Twinning of the Meadowvale North and Streetsville Water Transmission Mains

Schedule C Class Environmental Assessment

Public Information Centre (PIC) #1

December 4, 2025

Welcome to Public Information Centre (PIC #1) for the Twinning of the Meadowvale North and Streetsville Water Transmission Mains Schedule C Class Environmental Assessment

1

Please Sign In

2

Review Display Boards

You are welcome to view the materials at your leisure. Members of our project team are also available to walk you through the display boards or answer any questions

3

Fill out a Comment Sheet

We appreciate your input! Please complete a comment sheet or take one home with you and return by **January 19, 2026**

Thursday, December 4th, 2025 from 5 p.m. to 7 p.m.

River Grove Community Centre - 5800 River Grove Ave, Mississauga, ON L5M 4R8

Why are we here today?

Our objectives for this PIC are to:

- Present the project Study Area and Problem/Opportunity Statement
- Review existing conditions within the Study Area
- Present the Alternative Routes, including Short List
- Present the Evaluation Methodology and Criteria
- Hear from you! Give us feedback on the Study

All PIC materials shared today are also available on the project webpage:

Project Overview and Background

The Region of Peel is growing!

The Region of Peel plans to build two new large water pipes (called “transmission mains”) on the west side of Mississauga. These new pipes will run parallel to the existing transmission mains as “twins,” allowing greater volumes of water to be supplied to the community to support growth.

The two transmission mains to be twinned are:

- **Streetsville Transmission Main** – from Herridge Pumping Station to Streetsville Reservoir
- **Meadowvale North Transmission Main** – from Streetsville Pumping Station to Meadowvale North Reservoir

This **Environmental Assessment (EA)** study will assess different potential routes for the new transmission mains, taking into account technical feasibility, environmental and community impacts, cost, and public feedback to determine the selected route.

Problem/Opportunity Statement

The Schedule C Municipal Class Environmental Assessment for the Twinning of the Streetsville and Meadowvale North Transmission Mains will:

Develop a solution that supports projected growth to 2051 while also realizing inherent opportunities to improve water system resiliency, flexibility, and security. The solution will support Peel Region's long-term water management strategy by accommodating growth while minimizing environmental impacts, including natural, social, and economic.

About the Meadowvale North and Streetsville Transmission Mains Twinning Project

What is a Water Transmission Main?

A transmission main is a large-diameter pipeline that transports large volumes of drinking water from treatment facilities to reservoirs or pumping stations.

Transmission Main

What is a Water Transmission System?

The transmission system consists of treatment facilities, transmission mains, pumping stations, reservoirs and elevated tanks. The transmission system provides direct supply to the local water distribution system which consists of the water mains extending down to the water service level for each customer.

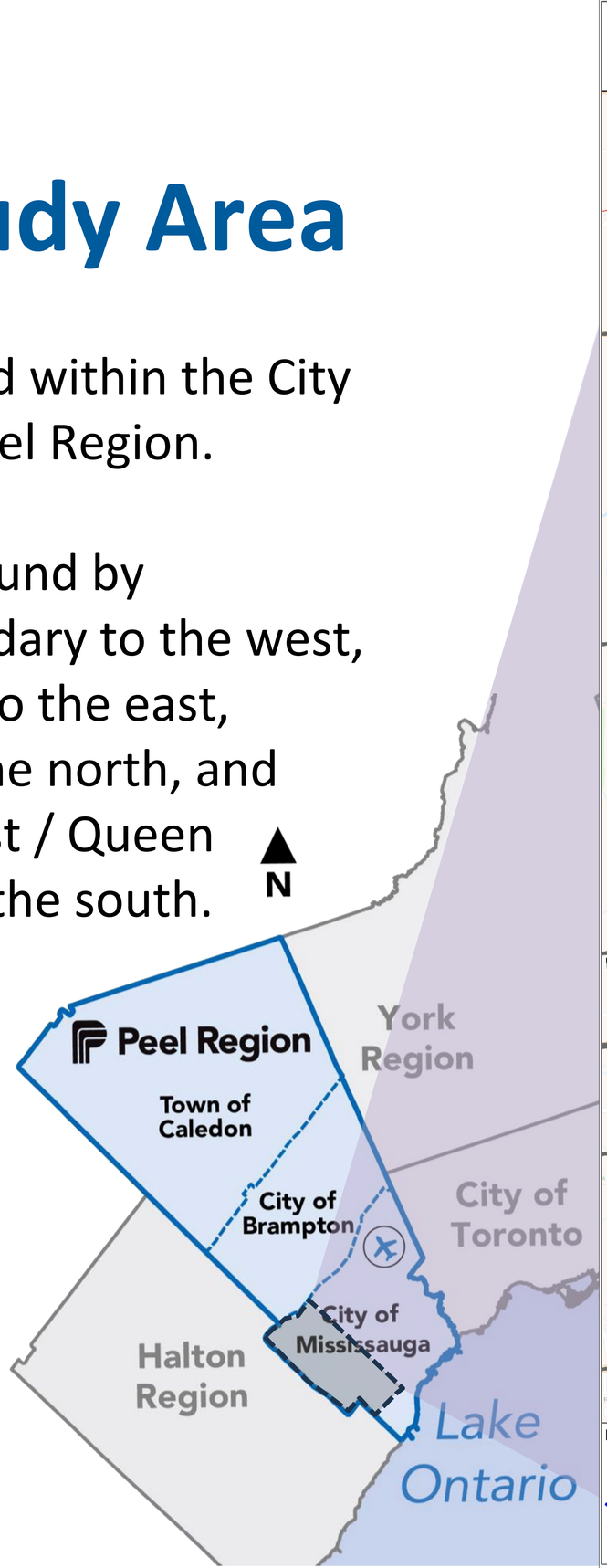
Transmission System

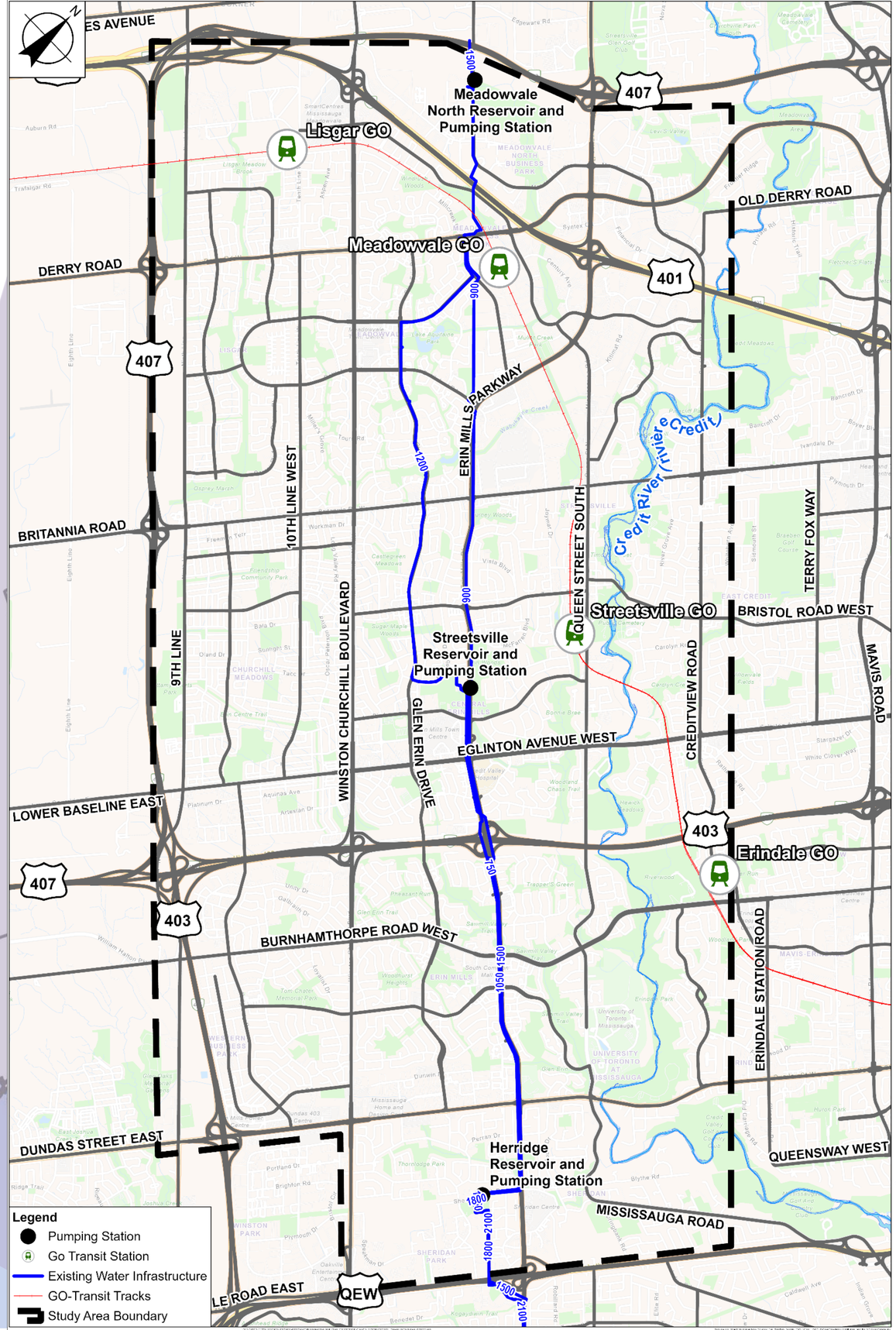
Project Study Area

The project is located within the City of Mississauga, in Peel Region.

The Study Area is bound by

- Peel Region boundary to the west,
- Creditview Road to the east,
- Highway 407 to the north, and
- Dundas Street East / Queen Elizabeth Way to the south.





Schedule C Municipal Class EA Process

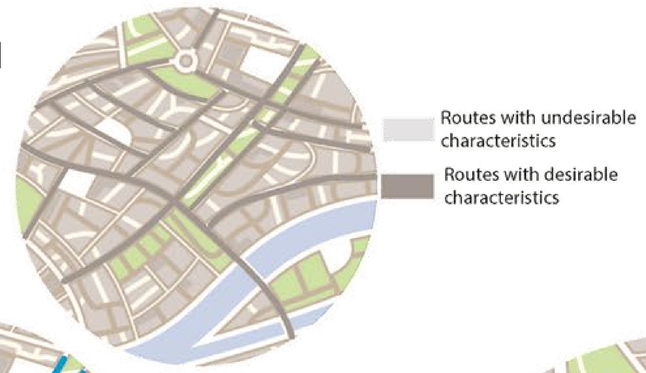
Spring 2025	Summer 2025- Spring 2026	Spring 2026- Fall 2026	Fall 2026-Spring 2027	2027 +
Phase 1 Problem or Opportunity	**Phase 2** Alternative Solutions	**Phase 3** Alternative Design Concepts	**Phase 4** Environmental Study Report	**Phase 5** Implementation
• Review and document existing conditions within the Study Area • Identify Problem/Opportunity	• Identify alternative solutions (transmission main routes) that address the Problem/Opportunity Statement • Inventory natural, social, and economic environments • Identify potential impacts and mitigation measures for each alternative solution • Evaluate alternative solutions against established criteria • Consult review agencies and public • Identify preferred solution	• Identify alternative design concepts for the preferred solution • Inventory natural, social, and economic environments • Identify potential impacts and mitigation measures for each alternative design concept • Evaluate alternative design concepts against established criteria • Consult review agencies and public • Identify preferred design concept	• Prepare and file Environmental Study Report and Notice of Completion	• Detailed design, permits and approvals, tender and construction
Notice of Commencement May 2025	PIC 1 Winter 2025 **WE ARE HERE** PIC 2 Spring 2026	PIC 3 Fall 2026	Notice of Completion & 30-Day Public Review Period Spring 2027	

Ongoing consultation and engagement

How do we select a preferred route?

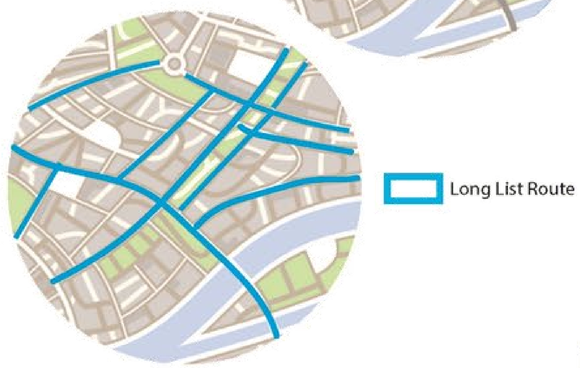
1. Identify Route Characteristics and divide Study Area into Segments

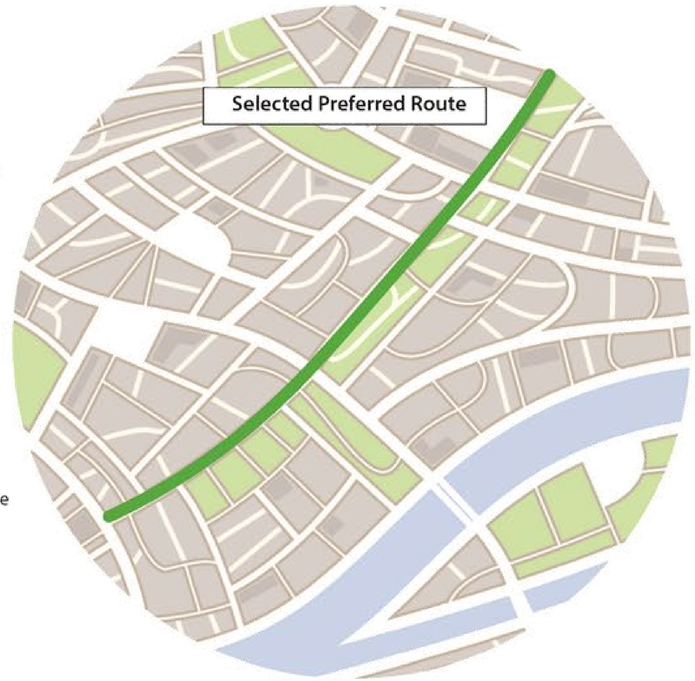
The Study Area is geographically large, spanning much of the west end of Mississauga. To facilitate route development, the Study Area is divided into smaller areas called Segments. Key route characteristics are also reviewed, like proximity to Study reservoirs and pumping stations, opportunities to interconnect with the existing water transmission network, and road width to accommodate a transmission main.



2. Identify Long List Routes and Conduct Screening

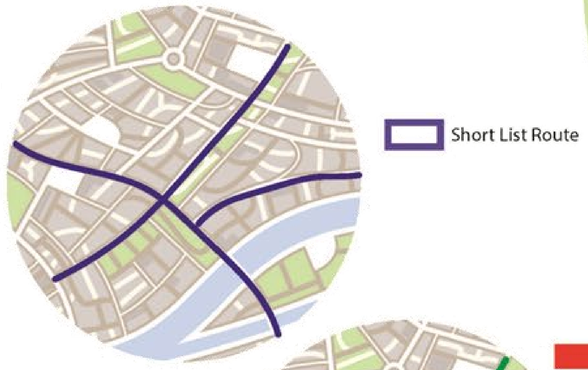
The considerations identified in Step 1 frame the generation of a **Long List** of possible routing within each segment. After identifying possible north-south route segments, they are screened against "must-have" criteria.





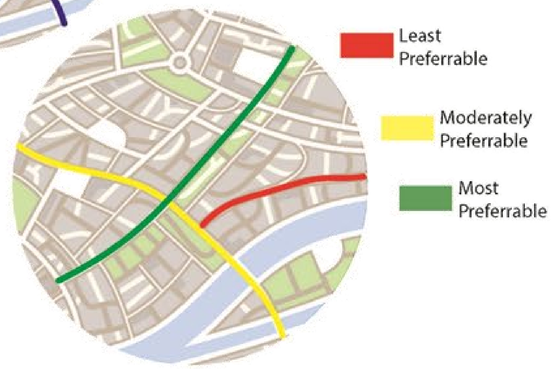
3. Generate Reasonable and Feasible Routes Alternatives

Using the screened route segments from Step 2, generate "complete" route alternatives between the pumping stations. These form the **Short List** Route Alternatives.



4. Evaluate Short Listed Routes

Develop an evaluation methodology, including criteria, to compare the Short Listed route alternatives. Categories of criteria include Natural Environment, Social Environment, Cultural Heritage and Archaeology, Technical Considerations, and Economic/Financial.



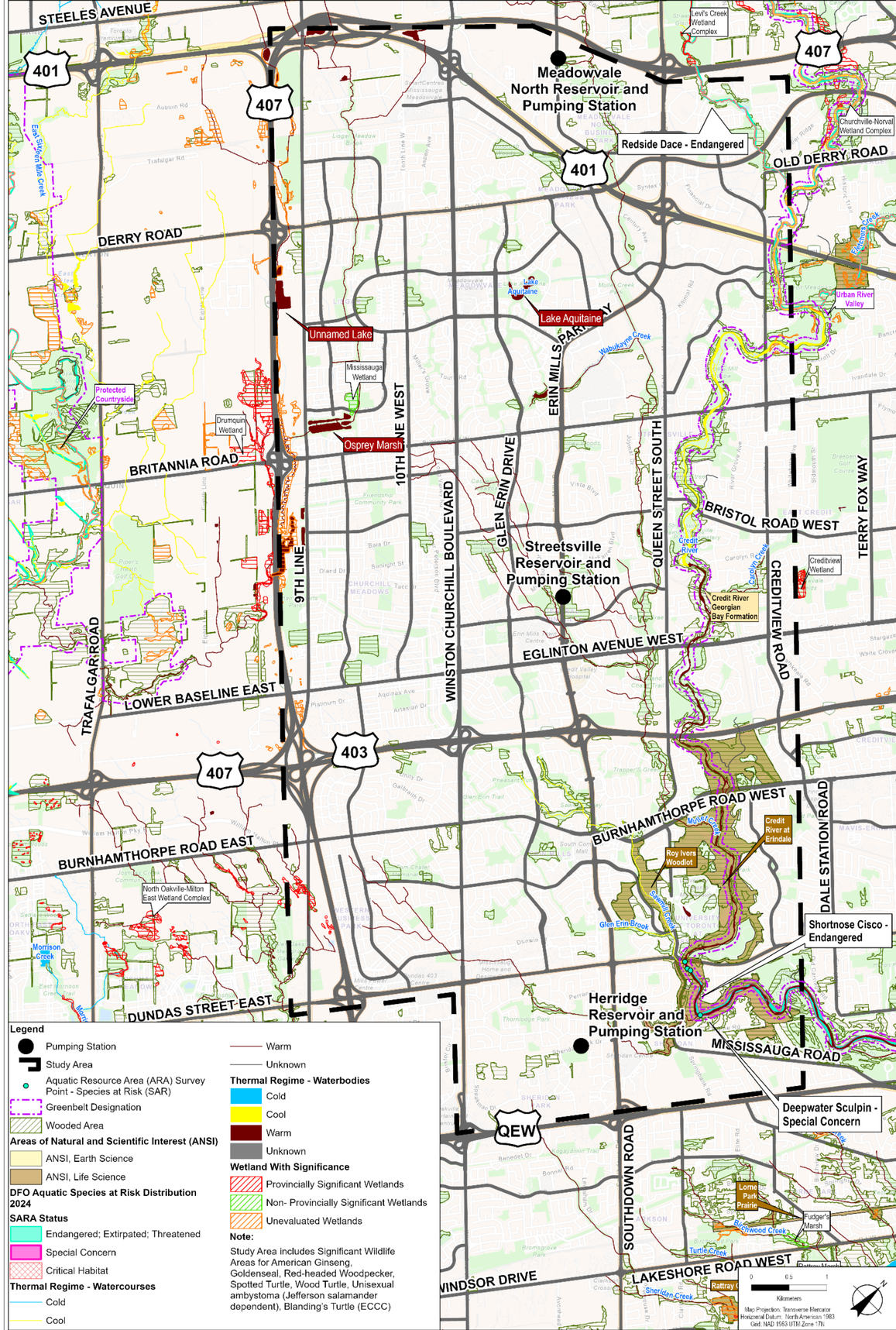
5. Identify Recommended / Preferred Route

At the completion of Step 4, a recommended route is identified and will be presented at PIC 2. After considering public, agency, and Indigenous community comments, the recommended route is refined and then called the **"Preferred" route**. The Preferred Route will be further refined in the future Phase 3 of this Municipal Class EA Process.

Study Area Conditions

Review of Natural Environment Features including:

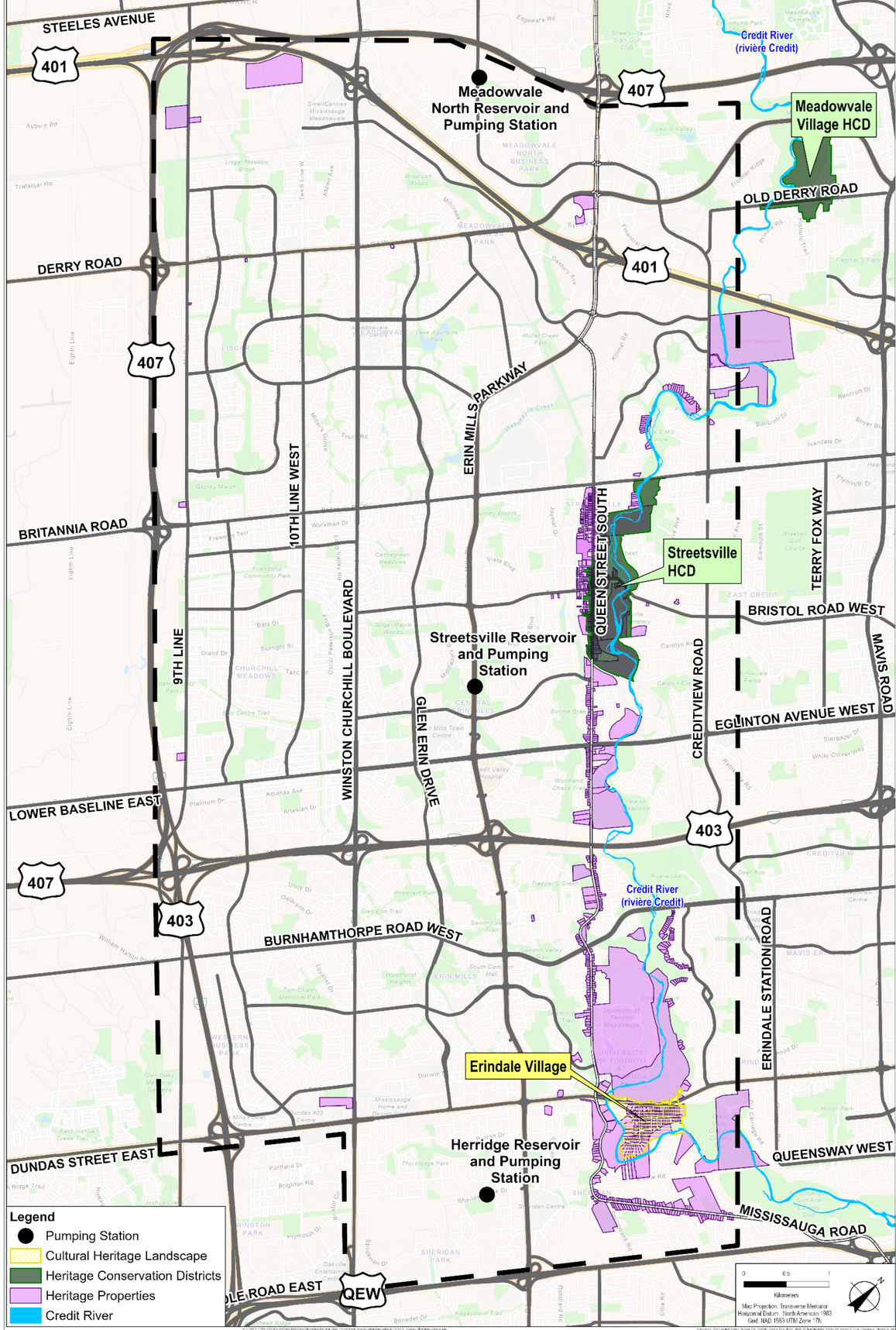
- Species at Risk
- Areas of Natural and Scientific Interest
- Wildlife Habitats
- Watercourses/ waterbodies
- Wetlands



Study Area Conditions

Review of Cultural Heritage Features including:

- Cultural heritage landscapes
- Heritage conservation districts (HCD)
- Designated heritage properties



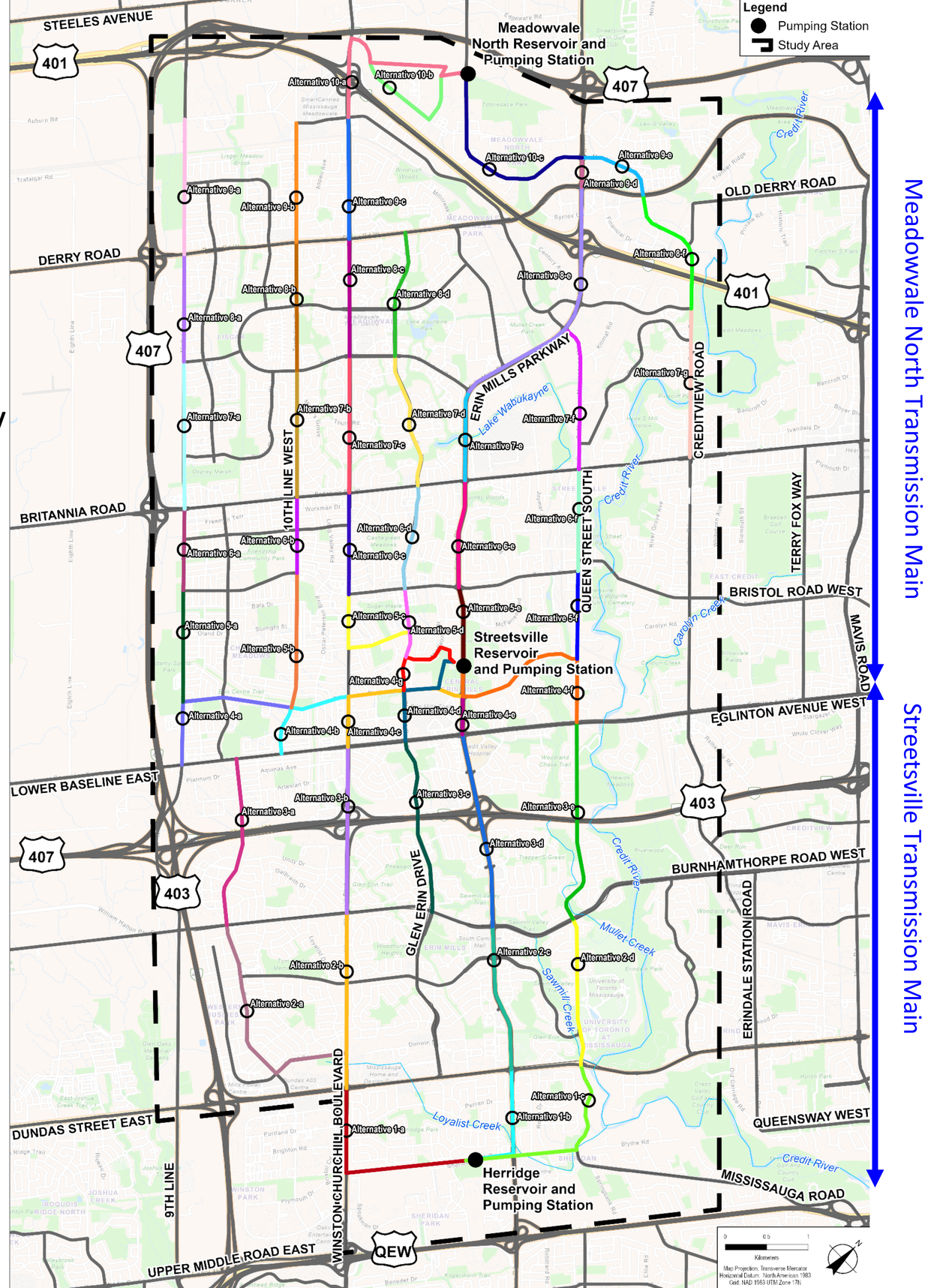
Long-Listed Route Alternatives

Each of the Long-list Route Alternatives within each segment was screened against pass-fail criteria to identify feasibility and reasonability of a respective route.

Problem/Opportunity: Does the Route Alternative meet the requirements of the Problem/Opportunity Statement?

Environmental Impacts: Does the Route Alternative limit or avoid potential significant impacts to areas of natural and cultural significance?

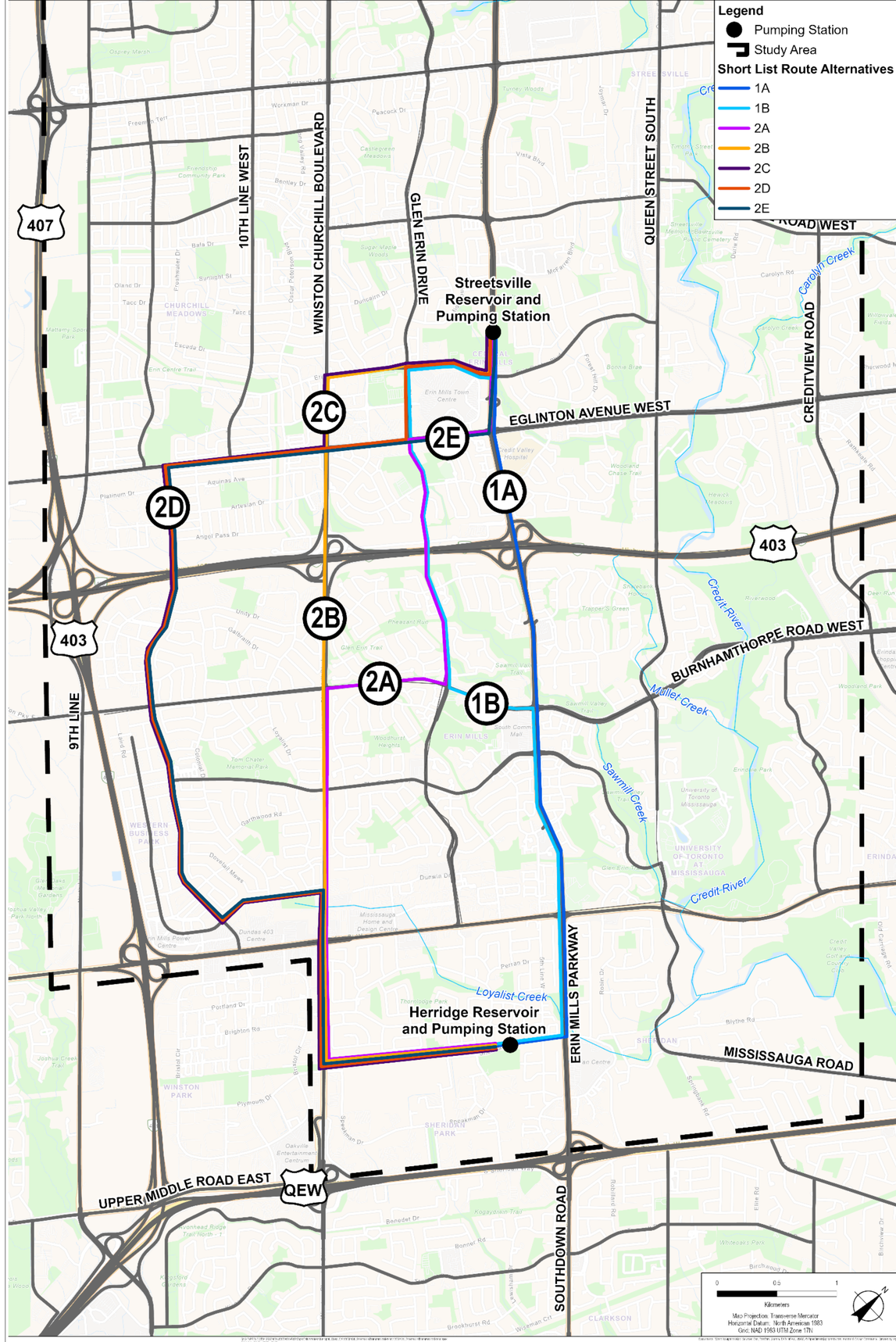
Technical Feasibility: Can the Route Alternative be constructed and operated using reasonable industry practices, without being cost-prohibitive? Is the Route Alternative technically feasible?



Streetsville Transmission Main

Short-Listed Route Alternatives

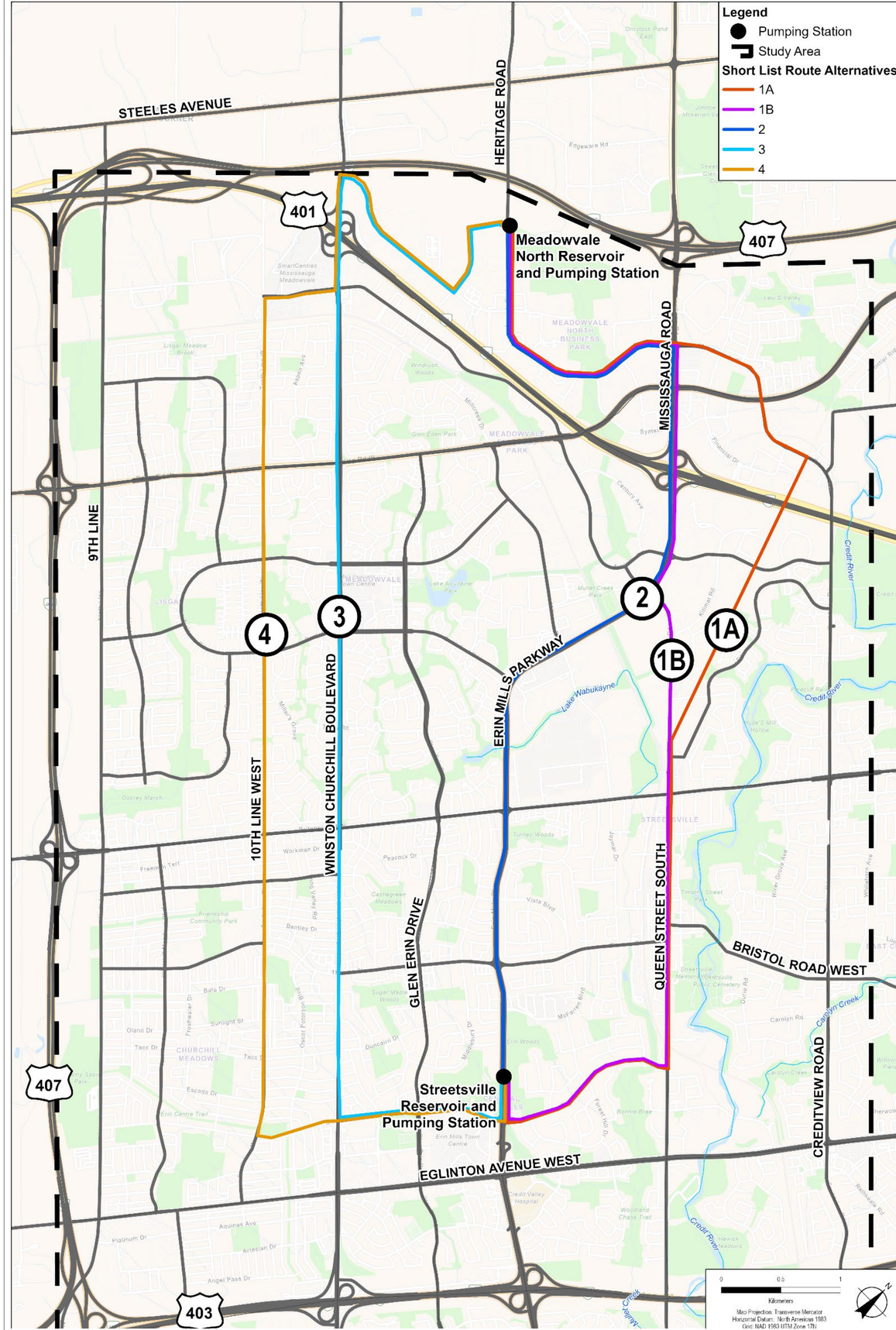
- **Route 1A** – Erin Mills Parkway
- **Route 1B** – Erin Mills Parkway to Burnhamthorpe Road W to Glen Erin Drive to Erin Centre Boulevard
- **Route 2A** – Winston Churchill Boulevard to Burnhamthorpe Road W to Glen Erin Drive to Eglinton Avenue
- **Route 2B** – Winston Churchill Boulevard to Erin Centre Boulevard
- **Route 2C** – Winston Churchill Boulevard to Ridgeway Drive to Eglinton Avenue to Winston Churchill Boulevard to Erin Centre Boulevard
- **Route 2D** – Winston Churchill Boulevard to Ridgeway Drive to Eglinton Avenue to Glen Erin Drive
- **Route 2E** – Winston Churchill Boulevard to Ridgeway Drive to Eglinton Avenue to Erin Mills Parkway



Meadowvale North Transmission Main

Short-Listed Route Alternatives

- **Route 1A** – Queen Street S to abandoned Rail Corridor owned by RoP
- **Route 1B** – Queen Street S to Erin Mills Parkway to Meadowvale Boulevard
- **Route 2** – Erin Mills Parkway to Meadowvale Boulevard
- **Route 3** – Erin Centre Boulevard to Winston Churchill Boulevard
- **Route 4** – Erin Centre Boulevard to Tenth Line to Argentia Road to Winston Churchill Boulevard



Share your thoughts about the Short-Listed Routes!

We appreciate your input!
Please share your comments using a sticky note or scan the QR code.

Twinning of the Meadowvale North and Streetsville Transmission Mains EA – PIC No.1

Evaluating the Short-Listed Route Alternatives

The short list of route alternatives will undergo a detailed evaluation using the below evaluation categories and criteria to determine the best solution that will minimize overall impacts to the study area. Each alternative will be assessed using the evaluation rating scale below.

Natural Environment

- Impacts to Terrestrial species and habitat areas
- Impacts to Aquatic species and habitat areas

Social Environment

- Traffic Impacts
- Property Acquisition and Easements
- Disruption During Construction
- Recreational Use and User Experience
- Local Business Impacts

Cultural Heritage and Archaeology

- Cultural Heritage Resources
- Archaeological Resources

Technical Considerations

- Constructability and Construction Method Flexibility
- Crossings (Watercourse, Highway, Rail)
- Operational Flexibility and System Resiliency
- Maintenance and Inspection

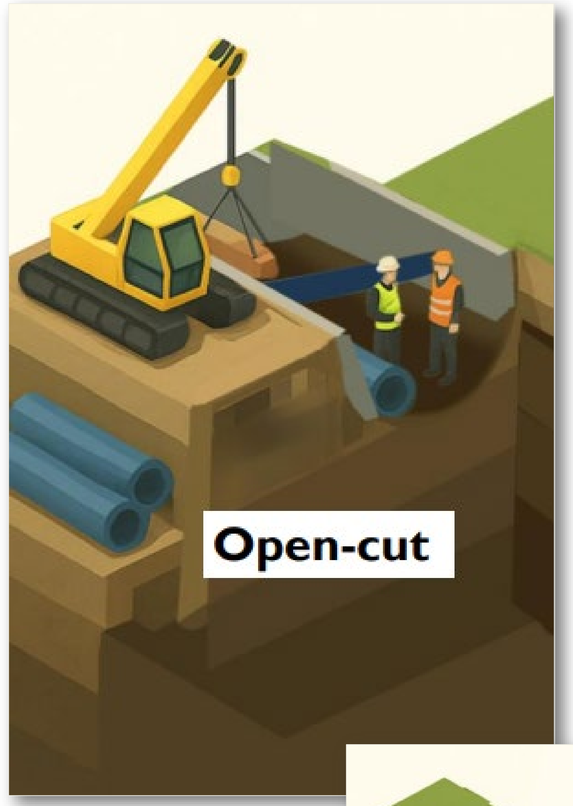
Economic/Financial

- Capital Costs
- Annual Lifecycle Costs

Evaluation Rating Scale	Least preferred → Most preferred

Technical Considerations - Constructability and Construction Methods

Phase 2 of this Class EA involves the consideration of construction method flexibility. The construction method will be further explored in Phase 3 - Alternative Design Concepts.

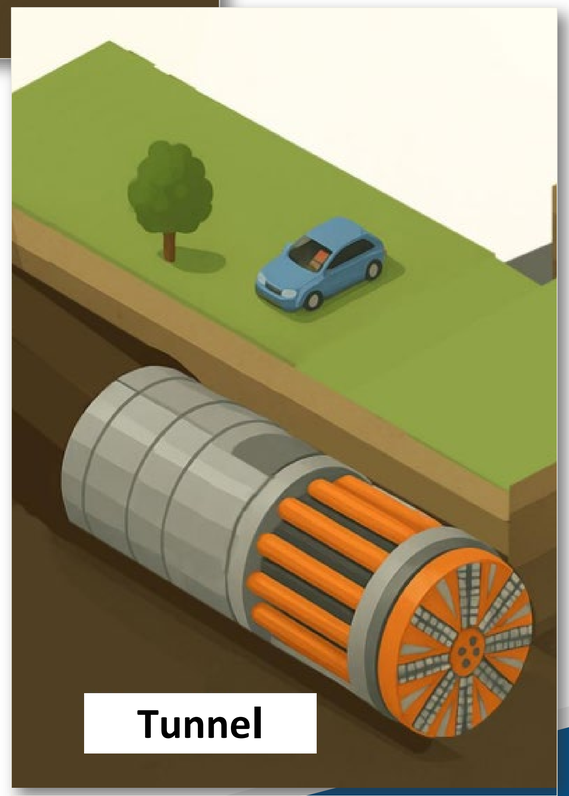


Open-Cut Construction

Open-cut construction involves excavating wide trenches to install pipes, then backfilling once installation is complete.

Tunneled Construction

Tunneled construction uses specialized equipment to bore through the ground to create a passage in which pipes are then installed. Shafts are required to support tunneling; shafts are open excavations that provide access to place and remove equipment, materials, and tunneling spoils.



Next Steps

Today

PIC No. 1 - Present the study's problem/opportunity statement, existing study area conditions, short list alternatives, and obtain public input

Spring 2026

PIC No. 2 - Present the recommended route, and obtain public input

Fall 2026

PIC No. 3 - Present the alternative design concepts and a preferred concept

Spring 2027

Notice of Completion & Environmental Study Report with a 30-day Public Review and commenting period.

Stay Connected and Involved

We want to hear from YOU!

Visit our website: [https://peelregion.ca/construction/environmental-assessments/twinning-meadowvale-north-streetsville-transmission-mains]

Provide PIC No.1 feedback on the website by **January 19, 2026**

Contact a member of the project team to be added to the study contact list and receive study notifications, including notice of completion, notice of future PICs, and when the final report is available for public review.

Your input is important to us. Please send any feedback, questions, or concerns to:

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Project Website

Feedback collected on this study will conform with the Freedom of Information and Protection of Privacy Act. It will be documented as part of this study and may be publicly available. If you require this information in a more accessible format please contact a member of the Project Team.