

Old Derry Road and Old Creditview Road Municipal Class Environmental Assessment

Public Information Centre #1

May 27, 2026



Study Overview



The City of Mississauga is conducting a Municipal Class Environmental Assessment (Class EA) Study and 30% Preliminary Design for improvements to:

- **Old Derry Road** from Old Creditview Road to Second Line West, and
- **Old Creditview Road** from Creditview Road to Old Derry Road.



The study will explore improvements to:

- Maintain the road infrastructure in good condition, and
- Prioritize the safety of all road users.

What is a Municipal Class EA?

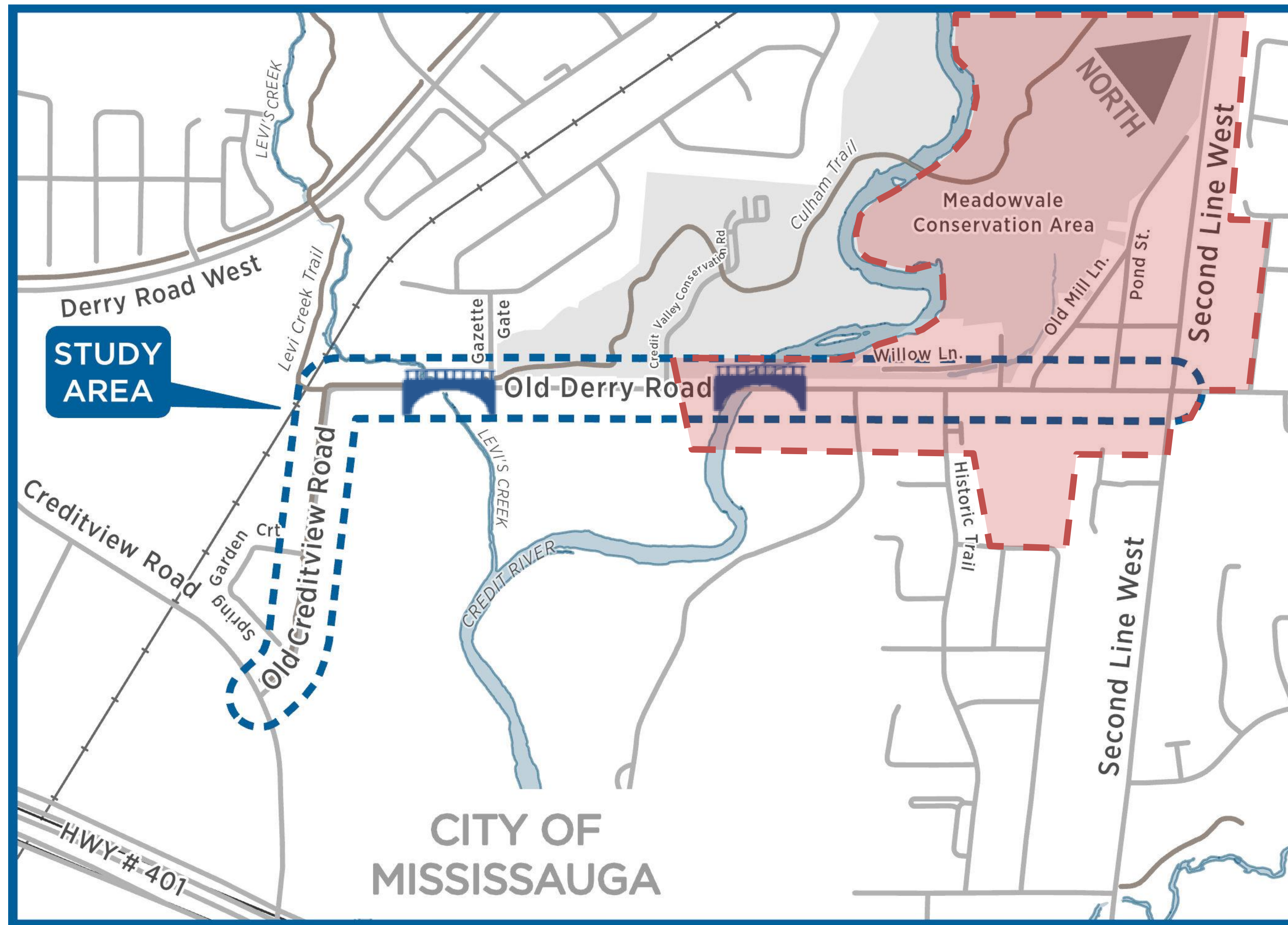
A planning and design process for municipal infrastructure projects, approved under Ontario's *Environmental Assessment Act*.

Purpose of this Meeting



- To provide an overview of the project and the Class EA process
- To hear your thoughts on the needs, opportunities, and preliminary planning solutions
- To present next steps and opportunities for input

Study Area



 Meadowvale Village Heritage Conservation District

 Bridge over Levi's Creek and Credit River

Road Corridor Characteristics



Old Derry Road:

- Minor collector,
- East-west orientation,
- 1.5 km (Second Line West to Old Creditview Rd)

Old Creditview Road:

- Minor collector,
- North-south orientation,
- 550 m



Right-of-way widths vary from approximately 20 to 30 m



Two travel lanes (one in each direction)



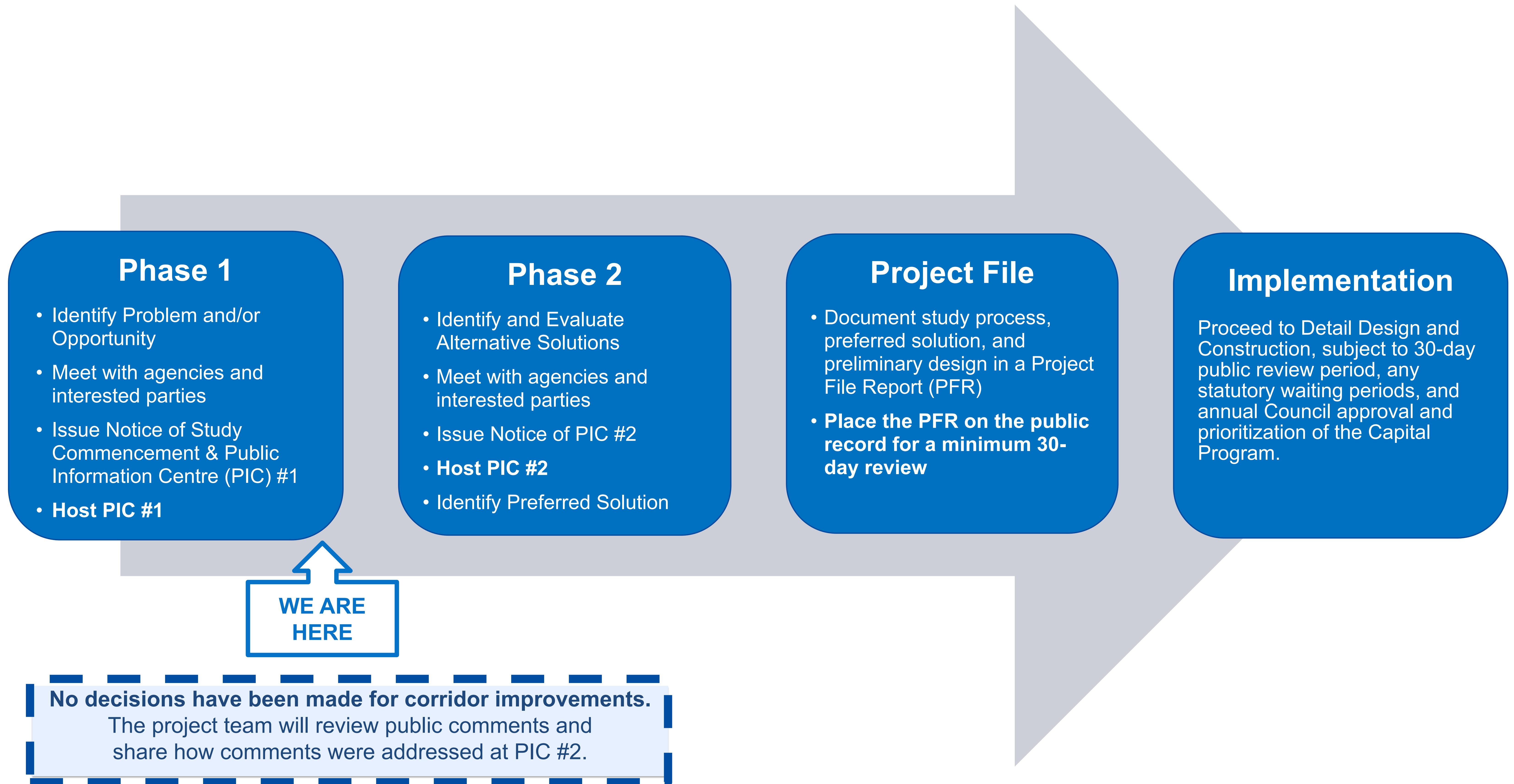
Multi-use trail on the west side of Old Creditview Rd and on the north side of Old Derry Rd from Old Creditview Rd to Gazette Gate



Intermittent sidewalks on Old Derry Road between Historic Trail and Second Line West

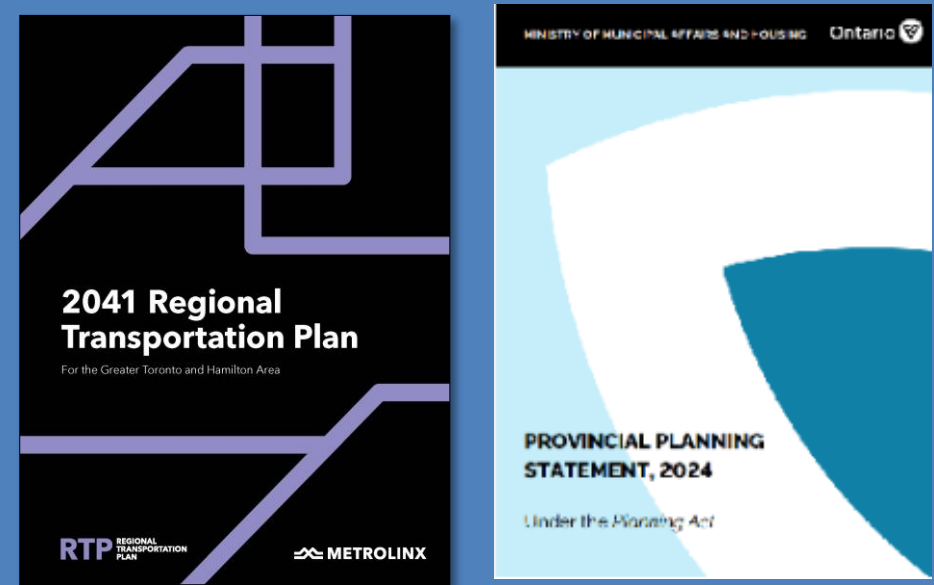
Class EA Process

This study will follow the *Municipal Class Environmental Assessment (2024)* for **Schedule 'B'** projects.



Planning and Policy Context

Provincial Plans



Regional Plans



City of Mississauga Plans

Mississauga Official Plan

- Provides direction for transportation planning that supports an inclusive, multi-modal transportation system
- Includes policies for preserving the character of Meadowvale Village

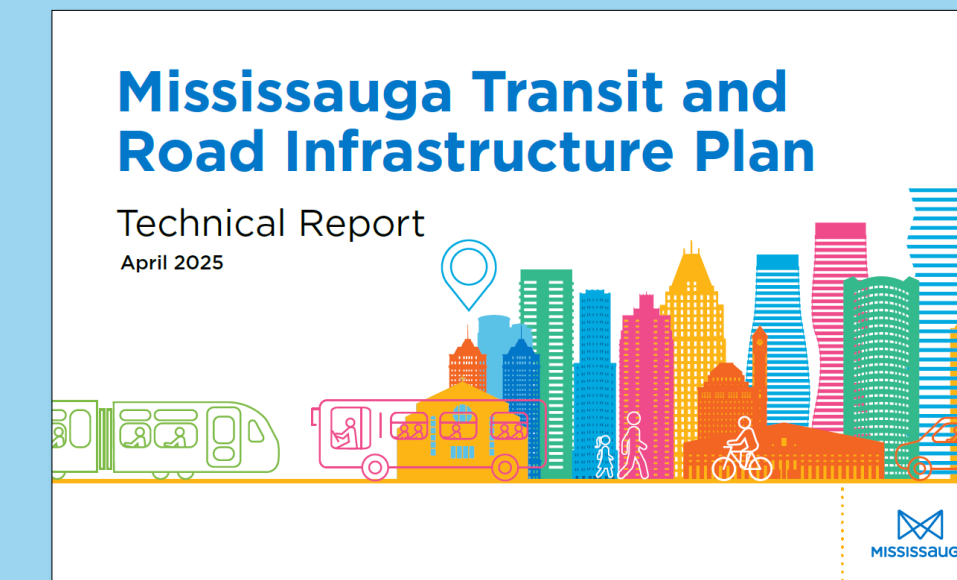
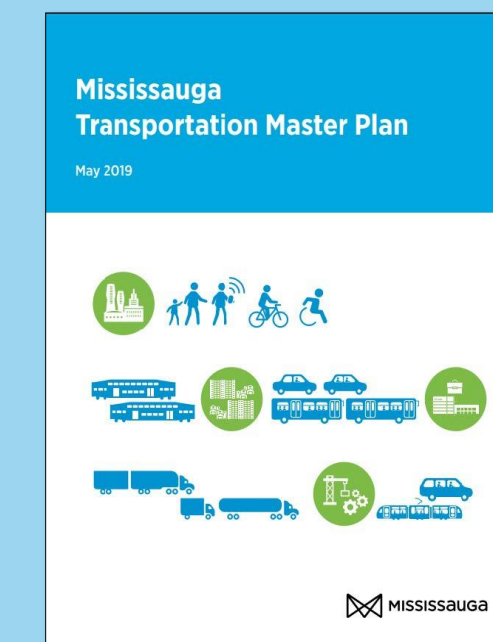


Mississauga Strategic Plan

- Focuses on several key themes including transportation and reducing car dependency

Transportation Master Plan

- Based around the 6 Goals of Safety, Inclusion, Integration, Connectivity, Health, and Resilience



Transit and Road Infrastructure Plan

- Proposed cycling and pedestrian infrastructure improvements shown along Old Derry Rd
- High-Priority Transit routes identified along Derry Rd and Mavis Rd

Cycling Master Plan

- The City's proposed long-term cycling network (2025) includes protected bike lanes / cycle track on Old Derry Rd
- This route is identified as part of the City of Mississauga's priority network

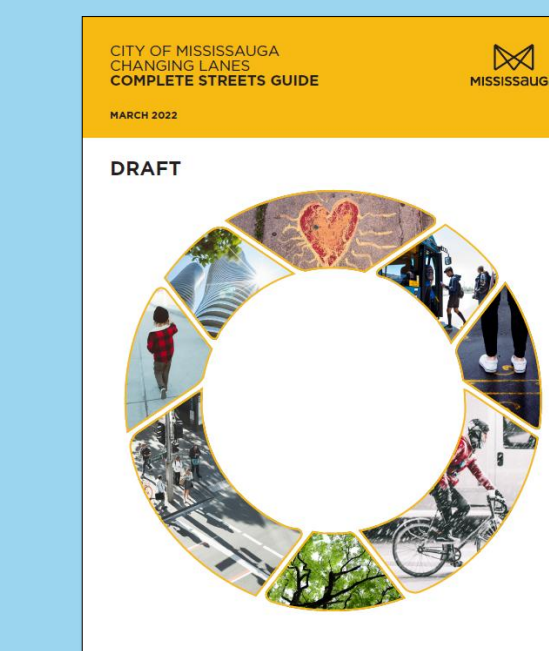
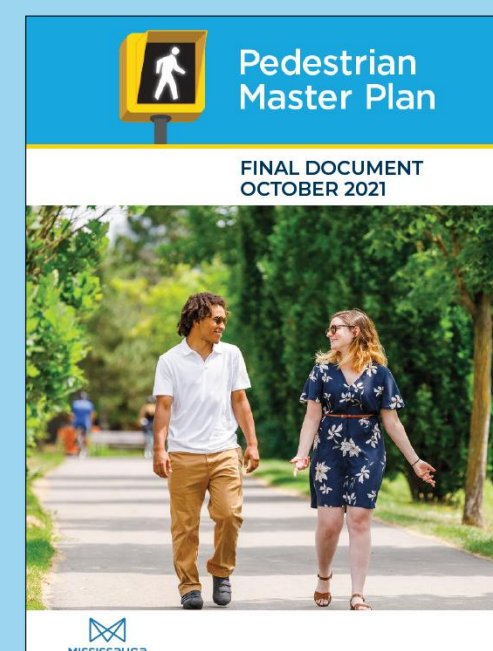


Vision Zero Action Plan

- Aimed at eliminating fatalities and serious collisions on City streets
- Focused on road design to slow traffic and increase safety

Pedestrian Master Plan

- Identifies a pedestrian network gap along Old Derry Rd and prioritizes addressing this gap

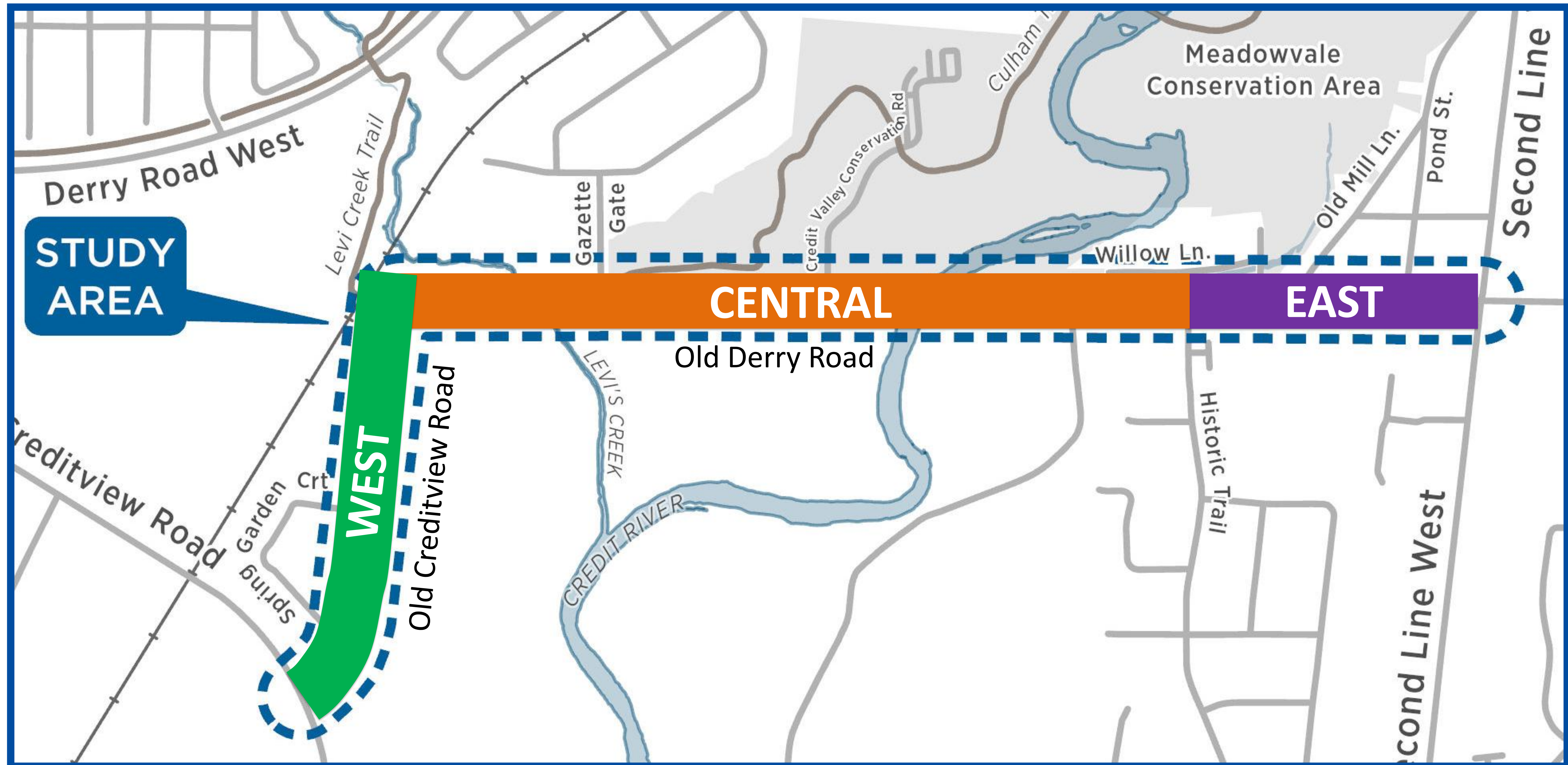


Complete Streets Guide (Draft)

- Classifies Old Derry Rd and Old Creditview Rd as Minor Collector Neighbourhood streets
- These streets should prioritize multi-modal travel and include a high-quality pedestrian realm

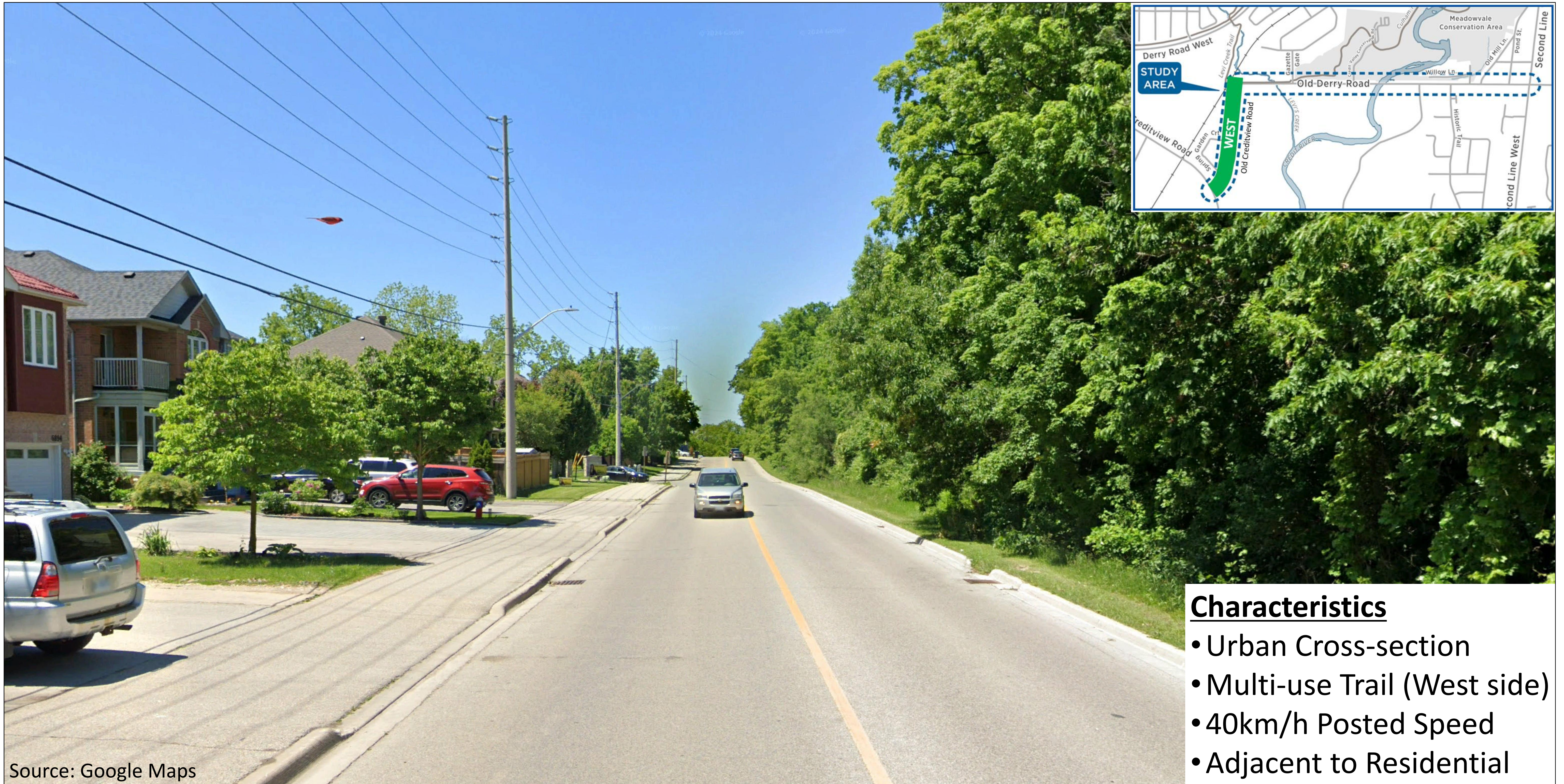
Character Areas

There are three (3) distinct Character Areas within the study corridor, which include the West, Central and East sections.



Character Area – West

Old Creditview Rd from Creditview Rd to Old Derry Rd



Source: Google Maps

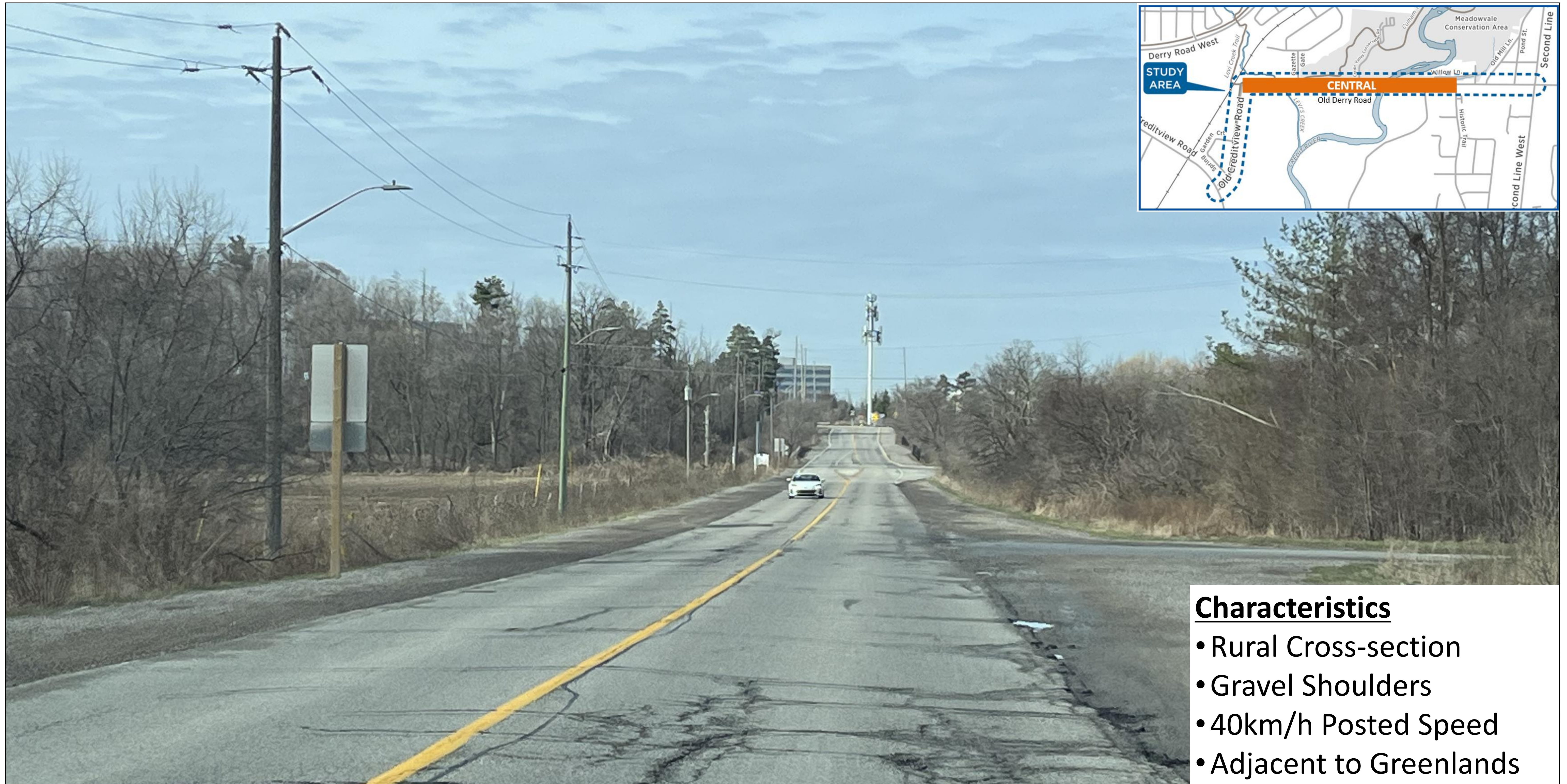
Characteristics

- Urban Cross-section
- Multi-use Trail (West side)
- 40km/h Posted Speed
- Adjacent to Residential

Looking northbound, south of Spring Garden Court

Character Area – Central

Old Derry Rd from Old Creditview Rd to Historic Trail



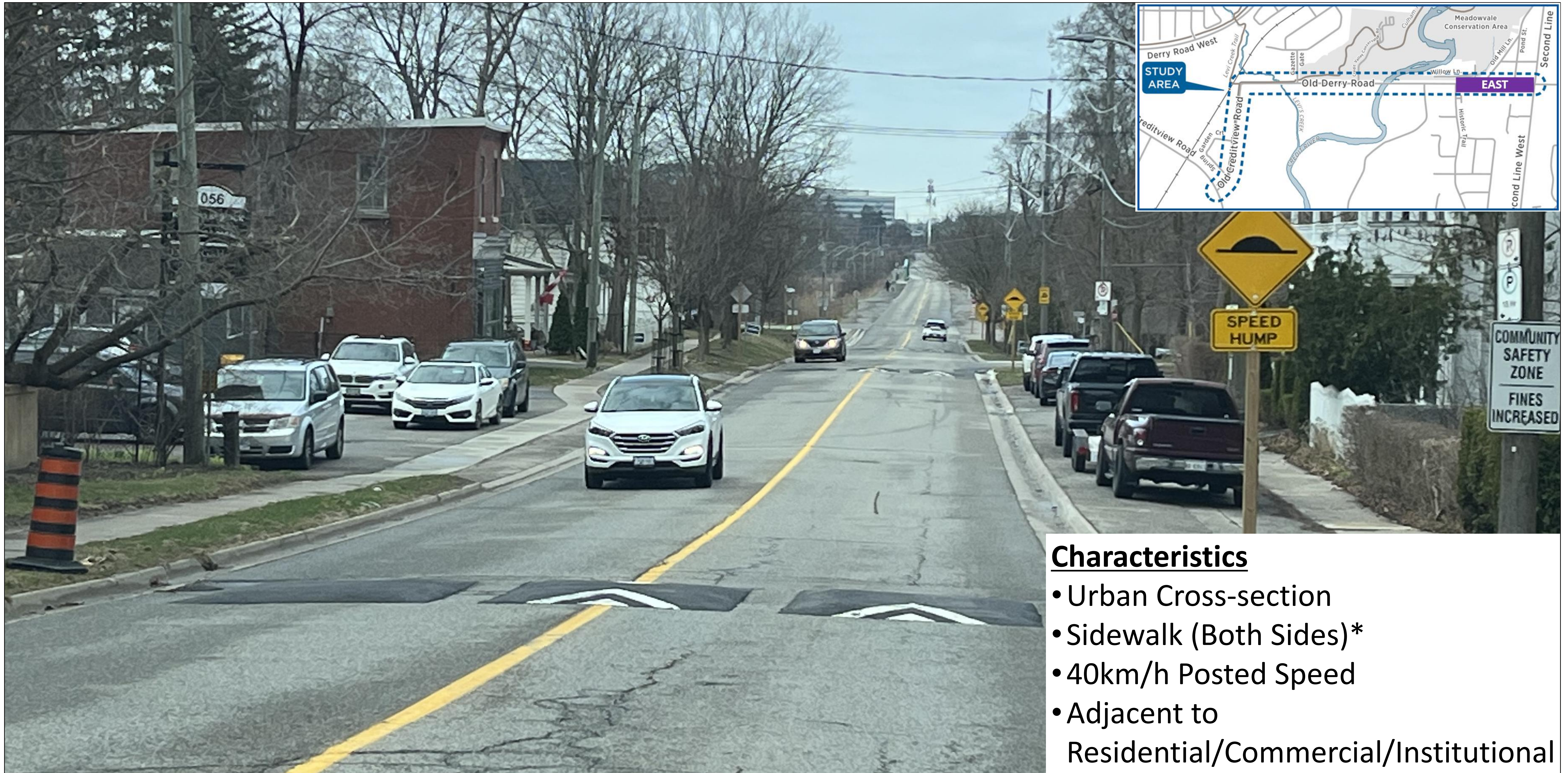
Characteristics

- Rural Cross-section
- Gravel Shoulders
- 40km/h Posted Speed
- Adjacent to Greenlands

Looking westbound, at Credit Valley Conservation Road

Character Area – East

Old Derry Rd from Historic Trail to Second Line West



Characteristics

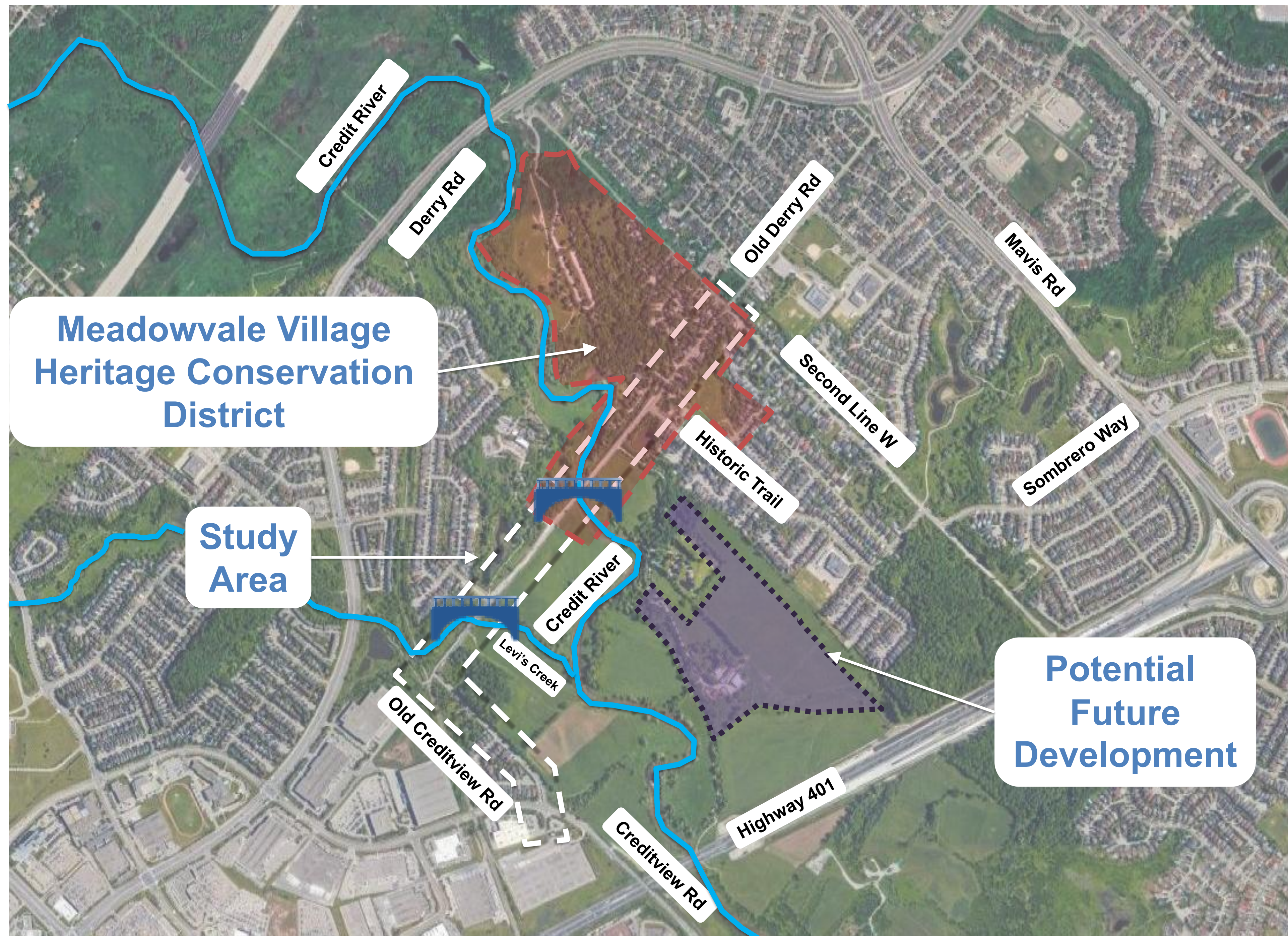
- Urban Cross-section
- Sidewalk (Both Sides)*
- 40km/h Posted Speed
- Adjacent to Residential/Commercial/Institutional

*Sidewalk gaps on north side between Historic Trail & Willow Lane and between Pond St & Second Line West

Looking westbound, west of Second Line West

Existing Conditions

Land Use and Surrounding Roads



Land Use within Study Area

- Meadowvale Village Heritage Conservation District
- Mostly residential, with some commercial and institutional lands and greenlands
- Future development planned at 1200 Old Derry Road, with access via Historic Trail

Surrounding Road Network

Derry Road (Regional Arterial)

- East-west alternative to Old Derry Rd
- Potential future Higher Order Transit corridor (City of Mississauga)
- Ongoing study from west of McLaughlin Rd to Tomken Rd (Region of Peel)

Creditview Road (Major Collector)

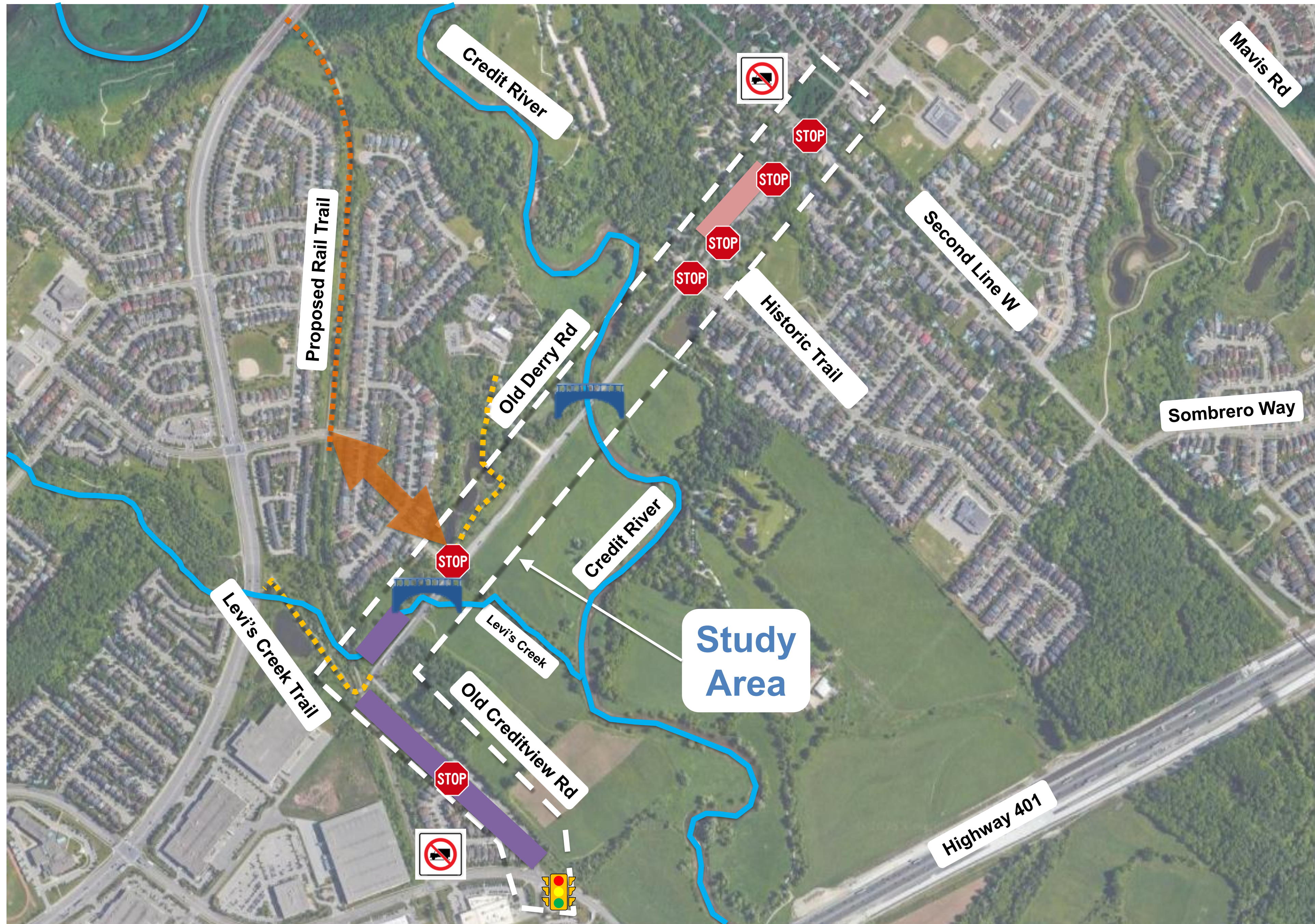
- Approved widening to four lanes from Bancroft Dr to Argenta Rd

Second Line West (Minor Collector)

- Two-lane road
- All-way stop control at Old Derry Rd

Existing Conditions

Transportation

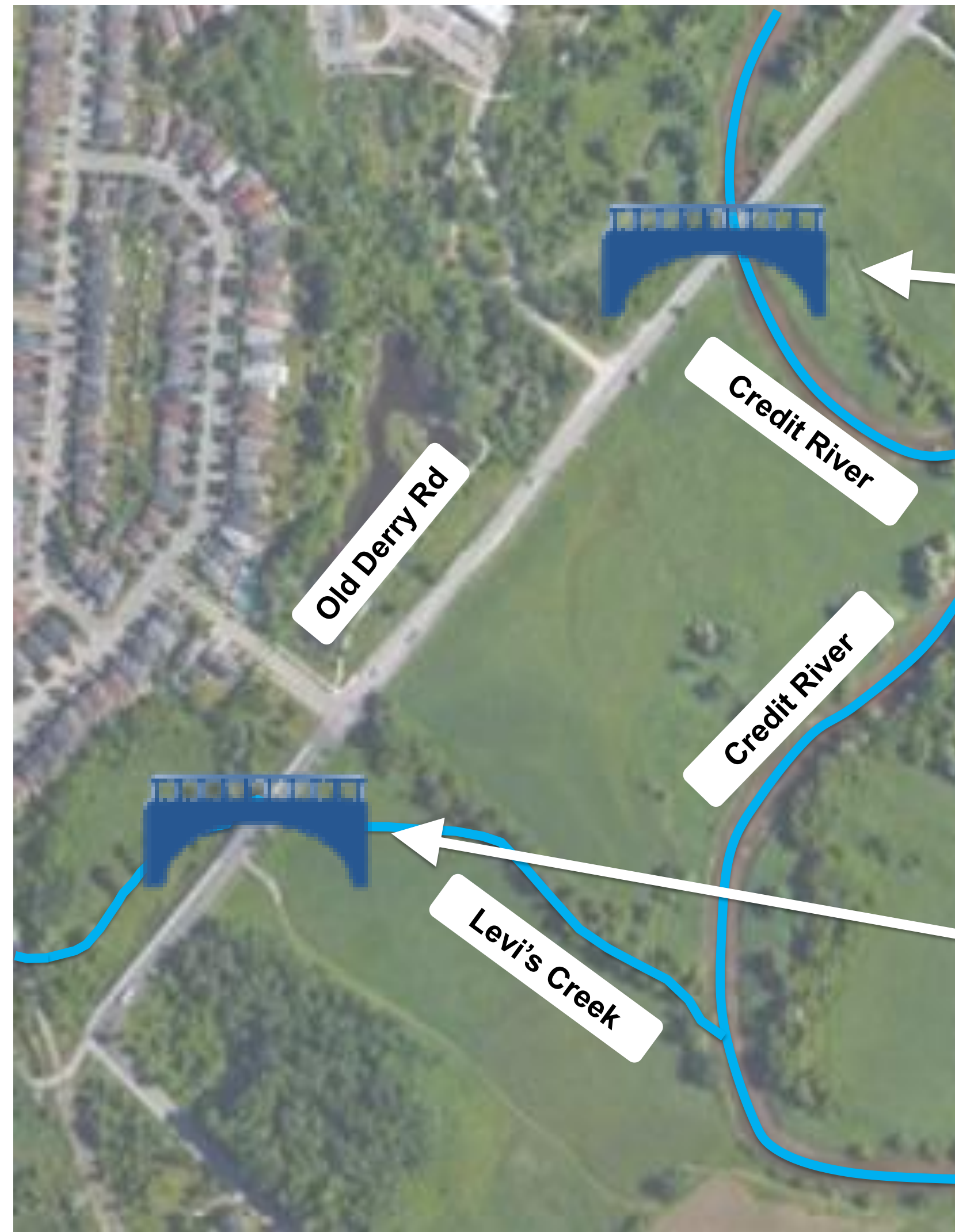


Corridor Elements

-  Signalized Intersection
-  Stop-Controlled Intersection
-  Truck Prohibition
(Old Creditview Rd and Old Derry Rd)
-  In-Boulevard Parking Layby
-  Trail Connection
-  Multi-Use Trail
-  Proposed Rail Trail
-  Potential Future Trail Connection

Existing Conditions

Bridges



Credit River Crossing (Old Derry Road)

- Parker Camelback (Pratt) Pony Truss bridge
- Constructed in 1949
- Designated under Part V of the *Ontario Heritage Act* as part of the Meadowvale Village Heritage Conservation District
- Exceeds its intended service life (approx. 50-75 years and no longer meets current structural standards)



Levi's Creek Crossing (Old Derry Road)

- Rigid Frame bridge
- Constructed in 1990
- Rehabilitated in 2016
- Approaching next rehabilitation cycle

Structural Recommendations

- Replace Credit River Crossing structure
- Rehabilitate Levi's Creek Crossing structure

Existing Conditions

Heritage Features



Meadowvale Village Heritage Conservation District
In 1980, Meadowvale Village became the first Heritage Conservation District (HCD) of its kind in Ontario.



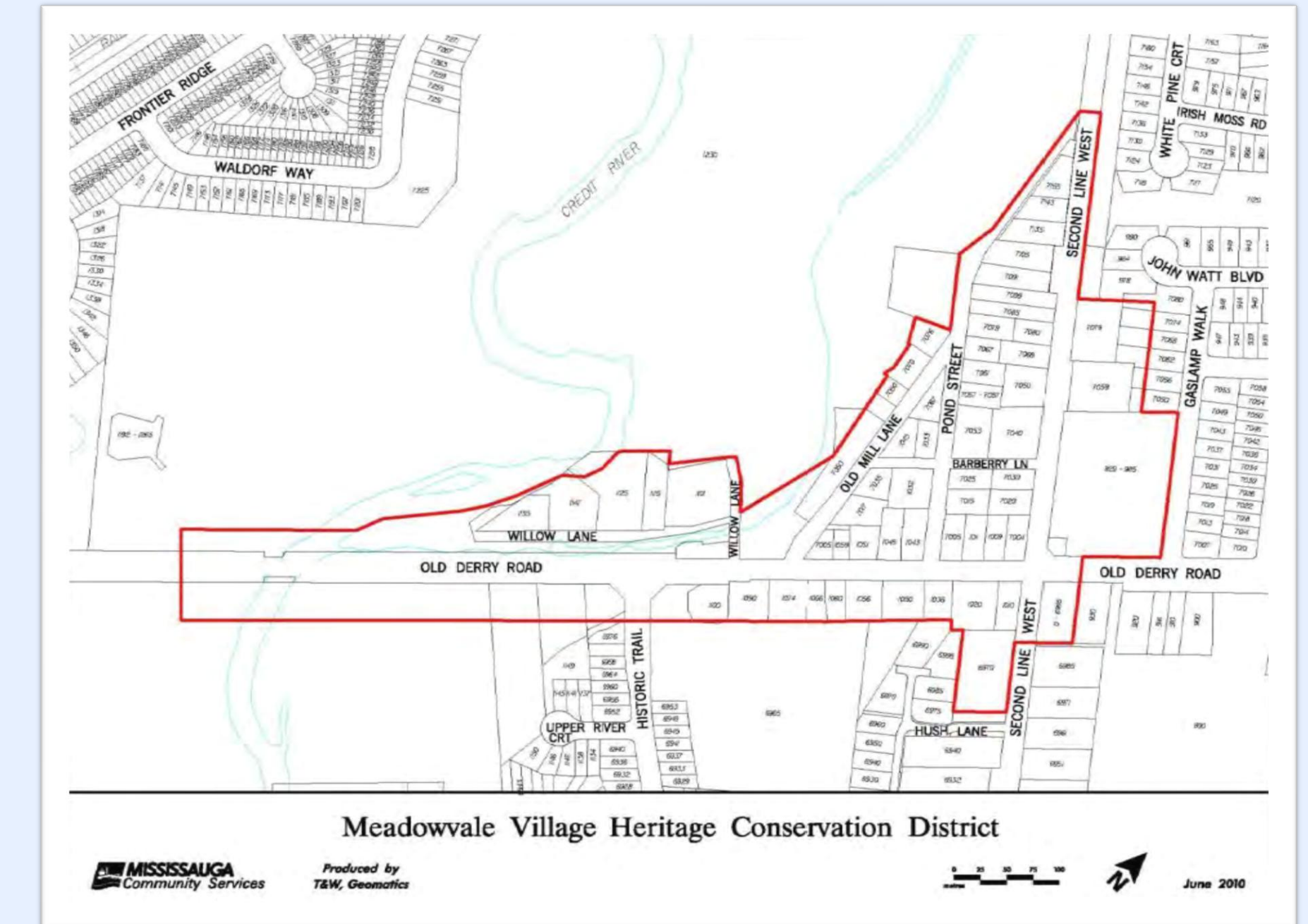
The character of the Meadowvale Village HCD is defined by:

- Narrow roads,
- Large diameter trees,
- Open vegetation areas, and
- Lack of density in building form.



The Meadowvale Village HCD includes:

- 57 residential properties,
- 4 properties under public ownership,
- Credit River Bridge,
- Old Derry Road Right-of-Way, Streetscape, and Public Realm.



A Heritage Conservation District (HCD) is a defined area legally protected by a municipal by-law passed under Part V of the *Ontario Heritage Act*. HCDs are designated because the area is considered historically or culturally significant and requires special care and attention in the planning process to ensure the significant cultural heritage attributes are conserved.

Existing Conditions

Archaeological Features

A **Stage 1 Archeological Assessment** has been completed for the study area.

The Assessment found that:

- Approximately 28% of the project area retains archaeological potential and may require a Stage 2 Archeological Assessment.
- Two previously registered archaeological sites are located within the project area.
- Eight previously registered archeological sites are located near the project area. If any changes are planned close to these sites, a Stage 3 archaeological assessment may be required.

The Credit River



Lands adjacent to the Credit River have archaeological potential.

Existing Conditions

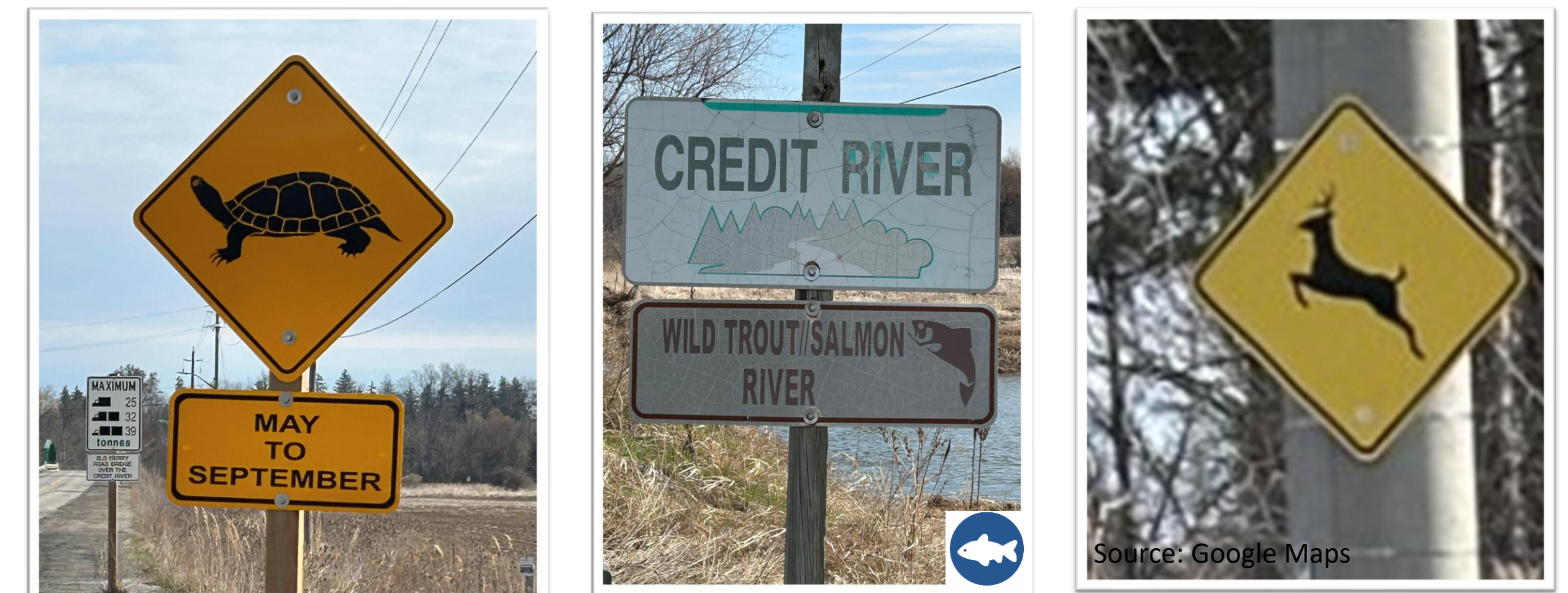
Natural Environment



Credit River Watercourse Crossing



Levi's Creek Watercourse Crossing



Wildlife Crossings on Old Derry Rd

Other Corridor Considerations

1



Sidewalk with stairs impeding accessibility at northwest corner of Old Derry Rd & Pond St

2



Road rehabilitation needed on Old Derry Rd (Gazette Gate to Lessard Lane)

3a



Hydro & Natural Gas Lines along south side of Old Derry Road



Orthoimagery Source: Google maps

3b



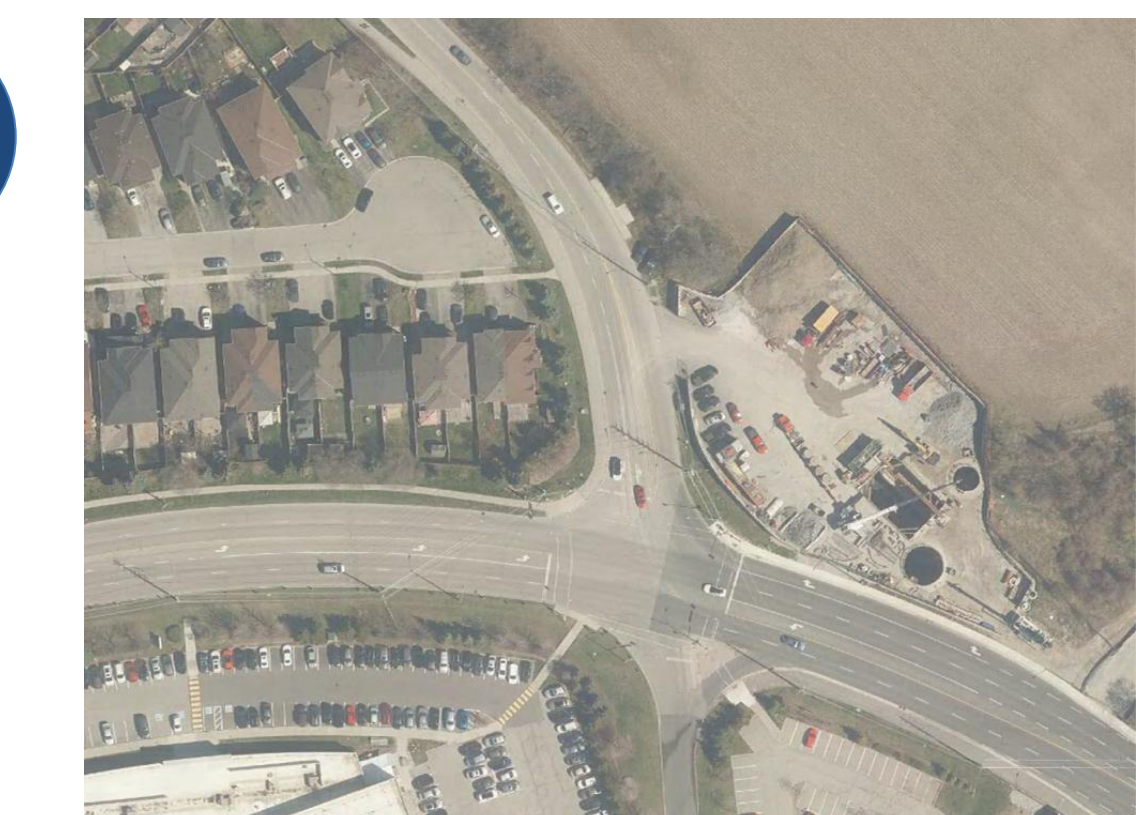
Sanitary trunk sewer installation on Old Derry Rd & Old Creditview Rd (Region of Peel)

4



Sharp turn at Old Derry Rd & Old Creditview Rd

5



Skewed signaled intersection at Old Creditview Rd & Creditview Rd

Problem and Opportunity Statement

Old Derry Road and Old Creditview Road have infrastructure that is reaching the end of its lifespan, needing rehabilitation and/or replacement, including the Old Derry Road bridge over the Credit River. This project presents an opportunity to rebuild the corridor while enhancing transportation, providing safety benefits for all road users, including pedestrians, cyclists, and motorists, while protecting the natural environment and cultural heritage of the surrounding area.



Key Technical Studies

The following technical studies are being undertaken to inform the evaluation of alternative solutions and to provide input into the identification of impacts and mitigation measures:

-  Stage 1 and 2 Archaeological Assessment
-  Cultural Heritage Assessment
-  Natural Environment Assessment
-  Tree Inventory and Preservation/Restoration Plan
-  Socio-Economic Assessment
-  Geotechnical Investigation and Pavement Design
-  Structural Analysis
-  Traffic Operations Analysis
-  Roundabout Screening
-  Traffic Safety Assessment
-  Air Quality Assessment
-  Hydraulic and Hydrology Assessment
-  Stormwater Management and Drainage

Transportation Analysis and Road Safety

Traffic Analysis

Existing traffic conditions are **acceptable**. No significant increase in traffic is expected by 2041.

The southbound movement at the intersection of Old Creditview Road & Creditview Road may exceed current **storage lengths** during the AM peak hour.

Overall, traffic is expected to **operate at an acceptable level of service** throughout the study area, during both existing and future (2041) conditions.



Road widening to accommodate additional travel lanes is not required for the study area

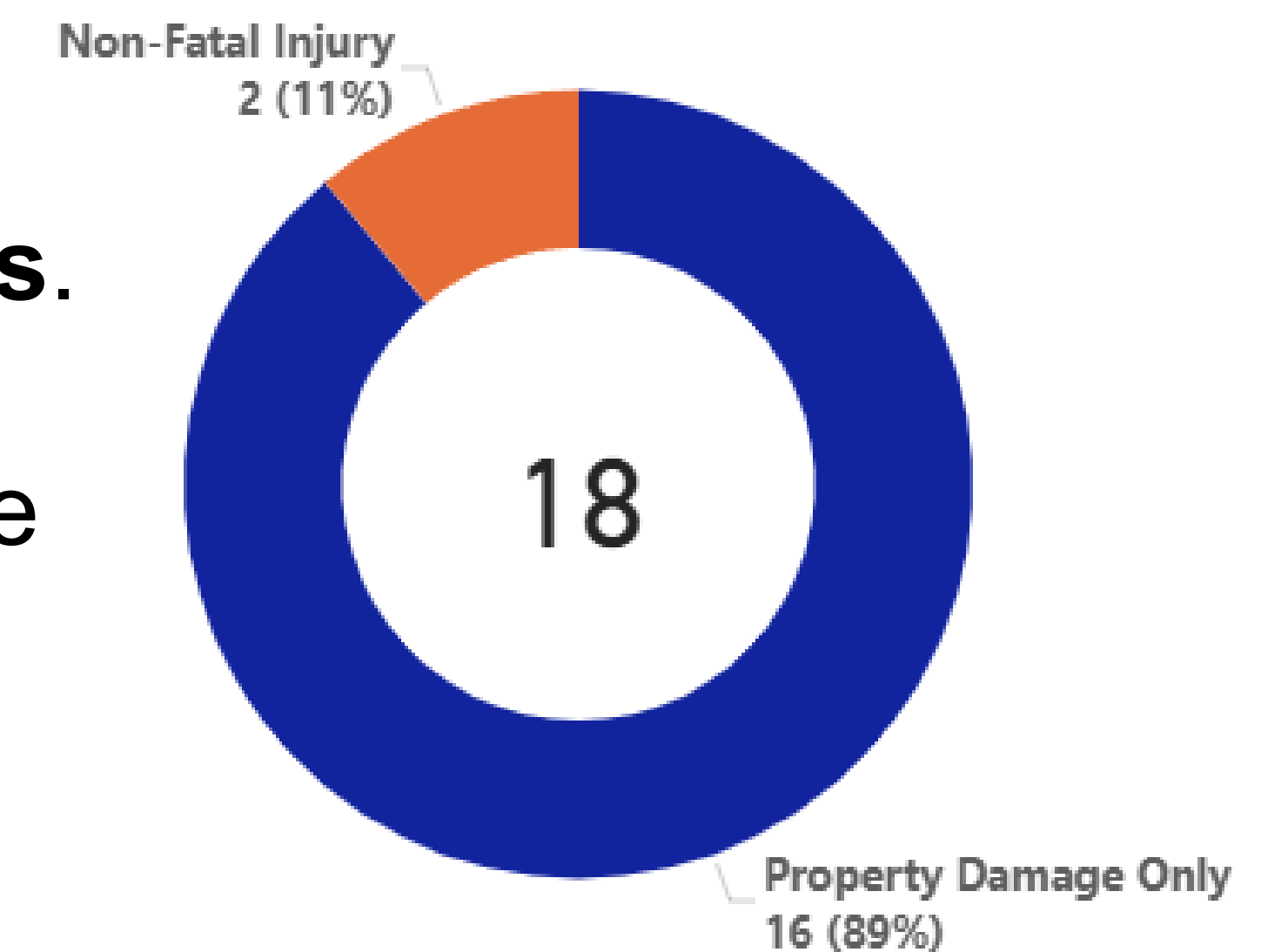
Collision Analysis

Collision analysis was completed based on data from **2019 to 2024**. A total of **18 collisions** were reported throughout the study area during that time, including zero fatal, **two non-fatal injury**, and **16 Property Damage Only** collisions.

60% of collisions occurred during **non-daylight conditions**.

Recorded 85th percentile vehicle speed reached **72 km/h** at Old Derry Road and Credit Valley Conservation access. The posted speed limit is 40 km/h.

Overall, **no significant safety concerns** were identified within the study limits.



Traffic calming / speed management measures are recommended for the study area.

Roundabout Screening

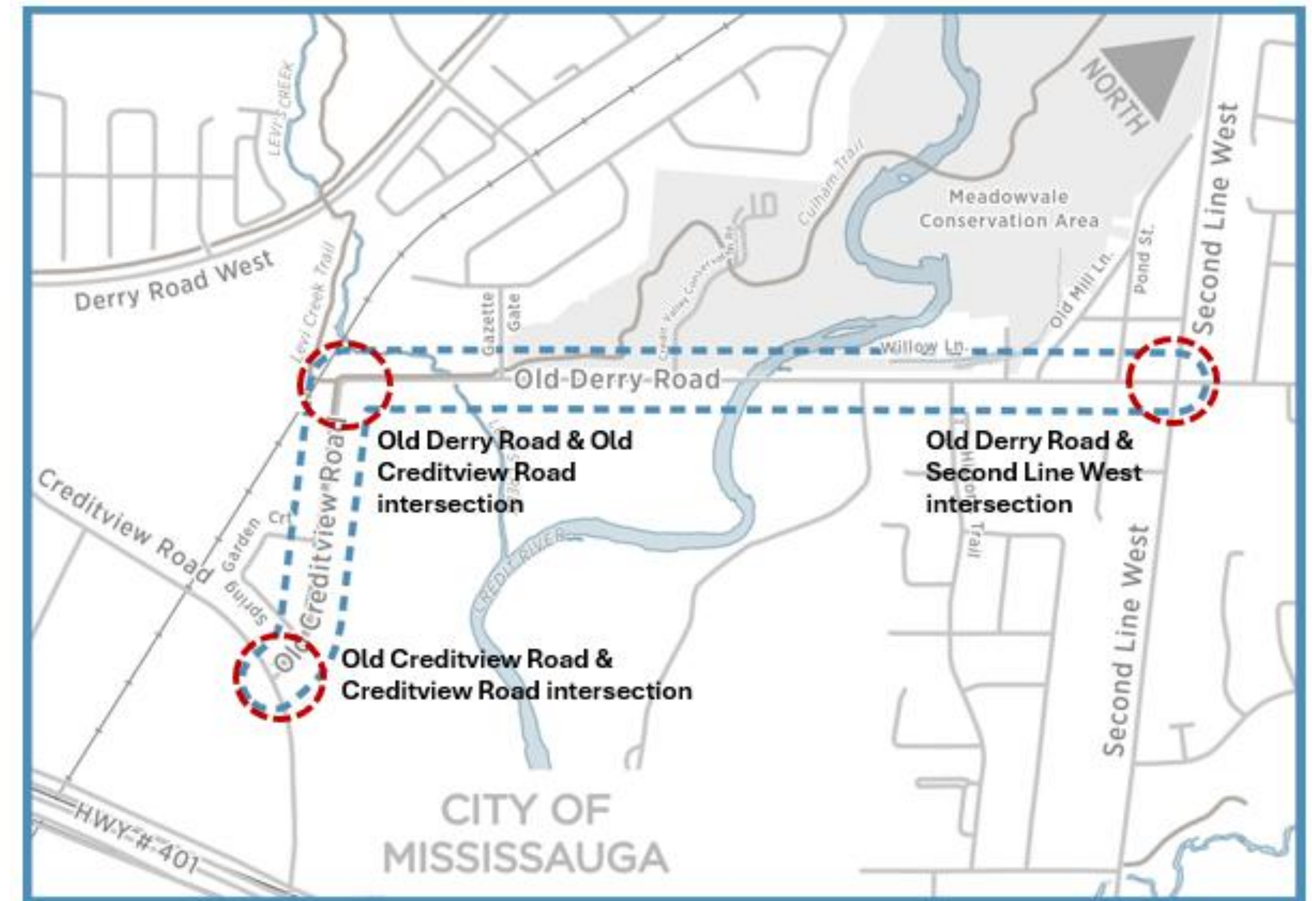
Roundabouts are identified in the City's Vision Zero Plan as a tool for reducing the number and severity of collisions, improving traffic flow, maintaining speed compliance and enhancing the safety of vulnerable road users.

The feasibility of roundabouts were reviewed at the following intersections:

- Old Derry Road and Second Line West
- Old Derry Road and Old Creditview Road
- Creditview Road and Old Creditview Road

None of these intersections were found suitable for roundabouts, for various reasons including potential impacts to:

- Private property,
- Cultural heritage landscapes,
- Sensitive environmental areas,
- Rail corridors.



Overall, Roundabouts are not recommended within the study area.

Active Transportation



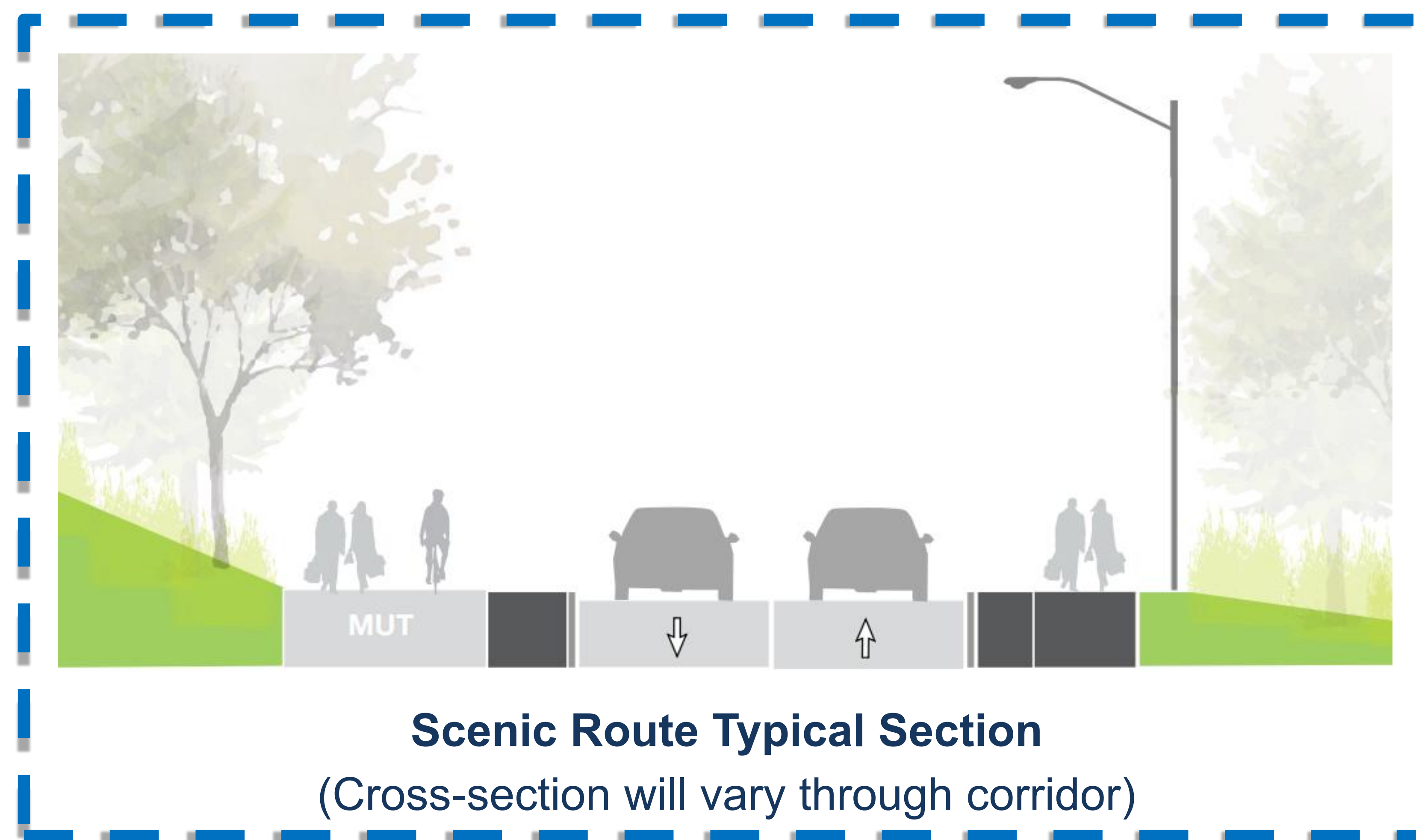
The **Cycling Master Plan Update** identifies **cycle tracks** and **sidewalks** as recommended facility types.



The **Draft Changing Lanes Complete Streets Guide** identifies two street typologies that align with Old Derry Road: Minor Collector Neighbourhood (with **cycle tracks / sidewalks**), and Scenic Route (with **multi-use trails**), as shown below.



Minor Collector Neighbourhood Typical Section



Scenic Route Typical Section
(Cross-section will vary through corridor)

RECOMMENDED

Due to connectivity, character and functionality, the Scenic Route is recommended.

Screening of Alternative Roadway Solutions

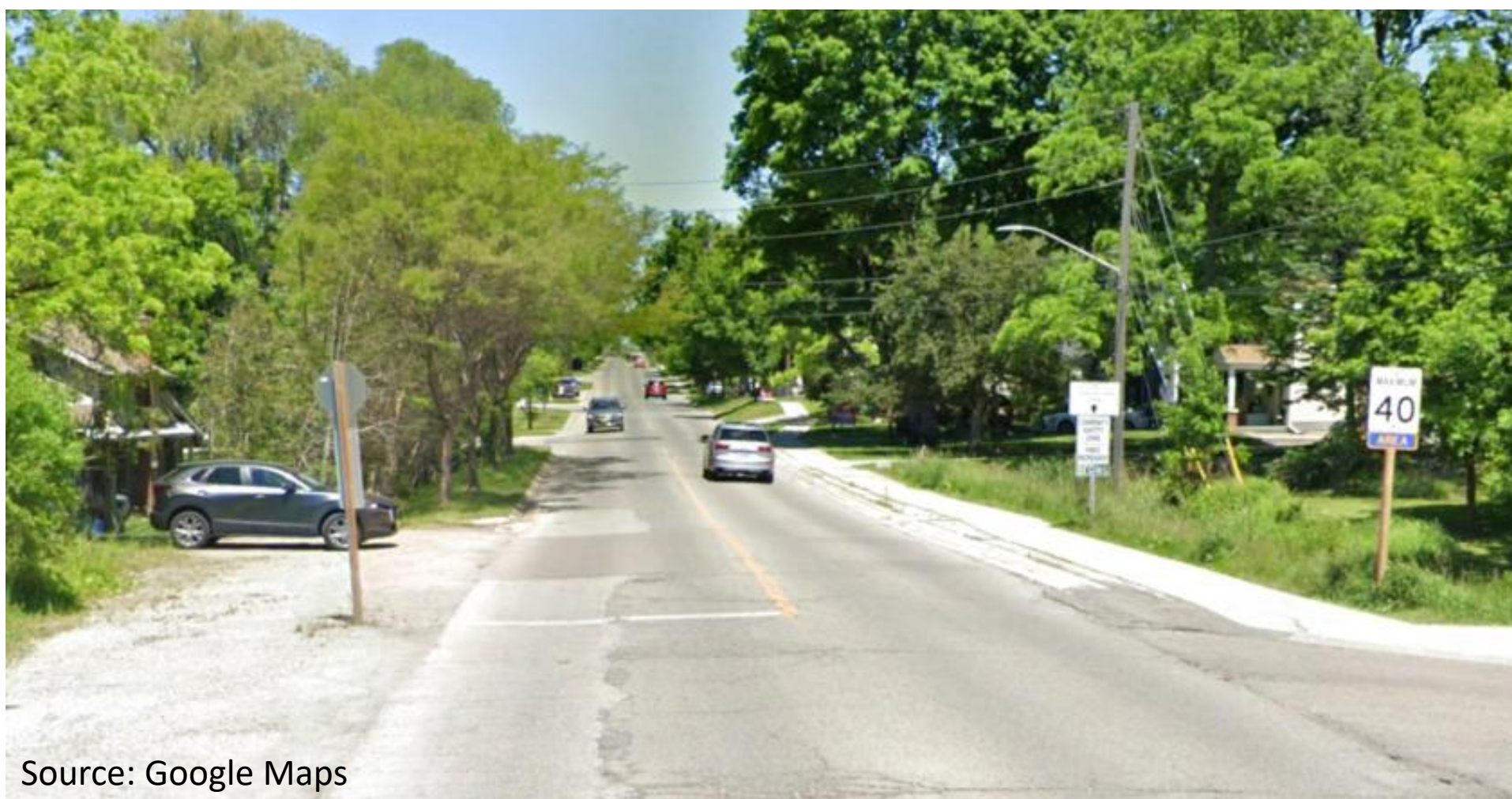
Five alternative solutions for the study corridors were identified from the review of existing conditions and initial technical analysis. The alternative solutions were screened to identify the most suitable options to be carried forward for evaluation:

| Alternative Solutions | Screening | Carried Forward? |
|--|--|------------------|
| 1. Do Nothing | Per the <i>Municipal Class Environmental Assessment</i> (2024), this option is carried forward for comparison purposes. | ✓ |
| 2. Increase Roadway Capacity | Traffic analysis has not identified the need for capacity expansion (i.e. increasing travel lanes). | ✗ |
| 3. Modify Intersection Configurations | Modify intersection operations through large scale changes such as lane configuration modifications or roundabout implementation. Traffic analysis and roundabout screenings have not identified the need for these modifications. | ✗ |
| 4. Rehabilitate Roadway | Rehabilitate the pavement structure without changing the cross-section, ensuring the longevity of the roadway. | ✓ |
| 5. Complete Streets | Consider multi-use trail aligning with City long-term Plans and Policies, as well as speed management measures at key locations to address speeding concerns along Old Derry Road, aligning with the City's Vision Zero policy. | ✓ |

Alternative Roadway Solutions Carried Forward

The following alternative solutions have been carried forward for review and analysis:

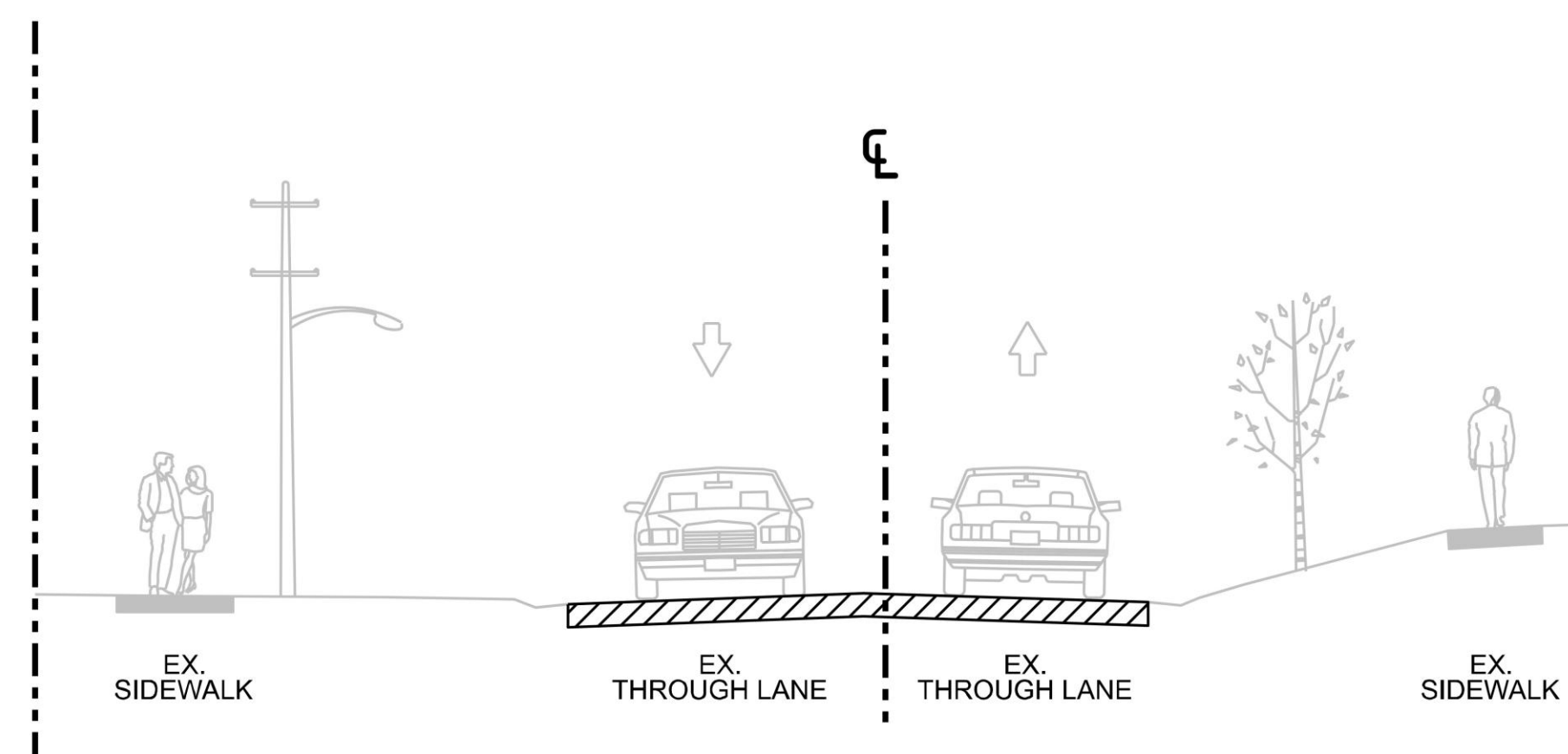
Do Nothing



No infrastructure modifications to the study area. Do Nothing is carried forward for comparison purposes only.

Not a feasible long-term option given the poor condition of the roadway and lack of active transportation facilities.

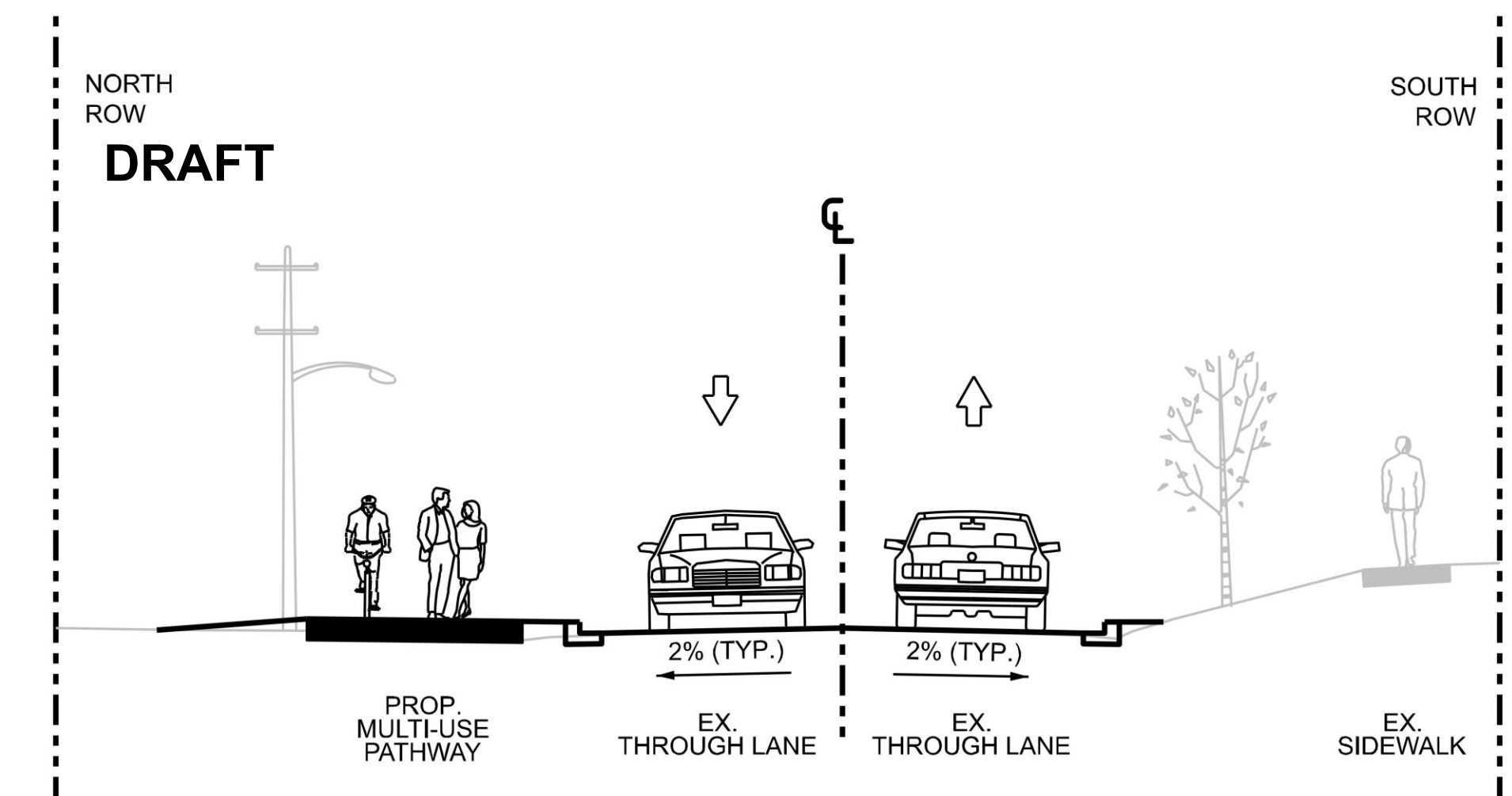
Rehabilitation



Rehabilitate the roadway while keeping existing cross-section.

Will improve existing infrastructure, ensuring the longevity of the roadway. Maintains heritage character in accordance with Official Plan Section 15.11 Meadowvale Village.

Complete Streets



Typical Section – Cross-section will vary through corridor

Rehabilitate the roadway and provide upgraded cross-section and active transportation facilities as per the City's Complete Streets guide.

Will enhance transportation and provide safety benefits for all road users (pedestrians, cyclists, and motorists). Enhanced walking and cycling infrastructure supports the City's planning objectives.

Screening of Credit River Crossing Alternatives

Four alternative solutions for the Credit River Crossing were identified from the review of existing conditions and initial technical analysis. The alternative solutions were screened to identify the most suitable options to be carried forward for evaluation:

| Alternative Solutions | Screening | Carried Forward? |
|---|---|------------------|
| 1. Do Nothing | Per the <i>Municipal Class Environmental Assessment (2024)</i> , this alternative is carried forward for comparison purposes. | ✓ |
| 2. Rehabilitate and/or widen existing bridge | While currently operational, the existing bridge was found to have notable deterioration impacting its potential service life. | ✗ |
| 3. Replace bridge in existing location | Will accommodate roadway upgrades and provide potential to incorporate heritage components in new structure; however, traffic may need to be closed at the bridge for extended periods during construction. | ✓ |
| 4. Replace bridge in new location | Will accommodate roadway upgrades and provide potential to incorporate heritage components in new structure, however, adjacent utilities to the south, and watercourses to the north present significant constraints. | ✓ |

Credit River Crossing Alternatives Carried Forward

The following crossing alternatives have been carried forward for review and analysis:

Do Nothing



Do Nothing is carried forward for comparison purposes only.

While currently operational, the existing bridge was found to have notable deterioration impacting its potential service life.

Replace Bridge in Existing Location



Existing location

Will accommodate roadway upgrades and provide potential to incorporate heritage components in new structure, however, traffic may need to be closed at the bridge for extended periods during construction.

Replace Bridge in New Location



Northerly shift



Southerly shift

Will accommodate roadway upgrades and provide potential to incorporate heritage components in new structure, however, adjacent utilities to the south, and watercourses to the north present significant constraints.

Is rehabilitation an option for the Credit River Bridge?

The Credit River Bridge was last rehabilitated in 2022.

Its concrete and steel members are deteriorating due to its age and weathering.

For example, some components of the bridge are experiencing:

- Corrosion,
- Delamination,
- Deformation, and
- Spalling.

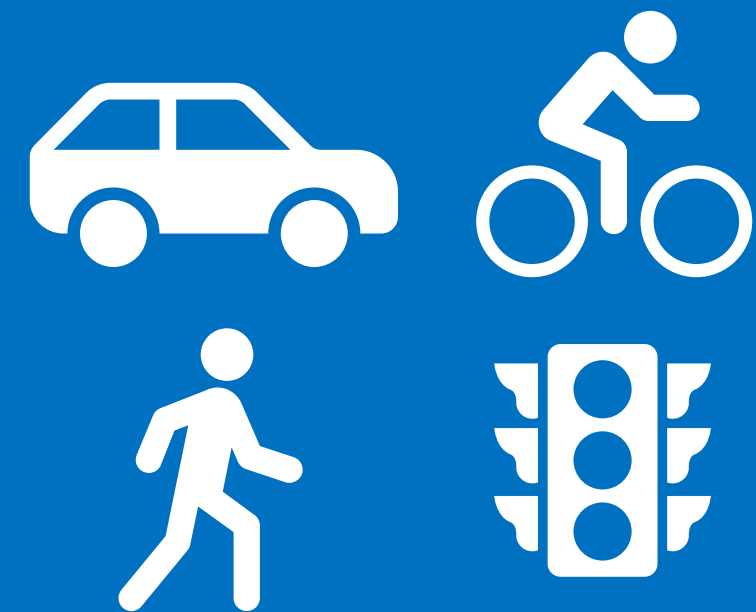


The bridge is safe to use under its current posted load restriction and will need to be replaced as further rehabilitation is no longer practical.

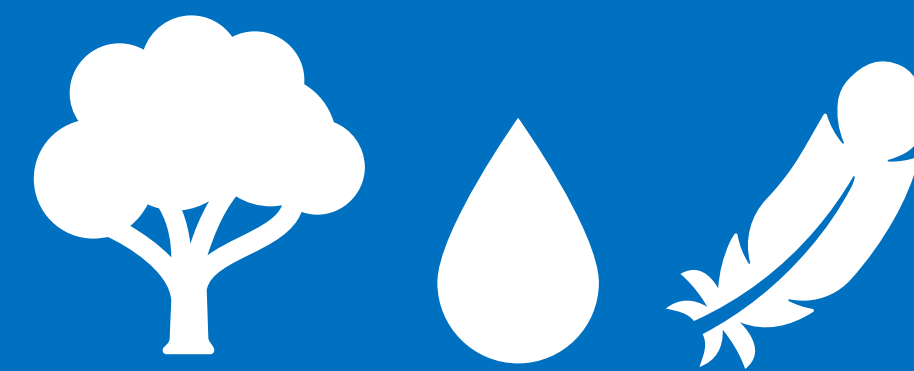
Evaluation Criteria

The Alternative Roadway Solutions and Credit River Crossing Alternatives that are carried forward will be evaluated using the following evaluation factors:

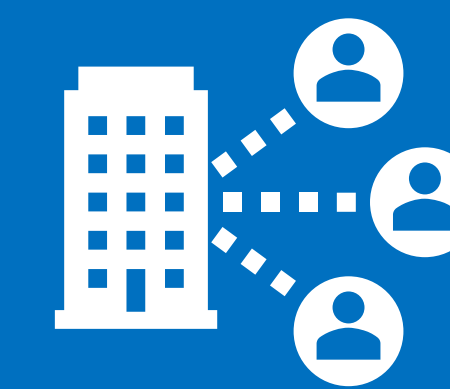
Transportation



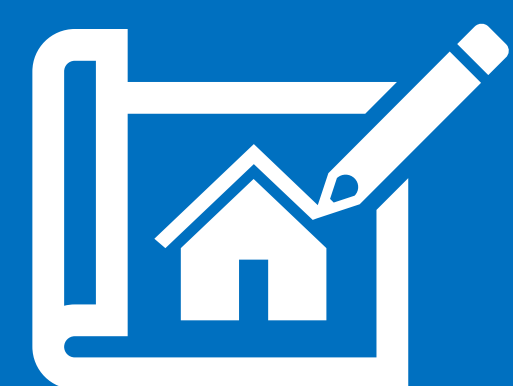
Natural Environment



Social Environment



Cultural Environment



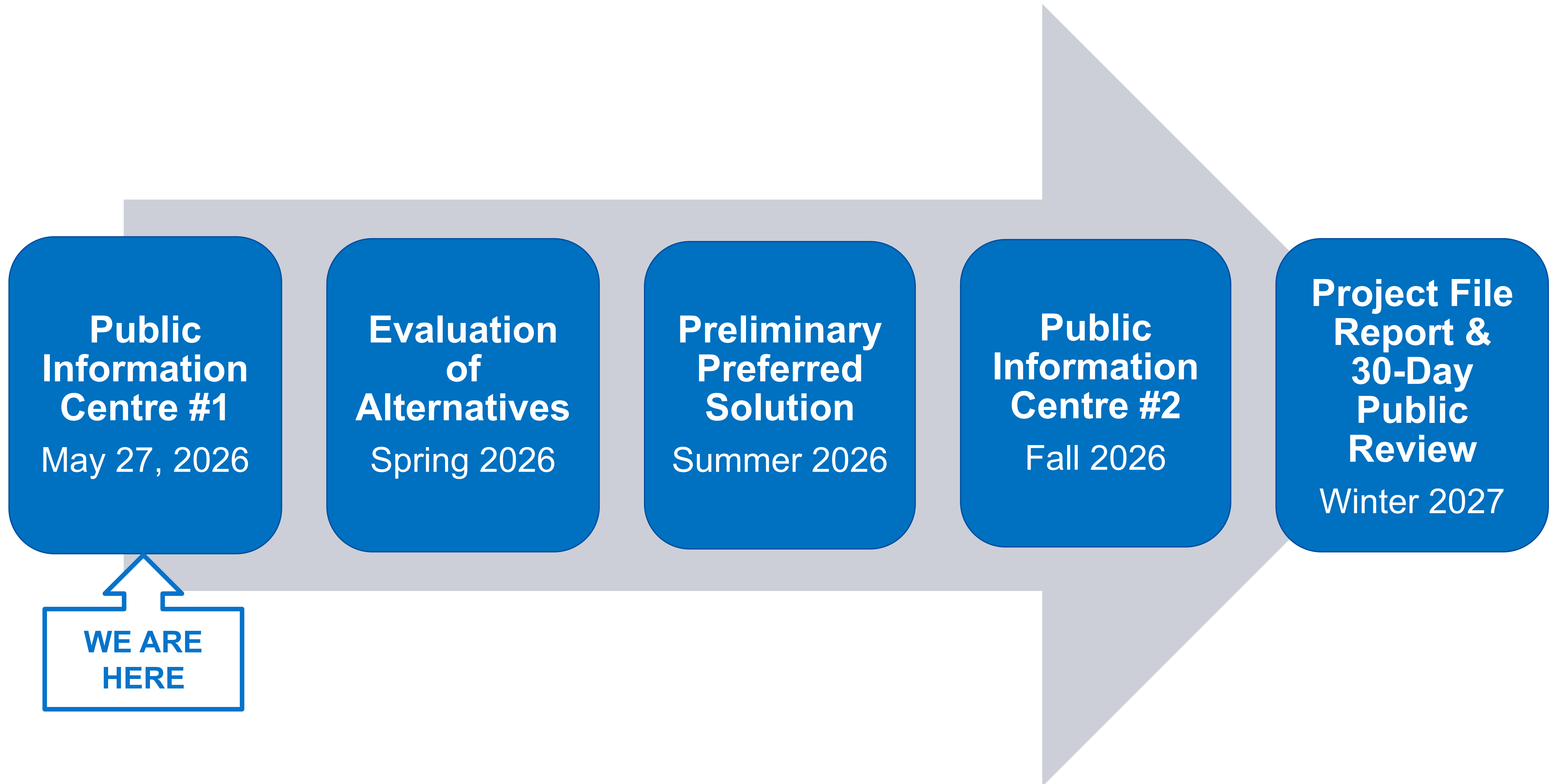
Economic Environment



Utilities and Municipal Infrastructure



Project Timeline



Next Steps



Review Feedback from the Public



Complete Evaluation of Alternatives



Identify Preliminary Preferred Solution and Prepare Preliminary Design



Host Public Information Centre #2

No decisions have been made for corridor improvements.

The project team will evaluate the 'alternatives carried forward' and share the evaluation for public input at Public Information Centre #2.

We want to hear from you

Fill out a comment sheet and drop it in the comment box; or, mail or email your comments to one of the following project contacts by **June 10, 2026**:



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Information displayed at this Public Information Centre will be available on the Project Website at **Mississauga.ca/OldDerryEA**.

Thank you for attending!