



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.



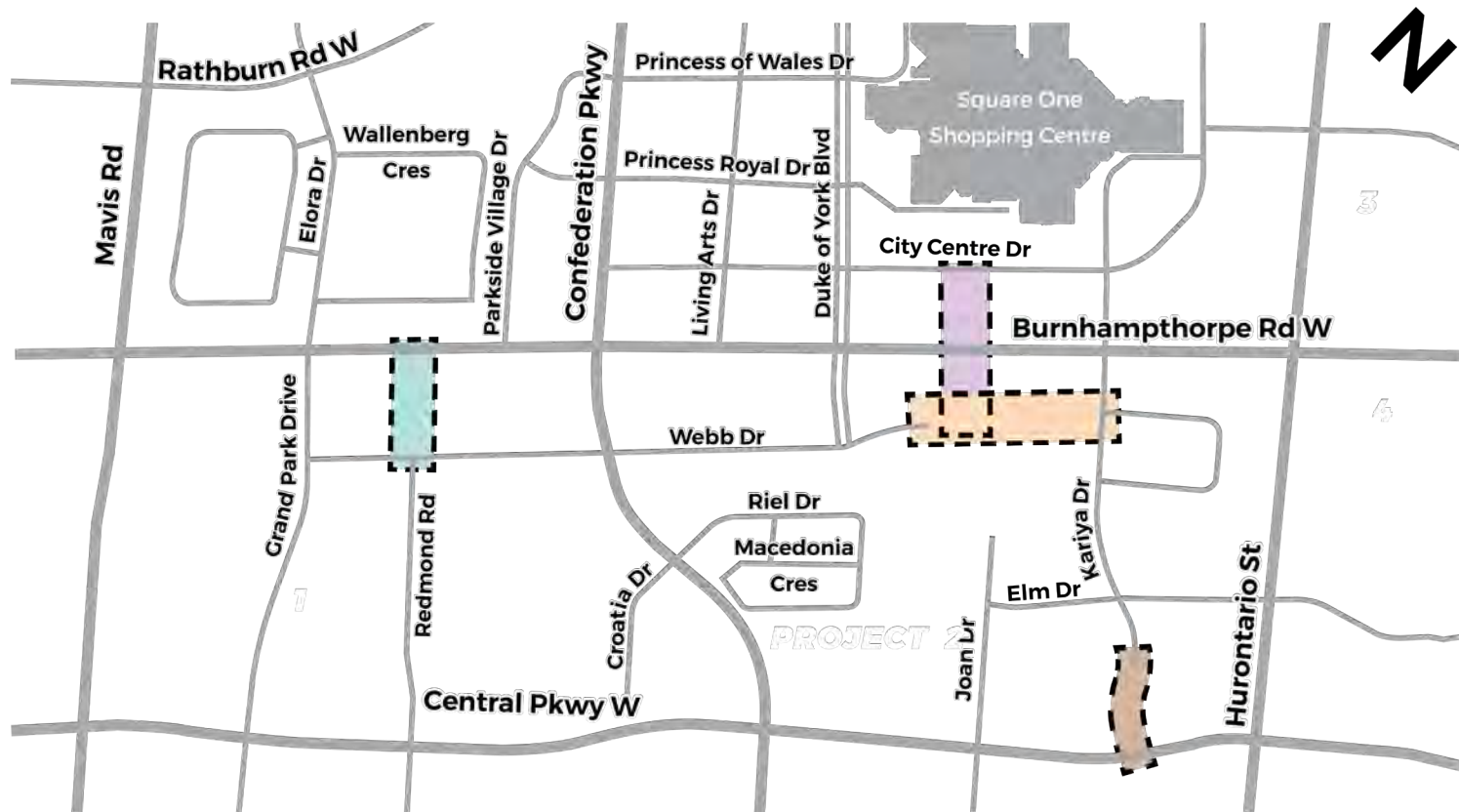
Please ensure you have signed in so we can keep you informed of the study progress.



Thank you for your interest in this study.

Purpose of Public Information Centre





Introduction

Study Process & Schedule

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

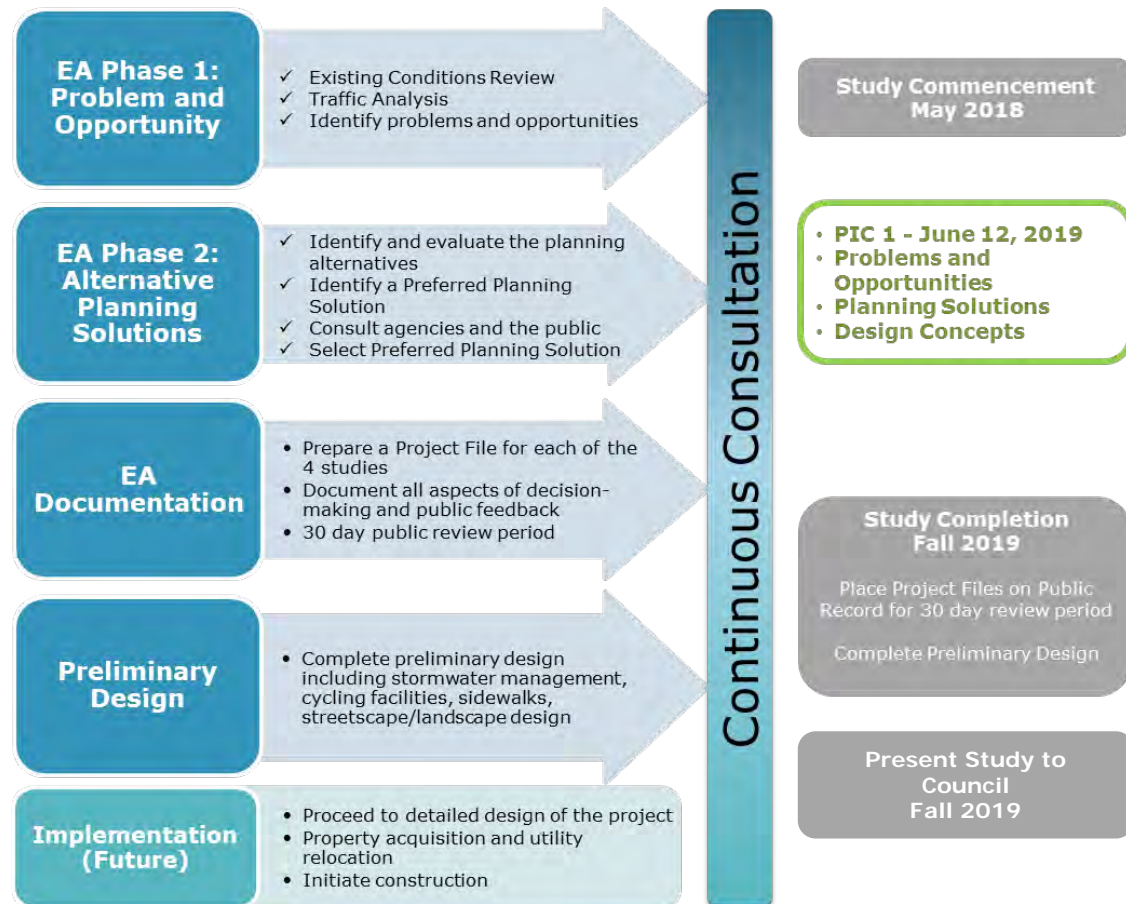
Social, cultural and natural environments are considered as well as community interests, agency requirements and unique project issues.

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)



City of Mississauga Strategic Plan (2016)



City of Mississauga Official Plan (2015)



Downtown Core Local Area Plan (2013)

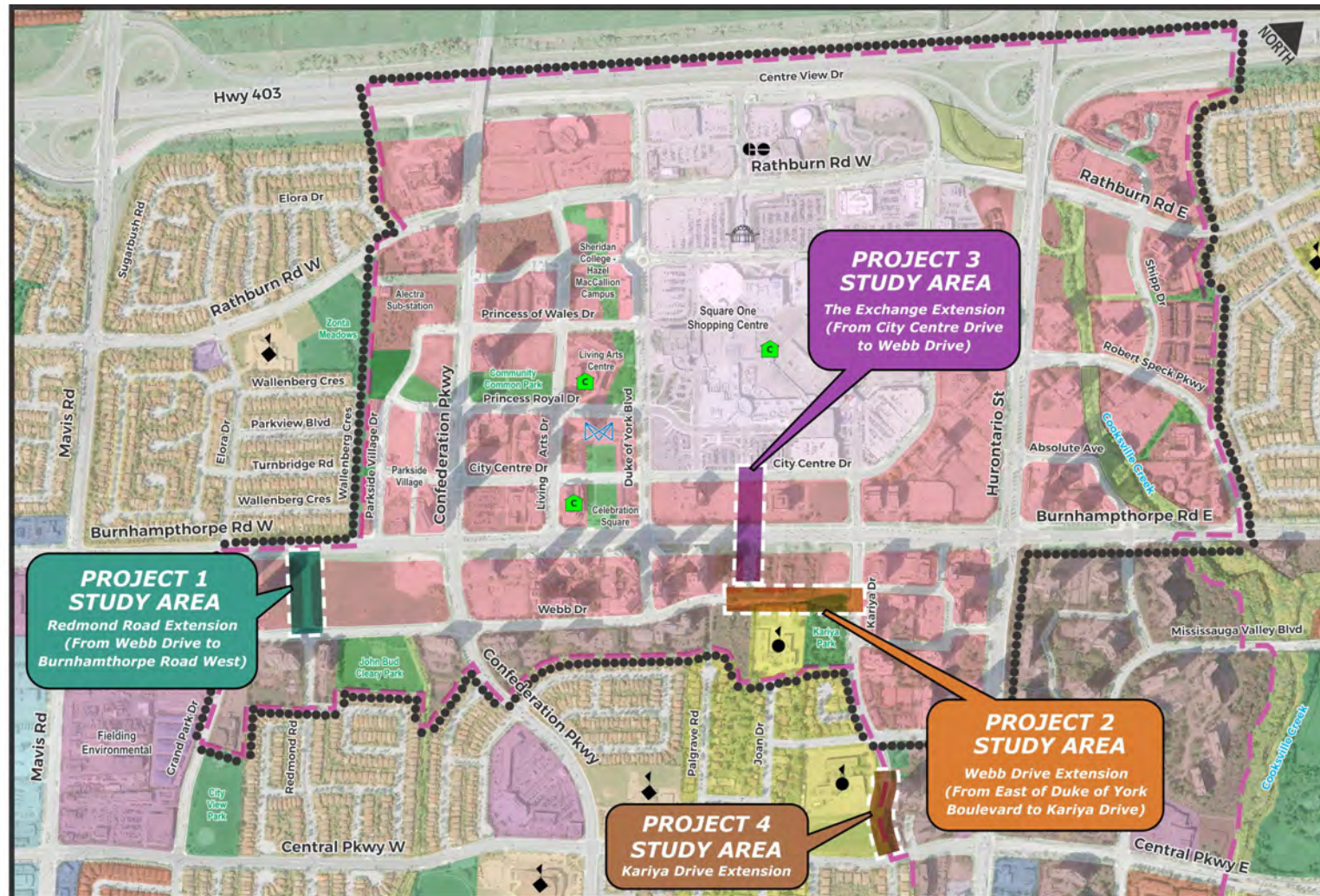


Subject Lands
Downtown Core Area



Background and Planning Context

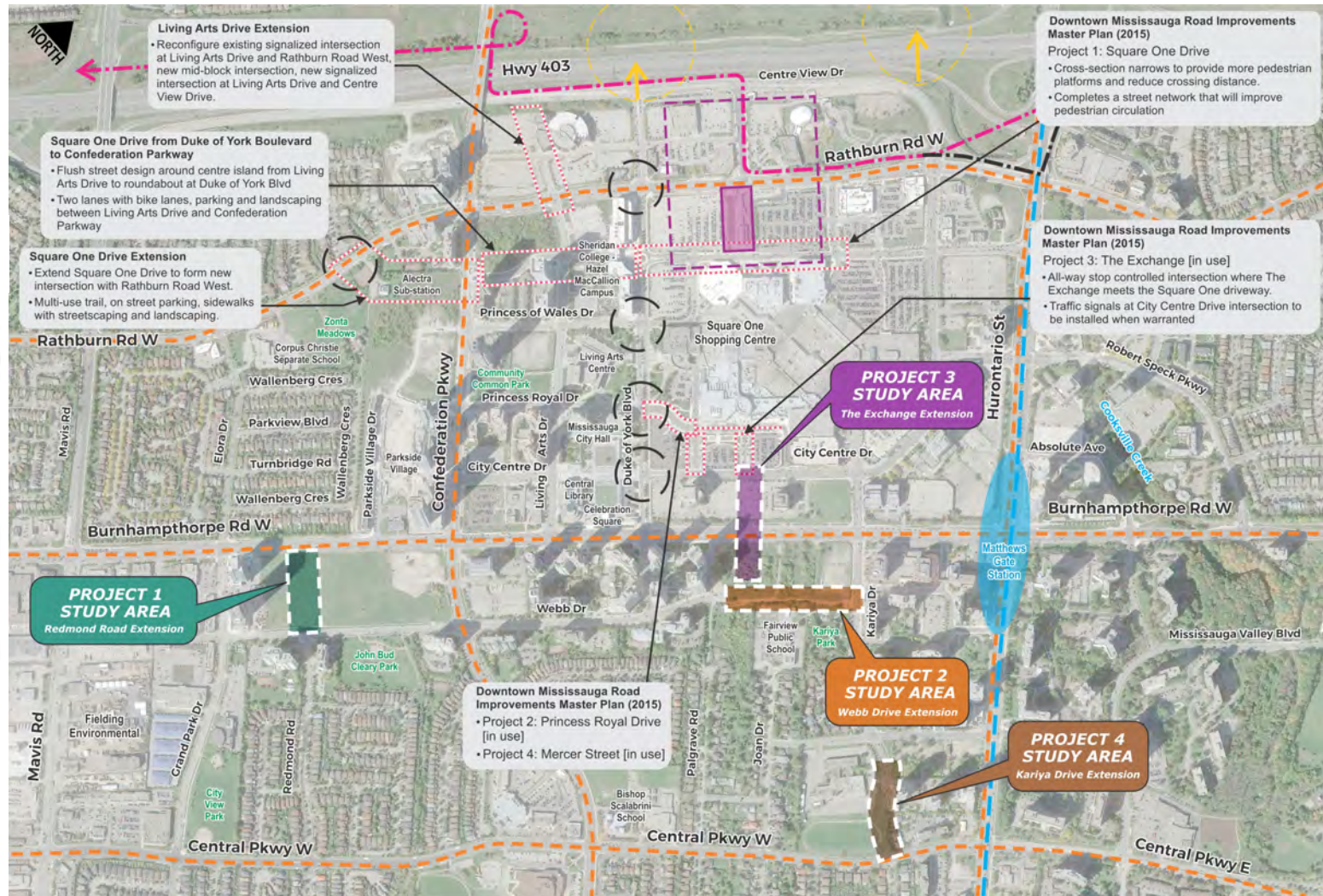
Land Use



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

Background and Planning Context

Transportation Network

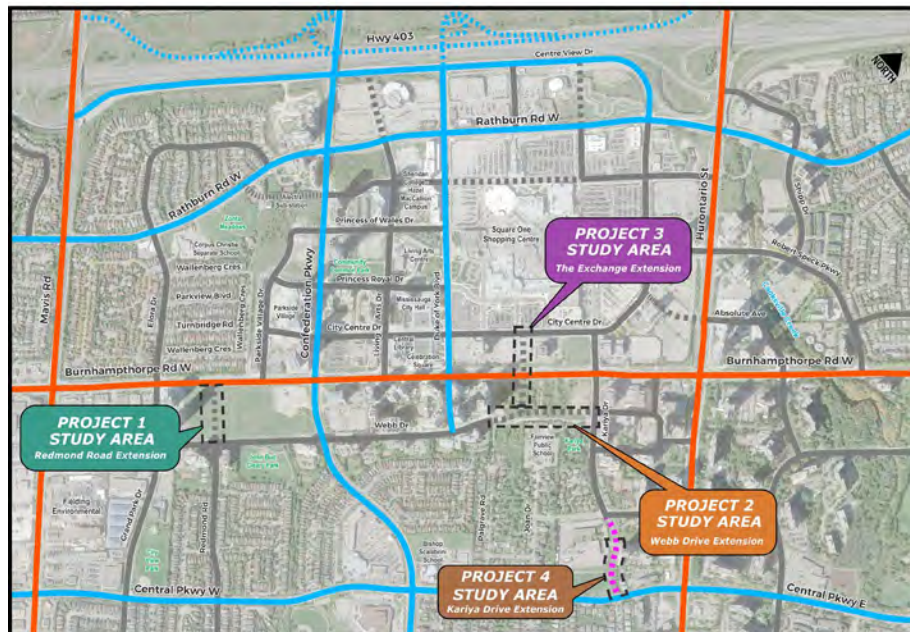


Sources: Schedule 6 – Long Term Transit Network, Schedule 7 – Long Term Cycling Routes, Mississauga Official Plan (2019)

Background and Planning Context

Road Network and Active Transportation

Long Term Road Network



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

- On-Road Facility Upgrade
- Enhancement to Connecting Trail
- Existing Route
- Proposed Route

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



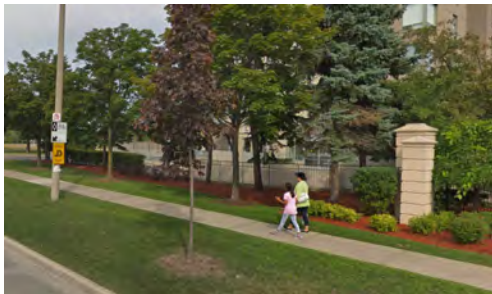
LID on Central Parkway, City of Mississauga

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

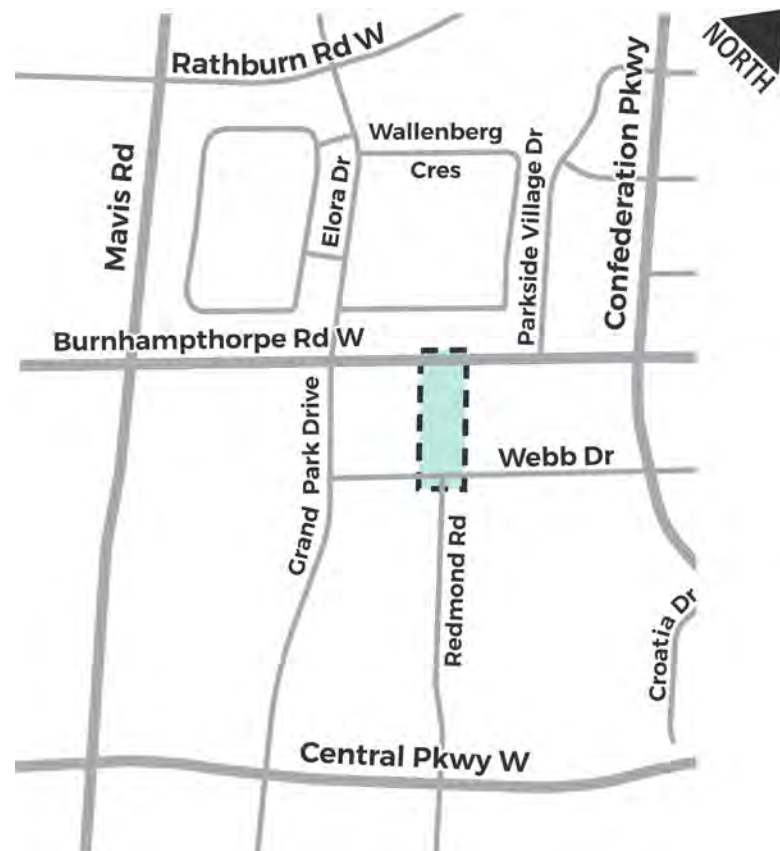
A streetscaping design will be developed for each study area that will consider:

- ❖ 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.



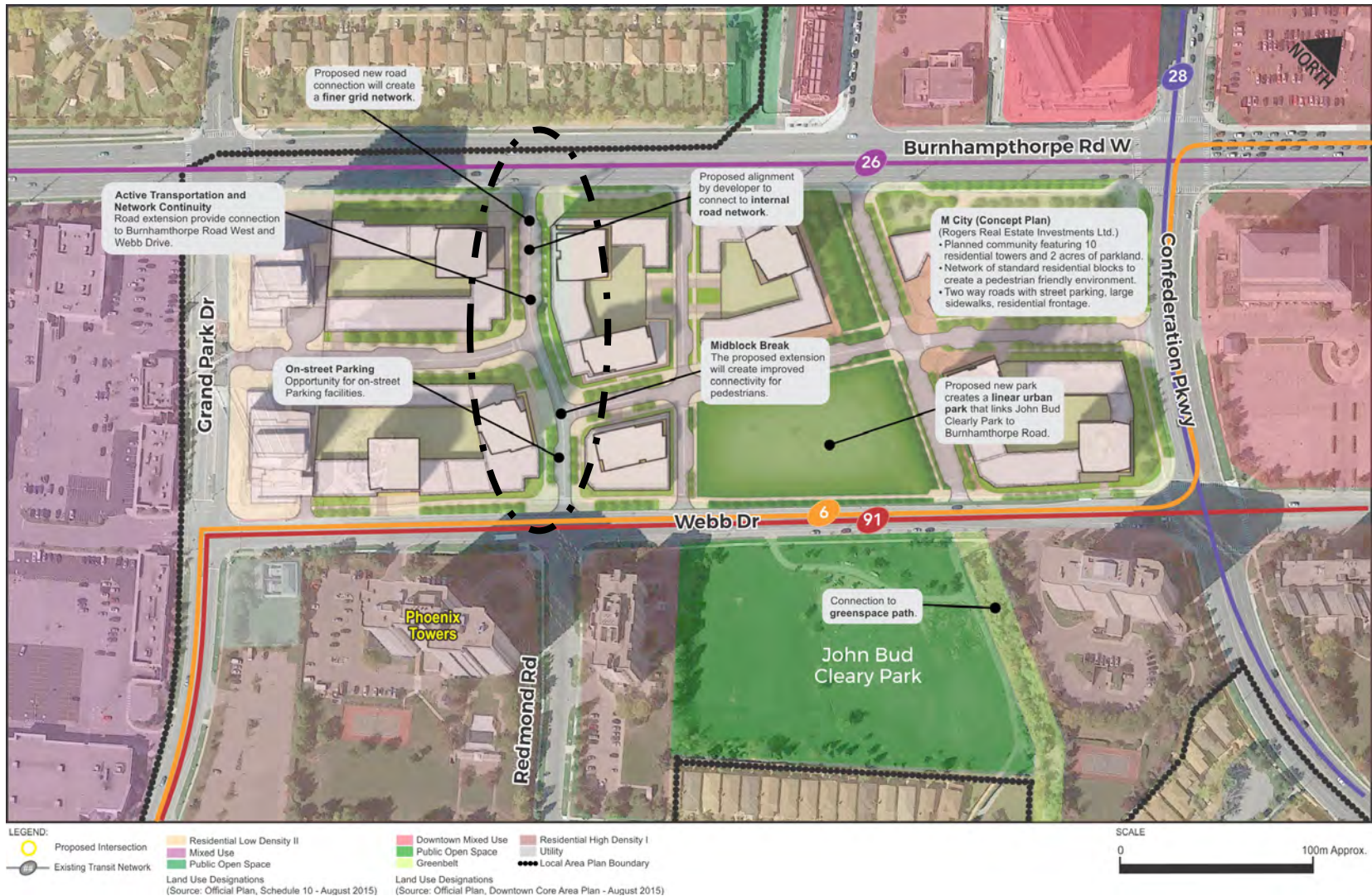
Downtown21 Master Plan

Project 1 Redmond Road



Project 1 – Redmond Road

Existing Conditions Overview



Project 1 – Redmond Road

Problems & Opportunities







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

- 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.





Alternative Solutions were developed to address the **Problems and Opportunities**. The **Alternative Solutions** were evaluated to identify the preferred solution. The following factors were used to guide the decision making process:

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

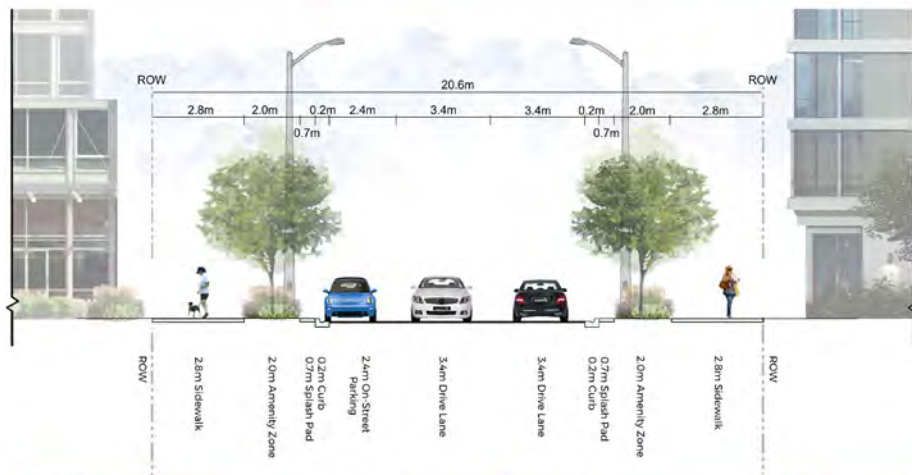
15

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Category	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

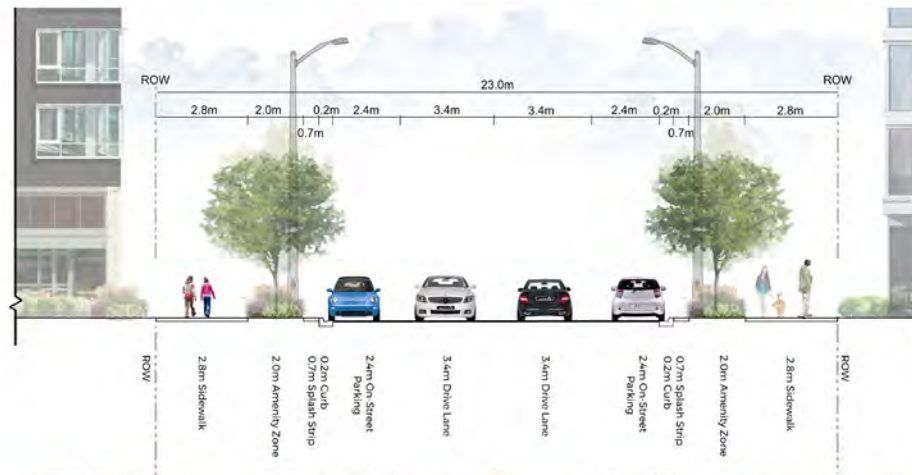
Project 1 – Redmond Road

Typical Road Cross-Section

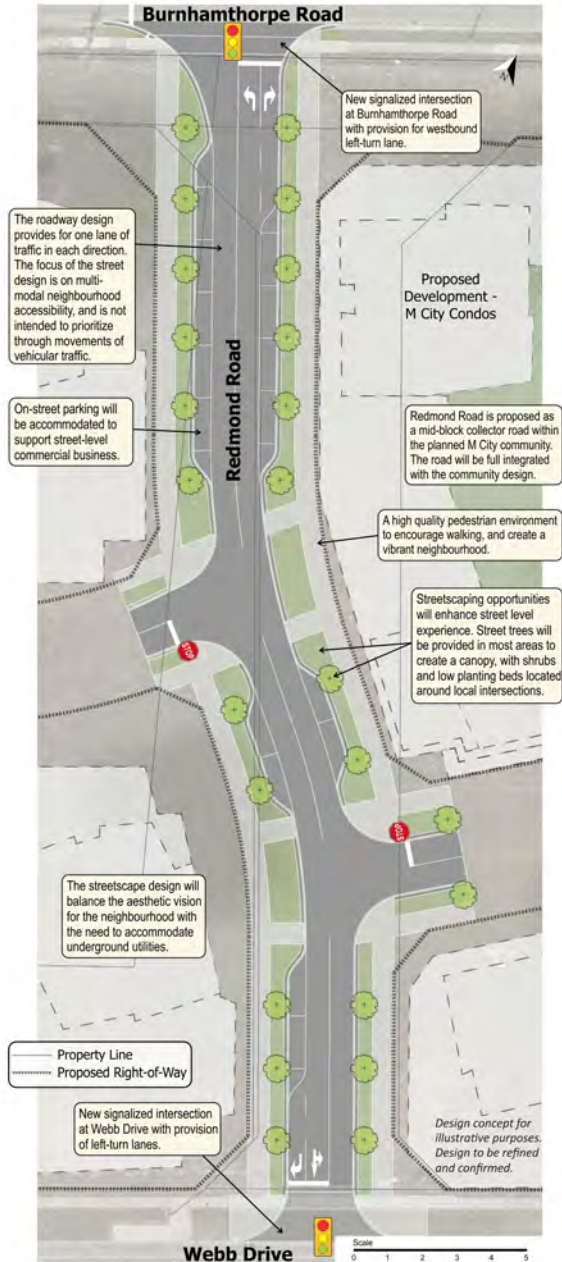
Redmond Road near Webb Drive (20.6m)



Redmond Road near Burnhamthorpe Road (23m)



Redmond Road Design Concept



Tree Pit Planting



Streetscape Components



Area Renderings (By Others)



Project 2 Webb Drive

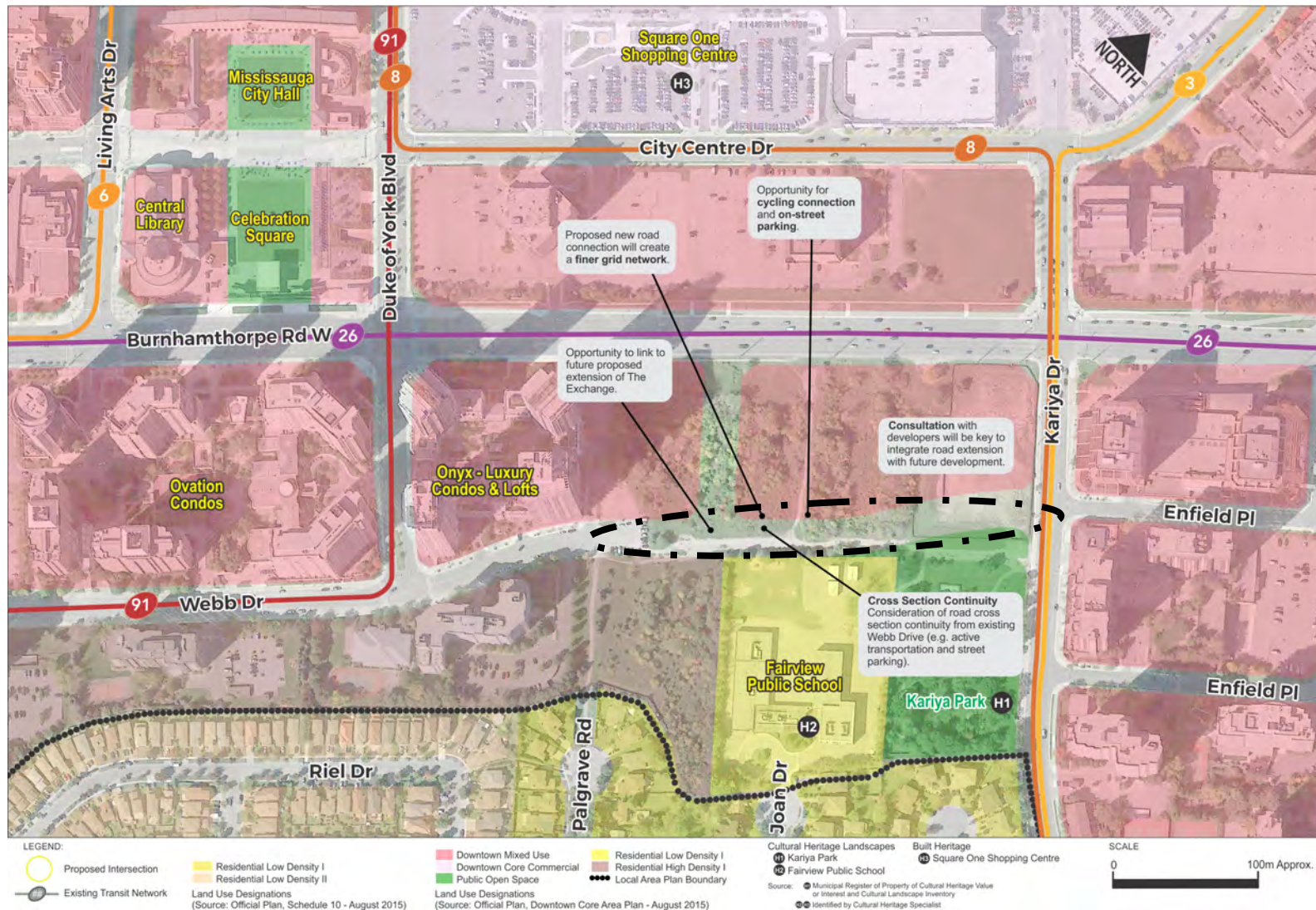


Project 2 Study Area
Webb Drive Extension



Project 2 – Webb Drive

Existing Conditions Overview



Project 2 – Webb Drive

Problems & Opportunities







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





- 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.

Alternative Solutions were developed to address the **Problems and Opportunities**. The **Alternative Solutions** were evaluated to identify the preferred solution. The following factors were used to guide the decision making process:

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

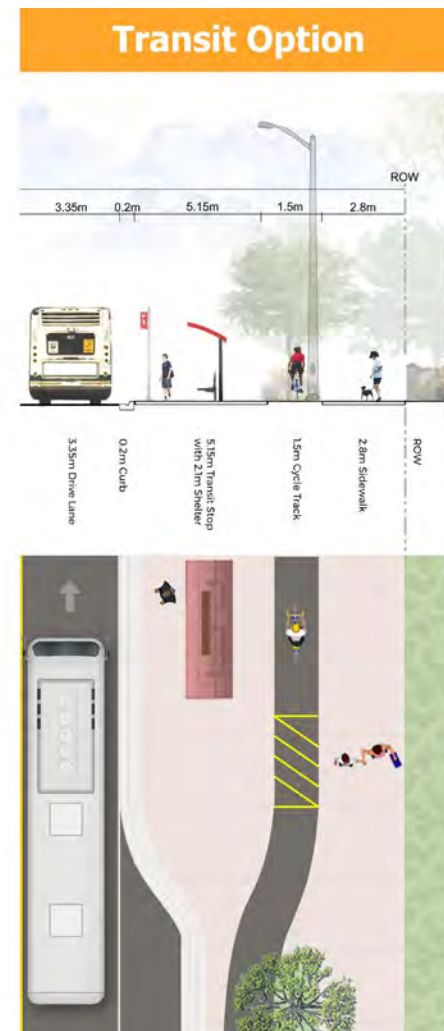
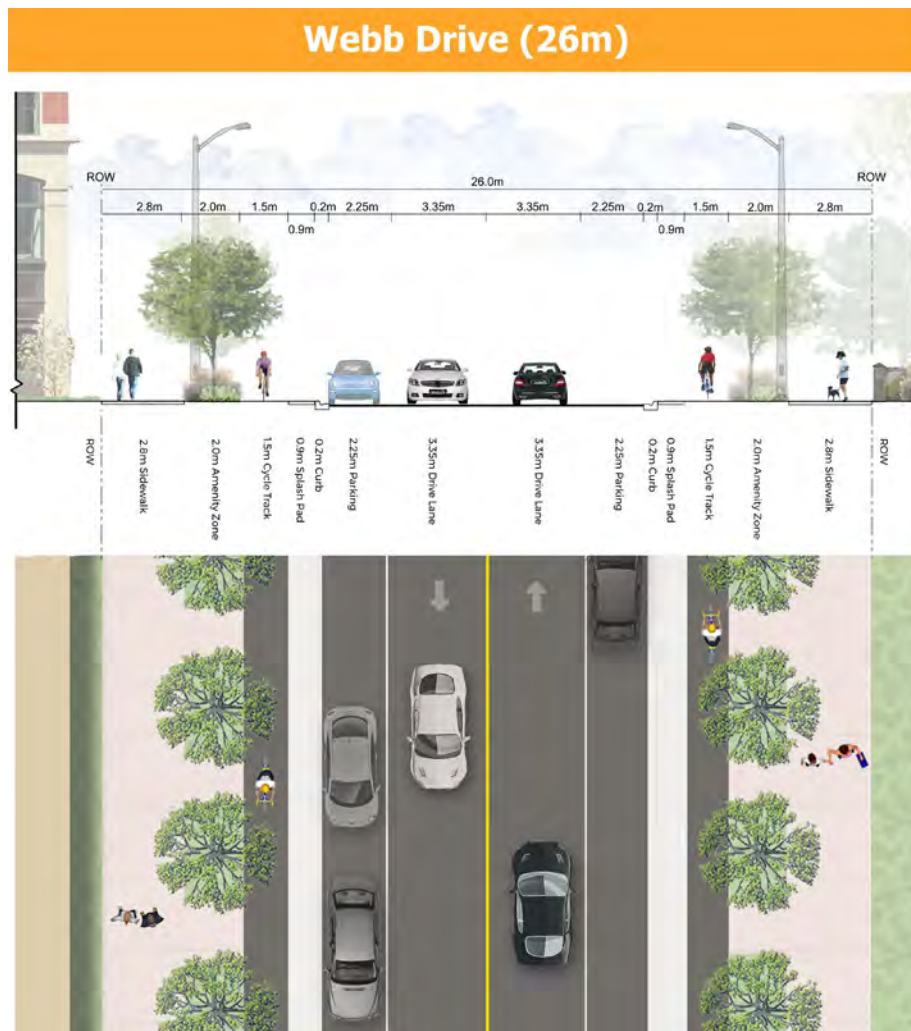
Project 2 – Webb Drive

Alternative Solutions Evaluation Summary

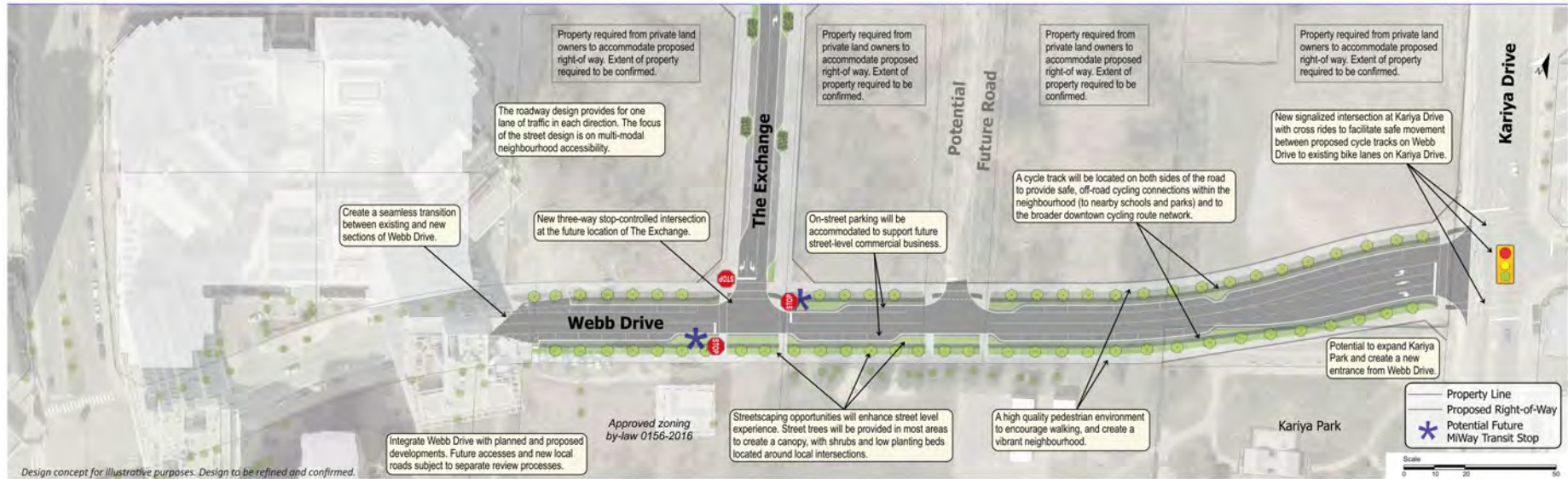
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Category	Do Nothing	Manage Transportation Demand	Upgrade Parallel Roads	Extend Webb Drive
	<ul style="list-style-type: none"> - Does not address Problems and Opportunities - Not consistent with City planning policies to create a finer-grained street 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 Archeological 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

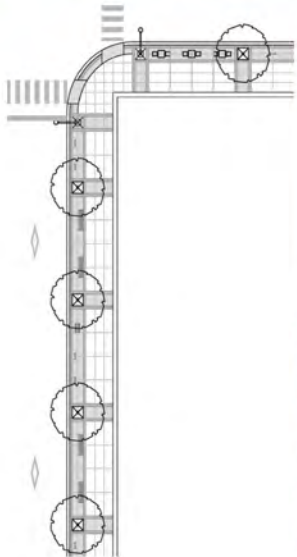
Typical Road Cross-Section



Webb Drive Design Concept

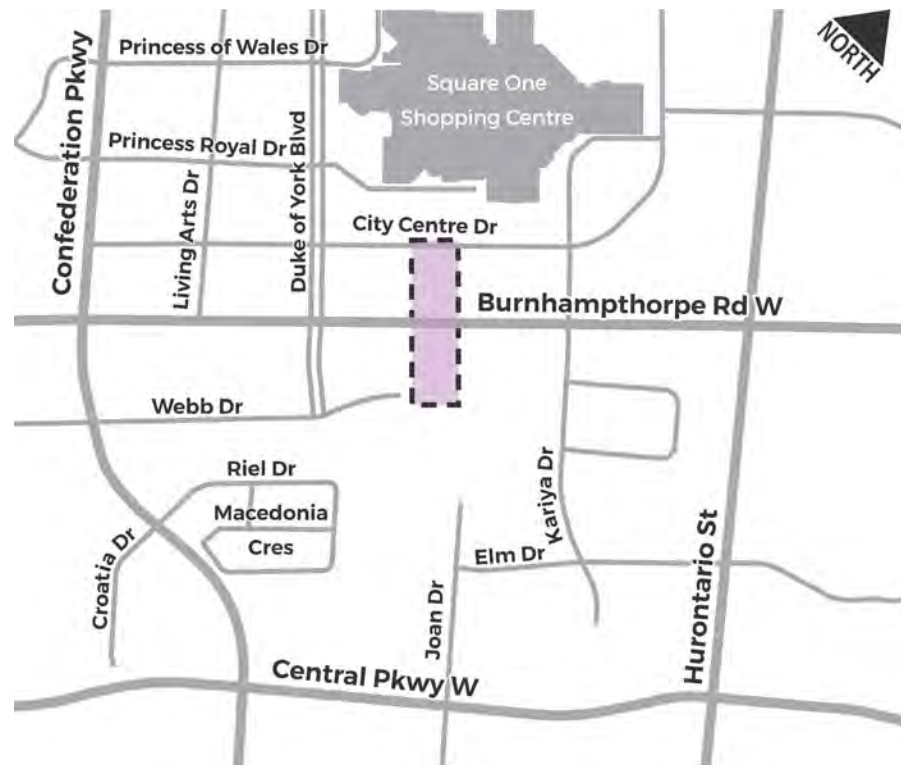


Hardscape Boulevard



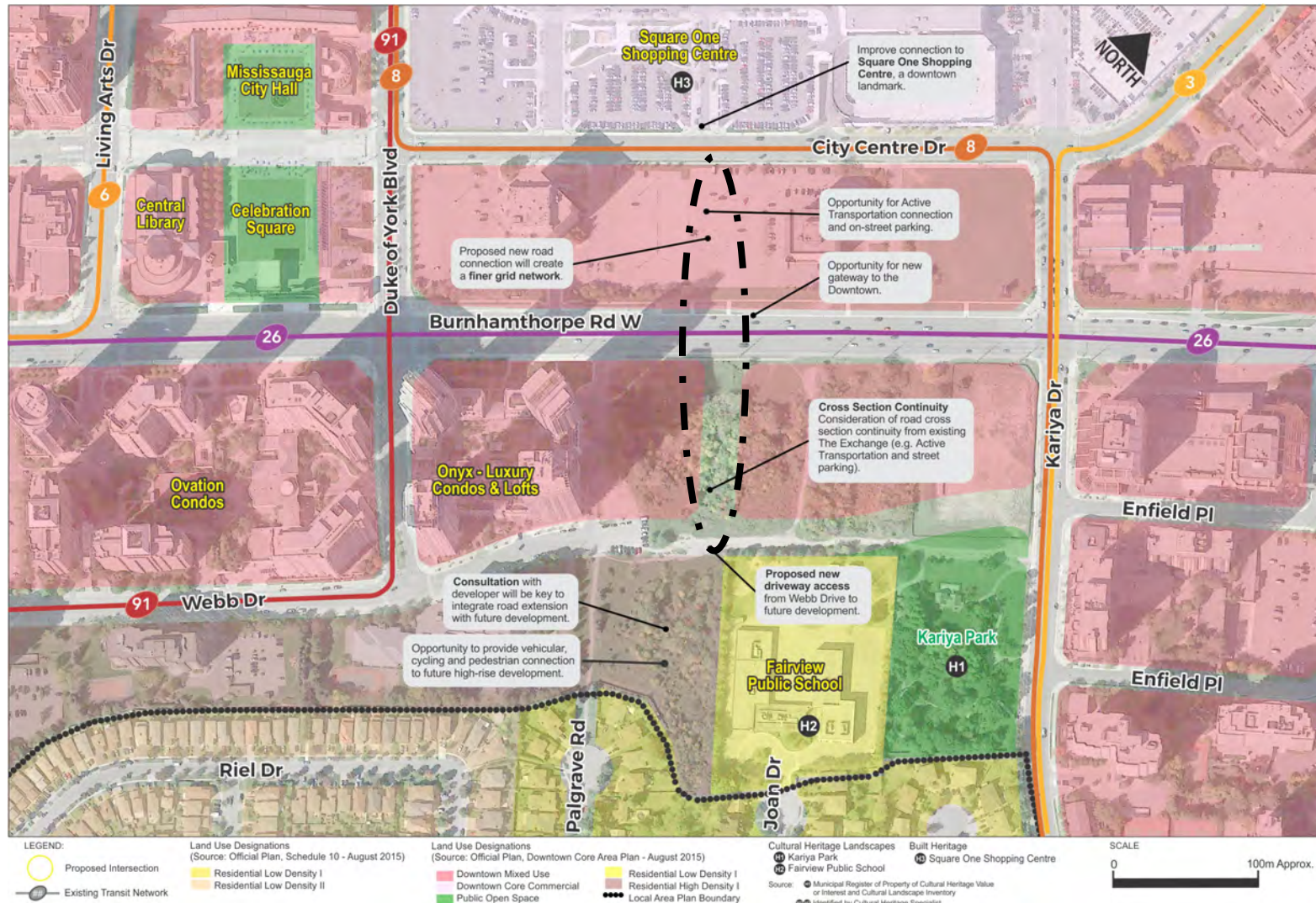
Streetscape Components

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:





- 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.

Alternative Solutions were developed to address the **Problems and Opportunities**. The **Alternative Solutions** were evaluated to identify the preferred solution. The following factors were used to guide the decision making process:

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

	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

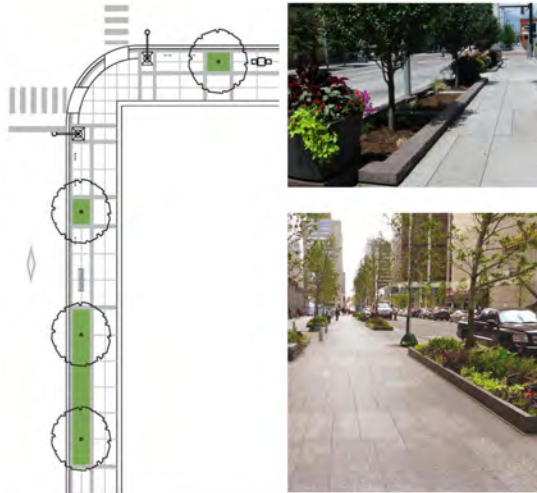
Typical Road Cross-Section



The Exchange Design Concept



Planters



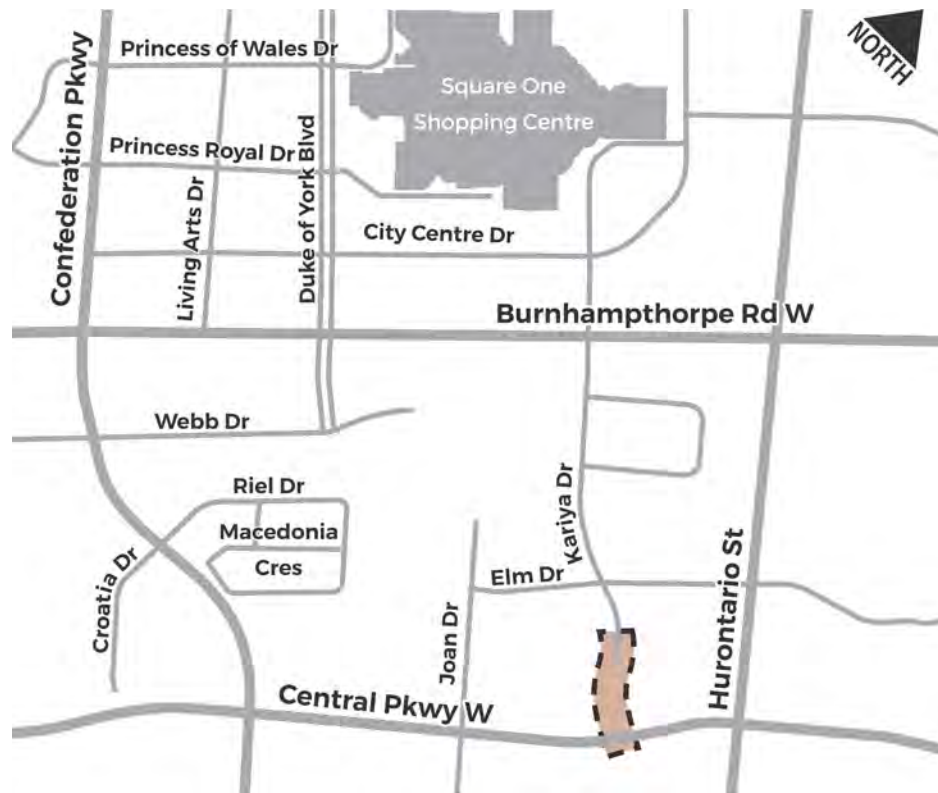
Streetscape Components



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:

- 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.

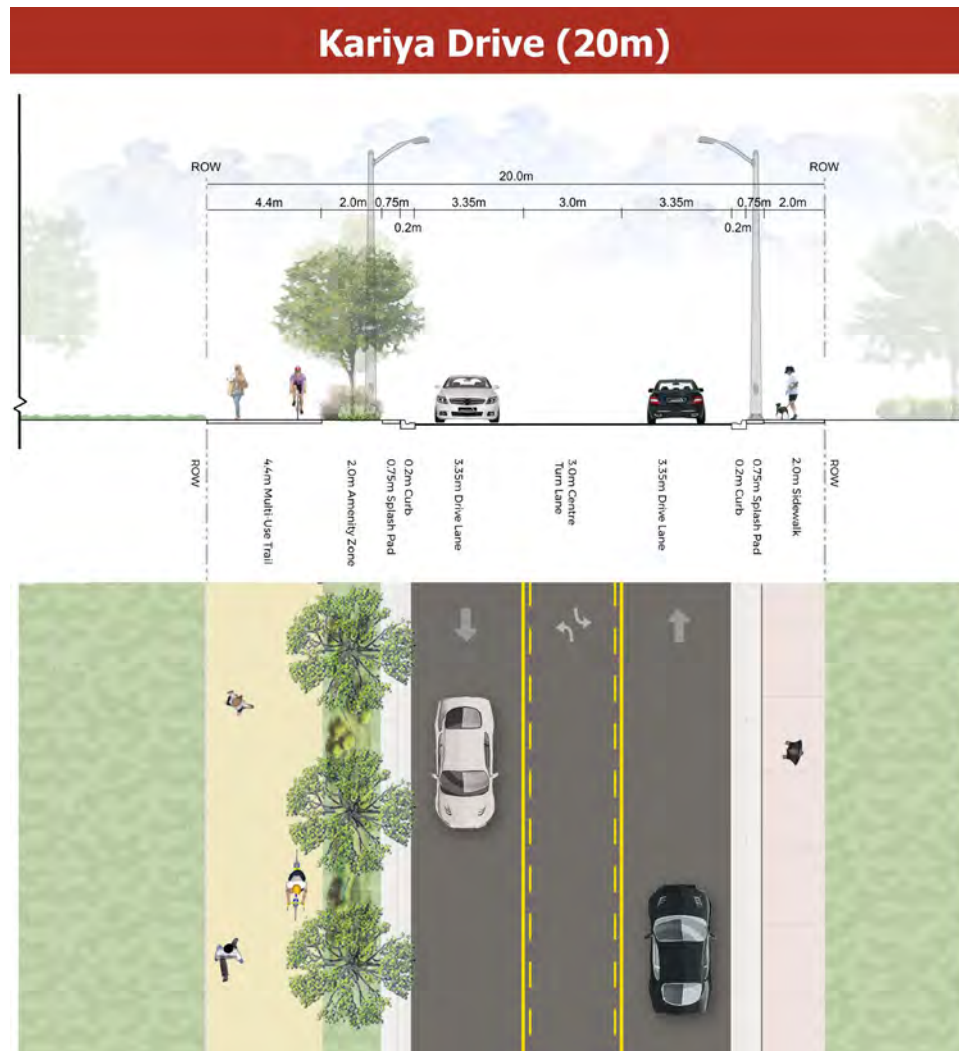
Alternative Solutions were developed to address the **Problems and Opportunities**. The **Alternative Solutions** were evaluated to identify the preferred solution. The following factors were used to guide the decision making process:

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

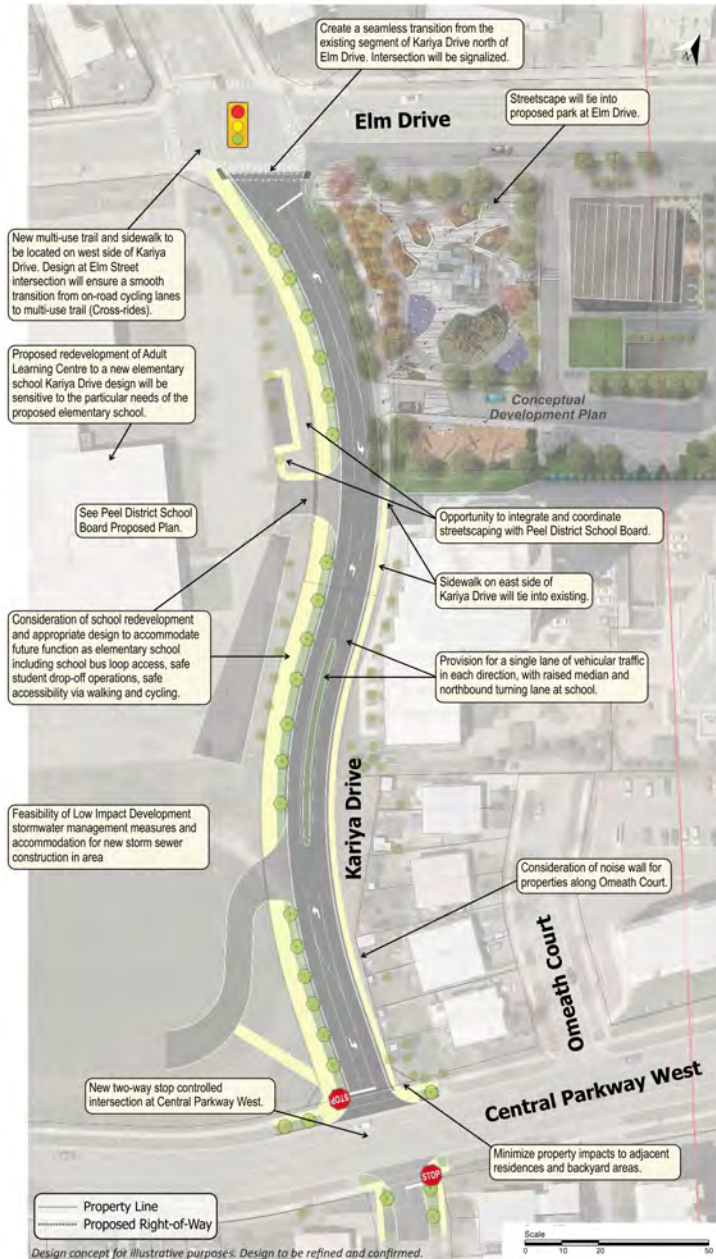
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Category	Do Nothing	Manage Transportation Demand	Upgrade Parallel Roads	Extend Kariya Drive
	<ul style="list-style-type: none"> - Does not address Problems and Opportunities - Not consistent with City planning policies to create a finer-grained 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

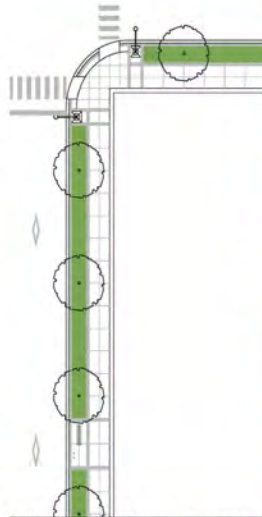
Typical Road Cross-Section



Kariya Drive Design Concept

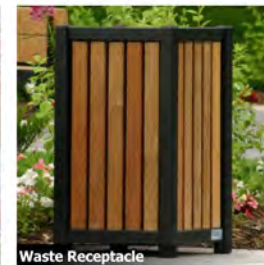


Green Boulevard



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

Streetscape Components



Bioswales and Vegetative Filters (LID for Stormwater Management)



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