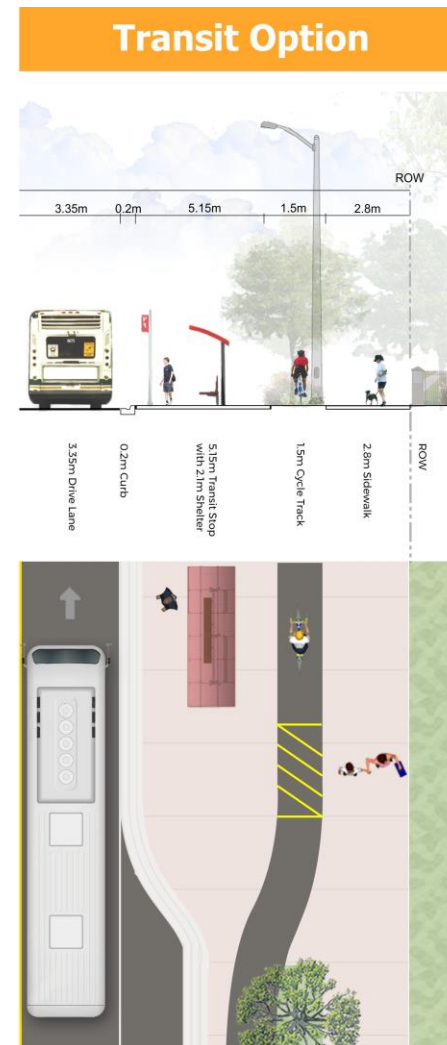
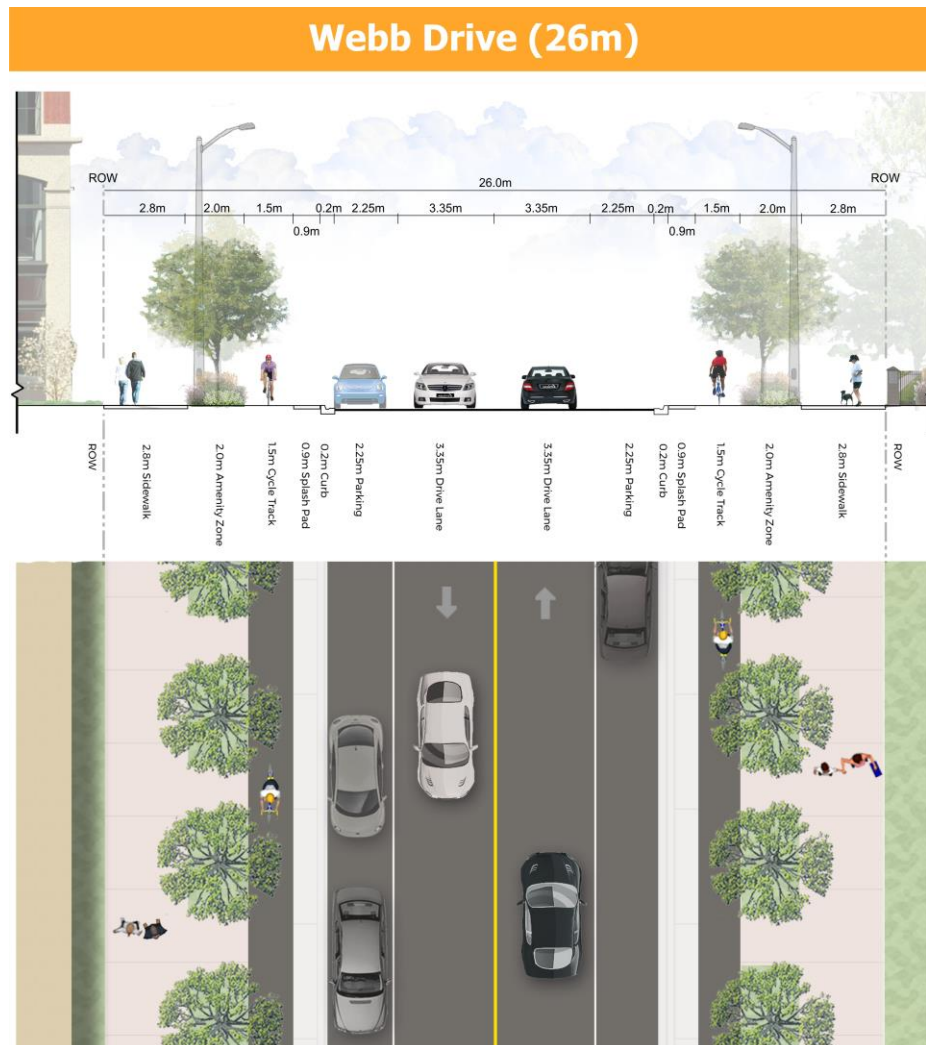
Alternative 4 – Extension of Webb Drive is the **Preliminary Preferred Solution** because:

- ❖ **Alternative 1** does not address any of the Problems and Opportunities.
- ❖ **Alternatives 2 and 3** only partially address the Problems and Opportunities and does not contribute to a fine-grained street network that supports community growth, improved walking options and access to transit.
- ❖ **Alternative 4** fully addresses the Problems and Opportunities by:
 - ❖ Providing a new east-west collector road within the downtown
 - ❖ Fully addressing the City's transportation and growth objectives for downtown by creating finer-grid street network
 - ❖ Creating smaller, more walkable blocks and expanding the City's cycling network and improving connectivity in the downtown
 - ❖ Providing for future expansion of MiWay transit system

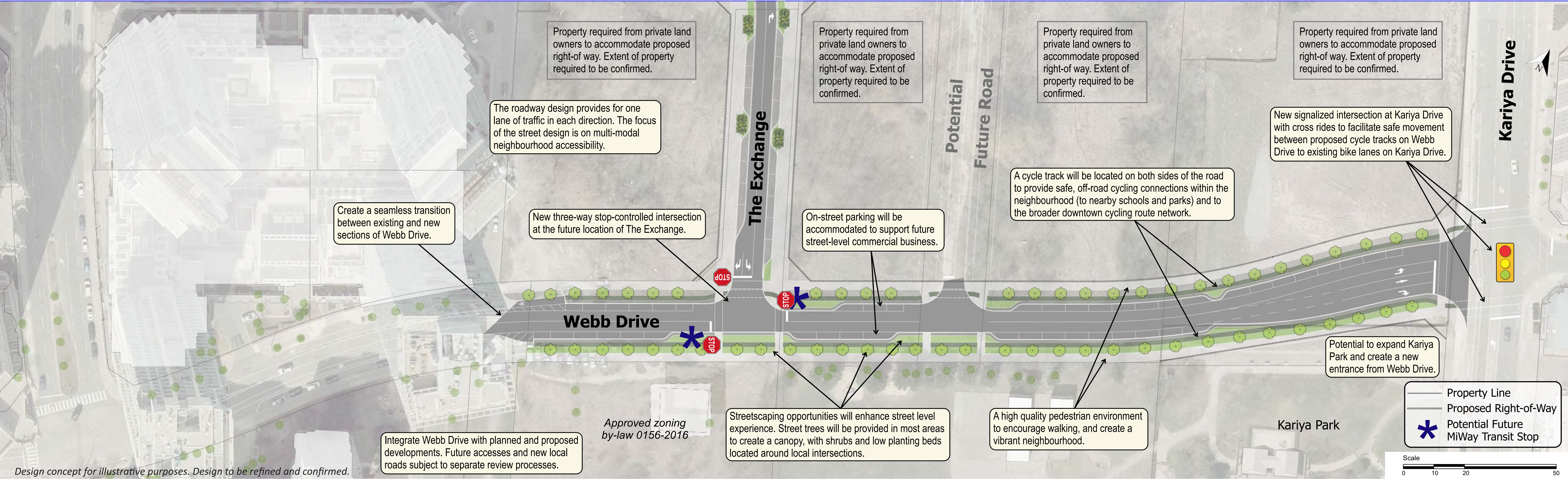
| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|---|---|--|---|---|
| Category | Do Nothing | Manage Transportation Demand | Upgrade Parallel Roads | Extend Webb Drive |
|  | <ul style="list-style-type: none"> - Does not address Problems and Opportunities - Not consistent with City 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"> - Widening Burnhamthorpe Road not feasible due to planned high-order transit - Not consistent with City planning policies to create a finer-grained street network - Does not address local transportation needs 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 |
|  | <ul style="list-style-type: none"> - No property required - Does support existing and future community - 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 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 and off-road cycling - Provides for future expansion of MiWay |
|  | <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 for sustainable transportation choices to reduce vehicle use. |
|  | <ul style="list-style-type: none"> - No potential archaeological impacts - No cultural heritage impacts. | <ul style="list-style-type: none"> - No potential archaeological impacts - No cultural heritage impacts. | <ul style="list-style-type: none"> - Other corridors would require assessment. | <ul style="list-style-type: none"> - Some areas will be subject to Stage 2 Archaeological Assessment - Kariya Park is a Cultural Heritage Landscape. No impacts to Kariya Park |
| Evaluation Result | Not Preferred | Already Being Implemented Through City Policies | Not Preferred | Preferred |

Project 2 – Webb Drive

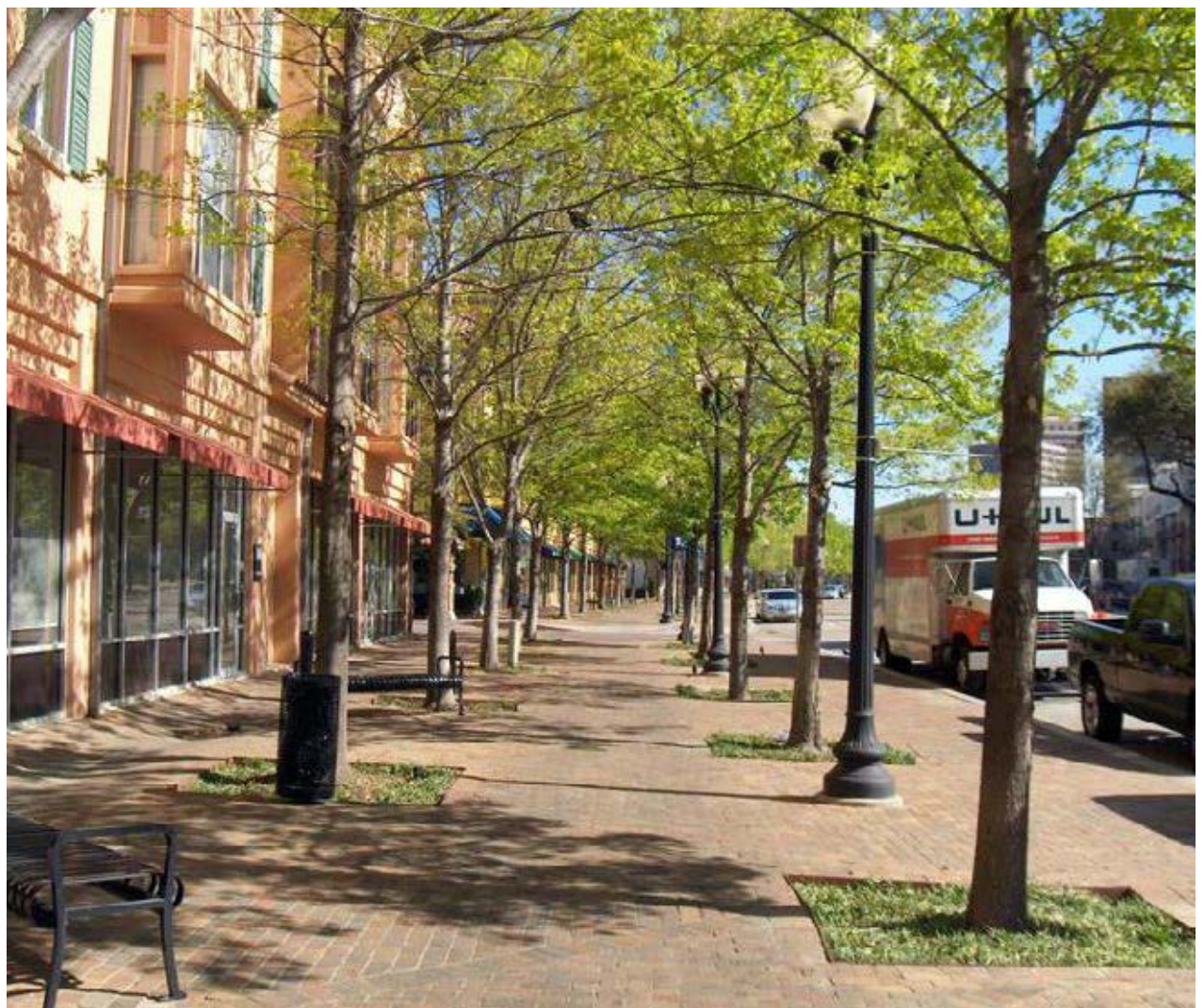
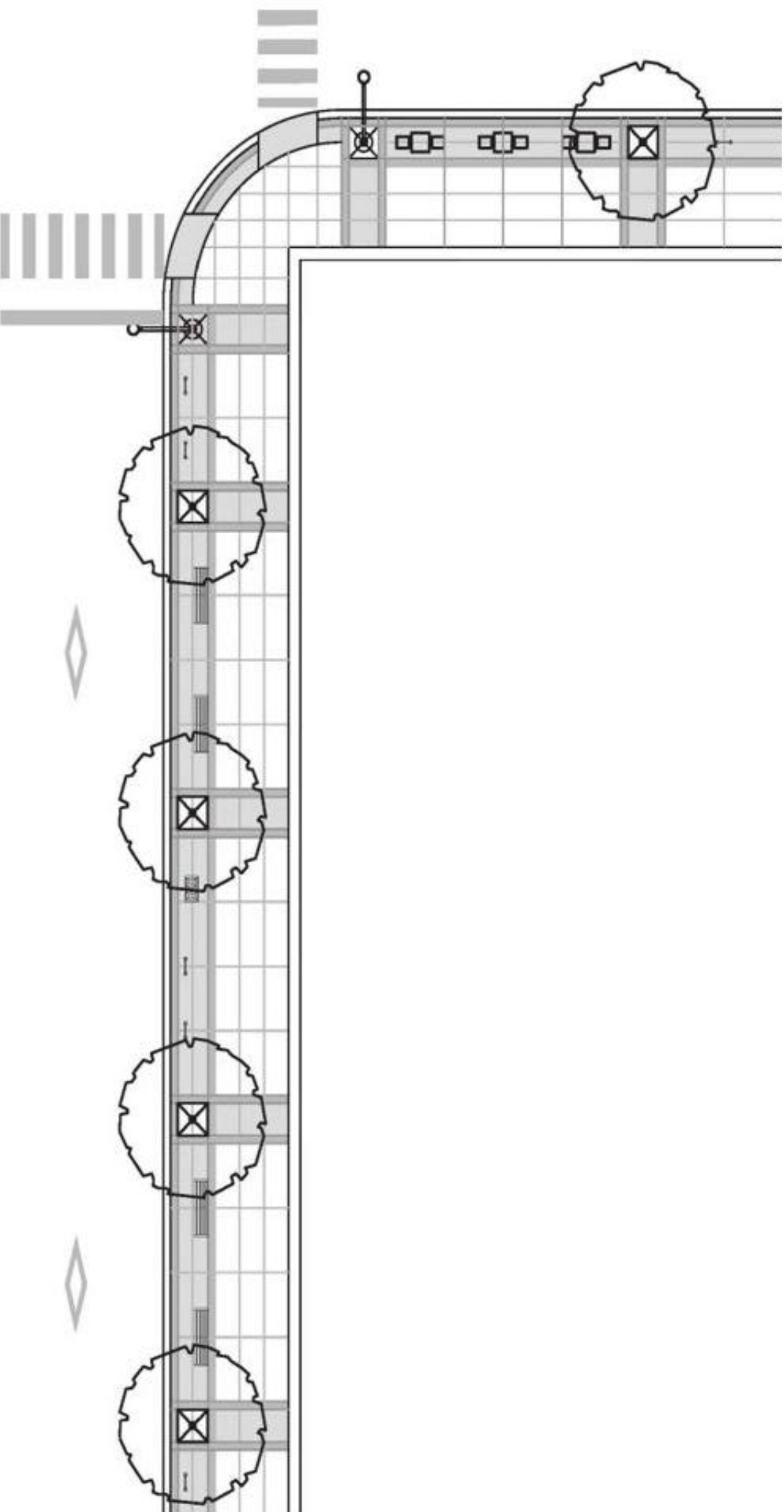
Typical Road Cross-Section



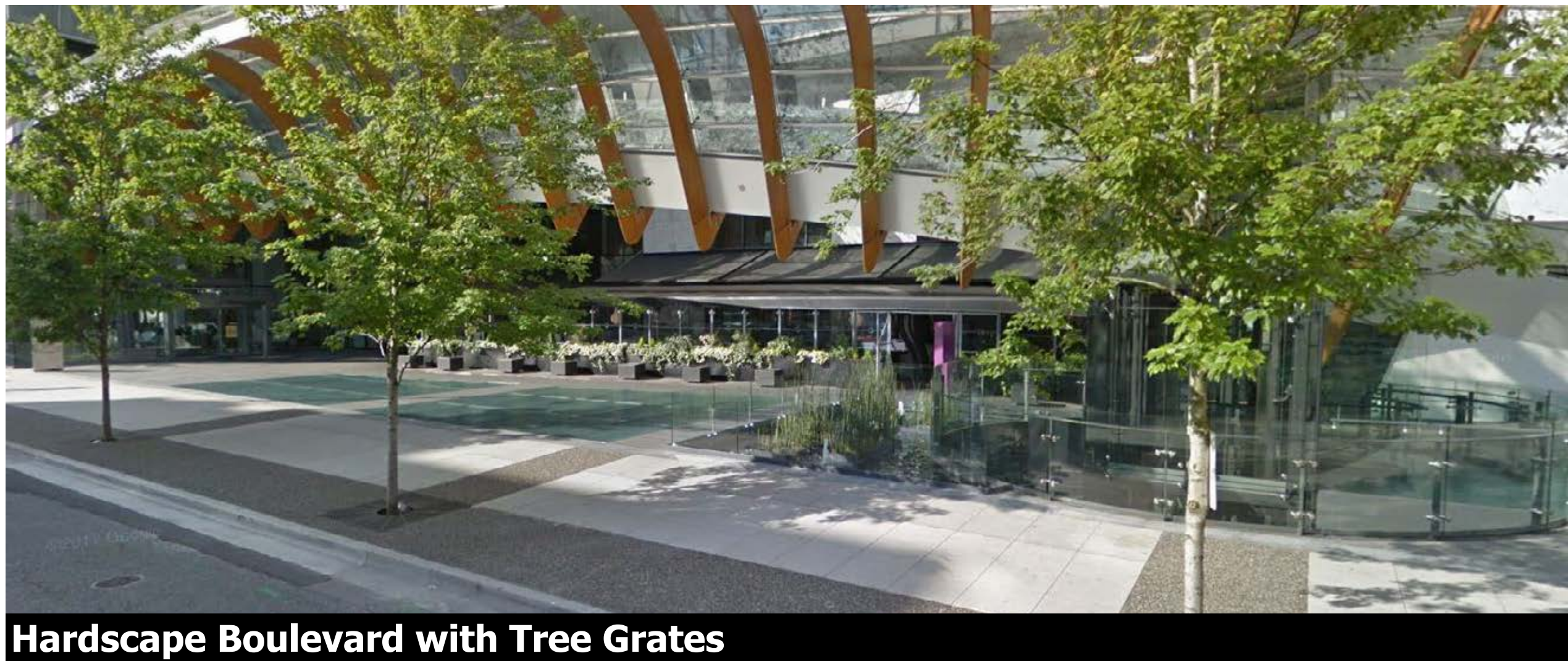
Webb Drive Design Concept



Hardscape Boulevard

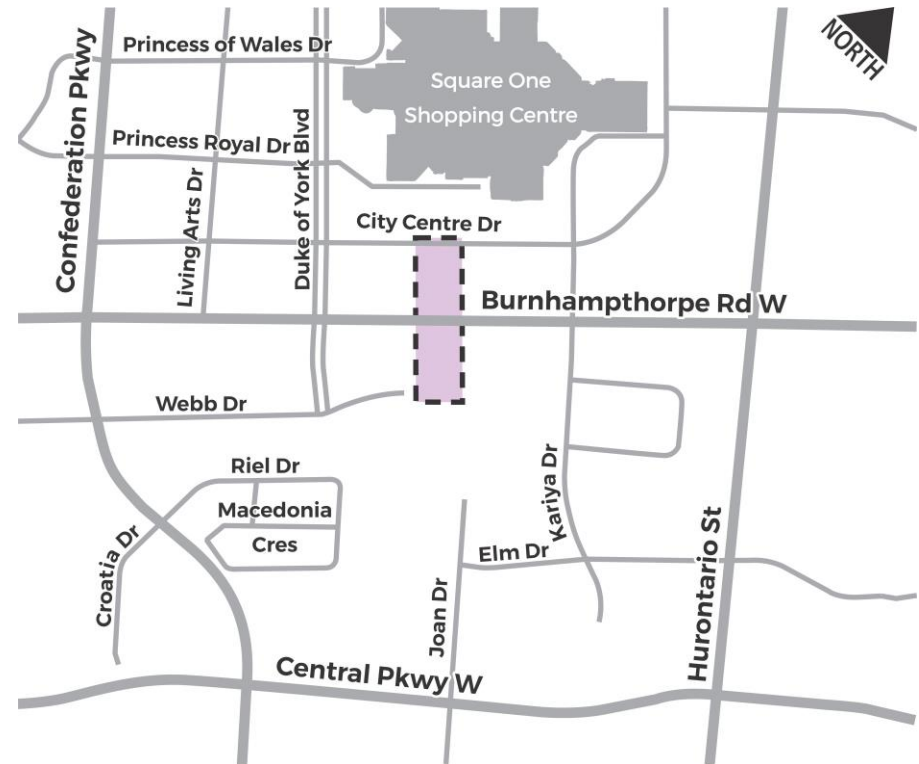


Streetscape Components



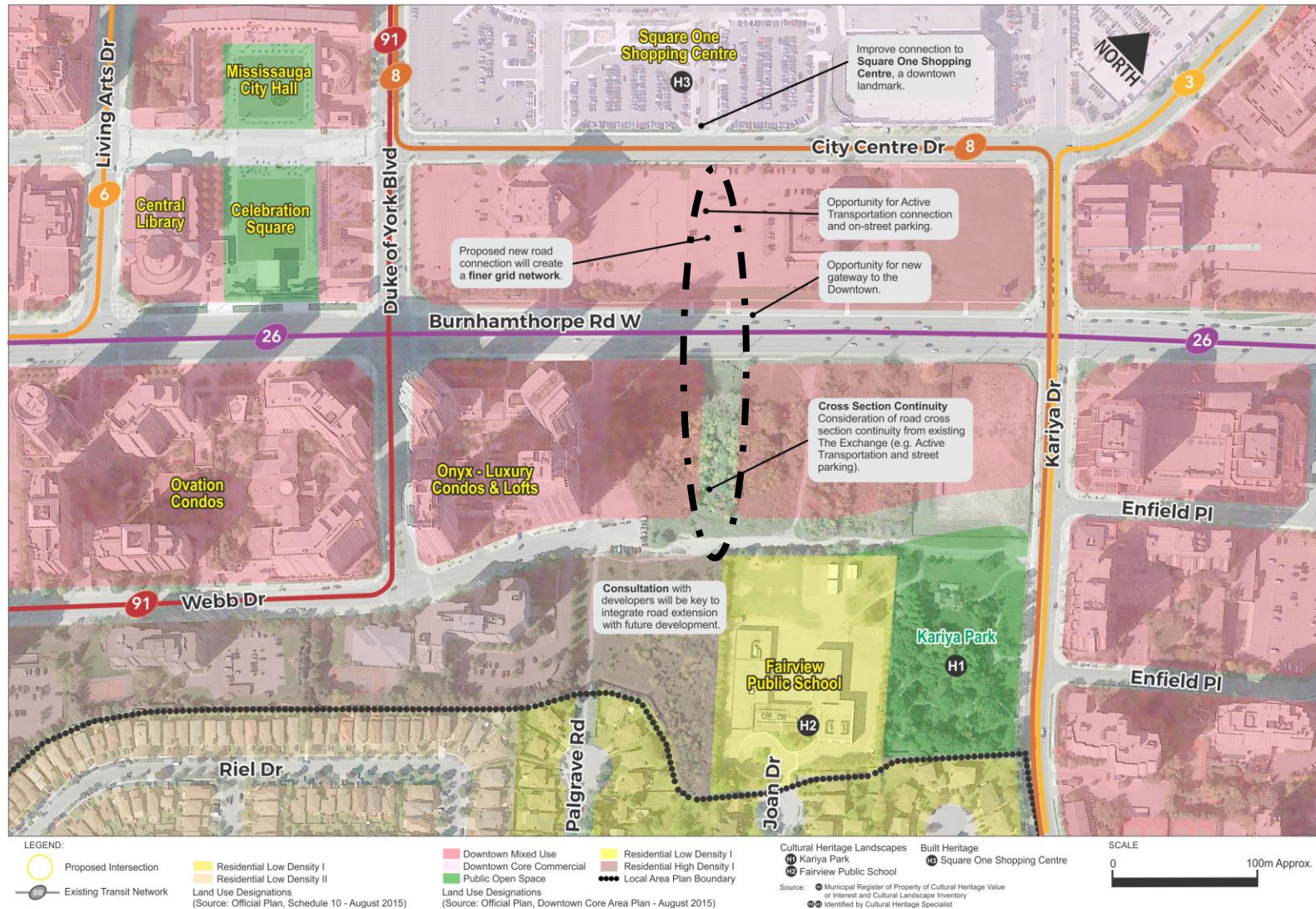


Project 3 The Exchange



Project 3 – The Exchange

Existing Conditions Overview



Project 3 – The Exchange

Problems & Opportunities

Based on the existing conditions and approved future land use, the **Problems and Opportunities** for The Exchange study area are:



Problem & Opportunity Statement

The Exchange is already being planned as the heart of the transitioning downtown.





The extension of The Exchange will build on its presence as a main street within the Downtown, linking residents and visitors to residential, commercial, employment, recreational and civic uses. The Exchange will provide an important link between the heart of the downtown, Square One, and neighbourhoods to the south. In addition to being an important community link, The Exchange is intended as a venue and a destination for community events and open air markets.

The success of The Exchange relies on providing pedestrian-oriented, smaller scale retail and entertainment opportunities; maximizing access and walkability; creating an aesthetically pleasing streetscape supported by transit, public spaces, residences and commerce.

The following **Alternative Solutions** are being considered to address the **Problems and Opportunities**:

- 1. Do Nothing:** Maintain existing transportation system within the study area.
- 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 north-south roads (e.g. Joan Drive or Hurontario Street) to support transportation needs.
- 4. Complete The Exchange:** Complete The Exchange as a 2-lane road from City Centre Drive to the proposed extension of Webb Drive.

We use the following factors to guide our decision-making:

| Category | Considerations |
|--|---|
|  Transportation | <ul style="list-style-type: none"> ➤ Consistency with Provincial and Mississauga Downtown planning objectives and policy framework ➤ Contribution to fine-grained road network and City objective of creating smaller blocks ➤ Improved accessibility to new communities ➤ Improved active transportation options (walking, cycling) ➤ Improved access to transit ➤ Improved traffic operations, road safety and emergency response |
|  Socio-Economic | <ul style="list-style-type: none"> ➤ Amount and type of property required ➤ Supports intensification and mixed-use growth ➤ Potential nuisance impacts to residences and businesses ➤ Opportunity to enhance streetscape, pedestrian environments and accessibility ➤ Integration with planned communities |
|  Natural Environment | <ul style="list-style-type: none"> ➤ Potential impacts to existing natural environmental features including vegetation and wildlife ➤ Potential impacts to Species at risk and their habitat ➤ Potential impacts to urban tree canopy ➤ Climate Change |
|  Cultural Heritage | <ul style="list-style-type: none"> ➤ Potential impacts to archaeological resources ➤ Potential impacts to cultural heritage resources |

Project 3 – The Exchange

Alternative Solutions Evaluation Summary







MISSISSAUGA

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Alternative 4 – Extension of The Exchange is the **Preliminary Preferred Solution** because:

- ❖ **Alternative 1** does not address any of the Problems and Opportunities.
- ❖ **Alternatives 2 and 3** only partially address the Problems and Opportunities and does not contribute to a fine-grained street network that supports community growth, improved walking options and access to transit.
- ❖ **Alternative 4** fully addresses the Problems and Opportunities by:
 - ❖ Building on the existing portion of The Exchange to continue to create a vibrant main street that supports mixed-uses and becomes a destination in the downtown
 - ❖ Creating a pleasing streetscape and pedestrian-oriented environment that encourage walkability
 - ❖ Providing an important community link between the downtown core and neighbourhoods to the south

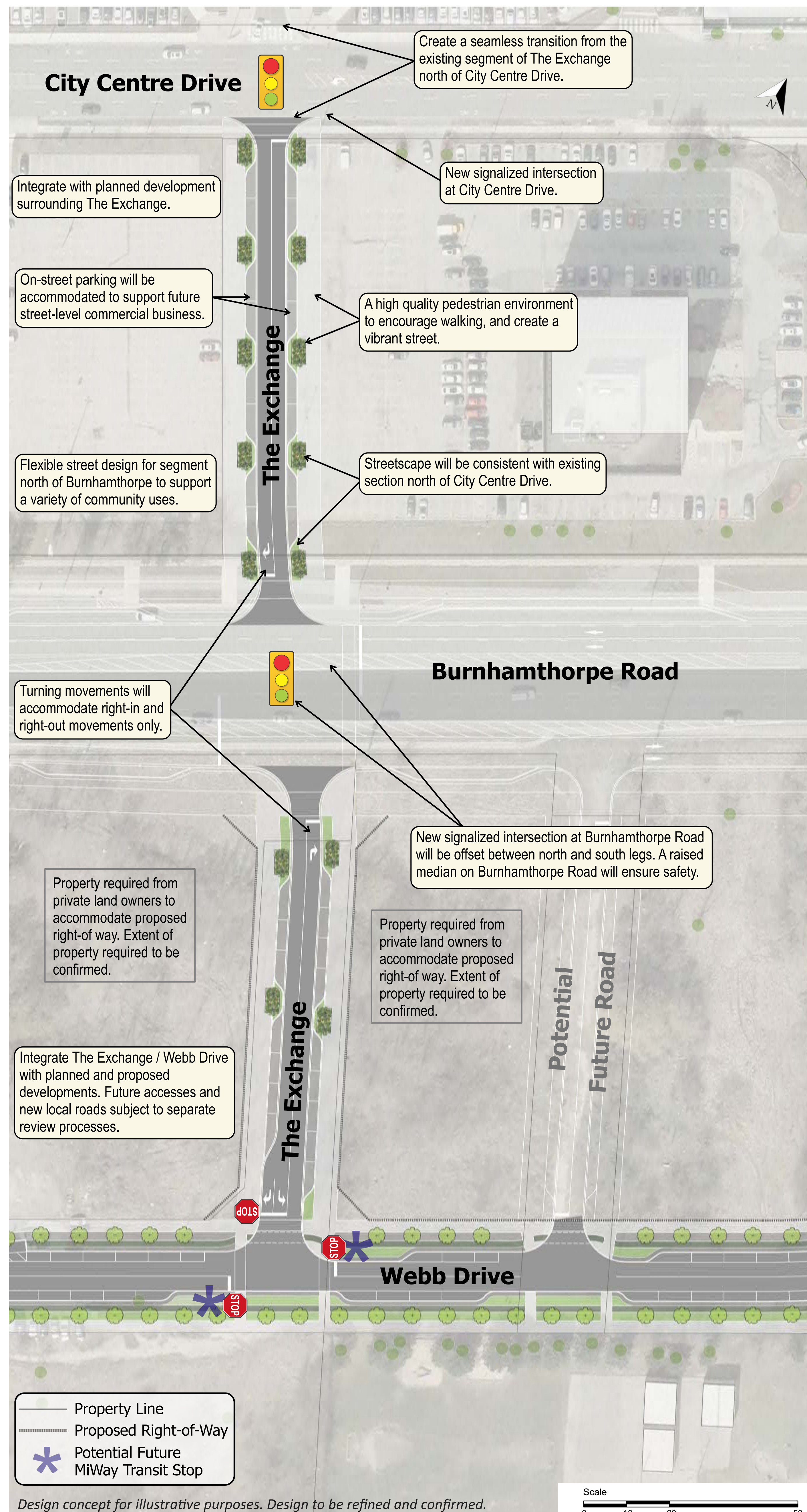
| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|---|---|---|--|--|
| Category | Do Nothing | Manage Transportation Demand | Upgrade Parallel Roads | Extend The Exchange |
|  | <ul style="list-style-type: none"> - Does not address Problems and Opportunities - Not consistent with City planning policies - Does not improve network connectivity - Does not contribute to downtown main street environment | <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 and City's vision for downtown main street | <ul style="list-style-type: none"> - Does not address the Problems and Opportunities - Not consistent with City planning policies - Does not address local transportation and community needs or improve network connectivity | <ul style="list-style-type: none"> - Consistent with City planning policies to create a finer-grained street network - Improves network connectivity for all users - Provides an important community link between the downtown core and neighbourhoods to the south |
|  | <ul style="list-style-type: none"> - No property required - Does not support existing and future community - No opportunity to contribute to 'heart of downtown' and community vibrancy, public space uses | <ul style="list-style-type: none"> - No property required - Although supportive of pedestrian activities, this does not provide the specific infrastructure needed within the study area to support or enhance walkability. | <ul style="list-style-type: none"> - Does not support existing and future community - No opportunity to contribute to 'heart of downtown' and community vibrancy, public space uses | <ul style="list-style-type: none"> - Contributes to vibrant and community-oriented main street - Prioritizes a high-quality pedestrian environment - Provides for on-street parking - Will provide a flexible space that supports mixed-uses and becomes a destination in the downtown |
|  | <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 for sustainable transportation choices to reduce vehicle use. |
|  | <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 |

Project 3 – The Exchange

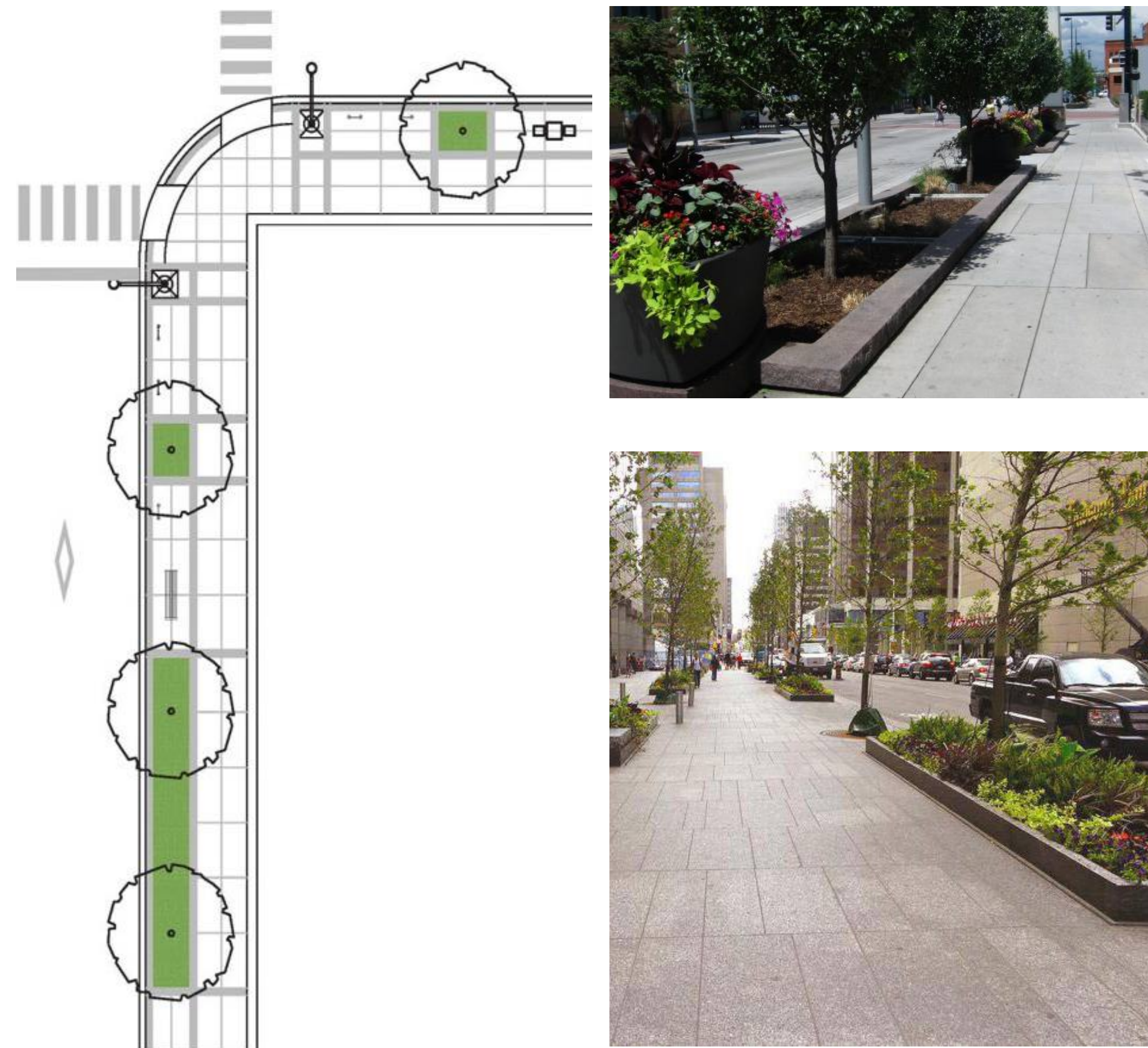
Typical Road Cross-Section



The Exchange Design Concept



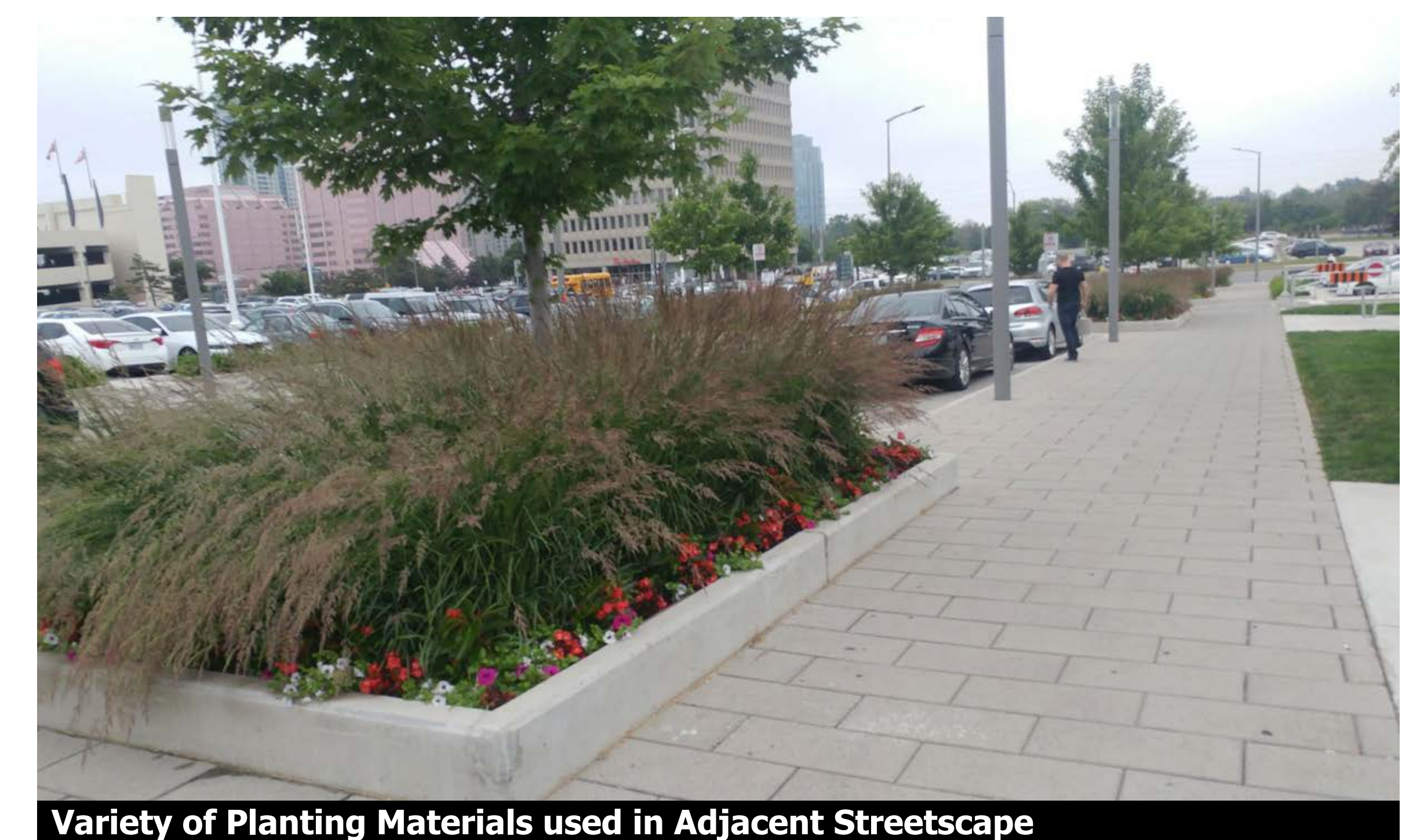
Planters



Streetscape Components

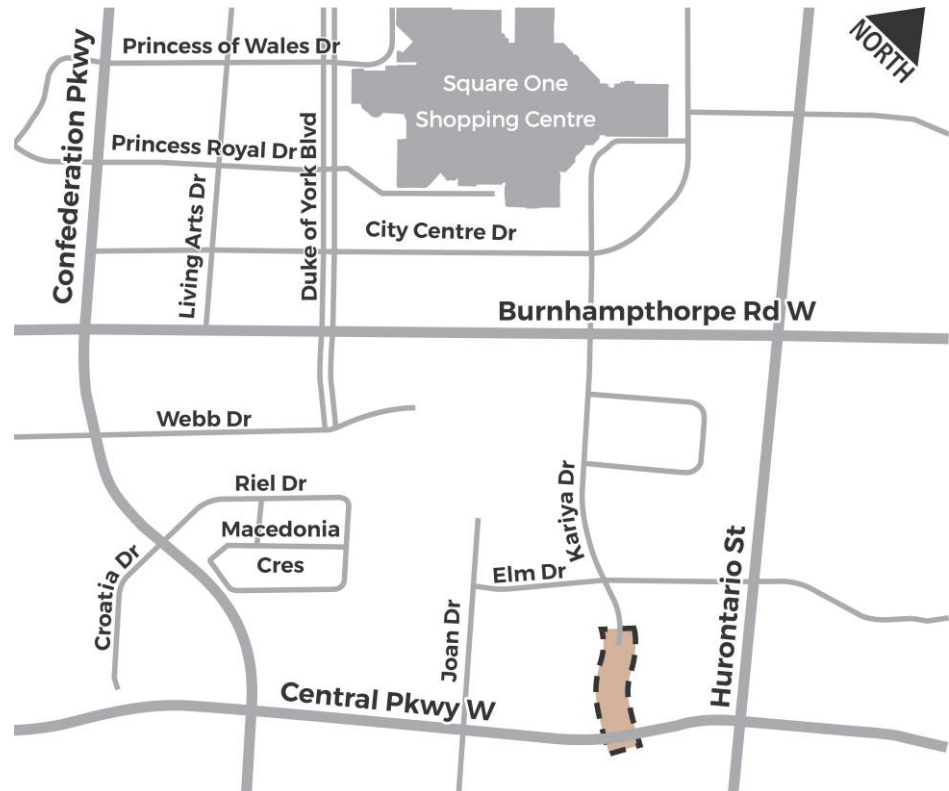


Streetscape Furnishings



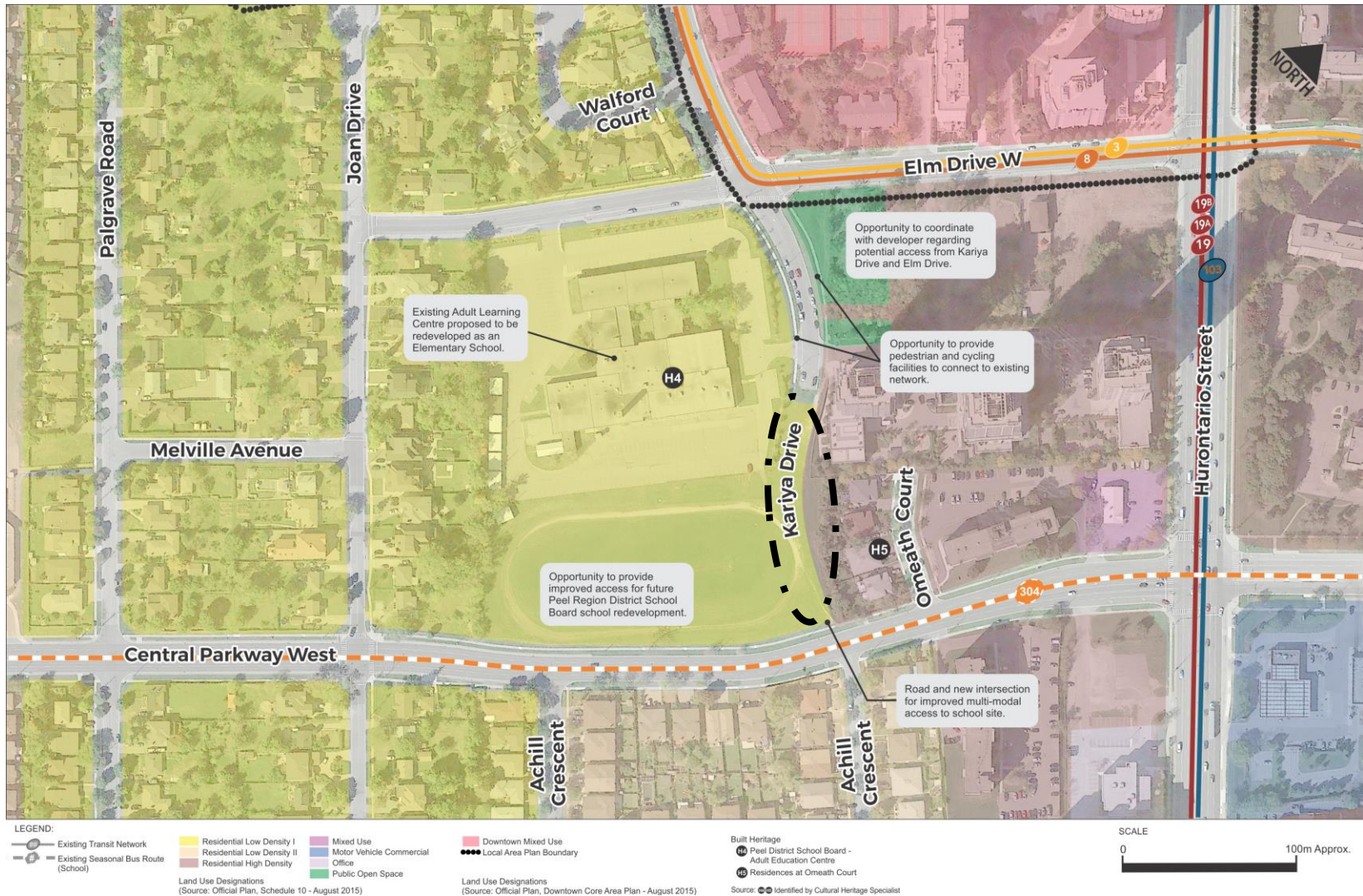


Project 4 Kariya Drive



Project 4 – Kariya Drive

Existing Conditions Overview



Project 4 – Kariya Drive

Problems & Opportunities

Based on the existing conditions and approved future land use, the **Problems and Opportunities** for the Kariya Drive study area are:



Problem & Opportunity Statement

The City has an opportunity to protect a road right-of-way for a future extension of Kariya Drive as part of the Peel District School Board's proposed redevelopment of the Adult Education Centre.





The extension of Kariya Drive allows the City of Mississauga to continue to enhance the downtown collector road system, contributing to a finer-grid street network and expanding opportunities for walking and cycling. A context-sensitive design approach will ensure that the new road fits well with its surroundings including the new school site, existing low density neighbourhoods and new high density condominium blocks.

The Kariya Drive 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.

The following **Alternative Solutions** are being considered to address the **Problems and Opportunities**:





- 1. Do Nothing:** Maintain existing transportation system within the study area.
- 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 to meet transportation needs.
- 4. Extend Redmond Road:** Extend Kariya Drive as a 2-lane road with from Elm Street to Central Parkway West.

We use the following factors to guide our decision-making:

| Category | Considerations |
|--|---|
|  Transportation | <ul style="list-style-type: none"> ➤ Consistency with Provincial and Mississauga Downtown planning objectives and policy framework ➤ Contribution to fine-grained road network and City objective of creating smaller blocks ➤ Improved accessibility to new communities ➤ Improved active transportation options (walking, cycling) ➤ Improved access to transit ➤ Improved traffic operations, road safety and emergency response |
|  Socio-Economic | <ul style="list-style-type: none"> ➤ Amount and type of property required ➤ Supports intensification and mixed-use growth ➤ Potential nuisance impacts to residences and businesses (noise) ➤ Opportunity to enhance streetscape, pedestrian environments and accessibility ➤ Integration with planned communities |
|  Natural Environment | <ul style="list-style-type: none"> ➤ Potential impacts to existing natural environmental features including vegetation and wildlife ➤ Potential impacts to Species at risk and their habitat ➤ Potential impacts to urban tree canopy ➤ Climate Change |
|  Cultural Heritage | <ul style="list-style-type: none"> ➤ Potential impacts to archaeological resources ➤ Potential impacts to cultural heritage resources |

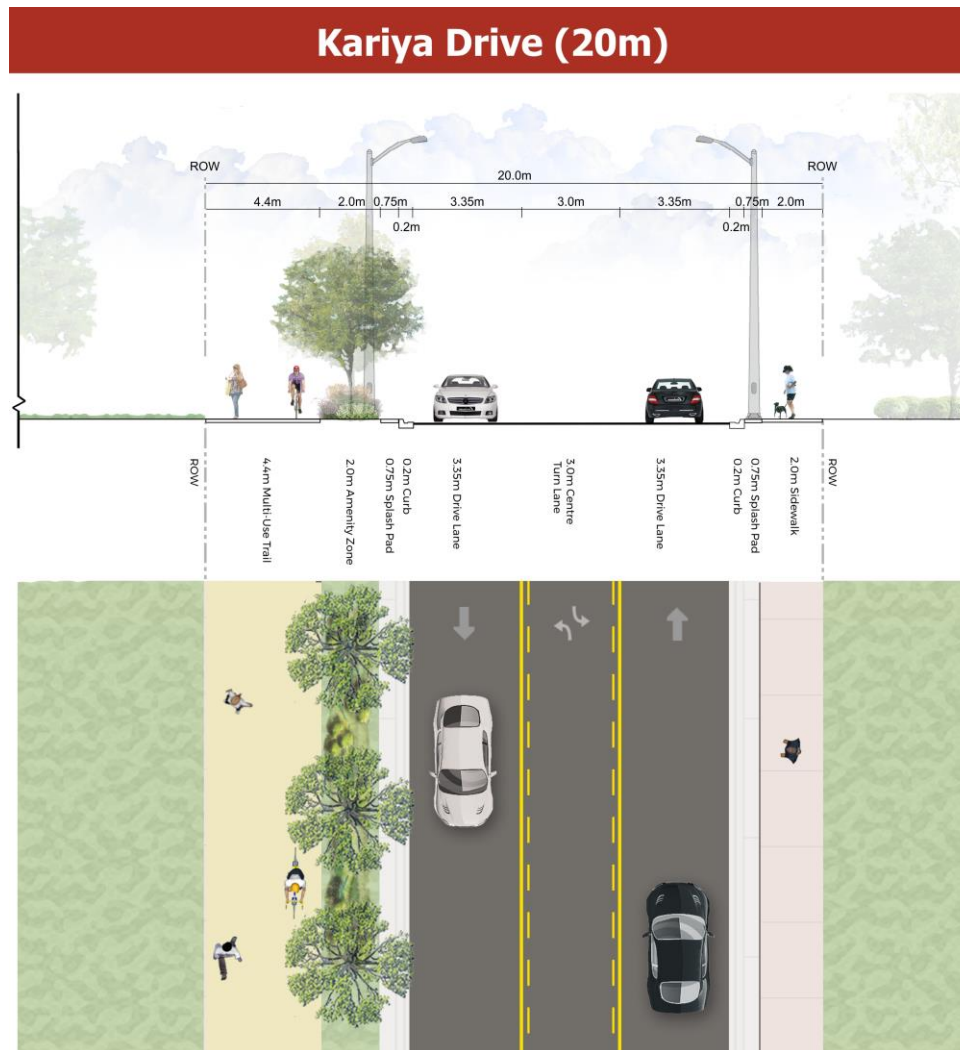
Alternative 4 – Extension of Kariya Drive is the **Preliminary Preferred Solution** because:

- ❖ **Alternative 1** does not address any of the Problems and Opportunities.
- ❖ **Alternatives 2 and 3** only partially address the Problems and Opportunities and does not contribute to a fine-grained street network that supports community growth, improved walking options and access to transit.
- ❖ **Alternative 4** fully addresses the Problems and Opportunities by:
 - ❖ Providing a new north-south collector road within an existing community that is transitioning to a mix of higher-density residential areas and a proposed new elementary school
 - ❖ Fully addressing the City's transportation and growth objectives for Downtown by creating finer-grid street network
 - ❖ Creating smaller, more walkable blocks that enhances access within the community, to the proposed school site and new park, and to potential future expanded transit

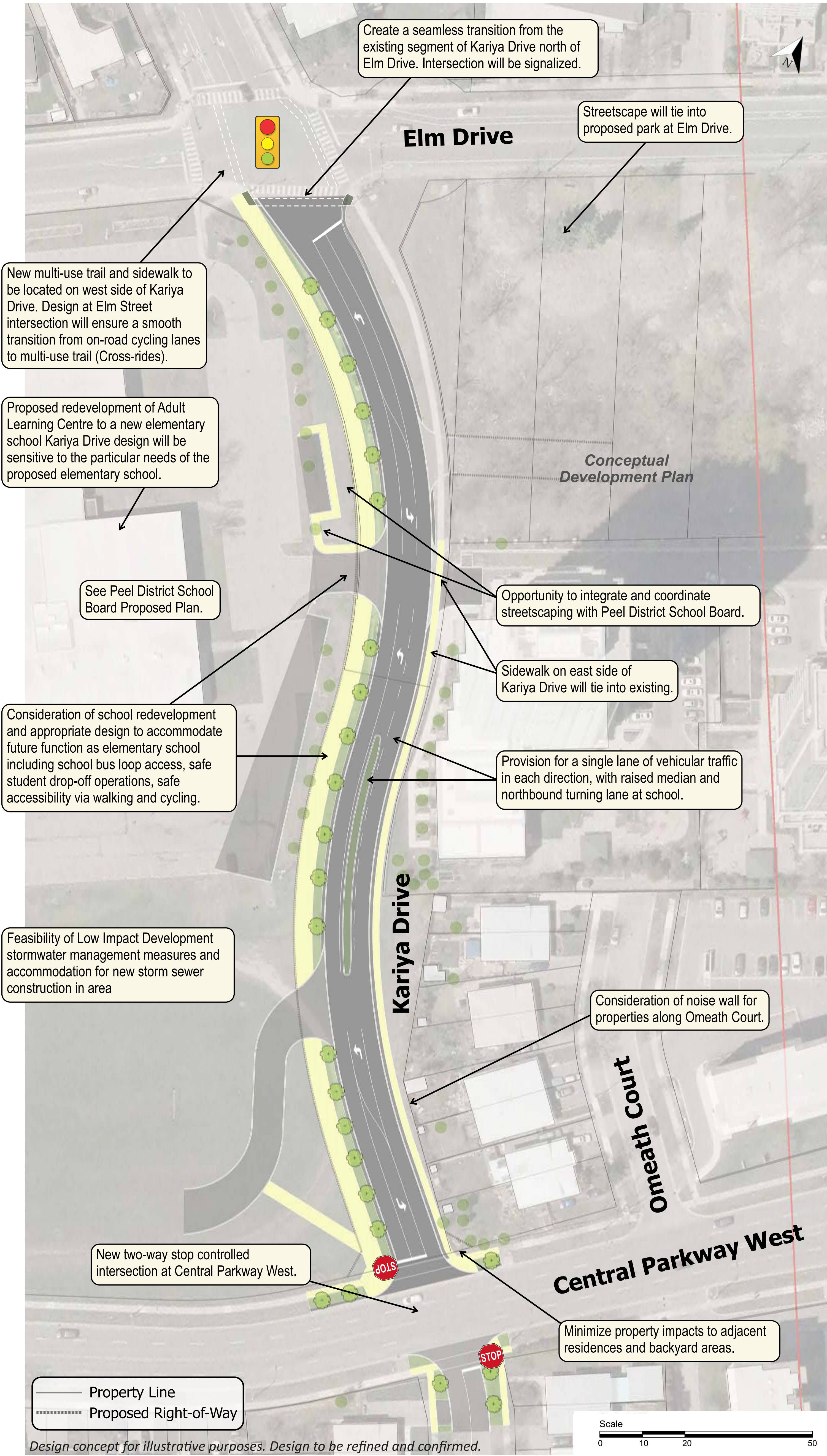
| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|---|---|--|---|--|
| Category | Do Nothing | Manage Transportation Demand | Upgrade Parallel Roads | Extend Kariya Drive |
|  | <ul style="list-style-type: none"> - Does not address Problems and Opportunities - Not consistent with City 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"> - Widening Hurontario Road not feasible due to planned high-order transit - Not consistent with City planning policies to create a finer-grained street network - Does not address local transportation needs 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 |
|  | <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 the opportunities within the study area - Does not meet the multi-modal mobility needs of the community | <ul style="list-style-type: none"> - Supports mobility for all modes within local community - Opportunity to provide enhanced access to Peel District School Board proposed redevelopment of the existing Adult Learning Centre - Provides for off-road cycling in school zone - Provides for possible future expansion of MiWay |
|  | <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. |
|  | <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"> - Some areas will be subject to Stage 2 Archaeological Assessment - No cultural heritage resources identified |
| Evaluation Result | Not Preferred | Already Being Implemented Through City Policies | Not Preferred | Preferred |

Project 4 – Kariya Drive

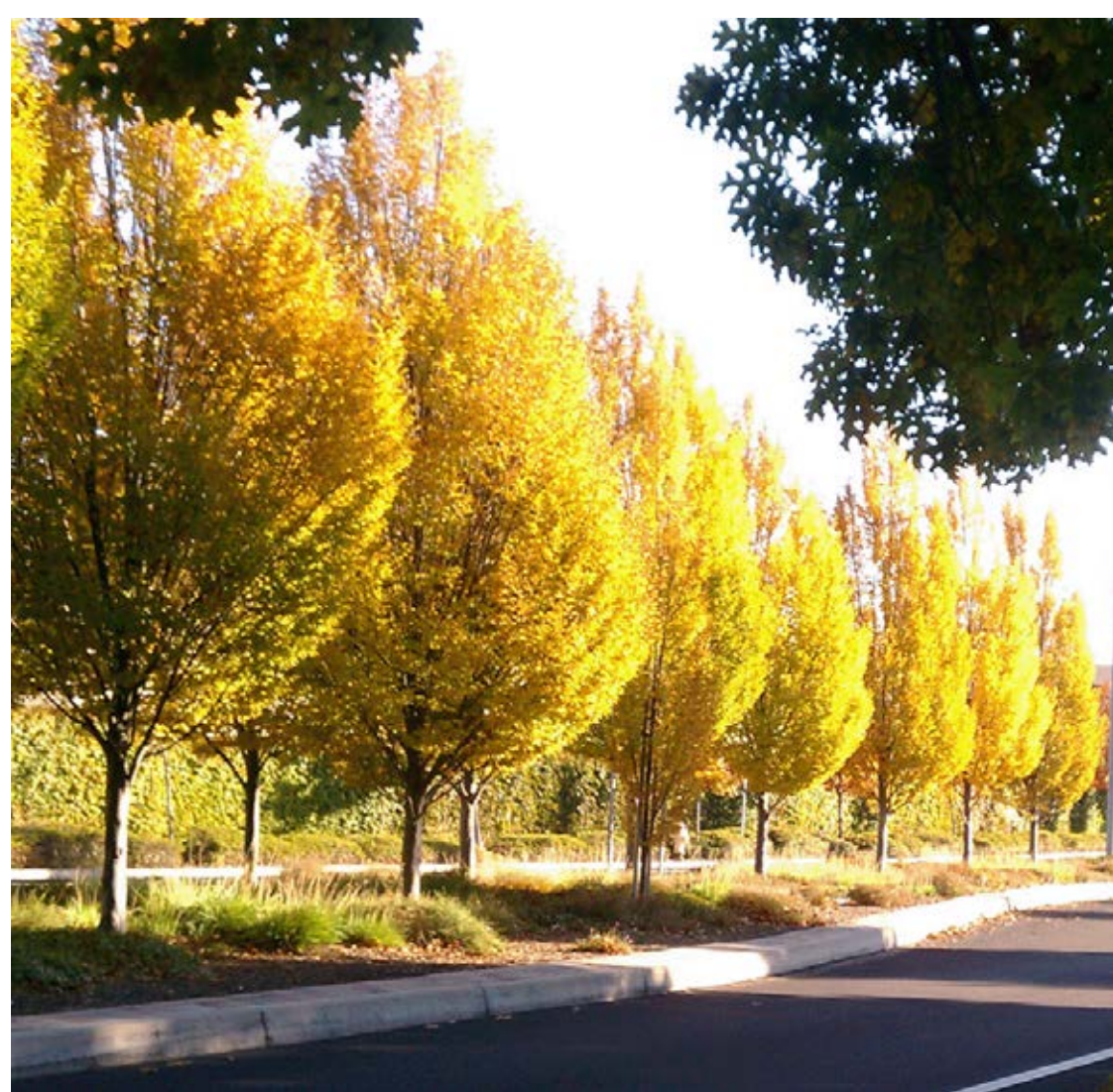
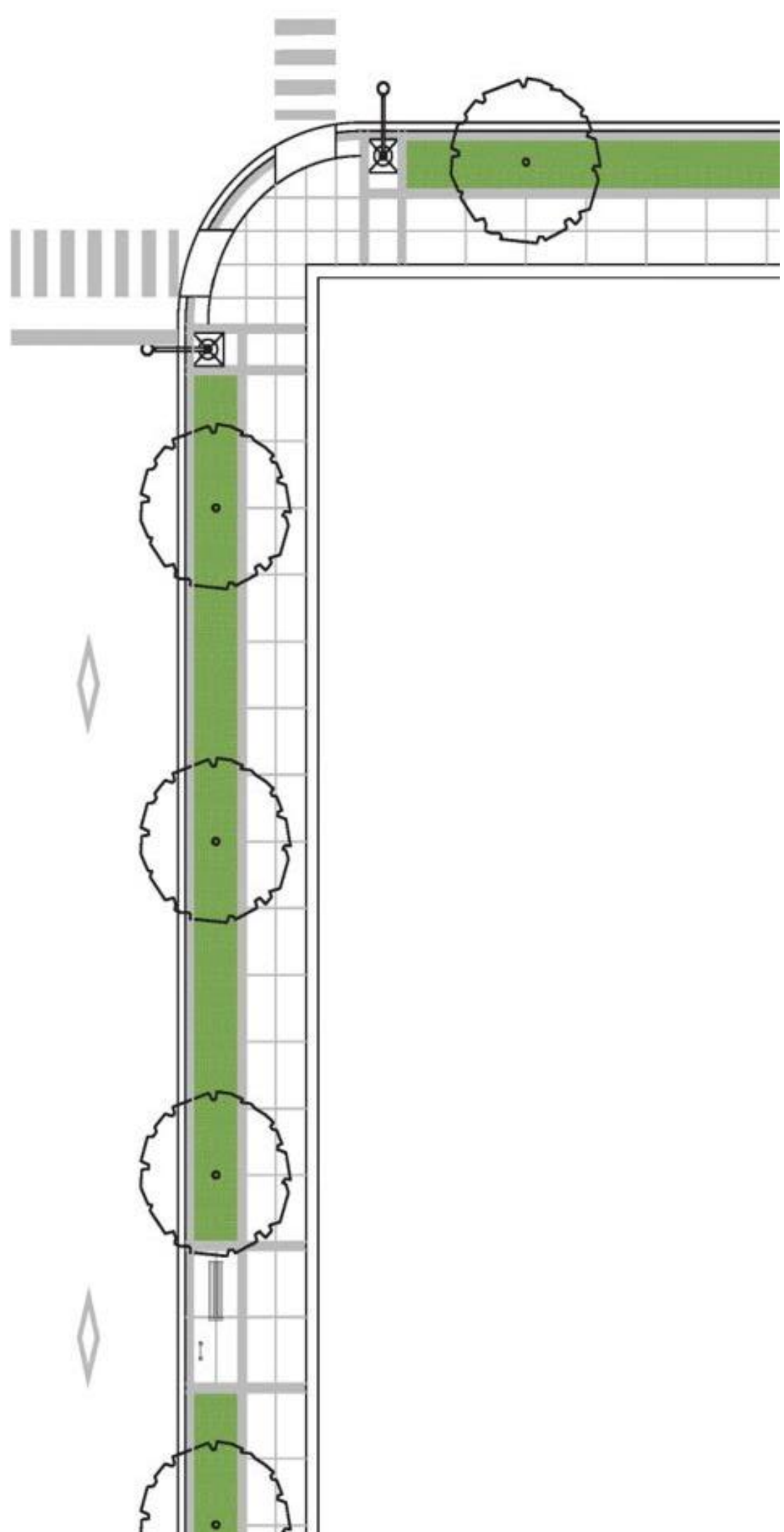
Typical Road Cross-Section



Kariya Drive Design Concept



Green Boulevard



*Note: Additional Green Boulevard Plantings may be possible through agreement with future school

Streetscape Components



Rendering by Solmar Development Inc. - Edge Park



Waste Receptacle



Street Furnishing - Benches



Bioswales and Vegetative Filters (LID for Stormwater Management)



Rendering by Solmar Development Inc. - Edge Park

Following this PIC, the Project Team will:

- ❖ Review all public and agency comments received
- ❖ Confirm the Preferred Planning Solution for each study
- ❖ Incorporate public feedback on the design concepts into the Preliminary Design phase
- ❖ Prepare a Project File for each study to document decision-making and public/agency consultation
- ❖ Make the Project Files available for a 30 day public review period
- ❖ Respond to public feedback throughout the study

How to Stay Involved:



Sign-In

So we can keep you informed as the study progresses



Provide your Feedback

Please fill out a Comment Sheet at this PIC



Contact the Project Team

Reach out to us by email at rwekea@wsp.com



Review Study Materials at

www.mississauga.ca/portal/residents/rwek-ea-studies