



November 16, 2017

Via: Email

Dana Glofcheskie, P.Eng
Transportation Project Engineer
City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1

Dear Mrs. Glofcheskie:

**Re: Sheridan Park Drive Extension Environmental Assessment
Socio- Economic Assessment
Project No.: 300039474.000**

1.0 Introduction

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. R.J. Burnside & Associates Limited (Burnside) has facilitated the EA on behalf of the City.

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 neighborhood 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 & 2015), which is an approved process under the *Ontario Environmental Assessment Act*.

As part of the EA Study, Burnside has completed a social and economic assessment of the Study Area to characterize the local economy and social environment. A review of municipal planning documents, relevant policy, land use plans and available data have been used to determine the character of the local Study Area and vicinity.

Potential impacts to the social and economic conditions of the Study Area have been assessed in relation to several criteria in Section 6.0, for each of the alternative solutions determined through the EA process.

2.0 Methodology

The relevant policy and data reviewed includes:

- Provincial Policy Statement (2014);
- Growth Plan for the Greater Golden Horseshoe (2017);
- Region of Peel Official Plan (2014);
- City of Mississauga Strategic Plan (2008);
- City of Mississauga Official Plan (2010);
- Sheridan Park Corporate Centre Land Use Plan (Urban Strategies Inc., 2014);
- Statistics Canada Census Data;
- Mississauga Employment Land Review Study (Hemson Consulting Ltd. 2008);
- City of Mississauga Economic Development Strategy (2010);
- City of Mississauga Natural Areas Survey (2016 Update); and
- An Action Plan for Innovation in Mississauga (2011).

The EA involves the assessment of several alternative solutions to the project, including:

Alternative 1: Do Nothing

Do nothing, do not make any changes / improvements to road network. Do not extend Sheridan Park Drive.

Alternative 2: Limit / Manage Growth

Limit growth in surrounding areas.

Alternative 3: Extend Roadway (Sheridan Park Drive)

Extend Sheridan Park Drive through unopened portion of the Sheridan Park Drive right of way.

Alternative 4: Provide Alternative Routes for Existing or Anticipated Traffic

Make improvements to adjacent roads to enable existing and future anticipated traffic to use alternative routes.

The alternatives listed above are measured against impacts to or opportunity to improve the following socio-economic criteria:

- Adjacent Land Uses;
- Recreation;
- Aesthetics and Visual Impacts;
- Considerations of Streetscape Design;
- Development Activity;
- Land Use Policies;
- Quality of Life;
- Property Development;
- Entrances;
- Construction;

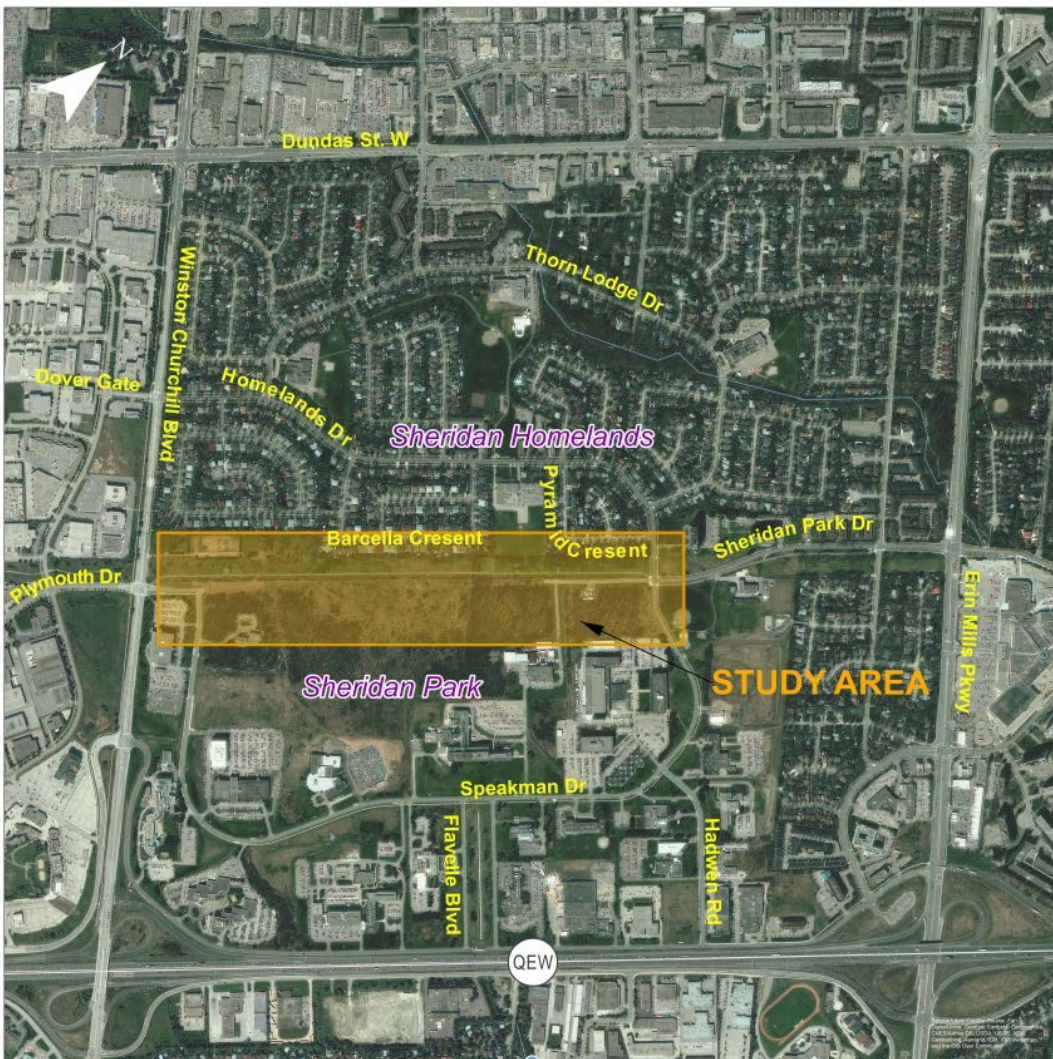
- Neighborhood Traffic Infiltration;
- Residential (excluding impacts to property worth);
- Impacts to business;
- Place-making Opportunities; and
- Cycling and Pedestrian Environment.

3.0 The Study Area

3.1 Description of 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 Study Area is illustrated on Figure 1. The proposed extension of Sheridan Park Drive falls within the existing City of Mississauga owner right-of-way (ROW), which runs through the centre part of the Study Area.

Figure 1: Study Area



3.2 Land Use

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, and the Sheridan Homelands residential neighborhood.

Sheridan Park is a 340 acre corporate centre, which is primarily designated Business Employment in the City of Mississauga's Official Plan (MOP). The majority of the park is occupied by private industries and businesses, which include in their landholdings, natural areas on the north side of the corporate centre, within the Study Area. These naturalized areas include two wooded areas that are identified as Significant Natural Areas in the City's Natural Areas Survey (2016 Update). Sheridan Park is identified as one of the City's cultural landscape due to its scenic and distinct visual qualities.

The City maintains a paved multi-use trail through the utility corridor from Winston Churchill Boulevard to Homelands Drive / Speakman Drive. The trail then 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 recreational opportunities to the local residents and commuter cyclists.

4.0 Existing Conditions

4.1 Economic Conditions

The 2016 census was completed for several Mississauga neighborhoods. The Mississauga City neighborhood (census subdivision) includes the Sheridan Park Corporate Centre, Sheridan Homelands neighborhood and the Study Area. According to the 2016 census published by Statistics Canada in 2016, the enumerated population of Mississauga (City) was 721,599, which represents a change of 1.1% from 2011. This compares to the provincial average of 4.6% and the national average of 5.0%. The land area of Mississauga (City) is 292.43 km² and the population density was 2,467.6 people/km². In 2016, there were 240,913 private dwellings occupied in Mississauga (City), which represent a change of 2.7% from 2011. The population of Mississauga is expected to increase to 878,000 by 2041 (currently 766,000). The population in Sheridan Homelands fell by 1.1% from 2011 to 2016. Employment fell by 12%, but is expected to increase again by the next census.

Within the Study Area, over 2,700 scientists, technicians, engineers and support staff are currently employed in Sheridan Park Corporate Centre (which is classified as a regionally significant center of business). As identified by the City of Mississauga, 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. These sectors are poised to experience continued growth into the future, as Mississauga becomes a growing hub for these industries. The relevant policies have poised Sheridan Park Corporate Centre as a major area for economic growth within the city and regionally.

4.2 Social Conditions

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). SHORA works to cultivate a strong sense of community with various events, community meetings, membership, and a neighborhood newsletter.

The multi-use trail in the area is actively used by many community residents as an area for leisure, recreation and enjoyment of the natural green space. The neighborhood is serviced by several recreational facilities, parks as well as a local school (Homelands Jr. Public School), which is directly adjacent to the utility corridor to the north of the proposed roadway extension.

5.0 Relevant Policy

5.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) is the complimentary policy document to the *Planning Act*, issued under Section 3 of the *Planning Act*. The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each project. The language of each policy, including the Implementation and Interpretation policies, assists the City in understanding how the policies are to be implemented.

The PPS states that municipal projects should be directed to existing settlement areas, create stronger and improved communities, and have little to no impact on the natural features of the area. In general projects should have consideration for future needs to ensure the benefits of the project are far-reaching. Please note there is no implied priority in the order in which the policies appear.

Section 1.6 of the PPS contains specific guidance on Infrastructure and Public Service Facilities:

"1.6.1 Infrastructure and public services facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate changes while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning so that they are:

- a) Financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) Available to meet current and projected needs.*

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- a) The use of existing infrastructure and public service facilities should be optimized; and*
- b) Opportunities for adaptive re-use should be considered, wherever feasible."*

There are many more policies that are relevant to the assessment of the project, particularly 1.1.1 c., 1.1.3.4, 1.6.7.1, 1.6.8.4, 1.7.1.6 and the Natural Heritage and Water policies in Section 2.

As such, improvements made to public infrastructure, including the potential extension of Sheridan Park Drive are consistent with the PPS.

5.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (2017) is a Provincial Plan that directs how regional growth in the GGH is to be managed up to 2041. The plan carries policies forward from the Provincial Policy Statement (PPS), working to reduce development sprawl and providing direction in where intensification should take place. There are several provisions within the policy that are relevant to the Sheridan Park Drive extension. Section 3.2.2. of the Growth Plan outlines the general provisions of Transportation for the Greater Golden Horseshoe (GGH). According to this policy, the transportation system within the GGH will be planned and managed to:

- a) *“Provide connectivity among transportation modes for moving people and moving goods;*
- b) *Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation.”*

Section 4 of the Growth Plan details the protection of natural features within the GGH. Within the Natural Heritage System:

- iii. *“the removal of other natural features, not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible”*

Climate change is also addressed in Section 4 of the Growth Plan. According to the growth plan, in planning to reduce greenhouse gas emissions and address the impacts of climate change, municipalities are encouraged to:

- a) *“develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure including transit and energy, green infrastructure, and low impact development, and the conservation objectives in policy 4.2.9.1”*

5.3 Regional Official Plan

With the major theme of sustainability and smart growth, the Region of Peel Official Plan (ROP) reinforces the policies of the PPS and the Growth Plan, allocating growth targets to municipalities. While providing direction for local OP's, the ROP focuses on policies affecting regional systems and services. Mississauga is located within the Region's urban system and Sheridan Park is designated as an employment area.

5.4 Mississauga Strategic Plan

The Mississauga Strategic Plan identifies five Strategic Pillars for Change, intended to provide guidance towards the creation of a city for the 21st century.

Strategic Pillars for Change:



The most relevant include to this study include:

- Increasing transportation capacity by creating additional links in street networks and active mobility choices;
- Creation of complete streets with inclusive cross-sections and an urban form that supports walking and active modes of transportation;
- Develop walkable, connected communities;
- Build and maintain infrastructure;
- Maintain a safe city;
- Attract innovative businesses;
- Meet employment needs; and
- Conserve, enhance and connect natural environments by minimizing impacts to existing natural heritage features and introducing low impact development features and plantings to increase biodiversity.

The Sheridan Park Drive project works to balance all of these objectives within the project area.

5.5 Mississauga Official Plan

Mississauga OP (MOP) provides a policy framework to protect, enhance, restore and expand the Natural Areas System, protect the health of the natural environment and the climate, to direct growth to where it will benefit the urban form, support a strong public transportation system, and address the long term sustainability of the City.

Central to the framework of the MOP, is a protection of the natural environment, detailed in Chapter 6 of the plan. Mississauga will protect, enhance, expand and restore the natural heritage system, protect life and property from natural and human made hazards and ensure land use compatibility.

As a key element to the consolidated MOP the City adopted a new approach to land use planning in Mississauga, one that blends transportation, land use, and urban design objectives. Key to the delivery of this new approach is the MOP's section on building a multi-modal city by:

- Developing and promoting an efficient and safe transportation system for all users;
- Promoting a transportation network that connects nodes with a range of transportation modes;
- Implementing a viable, active transportation network for cyclists and pedestrians;
- Encouraging the application of transportation demand management techniques;
- Developing a seamless network of mobility hubs; and
- Providing an alternative route for goods movement in the business park.

MOP defines the role of arterials as principal transportation corridors for high volumes of people and goods. Major collectors in neighbourhoods, like Sheridan Park Drive (proposed), will be designed to accommodate moderate volumes of traffic and encourage active transportation, by minimizing conflicts with the various uses of active transportation. Mississauga supports opportunities for multi-modal uses where feasible.

Within the MOP, Sheridan Park will provide for employment uses and densities similar to major nodes (less density than downtown, but more than elsewhere). MOP Land Use Map (Schedule 10) designates most of Sheridan Park as Business Employment, which generally permits a wide range of commercial or industrial uses.

MOP recognizes the strong role of life sciences, communication and information technology industries in the City. Section 10.1.5 states that the City will provide a large range of employment opportunities, including diversified employment uses, the City will:

- Strive to increase office employment;
- Encourage the establishment of knowledge based industries and support their growth; and
- Support smaller, more innovative industries and their growth.

5.6 Sheridan Park Land Use Master Plan

In 2014, the City completed the Draft Sheridan Park Master Land Use Plan, a study to review existing conditions of the area and recommend amendments to the land use designations and zoning regulations within Sheridan Park. Future land use amendments would facilitate multiple businesses and increased accessory uses in Sheridan Park, while maintaining the unique campus feel of the area for nearby residents. The renewed focus of Sheridan Park is on pilot plants, innovation and science and technology; however, future land uses also include offices, daycare, utility and open spaces. Schools are permitted on a site specific basis; however are not the preferred use of the land.

The existing zoning in Sheridan Park is primarily E2-5, which permits science and technology buildings and office uses. One of the zoning exceptions in Sheridan Park is E2-101, which permits a range of more diverse commercial and employment uses including hotels at the eastern end of Sheridan Park.

The Draft Land Use Master Plan is directed by Amendment No. 40 to the Mississauga Official Plan. The purpose of the amendment is to update the Sheridan Park Corporate Centre character area policies to reflect the Draft Land Use Master Plan. The changes include:

- Changes to the 'Business Employment' designation to allow a broader range of uses.
- Changes to Greenland mapping to reflect the presence of significant natural areas and natural hazard lands associated with Sheridan Creek.

The amended policies allow a broader range of uses to encourage re development to occur in Sheridan Park.

5.7 Other Relevant Policies / Studies

Mississauga Economic Development Strategy ‘Building on Success’

The intent of the ‘Building on Success’ (2010) report was to analyze the opportunity to create a culture of innovation in Mississauga. The Economic Development Strategy recommends actions to improve the overall market position of Sheridan Park, and has been identified as a potential site for an incubation center, as a mentoring and support system for select sector sub-group start-ups and small and medium enterprises.

Employment Land Review Study

The Employment Land Review Study (2008) was prepared by Hemson Consulting Ltd. The study states that nearly all of Mississauga’s supply of employment land is developed, with much of the existing vacant land consisting of relatively small parcels. Based on this, protecting existing employment lands is crucial, and only a small number of conversions to other uses under the Official Plan are recommended. Land conversion in Sheridan Park is not recommended, the area is an important area of developable land in the city for employment purposes.

Municipal Comprehensive Review of Employment Lands

The report, completed in 2015, focuses on the developable employment lands that Mississauga currently holds and are needed to meet development and employment goals for future growth. The report recommends that the existing corporate centers in the city, including the Sheridan Park Corporate Centre, be subject to protection from conversion to incompatible land uses, with respect to remaining land supply.

An Action Plan for Innovation in Mississauga

The report, created in 2011, focused on the role that human capital can play in driving the City’s strategic and economic objectives. Recommendations were made to update the current model of Sheridan Park, to employ a cluster strategy to create more linkages with researchers at nearby universities and federal laboratories and amongst fellow firms. The park could also benefit from strategies used to position the park as a private sector-led accelerator for the growth of small technology firms within Mississauga and regionally.

6.0 Criteria and Potential Impacts

The socio economic criteria have been selected to represent important features that represent the existing conditions of the economic and social context of the Study Area. These features are also present in the policies described above, as important indicators of the social and economic setting of the area, and of importance for the City of Mississauga. The criteria are assessed according to each alternative considered under the EA process. The alternatives are considered for their potential of effect or impact to the criteria.

Table 1: Evaluation of Potential Effects on the Socio-Economic Environment

Socio Economic Criteria	Alternative 1: Do Nothing	Alternative 2: Limit / Manage Growth	Alternative 3: Extend Roadway	Alternative 4: Provide Alternatives Routes for Traffic
Adjacent Land Use	No impacts to existing adjacent land use. Not extending the roadway will not improve road connectivity within the Study Area as the business park develops in the future.	Limiting growth would allow the natural areas within the business park to remain undisturbed. However, employment lands within the city would remain undeveloped. Limiting growth does not support the policy currently in place (i.e., does not fulfill Official Plan, Strategic Plan, etc.	The extended roadway will result in some impacts to the natural area south of the multi-use trail (MUT), these impacts will be mitigated as much as possible. The existing MUT will not be impacted. The extension will complement the planned future growth of the business park, by creating extended network connectivity and potentially alleviating traffic within the adjacent residential neighbourhood.	No impacts to existing adjacent land use, but there could be impacts to existing roads as an example, based on the traffic analysis completed, Homelands Drive could experience more traffic if Speakman Drive were widened to four lanes since this does not provide an alternate route for the residential community.
Recreation	No impacts to the existing MUT in the Study Area for recreational and leisure use.	Residents will be able to continue to use the existing MUT.	Residents will be able to continue to use the existing MUT for recreation and leisure. Increased roadway connectivity and alternate routes for recreational and commuter cyclists.	No impacts to the existing MUT.
Aesthetics and Visual Impacts	No impacts to visual landscape and aesthetic of the Study Area.	The visual landscape and aesthetic of the Study Area will not be	Views of utility corridor / green space will not change as a result of the	The visual landscape and aesthetic of the Study Area will not be

Socio Economic Criteria	Alternative 1: Do Nothing	Alternative 2: Limit / Manage Growth	Alternative 3: Extend Roadway	Alternative 4: Provide Alternatives Routes for Traffic
		impacted.	road extension.	impacted.
Streetscape Design	No changes to the existing conditions.	No changes to the existing conditions.	Extension of the roadway will include the inclusion of roundabouts, medians and increased opportunities for plantings and landscaping.	May lessen streetscape opportunities if roadways are widened, resulting in narrower boulevards. No changes
Development Activity	No impacts to existing conditions.	Does not support the policy currently in place (ie. Does not fulfill Official Plan, Strategic Plan).	The extension of the roadway is compatible with the future land use and zoning permissions of the business park. The extension will create increased roadway connectivity and improved access routes for local traffic.	The improvements of adjacent roads will not have a direct impact on increasing access routes for traffic as the business park develops and intensifies.
Quality of Life (Health and Safety)	No negative impacts or changes to existing quality of life.	No negative impacts to quality of life.	The inclusion of speed management features and roundabouts will increase safety for local residents and employees. The extension of the roadway will not create any long term impacts to air quality; dust from construction will be temporary and mitigated. The future predicted noise levels at the closest sensitive receptors were found to	No changes to existing quality of life.

Socio Economic Criteria	Alternative 1: Do Nothing	Alternative 2: Limit / Manage Growth	Alternative 3: Extend Roadway	Alternative 4: Provide Alternatives Routes for Traffic
			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.	
Property Development	No impact on property development in the Study Area.	No impacts to property development in the Study Area.	The extension of the roadway supports the diversification of land use and zoning of the business park by creating increased roadway connectivity and improving access routes for local traffic.	No impacts to property development in the Study Area.
Network Access (e.g., providing alternate routes)	No additional network access provided. Road improvements in the area not related to this project may still occur.	No additional network access provided. Road improvements in the area not related to this project may still occur.	The extension of the roadway may alleviate the traffic within the adjacent Homelands neighbourhood.	No additional network access provided. Road improvements in the area not related to this project may still occur.
Construction	No construction will take place.	No construction will take place.	Construction will be necessary for the creation of the extended roadway. Mitigation measures will be put in place to limit disturbance to residents, and construction will only be completed over one season.	Construction will be necessary to improve and/or widen existing roads.
Residential	No impacts to existing residential properties in the Study Area other	No impact to existing residential properties in the Study Area.	The extension will not impact residential properties in the Study	The improvement and widening of adjacent roads may impact

Socio Economic Criteria	Alternative 1: Do Nothing	Alternative 2: Limit / Manage Growth	Alternative 3: Extend Roadway	Alternative 4: Provide Alternatives Routes for Traffic
	than some roads may experience increase in traffic volumes due to City-wide growth.		Area.	existing properties, to extend existing right of ways on adjacent roads, additional property may be required to widen roads.
Impacts to Business	As Sheridan Park continues to develop, and businesses diversify, economic activity may be impacted though a lack of roadway connectivity.	No impacts to existing buisnesses.	The roadway extension will not negatively impact existing businesses, the increased connectivity of the road network will aid in servicing the expanding Sheridan business Park and future development in the area.	Improvements to adjacent roads will aid in providing increased roadway connectivity for the diversifying business within Sheridan Park corporate Centre.
Place-making Opportunities	No place making oppotunities will be present within the Study Area.	No immediate place making oppotunities will be present within the Study Area if development is limited.	The roadway extension will allow for greater place making oppotunities with increased plantings, and potential spaces for public art.	No place making oppotunities will be present within the Study Area.
Pedestrian and Cycling Environment	No impacts to the existing cycling and pedestrian environment. Residents will continue to have access to the existing MUT for walking or cycling.	No impacts to the existing cycling and pedestrian environment. Residents will continue to have access to the existing MUT for walking or cycling.	Pedestrians will not be impacted by the extension of the roadway. Cyclists will be able to use the roadway extension as an alternate route.	The repair and improvement of adjacent roads may create more oppotunities for pedestrians and cyclists.

7.0 Conclusion

The Sheridan Park Corporate Centre represents a vibrant and growing area in the City of Mississauga. The City has developed a policy framework that will further strengthen the importance of the Corporate Centre within the local economy, and as an important feature within the Sheridan neighborhood.

The extension of Sheridan Park Drive represents the most beneficial alternative for the social and economic future of the Study Area. The extension of Sheridan Park Drive is supported by provincial, regional and city-level policies. The extension will support existing land uses and the potential future development while providing the opportunity for place making within the study area. Economically, the future growth of the corporate center will be well served by the extension of the roadway, providing alternative routes and greater roadway network connectivity in the area as the park diversifies its services and businesses grow within the area.

Yours truly,

R.J. Burnside & Associates Limited

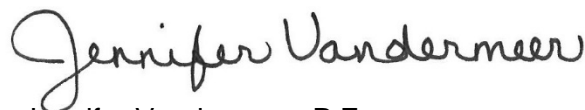


Meaghan Luis, M.Sc. (PI)
Environmental Planner
ML:sr/js

Reviewed By:



Tricia Radburn, M.Sc. (PI), MCIP RPP
Senior Environmental Planner
TR:sr/js



Jennifer Vandermeer, P.Eng.
Environmental Assessment Lead
JV:sr/js



David Argue, P.Eng., PTOE
Project Manager
DA:sr/js

In the preparation of the various instruments of service contained herein, R.J. Burnside & Associates Limited was required to use and rely upon various sources of information (including but not limited to: reports, data, drawings, observations) produced by parties other than R.J. Burnside & Associates Limited. For its part R.J. Burnside & Associates Limited has proceeded based on the belief that the third party/parties in question produced this documentation using accepted industry standards and best practices and that all information was therefore accurate, correct and free of errors at the time of consultation. As such, the comments, recommendations and materials presented in this instrument of service reflect our best judgment in light of the information available at the time of preparation. R.J. Burnside & Associates Limited, its employees, affiliates and subcontractors accept no liability for inaccuracies or errors in the instruments of service provided to the client, arising from deficiencies in the aforementioned third party materials and documents.

R.J. Burnside & Associates Limited makes no warranties, either express or implied, of merchantability and fitness of the documents and other instruments of service for any purpose other than that specified by the contract.

039474_Socio Economic Memo.docx
16/11/2017 1:35 PM