

Webb Drive Extension
Schedule B Municipal Class Environmental Assessment

PROJECT FILE (DRAFT)

June 2020

Prepared for: City of Mississauga

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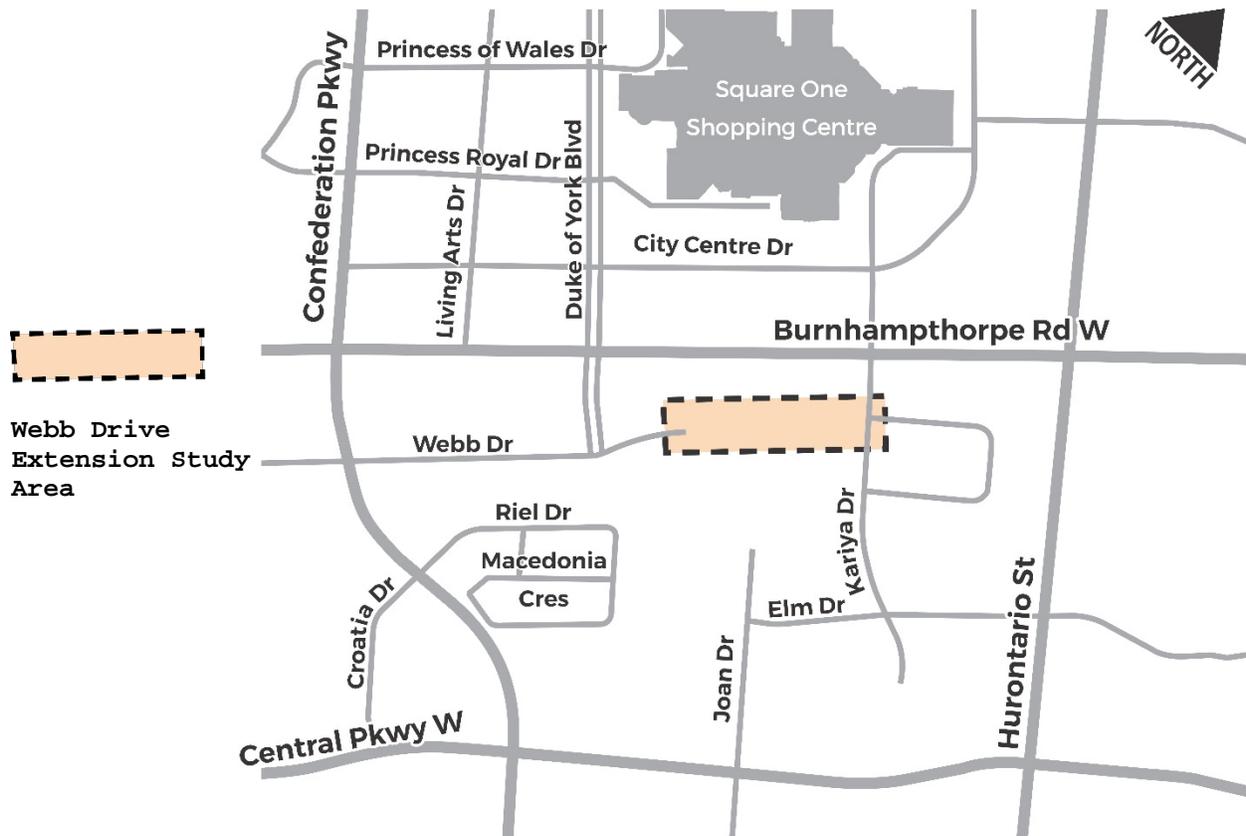
Executive Summary

Introduction

The City of Mississauga has completed a Municipal Class Environmental Assessment (Class EA) Study to evaluate the need to extend Webb Drive from Duke of York Boulevard to Kariya 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 Webb Drive Class EA study area is generally situated between Duke of York Boulevard to the east and Kariya Drive to the west (**Exhibit ES-1**). The corridor is currently vacant lands and used as an informal pedestrian path between the existing portions of Webb Drive and Kariya Drive.

Exhibit ES-1: Webb Drive Extension Study Area



Planning Context

The planning and policy framework applicable to the Webb Drive 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 (2014)
- ▶ Region of Peel Official Plan (2018)
- ▶ City of Mississauga Strategic Plan
- ▶ City of Mississauga Official Plan (2016)
- ▶ Downtown21 Master Plan (2010)
- ▶ Downtown Core Local Area Plan (2015)
- ▶ Mississauga Transportation Master Plan (2019)
- ▶ City of Mississauga Cycling Master Plan (2018)
- ▶ City of Mississauga Zoning By-law 0156-2016

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 Webb Drive extension is being planned to directly support DCLAP policies.

- ▶ 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 Webb Drive 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 Webb Drive extension will be situated on and adjacent to lands designated and/or approved for future mixed-use development and a small strip of City-owned land, north of Kariya Park.

Land use in the surrounding area contains a mix of high-density condominium residential communities with some street-level commercial use and established low and medium density residential communities to the south. Kariya Park and Fairview Public School are located along the south edge of the study area. Currently, the lands planned for the road extension is used as an informal pedestrian path, connecting the existing Webb Drive at Duke of York Boulevard to Kariya Drive.

Cultural Heritage

A Cultural Heritage Assessment was conducted in support of the Webb Drive Class EA. Based on this work, there is one cultural heritage landscape adjacent to the Webb Drive study area; Kariya Park. Kariya Park is a park that incorporates the design principles and style of a traditional Japanese Garden. The park is included on the City of Mississauga Heritage Register (inventory # 977) and in the City Cultural Heritage Inventory (2005) as site L-PA-2. The extension of Webb Drive will have no direct impact to the cultural heritage resource. The City will consider opportunities to expand the park north to meet Webb Drive and provide a new park entrance at the corner of Webb Drive and Kariya Drive, where a pedestrian crossing and cycling cross-rides will be integrated with the new intersection.

A Stage 1 Archeological Assessment was conducted in support of the Webb Drive Class EA Study (**Appendix C**). 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 a portion of the Webb Drive 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 comprised of an informal dirt trail connecting the end of Webb Drive to Kariya Drive through a young naturalized/early successional area of cultural meadow and cultural woodland;
- ▶ No portion of the area is within Credit Valley Conservation's (CVC) 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; and
- ▶ No confirmed Significant Wildlife Habitat is present.

Based on this review, it is concluded that the proposed road extensions 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 existing Webb Drive 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 Webb Drive during the detailed design phase. Storm runoff from the new section of Webb Drive will likely be conveyed via catch basin to the existing sewer system. The stormwater management design for the Webb Drive extension will appropriately manage water quality and quantity per applicable City of Mississauga and Credit Valley Conservation design criteria. Low Impact Development (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 Webb Drive Class EA study area includes: A new 1500 mm watermain along Burnhamthorpe Road, between Grand Park Drive and Cawthra Road; a new 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.

Transportation

Existing Transportation Network

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.

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 Webb Drive from Duke of York Boulevard and Kariya Drive, east-west traffic could only travel along Burnhamthorpe Road, which is expected to experience heavy delays. The eastbound traffic at the Burnhamthorpe Road and Duke of York Boulevard intersection is expected to operate with high delays and queues backing up to the upstream intersections. The poor intersection operations present the need for the extension of Webb Drive, which could provide an alternate route option for the east-west traffic and south-west traffic navigating through the Downtown area.

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 east-west collector road will improve access and connectivity within the existing and planned communities south of Burnhamthorpe Road;
- ▶ A new roadway will provide additional routing in the downtown and make for more pedestrian-friendly environment;
- ▶ There is an opportunity to contribute to a vibrant urban core through the creation of high-quality public realm/pedestrian environmental that supports street-level commerce and encourages street activity.

Problem and Opportunity Statement:

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 with smaller block sizes, fine-grained street network and a high-quality public realm and a range of transportation choices.

Alternative Solutions

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

1. Do Nothing: Maintain existing transportation system within the study area.
2. Manage Transportation Demand: Improve access within the downtown by: discouraging single-occupant vehicles and encouraging carpooling; shifting travel demand to off-peak hours; and encouraging walking, cycling and transit use.
3. Improve Other East-West Routes: Upgrade parallel roads such as Burnhamthorpe Road or Central Parkway West to support transportation needs.
4. Extend Webb Drive: Webb Drive as a 2-lane road with from Duke of York Boulevard to Kariya 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 Webb Drive
 Transportation and Technical	<ul style="list-style-type: none"> - Does not address Problems and Opportunities - Not consistent with City planning policies to create a finer-grained street network - Does not improve network connectivity 	<ul style="list-style-type: none"> - May result in some shift in travel demand to improve road operations. - Does not address the primary transportation problem of the need for a finer grid collector road network 	<ul style="list-style-type: none"> - 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 transportation needs - Improves network connectivity for all users - Improves road operations and safety - Enhances access to transit and downtown walkability
 Socio-Economic Environment	<ul style="list-style-type: none"> - No property required - Does 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 MiWay
 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 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 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

Preferred Planning Solution

Based on the results of the evaluation, Alternative 4, Extension of Webb Drive, 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 east-west collector road within downtown;
- ▶ Providing redundancy in the road network for all vehicles;
- ▶ Providing for future expansion of 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.

Exhibit ES-2 illustrates that 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 Webb Drive, given the expected growth in the downtown core. Traffic modeling indicates that the proposed Webb Drive extension would provide east-west 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 future plans to extend local transit service onto the proposed new segment of Webb Drive.

The City of Mississauga Cycling Master Plan (2018) includes future plans for bike lanes on Webb Drive. In consultation with City staff, raised cycle tracks are proposed on both sides of the new segment of Webb Drive. Raised cycle tracks are bicycle lanes that are physically separated from by a curb and raised higher than the street. Raised cycle tracks provide more separation between cyclists and vehicular traffic compared with bike lanes. The cycle tracks on the new segment of Webb Drive will provide access to the surrounding cycling network, which includes: existing bike lanes on Webb Drive; bike lanes on Kariya Drive; bike lanes on Confederation Parkway; multi-use path on Burnhamthorpe Road; and existing dedicated and shared facilities on Grand Park Drive.

Road Design Concept

A design concept was developed for the Preferred Planning Solution to extend Webb Drive by approximately 300 m, from its existing terminus located at Duke of York Boulevard, to a new intersection at Kariya Drive. The design concept was developed for illustrative purposes only and is subject to refinement during future design phases.

Exhibit ES-4 depicts the proposed typical road cross-section and near-side transit stop cross-section. The typical cross-section is based on the Standard City Centre Cross-Section. **Exhibit ES-5** 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 the new intersections at The Exchange, Future Street B and Kariya Drive.
- ▶ 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.
- ▶ Design of mid-block intersections.

The streetscape is conceptual only. Green areas are identified for future streetscape design and do not imply the planned presence of sod. Location of streetscape is subject

to further design and integration with future developments, utilities and municipal services.

Proposed and potential future roads depicted in **Exhibit ES-4** are subject to separate studies and City approval. A Schedule B Class Environmental Assessment Study for The Exchange is being carried out at the same time as this study. A proposed design concept for The Exchange is shown in the Project File.

Potential 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. Current property owner information was obtained from Geowarehouse.

A total of approximately 5,100 m² may be required to accommodate the Webb Drive right-of-way. The area of each parcel that may be impacted is noted **Exhibit ES-3**.

Exhibit ES-3: Area of Property Potentially Impacted

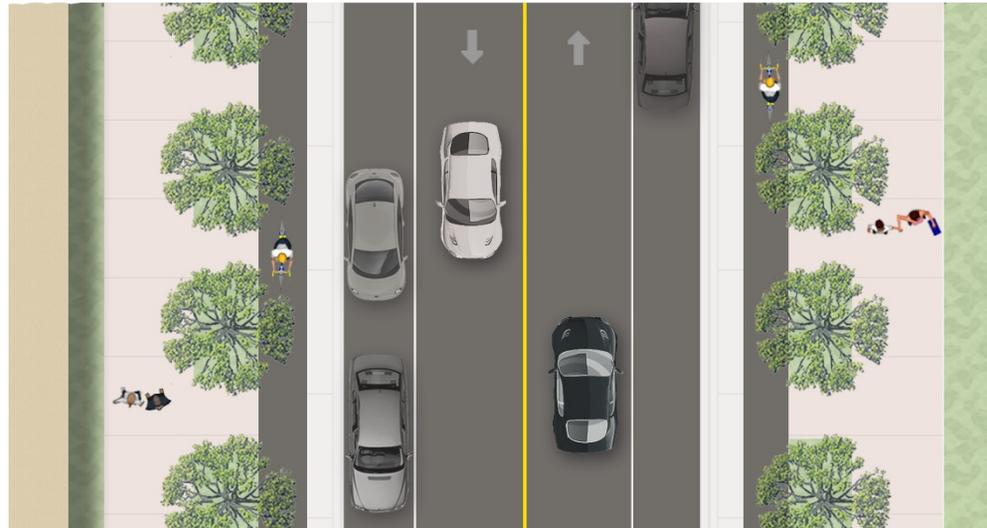
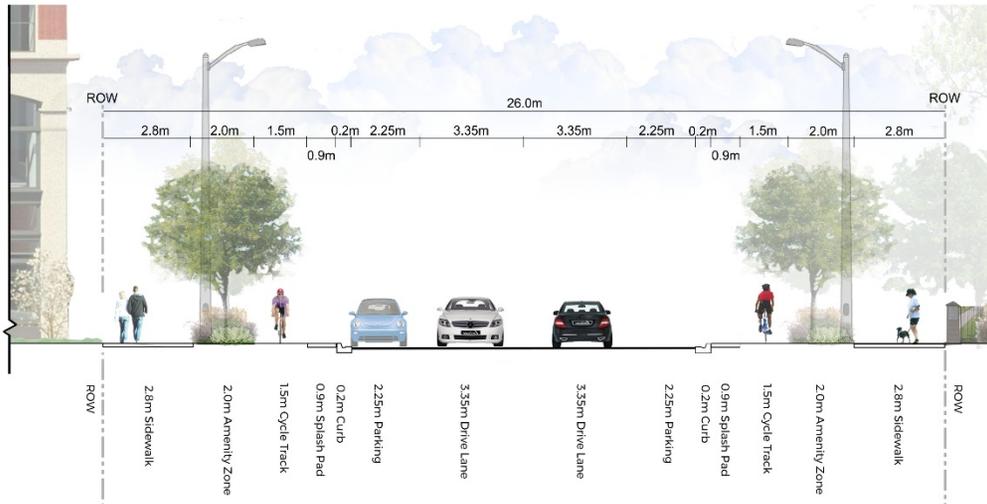
Roll Number	Municipal Property Address	Property Owner	Approximate Area of Property Potentially Impacted
05-04-0-154-06300-0000	180 Burnhamthorpe Road West	2713589 Ontario Inc.	1,200 m ²
05-04-0-154-06400-0000	152 Burnhamthorpe Road West	2729740 Ontario Inc.	1,600 m ²
05-04-0-1534-06600-0000	3672 Kariya Drive	2729740 Ontario Inc.	2,300 m ²

The alignment of the proposed right-of-way is constrained by the existing segment of Webb Drive and the location of the Kariya Drive/Enfield Place intersection. If the alignment were to continue straight from the existing segment of Webb Drive to Kariya Drive, the intersection of Webb Drive/Kariya Drive would be offset from the existing

intersection of Kariya Drive/Enfield Place. An offset intersection is unacceptable at this location and would not comply with typical intersection spacing standards.

The proposed 26 m right-of-way width is required to accommodate the standard City Centre cross-section and supports the development of a multi-modal transportation network, including pedestrians, cyclists and transit. The right-of-way increases on approach to the Webb Drive/Kariya Drive intersection to accommodate turning lanes on Webb Drive and the turning radii of transit vehicles. Confirming the potential property impacts, as well as engagement with the property owners will be a priority during the preliminary and detail design phases.

Webb Drive (26m)



Transit Option

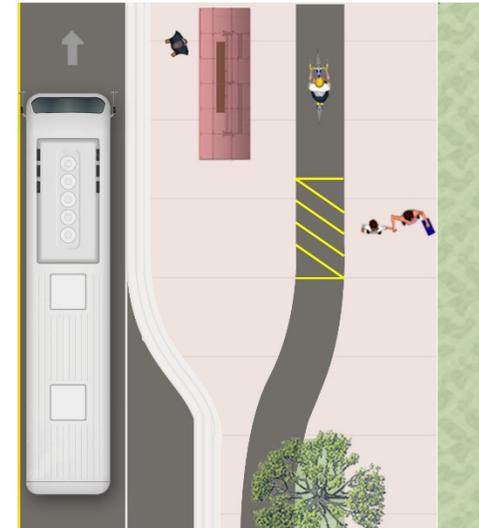
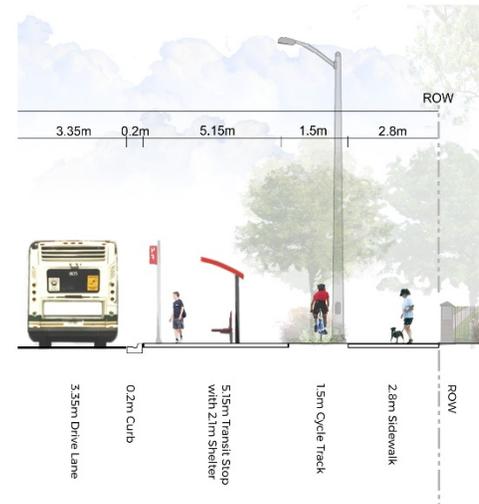


Exhibit ES-4: Webb Drive Typical Cross-Sections

Exhibit ES-5: Webb Drive Design Concept

Note: Streetscape depiction is conceptual only.



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-6**.

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 Webb Drive 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-6: Key Points of Contact

Date	Notification	Purpose
<p>Notice of Study Commencement December 4, 2018</p>	<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 – December 12, 2018 	<p>To introduce and invite participation in the study and to request any preliminary comments or pertinent information.</p>
<p>Public Information Centre June 12, 2019</p>	<ul style="list-style-type: none"> - Postcard notices sent to property owners / mailing list – May 27, 2019 - City project website – May 31, 2019 - City website – June 3, 2019 - The Mississauga News – June 6, 2019 - PIC Display materials posted on City website on June 13, 2019 	<p>To notify and invite interested parties to attend the first Public Information Centre on June 12, 2019 to review information and provide input regarding: the problem and opportunities being addressed, the collection of background information, the evaluation of planning alternatives and early design concepts.</p>
<p>Notice of Study Completion [To be completed]</p>	<ul style="list-style-type: none"> - Notices sent to property owners / mailing list – XX - Notices sent to agencies and utilities – XX - City project website – XX - The Mississauga News – XX 	<p>To announce the completion of the Class EA Study and notify interested parties of the 45-calendar day review period for the Environmental Study Report.</p>

Agency Consultation

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

providers) were first notified of this Class EA Study through written correspondence on December 10, 2018 which included a copy of the Notice of Study Commencement and a Response Form. A summary of agency comments received throughout the study and course of action taken by the Project Team, as appropriate, is provided in **Exhibit ES-7**.

Exhibit ES-7: 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 or during the comment period, ending July 5, 2019. Stakeholder comments are noted under the Stakeholder Consultation heading.

One written comment was received throughout the study. The comment is provided in **Exhibit ES-8**, along with the how the feedback was considered in this study. Sensitive information such as names and contact information have been removed.

Exhibit ES-8: Public Feedback Received Throughout the Study

Comments	How the feedback has been considered in this study
Consider an underground pedestrian crossing connection of City Centre Dr and Webb Drive. Consider the development of a major grocery store type like Costco downtown Mississauga. Consider using conifer trees as streetscape plantings	An underground pedestrian crossing is beyond the scope of this Class EA study however, underground path systems may be contemplated in future developments. Several development applications for mixed use/residential developments adjacent to the study areas are in process. Developments are subject to approval through the City’s site plan approval process. At this stage, the type and exact location of vegetation/trees to be planted in the study areas has not been confirmed. During detailed design a landscape plan will be developed to confirm vegetation and plantings in the study areas.

Stakeholder Consultation

The proposed Webb Drive extension 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 Limited (Baif) and Wydanco Development (Wydanco). Consultation during the Class EA study was undertaken with owners and their representatives.

In 2020, the properties owned by Wydanco were sold. The parcels are currently owned by 2729740 Ontario Inc. (152 Burnhamthorpe Road West and 3672 Kariya Drive) and 2713589 Ontario Inc. (180 Burnhamthorpe Road).

Meetings with Baif and Wydanco representatives were held on May 30, 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.
- ▶ 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. 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 comments related to the proposed right-of-way and possible design measures that may reduce direct property impacts. Wydanco requested the Project Team review elements within the proposed right-of-way, including the layby parking, cycling facilities, and right-turn lane at the Webb Drive/Kariya Drive intersection.
- ▶ The Project Team reviewed the conceptual design and concluded the proposed layby parking, cycle track, and right-turn lane are all required to support the City's Downtown Local Area Plan and Active Transportation policies.
- ▶ No further comments about the study process or design concept were received.

2729740 Ontario Inc and 2713589 Ontario Inc

- ▶ Prior to finalizing the Project File, the Project Team reached out to the property owner's representatives to schedule a meeting.

Mitigation and Commitments to Further Work

Property

Confirming the potential property impacts and engagement of the property owner of 152 Burnhamthorpe Road West, 180 Burnhamthorpe Road West, and 3672 Kariya Drive will be a priority during preliminary and detailed design phases.

Integration with Future Development

Anticipated timing of construction for the Webb Drive extension is 2022, subject City Council annual review of capital project priorities and funding. At this time, it is not known if or how the construction of the roadway 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 expanded 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 Webb Drive 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 Webb Drive extension was reviewed. There are no NSAs immediately adjacent to roadway since the study area is currently vacant, other than a sprawling elementary school to the south, and a public park to the south-east. Any potential NSAs located to the north for the study area rears onto Burnhamthorpe Road. Noise levels in this vacant land will be dominated by Burnhamthorpe Road and not Webb Drive. Based on this review, a noise assessment for Webb Drive 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 are 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 Webb Drive 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 Webb Drive 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 and a comprehensive cycling network. 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 and cycling movement within the Core. The scale of the streets is to be narrower with special attention paid to the public realm.