



BURNSIDE

Sheridan Park Drive Extension Municipal Class Environmental Assessment

Project File Report – Executive Summary

City of Mississauga

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Executive Summary

The City of Mississauga (City) has undertaken a Municipal Class Environmental Assessment (EA) to investigate the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive in the southwestern area of Mississauga.

The Study has followed a comprehensive planning and design process in order to explore the opportunity to connect the east and west sections of Sheridan Park Drive, improve the road network connectivity in the residential neighbourhood and business area, create options for alternative routes and improve multi-modal network connectivity. The Study has been completed in accordance with the requirements of a Schedule B Undertaking as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment Document (October 2000, as amended 2007, 2011 and 2015), which is an approved process under the Ontario *Environmental Assessment Act, 1990*.

Description of the Study Area

The Study Area is generally bordered by a utility corridor to the north, Winston Churchill Boulevard to the west, Speakman Drive / Homelands Drive to the east and naturalized private lands to the south. The proposed extension of Sheridan Park Drive falls within the existing City-owned right-of-way (ROW).

The Study Area includes a unique combination of uses including the Sheridan Park Corporate Centre (Sheridan Park), a utility corridor that includes a multi-use trail (MUT) and the Sheridan Homelands residential neighbourhood.

Planning Overview

This Study is a step in the ongoing implementation of the City of Mississauga's Strategic Plan process as well as the City's Official Plan and the Draft Sheridan Park Land Use Master Plan. The objective of these plans is to create complete, multi-modal oriented communities that are a meaningful place for all citizens and also continues to attract businesses, growth and investment into the cities key industries, while meeting employment needs.

In addition to these municipal planning initiatives, the Study has considered applicable provincial and regional planning policies including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, Region of Peel Strategic Plan, Moving Mississauga and the City's Cycling Master Plan.

Problem / Opportunity Statement

Through this Study, the City is exploring the opportunity to connect the east and west sections of Sheridan Park Drive to create options for alternate routes. At present, the east-west accesses through the neighbourhood are via Homelands Drive (through a residential neighbourhood) or Speakman Drive (through the business park). The implementation of this link would be an important piece of the City's overall road network, which would improve the connectivity in Sheridan Park and the surrounding commercial areas and create an overall reduction of traffic and alternative route to reduce traffic in the Sheridan Homelands neighbourhood. Linking the east and west segments of Sheridan Park Drive will also improve access for emergency services within the Study Area.

The science and technology facilities in Sheridan Park will continue to develop to support the growth of a contemporary science and business park, and new office uses may also be developed. At the same time, the natural areas of Sheridan Park should be protected while continuing to provide aesthetic benefits to the employees within Sheridan Park.

Through this EA, the City has an opportunity to:

- Improve network redundancy in the wider road network to improve traffic flow and increase access routes for emergency services;
- Support multi-modal transportation and encourage transit;
- Reduce traffic volumes in the Sheridan Homelands neighbourhood; and
- Maintain the natural feel and recreational benefits of the Study Area by minimizing impacts to existing natural heritage features and introducing low impact development features and plantings to increase biodiversity.

Transportation and Traffic Analysis

A Transportation and Traffic Analysis Report was completed as part of the EA Study in order to assess both the existing and future predicted traffic conditions within the Transportation Study Area, which varies slightly from the EA Study Area described above and is generally bound by Homeland Drive to the north, Speakman Drive to the south, Erin Mills Parkway to the east and Winston Churchill Boulevard to the west.

Key findings from a review of the traffic conditions are:

- The extension of Sheridan Park Drive will divert traffic from the Sheridan Homelands neighborhood and results in Sheridan Homelands neighborhood traffic utilizing the extension.
- The extension of Sheridan Park Drive will provide additional network capacity for all modes of transportation.

- The extension of Sheridan Park Drive will improve access to the growing Sheridan Park Corporate Centre.
- A proposed westbound right turn lane on Sheridan Park Drive at the intersection with Winston Churchill Boulevard will address afternoon congestion.
- A proposed advanced eastbound / westbound left turn phase at the Erin Mills Parkway / Sheridan Park Drive / Lincoln Green Way intersection will address afternoon congestion and improve overall safety.

The City's EMME Travel Demand Model was utilized to project traffic volumes for 2021 and 2031 horizon years for three possible future network scenarios:

- Do-nothing scenario – the Do-nothing scenario (assumes 4 lanes on Sheridan Park Drive between Winston Churchill Boulevard and Speakman Drive west intersection).
- Sheridan Park Drive Extension (with 4 lanes on Sheridan Park Drive between Winston Churchill Boulevard and Speakman Drive west intersection).
- Speakman Drive widening to 4 lanes (no Sheridan Park Drive extension, 4 lanes on Sheridan Park Drive between Winston Churchill Boulevard and Speakman Drive west intersection).

The 2021 horizon year model runs were utilized to compare the impacts of the three possible future network scenarios. This assessment was completed as a sensitivity analysis to understand how the proposed road network changes may impact travel along Homelands Drive / Sheridan Residential Neighbourhood. The key findings are as follows:

- The traffic along Homelands Drive will decrease by approximately 2% (4 vehicles) in the eastbound direction and 16% (38 vehicles) in the westbound direction during AM peak hours and by approximately 3% (10 vehicles) in the eastbound direction and 4% (14 vehicles) in the westbound direction during PM peak hours with the Sheridan Park Drive Extension in place as compared to the Do-nothing scenario.
- The widening of Speakman Drive to 4 lanes generally results in an increase in traffic along Homelands Drive as compared to the Sheridan Park Drive Extension scenario with approximately 16% (40 vehicles) more traffic in the eastbound direction and 18% (36 vehicles) in the westbound direction during AM peak hours and with approximately 3% (10 vehicles) in the eastbound direction and 9% (31 vehicles) in the westbound direction during PM peak hours.
- The greatest reduction in traffic will occur on the western end of Homelands Drive (west of the Thorn Lodge Drive east intersection) with volumes decreasing by approximately 29% (average for both directions) in the AM peak hours and by approximately 25% (average in both directions) in the PM peak hours with Sheridan Park Drive Extension in place as compared to the Do-nothing scenario.
- The number of through trips ('cut through' traffic) utilizing Homelands Drive is projected to decrease with the Sheridan Park Drive Extension in place by

- approximately 17% in the AM peak hour and 13% in the PM peak hour as compared to the Do-nothing scenario. In comparison, the Speakman Drive widening to 4 lanes scenario, results in a 22% increase (AM peak hour) and 9% increase (PM peak hour) in the number of through trips using Homelands Drive as compared to the Do-nothing scenario.
- The Sheridan Park Drive Extension will play an important role in providing additional access to and from the Sheridan Homelands Residential Community. Approximately 77% of the trips during the AM peak hour and 72% of the trips during the PM peak hour that utilize the Sheridan Park Drive Extension either originate from or are destined to Sheridan Homelands neighbourhood. This results in an increase in traffic on the eastern end of Homelands Drive (east of Thorn Lodge Drive east intersection) by approximately 24% and 40% for AM and PM peak hours respectively (average for both directions) as the residential community travel patterns change and they divert to this section of Homelands Drive to access the extension. However, there is a corresponding drop in traffic on the western section of Homelands Drive.

In conclusion, the results indicate that the Sheridan Park Drive Extension will play an important role in providing additional opportunities for residents living in the Sheridan Homelands neighbourhood to access their neighbourhood. The extension results in an overall reduction in traffic along sections of Homelands Drive and in addition results in a decrease in through traffic on sections of Homelands Drive. The widening of Speakman Drive to 4 lanes generally does not provide a benefit to the residents living in the Sheridan Homelands neighbourhood as it does not reduce the amount of traffic utilizing Homelands Drive.

Through previous work undertaken by the Region of Peel, the need for an exclusive westbound right turn lane at the Winston Churchill Boulevard / Sheridan Park Drive / Plymouth Drive intersection was identified and has been added to their Development Charges Study. This was confirmed as part of the review of existing traffic conditions and has been carried as a proposed improvement as part of this Study.

Future traffic operations were assessed based on the 2021 and 2031 traffic forecasts for the AM and PM peak hours. The following road network improvements are recommended:

- To improve operations at Sheridan Park Drive / Speakman Drive intersection, a roundabout is recommended to be installed as part of the proposed Sheridan Park Drive Extension.
- The Sheridan Park Drive / Speakman Drive / Homelands Drive intersection will experience delays with or without Sheridan Park Drive Extension. Eastbound and westbound left turn lanes could be installed to improve operations; however, the best improvement for this intersection would be a roundabout. Even if the extension was not in place, a roundabout would be required by 2031.

- At the Sheridan Park Drive / Fifth Line intersection, delays will be experienced with or without the Sheridan Park Drive Extension. However, with the Sheridan Park Drive Extension a left turn in the east and westbound directions would be required by plus the installation of traffic signals. Without the Extension, eastbound and westbound left turn lanes would need to be installed by 2021; and the traffic signals would be required by 2031.

Safety Performance Review

A safety performance review was conducted at six intersections within the Transportation Study Area to identify any safety issues and deficiencies, locations with higher collision rates than projected, and to identify any potential mitigation measures. The six intersections included in the safety performance review are: Erin Mills Parkway / Sheridan Park Drive; Winston Churchill Boulevard / Sheridan Park Drive; Fifth Line West / Sheridan Park Drive; Homelands Drive / Sheridan Park Drive / Speakman Drive; Hadwen Road / Speakman Drive; and Speakman Drive / Flavelle Boulevard. A field investigation was undertaken as well as a review of collision history provided by the City and Region for the years 2010 through 2014 (five years of data).

Over the five years, there were a total of 121 collisions at the six intersections reviewed. Collisions were either property damage (85% of collisions) or injury (15% of collisions) and there were no fatalities. The Erin Mills Parkway / Sheridan Park Drive / Lincoln Green Way intersection experienced the highest number of collisions at 74 (60% of all collisions in the study area). To improve safety, the Region of Peel could consider left turn advances on the east-west traffic signal phase.

The Winston Churchill Boulevard / Sheridan Park Drive / Plymouth Drive intersection experienced the second highest number of collisions at 31 (26% of all collisions in the Study Area). However, this intersection is experiencing an average number of collisions as to what would be projected for a similar intersection.

The proposed roundabouts will enhance road safety within the neighbourhood.

Description of the Existing Environment

Transportation and Built Environments

Sheridan Park Drive is an east-west major collector road with a two lane cross-section. The road intersects Erin Mills Parkway in the east and Winston Churchill Boulevard in the west; however, at present the road terminates in two places where it intersects with Speakman Drive. Speakman Drive is a minor collector road with a two lane cross-section. Homelands Drive is an east-west minor collector road with a two lane cross-section that intersects with Sheridan Park Drive and Winston Churchill Boulevard. Thorn

Lodge Drive is also a minor collector road that connects at both ends to Homelands Drive.

The City maintains a paved MUT that runs through the Study Area within the utility corridor from Winston Churchill Boulevard to Homelands Drive / Speakman Drive. The MUT is part of the Sheridan Trail that was developed through the City's Cycling Master Plan. This section of the trail continues east along the south side of Sheridan Park Drive to Erin Mills Parkway. To the west of Winston Churchill Boulevard, the trail continues through the hydro corridor in Oakville. The trail provides opportunities for active transportation within the Study Area including walking, jogging, cycling and roller skating. The Sheridan Trail is actively used by local residents, employees and recreational / commuter cyclists.

There are several existing utilities within the Study Area and surrounding lands. Alectra Utilities Inc. operates two above ground hydro lines that traverse the Study Area in an east-west direction. Enbridge Gas operates a natural gas main within the Study Area that runs approximately 280 m east of Winston Churchill Boulevard through the City-owned ROW before it turns north and continues east along the utility corridor. There are existing Bell Canada telecommunications services within the City-owned ROW running through the west end of the Study Area to service the properties in the west end of Sheridan Park. There are also Bell Canada services along the west side of Speakman Drive and the east side of Homelands Drive. Lastly, there are existing underground municipal services within the Study Area including sanitary sewers and watermains.

Stormwater Management and Drainage

Sheridan Park Drive is located within the headwaters area of Sheridan Creek, which connects to Lake Ontario through the Rattray Marsh Conservation Area, some 6 km downstream of the Study Area. The channel meanders through a heavily urbanized area of Mississauga. There are remnants of natural drainage systems within the Study Area, but the area is drained predominantly by engineered drainage systems. There are two main storm sewer systems that drain the Sheridan Homelands subdivision through the Study Area. One system drains the westerly portion of the Sheridan Homelands development and the section of Sheridan Park Drive abutting Winston Churchill Boulevard, which currently terminates at Speakman Drive. The second system drains the easterly portion of the Sheridan Homelands development through the Study Area.

The development of these lands resulted in the conversion of open channels to a combination of storm sewers, to convey minor storms, and overland flow routes in the form of roads, with curbs, to convey major storm events to a suitable outlet. Based on information provided by the City, the minor storm sewer system appears to be based on the 1:10-year storm.

Physical Environment

The Study Area is located within the broad, low-lying area known as the Iroquois Plain physiographic region of southern Ontario. Ministry of Environment and Climate Change (MOECC) water well records in the area of the Study Area indicate that the area is generally underlain by till and shale formations (red or grey in colour), the latter of which typically contained the water table.

Natural Environment

For the purposes of the Natural Environment Assessment, existing terrestrial and aquatic environment features were assessed within two defined areas: the Study Area, which includes the proposed road extension area and lands within approximately 120 m of the proposed road extension; and, the Study Area Vicinity, which includes lands within approximately 500 m of the proposed road extension beyond the boundaries of the Study Area and therefore outside the proposed road extension area.

Terrestrial Environment

Vegetation communities were characterized using the Ecological Land Classification system at the ecosite level for the Study Area using protocols outlined in Lee *et al.* (1998). Three vegetation community types were identified in the Study Area, split between eight distinct vegetation community polygons. The communities identified were:

- Fresh-Moist Oak-Sugar Maple Deciduous Forest / Fresh-Moist Shagbark Hickory Deciduous Forest (FOD9-1 / FOD9-4);
- Cultural Thicket (CUT); and
- Cultural Meadow (CUM).

Significant Woodland was identified within the Study Area and confirmed during field studies to extend into the City-owned ROW. The extent of the Significant Woodland within the ROW is 0.44 ha; however, based on the preliminary preferred design plan, less than 0.05 ha of the Significant Woodland would be impacted by the proposed road extension.

Breeding bird surveys were completed following the general principles outlined in the Ontario Breeding Bird Atlas (OBBA) Guide for Participants (OBBA, 2001), tailored to the needs of this project. A total of 29 summer resident bird species exhibiting some level of breeding evidence were observed in the Study Area during the breeding bird surveys conducted in 2017. Two bird species listed as either provincially and/or federally significant were observed in the Study Area during the breeding bird surveys: Eastern Wood-pewee (*Contopus virens*) (Special Concern) and Barn Swallow (Threatened).

Suitable nesting habitat is present for Eastern Wood-pewee in the FOD9-1 / FOD9-4 ecosites of the Study Area.

No amphibians were heard calling during any of the monitoring events and no significant amphibian breeding habitat was identified within the Study Area.

Bat habitat surveys were conducted based the Ministry of Natural Resources and Forestry (MNRF) April 2017 Survey Protocol for Species at Risk Bats within Treed Habitats for Three of Ontario's Four Endangered Bat Species (Little Brown Myotis – *Myotis lucifugus*; Northern Myotis – *Myotis septentrionalis*; Tri-colored Bat – *Perimyotis subflavus*) (MNRF, 2017). Leaf-off surveys for bat maternity habitat (BMH) identified 19 candidate habitat trees for Northern Myotis and Little Brown Myotis and leaf on surveys found eight suitable habitat trees for Tri-colored Bat within the corridor of anticipated road impacts. Removal of candidate BMH trees will require appropriate compensation during the appropriate timing windows, including the installation of bat house(s) to compensate for loss of habitat. The recommended approach from MNRF includes proactive establishment of alternate bat habitat features within the Study Area to avoid the requirement for permitting under the ESA. The Study Team has recommended compensation for the removal of the eight trees with a combination of either bat boxes or artificial bark at a 1:1 ratio. At the time of preparing this Project File, this recommendation was provided to MNRF for approval. The details of this compensation will be confirmed through correspondence with MNRF during the detailed design phase of the Project.

191 trees of 10 cm diameter at breast height (DBH) or greater were inventoried as part of the Study. 27 species were observed (approximately 62% native to Ontario). No tree Species at Risk (SAR) were present. Based on the preliminary preferred design plan, some trees would need to be removed, while others can be protected and/or preserved. Approximately 62% of the trees for removal are Green Ash. There is concern about the long term survivability of Green Ash throughout most of Ontario due to Emerald Ash Borer (EAB). The City's policy is to remove ash species where necessary during construction due to their short lifespan.

A Tree Preservation Plan has been prepared, which provides a number of mitigation measures to prevent impacts to the root zones of trees adjacent to the proposed road extension that are being preserved. The extent of vegetation removal must be clearly delineated. All vegetation must be cut in a way that it stays within the work zone. Tree protection and Erosion and Sediment Control (ESC) measures shall be installed prior to Site disturbance. Tree protection hoarding is recommended for the work zone adjacent to woodlots and shall be installed based on City Standards. Inspection of tree protection measures shall be undertaken and coordinated with ESC measures. An arborist will review all trees adjacent to the work zone prior to the opening of the road extension for

use by the general public to inspect for damaged branches or trunks that may damage or injury.

Compensation and mitigation plantings will be implemented as follows:

- New trees will be planted along the roadside as streetscaping with trees installed 12 m on centre in conformity with the Transportation Association of Canada;
- Shrubs planted where the new road interfaces with the two woodlots; and
- Shrubs installed within the meadow area in the central portion of the Study Area.

Based on the existing species and vegetation community attributes of the area, a replacement value of 2:1 trees was determined to be appropriate as part of the proposed project. The total number of replacement trees will be confirmed during the detailed design phase of the Project. Replacement trees will be planted to the extent possible within the City-owned ROW of the road extension corridor. The City will explore opportunities to plant the remainder of the replacement trees as a suitable off-Site location as necessary. A possible method of determining the number of replacement trees required is to use the Trunk Formula Method of the International Society of Arboriculture (ISA). The ISA formula takes into consideration a variety of factors to determine the value of a tree, including size, age, species, health, and location. It is not possible to recreate the forest edge immediately but the goal is to both replace and improve the habitat features by providing Site-specific restoration recommendations to ensure no net loss of forest within the Study Area.

Aquatic Environment

The aquatic environment in the Study Area comprised of two watercourses and three headwater features of Sheridan Creek. All watercourses flow generally from northwest to southeast through the Study Area. No fish were observed during field investigations and subject aquatic features appear to provide little to no potential to support direct fish habitat.

Significant Wildlife Habitat and Species at Risk

The four categories of Significant Wildlife Habitat (SWH) are identified as:

1. Habitats of seasonal concentrations of animals;
2. Rare vegetation communities or specialized habitat for wildlife;
3. Habitat of Species of Conservation Concern; and
4. Animal movement corridors.

Confirmed and candidate SWH were found in the Study Area and Study Area Vicinity.

Two SAR were identified as being potentially present in the Study Area Vicinity but not within the Study Area itself; therefore outside the area that would be impacted by the proposed road extension. These species are Barn Swallow and Chimney Swift.

Socio-Economic Environment

Within the Study Area, over 2,700 people are currently employed in Sheridan Park Corporate Centre (which is classified as a regionally significant center of business). The key existing economic clusters within the City include life sciences and CIT (community, information and technology), both of which are represented in Sheridan Park.

The Sheridan Homelands neighborhood consists of over 2,000 households, bounded to the north by Dundas Street, to the east by Erin Mills Parkway, to the south by the utility corridor, and to the west by Winston Churchill Boulevard. This area has a vibrant community lead by the Sheridan Homelands Ratepayers' Association (SHORA).

Archaeology and Built Heritage

The Stage 1 Archaeological Assessment determined that no previously registered archaeological sites are located within 1 km of the Study Area; however, four sites are within 2 km of the Study Area. According to the background research, no previous reports detail fieldwork was undertaken within 50 m of the Study Area. The property inspection completed on May 12, 2017 determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment prior to development. The remainder of the Study Area has been subjected to deep soil disturbance events associated with the construction of the existing ROWs, MUT, and buried utilities and do not retain archaeological potential. A Stage 2 Archaeological Assessment was undertaken and determined that there are no archaeological resources present within the areas of impact of the proposed road extension and no further investigation is required.

A Cultural Heritage Resource Assessment was completed for the Study Area through which Sheridan Park was identified as a cultural heritage landscape. However, no significant cultural heritage impacts to this resource will result from the proposed extension of Sheridan Park Drive.

Air Quality

An Air Quality Impact Assessment was completed as part of this Study. Based on the forecasted 2031 traffic volumes, future predicted air quality levels with and without a road extension were compared to the existing air quality levels to understand the impact of a potential road extension on local air quality. Typical contaminants from automobile exhaust were evaluated including Particulate Matter (PM2.5 and PM10), Total

Suspended Particulates (TSP), Nitrogen Oxides (NO_x), Carbon Monoxide (CO), 1-3 Butadiene, Benzene, Acrolein, Acetaldehyde, and Formaldehyde.

The future predicted air quality levels at sensitive receptor locations (residential properties and the Homelands Senior Public School) were all below the MOECC criteria with the exception of Benzene, which already exceeds the criteria based on background air quality.

The Air Quality Assessment shows that change in concentration of benzene at any location in the Study Area is negligible. The variability in the National Air Pollution Surveillance (NAPS) background measurements (standard deviation of 0.22 µg/m³) is much higher than the predicted change in impact (0.0003 µg/m³ worst case impact). The background benzene concentration is continuing to fall as shown in Figure 19 of the Air Quality in Ontario 2015 Report. As a result, based on the analysis, there is no expectation that the benzene concentration will increase because of the project.

It should be noted that the elevated Benzene levels detected are not isolated to the Sheridan Park area, but observed all over the Province. Improvements to address benzene levels are being dealt with at a national and provincial level that in turn improves air quality at a local level. Local reductions have a limited effect as a result reducing benzene concentrations requires a provincial solution. According to Air Quality in Ontario 2015 Report published by the MOECC, over the 10 year period from 2005 to 2014, benzene concentrations have decreased 42%. A review of the National Pollutant Release Inventory (NPRI) data did not show any significant industrial / commercial operations emitting benzene in the vicinity of the project area.

Through initiatives to make buildings more green, improvements on vehicle emissions, and as improvements to other fuel burning equipment (such as high efficiency furnaces) continue to be made, it is expected that benzene levels should continue to drop. The City as a whole is encouraging sustainable development and growth. By providing alternative routes, which an extension to Sheridan Park Drive would do, the City is hoping to assist in lessening the environmental impact by minimizing congestion and vehicle idling throughout the city.

Noise

As part of the Sheridan Park Drive Extension EA, a noise study was undertaken to determine noise impacts as a result of the proposed Sheridan Park Drive extension. The future predicted noise levels at Points of Reception (PORs) were found to be no more than 1 dBA greater than the existing noise levels. Therefore, the extension has negligible impact on the noise levels in the neighbourhood. In general, sound level increases of less than 3 dBA are not noticeable to the human ear. Since the predicted future noise levels are below the MTO Noise Guide and City Noise Policy, no noise

mitigation measures (sound barriers) are required. The City has committed to post-construction monitoring of sound levels within the Study Area to confirm the findings of this analysis.

Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was completed to identify and document the current and historical environmental conditions of the Site and assess the risk from both on-Site and off-Site sources of contamination. Based on the information collected as part of this Phase One ESA, the Study Area was agricultural in 1880 and the area within the City-owned ROW (the Site) has been vacant since 1934. There were no underground storage tanks or aboveground storage tanks identified on the Site currently or historically. There were no Potentially Contaminating Activities identified on the Site. The records review, interview and Site visit indicate there are no Areas of Potential Environmental Concern on the Site.

Assessment of Alternative Solutions

The following alternative solutions were identified to address the Project Opportunity Statement:

- Alternative 1 – Do Nothing;
- Alternative 2 – Limit / Manage Growth;
- Alternative 3 – Extend Roadway; and
- Alternative 4 – Provide Alternative Routes for Existing and Future Traffic

The evaluation of the Alternative solutions was based on an assessment of potential impacts and a review of input received from the public and regulatory agencies during the study process.

Alternative 1 (Do Nothing) and **Alternative 2** (Limit / Manage Growth) are unable to address the Project Opportunity Statement with the exception of preserving the natural feel and recreational benefits of the Study Area.

Alternative 3 (Extend Sheridan Park Drive) can fully address the Project Opportunity Statement, because it:

- Supports multi-modal transportation for all users;
- Has the potential to divert traffic from the residential neighbourhood;
- Improves network redundancy;
- Improves access to the Study Area; and
- Will preserve the natural feel and recreational benefits of the Study Area by implementing appropriate mitigation.

Alternative 4 (Improve Alternative Routes, e.g., Speakman Drive or North Sheridan Way) partially addresses the Project Opportunity Statement as it supports multi-modal transportation; however, it does not improve network redundancy or improve access to the Study Area. Based on the traffic analysis, widening Speakman Drive to four lanes does not provide alternate routing for Sheridan Homelands neighbourhood or remove cut through traffic along Homelands Drive. Even with widening Speakman Drive, the traffic analysis indicates that there will be an increase of 22% in the AM peak hour and 9% in the PM peak hour on Homelands Drive without the extension in place. As a result, widening Speakman Drive will serve the Sheridan Park Corporate Centre only.

Similarly, it is not expected that the widening of North Sheridan Way would provide alternate routing for Sheridan Homelands neighbourhood or remove cut through traffic along Homelands Drive.

Through a process of evaluating alternative solutions, the Study Team identified **Alternative 3**, extending Sheridan Park Drive, as the preferred solution as it provides several benefits for the Study Area. Specifically, the extension will improve network connectivity, increase access to a growing Sheridan Park, encourage walking, cycling and transit, potentially divert traffic from the adjacent neighbourhood, preserve the natural look and recreational benefits of the Study Area and at the same time, minimize negative impacts to local wildlife and the natural spaces in the area.

The Sheridan Park Drive extension will play an important role in providing additional access to and from the residential community. The traffic analysis indicates approximately 77% of trips along the extension in the AM peak hour and 72% in the PM peak hour originate from or are destined to the Sheridan Homelands neighbourhood. Further, there is an overall reduction of vehicles along Homelands Drive (e.g., from Winston Churchill Boulevard to Thorn Lodge Drive east) as compared to no Sheridan Park Drive extension.

Study Consultation

A wide range of stakeholders were identified and contacted at the onset of the study and during the EA process including relevant review agencies and organizations, Indigenous communities and local residents who may be affected or have interest in the study. These stakeholders were contacted through direct distribution of notices as well as publications within local newspapers and on the City of Mississauga website. A number of consultation activities were undertaken. The table below details the consultation program:

Sheridan Park Drive Extension Municipal Class Environmental Assessment
February 2018

EA Phase 1 Consultation		
Date	Correspondence	Recipients / Distribution
January 24, 2017	Information Letter, Project Response Form and Notice of Commencement	Property Owners, Resident Ratepayers, Potentially Interested Organizations, Review agencies and Indigenous communities. In addition to 33 review agencies and organizations, notices were mailed to approximately 860 property owners and resident ratepayers in the vicinity of the Study Area.
January 26, 2017 and February 2, 2017	Notice of Study Commencement	Mississauga News.
January 26, 2017	Online Study Commencement Survey	Property Owners, Resident Ratepayers, Potentially Interested Organizations, Review agencies and Indigenous communities were informed of the availability of the Online Study Commencement Survey through the distribution of the Notice of Study Commencement.
EA Phase 2 Consultation		
Date	Correspondence	Recipients / Distribution
June 12, 2017 (mail) and June 15, 2017 (emailed)	Notice of Public Information Centre (PIC)	Property Owners, Resident Ratepayers, Potentially Interested Organizations, Review agencies, and Indigenous communities In addition to 34 review agencies and organizations, notices were mailed to approximately

		860 property owners and resident ratepayers in the vicinity of the Study Area.
June 15, 2017 and June 22, 2017	Notice of PIC	Mississauga News
October 19, 2017	Notice of Availability of PIC Summary Report	All participants of PIC

A study commencement online survey was indicated in the Notice of Study Commencement (NOCm) and available for completion on the City of Mississauga website. The survey was designed to help gather input on the study and potential extension of Sheridan Park Drive at the onset of the study. The online survey received 133 responses in total. In general, survey respondents noted the following things were important to them if the roadway is extended: 24% maintaining natural features; 19% landscaping; 18% speed management; 18% pedestrian facilities; 14% cycling; and 7% other. 65% of the respondents indicated that they were comfortable with roundabouts. The key comments received from the online survey were that respondents were concerned about the impact to existing natural spaces and wildlife; felt that the extension would decrease traffic and speeding through the Homelands neighbourhood; and concerns about the potential increases safety risk to residents, cyclists and pedestrians.

The Public Information Centre (PIC) was held on June 27, 2017 from 6:00 pm to approximately 8:00 pm and was attended by approximately 97 people including local residents, representatives from Sheridan Homelands Ratepayers Association, Sheridan Park Association and Councillor Ras. The PIC was arranged primarily as an open house style session where participants were given the opportunity to review the display boards and representatives from the Study Team were available to answer questions and discuss the project with interested members of the public on a one-on-one basis or in small groups. A presentation was made by City staff followed by a group discussion.

There were 56 written comment responses received during the comment period following the PIC. The table below provides a summary of the key issues that were raised and the Project Team response to these issues.

Comment	Project Team Response
Safety	
Pedestrian safety	Designated pedestrian crossings will be provided at proposed intersection locations which are located at Speakman Drive and at Homelands Drive / Speakman Drive.

Comment	Project Team Response
	<p>Roundabouts are proposed at the two intersection locations. Roundabouts provide a safe pedestrian crossing as only one direction of traffic is crossed at a time by a pedestrian. In addition, vehicles slow down to navigate a roundabout, decreasing travel speed within the intersection and crosswalks.</p> <p>As part of this project, the existing multi-use trail is to be maintained in its current location to support pedestrian and cycling activity. It is located on average 15 to 20 m north from the proposed extension and will be separated by a combination of the existing vegetation as well as new plantings.</p>
Speeding along extension	<p>A variety of speed management features are being considered. Wide medians are proposed to mitigate potential speeding, as vehicles will be required to slow down to navigate around the medians. In addition, roundabouts are proposed for both ends of the extension, which will also control speeding, as vehicles will be required to slow down in order to enter and circulate through the roundabout.</p>
Air Quality	
Local air quality	<p>An Air Quality Impact Assessment has been completed for this project. Based on the forecasted 2031 traffic volumes, future predicted air quality levels with and without a road extension were compared to the existing air quality levels to understand the impact of a potential road extension on local air quality. Typical contaminants from automobile exhaust were evaluated including Particulate Matter (PM2.5 and PM10), Total Suspended Particulates (TSP), Nitrogen Oxides (NOx), Carbon Monoxide (CO), 1-3 Butadiene, Benzene, Acrolein, Acetylaldehyde, and Formaldehyde.</p> <p>The future predicted air quality levels at sensitive receptor locations (residential properties and the Homelands Senior Public School) were all below the MOECC criteria with the exception of Benzene, which already exceeds the criteria based on background air quality.</p> <p>The Air Quality Assessment shows that change in concentration of benzene at any location in the Study Area is negligible. The variability in the National Air Pollution</p>

Comment	Project Team Response
	<p>Surveillance (NAPS) background measurements (standard deviation of $0.22 \mu\text{g}/\text{m}^3$) is much higher than the predicted change in impact ($0.0003 \mu\text{g}/\text{m}^3$ worst case impact). The background benzene concentration is continuing to fall as shown in Figure 19 of the Air Quality in Ontario 2015 Report. As a result, based on the analysis, there is no expectation that the benzene concentration will increase because of the project.</p> <p>It should be noted that the elevated Benzene levels detected are not isolated to the Sheridan Park area, but observed all over the Province. Improvements to address benzene levels are being dealt with at a national and provincial level that in turn improves air quality at a local level. Local reductions have a limited effect as a result reducing benzene concentrations requires a provincial solution. According to Air Quality in Ontario 2015 Report published by the MOECC, over the 10 year period from 2005 to 2014, benzene concentrations have decreased 42%. A review of the National Pollutant Release Inventory (NPRI) data did not show any significant industrial / commercial operations emitting benzene in the vicinity of the project area. Through initiatives to make buildings more green, improvements on vehicle emissions, and as improvements to other fuel burning equipment (such as high efficiency furnaces) continue to be made, it is expected that benzene levels should continue to drop. The City as a whole is encouraging sustainable development and growth. By providing alternative routes, which an extension to Sheridan Park Drive would do, the City is hoping to assist in lessening the environmental impact by minimizing congestion and vehicle idling throughout the city.</p>
Noise	
Increase in noise levels	<p>Based on the forecasted 2031 traffic volumes, the future predicted noise levels at the closest POR were found to be no more than 1 dBA greater than the existing noise levels. Therefore, the extension has negligible impact on the noise levels in the neighbourhood. In general, sound level increases of less than 3 dBA are not noticeable to the human ear.</p>

Comment	Project Team Response
	<p>A Noise Impact Assessment has been completed within the Study Area. The existing noise levels were measured at various POR in the Study Area (e.g., at fence line of residential house). The existing noise levels at this POR were found to be 47 dBA during daytime hours (7:00 AM-11:00 PM) and 40 dBA during night time hours (11:00 PM-7:00 AM).</p> <p>The predicted future noise levels are below provincial and City of Mississauga standards. No noise mitigation measures (sound barriers) are required.</p>
Environment	
Impacts to the natural areas	<p>The project is being carried out to balance several objectives. The protection of and minimization of negative impacts to the environment is one of the important objectives of the study. The proposed alignment of the Sheridan Park Drive extension as illustrated on the Preliminary Preferred Design Plan (as presented at the PIC on June 27, 2017) has avoided encroachment into the private wooded areas.</p> <p>Approximately 114 trees will need to be removed within the City-owned lands. 62% of these trees to be removed are Ash trees. Currently the City is focusing on City-owned ash tree removals in high risk areas next to roadways, trails and paths, homes, schools and buildings / facilities. All trees being removed will be replaced at a 2:1 ratio, of varying maturity and species. Wherever possible, existing trees can be preserved by implementing tree protection measures during construction. It is expected that the existing trees between the MUT and proposed roadway will be maintained. The proposed medians provide the opportunity to implement additional landscaping and low impact development (LID). LID is a design approach to manage stormwater runoff and emphasizes conservation and use of on-site natural features to protect water quality.</p> <p>Proper mitigation measures will be implemented to minimize any potential negative impacts to wildlife in the Study Area. The road extension is proposed to be narrowed in areas to reduce impacts to wooded and meadow areas within the City-owned lands.</p>

Comment	Project Team Response
	There are no Provincially Significant Wetlands, Areas of Natural or Scientific Interest or Environmentally Significant Areas . No Threatened or Endangered SAR were observed. There are three wooded areas southeast of the Sheridan Park Drive ROW that are designated as Significant Natural Areas in the City's Natural Areas System (2017 Update).
Impacts to views from homes (back onto utility corridor)	There will be no impacts to the views of the residents that back onto the existing utility corridor. The ROW of the extension will run parallel to the MUT on the south side of the utility corridor. The MUT will be separated from the proposed extension by a combination of the existing vegetation as well as new plantings.
Justification of Proposed Extension	
Why the extension is being considered	<p>The Sheridan Park Drive extension has been in the City's Official Plan since 1987. All of the City's roadway initiatives are reviewed yearly and prioritized.</p> <p>The recently completed draft Sheridan Park Land Use Master Plan has provided additional guidance on the future vision of Sheridan Park Corporate Centre. Therefore, the City determined that it was appropriate to review the needs, opportunities and impacts of this corridor given the new policy and zoning regulations in the Sheridan Park Corporate Centre and existing Homelands neighbourhood.</p>
No destinations on the road extension	The primary function of the proposed Sheridan Park Drive extension is to provide an alternate route for the Study Area and provide redundancy in the broader road network rather than providing access to a specific destination on the road extension itself. In addition to providing increased connectivity within Sheridan Park Corporate Centre and Sheridan Homelands neighbourhood, the road extension will also provide an alternate route for destinations east and west of the Study Area. This will assist with minimizing traffic infiltration within the Sheridan Homelands neighbourhood.
Who will use Sheridan Park Drive extension	The Sheridan Park Drive extension will play an important role in providing additional access to and from the residential community. The traffic analysis indicates approximately 77% of trips along the extension in the morning rush hours and

Comment	Project Team Response
	<p>72% in the evening rush hours originate from or are destined to the Sheridan Homelands neighbourhood.</p> <p>Further, there is an overall reduction of vehicles along Homelands Drive (e.g., from Winston Churchill Boulevard to Thorn Lodge Drive east) by as compared to no Sheridan Park Drive extension.</p>
<p>Consider alternative routes (e.g., widening of Speakman Drive or North Sheridan Way)</p>	<p>Following the PIC, the widening of Speakman Drive was investigated further as an alternative route (Alternative Solutions – Alternative 4).</p> <p>Based on the traffic analysis, Speakman Drive widening to four lanes, does not provide alternate routing for Sheridan Homelands neighbourhood or remove cut through traffic along Homelands Drive.</p> <p>Even with widening Speakman Drive, the traffic analysis indicates that there will be an increase of 22% in the AM peak hour and 9% in the PM peak hour on Homelands Drive without the extension in place. As a result, widening Speakman Drive will serve the Sheridan Park Corporate Centre only.</p> <p>Similarly, it is not expected that the widening of North Sheridan Way would not provide alternate routing for Sheridan Homelands neighbourhood or remove cut through traffic along Homelands Drive.</p>
<p>Rationale for Selecting Alternative 3 (Extension of Sheridan Park Drive) as Preliminary Preferred Solution</p>	<p>Through a process of evaluating alternative solutions, the Study Team identified extending Sheridan Park Drive as the preliminary preferred solution as it provides several benefits for the Study Area. Specifically, the extension will improve network connectivity, increase access to a growing Sheridan Park, encourage walking, cycling and transit, potentially divert traffic from the adjacent neighbourhood, preserve the natural look and recreational benefits of the Study Area and at the same time, minimize negative impacts to local wildlife and the natural spaces in the area.</p>

Guiding Principles for Road Extension Design Concepts

In developing the preliminary preferred design concept, the following key constraints and design elements were considered:

- Compatibility with Adjacent Communities;
- Compatibility with Natural Areas;
- Access to Sheridan Park Corporate Centre;
- Speed Management Features;
- Opportunities for Streetscaping;
- Provisions for Pedestrians and Cyclists;
- Compatibility with Major Utilities in Study Area;
- Geometric Design Requirements; and
- Compatibility with Existing and Future Traffic Operations.

Preliminary Preferred Design Concept

Including the guiding design principles, a preliminary preferred design concept was presented to members of the public at the PIC on June 27, 2017. A copy of this concept plan is provided at the end of this Executive Summary. This concept included the following key features:

- Two lane roadway;
- Two vegetated horizontal deflection islands (for speed management);
- Roundabout at intersection of Sheridan Park Drive and Speakman Drive (approximately 130 m east of Winston Churchill Boulevard) with optional alternative four-way stop;
- Roundabout at intersection of Sheridan Park Drive and Homelands Drive / Speakman Drive with optional alternative four-way stop;
- Narrowed roadway in areas to reduce impacts to existing woodlots; and
- Opportunity for low impact development (stormwater treatment), landscaping and/or public art within centre of roundabouts).

Renderings of the potential roundabout (west end) and horizontal median are illustrated on the figures below.

Rendering of Potential Roundabout



View Looking East along Sheridan Park Drive from near Winston Churchill Boulevard

Rendering of Potential Median



View Looking East along Sheridan Park Drive extension corridor showing potential median (horizontal deflection)

A Preliminary Streetscape Plan has also been prepared to illustrate the landscaping features associated with the preliminary design concept. This plan will be further refined during the detailed design phase of the project.

Speed Management

A variety of speed management features are being considered. Wide medians are proposed to mitigate potential speeding, as vehicles will be required to slow down to navigate around the medians. In addition, roundabouts are proposed for both ends of the extension, which will also control speeding, as vehicles will be required to slow down in order to enter and circulate through the roundabout.

Designated pedestrian crossings will be provided at proposed intersection locations, which are located at Speakman Drive and at Homelands Drive / Speakman Drive.

Roundabouts are proposed at the two intersection locations. Roundabouts provide a safe pedestrian crossing as only one direction of traffic is crossed at a time by a pedestrian. In addition, vehicles slow down to navigate a roundabout, decreasing travel speed within the intersection and crosswalks.

As part of this project, the existing MUT is to be maintained in its current location to support pedestrian and cycling activity. The MUT is located on average 15 to 20 m north from the proposed road extension and will be separated by a combination of the existing vegetation as well as new plantings.

Stormwater Management

A Stormwater Management Report has been prepared as part of the EA Study. A preliminary hydrologic and hydraulic analysis was completed to ensure that upstream lands are adequately conveyed through the ROW as part of the proposed road design. Based on the application of the criteria of '100 Year Post to 100 Year Predevelopment Control', the proposed roadway extension does not alter the runoff potential for the catchment studied and thus no mitigation measures would be required for peak flows. According to the Credit Valley Conservation Stormwater Management Criteria (August 2012), the Flood Control criteria for new development in the Sheridan Creek Watershed is '100 Year Post to 2 Year Predevelopment Control'. Therefore, additional analysis was undertaken applying the '100 Year Post to 2 Year Predevelopment Control' criteria. When the stricter controls are applied, there is a storage volume requirement of 590 m³. These stormwater calculations are preliminary and will be finalized, together with the approach to storing / managing stormwater attributed to the road extension during the detailed design phase of the Project. Where possible, the City will explore opportunities to combine the flood storage requirement for the Sheridan Park Drive Extension with an adjacent (hydrologically-connected) development.

A bioretention area has been designed in one of the proposed horizontal deflection medians in order to capture and treat road runoff based on LID principles. Runoff which cannot be treated and infiltrated at this location will be intercepted by an overflow system and directed to an existing drainage feature.

Geotechnical Investigation

Peto MacCallum Ltd. (PML) was retained to complete a geotechnical and pavement investigation for the proposed road extension. The assessment included review of background documentation as well as advancing a total of eighteen boreholes and submitting soil samples for quality analysis. Several of the analyzed soils are impacted with salt, which are most likely attributed to winter de-icing activities. The soils from one borehole are impacted with F3 petrochemical hydrocarbons (PHCs) exceeding residential / parkland standards but complied with the industrial / commercial standards.

Based on visual inspection, the existing pavement surface on the travelled portions of Sheridan Park Drive shows signs of distress. Boreholes drilled in the existing pavement also revealed an existing granular base and subbase with materials containing a higher level of fines, which renders the pavement structure susceptible to damaging effects of frost action. For these reasons, PML recommends that the existing pavement be rehabilitated by full depth reconstruction.

For the road extension segment of Sheridan Park Drive, PML recommends use of the City's pavement thickness standard over the American Association of State Highway and Transportation Officials (AASHTO) as it is more conservative (thicker), which will address location conditions such as frost susceptibility of the road subgrade.

Preliminary Cost Estimate

Based on the preliminary design concept, an estimate of the cost for constructing the road extension has been prepared. The overall estimated cost of roadway construction at this preliminary stage of the Project is \$2,328,000. The cost estimate for the roadway construction will be further refined during the detailed design phase of the Project.

Environmental Impacts, Mitigation Measures, and Monitoring

In order to mitigate potential impacts of the proposed project on the environmental features of the study area, several mitigation measures are proposed for the construction, operation and maintenance of the proposed road extension within the Study Area have been identified. All mitigation measures and monitoring activities shall be reviewed during the detailed design phase of the project. In general, mitigation measures have been proposed for the following aspects of the environment:

- Transportation and Built Environments
 - Human Health and the Environment
 - Transportation Infrastructure
- Physical Environment
 - Surface Water
 - Ground Water
 - Headwater Feature
 - Vegetation
 - Wildlife and Wildlife Habitat
 - Breeding Birds
 - Woodlands
 - Cultural Thicket / Cultural Meadow
 - Fish Habitat
- Cultural Environment
 - Archaeology
- Noise and Air Quality

Project Implementation

Phase 5 or 'Project Implementation' of the Municipal Class EA process involves the completion of detailed design drawings, specifications and tender documents to be provided to a successful contractor for the construction of the proposed project. During the implementation phase, the City will need to adhere to several mitigation measures and monitoring plans as documented in this Project File Report, some of which will be need to be in place prior to and during construction. Permits will need to be applied for from various regulatory agencies.

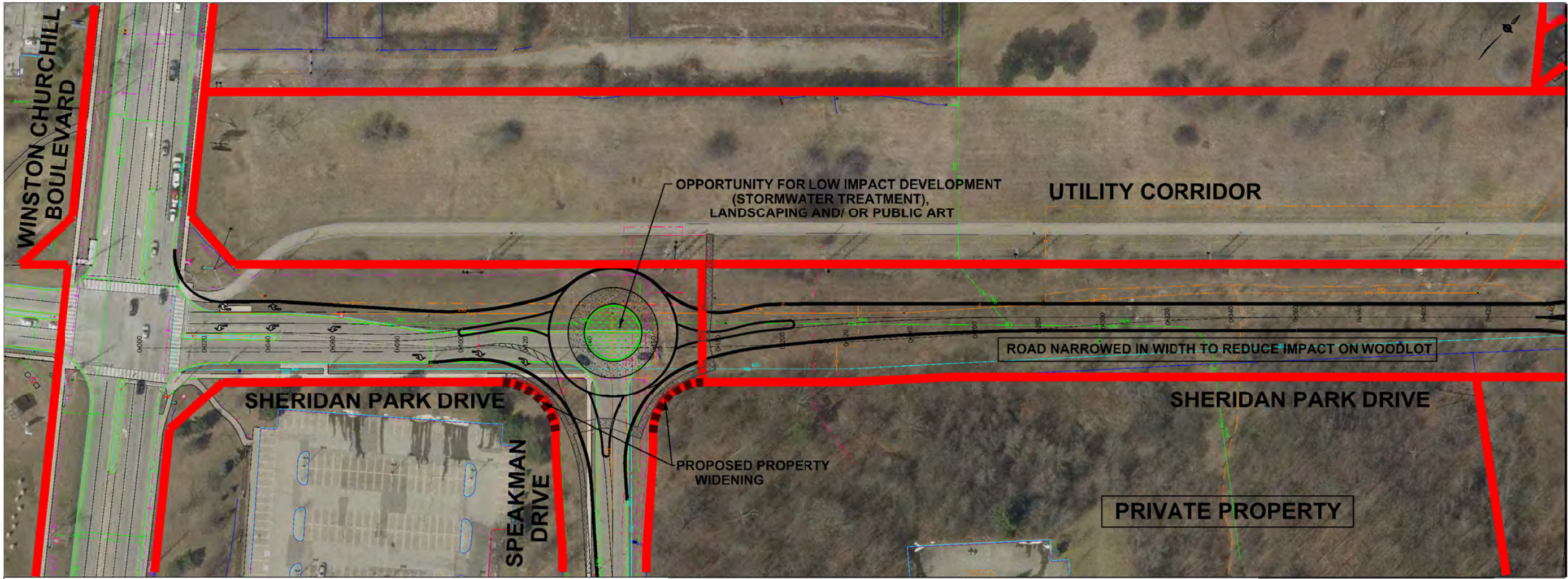
ALTERNATIVE INTERSECTION




RENDERING OF POTENTIAL ROUNDABOUT




RENDERING OF POTENTIAL MEDIAN



MATCH LINE - SEE SHEET 2



MISSISSAUGA



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RJB Project No. 300039474

LEGEND

- WATERCOURSE
- HEADWATER DRAINAGE FEATURE
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE

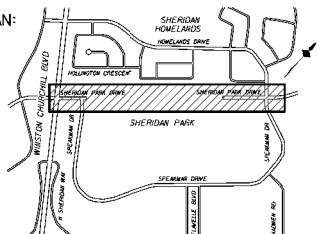
PRODUCED FOR - T&W ENGINEERING AND WORKS

**SHERIDAN PARK DRIVE
EXTENSION**

STA 0+000 TO STA 1+285

SCALE	N.T.S.	AREA	X-XX	PROJECT No.	XX-XXX
C.A.D.D. BY	L.R.	CHECKED BY	D.A.	PLAN No.1	
DATE	JUNE 2017	SHEET	1 OF 3		

KEY PLAN:
(N.T.S.)

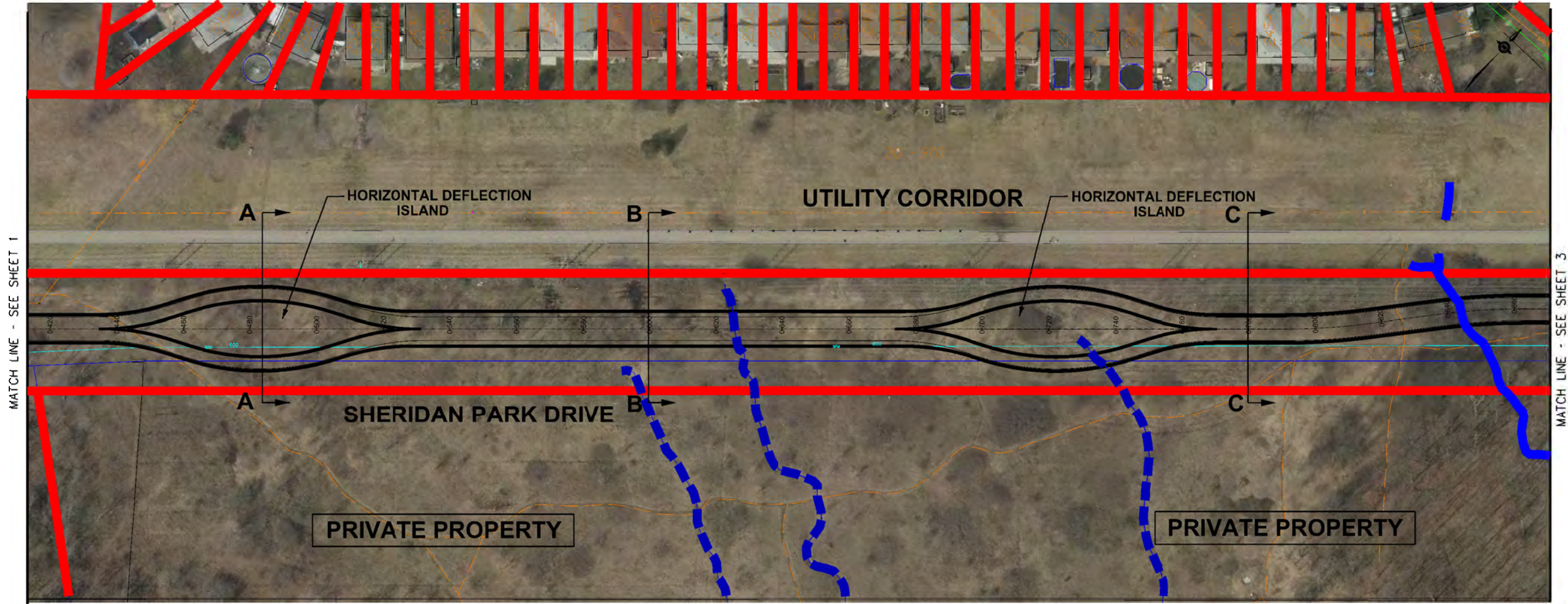
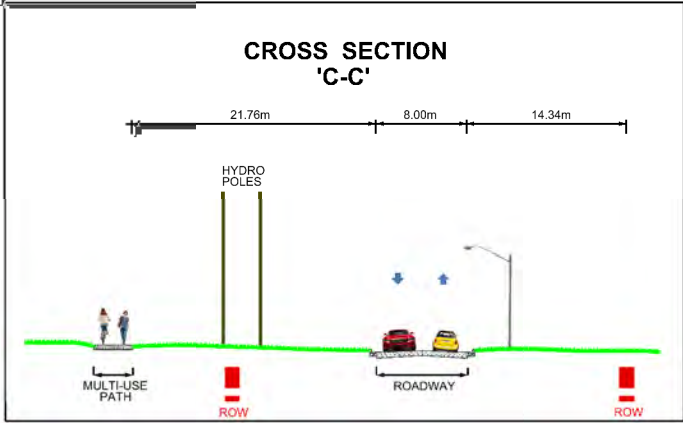
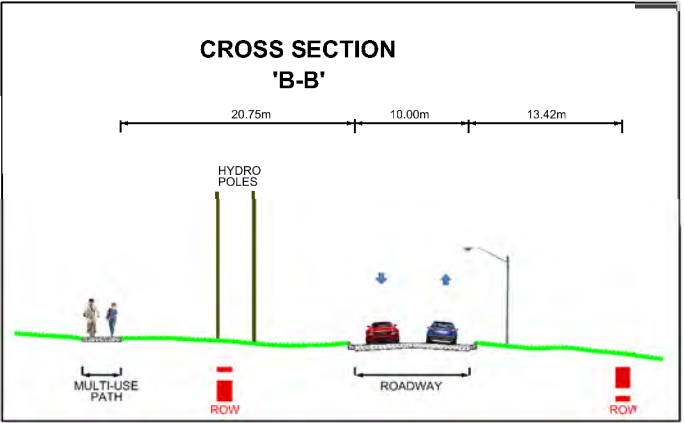
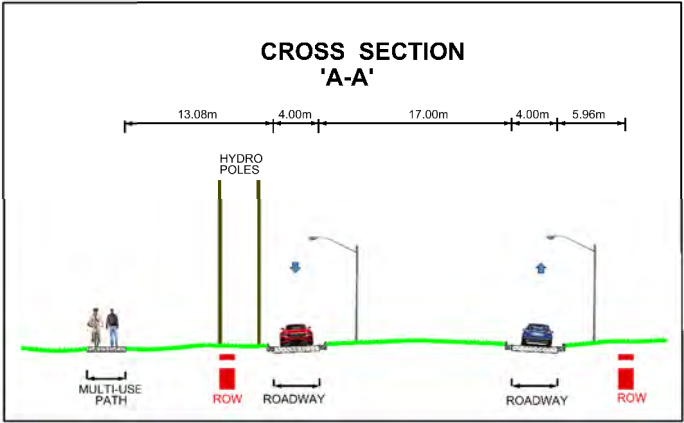


SERVICE DATA

SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN. SEWERS			GAS MAINS		
STM. SEWERS			BELL U/G CABLE		
WATERMAINS			HYDRO U/G CABLE		
W.O.E.			ROGERS U/G CABLE		

REVISIONS

DATE	DETAILS	INIT.

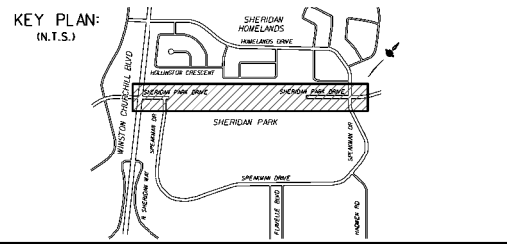


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RJB Project No. 300039474

- LEGEND:
- WATERCOURSE
 - HEADWATER DRAINAGE FEATURE
 - EXISTING PROPERTY LINE
 - PROPOSED PROPERTY LINE

PRODUCED FOR - T&W ENGINEERING AND WORKS					
SHERIDAN PARK DRIVE EXTENSION					
STA 0+420 TO STA 0+870					
SCALE	N.T.S.	AREA	X-XX	PROJECT No.	XX-XXX
C.A.D.D. BY	L.R.	CHECKED BY	D.A.	PLAN No.	1
DATE	JUNE 2017	SHEET	2 OF 3		



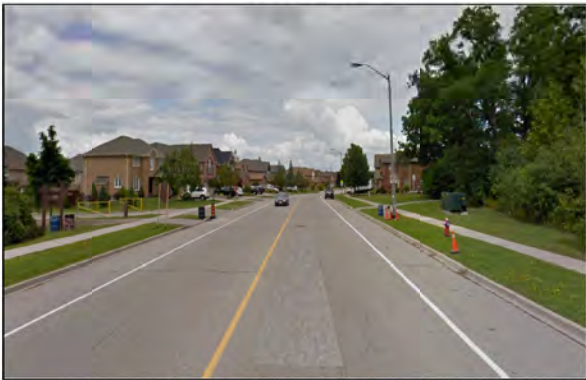
SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN. SEWERS			GAS MAINS		
STW. SEWERS			BELL U/G CABLE		
WATERMANS			HYDRO U/G CABLE		
M.O.E.			RODGERS U/G CABLE		
REVISIONS					
DATE	DETAILS				INIT.

SPEED MANAGEMENT OPPORTUNITIES

CENTRE ISLAND



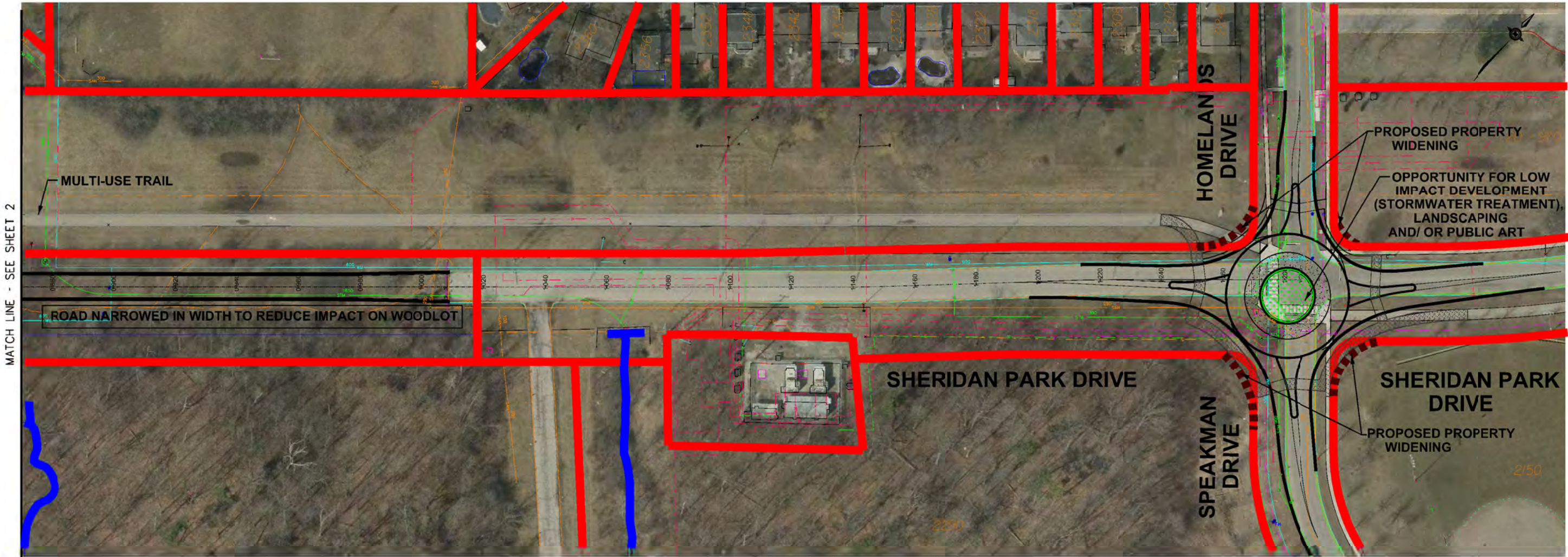
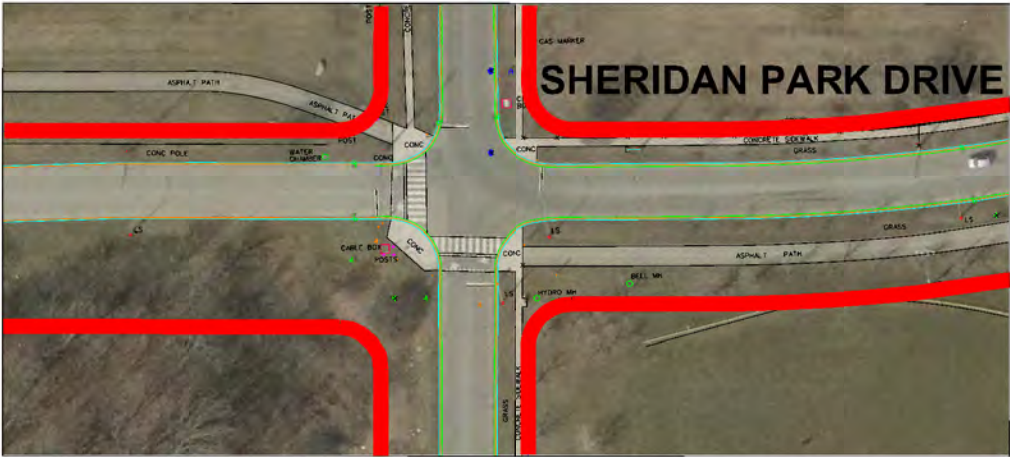
EDGE LINES



HORIZONTAL DEFLECTION



ALTERNATIVE INTERSECTION



MATCH LINE - SEE SHEET 2



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RJB Project No. 300039474

- LEGEND:
- WATERCOURSE
 - HEADWATER DRAINAGE FEATURE
 - EXISTING PROPERTY LINE
 - PROPOSED PROPERTY LINE

PRODUCED FOR - T&W, ENGINEERING AND WORKS

SHERIDAN PARK DRIVE
EXTENSION

STA 0+870 TO STA 1+285

SCALE	N.T.S.	AREA	X-XX	PROJECT No.	XX-XXX
C.A.D.D. BY	L.R.	CHECKED BY	D.A.	PLAN No.	1
DATE	JUNE 2017	SHEET	3 OF 3		

KEY PLAN:



SERVICE DATA

SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN. SEWERS			GAS MAINS		
STM. SEWERS			BELL U/G CABLE		
WATERMANS			HYDRO U/G CABLE		
M.O.E.			ROGERS U/G CABLE		

REVISIONS

DATE	DETAILS	INIT.

Glossary

City	City of Mississauga
CVC	Credit Valley Conservation
EA	Environmental Assessment
ESA	Environmental Site Assessment
MNRF	Ministry of Natural Resources and Forestry
MOECC	Ministry of the Environment and Climate Change
MOP	Mississauga Official Plan
MTO	Ontario Ministry of Transportation
MUT	Multi-Use Trail
OP	Official Plan
PIC	Public Information Centre
POR	Point of Reception
PPS	Provincial Policy Statement
ROP	Region of Peel Official Plan
ROW	Right-of-Way
SWH	Significant Wildlife Habitat
SAR	Species at Risk