

Date: July 8, 2020

Originator's files:

To: Mayor and Members of Council

From: Geoff Wright, P.Eng, MBA, Commissioner of  
Transportation and Works

Meeting date:  
July 22, 2020

## Subject

**Webb Drive from Duke of York Boulevard to Kariya Drive – Municipal Class Environmental Assessment Study (Ward 7)**

## Recommendations

1. That the report titled Webb Drive from Duke of York Boulevard to Kariya Drive – Municipal Class Environmental Assessment Study (Ward 7) dated July 8, 2020 from the Commissioner of Transportation and Works be received;
2. That the draft Project File Report and the preferred solution for the Webb Drive Municipal Class Environmental Assessment Study (Duke of York Boulevard to Kariya Drive), dated June 2020 be endorsed by Council;
3. That staff be directed to publish the “Notice of Study Completion” for the study in the local newspaper and to place the Project File Report on the public record for a 45-day review period in accordance with the Municipal Class Environmental Assessment process; and
4. That all necessary by-laws be enacted.

## Report Highlights

- The City has carried out, through its consultant, WSP, Phases 1 and 2 of a Schedule ‘B’ Class Environmental Assessment (EA) study for the Webb Drive corridor from Duke of York Boulevard to Kariya Drive.
- Through the EA, there were several opportunities for consultation with the public, stakeholders and various government and technical agencies, including a public information centre.
- The preferred solution is to extend Webb Drive easterly from Duke of York Boulevard to Kariya Drive with two lanes of travel as well as sidewalks, cycle tracks and on-street parking.

- The estimated cost to implement the preferred road design is \$2.5 million and funding requirements will be identified in a future Roads Service Area Capital Plan.
- A copy of the executive summary of the Project File Report (PFR) has been appended to this report.
- Subject to Council endorsement, the PFR will be posted on the public record for a 45-day review period.

## Background

Municipalities in Ontario follow the Municipal Class Environmental Assessment (October 2000, amended 2007, 2011, and 2015) process under the Ontario Environmental Assessment Act to complete a Municipal Class Environmental Assessment (EA) for most transportation, water and wastewater projects. The Municipal Class EA is a phased planning approach that includes five (5) main study phases and public consultation. The complexity and extent of the environmental impact of a specific project determines the number of phases to be completed to comply with the Class EA process.

The five (5) phases are as follows:

**Phase 1 - Problem or Opportunity:** The completion of this phase requires the proponent to document the factors that lead to the conclusion that an improvement or change is warranted.

**Phase 2 - Alternative Solutions:** In this phase, alternative solutions to the problem or opportunity are identified and evaluated, taking into account the existing environment. A recommended preferred solution can be developed with input from the public and review agencies. The nature of the solution will determine if the proponent is required to complete additional phases of the Municipal Class EA process.

**Phase 3 - Alternative Design Concepts for Preferred Solution:** If required, this phase will examine alternative methods of implementing the preferred solution, again considering environmental impacts and public and review agency input.

**Phase 4 - Environmental Study Report (ESR):** This phase includes the preparation of an ESR that documents the rationale and planning and consultative process undertaken for the project and the publication of the report for public review. The ESR is filed with the Municipal Clerk and placed on the public record for at least 30 calendar days for review by the public and review agencies. In consideration of the unprecedented circumstances, the Project File will be made available for a period of 45 calendar days. At the time of filing the ESR, the public and review agencies are notified via the Notice of Study Completion of the ESR, which is mailed out to area residents and advertised in local newspapers and online at mississauga.ca. Any outstanding comments and concerns must be provided to the proponent during this time. If concerns regarding this project cannot be resolved through discussion with the proponent, a person or

party may request that the Minister of Environment, Conservation and Parks order the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessment. If no request for an Order is received by the Minister within the review period, the ESR is deemed approved and the proponent may proceed to Phase 5 and implementation of the project.

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online, paired with universally accessible methods.

Interested members of the public may view the Project File on the City's website. Should a member of the public request a hard copy of the Project File, the City will assess how this might be prepared and delivered in a manner that is consistent with regional and provincial guidelines supporting physical distancing.

The anticipated environmental impacts of an extension of Webb Drive are minor, considering the study area setting and development context. Therefore, this study meets the criteria for a Schedule 'B' process.

City staff has worked with their consultants WSP to complete Phases 1 and 2 of a Schedule 'B' Class EA study for the Webb Drive corridor from Duke of York Boulevard to Kariya Drive.

The Executive Summary of the PFR is provided in Appendix 1.

The major objectives of the EA were to:

- Confirm and document the need for road improvements, vehicular and non-vehicular;
- Address existing and potential safety issues along the corridor;
- Establish a preferred alternative planning solution and right-of-way requirements;
- Determine active transportation requirements (pedestrian and cyclist), and
- Prepare a PFR.

### Study Area

The Webb Drive Class EA study area is generally situated between Duke of York Boulevard to the west and Kariya Drive to the east (as shown in Figure 1); within the City of Mississauga's Downtown. The corridor is currently vacant lands and used as an informal pedestrian path between the existing portions of Webb Drive and Kariya Drive.

Webb Drive currently exists as a 2-lane east-west roadway with on-road bike lanes on both sides, between Grand Park Drive (to the east) and Duke of York Boulevard (to the west). The existing road straddles established residential areas to the south and newer high-rise condominium communities along Webb Drive.

Other key east-west transportation links in the immediate area are City Centre Drive, a City minor collector road, and Burnhamthorpe Road West. Key north-south transportation links in the

area include Kariya Drive, a minor collector road, and Confederation Parkway, a major collector road.

### Existing Conditions

Existing conditions of the study area were collected and reviewed, including the following:

- Various background studies and reports (e.g. stormwater management reports, etc.);
- Data provided by the City of Mississauga (e.g. traffic data, tree survey data, etc.);
- Investigations undertaken as part of this Class EA study;
- Meetings with the Project Team;
- Meetings and correspondence with agencies including the Ministry of Environment, Conservation and Parks;
- Consultation with members of the public; and
- Site visits.

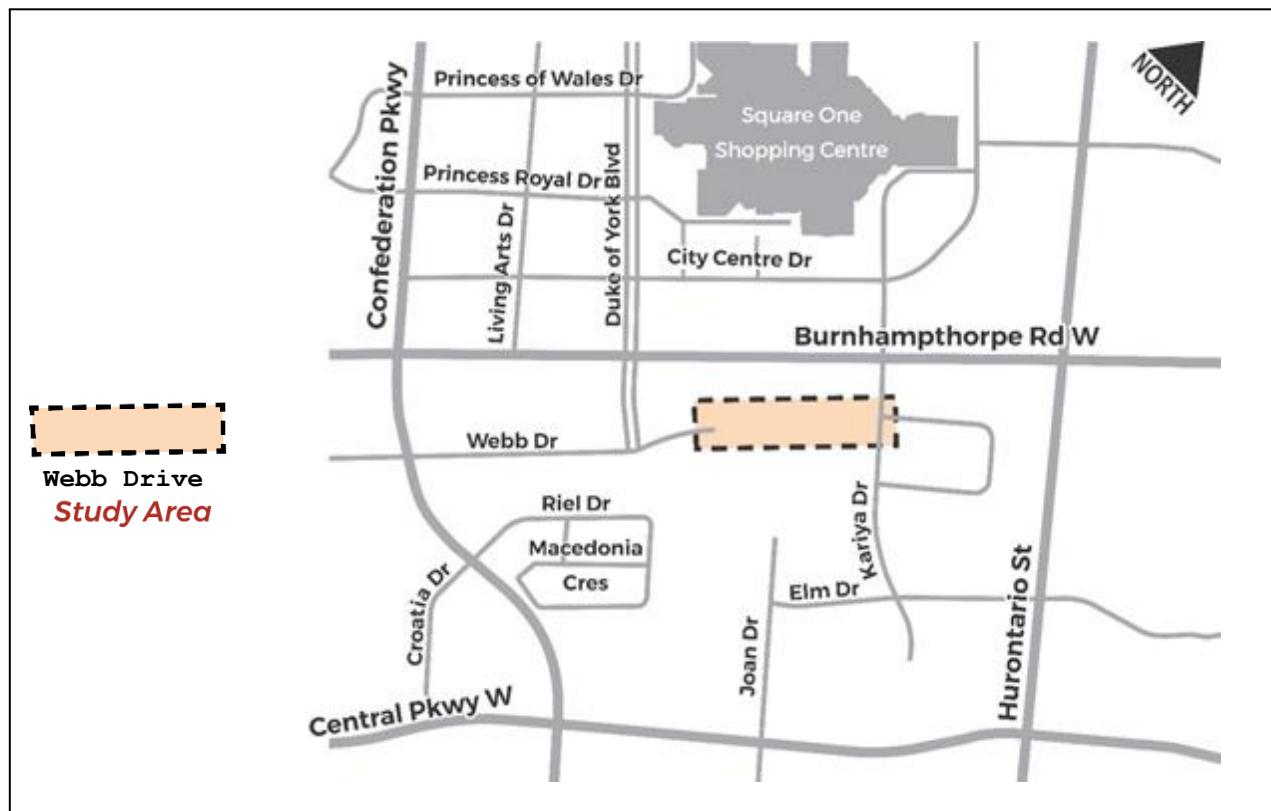


Figure 1: Webb Drive Study Area

## Comments

### Problems and Opportunities

The expansion of the City of Mississauga collector road system is required to provide east-west access and connectivity within the existing and planned communities south of Burnhamthorpe Road. A new segment of Webb Drive will facilitate multi-modal movement between the local road network and surrounding arterial 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 will smaller block sizes, fine-grained street network and a high-quality public realm and a range of transportation choices.

### Evaluation of Alternative Solutions

The Class EA process for municipal roads in Ontario requires consideration and evaluation of all reasonable alternative solutions to accommodate future travel demand. The following alternative solutions have been assessed from a traffic perspective and been identified as possible alternative solutions:

- Alternative 1 – Do Nothing;
- Alternative 2 – Diverting traffic or developing Transportation Demand Management (TDM) strategies;
- Alternative 3 – Resolving the deficiency elsewhere in the network; and
- Alternative 4 – Extend Webb Drive from Duke of York Boulevard to Kariya Drive.

Each alternative solution was evaluated based on the following criteria:

- Transportation and Technical;
- Socio-Economic environment;
- Natural environments;
- Cultural environment,
- Construction Impacts; and
- Cost

Based on the analysis and evaluation of alternative solutions and feedback received from the public and stakeholders, the preferred planning solution is Alternative 4 – Extend Webb Drive from Duke of York Boulevard to Kariya Drive. Alternative 4 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 east-west collector road within the downtown;
- Providing redundancy in the road network for all vehicles;
- Providing for future expansion of the MiWay transit system;
- 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.

### Road Design Concept

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

Figure 2 illustrates the proposed typical road cross-section and the optional near-side transit stop cross-section. The typical cross-section is based on the Standard City Centre Cross-Section. Figure 3 shows 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, cycle tracks and sidewalks. However, some details of the road cross-section may be subject to minor adjustments during the design phase;
- Traffic control and operations including the new stop-controlled intersections at The Exchange, and Potential Future Road, and the signalized intersection at Kariya Drive which is to be aligned with Enfield Place to the east. Aligning the Kariya Drive intersection with Enfield Place allows the design to comply with typical intersection spacing standards;
- Design of on-street parking, while maintaining appropriate clearance at intersections;
- Design of raised cycle tracks and transitions to existing cycling network;
- Design of near-side transit stops; and
- Design of mid-block intersection.

The streetscape depiction is conceptual only. Green areas are identified for future streetscape design and do not imply the presence of sod. Location of various streetscape elements is subject to further design and integration with the adjacent development and municipal services.

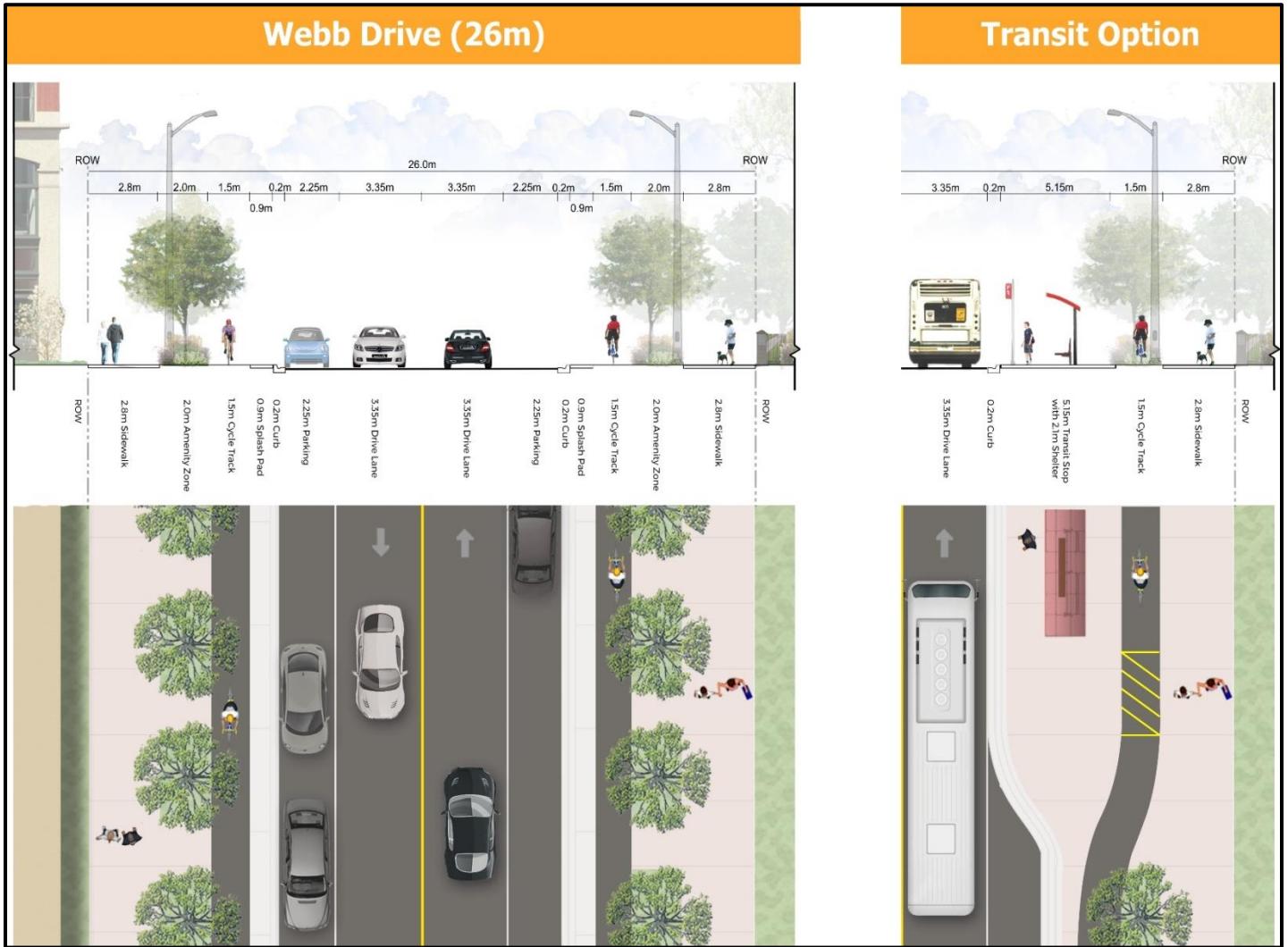


Figure 3: Webb Drive Cross-Sections

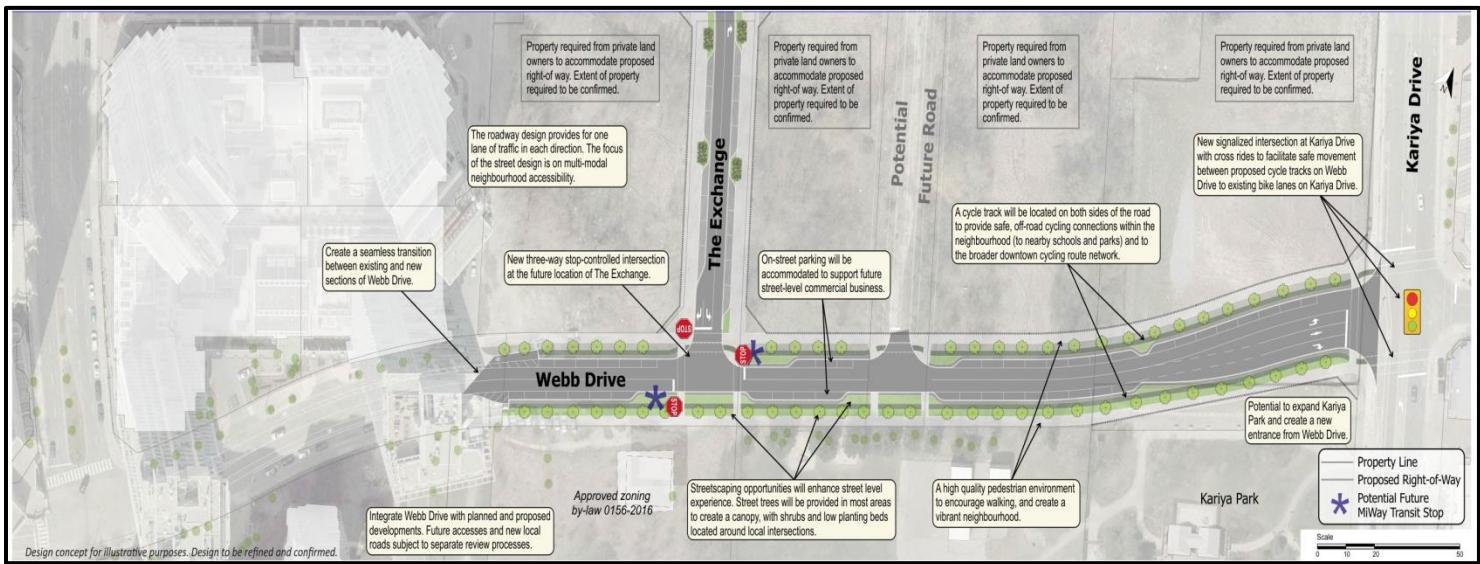


Figure 4: Webb Drive Design Concept

### Public Consultation

Public consultation is a key feature of an EA planning process and therefore was a principal component of the Webb Drive from Duke of York Boulevard to Kariya Drive – Municipal Class Environmental Assessment Study. Key features of the consultation program undertaken as part of this study included:

- Notice of Study Commencement published in the local newspaper on December 6 and 13, 2018 and mailed to area property owners and technical agencies;
- Public Information Centre held on June 12, 2019; and
- Various stakeholder meetings with impacted property owners.

Subject to Council endorsement, a Notice of Study Completion will be published in the local newspaper and mailed to area property owners and technical agencies.

### Implementation

It is recommended that the preferred road design concept be constructed in coordination with the area developments to minimize impacts to the surrounding residents and businesses. Staff is also working with the development community to determine how the design and construction costs of certain elements within the road can be shared. Funding requirements will be included in a future Business Plan and Budget for Council's approval.

### Property Requirements

Based on the concept design, three properties may be directly impacted, including: 180 Burnhamthorpe Road West, 152 Burnhamthorpe Road West, and 3672 Kariya Drive (note: municipal address may vary depending on property ownership registration). The potentially impacted properties are currently vacant land, designated and/or approved for future mixed-use development. Since the onset of the study, the parcels have since changed ownership; in 2020, all three parcels were sold to a different owner.

### Next Steps

Should this study PFR and the preferred alternative solution be endorsed by Council and no Part II Orders are filed with the Ministry of the Environment, Conservation and Parks during the public notification period, this project will be deemed approved. The Notice of Study Completion for this PFR will be posted for a 45-day review period.

## **Financial Impact**

The estimated cost to implement the preferred road design is \$2.5 million and funding requirements will be identified in a future Roads Service Area Capital Plan from the Development Charges Reserve Account (DCA Roads and Related Infrastructure Account #31335).

Staff is also working with the development community to determine how the design and construction costs of certain elements within the road can be shared.

The nominal fees associated with publishing the “Notice of Study Completion” for this study in the local newspaper and placing the PFR on the public record for a 45-day review period can be funded by the existing capital project #17-104 Downtown Roads.

## **Conclusion**

The Transportation and Works Department recommends that Council endorse the preferred alternative solution for Webb Drive from Duke of York Boulevard and Kariya Drive and that staff be directed to publish the Notice of Study Completion for this study in the local newspaper and to place the PFR on the public record for a 45-day review period. The preferred solution is to extend Webb Drive with two lanes of travel as well as sidewalks, cycle tracks and on-street parking, as outlined in this report.

## Attachments

Appendix 1: Webb Drive Municipal Class Environmental Assessment Study - Draft Project File Report: Executive Summary



---

Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Gino Dela Cruz, P.Eng., Transportation Project Engineer