

The Exchange Extension

Schedule B Municipal Class Environmental Assessment

PROJECT FILE (DRAFT)

July 2020

Prepared for: City of Mississauga

Prepared by: WSP

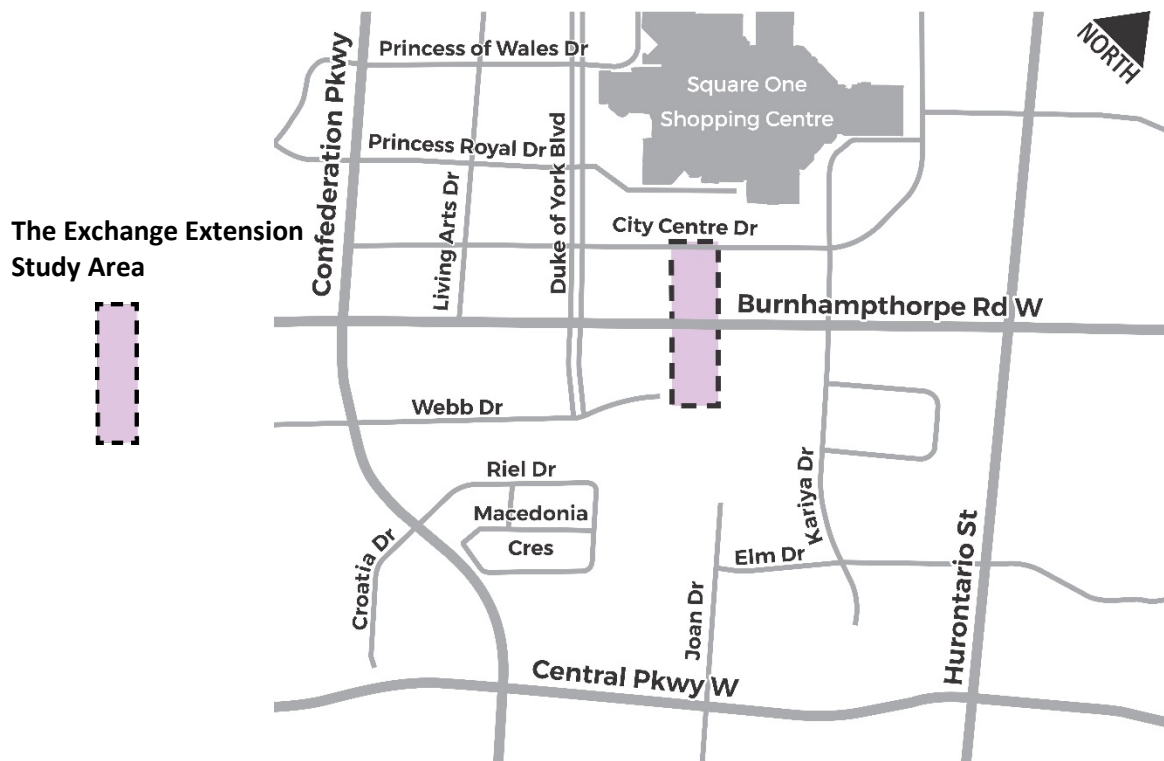
Executive Summary

Introduction

The City of Mississauga has completed a Municipal Class Environmental Assessment (Class EA) Study to evaluate the need to extend The Exchange from City Centre Drive to Webb Drive. 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 Exchange Class EA study area is generally situated between Webb Drive to the south and City Centre Drive to the north (**Exhibit ES-1**). The study area to the south of Burnhamthorpe Road is currently vacant and used as an informal pedestrian path between Webb Drive and Burnhamthorpe Road West; the study area to the north of Burnhamthorpe Road West consists of a parking lot and an adjacent office building.

Exhibit ES-1: The Exchange Extension Study Area



Planning Context

The planning and policy framework applicable to The Exchange 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 (2019)
- Provincial Policy Statement (2020)
- 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)

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 The Exchange extension is being planned to directly support DCLAP policies.

The DCLAP goals and objectives are directly relevant to The Exchange 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 The Exchange 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 cyclist, and on-street experience.

Existing Conditions

Land Use

The proposed extension of The Exchange will be situated on and adjacent to lands designated for future condominium communities and mixed-use development. Existing land use in the broader surrounding area contains a mix of high-density condominium residential communities with some street-level commercial use, as well as office uses and parking. An informal pedestrian path has formed along the future route for the Exchange, which connects Burnhamthorpe Road to the informal pedestrian path between Webb Drive.

Cultural Heritage

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

A Stage 1 Archeological Assessment was conducted in support of The Exchange Class EA Study (**Appendix A**). 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 Exchange Class EA study area may have archaeological potential and should be subject to a Stage 2 Archaeological Assessment. No ground alterations or development of any kind may occur within the study area until the Stage 2 assessment is complete.

Natural Environment

The natural environmental assessment included background review and field studies to characterize existing natural heritage features and functions. For any natural areas present, the assessment included: delineating existing vegetation communities, a botanical survey, general wildlife habitat survey, identification of potential Species at Risk (SAR) habitat, documentation of all incidental wildlife observations including bird calls, and confirmation of no surface drainage features in the four project areas. Field surveys were carried out in July 2019.

Key findings are summarized as follows:

- ▶ The study area is a mix of paved parking lot and vacant lands slated for future development with early successional vegetation growth;
- ▶ No portion of the area is within CVC's regulated area;
- ▶ No components of the City's Natural System as mapped on Official Plan Schedule 3 are present;
- ▶ No Core Areas of the Greenlands System are present;
- ▶ No fish habitat is present;
- ▶ No confirmed Significant Wildlife Habitat is present; and

- Implications of the MBCA have potential to occur during the construction phase of the project when clearing and grubbing of vegetation could potentially disturb nests of migratory birds.

Based on this review, it is concluded that the proposed road extension can be undertaken without impacting sensitive natural features and functions. Existing natural features within the Study Areas are limited and highly impacted due to the urban nature of the site, providing limited habitat functions for plant and wildlife species. With the proper implementation of mitigation measures, residual impacts to the identified natural heritage features are anticipated to be minor and manageable. Potential impacts and measures will be further revisited and confirmed at detailed design when grading and construction requirements are further refined.

Drainage and Stormwater

The study area falls within the Cooksville Creek watershed and is under the jurisdiction of the Credit Valley Conservation Authority.

There are no surface water features or areas regulated under Credit Valley Conservation Authority Regulation 160/06. Currently, surface water runoff from the existing The Exchange and developed and developed areas flows into the existing storm sewer system. Undeveloped parcels drain as overland flow to the surrounding street network where it enters the storm sewer system.

The City will develop a Stormwater Management Plan for the extension of The Exchange during the design phase. Storm runoff from the new section of The Exchange will likely be conveyed via catch basin to the existing sewer system. The stormwater management design for The Exchange extension will appropriately manage water quality and quantity per applicable City of Mississauga and Credit Valley Conservation design criteria. LID measures may be considered during detailed design however, opportunities may be limited by the constrained right-of-way.

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 Exchange Class EA study area includes: A new 1500 mm watermain along Burnhamthorpe Road, between Grand Park Drive and Cawthra Road; a new 400 mm

watermain on Duke of York Boulevard from Burnhamthorpe Road to Centre View Drive and Centre View Drive, for local distribution; and a mm new watermain on Webb Drive from Grand Park Drive to Duke of York Boulevard, for local distribution. Sanitary improvements are also identified in these areas. Construction is ongoing through 2020. Other local municipal services and utilities will be installed as part of proposed future developments.

Transportation

Existing Transportation Network

The Exchange currently exists as a 2-lane north-south roadway with pedestrian sidewalks on both sides within the parking lot of Square One Shopping Centre, from Burnhamthorpe Road West (to the south) to the main entrance of the shopping centre (to the north).

Other key north-south transportation links in the immediate area include: Kariya Gate and Duke of York Boulevard, both City collector roads. Key east-west transportation links in the area include Webb Drive and City Centre Drive, City collector roads, and Burnhamthorpe Road West.

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 the four downtown EA studies (Redmond Road, Webb Drive, The Exchange and Kariya Drive). A detailed description of existing and future traffic conditions and associated methodology is included in the Transportation and Traffic Analysis Report, available upon request from City of Mississauga staff.

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.

Based on the findings of this assessment, minor approaches of signalized intersections along Burnhamthorpe Road (northbound and southbound) and Hurontario Street (eastbound and westbound) experience high delays due to traffic signal coordination on major approaches and long cycle time (160 seconds). Existing traffic conditions at all

intersections in all four Class EA study areas are generally operating at an overall acceptable level of service (i.e. Level of Service “D” or better).

Results from the future (2031) traffic analysis indicated that without the extension of The Exchange between City Centre Drive and Burnhamthorpe Road, adjacent corridors are expected to operate with heavy delays where many turning movements are expected to operate with high delays. The extension of The Exchange corridor could provide an essential multi-modal connection between the community to the south of Burnhamthorpe Road and transit/shopping/community amenities to the north of Burnhamthorpe Road.

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 will improve access and connectivity with Mississauga’s Downtown Core, connecting the existing and planned community south of Burnhamthorpe Road to the commercial uses to the north, including Square One Shopping Centre, a City of Mississauga landmark;
- ▶ A new roadway will provide additional routing in the downtown and make for more pedestrian-friendly environment; and
- ▶ There is an opportunity to contribute to a vibrant urban core through the creation of high-quality public realm/pedestrian environment.

Problem and 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.

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:

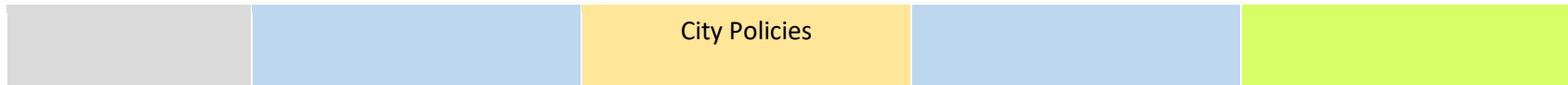
1. Do Nothing: Maintain existing transportation system within the study area i.e. new development would require an internal road network to connect with other collector or arterial roads.
2. Manage Transportation Demand: Improve access within the downtown by: discouraging single-occupant vehicles and encouraging carpooling; shifting travel demand to off-peak hours; and encouraging walking, cycling and transit use.
3. Improve Other North-South Routes: Upgrade parallel 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.

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 The Exchange
 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. - 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 to create a finer-grained street network in the Downtown Core. - 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. - Improves network connectivity for drivers and pedestrians. - Improves road operations and safety. - Enhances access to transit and downtown walkability - Provides an important link between the downtown and neighbourhoods to the south
 Socio-Economic Environment	<ul style="list-style-type: none"> - No property required. - Does 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 transit, cycling and 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"> - 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"> - 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.
 Natural Environment	<ul style="list-style-type: none"> - No impacts. 	<ul style="list-style-type: none"> - No impacts. 	<ul style="list-style-type: none"> - Some potential for impact, depending on improvements. 	<ul style="list-style-type: none"> - Removes a very small portion of successional cultural woodland vegetation and low-quality habitat. - Provides for sustainable transportation choices to reduce vehicle use.
 Cultural Environment	<ul style="list-style-type: none"> - No potential archaeological impacts. - No cultural heritage features identified. 	<ul style="list-style-type: none"> - No potential archaeological impacts. - No cultural heritage features 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 Archeological Assessment. - No cultural heritage features identified.
Evaluation Result	Not Preferred	Already Being Implemented Through	Not Preferred	Preferred



Preferred Planning Solution

Based on the results of the results of the evaluation, Alternative 4, Extension of The Exchange, 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 road for anticipated future high-rise, mixed-use development;
- ▶ Providing redundancy in the road network for all vehicles;
- ▶ Creating smaller, more walkable blocks that enhance pedestrian access to transit; and
- ▶ 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 The Exchange, given the expected growth in the downtown core. Traffic modeling indicates that the proposed The Exchange extension would provide north-south access and connectivity within the local road network.

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 Webb Drive, including on existing Webb Drive, Burnhamthorpe Road, Confederation Parkway, and Kariya Drive. MiWay has confirmed that there are no plans to extend local transit onto the proposed new segment of The Exchange.

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

Road Design Concept

A design concept was developed for the Preferred Planning Solution to extend The Exchange from City Centre Drive to Webb Drive. The design concept was developed for illustrative purposes only and is subject to refinement during future design phases. It is noted that subsequent to the Public Information Centre in June 2019, City staff continued to meet with property owners/developers north and south of Burnhamthorpe Road. As a result of this consultation, minor adjustments were made to the road right-of-way width, through some narrowing of the boulevard.

Exhibit ES-3 depicts the proposed typical road cross-sections, which are based on the City's Standard City Centre Cross-Section. **Exhibit ES-4** depicts the road alignment concept.

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 new intersections at City Centre Drive, Burnhamthorpe Road West, and Webb Drive.
- ▶ Design of wide sidewalks to create a high-quality pedestrian environment to encourage walking and create a vibrant street.
- ▶ Design of on-street parking, while maintaining appropriate clearance at intersections.

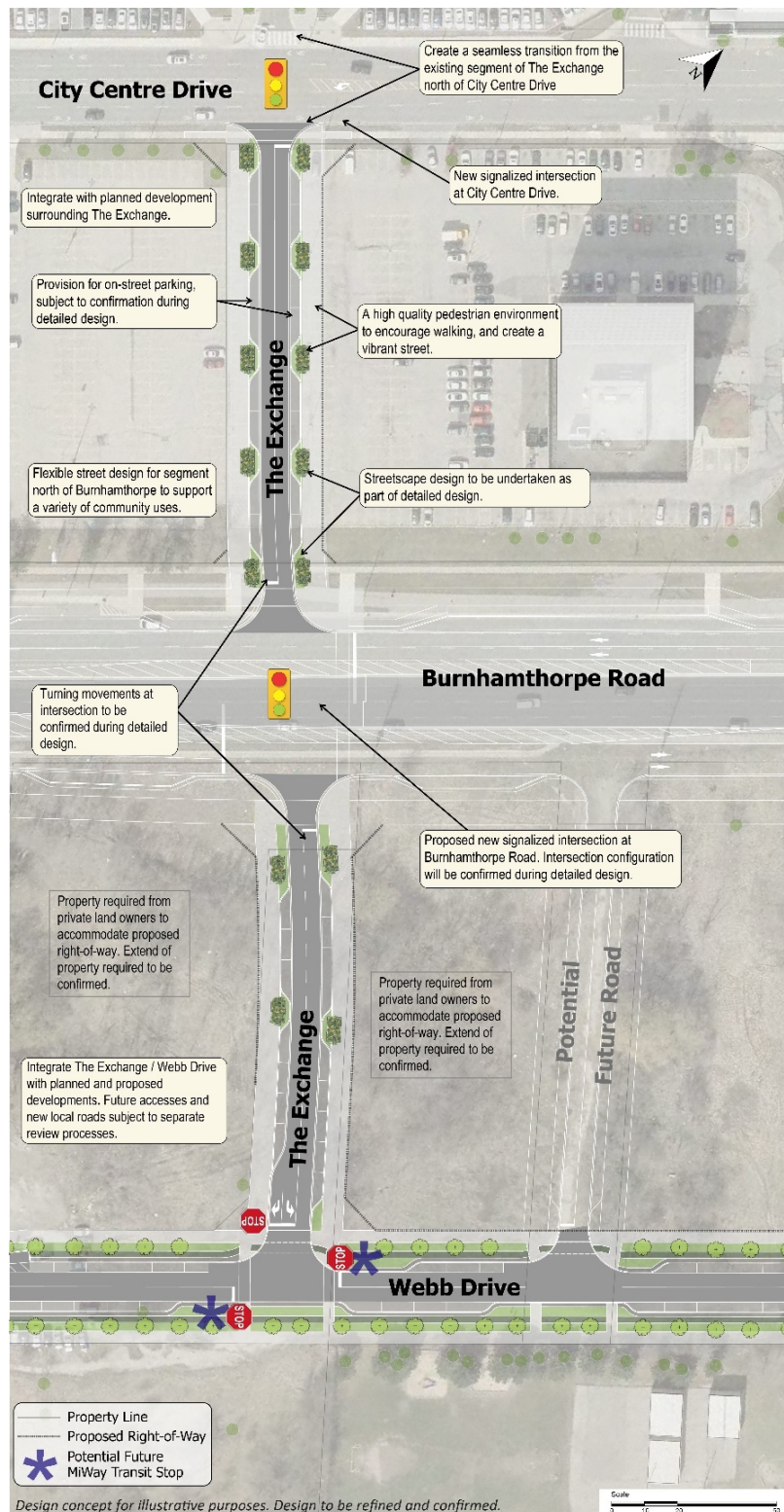
Streetscape depiction on **Exhibit ES-4** is conceptual only. Green areas are identified for future streetscape design and do not imply the presence of sod. Location of streetscape is subject to further design and integration with the future developments utilities and municipal services.

Confirming the potential property impacts, as well as engagement with the property owners will be a priority during the preliminary and detail design phases.

Exhibit ES-3: The Exchange Typical Cross-Sections



Exhibit ES-4: The Exchange 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.

Potential Property Requirements

Based on the concept design, two properties are proposed to be directly impacted: 223 Webb Drive and 180 Burnhamthorpe Road West (note: municipal address may vary depending on property ownership registration).

Roll Number	Municipal Property Address	Property Owner	Approximate Area of Property Potentially Impacted
n/a	233 Webb Drive	Baif Developments Limited	240 m ²
05-04-0-154-06300-0000	180 Burnhamthorpe Road West	2713589 Ontario Inc.	1,60m ²

The potentially impacted properties are currently vacant land, designated for future mixed-use development. A total of approximately 400 m² may be required to accommodate The Exchange right-of-way.

Since the start of the study, the one of the parcels has changed ownership; in 2020, 180 Burnhamthorpe Road West was sold to a different owner. Current property owner information was obtained from Geowarehouse.

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 The Exchange within the study area.

Project notices for all four downtown Mississauga road extension Class EA studies (i.e. Redmond Road, Kariya Dive, Webb Drive and The Exchange) were coordinated and

sent concurrently. As such the catchment areas overlapped and the mailing list consolidated, as appropriate. 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:

<http://www.mississauga.ca/portal/residents/rwek-ea-studies>

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 Contact

Date	Notification	Purpose
Notice of Study Commencement December 4, 2018	<ul style="list-style-type: none">- Notice 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 –	To introduce and invite participation in the study and to request any preliminary comments or pertinent information.

Date	Notification	Purpose
	December 12, 2018	
Public Information Centre June 12, 2019	<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 	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.
Notice of Study Completion [To be completed]	<ul style="list-style-type: none"> - Notices sent to property owners / mailing list – XX - Notices sent to agencies and utilities – XX - City project website – XX - The Mississauga News – XX 	To announce the completion of the Class EA Study and notify interested parties of the 45-calendar review period for the Environmental Study Report.

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.

No public comments were received via hard copy at the PIC. No additional public comments were received during the comment period, ending July 5, 2019.

Stakeholder Consultation

The proposed extension of The Exchange will be situated on and adjacent to land that is designated and being planned for future mixed-use development. During the Class EA Study, undeveloped land parcels within the study area have been owned by Baif Developments Limits (Baif), Wydanco Development (Wydanco), and Camrost Felcorp (Camrost). Consultation during the Class EA Study was undertaken with owners and their representatives.

In 2020, the property owned by Wyandco were sold. The parcel is currently owned by 2713589 Ontario Inc. (180 Burnhamthorpe Road West).

Meetings with Bair and Wydanco representatives were held on May 30, 2019. A meeting with Camrost was held on June 12, 2019. Minutes of the meetings are on file with City staff. A summary of the correspondence with each stakeholder is provided below:

Baif Developments Limited

- ▶ A meeting was held with Baif's 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 Baif provided an overview of future plans for their properties on Webb Drive. It was noted that the City passed By-law 0156-2016 to amend Zoning By-law 0225-2007 on the south side of Webb Drive, south of The Exchange. The purpose of the By-law is to permit a 25 storey apartment building and a 3 storey horizontal multiple building. This Class EA Study is not anticipated to preclude or adversely impact zoning by-law approval or future site planning processes.
- ▶ During the meeting Baif expressed concerns about the proposed right-of-way for The Exchange and potential property requirements.
- ▶ Following the meeting, Baif provided a copy of the Traffic Impact Study and corresponding Addendum for a proposed residential development and future mixed-use development in the area.
- ▶ Following the Public Information Centre held on June 12, 2019, Baif provided comments related to the status of development in the area, existing planning approvals and outstanding appeals. No further comments about the study process or design concept were received.
- ▶ Prior to finalizing the Project File, the Project Team reached out to Baif representatives to schedule another meeting.

Wydanco Development

- ▶ A meeting was held with Wydanco's 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 Wydanco expressed concern about the loss of developable land required to accommodate the proposed right-of-way.
- ▶ Following the meeting, a draft property plan quantifying the area directly impacted by the proposed right-of-way was provided to Wydanco.
- ▶ Following the Public Information Centre held on June 12, 2019, Wydanco provided general comments related to the proposed right-of-way and the general loss of developable area.

- ▶ No further comments about the study process or design concept were received.

Camrost-Felcorp

- ▶ A meeting was held with Camrost representatives on June 12, 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 Camrost provided an overview of future plans for their property located north of Burnhamthorpe Road. The Class EA Study is not anticipated to preclude their plans.
- ▶ Following the Public Information Centre held on June 12, 2019, Camrost provided comments related to the proposed right-in/right-out configuration of the intersection at Burnhamthorpe Road, proposed underground parking beneath The Exchange right-of-way, and the width of the proposed right-of-way. City staff continue to work with Camrost regarding their development plans along The Exchange.
- ▶ No further comments about the study process or design concept were received.

Mitigation and Commitments to Further Work

Property

Confirming the potential property impacts and engagement of the property owners of 233 Webb Drive, and 180 Burnhamthorpe Road West will be a priority during preliminary and detailed design phases.

Integration with Future Development

Timing of construction for The Exchange extension is not known, subject City Council annual review of capital project priorities and funding. At this time, it is assumed that roadway construction will be coordinated with surrounding development. The City will continue to coordinate with area land owners/developers to ensure that the roadway design and construction do not preclude planned future development.

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.

Soils Management

If soil removed during construction is determined to be contaminated, the disposal of contaminated soil must be consistent with Part XV.1 of the Environmental Protection Act and Ontario Regulation 153/04, Records of Site Condition.

Utilities

The City and any future developments on the proposed extension of The Exchange will engage with Alectra Utilities, Peel Region and private utility companies to determine needs and coordinate design and installation.

Noise and Vibration

The potential for Noise Sensitive Areas (NSAs) in close proximity to the proposed The Exchange extension was reviewed. There are no NSAs immediately adjacent to the planned roadway since the setting is within vacant land and adjacent to existing parking lots with adjacent office buildings. Any potential NSAs located adjacent to the study area, including nearby existing condominium towers on the existing portion of Webb Drive will have rear yard noise levels dominated by Burnhamthorpe Road, rather than from The Exchange. Based on this review, a noise assessment for The Exchange was deemed to be not warranted. Based on this review, a noise assessment for The Exchange 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 The Exchange 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 Exchange 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 new road will result in smaller scaled blocks; the scale of the street is to be narrower with special attention paid to the public realm.

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 movement within the Core. The scale of the streets is to be narrower with special attention paid to the public realm.