

City of Mississauga

Corporate Report



Date: March 19, 2020

To: Mayor and Members of Council

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

Originator's files:

Meeting date:
April 1, 2020

Subject

Kariya Drive from Elm Drive to Central Parkway West – Municipal Class Environmental Assessment Study (Ward 7)

Recommendations

1. That the report titled Kariya Drive from Elm Drive to Central Parkway West – Municipal Class Environmental Assessment Study (Ward 7) dated March 19, 2020 from the Commissioner of Transportation and Works be received;
2. That the draft Project File Report and the preferred solution for the Kariya Drive Municipal Class Environmental Assessment Study (Elm Drive to Central Parkway West), dated March 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 30-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 Schedule ‘B’ Class Environmental Assessment (EA) study for the Kariya Drive corridor from Elm Drive to Central Parkway West.
- 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 Kariya Drive from Elm Drive to Central Parkway West with two lanes of travel as well as sidewalks and a multi-use trail.
- The implementation will be completed with a total estimated design and construction cost of approximately \$2 million, to be included as part of the 2021-2024 Business Planning and Budget process.
- 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 30-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. Schedule B projects are required to follow phases 1 and 2 of the Class EA process and conclude at this phase with a Project File Report which documents the rationale and planning and consultative process undertaken for the project and the publication of the report for public review (similar to the review process outlined below for phase 4).

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): Schedule C projects are required to follow phases 1 through 4 and include 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. 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 - the implementation of the project.

The anticipated environmental impacts of an extension of Kariya 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 Kariya Drive corridor from Elm Drive to Central Parkway West.

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 Kariya Drive Class EA study area is generally situated between Hurontario Street to the east and Confederation Parkway to the west (as shown in Figure 1); within the Peel District School Board (PDSB) property that is currently the site of the Adult Education Centre. The City of Mississauga has recently approved the redevelopment of the property (Site Plan Approval File No. 18-107-W7). As part of the redevelopment, the Adult Education Centre is being relocated to Gordon Graydon Secondary School and a new elementary school for grades K-8 is being established to serve the families in the downtown.

Kariya Drive currently exists as a 2-lane north-south roadway between Burnhamthorpe Road West and Elm Drive. The existing roadway network links a variety of land uses including commercial/hotel in the north, older low-density residential enclaves and newer condominium communities and provides access to Kariya Park and the PDSB Adult Education Centre.

Other key transportation connections in the immediate area include Hurontario Street and Central Parkway West.

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 various City Departments (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.

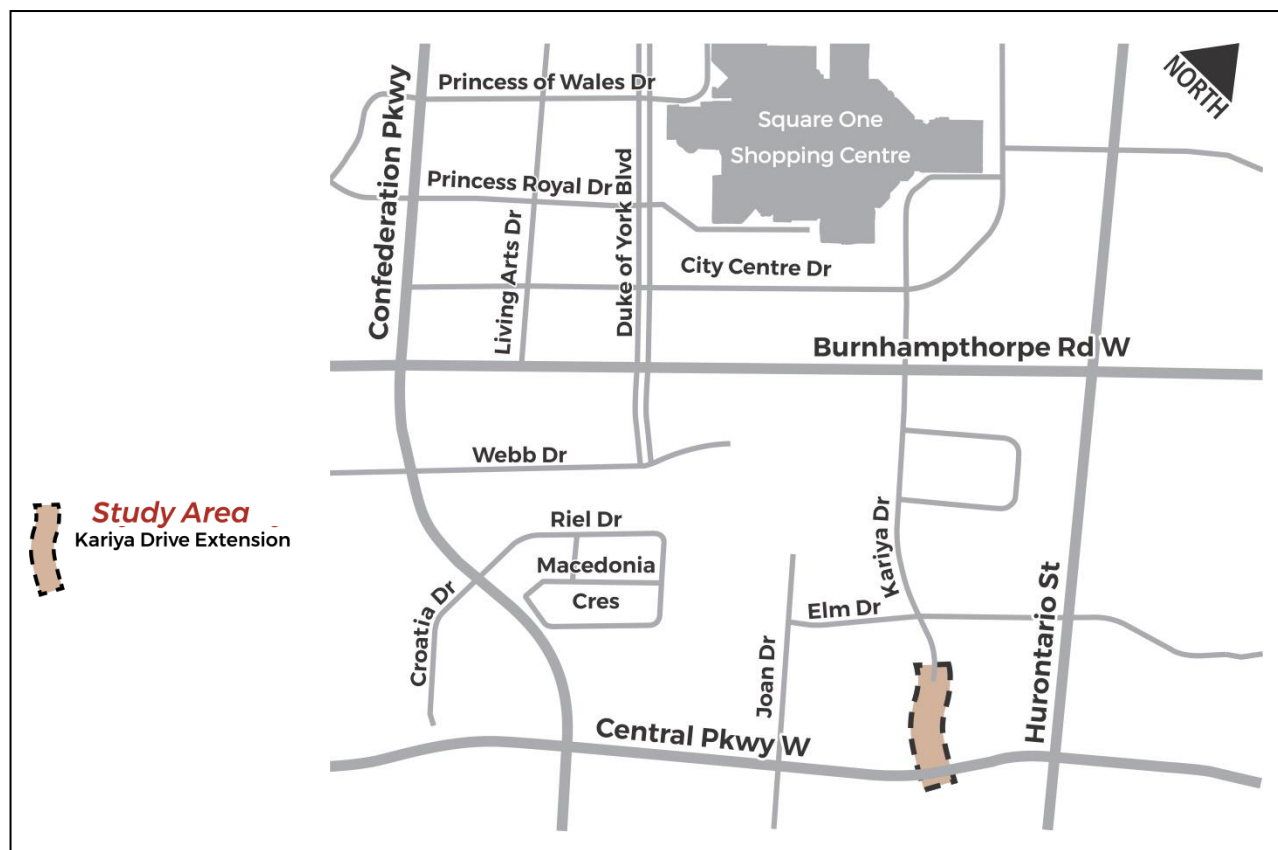


Figure 1: Kariya Drive Study Area

Comments

Problems and Opportunities

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

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

The Kariya Drive extension will support the City's vision for Downtown Mississauga that includes: a high-density, dynamic urban core with smaller block sizes, fine-grained street network with a high-quality public realm and a range of transportation choices.

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 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 – Extending Kariya Drive from Elm Drive to Central Parkway West.

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 Kariya Drive from Elm Drive to Central Parkway West. 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 north-south collector road within the planned development area;
- Providing redundancy in the road network for all vehicles; and
- Creating smaller, more walkable blocks that enhance pedestrian access to transit.

Road Design Concept

A design concept was developed for the Preferred Planning Solution to extend Kariya 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-sections, which are based on the City's Standard City Centre Cross-Section. Two variations on the cross-section are proposed to reflect the proposed road rights-of-way. 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 Cross-Section will ensure appropriate space is available for underground utilities, multi-use trail and sidewalk. 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 intersection of Central Parkway West and Kariya Drive;
- 'Crime Prevention through Environmental Design' principles will be considered to enhance personal safety through lighting and landscaping to ensure a safe streetscape is created.
- Expansion of the cycling network with a new multi-use trail on the west side of Kariya Drive to encourage active transportation to and from the new school, and along the corridor. The multi-use trail adjacent to the school provides for added safety features for more vulnerable road users such as students, and will transition to the existing on-road cycle lanes to the north of Elm Drive.
- 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 the school site, utilities and municipal services.

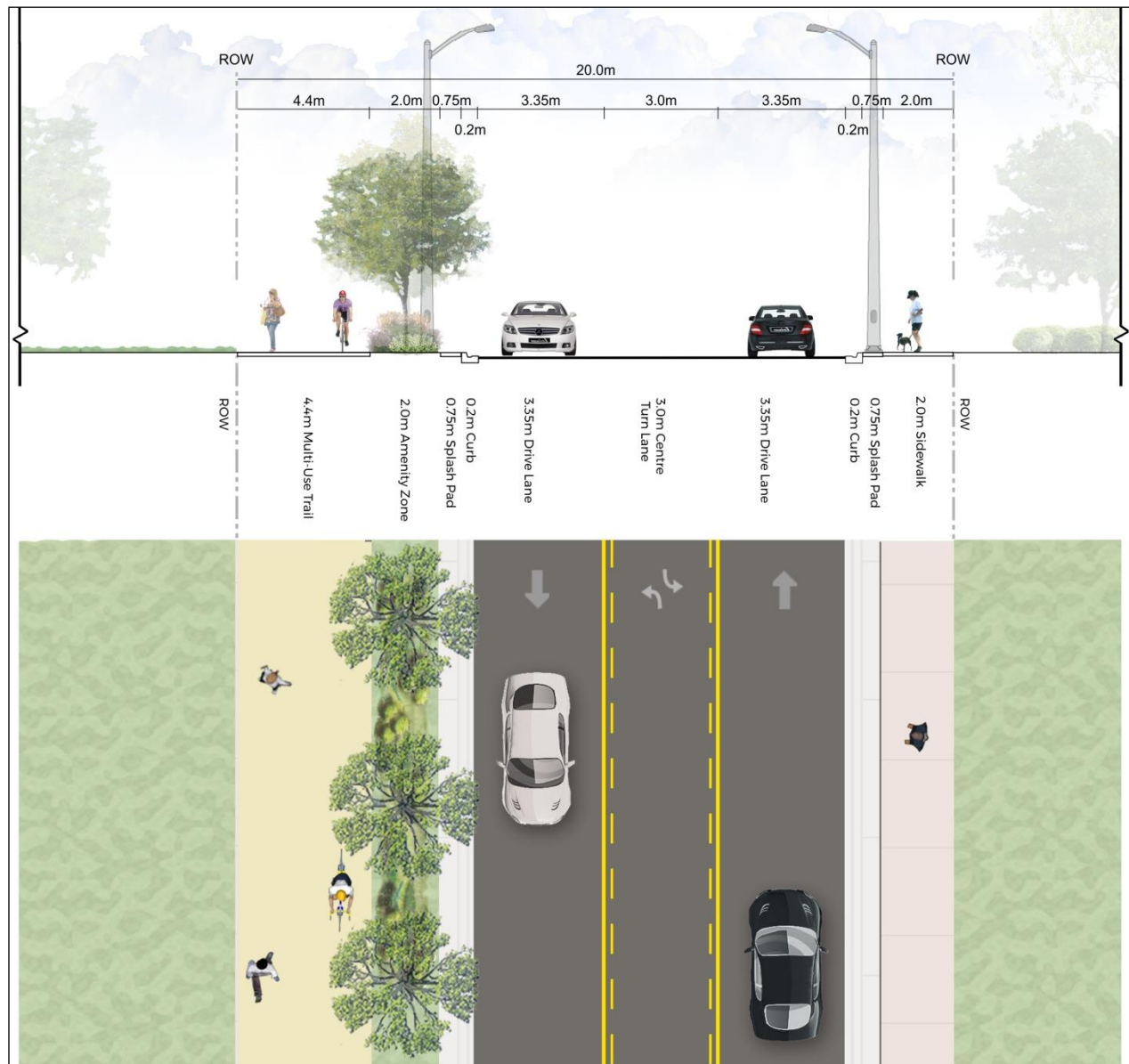


Figure 2: Kariya Drive Cross-Sections

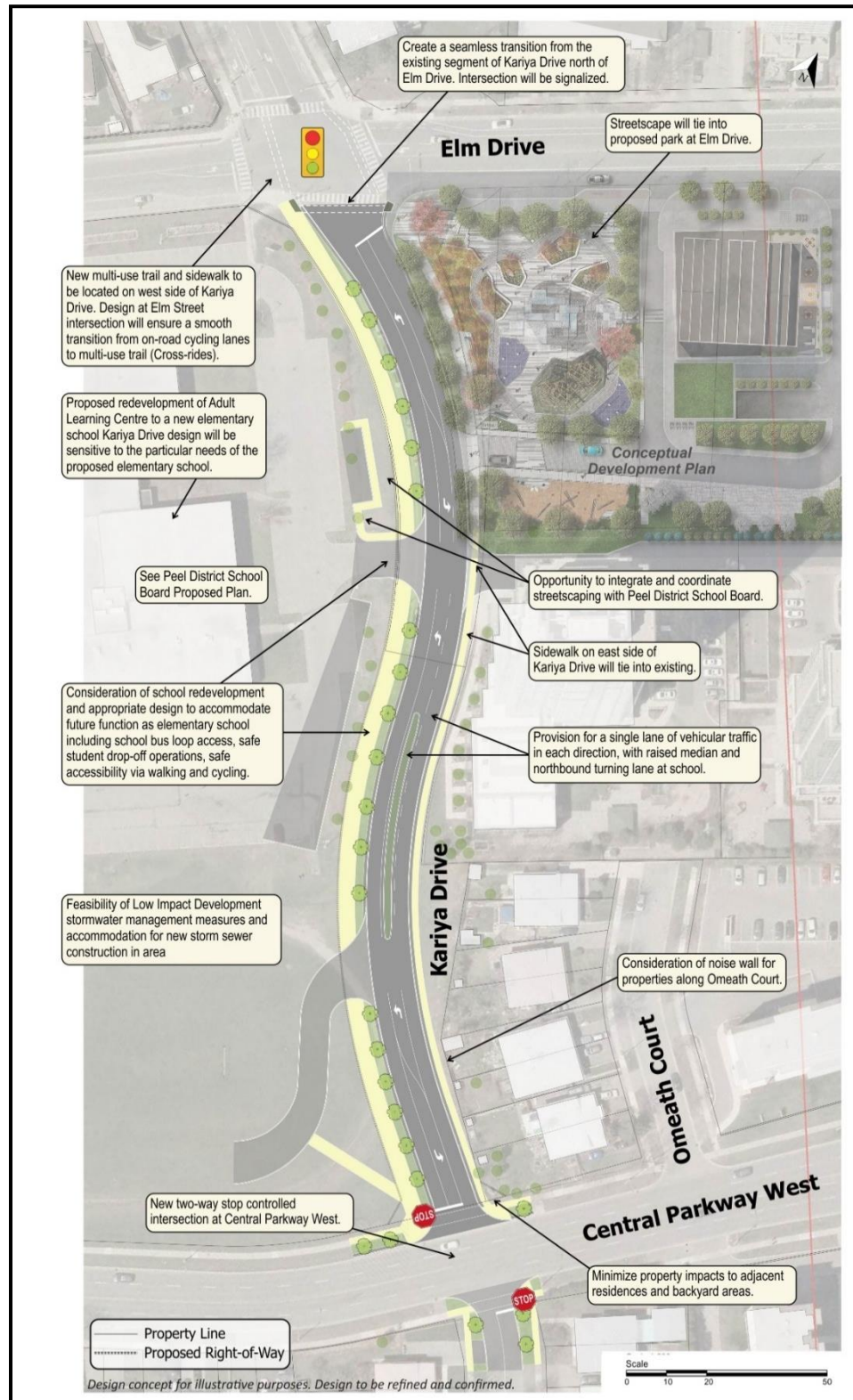


Figure 3: Kariya Drive Design Concept

Public Consultation

Public consultation is a key feature of an EA planning process and therefore was a principle component of the Kariya Drive from Elm Drive to Central Parkway West – 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;
- Meeting with Peel District School Board on May 30, 2019; and
- Public Information Centre held on June 12, 2019.

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 approved redevelopment plan for Peel District School Board (Site Plan Approval File No. 18-107-W7) to minimize the impact to surrounding residents. The necessary funding to initiate the detailed engineering design and construction has been identified in the City's Capital Plan and will be included in a future Business Plan and Budget for Council's approval.

Property Requirements

The proposed Kariya Drive extension is primarily situated on lands that have been gratuitously dedicated to the City as condition of the previously noted site plan application by Peel District School Board. Based on the preferred road concept design, one residential property may be directly impacted. It may be possible to minimize or avoid the property through the design process. Confirming the potential for property impacts and engagement of the property owner will be a priority during the preliminary design phase.

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 30-day review period.

Financial Impact

The estimated cost to implement the preferred road design is \$2 million and funding will be requested in the 2021-2024 Business Planning and Budget process.

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 30-day review period are available in the existing capital project #17-104 Downtown Roads.

Conclusion

The preferred solution identified through the Schedule ‘B’ Class Environmental Assessment Study is to extend Kariya Drive from Elm Drive to Central Parkway West with two lanes of travel as well as sidewalks and a multi-use trail, as outlined in this report. The Transportation and Works Department recommends that Council endorse this preferred alternative solution for 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 30-day review period.

Attachments

Appendix 1: Kariya 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, Transportation Projects