



# BURNSIDE

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## Appendix M

### Study Consultation

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## Appendix M1

### Notice of Study Commencement

# CITY OF MISSISSAUGA – NOTICE OF STUDY COMMENCEMENT

## Municipal Class Environmental Assessment Study for Sheridan Park Drive Extension

### WHAT?

- The City of Mississauga is undertaking a study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.
- The site location and approximate extent of the Study Area are shown on the map.

### WHY?

- Complete the road network in the area to improve connectivity in Sheridan Park Corporate Centre (Sheridan Park) and surrounding commercial areas for all users.
- Maximize access to the Sheridan Park (Sheridan Park).
- Improve the pedestrian and cycling network for employees in Sheridan Park and neighbouring residents.

### HOW?

- The Study is being carried out in accordance with the requirements of a Schedule B undertaking as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment Manual* (October 2000, as amended 2007, 2011 & 2015), which is an approved process under the *Ontario Environmental Assessment Act*.
- The study will examine how traffic operates both now and in the future – and determine ways to address existing and future issues. It will also examine the impacts of extending Sheridan Park Drive on the social, cultural and natural environments and develop mitigation measures.
- Several alternatives will be developed and evaluated and refined through community and agency consultation. The Project Team will then select a preferred alternative.
- At the end of the study, a Project File documenting the entire Study process will be available for public review.

### GET INVOLVED!

- Consultation is an important part of the Municipal Class EA process. Throughout the Study, the City will make contact with various agencies and members of the community, and consider their opinions as part of any decisions that are made.
- A Public Information Centre (PIC) will be held in Phase 2 to present information related to the study and answer any questions you may have. Details regarding PIC will be advertised publicly and communicated as the study progresses.
- To find out more about project announcements and other information please visit the project website:

**[www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)**

**WE WANT TO HEAR FROM YOU – PLEASE VISIT THE WEBSITE AND COMPLETE A SURVEY!**

(If you require a hard copy of the survey, please contact the Project Team – see below)

If you have any questions or comments regarding the study or would like to be added to the Project Contact List, please contact:

**[SheridanParKEA@rjburnside.com](mailto:SheridanParKEA@rjburnside.com)**

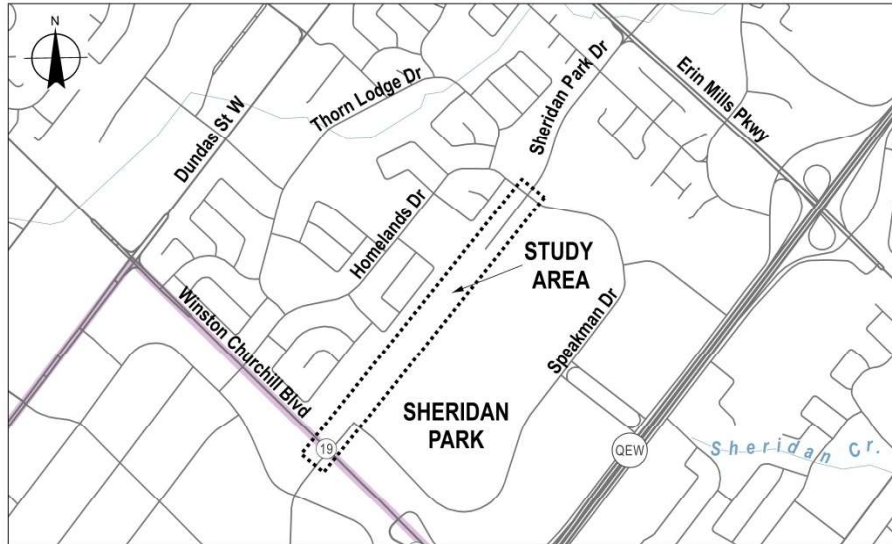
**Dana Glofcheskie, P.Eng.**  
*Project Manager*  
 City of Mississauga  
 201 City Centre Dr, Suite 800  
 Mississauga, ON L5B 2T4  
 (905) 615-3200 ext. 8243

**David Argue, P.Eng., PTOE**  
*Consultant Project Manager*  
 R.J. Burnside & Associates Limited  
 6990 Creditview Road, Unit 2  
 Mississauga, ON L5N 8R9  
 (905) 821-5895

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed in the notice.

This Notice First Issued January 26, 2017.

### WHERE?





Date

**Via: «Via»**

«Title» «First\_Name» «Last\_Name»

«Position»

«AgencyOrganization»

«Address\_1»

«Address\_2»

«City» «Province» «Postal\_Code»

Dear «Title» «Last\_Name»

**Re: Notice of Study Commencement  
Sheridan Park Drive Extension  
Municipal Class Environmental Assessment Study  
Project No.: 300039474.0000**

The City of Mississauga has initiated a Municipal Class Environmental Assessment (EA) for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive. R.J. Burnside & Associates Limited (Burnside) has been retained by the City of Mississauga.

The City aims to complete the road network in the area to improve connectivity in Sheridan Park Corporate Centre (Sheridan Park) and surrounding areas for all users. The study will examine how traffic operates both now and in the future – and determine ways to address existing and future issues. It will also examine the impacts of extending Sheridan Park Drive on the social, cultural and natural environments and develop mitigation measures. The approximate extent of the Study Area for this project is shown on the Map provided in the attached Notice of Commencement.

The EA will be conducted as a Schedule B in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007, 2011, and 2015) which is an approved process under the *Ontario Environmental Assessment Act*. A key component of the study will be engagement with Indigenous communities, the public and agencies.

At this stage of the process, Burnside is requesting on behalf of the City of Mississauga, that your agency complete the enclosed Response Form (to be returned by February 16, 2017), to assist us in understanding your agency's involvement with this project. Specifically, we are seeking information on:

- Policies, positions or guidelines implemented or administered by your agency that may affect implementation of improvements to the study area;

- Background information that is pertinent to the compilation of an environmental inventory of the general area of study;
- Any preliminary comments or concerns that your agency has on the proposed projects; and
- Other projects proposed within or near the general area of study.

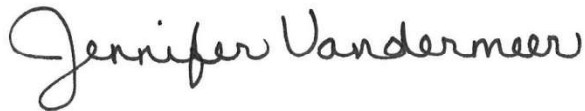
We are making contact early in the project development so concerns from your agency can be addressed and incorporated into the overall project design. Input and comments received from agencies, Indigenous communities and the public will be incorporated into the planning and design of this project.

Your input and questions are encouraged. To provide the study team with your comments, please email [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com), or for further project information please contact Jennifer Vandermeer at 226-486-1559.

Your participation in this EA study is much appreciated.

Yours truly,

**R.J. Burnside & Associates Limited**



Jennifer Vandermeer, P.Eng.  
Environmental Assessment Lead  
JCV:js

Enclosure(s)      Notice of Commencement  
Response Form

cc:      Dana Glofcheskie, City of Mississauga (enc.) (Via: Email)  
David Argue, Burnside (enc.) (Via: Email)

039474\_Sheridan Park Drive EA\_NOCm Agencies Letter  
19/01/2017 1:43 PM

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: \_\_\_\_\_  
 (Please Print)  
 Phone No.: \_\_\_\_\_  
 Agency: \_\_\_\_\_  
 Signed: \_\_\_\_\_  
 Date: \_\_\_\_\_

**Please assist us in identifying your interests:**

		YES	NO
1.	Does your organization wish to participate in this project?		
2.	If the answer to Question 1 is "no," would you like to be removed from contact list?		

3. Please identify any concerns or comments your agency may have at this time.


Please return this completed form by **February 16, 2017** to [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com)

January 24, 2017

**Via: «Via»**

«Title» «First\_Name» «Last\_Name»  
«Position»  
«AgencyOrganization»  
«Address\_1»  
«Address\_2»  
«City» «Province» «Postal\_Code»

Dear «Title» «First\_Name» «Last\_Name»

**Re: Notice of Study Commencement  
Sheridan Park Drive Extension  
Municipal Class Environmental Assessment Study  
Project No.: 300039474.0000**

The City of Mississauga (City) has initiated a Municipal Class Environmental Assessment (EA) for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive. R.J. Burnside & Associates Limited (Burnside) has been retained by the City to help facilitate the EA process.

The City aims to complete the road network in the area to improve connectivity in Sheridan Park Corporate Centre (Sheridan Park) and surrounding areas for all users. The study will examine how traffic operates both now and in the future - and determine ways to address existing and future issues. It will also examine the impacts of extending Sheridan Park Drive on the social, cultural and natural environments and develop mitigation measures. The approximate extent of the Study Area for this project is shown on the Map provided in the attached Notice of Commencement.

The EA will be conducted as a Schedule B in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007 and 2011) which is an approved process under the *Ontario Environmental Assessment Act*. A key component of the study will be engagement with Indigenous communities, the public and agencies.

This notification is being provided to you in hope that you can assist the Project Team in determining if your organization may hold an interest in this project. Your comments are welcome and we encourage you to provide us with your views. For your convenience, we have enclosed a 'Response Form'.

Specifically, we are seeking input on:

- Any preliminary comments or concerns that your community has on the proposed project;
- The level of interest in the project from the community for further engagement; and
- The best methods to communicate with your community.

Unless you indicate otherwise, the Project Team will continue to provide you with updates throughout the study including notification of and materials from public meetings and study completion. The Project Team can also provide the Archeological Assessment Report, or any other technical reports, as requested.

The Project Team would be pleased to meet with you at any time during the study to answer your questions or respond to any concerns you may have.

We are making contact early in the project development so concerns from Indigenous communities can be addressed and incorporated into the overall project design. Input and comments received from Indigenous communities, the public and agencies will be incorporated into the planning and design of this project.

If you have any questions or comments regarding the study please email [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com), or for further project information please contact Dana Glofcheskie at (905) 615-3200 ext. 8243 or by email at [dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca).

Your participation in this EA study is much appreciated.

Yours truly,

**City of Mississauga**

Dana Glofcheskie, P.Eng.  
Project Manager  
Transportation & Works Department,  
Transportation & Infrastructure Planning  
Division  
DG:js

Enclosure(s)      Notice of Commencement  
                             Response Form

cc:      David Argue, Burnside (enc.) (Via: Email)  
            Jennifer Vandermeer, Burnside (enc.) (Via: Email)

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: \_\_\_\_\_  
(Please Print)

Phone No.: \_\_\_\_\_

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

**If there is a different contact for your organization that we should follow-up with, please let us know:**

**Name:**

**Address:**

**Phone:**

**Email:**

**The study is in its initial stages and information can be provided as it progresses.**

**Please assist us in identifying your interests:**

		YES	NO
1.	Do you wish to participate in this project?		
2.	If the answer to Question 1 is "no," would you like to be removed from contact list?		
3.	Are there areas of cultural significance to your community in close proximity to the study area that the City should be aware of? (if yes, please provide details below)		
4.	Is the project within an area subject to a land claim?		
5.	Would your community / organization like to meet with the City to discuss this study?		

*Continued on back*



**Is there any additional information your community requires from the City in order to better understand the study and to identify if / how the project may adversely impact Aboriginal and / or Treaty rights of your community?**


**Please identify any initial comments your community or organization may have at this time.**


Please return this completed form by **February 16, 2017** to [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com)



January 24, 2017

**Via: «Via»**

«Title» «First\_Name» «Last\_Name»  
«Position»  
«AgencyOrganization»  
«Address\_1»  
«Address\_2»  
«City» «Province» «Postal\_Code»

Dear «Title» «First\_Name» «Last\_Name»

**Re: Notice of Study Commencement and Invitation to Participate on the Stakeholder  
Advisory Committee  
Sheridan Park Drive Extension  
Municipal Class Environmental Assessment Study  
Project No.: 300039474.0000**

The City of Mississauga has initiated a Municipal Class Environmental Assessment (EA) Study to establish the preferred approach for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

The City aims to complete the road network in the area to improve connectivity in Sheridan Park Corporate Centre (Sheridan Park) and surrounding areas for all users. The study will examine how traffic operates both now and in the future - and determine ways to address existing and future issues. It will also examine the impacts of extending Sheridan Park Drive on the social, cultural and natural environments and develop mitigation measures. The approximate extent of the Study Area for this project is shown on the Map provided in the attached Notice of Commencement.

The EA study will be conducted as a Schedule B in accordance with the "Municipal Class Environmental Assessment" (Municipal Engineers Association, October 2000, as amended in 2007, 2011, and 2015) which is an approved process under the *Ontario Environmental Assessment Act*. The City has retained R.J. Burnside & Associates Limited (Burnside) to undertake this study. The Study Team, responsible for completing the Class EA, consists of City and Burnside staff.

At this stage of the process, Burnside is requesting on behalf of the City of Mississauga, that your agency complete the enclosed Response Form (to be returned by February 9, 2017), to assist us in understanding your agency's involvement with this project. Specifically, we are seeking information on:

- Policies, positions or guidelines implemented or administered by your agency that may affect implementation of improvements to the study area.

- Background information that is pertinent to the compilation of an environmental inventory of the general area of study.
- Any preliminary comments or concerns that your agency has on the proposed projects.
- Other projects proposed within or near the general area of study.

We are making contact early in the project development so concerns from your agency can be addressed and incorporated into the overall project design. Input and comments received from agencies, Indigenous communities and the public will be incorporated into the planning and design of this project.

### **Stakeholder Advisory Committee Invitation**

Public and agency consultation will be an important component of the overall study process. As part of the consultation process, the City intends to form a Stakeholder Advisory Committee (SAC). The purpose of the SAC is to provide comments and advice pertaining to decisions to be made by the City of Mississauga with regard to the Sheridan Park Drive Extension. The SAC mandate is to be a forum for more in-depth discussion of the key study issues, concerns or solutions, and to provide advice to the Study Team. The role of SAC is advisory, with no voting to be undertaken.

Please consider this letter as the City of Mississauga's Notice of Study Commencement and an invitation for you or an appointed member of your organization to participate on the SAC. One of the first functions of the SAC will be to develop a Problem Statement, which will guide the study. It is expected that there will be three (3) SAC meetings during the study process.

In the space on the enclosed Response Form, please provide the contact information for one (1) designated representative from your organization, and return to the undersigned no later than February 16, 2017.

Your input and questions are encouraged. To provide the study team with your comments, please email [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com), or for further project information please contact Jennifer Vandermeer at 226-486-1559.

Thank you for your interest in this Class EA study.

Yours truly,

**R.J. Burnside & Associates Limited**

Jennifer Vandermeer, P.Eng.  
Environmental Assessment Lead  
JCV::js

Enclosure(s)      Notice of Commencement  
                             Response Form

cc:      Dana Glofcheskie, City of Mississauga (enc.) (Via: Email)  
            David Argue, Burnside (enc.) (Via: Email)

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: \_\_\_\_\_  
(Please Print)

Phone No.: \_\_\_\_\_

Agency: \_\_\_\_\_

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

**Please assist us in identifying your interests:**

	YES	NO
1. Does your organization wish to participate in this project?		
2. If the answer to Question 1 is "No," would you like to be removed from contact list?		
3. Does your organization wish to participate as a member of the <b>Stakeholder Advisory Committee (SAC)</b> ?		
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

**5. Please identify any concerns or comments your agency may have at this time.**


<b>If there is a different contact for your organization that will be participating in the Stakeholder Advisory Committee, please let us know:</b>	
<b>Name:</b>	
<b>Address:</b>	
<b>Phone:</b>	
<b>Email:</b>	

Please return this completed form by **February 16, 2017** to [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com)



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## Appendix M2

### Project Contact List

Agency/Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Province	Postal Code	Email	Telephone	Fax	NOCn Mailed (Jan 24, 2017)	NOCn Emailed (Jan 24, 2017)	NOPIC Mailed (June 12, 2017)	NOPIC Emailed (June 15, 2017)
Hydro One Networks Inc.	Mr.	Walter	Moosita	Manager, Transmission Lines Sustainment Investment Planning	485 Bay Street	North Tower, 15th Floor	Toronto	ON	M5G 2P5	w.moosita@hydroone.com	(416) 345-5114	(416) 345-5443	1			1
Hydro One Networks Inc.	Mr.	Richard	Schultz	Senior Real Estate Coordinator						rickschultz@hydroone.com	905-446-4233					
Infrastructure Ontario	Mr.	Keith	Noronha	Environmental Management, Team Assistant						Keith.Noronha@infrastructureontario.ca	(416) 327-2766		1			
Infrastructure Ontario	Ms.	Lisa	Myjicki	Environmental Specialist	1 Dundas Street West	Suite 100	Toronto	ON	M5G 2L5	lisa.myjicki@infrastructureontario.ca						1
Infrastructure Ontario	Mr.	Patrick	Grace	Director-Land Transactions, Hydro Corridors and Public Works	1 Dundas Street West	Suite 100	Toronto	ON	M5G 2L5	patrick.grace@infrastructureontario.ca						1
Ministry of Environment and Climate Change - Service Office	Mr.	Mark	Christie	Manager, Community Planning and Development	777 Bay Street	13th Floor	Toronto	ON	M5G 2E5	MARK.Christie@ontario.ca	(416) 585-5852					
Ministry of Municipal Affairs - Central Municipal Service Office	Ms.	Jackie	Burbart	District Planner	50 Bloomington Road		Aurora	ON	L4G 0L8	jackie.burbart@ontario.ca	905-713-2788	905-713-2729	1			1
Ministry of Natural Resources - Aurora District (Southern Region)	Mr.	Mark	Nealon	Fish and Wildlife Biologist	50 Bloomington Road		Aurora	ON	L4G 0L8	mark.nealon@ontario.ca			1			1
Ministry of Natural Resources - Aurora District (Southern Region)	Mr.	Boridan	Kowalyk		50 Bloomington Road		Aurora	ON	L4G 0L8	boridan.kowalyk@ontario.ca			1			1
Ministry of the Environment and Climate Change - Central Region	Mr.	Trevor	Bell	Environmental Resource Planner and Environmental Assessment Unit	975 Yonge Street	8th Floor	Toronto	ON	M5M 4J1	trevor.bell@ontario.ca	416-328-5877		1			1
Ministry of Tourism, Culture and Sport - Culture Division	Mr.	Dan	Minkin	Heritage Planner						daminikin@ontario.ca						1
Ministry of Transportation - Central Region	Ms.	Laura	Hatcher	Team Lead, Heritage Land Use Planning (Ading), Culture Services Unit	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	laura.hatcher@ontario.ca	(416) 314-3108	(416) 314-7175	1			1
Region of Peel	Ms.	Asha	Saddi	Manager (A/E-Engineering Office)	1551 Wilson Avenue, 5th Floor		Downsview	ON	M3M 1J8	jeon.white@ontario.ca	(416) 235-5875	(416) 235-5070	1			1
Region of Peel	Mr.	Serguei	Kabanov		10 Peel Centre Dr.	Suite A	Brampton	ON	L6T 4B9	serguei.kabanov@peelregion.ca			1			1
Region of Peel	Ms.	Nicole	Sailor	Project Manager, Water Capital, Transmission & Distribution						nicolesailor@peelregion.ca	905-791-7800 ext. 7932					1
Region of Peel	Ms.	Angela	Stockman	Technical Analyst, Water & Wastewater Program Planning						angela.stockman@peelregion.ca	905-791-7800 ext. 4143					1
Region of Peel	Ms.	Ella	Eisa							ella.eisa@peelregion.ca						1
Haldenosaunee Confederacy	Mr.	Holmes Leroy	Hill	Secretary to Haldenosaunee Confederacy	2534 8th Line	RR#2	Oshweken	ON	N0A 1H0	john@haldenosaunee.com	Cell (519) 717-2326		1			
Haldenosaunee Development Institute	Ms.	Hazel	Hill	Director						hazell@bellnet.ca						1
Mississauga of the New Credit First Nation	Ms.	Fawn	Sault	Consultation Manager	R.R. #6	2769 Mississauga Road	Hagersville	ON	N0A 1H0	Fawn.Sault@newcreditfirstnation.com	905-765-1133		1			1
Six Nations of the Grand River	Chief	Ava	Hill			P.O. Box 5000	Oshweken	ON	N0A 1H0	ava.hill@sixnations.ca; jeannethomas@sixnations.ca	(519) 445-2201		1			1
Bell Canada, Municipal Operations Centre	Ms.	Dina	Velez	PUCO Markup Coordinator	200 Town Centre Boulevard	Suite 300	Markham	ON	L3R 8G5	Belinco@bellcan.ca	(905) 470-4122 ext. 40369		1			1
Enbridge Gas Distribution Inc.	Mr.	Arnel	Mangalana	Utility Markup Coordinator	900 Consumers Road		North York	ON	M2J 1P9	markups@enbridge.com			1			1
Enbridge Gas Distribution Inc.	Mr.	Marcel	Malila	Planning Supervisor, Brampton	6 Colony Court		Brampton	ON	L6T 4E4	marcel.malila@enbridge.com	416-768-4793					1
Enbridge Gas Distribution Inc.	Mr.	Meepal	China							meepal.china@enbridge.com	905-489-2109					1
Enbridge Pipelines Inc.	Mr.	Chris	Procmie	Lands & ROW Administrator - Crossings, Eastern Region	Western Research Park	1056 Modford Road	Sarnia	ON	N7S 6L2	Chris.Procmie@enbridge.com	519-335-5753	519-335-5610	1			
Enbridge Pipelines Inc.	Ms.	Ann	Newman	Crossing Co-ordinator	1086 Modford Road, Building 1050, 1st Floor		Sarnia	ON	N7S 6L2	ann.newman@enbridge.com			1			
Alectra Utilities	Mr.	Chris	Kalid	Manager, Design and Support Services	3240 Mavis Road		Mississauga	ON	L5C 3K1	chris.kalid@electrautilities.com	905-285-4036	905-285-2737	1			1
Alectra Utilities	Mr.	Jimmy	Truong	Design Technician, Central Division	3240 Mavis Road		Mississauga	ON	L5C 3K1	Jimmy.Truong@electrautilities.com						1
Rogers Communications	Mr.	Edgar	Henriquez	PUCO Markup Coordinator	3573 Wolfedale Road		Mississauga	ON	L5C 3T8	Edgar.henriquez@rogers.com	(905) 897-4483		1			1
Town Canada Corporation - MRCO Planning, Urban Design & Landscape Architecture	Ms.	Darlene	Preddy	Planning Co-ordinator, EA contact	445 Brant Street, Suite 204		Burlington	ON	L7R 2G4	dpreddy@hnbclp.com	(905) 639-6888 x739	(905) 761-5689	1			1
Terra-Northern Pipelines Inc.	Mr.	Satish	Kopel	Coordinator, Crossings and Facilities	45 Vogell Road	Suite 310	Richmond Hill	ON	L4B 3P6	skopel@npw.ca	(905) 770-3353	(905) 770-3675				1
Union Gas Limited	Mr.	David	Gadbois	Construction Project Manager	918 South Service Road		Stoney Creek	ON	L8E 5M4	dgadbois@uniongas.com			1			1
Zayo	Mr.	Ian	Flaming	PUCO Markup Coordinator	50 Worcester Road		Etobicoke	ON	M9W 6X2	Ulfly@Circulations@zayo.com	(416) 346-5406		1			
City of Mississauga - Fire and Emergency Services	Tim	Beckett	Fire Chief	Headquarters 15 Fairview Road West			Mississauga	ON	L5B 1K7	tim.beckett@mississauga.ca	905-615-3750		1			1
Credit Valley Conservation	Mr.	Liam	Murray	Senior Planner	1255 Old Derry Road		Mississauga	ON	L5N 6R4				1			
Credit Valley Conservation	Mr.	Ken	Thayer	Regulations Officer, Planning	1255 Old Derry Road		Mississauga	ON	L5N 6R4	kthayer@creditvalley.ca						1
Dufferin-Peel Catholic District School Board	Ms.	Stephanie	Cox	Manager of Planning	40 Matheson Blvd, West		Mississauga	ON	L5R 1C5	stephanie.cox@dpdsb.org	Toll Free: 1-800-568-5557; (905) 870-6115		1			1
Mississauga Accessibility Committee	Ms.	Allyson	D'Ondio	Legislative Coordinator						allyson.dondio@mississauga.ca	905-615-6200 ext. 5471				1	1
Mississauga Cycling Advisory Committee	Ms.	Stephanie	Smith	Legislative Coordinator	300 City Centre Drive	2nd Floor	Mississauga	ON	L6B 3C1	Stephanie.Smith@mississauga.ca			1			1
Peel District School Board	Ms.	Suzanne	Bloxman	Senior Planner/Manager	5650 Hurontario Street		Mississauga	ON	L5R 1C6				1			1
Peel Regional Paramedic Services	Ms.	Dana	Ralph Banke	Supervisor, Risk and Audit	5298 Mangrove Drive		Mississauga	ON	L4W 1G6	dana.banke@peel-regional.ca	(905) 791-7800 ext. 3931		1			1

Agency/Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Province	Postal Code	Email	Telephone	Fax	NOCin Mailed (Jan 24, 2017)	NOCin Emailed (Jan 24, 2017)	NOPIC Mailed (June 12, 2017)	NOPIC Emailed (June 15, 2017)
Peel Regional Police - 11 Division Office		To Whom It May Concern		Superintendent, 11 Division	11 Division 3000 Erin Mills Pkwy.		Mississauga	ON	L5L 1A1	1161suprintenden@peelpolice.ca	(905) 655-2121 ext. 1100		1			1
Sheridan Homelands Ratepayers Association	Mr.	Brandon	Wiedemann	President	6 - 2400 Dundas Street		Mississauga	ON	L5K 2R8	president@shor.ca			1			1
Sheridan Park Association	Dr.	Richard	Perrier	President						Richard.perrier@petrocanadalep.com				1		1
Traffic Safety Council	Ms.	Angie	Nale	Legislative Coordinator	300 City Centre Drive	Clarks Office	Mississauga	ON	L6B 3C1	angie.nale@mississauga.ca	905.615.3200 x 6423	905.615.4181	1			1





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## Appendix M3

### Notice of Study Commencement Online Survey

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website:  
[www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
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## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

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	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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It will reduce the traffic on Homelands drive

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Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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- ☒ Other:

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- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other:

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other:

### Do you have any other questions, comments, or suggestions for the Project Team?

I don't believe the proposed extension will in any way improve connectivity or traffic flow. I have taken this route for the past 25 years and can tell you the problem is the major roads ie: Winston Churchill Blvd and Erin Mills Parkway...they are both parking lots during rush hour. The only thing this proposed project will achieve is loss of forest and unique wildlife as well as the piece and serenity it offers to bikers, walkers and joggers....what a shame.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                       |                       |                                  |                       |                       |
|------------|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
|            | 1                     | 2                     | 3                                | 4                     | 5                     |
| Not at all | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|            |                       |                       |                                  |                       | Very Comfortable      |

### How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via mail
- ☐ advertisement received via email
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- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

its about time this got done!

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- ☐ Other: \_\_\_\_\_

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- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

It is a good idea but could become a raceway like homelands.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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[www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)

If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk

☒ Other: My house backs on to the right-of way, so my experience is as a viewer.

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Do you have any other questions, comments, or suggestions for the Project Team?

Immediate thoughts, with no doubt more to follow as reporting takes place:

- I am imagining that the new roadway will be two lanes, given that Sheridan Park Drive to the east of the study area is two lanes, and not in the study area. Is this the thinking?
- I look forward to studying origin-destination traffic data, particularly the extent to which through traffic, unrelated to the Sheridan Park research centre, is anticipated to be of significance.
- Is a traffic signal planned for the corner of Sheridan Park Drive and Homelands-Speakman?

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: .....

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: .....

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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Do you have any other questions, comments, or suggestions for the Project Team?

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- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☒ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

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- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I enjoy the pathway that is already there. I would not like the road to be extended. There is already enough traffic with the commercial area. I do not wish for there to be more cars as I live right near that intersection. I enjoy the forest and the open field where I can walk my dog peacefully without the fear of cars. Traffic is already heavy enough. We do not need more cars cutting through the neighbourhood.

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: It should not be extended

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Please do not extend the street

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- ☐ Bike
- ☐ Walk
- ☒ Other: would not use it

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- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: addressed email \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

yes how much of the greenery and forest would we loose. how is the neighbour hood going to be protect from the added noise

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- ☐ Other: \_\_\_\_\_

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- ☐ Landscaping
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- ☐ Traffic Calming
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If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

The woodlot adjacent to sheridan park corporate centre and the proposed sheridan park extension is a much treasured asset to the neighbourhood. It is important to leave it much as it is. The many trails criss crossing this natural beauty display the value of this area not only to the natural world but also to us humans.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☒ Other: The loss of peace and quiet during walks in the area.



If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I believe it will detract from the appeal of the neighboring residential areas and the increased traffic will reduce the enjoyment of the existing greenbelt that is presently in place. I personally would not be in favor of the extension.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website: [www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☒ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

☒ advertisement in Mississauga News

☐ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

This will negatively affect the area and increase traffic and decrease safety in the area

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☐ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☒ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other:

There is no need for a road there whatsoever. It will be too close the natural conservations area and protected park.

If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☒ Other:

The area is perfect as is with a bike and walk path. It is used by kids, cyclist and pet owners. Putting a road there endangers small children and kids that go to Homelands school.

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

Not at all 1 2 3 4 5 Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other:

**Do you have any other questions, comments, or suggestions for the Project Team?**

In summary, there is no need for a road here, traffic in this area is not congested in any way. Creating a road between Sheridan Park and Winston Churchill will create an excuse for drivers to speed through a park, school area and people's back yards.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email

Sheridan Park Drive Extension Environmental Assessment -  
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**If Sheridan Park Drive is extended how would you use it?**

- ☐ Drive  
☐ Bike  
☐ Walk

Other: ☐

We can already bike and walk. PLEASE NO DRIVING!!!!!!!!!!!!!!!!!!!!!!!!!!!!

**If Sheridan Park Drive is extended what is important to you?**

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other:

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Please we beg you, do not build a road. Our backyards face that area. The traffic is fine in this area, stop destroying the natural environment. THIS IS AN UNSAFE IDEA FOR CHILDREN! A SCHOOL BACKS OUT INTO THIS AREA. You guys want people flying through this area? I will protest. You cannot build a road there.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☒ Other: Maintain as community green space

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Please consider the impact on local wildlife as the current space serves a corridor for many species, and continues directly into Oakville's Winston Park. This space is currently used by many residents for walking, jogging, and cycling. Ward 2 Councillor pledged to protect green spaces like this in her campaign platform so please involve her office in planning and discussions.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: Not use it, there is a walking path already in the area.

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☒ Other:  
Not important for me, the extension would have negative effect on natural, social and cultural environment, more cars .... more pollution ..... more noise ..... less friendly environment.

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: SHORA ....

Do you have any other questions, comments, or suggestions for the Project Team?

Would the extension...warrant the cost to save shorter driving time to connect east to west via the proposed extension? There does exist and east to west connection via Speakman dr....Why is this extension being proposed? Is there going to be a school proposed in the AECL building? This would mean more traffic ,more air ,noise pollution and effect the natural environment. This is a NIMBY issue,even more so when there is an existing roadway that services the east/west traffic flow via Speakman dr. There are other pathways into this area via North Sheridan Way .

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☒ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

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### If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other:  Would not use.

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other:

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

Not at all ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 Very Comfortable ☒

### How did you hear about this Class EA study? Check all that apply.

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☒ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☐ Other:

### Do you have any other questions, comments, or suggestions for the Project Team?

What efforts are being taken to ensure this extension doesn't become a racetrack? There are limited businesses that would benefit from this access, so the primary purpose of the extension is to connect Erin Mills Pkwy and Winston Churchill Blvd. While this would re-direct some traffic from Homelands Dr, it could create an expressway between the two major arteries.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

☒ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☐ No – I do not wish to be contacted in the future



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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk

☒ Other: It affords me no benefit beyond reducing cut through traffic on Homelands Drive

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: ratepayer newsletter/meeting notes

### Do you have any other questions, comments, or suggestions for the Project Team?

The hydro right of way open space has become a defacto private park for some of the residents of Hollington and Barcella Crescents. Any project objections based on noise or reductions in quality of life are likely attempts to maintain the status quo on spurious grounds. Meanwhile, traffic flow, particularly at the West end of Homelands Drive continues to increase.

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- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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### If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

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- ☒ advertisement received via mail
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- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Facebook

Do you have any other questions, comments, or suggestions for the Project Team?

Absolutely do not want a road running through backyards. Find way to make traffic leading out of Sheridan park within Sheridan Park not come any closer to the neighbor adjoining Sheridan Homelands.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
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- ☒ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: i belong to SHORA \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

I would hate to see the forest area destroyed because of a road. There are 2 roads that people can access from Winston Churchill over to Erin Mills Parkway. If a road was put in then a concrete sound barrier would have to be erected for noise control.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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### If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                                  |                       |                       |                       |                       |
|------------|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|            | 1                                | 2                     | 3                     | 4                     | 5                     |
| Not at all | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|            |                                  |                       |                       |                       | Very Comfortable      |

### How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

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If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other: None of the above

If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☒ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

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☐ advertisement received via email

☐ browsing City of Mississauga website

☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I bought this house on Barcella because of the nature and forestry that is visible from my backyard. Very peaceful and serene. The thought of having cars zooming by my backyard sickens me. I don't appreciate having gas fumes coming into my back yard from the cars that will be driving by, especially when I barbecue in the summer. The proposed street will only cause more traffic to and from Winston Churchill. It's bad enough that a walkway was made in the field as it is majority used for people to walk their dogs leash free and allow them to crap everywhere. Where is the city for that clean up?

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: .....

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: .....

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

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Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
- ☒ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_



If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: rate payers association

Do you have any other questions, comments, or suggestions for the Project Team?

I don't think this will do much to reduce traffic through the subdivision as there is already a parallel route to this one (Speakman Drive) so why are we doing this. Will become a drag racing road at night. Also please don't disturb the bush-we need more of it not less

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

☒ advertisement in Mississauga News

☐ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

- Replacing green space with a roadway that I do understand the need for, seems counterintuitive to protecting green space in Mississauga.
- How would the speed of cars be controlled on this straight stretch of roadway?

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

☒ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other: would not use it \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I do not feel that this project is need it. it is not necessary to disrupt the nature on the path and add a road. there are enough roads there for people to use we would like to keep a little of the green that we have.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: would not use \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

do not want a road there

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☒ Yes – please contact me via regular mail
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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: dont think i would use it

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

\_\_\_\_\_

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: do not think that i would use it

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

most people that i have spoke with do not want this so really what and who is this an advantage for

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
- ☒ Yes – please contact me via regular mail
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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: Mostly not use

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

There is not enough traffic to warrant this extension. The area is very quiet at night but is a racetrack for noisy motorcycles and cars etc late at night.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: No \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☒ Other: Flooding and rodent infestation in the homelands area

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other:  
at failed town hall meeting in the sheridan homelands area due to allowance of more schools causing excess traffic in area

Do you have any other questions, comments, or suggestions for the Project Team?

look into the original reason for study and why it will create unnecessary expense and loss of nature

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_



If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

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- ☒ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Thank goodness this extension is finally being considered. Too long in coming.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☒ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Is there an upcoming meeting regarding this study?

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☒ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Must include significant community enhancements to gain support from homes that back onto study area. parks, recreation/exercise equipment, benches, trees.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk

☒ Other:

Trick question. There's already a multi-use trail for the entire length, so only drivers can derive any benefit at all from an "extension" (actually a widening to >3 times the current width)

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					<input checked="" type="radio"/>

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I don't see any need for this project except as part of a new development that would front onto it. There is and will be plenty of space for drivers on Speakman. It would make so much more sense to save the money meant for this project and use it to gradually paint bus lanes on six-lane streets across the city. Eglinton, Mavis and Dixie would all benefit hugely. Hurontario too as a prelude to the LRT. (And when I say hugely I do mean hugely. Peak runs on Hurontario and Eglinton spend about 30% of their time stuck in traffic, with the other two close behind at 25%.)

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                       |                       |                       |                       |                                  |
|------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|
|            | 1                     | 2                     | 3                     | 4                     | 5                                |
| Not at all | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
|            |                       |                       |                       |                       | Very Comfortable                 |

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
- ☒ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☒ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                       |                       |                                  |                       |                       |
|------------|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
|            | 1                     | 2                     | 3                                | 4                     | 5                     |
| Not at all | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|            |                       |                       |                                  |                       | Very Comfortable      |

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

### How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
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- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Speakman, N Sheridan Way, Hawden & Flavell are all underutilized by cars, so NO reason to open it for driving. The pathway is well used by pedestrians, especially those who want to get away from cars, their noise and their smells. It also offers a chance to walk in a more natural setting which is highly desirable. Opening it to cars risks it becoming a speedway.

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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☒ Other: already enough roads for cars

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

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- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Speakman Drive, North Sheridan way, Hawden Road and Flavelle are all currently underutilized. Pathway between Erin Mills Parkway and Winston Churchill has heavy foot and bike traffic and a thru road would likely deter people from use of this quiet area. Potential for the extension to become a speedway between Winston Churchill and Homelands Drive

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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                                  |                       |                       |                       |                       |
|------------|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|            | 1                                | 2                     | 3                     | 4                     | 5                     |
| Not at all | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|            |                                  |                       |                       |                       | Very Comfortable      |

### How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
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[www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)

### If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other:

I currently use to walk, run and bike, and play with kids because there is no vehicular traffic

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

Not at all 1 2 3 4 5 Very Comfortable

☒ ☐ ☐ ☐ ☐

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☐ advertisement received via email

☐ browsing City of Mississauga website

☒ Other: Meeting \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Full disclosure- I live in the area that would be affected if decision was to proceed, but I truly believe that the rationale that has been presented is vague, unconvincing and frankly I cannot see how the proposed development would deliver the purported benefits. I'd really like to understand how building this better serves any of the constituent groups listed; tech park, employees, residents, pedestrians or even motorists. Surely encouraging further through traffic (no economic benefit) into this area can only make it a less safe and pleasant environment to live or work in. If there was a game-changing economic impact I'd get it...but really, is there?

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: .....

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: .....

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

What would happen to the existing multi-use trail if Sheridan drive is to be extended?

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
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- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Why is it even necessary to open the road when there are several alternatives that do not infringe on the quiet parklike current setting? Who is pushing for this and why?

I am concerned to see yet one more disruption of the natural lands in this area since we moved here 45 years ago, all in the name of progress. The City has made no effort to preserve the many woodlots originally in the area nor provide for wildlife corridors in the area. There are too many examples of urban wildlife in our backyards that would be happier in woodland settings. In the past two days we have had two hawks, a raccoon, a skunk, numerous squirrels and wild birds in our small yard.

I reject the plan due to the additional noise in the neighbourhood that this thoroughfare will generate. For the last few decades, the roar from the QEW infringes increasingly on our quiet enjoyment of our property in the Sheridan Homelands.

Past designers' would have been much smarter to have provided pedestrian walk-throughs along the southernmost boundary of the subdivision to provide access to Sheridan Park as were made to access Thornlodge Park. Another vehicular road should not be required for this. I categorically oppose the proposed developments that has no redeeming virtues that I can see for the subdivision or the resident companies of Sheridan Park. It is too bad that planners seem to exercise so little common sense these days.

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If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other: I would rarely use it \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

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☐ advertisement received via email

☐ browsing City of Mississauga website

☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

This area of the Homelands provides a natural buffer between the QEW and the residential area and any increase in traffic and resulting noise would be unacceptable. Residents of the Homelands would not use this extension as homes are accessed via the roads within the subdivision. This area along with the research centre has remained static for at least forty years and I have never noticed any problem with traffic circulation. Maintaining green space and providing habitats for various animals is much more important. A bike/walking pathway already exists and provides residents with any access to the woodland desired. The destruction of the woodland/park area that would be required for an extension is unnecessary as the ring road throughout the research centre provides adequate access to the various companies, very few, if any, of which are open during the weekend.

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: .....

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: .....



If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via mail
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- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

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- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: SHORA Facebook page

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: SHORA

Do you have any other questions, comments, or suggestions for the Project Team?

Long overdue project, will help alleviate through traffic along Homelands

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
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- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Sheridan Homelands assoc

Do you have any other questions, comments, or suggestions for the Project Team?

This will reduce traffic through remainder of Homelands area traveling from Erin mills to winston Churchill. Currently this traffic runs through residential areas and will move to a commercial area which is more suited

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: I wouldn't use it. Its for people from Oakville!

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Shora

Do you have any other questions, comments, or suggestions for the Project Team?

Is this required because of Oakville boom in population with no improvement to their east west corridors.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☒ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Please ensure that the walking path is kept. An extension will ease traffic in the homelands but please keep the speed low

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: I do not agree with the extension

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☒ Other: Do not agree with extension

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Facebook via SHORA

Do you have any other questions, comments, or suggestions for the Project Team?

People should be encouraged to take transit, car pool or other means such as employers staggering work hours, or staff to work from home to decrease congestion. This area is home to many animals and birds which will be impacted. I am opposed to this project in my neighbourhood as it will likely increase traffic, increase noise pollution, and disrupt the small ecosystem. There is a path for pedestrians and cyclists. I do not see a benefit for the neighbourhood by extending this street for vehicles.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
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- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☐ browsing City of Mississauga website
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Do you have any other questions, comments, or suggestions for the Project Team?

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- ☒ Drive
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- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |                  |                       |                       |                                  |                       |                       |
|------------------|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
|                  | 1                     | 2                     | 3                                | 4                     | 5                     |
| Not at all       | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Very Comfortable |                       |                       |                                  |                       |                       |

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- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

I think a lot of people walk their dogs in that area, departing from the footpath just north of it. If a road is put in, I recommend some provision for pedestrians to cross the road safely, as I expect some motorists will speed along the new, straight, flat road. But Mississauga has no "pedestrian crossings".

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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### If Sheridan Park Drive is extended how would you use it?

☒ Drive

☒ Bike

☒ Walk

☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

☐ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☒ Other: Facebook \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Walk
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- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

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- ☐ Walk
- ☐ Other: \_\_\_\_\_

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- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Facebook

Do you have any other questions, comments, or suggestions for the Project Team?

Why do they feel this is necessary? Will there be homes built here?

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Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
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- ☐ Other: \_\_\_\_\_

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- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                                  |                       |                       |                       |                       |
|------------|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|            | 1                                | 2                     | 3                     | 4                     | 5                     |
| Not at all | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|            |                                  |                       |                       |                       | Very Comfortable      |

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Facebook \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Don't think it should be made for vehicles

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

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- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Sheridan Ratepayers Association

### Do you have any other questions, comments, or suggestions for the Project Team?

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
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- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Sheridan Park Drive has been in the city plans for over 40 years....just complete and open the road for those working and living in the area as a means of east/west travel to Erin Mills Parkway or Winston Churchill Blvd. Stop using tax monies for further studies.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
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- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

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- ☒ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

As mentioned before please consider the people who live in this community. This is a classic neighborhood in Mississauga and most people live here because they don't want to be crammed in a new development with a hundred side roads and multiple corridors to have traffic going in and out of. Please do not disrupt what is already here with through traffic looking to get from Winston Churchill to Erin Mills parkway in a hurry.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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- ☐ Other: \_\_\_\_\_

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- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: I won't use it

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

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- ☒ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

I'm worried of getting a heavy traffic on the extension of Sheridan Park, which would affect the neighbourhood and the bike path. It would need cutting of trees, it would mean noise and pollution on people living nearby, and would promote car traffic instead of carpooling or use of public transportation.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

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	1	2	3	4	5
Not at all	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

### How did you hear about this Class EA study? Check all that apply.

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- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                       |                       |                                  |                       |                       |
|------------|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
|            | 1                     | 2                     | 3                                | 4                     | 5                     |
| Not at all | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|            |                       |                       |                                  |                       | Very Comfortable      |

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
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Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Do you have any other questions, comments, or suggestions for the Project Team?

It's been like this for 40 years. I do not see a need for it to change. I do not believe that it will help Sheridan Park Research Center traffic, it may actually increase it. Nobody wants lights at Sheridan Park and Homelands. What will increase is flow through traffic between Erin Mills and Winston Churchill, particularly when it is rush hour and heavy traffic on QE. I walk by the Homelands/Sheridan Park Drive intersection when employees are leaving that area. It takes no more than a few minutes to get through that intersection at the busiest of times. Please let me know what makes anyone think there is a need for this. What study was done and what were the results.



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- ☐ Other: .....

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	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

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- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

This is route the children walk to school (IONA Catholic Secondary School) will this be taken into consideration. What about the wildlife - trees and current path how will this be affected?

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	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- ☒ Other: Sheridan Times eblast

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	1	2	3	4	5
Not at all	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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why is this project being considered?

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- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I think it's a terrible idea to extend this road as it will be used heavily as an alternate to Dundas street.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Do you have any other questions, comments, or suggestions for the Project Team?

Traffic along Homelands Drive is terrible and it is being used as a through street by commuters. This is creating unsafe conditions for our residents and their children. Please open Sheridan Park Drive and institute more traffic diversion methods to get the through traffic OFF of Homelands which is a residential street.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Do you have any other questions, comments, or suggestions for the Project Team?

I would like to see entrances/roads leading off proposed extension from HL to WC, as it is now, increased vehicular traffic at Homlands & SP drive is heavy with schools (3 in the area, \_\_\_\_\_

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Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Sooner the better

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	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

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Do you have any other questions, comments, or suggestions for the Project Team?

If this does go ahead (which I hope doesn't), I don't want to be able to see the road from the existing bicycle path. A natural barrier of trees will need to be planted to block the noise and the sight of cars. The existing natural habitat for the birds and animals needs to be preserved as much as possible and additional natural vegetation will need to be planted on the backyards of the homes that line the pathway. This is the only natural green space in Sheridan Homelands. Don't ruin it.

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### Do you have any other questions, comments, or suggestions for the Project Team?

Speeding is already a major concern in this area, even through the school zones, and the constant running of stop signs. Concerned that this will just significantly increase the danger of cycling, etc. in this area.

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I support expanding the road.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website:

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If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☒ Walk

☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☒ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

1 2 3 4 5

Not at all ☒ ☐ ☐ ☐ ☐ Very Comfortable

How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

☐ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☒ Other: Shora

Do you have any other questions, comments, or suggestions for the Project Team?

I am concerned that extending Sheridan Park Dr. will increase the flow of traffic through the neighbourhood dramatically. Rather than use the service road or Dundas, non-local traffic will use Sheridan Park Dr. to move quickly from Winston Churchill to Erin Mills Parkway. The volume of traffic will be such that traffic lights will have to be added. 4-way stops will be insufficient. Also, traffic currently using Homelands will be little alleviated as it is often local or headed to and from Woodchester Mall and the big box stores on Bristol circle. Finally, this is one of the few remaining natural areas left in the neighbourhood. A thoroughfare and traffic circle would end up destroying much of it.

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- ☒ Bike
- ☐ Walk
- ☐ Other: .....

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: .....

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Shora Newsletter

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- ☐ Other: \_\_\_\_\_

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	1	2	3	4	5	
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Very Comfortable

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- ☐ browsing City of Mississauga website
- ☒ Other: SHORA

Do you have any other questions, comments, or suggestions for the Project Team?

Have you considered how extending Sheridan Park Drive will affect traffic along the existing portion? Would a traffic light be needed at Sheridan Park Drive and Fifth Line West? Please don't put in a roundabout. Either a simple stop sign or a traffic light are much preferred.

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- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_



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	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Do you have any other questions, comments, or suggestions for the Project Team?

Homelands Drive has become a short cut for through traffic from Erin Mills Pkwy to Winston Churchill Blvd, this is a hazard for School children in the area. Also getting out of driveways during rush hour has become risky. This road needs to be built ASAP

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	1	2	3	4	5
Not at all	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- ☒ Other: SHORA

Do you have any other questions, comments, or suggestions for the Project Team?

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If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
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- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Sheridan homelands newsletter

Do you have any other questions, comments, or suggestions for the Project Team?

yes! It seems from the survey questions that this extension will happen. None of the questions even ask if I am opposed. The current walking path is used all day long and enjoyed by all who use it. It is a nice quiet place to exercise and reflect. I feel that traffic just meters away (with or without a tree/shrub barrier) would detract from the current quiet. This roadway would be used instead of Homelands by many. Without proper slowing mechanisms, it could become a raceway by some. The corner of Speakman/Homelands/Sheridan Park Dr has become a very busy intersection during high traffic. Aside from the research buildings, there are now several schools. Students are dropped off and picked up by parents (mostly) rather than buses causing further congestion.

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- ☐ Cycling
- ☐ Landscaping
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- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

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- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Our family is anticipating this road expansion, in hopes it will alleviate excessive traffic on Homelands Drive.

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- ☐ Other: \_\_\_\_\_

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- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

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☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

Not at all      1      2      3      4      5      Very Comfortable

☐      ☐      ☐      ☐      ☒

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☐ advertisement in Mississauga News

☐ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☒ Other: SHORA - I guess I'm a member of this

Do you have any other questions, comments, or suggestions for the Project Team?

I've lived in the Homelands since 1990 and this has been an issue since before I arrived here. I think a lot of people cut through the neighbourhood on Homelands and a more direct route makes sense. I do like the bike path that is already on Sheridan. If there is a way to get the buses out of the neighbourhood that would be great. I say that out of self interest since we have a bus stop in front of our house and I often hear the bus stop at 5:04 am weekdays and the very loud recorded voice from the bus announce the current stop or the upcoming stop. Not cool. I'll complain to Miss Transit but I thought I should share my pain with you as well. Over all, less traffic on Homelands would benefit the whole neighbourhood and the Sheridan Park Drive extension would go a long way to achieve this. It's a win for the drivers, pedestrians, and residents. Don't you think?

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- ☐ Other: .....

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Very Comfortable

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- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

The sooner this is done the better. Traffic on Homelands is heavy and too fast. And nobody seems to want to stop at stop signs to let pedestrians cross!

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Karen Ras Meeting and SHORA Newsletter

Do you have any other questions, comments, or suggestions for the Project Team?

I would hope this road would not turn into a drag strip during off peak hours. I would like to see safe walking and biking paths created and maintained

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Do you have any other questions, comments, or suggestions for the Project Team?

I am completely opposed to the extension- it will bring noise and safety issues to those of us who live near it...

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- ☐ browsing City of Mississauga website
- ☒ Other: sheridan homelands ratepayers association

Do you have any other questions, comments, or suggestions for the Project Team?

you mention issues, what are they?

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- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website: [www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)

If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☒ Other: Additional housing with residential street access only

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: SHORA Newsletter email

Do you have any other questions, comments, or suggestions for the Project Team?

How will you assure that this extension is not used excessively as a cut through between Winston Churchill and Erin mills?

I have experienced that partial stops are already common at the intersection between Homelands and Sheridan park...as a simple road extension would likely make it more crowded and not safer for the play park at that intersection.

There is a need for more housing in the area which In turn provides more options to workers in Sheridan park to stay local. By combining housing with an extension the city plan would allow the area to prosper while assuring that there is less "highway" like traffic on the proposed street extension.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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### If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other: I won't use it

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

☐ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☒ Other: SHORA newsletter

Do you have any other questions, comments, or suggestions for the Project Team?

I am skeptical of the extension. I am worried about increased noise, traffic, and loss of wildlife space. There is a lot of wildlife in this area which must be considered. A major factor for us moving to our home was the field, trees, and wildlife and not staring at the sides of office buildings.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

☒ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☐ No – I do not wish to be contacted in the future

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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: letters to homeowners

Do you have any other questions, comments, or suggestions for the Project Team?

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- ☐ Yes – please contact me via email
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- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |                  |                       |                       |                       |                       |                       |
|------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|                  | 1                     | 2                     | 3                     | 4                     | 5                     |
| Not at all       | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Very Comfortable |                       |                       |                       |                       |                       |

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

I am opposed to this extension. There is no valid reason to do this and it will just create more traffic noise near my home. You will also be disturbing wildlife in the area.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
					Very Comfortable

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- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I hope it eases traffic on Homelands , people use Homelands Dr. as a shortcut to there destination.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
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- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☒ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                       |                       |                       |                       |                                  |
|------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|
|            | 1                     | 2                     | 3                     | 4                     | 5                                |
| Not at all | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
|            |                       |                       |                       |                       | Very Comfortable                 |

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☒ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

If extension of Sheridan Pk.Dr. would be realized traffic lights must replace inefficient and enviromently prohibitive stop signs along the way

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

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- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

On all the maps I have not seen North Sheridan Way. There are many businesses and much traffic that use this street. Do we really need another roadway to cut through the area?

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- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Please make a walk thru path via hollington crescent. Thankyou.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
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- ☒ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Sheridan Homelands Ratepayers Association email list

Do you have any other questions, comments, or suggestions for the Project Team?

When would it be built?

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Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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- ☐ Yes – please contact me via regular mail
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- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Could you please include direction to improve landscaping along the Hydro Corridor and the additional plot of land just north of the billboard along Winston Churchill. These lands are not cared for at all and will be an eye sore for those driving by.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☒ Other:  New bus route

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other:

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |                  | 1                     | 2                                | 3                     | 4                     | 5                     |
|------------------|-----------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| Not at all       | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Very Comfortable |                       |                                  |                       |                       |                       |

### How did you hear about this Class EA study? Check all that apply.

- ☒ advertisement in Mississauga News
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- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other:

### Do you have any other questions, comments, or suggestions for the Project Team?

When will Mississauga finally get its first protected bike lane? Why are we so afraid to provide such basic, globally-proven best practices for a sustainable mode of transportation? Separate asphalt trails are not an effective means to commute - they are isolated, rarely connect to places of work, often twisting and turning, and best for recreation. Let's get serious and make all of Sheridan Park Drive (not just the extension) the first road in the city to have protected bike lanes (either raised, separated with concrete barriers/bollards, or a planter buffer). Sidewalks are a must, but based on the limited need in this area, should only be considered for one side (the north side), and circle around to become two-sided on roundabouts and the streets which branch off at right angles into the research park, so that every workplace can be accessible by foot. Encroachment and removal of trees/meadow should be avoided, as that long naturalized area where the current trail stands serves as a rare, large, linear, habitat for a number of species, and is maturing to provide significant environmental benefit to the city (as well as a noise buffer to resident). I hope the city is wise to maintain the full length of this natural area (including the meadow - this is key!) and focus on developing lands to the south (entering the natural area to the maximum as Exova, for comparison). Sufficient access and future demand can be handled by the current roads which already branch off the segments of Sheridan Park Dr., namely Speakman Dr. - this new road should be a linear through-road for access across, and to, Speakman Dr., rather than for the creation of new roads that would fragment the forest and meadow, with no benefit. As a result, since there should only be two T-junctions (as there are already) within Sheridan Park Dr., there is no need for a roundabout at this site - unless it is being considered for Erin Mills Pkwy, Fifth Line, Speakman/Homelands and Winston Churchill, where it could provide significant long-term efficiencies and cost-savings.

A new bus route should also be considered for this area, once the research park begins to be redeveloped (and hopefully intensified, with much taller buildings, and innovation industry/commercial/tech). One option for the route could be a loop: Sheridan Bus Terminal (new bus stop\*)>Fowler Dr.>Lincoln Green Way>Sheridan Park Dr.>Plymouth Dr.>Bristol Cr.>Plymouth Dr.>Sheridan Park Dr.>Speakman Dr.>Hadwen Rd.>N Sheridan Way>Erin Mills Pkwy>Sheridan Bus Terminal \*(create a new bus stop across current Sheridan Bus Terminal, since bus continues on loop, in opposite direction of all other arriving bus routes). Finally, this street should use all possible best practices in LID and smart technology - let's make this a street of firsts, in a place to be celebrated for it's research. Let's make the street with state-of-the-art permeable pavement, with electric heating under the paths, bike lanes, and car lanes, so no salt is ever required. All rain/snow will be collected on-site through bioswales which feed into a new SWM wetland, generously planted, with a visitor look-out and signage - NOT like the massive, heavily fenced/secured (often eroding) SWM facilities being built all over the city.

This one will focus on ecological function, and should have a small boardwalk to explore the site, as well as low wooden fence to keep people away from the peak possible flood height. As for electricity, power will be provided and stored on-site, with a thin linear "solar park", with small vertical wind turbines, if possible, storing power year-round in Tesla power packs (available now) amidst a wildflower-seeded meadow, which requires little to no maintenance. The stored/generated power will run both the LED streetlights, signals, traffic lights, a lit "gateway sign" welcoming people to the park from either end, and electric heating in the winter. Landscaping should be generous, showcasing a diversity of native plants, with trees planted along both sides of the street, and generous flowers, shrubs, and grasses. Signage and labels will highlight the technology and native species along the way, with an opportunity for additional activity on the north sidewalk, such as interactive art, an "exercise walk" of hand/leg-powered machines (like in Meadowvale), and historical signage, denoting what was once here (from Indigenous history, to farming, forestry, and now the story of our city, moving forward). All of this would greatly enhance the site, at relatively low cost (think of the money saved through these initiatives long-term, too!), and perhaps even support greater research investment and tourism!

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes - please contact me via email  
☐ Yes - please contact me via regular mail  
☐ No - I do not wish to be contacted in the future



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- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☒ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website:  
[www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

### If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
					Very Comfortable

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- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

No

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- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

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- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Google search \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

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- ☒ Drive
- ☒ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

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- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Community meeting

Do you have any other questions, comments, or suggestions for the Project Team?

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- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

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- ☐ advertisement received via email
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- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Facebook friend spread the word

Do you have any other questions, comments, or suggestions for the Project Team?

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[www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

### If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other: Path already exists for walking and biking

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☒ Maintaining natural features

☐ Traffic Calming

☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

☐ advertisement received via mail

☒ advertisement received via email

☐ browsing City of Mississauga website

☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Protecting natural habitat for wild life

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

☒ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☐ No – I do not wish to be contacted in the future

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[www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☒ Other: Path exists for walk/bike

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Wife

### Do you have any other questions, comments, or suggestions for the Project Team?

Excessive traffic brought to area

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future



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### If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other:

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other:

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

Not at all      1      2      3      4      5      Very Comfortable

☐      ☒      ☐      ☐      ☐

### How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

☒ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☐ Other:

### Do you have any other questions, comments, or suggestions for the Project Team?

This street is going to be a long straight. People will be racing up and down the new stretch. The area is peaceful and quite were people walk with their kids and coworkers at lunch. Adding a road way will have a negative impact on health.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

☒ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☐ No – I do not wish to be contacted in the future

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### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☒ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

- |            |                                  |                       |                       |                       |                       |
|------------|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|            | 1                                | 2                     | 3                     | 4                     | 5                     |
| Not at all | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|            |                                  |                       |                       |                       | Very Comfortable      |

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

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### If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☒ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Twitter \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

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Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

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### If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other: I would not use it

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☒ Other: Noise, excessive traffic, and pollution

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

☐ advertisement received via mail

☐ advertisement received via email

☐ browsing City of Mississauga website

☒ Other:

From a neighbour, because there has been no information shared with residents of Sheridan Park it has been very difficult to find information about this proposal

### Do you have any other questions, comments, or suggestions for the Project Team?

When will consultation with people in Sheridan Park take place? Why are the previous studies that have been done to date not been taken into account. It is very concerning that this is being planned without proper public consultation.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

☒ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☐ No – I do not wish to be contacted in the future

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- ☒ Drive
- ☒ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
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- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

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- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: a neighbour \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

No residential nor commercial development should be done here.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
- ☒ Yes – please contact me via regular mail
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### If Sheridan Park Drive is extended how would you use it?

☐ Drive

☐ Bike

☐ Walk

☒ Other:  None of the above

### If Sheridan Park Drive is extended what is important to you?

☐ Pedestrian facilities

☐ Cycling

☐ Landscaping

☐ Maintaining natural features

☐ Traffic Calming

☐ Other:

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

Not at all      1      2      3      4      5      Very Comfortable

☐      ☒      ☐      ☐      ☐      ☐

### How did you hear about this Class EA study? Check all that apply.

☐ advertisement in Mississauga News

☐ advertisement received via mail

☒ advertisement received via email

☐ browsing City of Mississauga website

☐ Other:

### Do you have any other questions, comments, or suggestions for the Project Team?

The extension will create more traffic thru the area, least needed in this area.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

☒ Yes – please contact me via email

☐ Yes – please contact me via regular mail

☐ No – I do not wish to be contacted in the future

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- ☒ Drive
- ☒ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☒ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: SHORA residence association

Do you have any other questions, comments, or suggestions for the Project Team?

Will installing the new section of Sheridan Park decrease the traffic on homelands and Thorn lodge, especially in the school zones?

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future



## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website:  
[www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

### If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: SHORA monthly newsletter

### Do you have any other questions, comments, or suggestions for the Project Team?

This extension is long overdue!

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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[www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

### If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

Benefits of maintaining the green space as is, greatly outweigh any traffic improvements. Don't do it.

### Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website:

[www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)

### If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☐ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

### If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

### How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: friend \_\_\_\_\_

### Do you have any other questions, comments, or suggestions for the Project Team?

This area is a part of a greenway and a great place to walk with many birds found in the shrubby area including red tailed hawks, warblers, and mockingbirds. I am concerned that construction of a road will remove the area that is preferred by these species and add to the habitat loss that is seen throughout the city. I am also concerned that by putting a road there even more forest will be removed for more businesses that would now have access to that new section of road.

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email  
☐ Yes – please contact me via regular mail  
☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

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To find out more about project announcements and other information please visit the project website: [www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

If Sheridan Park Drive is extended how would you use it?

- ☐ Drive  
☐ Bike  
☐ Walk  
☒ Other: please leave it alone

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities  
☐ Cycling  
☐ Landscaping  
☒ Maintaining natural features  
☐ Traffic Calming  
☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Please cancel this project

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☐ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☒ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☒ Other: maintaining separation for the Sheridan Homelands community from new traffic

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☒ Other: Community newsletter

Do you have any other questions, comments, or suggestions for the Project Team?

---

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

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If Sheridan Park Drive is extended how would you use it?

- ☐ Drive
- ☒ Bike
- ☒ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☒ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very Comfortable					

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☐ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

Do not urbanize the area

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

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Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

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If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☒ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☐ Traffic Calming
- ☐ Other: \_\_\_\_\_

If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
					Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☐ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

When would this project be completed?

---

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future

## Sheridan Park Drive Extension Environmental Assessment - Study Commencement Survey

The City of Mississauga is undertaking a Municipal Class Environmental Assessment (EA) study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.

Consultation is an important part of the Municipal Class EA process. Please let us know your thoughts about the proposed extension and study using this survey.

To find out more about project announcements and other information please visit the project website: [www.mississauga.ca/sheridanpark](http://www.mississauga.ca/sheridanpark)

If Sheridan Park Drive is extended how would you use it?

- ☒ Drive
- ☐ Bike
- ☐ Walk
- ☐ Other: \_\_\_\_\_

If Sheridan Park Drive is extended what is important to you?

- ☐ Pedestrian facilities
- ☐ Cycling
- ☐ Landscaping
- ☐ Maintaining natural features
- ☒ Traffic Calming
- ☐ Other: \_\_\_\_\_



If roundabouts were to be considered as part of the Sheridan Park Drive extension, how comfortable are you with roundabouts?

	1	2	3	4	5	
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Very Comfortable

How did you hear about this Class EA study? Check all that apply.

- ☐ advertisement in Mississauga News
- ☒ advertisement received via mail
- ☐ advertisement received via email
- ☒ browsing City of Mississauga website
- ☐ Other: \_\_\_\_\_

Do you have any other questions, comments, or suggestions for the Project Team?

I have not seen many people walking or biking on this road we could use it for traffic calming and residents/school kids safety. we need a community center in this area

Would you like to receive updates about the Sheridan Park Drive Extension Class EA from the Project Team? If yes, please provide your contact information using the fields below.

- ☒ Yes – please contact me via email
- ☐ Yes – please contact me via regular mail
- ☐ No – I do not wish to be contacted in the future



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

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## Appendix M4

### Public Information Centre Summary Report



**BURNSIDE**

**Public Information Centre Summary  
Report  
Sheridan Park Drive Municipal Class  
Environmental Assessment**

**City of Mississauga**

**R.J. Burnside & Associates Limited  
6990 Creditview Road, Unit 2  
Mississauga ON L5N 8R9 CANADA**

**October 2017  
300039474.0000**

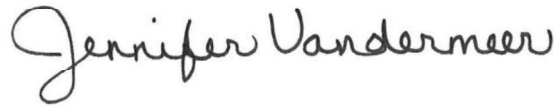
**R.J. Burnside & Associates Limited**

**Report Prepared By:**



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

**Report Reviewed By:**



Jennifer Vandermeer, P.Eng.  
Environmental Assessment Lead

**Second Reviewer:**



David Argue, P.Eng., PTOE  
Project Manager

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## Appendices

- Appendix A Newspaper Advertisement
- Appendix B Display Boards
- Appendix C Comment Sheets and Emails

## 1.0 Introduction and Background

The City of Mississauga has initiated a Municipal Class Environmental Assessment (EA) Study to explore the opportunity to connect the east and west section of Sheridan Park Drive, improve the road and network in the area and create options for alternate routes. The City of Mississauga has identified an opportunity to improve all modes of transportation, increase access to a growing Sheridan Park and potentially divert traffic from the Sheridan Homelands neighbourhood, and achieve objectives in the Mississauga Official Plan. Alternative solutions include: 1) Do Nothing, 2) Limit / Manage Growth, 3) Extend Roadway, and 4) Provide Alternative Routes for Existing and Future Traffic.

The planning of the Sheridan Park Drive Extension study is being carried out in accordance with the Schedule 'B' requirements (Phases 1 to 2) of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*. A key component of the study includes consultation with interested stakeholders. This report documents the Public Information Centre (PIC), held on June 27, 2017 and summarizes the notification process, the information presented and the comments received during and after the PIC.

## 2.0 Method of Notification

Details of the date, time, location and purpose of the PIC were published in the Mississauga News on June 15, 2017 and June 22, 2017. A copy of the advertisement is provided in Appendix A.

Notification of the PIC was also mailed to regulatory agencies, Indigenous Communities, local residents who live within 300 m of the Study Area, and other interested parties on the Project Contact List as well as posted on the City of Mississauga website. The Sheridan Homelands Ratepayers' Association also advised their members of details of the PIC.

A mobile sign was located along Sheridan Park Drive from June 20 to June 28, 2017 advertising the public meeting.

## 3.0 Public Meeting Format

The PIC was held from 6:00 pm to approximately 8:00 pm. Attendees were greeted upon arrival, encouraged to sign-in, and offered a comment form to provide comments on the project and alternative solutions. 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 formal presentation was provided by City staff at approximately

6:30 pm. The presentation was followed by a discussion period, whereby participants shared their comments in a large group setting.

A copy of the display boards is provided in Appendix B. The display boards covered the following topics:

- Welcome.
- PIC Purpose.
- Study Context / Overview.
- Study Purpose.
- Municipal Class EA Process (Schedule B).
- Survey Results Summary.
- Planning/ Policy Background.
- Land Use Designations.
- Existing Natural Environment.
- Tree Inventory and Impact Assessment.
- Existing Social/ Cultural Environment.
- Noise and Air Quality Assessment.
- Transportation Conditions and Opportunities.
- Project Opportunity Statement.
- Alternative Solutions.
- Evaluation Criteria.
- Preliminary Preferred Alternative Solution.
- Guiding Principles for Road Design Concept.
- Preliminary Design Concepts- Roll Out Plan.
- Roundabouts.
- Renderings.
- Thank You / Information on how to participate.

Participants were requested to provide input by completing the available comment sheets. For those who were not able to attend the meeting, comments sheets were provided on the City of Mississauga website. It was requested that comments be provided, by July 20, 2017.

#### **4.0 Participation Levels and Summary of Comments Received**

A total of 97 people signed in at the PIC excluding the Study Team members. Representatives from the Sheridan Park Association, Sheridan Homelands Ratepayers Association, the Ministry of Natural Resources and Forestry and Councillor Karen Ras (Ward 2) were also in attendance.

## **4.1 Group Discussion**

As noted, City staff facilitated a group discussion period following the presentation. Of the various comments shared by local residents, the following key points were noted:

1. Sheridan Park Drive extension will impact the natural environment and the health and well-being (i.e., noise and air quality) of the residential community.
2. Need / justification for road extension needs to be clarified.
3. Consideration should be given to widening other east-west roads in the area (e.g., Speakman Drive and North Sheridan Way) instead of extending Sheridan Park Drive.
4. Sheridan Park Drive extension will assist in alleviating traffic volume / speeding concerns along Homelands Drive.
5. Concern that speeding will occur on Sheridan Park Drive extension.
6. Attendees expressed both opposition and support for the Sheridan Park Drive extension.

## **4.2 Written Comments**

A total of 56 written comment responses were received during the comment period following the PIC. Comments were provided through three methods including paper comment sheets supplied at the PIC, an online version of the comment sheet (available on the study website) or via email. Of the 56 comment responses, 3 people provided responses through multiple methods. Copies of these comments are provided in Appendix C.

On the comment sheets, participants were asked to rate the following general design concepts presented in order of preference based on a range of Most Important to Least Important:

- Compatibility with adjacent communities and natural areas.
- Access to a growing Sheridan Park.
- Speed Management Features.
- Roundabouts.
- Opportunity for Streetscaping.
- Provisions for pedestrians and cyclists.

Of the six design concepts presented, the majority of participants rated “Compatibility with adjacent communities and natural areas”, “Provisions for pedestrians and cyclists” and “Speed Management Features” as Most Important. The majority of participants



rated “Access to a growing Sheridan Park” as “Less or Least Important”. Participants did not indicate a dominant preference for “Roundabouts” or “Opportunity for Streetscaping”.

Key comments relate to the following:

- Safety
  - Concerns about the safety of nearby school children and local residents who use the multi-use trail.
  - It was noted that local residents will continue to access the private property (woodlots, greenspace) and were concerned about crossing the road extension.
- Concerns regarding the reduced air quality in the area and benzene levels.
- Concerns of increased noise.
- Concerns about the impact to the existing natural area, as it is felt that this is one of the few natural areas remaining in this area of the City.
- Justification of Proposed Extension
  - The need for the extension is unclear and that there are other viable options available (e.g. widen Speakman Drive).
  - Concern that the extension does not provide a benefit to residents in the area and only accommodates businesses and more development.

Table 4-1 below provides the Study Team response to these key comments.

**Table 4-1: Public Information Centre Comments and Study Team Response**

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

Comment	Project Team Response
	<p>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>
<b>Air Quality</b>	
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, Acetaldehyde, and Formaldehyde.</p> <p>The future predicted air quality levels at sensitive receptor locations (residential properties and the Homelands Senior Public School) <b>were all below the Ministry of Environment and Climate Change (MOECC) criteria with the exception of Benzene, which already exceeds the criteria based on background air quality.</b></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 Surveillance (NAPS) background measurements (standard deviation of 0.22 µg/m<sup>3</sup>) is much higher than the predicted change in impact (0.0003 µg/m<sup>3</sup> 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, <b>there is no expectation that the benzene concentration will increase because of the project.</b></p> <p>It should be noted that the <b>elevated Benzene levels detected are not isolated to the Sheridan Park area, but observed all over the Province.</b> 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</p>

Comment	Project Team Response
	<p>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.</p> <p>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	
<p>Increase in noise levels</p>	<p>Based on the forecasted 2031 traffic volumes, the future predicted noise levels at the closest POR (Point of Reception) were found to be <b>no more than 1 dBA</b> greater than the existing noise levels. Therefore, <b>the extension has negligible impact on the noise levels in the neighbourhood</b>. In general, sound level increases of less than 3 dBA are not noticeable to the human ear.</p> <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 (7am-11pm) and 40 dBA during night time hours (11pm-7am).</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	
<p>Impacts to the natural areas</p>	<p>The project is being carried out to balance several objectives. The protection of and minimization of negative impacts to the</p>

Comment	Project Team Response
	<p>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. <b>Approximately 120 trees will need to be removed</b> within the City-owned lands. 68% 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 <b>replaced at a 2:1 ratio</b>, 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 Multi-Use Trail 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> <p>There are <b>no Provincially Significant Wetlands, Areas of Natural or Scientific Interest or Environmentally Significant Areas</b>. No Threatened or Endangered Species at Risk (SAR) were observed. There are three wooded areas southeast of the Sheridan Park Drive right-of-way that are designated as Significant Natural Areas in the City's Natural Areas Survey (2016).</p>
Impacts to views from homes (back onto utility corridor)	<p>There will be <b>no impacts to the views of the residents</b> that back onto the existing utility corridor. The right-of-way of the extension will run parallel to the multi-use trail on the south side of the utility corridor. The multi-use trail will be separated from the proposed extension by a combination of the existing vegetation as well as new plantings.</p>

Comment	Project Team Response
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	<p>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.</p>
Who will use Sheridan Park Drive extension	<p>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 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 approximately 29% in the morning rush hours and 26% in the afternoon rush hours as compared to no Sheridan Park Drive extension.</p>
Consider alternative routes, e.g. Widening of Speakman Drive or	<p>Following the PIC, the widening of Speakman Drive was investigated further as an alternative route (Alternative Solutions – Alternative 4).</p>

Comment	Project Team Response
North Sheridan Way	<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 17% in the morning rush hours 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>
Rationale for Selecting Alternative 3 (Extension of Sheridan Park Drive) as Preliminary Preferred Solution	<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>

## 5.0 Next Steps

Comments received at the PIC will be reviewed and incorporated into the evaluation of a preferred alternative and the Project File Report. Next steps include:

- Review input from public and agencies;
- Selection of a preferred alternative; and
- Issue of Notice of Completion and the Project File Report.

A Project File Report will be available for a 30-day review period in early 2018. During this period members of the community/public will be able to review and comment on the report.



BURNSIDE

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## Appendix A

### Newspaper Advertisement

# CITY OF MISSISSAUGA – NOTICE OF PUBLIC INFORMATION CENTRE

## Municipal Class Environmental Assessment Study for Sheridan Park Drive Extension

### WHAT?

- The City of Mississauga is undertaking a study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.
- The site location and approximate extent of the Study Area are shown on the map.

### WHY?

- Complete the road network in the area to improve connectivity in Sheridan Park Corporate Centre (Sheridan Park) and surrounding areas for all users.
- Maximize access to the neighbourhood and business areas.
- Support multi-modal transportation in the study area.

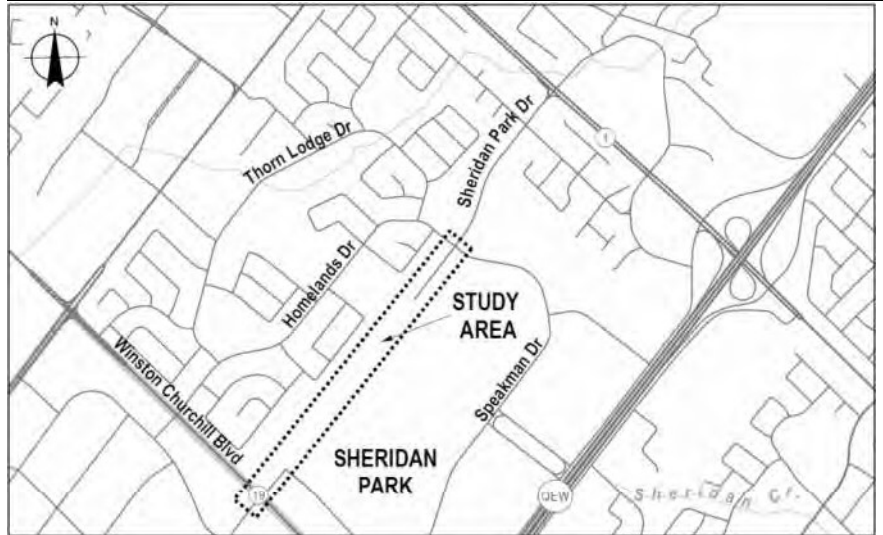
### HOW?

- The study is being carried out in accordance with the requirements of a Schedule B undertaking as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment Manual* (October 2000, as amended in 2015), which is an approved process under the *Ontario Environmental Assessment Act*.
- The study will examine how traffic operates both now and in the future – and determine ways to address existing and future issues. It will also examine the impacts of extending Sheridan Park Drive on the social, cultural and natural environments and develop mitigation measures.
- Several alternatives have been developed and evaluated and are being refined through community and agency consultation. The Project Team will then select a preferred alternative.
- At the end of the study, a Project File documenting the entire study process will be available for public review.

### GET INVOLVED!

- Consultation is an important part of the Municipal Class EA process. Throughout the study, the City will make contact with various agencies and members of the community, and consider their opinions as part of any decisions that are made.
- A Public Information Centre (PIC) has been scheduled so that attendees can review study progress and discuss any questions or comments with the Project Team directly. At the PIC, the Project Team will present information on the study area as it is today, the alternative solutions evaluated, the preliminary preferred solution and some design concepts / options.

### WHERE?



## **WE WANT TO HEAR FROM YOU – PLEASE ATTEND THE PUBLIC INFORMATION CENTRE!**

**6:00 – 8:00 pm**

**Tuesday June 27, 2017**

**Sheridan Park Alliance Church – 2440 Fifth Line West, Mississauga**

To find out more about project announcements and other information please visit the project website:

**[www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)**

If you have any questions or comments regarding the study, please contact:

**[SheridanParKEA@rjburnside.com](mailto:SheridanParKEA@rjburnside.com)**

**Dana Glofcheskie, P.Eng.**  
*Project Manager*  
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 Mississauga, ON L5B 2T4  
 (905) 615-3200 ext. 8243

**David Argue, P.Eng., PTOE**  
*Consultant Project Manager*  
 R.J. Burnside & Associates Limited  
 6990 Creditview Road, Unit 2  
 Mississauga, ON L5N 8R9  
 (905) 821-5895

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed in the notice.

This notice was first published June 15, 2017.





# BURNSIDE

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## Appendix B

### Display Boards

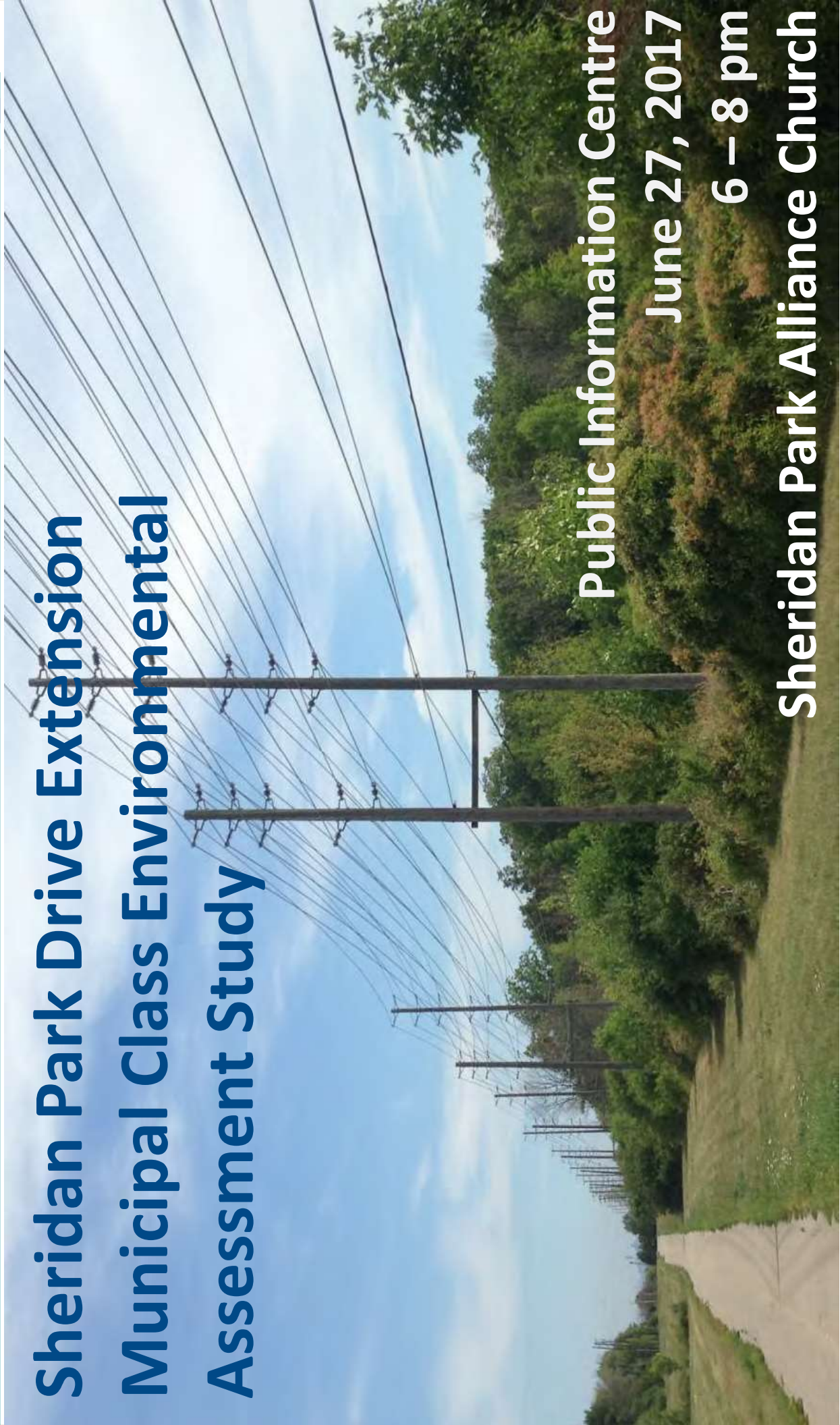


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# Sheridan Park Drive Extension Municipal Class Environmental Assessment Study

Public Information Centre  
June 27, 2017  
6 – 8 pm  
Sheridan Park Alliance Church





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# *Welcome*

## to the Public Information Centre for the

Sheridan Park Drive Extension Class Environmental Assessment

- Please Sign In
- Meet with Study Team Members
- Review the display materials and discuss your questions and ideas with the Study Team
- Please fill out a Comment Sheet and return it to the Study Team in person, by mail, email, fax or online by **July 20, 2017**

# Purpose of the Public Information Centre

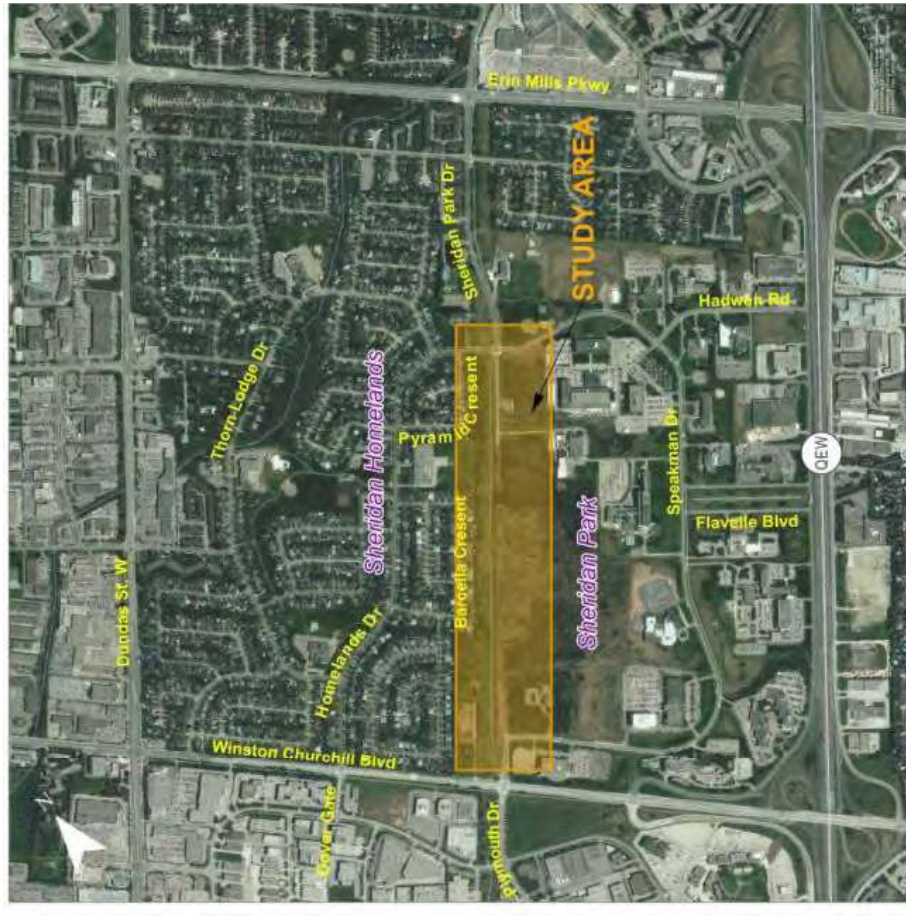
- Introduce the study
- Provide a summary of feedback received to date
- Present policy background and existing conditions
- Identify the opportunities of the project
- Present alternative solutions and evaluation
- Present preliminary design alternatives
- Obtain further community feedback
- Identify next steps





# Study Context / Overview

- The Study Area is a unique combination of land uses including:
  - Residential
  - Businesses
  - Utility Corridor
- Key Features include:
  - Sheridan Homelands Residential Community
  - Sheridan Park Corporate Centre
  - Utility corridor with Multi-Use Trail
  - Natural areas within road right-of-way (ROW) and private lands adjacent to Study Area

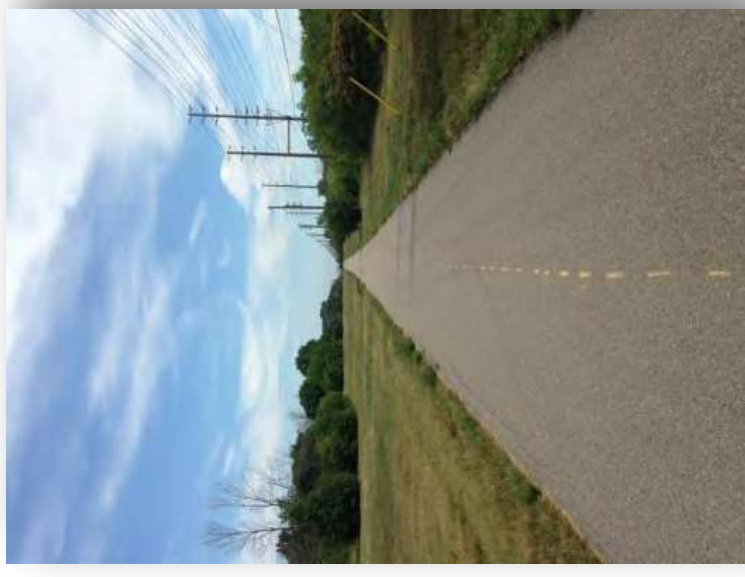




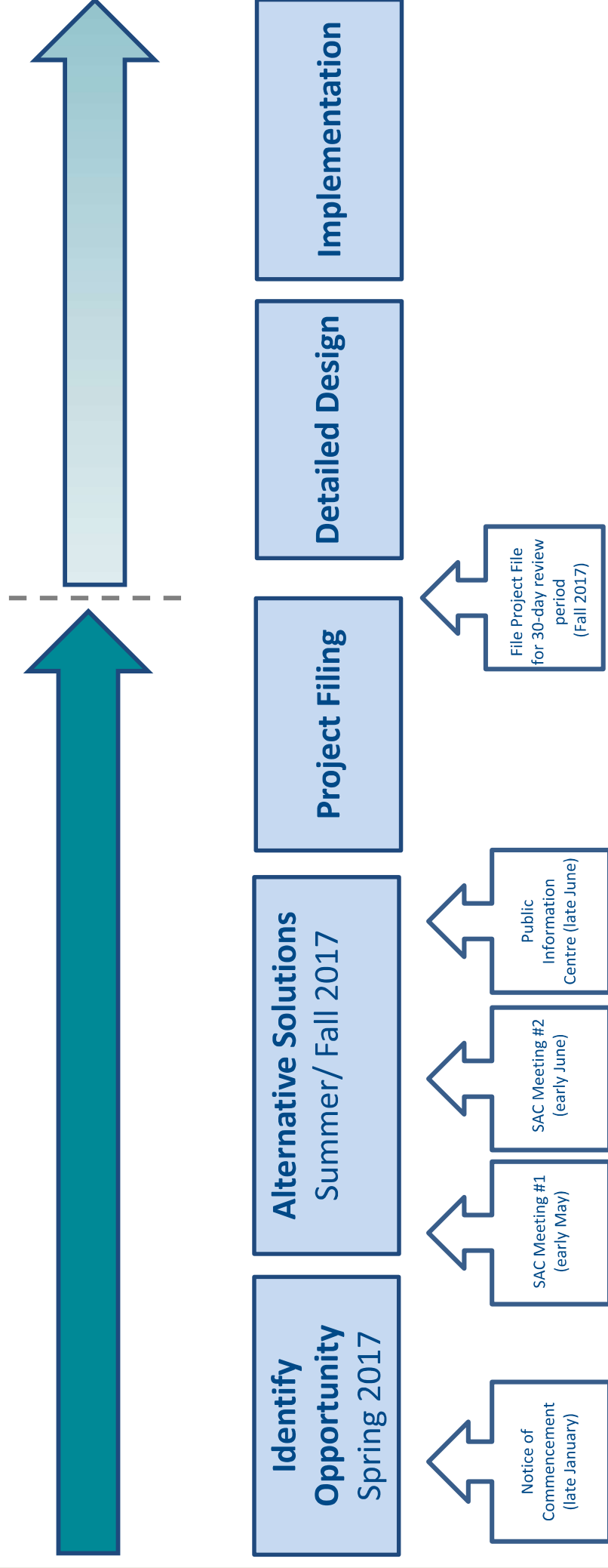
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## Purpose of Study

- Explore the opportunity to connect the east and west section of Sheridan Park Drive
- Improve road network in the neighborhood and business area
- Create options for alternate routes
- Improve multi-modal network connectivity
- Evaluate potential impacts to the natural, cultural, social and economic environments within the Study Area



# Municipal Class EA Process (Schedule B)

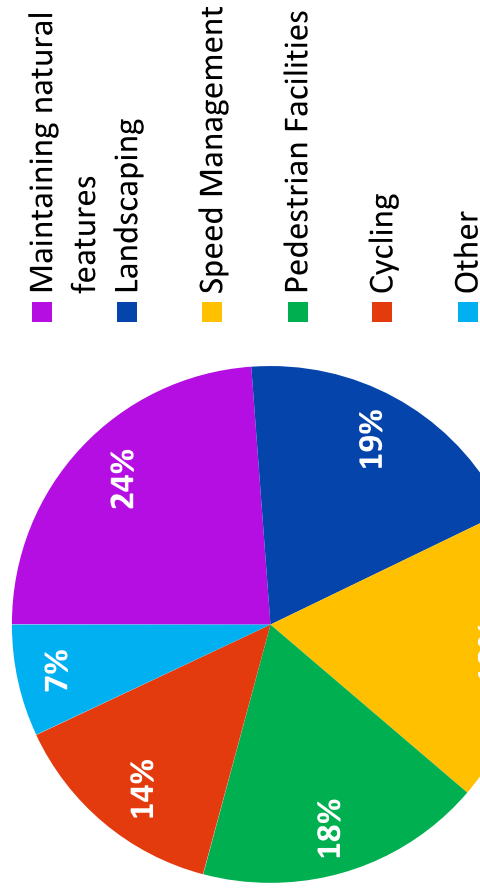


# What we have heard so far...

133 survey responses received to date

## We asked...

If the roadway is extended, what is important to you?



Over **65%** are comfortable using roundabouts.

## We heard...

...concerns about the impact to existing **natural spaces** and wildlife

...that the roadway extension would **decrease traffic** and speeding through the Homelands neighbourhood

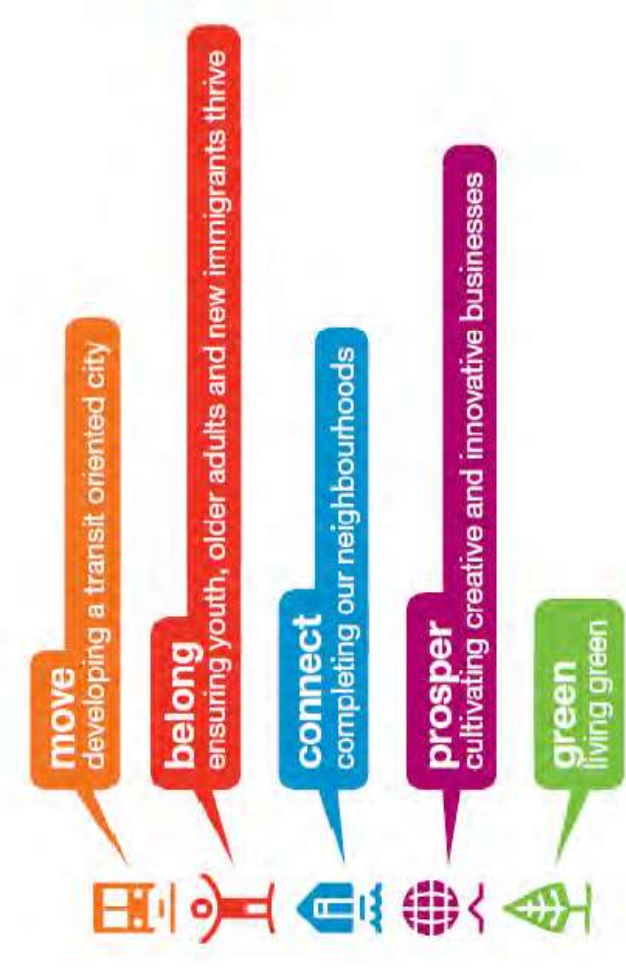
...concerns about the potential increased **safety risk** for residents, cyclists and pedestrians



# Planning / Policy Background

## Mississauga Strategic Plan (2009)

The Strategic Plan identifies several Strategic Pillars for Change, intended to provide guidance towards the creation of a city for the 21st century. Most relevant 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
- Maintain a safe city
- Attract innovative businesses
- Meet employment needs



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# Planning / Policy Background

## Mississauga Official Plan (MOP)

- Develop a multi-modal transportation system that connects important destinations and safely accommodates all roadway users
- Encourage development of healthy, vibrant communities that accommodate a range of mobility choices
- Develop a fine-grained roadway network, with short streets and small block sizes
- Encourages Corporate Centres (e.g., Sheridan Park) to provide for employment uses and densities similar to major nodes (less than downtown, but more than elsewhere)





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# Mississauga Official Plan

## Schedule 5 – Long Term Road Network



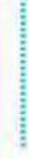
Provincial Highway and Interchange  
Regional Arterial  
Arterial



Future Arterial (conceptual)



Major Collector



Future Major Collector (conceptual)



Major Collector (Scenic Route)



Regional Major Collector (Scenic Route)



Minor Collector



Future Minor Collector



Minor Collector (Scenic Route)



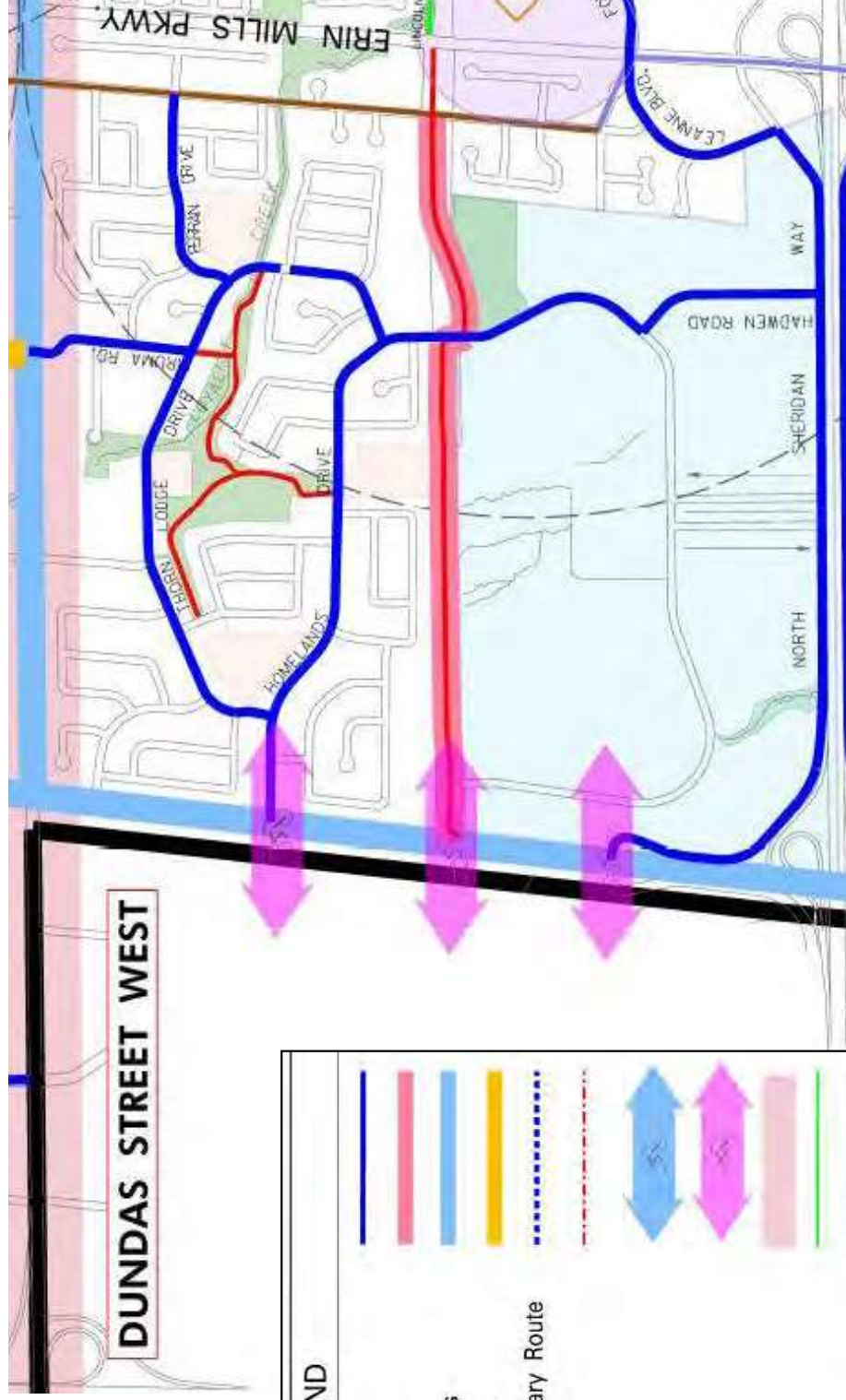
Future Road Link to be added.


















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# Mississauga Cycling Master Plan (2010)



LEGEND	
Proposed Secondary Routes	
Proposed Primary Off-Road Routes	
Proposed Primary Boulevard Routes	
Proposed Primary On-Road Routes	
Proposed DT21 Master Plan-Secondary Route	
Proposed DT21 Master Plan Off-Road Multi-use Trails	
Proposed Crossings	
Proposed Municipal Connections	
Special Study Area	
Ex. On-Road Shared Use Lanes	
Ex. On-Road Bike Lanes Routes	
Ex. Boulevard Trails	
Ex. Off-Road Multi-use Trails	

# Planning / Policy Background

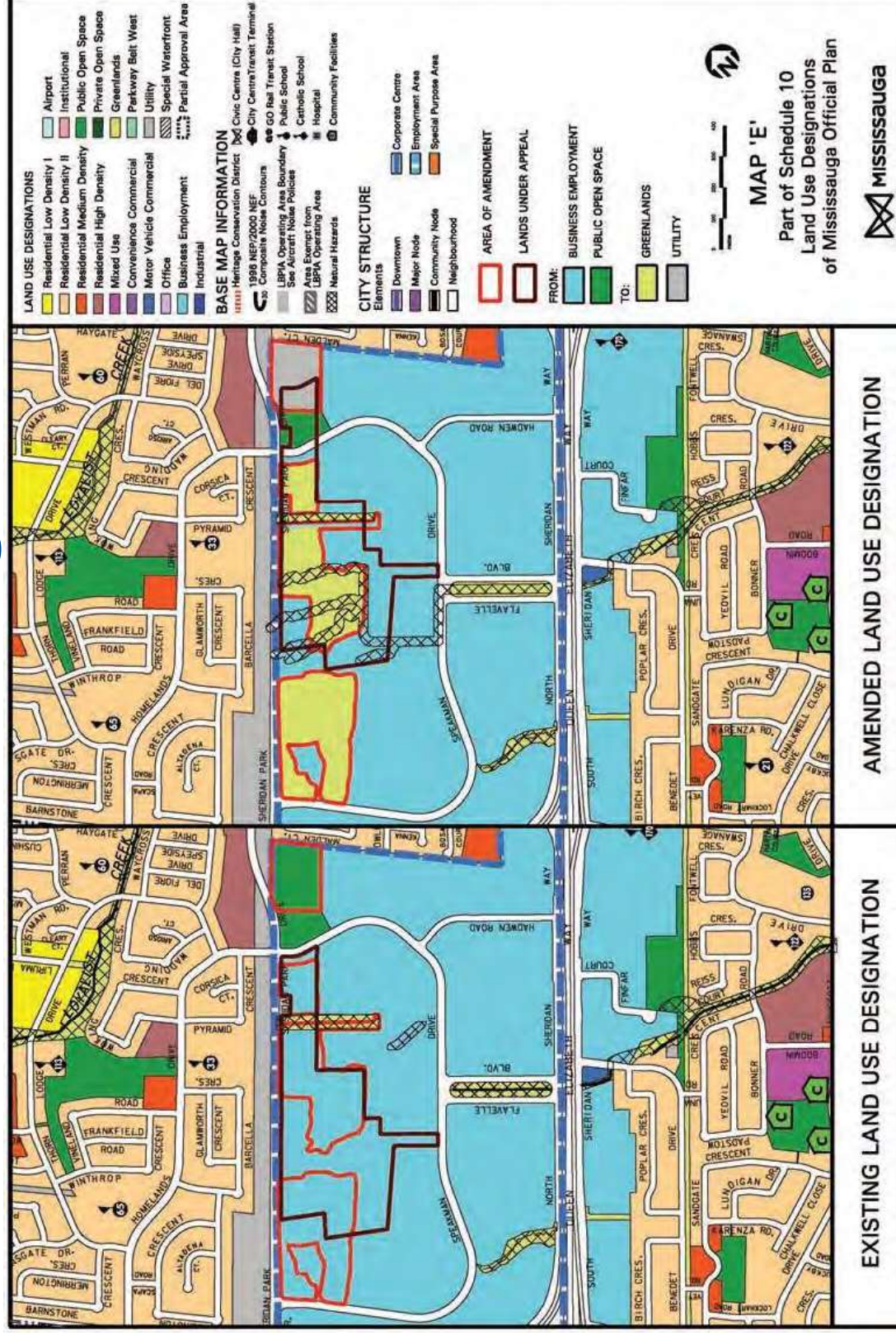
## Sheridan Park Land Use Master Plan (December 2014)

- The City completed a study to review existing conditions of the area and recommend amendments to land use designations within the Corporate Centre.
- The area is transitioning to more diverse employment uses.
- Future development applications may bring new businesses to Sheridan Park, but the policies support increasing the protected green spaces and maintaining the unique campus feel of the area.





# Land Use Designations







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# Existing Natural Environment



## Vegetation Community Classification

CUM - Cultural Meadow

CUT - Cultural Thicket

FOD9-1 / FOD9-4 - Fresh Moist Oak-Sugar Maple Deciduous Forest / Fresh-Moist Shagbark Hickory Deciduous Forest

Intermittent Watercourse

Headwater Drainage Features

Sheridan Park Drive Right-of-Way

0 25 50 100 Meters

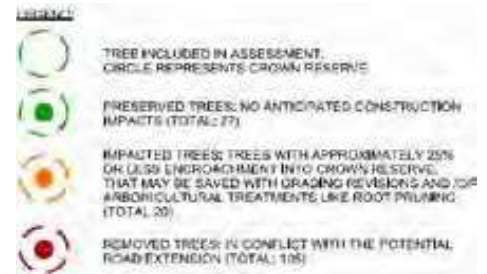
Imagery Source: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

- There are no Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmental Significant Areas in the Study Area.
- There are three wooded areas southeast of the Sheridan Park Drive right-of-way that are designated as Significant Natural Areas in the City's Natural Areas Survey (2016).
- The existing vegetation communities were classified based on the Ecological Land Classification system (as shown on above map).
- There is potential for bat habitat within the wooded area. Impacts to bat habitat can be readily mitigated through the installation of bat habitat boxes within the Study Area where appropriate.
- Three frog call surveys were completed in the Study Area. No frog calls were observed.
- Two breeding bird surveys were completed in the Study Area. Two Special Concern Species At Risk (SAR) species (Eastern Wood Pewee and Wood Thrush) were observed. The proposed road extension will not directly affect breeding habitat for these two species. No Threatened or Endangered SAR species observed.



# Tree Inventory and Impact Assessment

152 trees 10 cm diameter (DBH) or greater were identified within the Sheridan Park Drive right-of-way. 15 species were observed (approximately 67% 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 (as illustrated in the maps below).



Note: Tree Impacts at Sheridan Park Drive / Speakman Drive intersections at east and west limits of the Study Area are to be determined based on preferred intersection configuration.





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# Existing Social / Cultural Environment

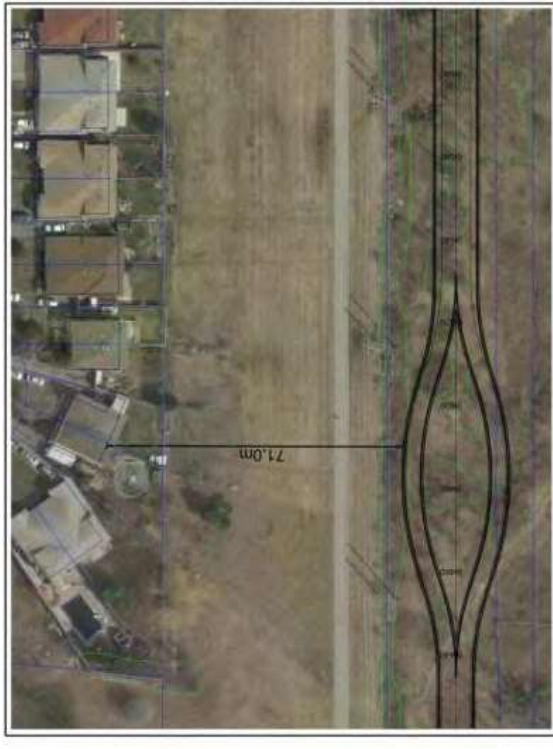
- Over 2,700 employed in Sheridan Park Corporate Centre (Sheridan Park).
- A Stage 1 Archaeological Assessment has been completed and identified some areas of archaeological potential within the Study Area. A Stage 2 Archaeological Assessment will be conducted to determine if there are any archaeological resources within the Study Area.
- A Cultural Heritage Resource Assessment has been completed for the Study Area. Sheridan Park is identified as a significant Cultural Landscape by the City with properties listed on the City's Heritage Register. No significant cultural heritage impacts to these resources will result from the proposed extension of Sheridan Park Drive.





# Noise and Air Quality Impact Assessment

- A Noise Impact Assessment has been completed within the Study Area. The existing noise levels were measured at a Point of Reception (POR) in the Study Area (at fence line of residential backyard). The existing noise levels at this POR were found to be 47 dBA during daytime hours (7am-11pm) and 40 dBA during nighttime hours (11pm-7am).
- Based on the forecasted 2031 traffic volumes, the future predicted noise levels at the closest POR were found to be no more than 0.5 dBA greater than the existing noise levels. In general, sound level increases of less than 3 dBA are not noticeable to the human ear.
- These predicted future noise levels are below Ministry of Transportation and City of Mississauga standards, therefore no noise mitigation (sound barriers) are required.
- The map below illustrates the location of the POR and the distance of this POR to the proposed road extension corridor.



- An Air Quality Impact Assessment has been completed within the Study Area. Based on the forecasted 2031 traffic volumes, future predicted air quality levels with a road extension in place were compared to 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 Carbon Monoxide (CO), Nitrogen Oxides (NOx), Particulate Matter (PM2.5 and PM10), Total Suspended Particulates (TSP), 1-3 Butadiene, Benzene, Acrolein, Acetaldehyde, and Formaldehyde.
- The future predicted air quality levels at sensitive receptor locations in the Study Area (including seven residential properties and the Homelands Senior Public School) were all below the Ministry of the Environment and Climate Change criteria with the exception of Benzene, which already exceeds the criteria based on background air quality.

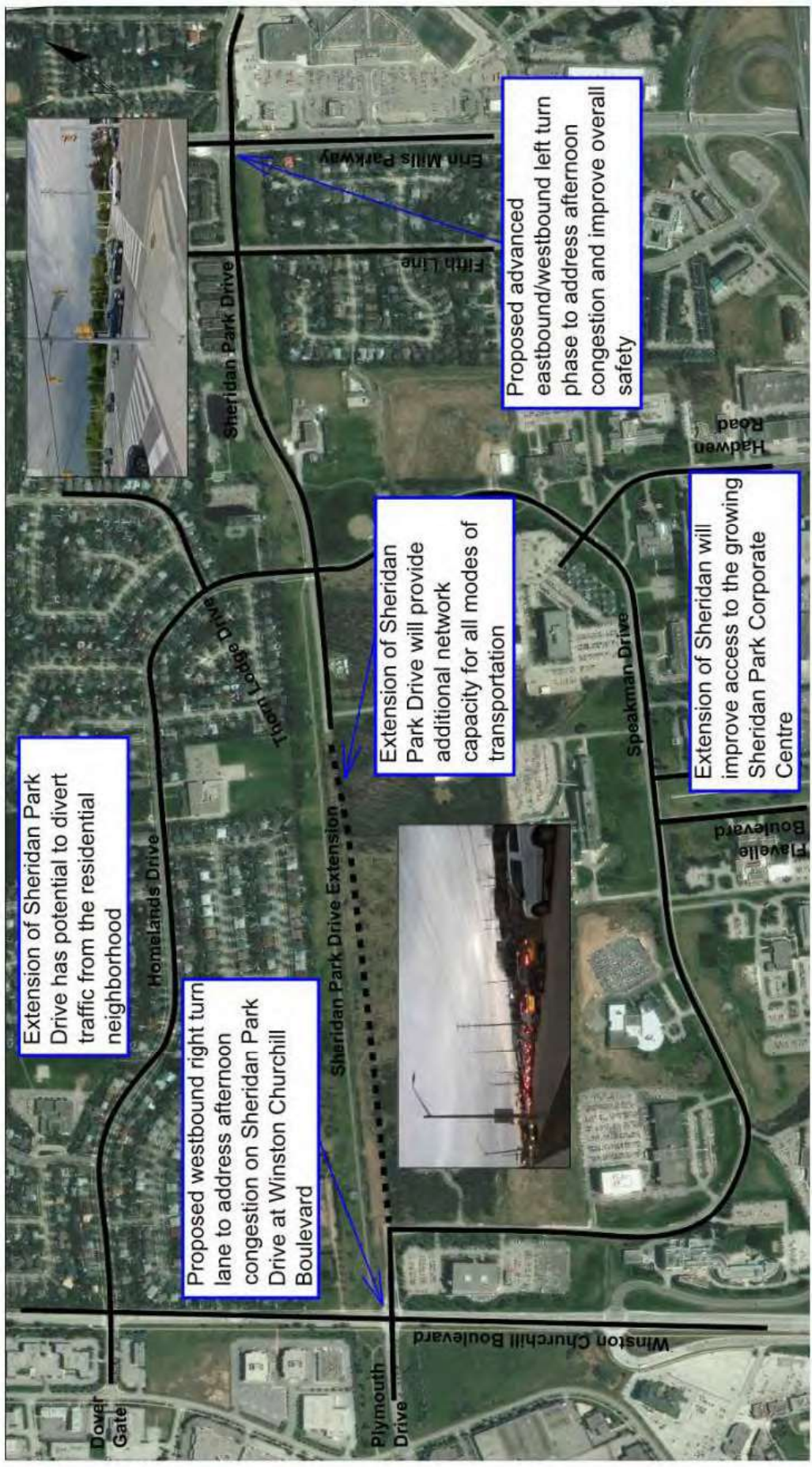




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# Transportation Conditions and Opportunities



Field observations made on Thursday January 26, 2017.

Imagery Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



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# Project Opportunity Statement

The City of Mississauga fully recognizes that this Study Area offers diverse and complimentary land uses that all need to be carefully considered. The implementation of this link would be an important piece of the City's overall road network. The science and technology facilities in Sheridan Park will continue to develop to support the growth of a contemporary science and business park. At the same time, it is important to recognize the need to protect the existing residential community and recreational facilities.

Through this EA, the City has an opportunity to:

- Improve network redundancy in the broader road network to improve traffic flow for all modes of transportation;
- Increase access to a growing / developing Sheridan Park;
- Support multi-modal transportation and encourage walking, cycling and transit;
- Potentially divert traffic from the Sheridan Homelands neighbourhood; and
- Preserve the natural feel and recreational benefits of the Study Area.



# Alternative Solutions

- Alternative 1: Do Nothing
  - Do not make any changes/ improvements to road network. Do not extend Sheridan Park Drive.
- Alternative 2: Limit / Manage Growth
  - Limit development growth in surrounding areas.
- Alternative 3: Extend Roadway (Sheridan Park Drive)
  - Extend Sheridan Park Drive from Speakman Drive to Homelands Drive.
- Alternative 4: Provide Alternative Routes for Existing and Future Traffic
  - Make improvements to adjacent roads to enable existing and future traffic to use alternate route options.



# Evaluation Criteria

## Natural Environment

- Impacts to existing trees and vegetation communities
- Impacts to wildlife
- Impacts to aquatic habitat
- Impacts to hazard lands
- Impacts to surface water quality and drainage (stormwater management)
- Impacts to groundwater quality

## Socio-Economic Environment

- Routing and connectivity within Study Area for all travel modes
- Impacts to noise and air quality
- Lifestyle and culture of local residents
- Provision for emergency services
- Support for future potential development

## Cultural Environment

- Impacts to archaeological resources
- Impacts to heritage features

## Transportation Engineering Environment

- Balancing of all travel modes
- Facilitating active transportation
- Traffic management
- Construction and staging
- Speed of traffic
- Impacts to vehicular level of service
- Impacts to utilities
- Capital and operation costs





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# Evaluation of Alternative Solutions

Evaluation Criteria	Alternative 1: Do Nothing			Alternative 2: Limit / Manage Growth		Alternative 3: Extend Roadway (Sheridan Park Drive)	Alternative 4: Improve Alternatives Routes for Existing or Anticipated Traffic	
Natural Environment	●	●	No impacts to existing conditions.	●	No impacts to existing conditions.	● Requires tree / vegetation removals; however, impacts can be mitigated by tree plantings at a 2:1 replacement ratio. No tree Species at Risk (SAR) observed in Study Area. The proposed road extension will not directly affect wildlife habitat, any potential impacts will be mitigated. Road extension not anticipated to impact the form and function of vegetation and headwater drainage features.	● Avoids potential impact to natural environment in the Study Area, but potential for impacts to natural features along other roadways.	
Socio-Economic Environment	●	●	Future vehicle connectivity in area is limited without extension. No changes to pedestrian and cycling use of corridor.	●	Future vehicle connectivity in area is limited without extension. No changes to pedestrian and cycling use of corridor.	● Connectivity will be improved for all modes of transportation. Provides increased access routes for emergency services. No changes to pedestrian and cycling use of corridor.	● Providing alternate route options does not increase connectivity within the Study Area. No changes to pedestrian and cycling use of corridor.	
Cultural Environment	●	●	No impacts to existing conditions.	●	No impacts to existing conditions.	● Some areas of archaeological potential to be investigated. No impacts anticipated to cultural heritage features.	● No impacts to existing conditions within the Study Area. Some potential for impacts to archaeological resources and cultural heritage resources in other corridors.	
Transportation Engineering Environment	○	○	Not consistent with City planning policies (e.g., Official Plan). Does not address anticipated transportation needs. Does not improve network connectivity or provide alternate route options for all travel modes.	○	Not consistent with City planning policies (e.g., Official Plan). Does not address anticipated transportation needs. Does not improve network connectivity or provide alternate route options for all travel modes.	● Consistent with City planning policies (e.g., Official Plan). Addresses anticipated transportation needs. Improves network connectivity and provides alternate route options for all travel modes.	○ Would potentially provide capacity in other corridors; however, does not improve network connectivity or provide alternate route options for all travel modes within the Study Area.	
Addresses Project Opportunity Statement	✗			✗		✓	✗	
Overall Summary	Not Carried Forward			No Carried Forward		Carried Forward	Not Carried Forward	

Ranking Order of Preference: Most Preferred ● Somewhat Preferred ○ Least Preferred ○



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## Preliminary Preferred Alternative Solution

	Alternative 1: Do Nothing	Alternative 2: Limit / Manage Growth	Alternative 3: Extend Roadway (Sheridan Park Drive)	Alternative 4: Improve Alternatives Routes for Existing and Future Traffic
Addresses Project Opportunity Statement	x	x	✓	x

**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) 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.

Therefore, **Alternative 3** is the **Preliminary Preferred Alternative**.

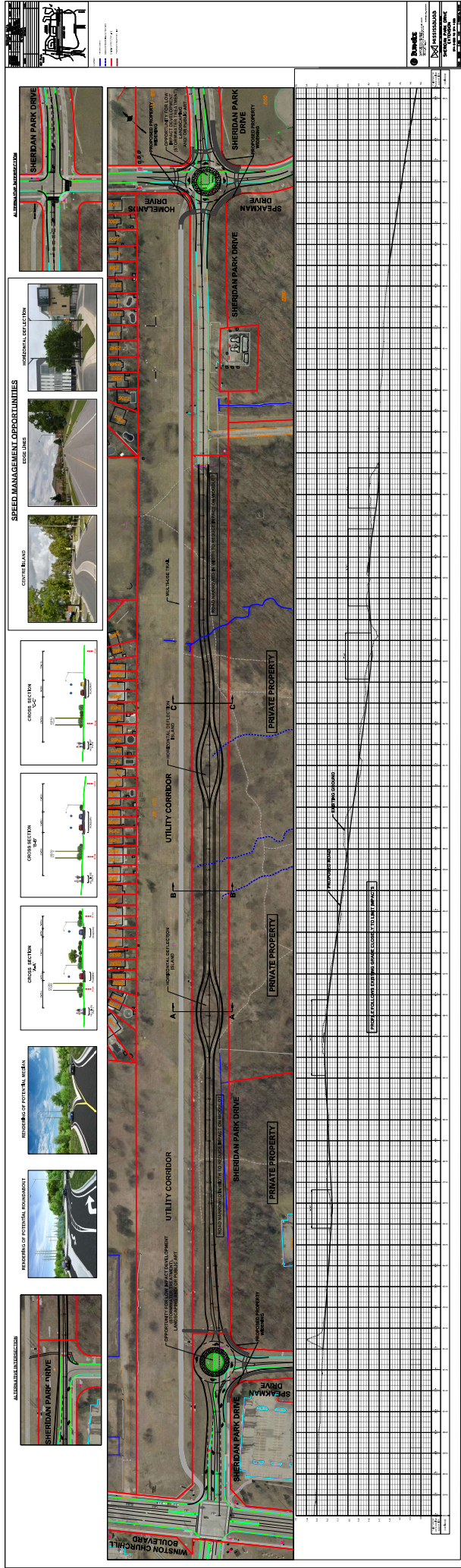




# Guiding Principles for Road Design Concept

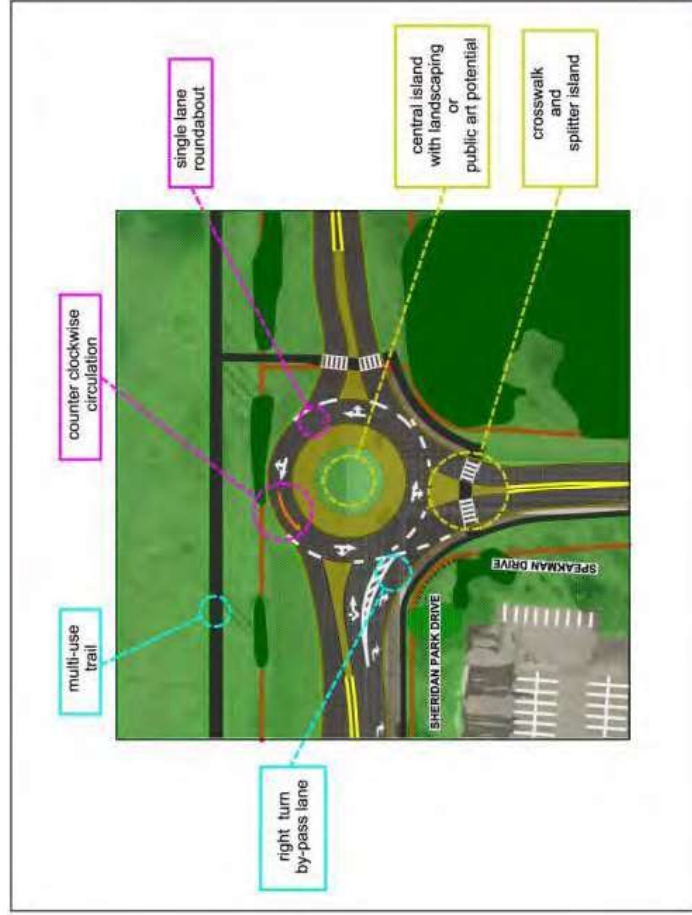
In developing the design concepts, a number of key constraints and design elements are considered:




- Compatibility with adjacent communities and natural areas
- Access to Sheridan Park Corporate Centre
- Speed Management features
- Opportunity for streetscaping
- Provisions for pedestrians and cyclists
- Major utilities within the study area
- Geometric design requirements
- Existing and future intersection and turning lane requirements



# Roundabouts

A **roundabout** could be constructed at Sheridan Park Drive - Speakman Drive and Sheridan Park Drive - Homelands Drive intersections



	<b>Pedestrians...</b> <ul style="list-style-type: none"> <li>➡ cross at a marked crosswalk, using <b>splitter islands</b> to cross one direction of traffic at a time</li> </ul>
	<b>Cyclists...</b> <ul style="list-style-type: none"> <li>➡ <b>dismount</b> before the roundabout and cross either at the crosswalks (like pedestrian)</li> <li>➡ or, <b>ride</b> through the roundabout (like a vehicle)</li> </ul>
	<b>Vehicles...</b> <ul style="list-style-type: none"> <li>➡ enter by yielding to traffic that is already in the roundabout</li> <li>➡ <b>circulate</b> in a counterclockwise direction (i.e. to the right of the central island)</li> <li>➡ <b>exit</b> by signaling right</li> <li>➡ <b>stop</b> at crosswalk for pedestrians</li> </ul>

# Roundabouts

Roundabouts can offer a number of improvements **over signalized intersections**

	<b>Improved Safety</b>	<p>Roundabouts reduce the severity of potential collisions by:</p> <ul style="list-style-type: none"> <li>➔ Lower travel speeds</li> <li>➔ Fewer conflict points</li> <li>➔ Reducing conflict angles</li> </ul>
	<b>Lower Speeds</b>	Vehicles <b>slow down</b> to navigate a roundabout
	<b>Fewer Delays</b>	Vehicles <b>yield</b> rather than stop, when entering a roundabout, which reduces delay when compared to waiting for either a green light at a traffic signal or waiting for a gap in traffic at a stop sign
	<b>Reduced Environmental Impacts</b>	<p>Fewer delays</p> <ul style="list-style-type: none"> <li>➔ Reduces fuel consumption</li> <li>➔ Improves air quality by reducing emissions</li> </ul>
	<b>Less Maintenance</b>	Roundabouts eliminate traffic signal costs for <b>maintenance</b> and <b>electricity</b> .
	<b>Improved Aesthetics</b>	The central island of a roundabout provides an opportunity to accommodate <b>public art</b> and <b>landscaping</b> .



# Rendering of Potential Roundabout



View Looking East along Sheridan Park Drive from near Winston Churchill Boulevard (low vegetation in roundabout)



# Rendering of Potential Roundabout



View Looking East along Sheridan Park Drive from near Winston Churchill Boulevard (with tree plantings in roundabout)



# Rendering of Potential Median



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

# Thank you for attending

## NEXT STEPS

### Following this PIC the Project Team will:

- Review all public and agency comments
- Confirm preferred solution based on input
- Prepare the Final Project File and issue for 30-day Public Review Period

**Please complete a comment sheet or  
send comments to:**

Dana Glofcheskie

City of Mississauga Project Manager

City of Mississauga

201 City Center Drive, Suite 800

Mississauga, ON L5B 2T4

Tel: 905-615-3200 ext. 8243

Dave Argue

Consultant Project Manager

R.J. Burnside and Associates

6690 Creditview Road, Unit 2

Mississauga, ON L5N 8R9

Tel: 905-821-5895

**Email: [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com)**

Your comments are welcome at any time during the study. However, with respect to the PIC we ask you provide your comments by **July 20, 2017**.

**Thank You!**



# THORN LODGE / HOMELANDS NEIGHBOURHOOD TRAFFIC CALMING REVIEW

## What has been done so far?

- Traffic volume and speed data collected in June 2016
- Edge lines and centerline pavement markings implemented in August 2016



## What's Next?

- Follow-up studies conducted in June 2017
- Neighbourhood under consideration for physical traffic calming devices
- Further community consultation in Fall 2017

## Examples of physical traffic calming measures





# BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix C

### Comment Sheets and Emails

# CITY OF MISSISSAUGA

## Municipal Class Environmental Assessment Study for Sheridan Park Drive

### Public Information Centre – June 27, 2017 6-8pm

### Sheridan Park Alliance Church

### Comment Sheet

The City of Mississauga, is conducting a Schedule 'B' Class Environmental Assessment (Class EA) study for Sheridan Park Drive from Winston Churchill Boulevard to Homelands Drive. Through this Class EA study, the City is exploring the opportunity to connect the east and west section of Sheridan Park Drive. Several alternatives have been developed and evaluated and are being refined through community and agency consultation.

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Comments:

The Sheridan Park Dr. extension have always been in the city plans. Build the darn road extension. Good for employees of Sheridan Research Centre. Keeps drive through the Homelands area to a minimal.

#### RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☒ I don't know

More expansion + delay

Comments:

Stop the surveys, reassessments, town hall meetings + just build the darn extension.

3. Please share any other comments you may have.

Should have been completed 50 years ago.

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☐ I don't know

Comments:

3. Please share any other comments you may have.

*I agree to have the road connection available to the community. it is vital to relieve some of the traffic away from Homelands Community*

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☐ The results of the survey were unexpected  
☐ I don't know

Comments:

3. Please share any other comments you may have.

I heard that the Region will be making improvements to the Winston Churchill + Erin Mills Parkway. Will rush hour traffic problem be solved by intersection improvements

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**Comments:**

--------------

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<i>This project is long over due. -</i>

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Comments:

*Simply saying that the project meets EA criteria is not sufficient reason for putting the road through. The three reasons "why" this road should be built are weak. Why not say something about need and traffic flows? Origin-destination studies?*

#### RESULTS OF ONLINE SURVEY

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Comments:

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Opportunity for Streetscaping ?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provisions for pedestrians and cyclists	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments:

Please don't build this road. We don't need this. Stop destroying the environment. We head to conserved established wildlife areas.

**RESULTS OF ONLINE SURVEY**

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☒ I don't know

Comments:

I think you people are pretending to care about what we want (no road) and you'll do what you want.

3. Please share any other comments you may have.

IF people are worried about speeding and
traffic on homelands, put more stop signs
and tweak traffic lights and make other
more helpful arrangements.

Please don't build this road ☹️

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#### Comments:

- We already have cyclist/pedestrian trail - don't need another  
 I think roundabouts will help the traffic early in the morning and later in the afternoon to move much more efficiently  
 - Would like to see traffic calming bumps placed on new road as well as the road repavements as proposed.  
 - I like the road repavements but feel there should be one additional one near the east end.

#### RESULTS OF ONLINE SURVEY

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#### Comments:

3. Please share any other comments you may have.

*Love the idea of the roundabouts*

P.S. I appreciate all you've done to consider so many possible problems.

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Comments:

DO NOT  
BUILD THE ROAD

#### RESULTS OF ONLINE SURVEY

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Comments:

A comprehensive plan for the Sheridan Community is required. Tonight's presentation was one dimensional and more town halls are needed.

#### RESULTS OF ONLINE SURVEY

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Comments:

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I am very concerned about the possibility of this road extension.

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Comments:

→ With the construction slated to close & redevelop QEW, South Service road + Dundas I don't believe traffic will ease with these measures.

→ Are you going to increase advanced greens at all surrounding intersections to keep the flow of traffic around Homelands?

#### RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

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- ☐ The results of the survey were unexpected
- ☐ I don't know

Comments:

3. Please share any other comments you may have.

• We are very concerned about a road being developed & impacting trees/nature, noise & traffic volume actually increasing instead of calming traffic

↳ it would be a real shame to destroy habitat & green space for nothing.

• Other measures haven't been addressed to ease concerns (ie) crosswalks to help kids/families safely cross the Homelands

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# CITY OF MISSISSAUGA

## Municipal Class Environmental Assessment Study for Sheridan Park Drive

### Public Information Centre – June 27, 2017 6-8pm

### Sheridan Park Alliance Church

### Comment Sheet

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Comments:

SOME INPUTS FROM TRAFFIC MTC SEEM TO HAVE BEEN HEARD

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Comments:

*Please, leave area as is.  
We use it and don't change it.  
Thank You.*

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Comments:

WHY BUILD? WHO NEEDS IT?

#### RESULTS OF ONLINE SURVEY

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☐ The results of the survey were unexpected  
☐ I don't know  
☒ MY FAULT, I DIDN'T DO SURVEY

Comments:

3. Please share any other comments you may have.

I AM BIASED - AS I LIVE ON PYRAMID BACKING ON FIELD. UNLESS THERE IS SOMETHING BEING BUILT ON SOUTH SIDE OF ROAD THAT WILL PROVIDE JOBS. MY OPINION IS THIS ROAD LEADS FROM NOWHERE GOING TO NOWHERE.

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Comments:

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*At the meeting I feel there was a disproportionate voice from those who feel they have something to lose vs those who have something to gain i.e. the Homelands Drive & Thorn Lodge Drive routes who face many of the issues that the opposers fear. Shared AGM in December had a different feel.*

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Comments:

Not clear as to why this road is being proposed.  
Do nothing option is viable but need to fix  
Homeland traffic/speed

#### RESULTS OF ONLINE SURVEY

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Comments:

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Again, not clear why road is being proposed.  
Fix Homeland Homeland traffic (speed bumps etc)  
and save the money. This project is not needed

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Comments:

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we don't need more congestion in our area.

Also Now more traffic on a fri. with yet another

mosa.

There's one just across ~~from~~ E.B.W.

now just wait + see.

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Comments:

*If one of the purposes of the proposed road is to get access to the northern part of Sheridan Park, then why not just extend the road portion to allow*

#### RESULTS OF ONLINE SURVEY

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Comments:

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Most attendees tonight seem to be those that are very near the affected property, and have no concerns about the traffic problem north of them. The biggest problem in the Homelands is the heavy traffic on the main roads. We believe that this proposed extension would reduce traffic on Homelands & Thorn Lodge, especially cut-through.

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**Comments:**

The only reason the wants to build this road is to develop the land. We need more green spaces,

**RESULTS OF ONLINE SURVEY**

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# CITY OF MISSISSAUGA

## Municipal Class Environmental Assessment Study for Sheridan Park Drive Public Information Centre – June 27, 2017 6-8pm Sheridan Park Alliance Church Comment Sheet

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Comments:

The road isn't going to improve the access to the park and ~~won't be~~ isn't beneficial to the nearby residents - only the research park businesses. Please ask the Park

### RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

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☐ The results of the survey were unexpected  
☒ I don't know

members to expand Speakman Drive to get their employees out to Winston Churchill + Erin Mills.

Comments:

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## Municipal Class Environmental Assessment Study for Sheridan Park Drive

### Public Information Centre – June 27, 2017 6-8pm

### Sheridan Park Alliance Church

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Comments:

#### RESULTS OF ONLINE SURVEY

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- ☐ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☐ I don't know

Comments:

*Did not get the survey*

3. Please share any other comments you may have.

*If there will be another meeting, please try to answer with precise answers*

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Comments:

3. Please share any other comments you may have.

- How will you ensure safety of students and residents? Presenter's had no response but "there will be vegetation"

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Plan 3 is great ☺

#### DESIGN CONCEPTS

stop the future studies, committees + build the road  
- help the people who work in the SRCentre Park.

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#### Comments:

Build the road - the roundabout + islands are a brilliant concept. Congrats to City planners for this speed management concept.

Plant more trees to cut down noise + improve air quality.

#### RESULTS OF ONLINE SURVEY

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The wooded areas are great for the coyotes + other 4-legged animals.

#### Comments:

Thanks for the details + information.

3. Please share any other comments you may have.

Have UTM use space in the Research Centre for future research development - older/adult research - science / health  
The city needs to encourage future research companies to move in + use the empty buildings (not schools) for research + development.

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*DAVID*

Comments:

*NO TRAFFIC CIRCULAR*

#### RESULTS OF ONLINE SURVEY

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☒ I don't know

Comments:

3. Please share any other comments you may have.

<i>BAD IDEA</i>

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Comments:

Subsequent Thought: STAGE THE PROJECT  
BUILD THE HOMELANDS-SPEARMAN ROUNDABOUT FIRST,  
AND EVALUATE THE OUTCOME.  
THEN ASK ~~THE~~ AGAIN WHAT PEOPLE THINK.

**RESULTS OF ONLINE SURVEY**

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Comments:

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Not growing  
Barely  
Not mentioned

#### Comments:

If you go ahead with this plan, you will destroy an exceptionally beautiful area of Mississauga FOREVER. The city is ~~too~~ starting to turn into an ugly concrete jungle.

### RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☐ I don't know

#### Comments:

I'm not sure that all the important data/factors were taken into consideration during this survey.

3. Please share any other comments you may have.

unique environment. There are alternatives that you <sup>must</sup> consider. We, ~~and~~ the residents and all the nature in the area (animals & plants) do NOT want this area destroyed. Air & noise pollution will greatly increase; residents' health and well-being will be adversely affected. If you care, you will NOT go ahead with this plan, not NOW, not EVER.

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Comments:

*I am most concerned about extending this road and the impact on the quality of life in the surrounding area. I use the path daily and am very concerned about the impact on the wildlife and trees.*

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Comments:

3. Please share any other comments you may have.

1) Unless we have better enforcement of traffic violations (ie ignoring stop signs) we will be faced with mayhem at Fifth Ave West & Sheridan Park Dr.

2) We have enough pollution in our immediate area.

3) are sound shields based on British model or the old QEW or Southdown Russian Roulette model?

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**Comments:**

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**Comments:**

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Provisions for pedestrians and cyclists	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### Comments:

I like the design concepts, but I would have liked to have seen the following:

1) A planting compensation plan which includes 'utility' lands which do not have ~~pipe~~ pipeline underneath. While these lands may be owned by TransCanada/Enbridge/Union Gas, there is an opportunity to work with them to enhance and beautify what is now greenspace.

2) During rush hours, I am ~~concerned~~ concerned that cars will be idling for long periods in and surrounding the proposed traffic circles.

3) There is an opportunity to build a secondary drop off point for parents to drop off their children at Homelands Sr. Public School. Currently cars park along Homelands Drive and

#### RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☒ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☐ I don't know

in addition to blocking bike lanes, creates a hazardous area for pedestrians, cyclists and vehicular traffic.

#### Comments:

N/A.

3. Please share any other comments you may have.

I believe that this EA process can be positive for the community. In particular, I would like to see the City be more proactive in ensuring that the utility companies take care of their land. As it is part of the study area, I would like the city to collaborate with TransCanada/Enbridge/Union Gas ~~and~~ to improve the land just east of Winston Churchill and south of Spadina Drive. Additional trees in this area will ~~also~~ dampen the expected noise which will come from the new road. I am aware that trees cannot be planted along the actual pipeline ROW; however, there are no pipes in the area I am referring to.

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# CITY OF MISSISSAUGA

## Municipal Class Environmental Assessment Study for Sheridan Park Drive

### Public Information Centre – June 27, 2017 6-8pm

### Sheridan Park Alliance Church

### Comment Sheet

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#### DESIGN CONCEPTS

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	(1) Most Important	(2)	(3)	(4)	(5)	(6) Least Important
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Speed Management Features	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Provisions for pedestrians and cyclists	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments:

#### RESULTS OF ONLINE SURVEY

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☐ The results of the survey were unexpected  
☒ I don't know

Comments:

3. Please share any other comments you may have.

*I am strongly against the proposed extension of Sheridan Park Drive*

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Comments:

#### RESULTS OF ONLINE SURVEY

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☐ The results of the survey were unexpected  
☒ I don't know

Comments:

3. Please share any other comments you may have.

*I am primarily interested in reducing traffic along Homelands Dr, so I welcome the recommendation. I suspect that there would have been a lot more support for it if <sup>more</sup> residents who live along Homelands had attended*

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**CITY OF MISSISSAUGA**  
**Municipal Class Environmental Assessment Study for Sheridan Park Drive**  
**Public Information Centre – June 27, 2017 6-8pm**  
**Sheridan Park Alliance Church**  
**Comment Sheet**

The City of Mississauga, is conducting a Schedule 'B' Class Environmental Assessment (Class EA) study for Sheridan Park Drive from Winston Churchill Boulevard to Homelands Drive. Through this Class EA study, the City is exploring the opportunity to connect the east and west section of Sheridan Park Drive. Several alternatives have been developed and evaluated and are being refined through community and agency consultation.

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**Please take a few minutes to complete this Comment Sheet.**

**DESIGN CONCEPTS**

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	(1) Most Important	(2)	(3)	(4)	(5)	(6) Least Important
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Opportunity for Streetscaping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provisions for pedestrians and cyclists	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Comments:**

I disagree with the implementation of this project. This road will bring more traffic into the area, reduce area for wildlife, cause more traffic noise, it is also a waste of money

**RESULTS OF ONLINE SURVEY**

**2. What were your thoughts on the online survey results presented at the PIC?**

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☐ The results of the survey were unexpected  
☐ I don't know

**Comments:**

**3. Please share any other comments you may have.**

I think that this project is for the convenience of the research centre and to accommodate the potential expansion of companies on Sheridan Park Drive. Please do not go ahead with this.

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Speed Management Features	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opportunity for Streetscaping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provisions for pedestrians and cyclists	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments:

#### RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☐ I don't know

Comments:

3. Please share any other comments you may have.

it may get rid of wild life

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	(1) Most Important	(2)	(3)	(4)	(5)	(6) Least Important
Compatibility with adjacent communities and natural areas	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Speed Management Features	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Provisions for pedestrians and cyclists	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments:

We would like it to stay unchanged.  
Thank You !

#### RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☐ I don't know

Comments:

No microphone in the meeting. Hearing impaired not able to hear. ?

3. Please share any other comments you may have.


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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Least Important

Speed Management Features

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Least Important

Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Least Important



## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Comments:

Claiming the extension has the opportunity to "potentially divert traffic from the Sheridan Homelands neighbourhood" is misleading. While the mentioned traffic models show an extension could temporarily reduce traffic, it does not show that Sheridan Homelands specifically will benefit from this change. Furthermore, the fact that one of the goals of creating the extension is to "increase access to a growing/developing Sheridan Park" suggests the extension is meant to attract new businesses to Sheridan Park, and with those businesses will come more employees and vehicle use in the area. It was clear that the majority of residents in favour of the extension believe it will reduce the traffic along Homelands Dr. I feel this claim needs to be addressed more directly and the language used in publicly facing materials more explicit.

I am also concerned about the lack of safety considerations presented. A speed limit has yet to be proposed even though this will be a major road adjacent to a school. Arial photos show trails and foot traffic from the school and walkway into the wooded area yet there have been no considerations for cross walks or stop signs. At the meeting we were told that vegetation would be enough to protect pedestrians in the case of cars going off road in an accident. There appears to be no plan to construct guardrails or barriers.

Finally, the presented air quality impact assessment showed that Benzene levels in the area already exceed Ministry criteria. The construction and vehicle use of this planned extension along with the continued development of Sheridan Park will only increase these levels. City planning should be mitigating the levels of toxins in our air, not exacerbating situation.

## RESULTS OF ONLINE SURVEY

## 2. What were your thoughts on the online survey results presented at the PIC?

- ☒ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☐ I don't know

### Comments:

Again, the survey results show that the presentation materials used by the team behind this development have convinced residents that the extension will decrease traffic in the Sheridan Homelands neighbourhood. However, no evidence was presented to show that this extension will provide long-term improvements to congestion or volume experience in the area. I ask that the team retract statements that are hypothetical in nature or provide evidence to support these claims.

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## 3. Please share any other comments you may have.

Who will be responsible for approval of the extension?

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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



### Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Least Important

### Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Speed Management Features

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Least Important

### Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Least Important

### Comments:

This online survey has different instructions from those handed out at the meeting. This rendition doesn't allow me to select "least important." Also, the instructions on the hand-out sheet said to "select one response per column."

---

## RESULTS OF ONLINE SURVEY

### 2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☒ I don't know

### Comments:

I cannot recall a presentation of the results of earlier surveys. I do not think there was such a presentation.

---

### 3. Please share any other comments you may have.



The presenters tried hard, but they got virtually no support for the plan from those present. There was no one who argued for having this road built. And no one could see how this would reduce the significant traffic up and down Homelands drive, which is where the big problem is. Most, if not all, thought the green space should be preserved or enhanced, and NOT given over to the road. Many argued that Speakman Drive should be widened, or in some other way changed to accommodate the traffic. It was not apparent that any study had been done regarding the incredible traffic on Homelands, i.e. where are these cars and trucks going? And no one could see how a road through that greenspace could alleviate traffic on Homelands. There appears to be lots of access to the business park from the North Service Road, and from the two ends of Speakman Drive. My assessment of the mood of those attending was that it was energetically against the proposed road through the green space.

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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



### Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Least Important

### Speed Management Features

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important



## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Comments:

I am very concerned about the negative impact to the community. There is a vibrant use of the bike trails and natural area in the wood lot area. I am concerned about protection of an older growth woodlot that is an ecosystem that cannot be replaced with streetscaping. This woodlot contains many varieties of trillium and is also habitat to hawks and various other wildlife ecosystems. This area has been identified as a Carolinian Forest that is becoming rarer in Ontario. The Homelands has become an area that is surrounded by a highly congested traffic area and the extension would further encroach upon this community. The area in question is a buffer to the congestion, noise and air quality of this community. My concerns are to protect the character and community functioning of this small but vulnerable area of Mississauga. I would like to see the focus on Speakman Drive which is underutilized at this date.

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## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected
- ☒ The results of the survey were unexpected
- ☐ I don't know

## Comments:

### 3. Please share any other comments you may have.

I would like to see more information regarding long term planning for this community and road system as it connects to the Oakville Industrial/commercial community. I would also like to see what the long term plans are for the Sheridan Research Park regarding types of development. I would like the next information meeting to include fiscal plans for this proposal.



## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



### Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

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### Speed Management Features

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### Roundabouts

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	1	2	3	4	5	
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### Comments:

What is the relevance of this?

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## RESULTS OF ONLINE SURVEY

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- ☐ I don't know

### Comments:

What is the relevance of this?

---

---

### 3. Please share any other comments you may have.



There was no logical detailed reason give for option 3 and no logical detailed reason for rejecting option 1. Lack of costing is glaring missing item.

---

## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



### Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

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### Speed Management Features

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## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Comments:

I don't know what is meant by "importance" above (maybe a holdover from the last survey) which leaves only this field to put any comments in.

### \*\* Compatibility \*\*

Is the noise reduction on Homelands Drive, where houses have always fronted onto a collector street where traffic can be expected, enough to justify new noise for residents backing onto a ROW closed to motor vehicles since the area was developed?

### \*\* Access to Sheridan Park \*\*

The only improved access I can see in the draft plan is to 2285 Speakman Drive, only for drivers (not pedestrians or cyclists, who would have to take \*longer\* routes than drivers since there's no access to the driveway from the multi-use trail, even in the plan), and only those coming from the west. If Sheridan Park Drive needs to be widened [1] for access to new development between the two woodlots, it should be done whenever that development happens, to limit net new car traffic attracted by spare capacity.

[1] Widened, not extended! It already exists in its full length for everyone but drivers.

What would improve access to both future pipe dreams and, perhaps less importantly, Sheridan Park as it is today, is a formal pedestrian and cycling connection from Thorn Lodge Park, through Homelands Senior PS and 2285 Speakman, to Speakman Drive and on to North Sheridan Way over a new sidewalk on Flavelle Blvd. Perhaps with a new bridge or tunnel across the QEW in a second phase, to connect the Homelands with Park Royal away from arterial roads with freeway onramps.

### \*\* Speed management \*\*

The median islands are a welcome change from the usual tendency for wide, arrow-straight roads, but why the extra wide 10 metre roadway between the two islands? Remember that bicycles and pedestrians already have the trail to the north. If on-street parking is needed for future development fronting onto this section, it should be built as a layby that doesn't invite drivers to race between them as if they were all-way stops (and which could incorporate some hip trendy LID features).

### \*\* Roundabouts \*\*

Both roundabouts look to be better designed than both the new Skymark and Explorer one (sufficient queuing space before crosswalks) and the planned one on Square One Drive (no confusing lane assignments). The eastern one takes care of bicycle connectivity well, but the eastern one only has a sidewalk connection to the trail. Why not add a parallel bike path that connects to the circle directly opposite Speakman Drive? People won't dismount and walk

either way, as every existing flawed design like this shows.

**\*\* Streetscaping \*\***

No comments

**\*\* Pedestrians and cyclists \*\***

Already addressed above

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## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☒ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☐ I don't know

Comments:

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3. Please share any other comments you may have.

The slides often refer to future growth in Sheridan Park. What growth is this? Is there any development planned that would front onto Sheridan Park Drive? I haven't seen any plans make it to PDC yet.

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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



### Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Speed Management Features

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Comments:

Design concepts really didn't address why there is a requirement for this extension. Concepts were based on a seemingly predetermined plan with no solid reasons being given for the need of an extension

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## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☒ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☐ I don't know

### Comments:

Area residents on the whole do not want this and as outlined during the meeting there isn't a need being presented by the Sheridan Research Centre

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### 3. Please share any other comments you may have.



1. as admitted in the meeting it will not alleviate traffic issues on Homelands
  2. it won't provide any more access to Winston Churchill or Erin Mills Pkwy as the # of exits will remain the same and will probably make getting into and out of the Sheridan Research Park worse with the increase of traffic
  3. we will lose one of the very few trails available to us in this area. It is currently used by a wide variety of people both residents and Sheridan Park employees on a daily basis and allows them to enjoy a peaceful and safe area away from noise and traffic.
  4. no concrete reasons have been presented as to why the city feels this is necessary and would seemingly be a waste of tax payers money
- 
-

## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



## Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Speed Management Features

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Roundabouts

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Comments:

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## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☒ I don't know

Comments:

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3. Please share any other comments you may have.



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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Speed Management Features

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Least Important

Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Comments:

No real reason was given at the meeting as to why extending Sheridan Park Drive is necessary or makes sense.

I do believe access to Sheridan Park is important, but Speakman Drive and North Sheridan Way are under utilized and would be more beneficial to Sheridan Park. The extension would provide no more access to Winston Churchill or Erin Mills than there is now. If North Sheridan Way (which is in bad shape at the moment) could be hooked up to Upper Middle Road, there would be access beyond Winston Churchill to the west.

The pathway that has been put in along the utility corridor is widely used by local residents as well as employees of Sheridan Park on their lunch time. The employees always turn along the path west of Homelands Drive, not to the same path east of Homelands Drive. This allows pedestrians to stay away from traffic noise and emissions. This is the only trail we have between Dundas & the QEW and it is well used. It also provides habitat for many animals and birds, important for a healthy ecosystem and a healthy space for humans.

The CVC report from a few years ago also indicated that there is not the recommended forestation for the headwaters of Sheridan Creek. Extension of the road would add further pollution to the creek.

## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?





- ☐ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☒ I don't know

### Comments:

Basically it was what I thought it would be but I don't believe it will alieviate the traffic on Homelands Drive to any extent. I travel Homelands frequently to get to Winston Churchill and other than "rush" hour for people going to or from work, or to the school, traffic is not high. I have also talked to some on Homelands & Thornlodge that are much more concerned about losing the only "nature" corridor we have for the Homelands vs reducing traffic in the Homelands.

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### 3. Please share any other comments you may have.

I do not believe any valid reason for extending the road was given. On top of that, a vital natural area could be enhanced vs destroyed. Cutting down the trees to complete the project is not a green option. It would take half a century for them to mature and could adversely affect Sheridan Creek and the animals, birds and fauna of the area. This does not seem viable for a project that will not aid in traffic flow for Sheridan Park or for Sheridan Homelands

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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



### Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Speed Management Features

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Comments:

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## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?



- ☐ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☐ I don't know

## Comments:

This is the survey provided at the June 27th public meeting. It cannot be answered as most of this was not covered. Most of us were there to have input into whether or not an extension would be constructed, not on compatibility, access, speed management etc. The results asked about in question 2 were not even presented or at least discussed, unless you are referring to the 4 alternatives. The presentation and process has felt like the city and it's representatives are doing lip service to involvement in this important decision-making process. How can a community provide feedback on a plan when they were told they were being invited to a session to provide their opinions on the viability of extending Sheridan Park Drive. Very, very disappointing presentation and change management process.

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3. Please share any other comments you may have. 

Can I please have the results of the original survey sent to local residents.

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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Least Important

Speed Management Features

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Least Important

Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Comments:

the survey presumes a road is inevitable. the road is not desired and has a significantly negative impact on the natural environment. options for NOT including this proposed road MUST be included in any plans. Make the North Service Road wider instead.

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## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected
- ☒ The results of the survey were unexpected
- ☐ I don't know

## Comments:

I didn't see online survey results at the meeting. What I heard was the city wants to build this road--likely due to more employees in the business park. Most residents there were NOT in favour of this road being laid. The trees being destroyed will significantly damage the environment. More cars and more roads are NOT the answer. The survey presumes a road is inevitable. the road is not desired and has a significantly negative impact on the natural environment. options for NOT including this proposed road MUST be included in any plans. Make the North Service Road wider instead.

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## 3. Please share any other comments you may have.

City planners should not be told what to do by big businesses. Just because there are more employees in the business park does not mean that all those trees should be removed. No trees or shrubs or any vegetation should be removed. Most residents are NOT in favour of this road being laid. The trees being destroyed will significantly damage the ecosystem in that area. More cars and more roads are NOT the answer. Alternative options, not just 'doing nothing' MUST be included in any plans. Make the North Service Road wider instead. Make a parking garage near the QEW with regular shuttle service for the employees. This would allow all those trees to remain intact, and still allow workers access to their places of work, including the expected additional employees for the business that is making use of its entire building. Ask for creative solutions from the community--the students at the nearby schools, from the primary levels to university. This type of input can be accessed without any cost to taxpayers.

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## DESIGN CONCEPTS

1. Please rate the general design concepts that were presented (select one per line)



### Compatibility with adjacent communities and natural areas

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Access to a growing Sheridan Park

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Speed Management Features

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Roundabouts

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

### Opportunity for Streetscaping

	1	2	3	4	5	
Most Important	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important



## Provisions for pedestrians and cyclists

	1	2	3	4	5	
Most Important	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Least Important

Comments:

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## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☐ The results of the survey are more or less what I expected
- ☐ The results of the survey were unexpected
- ☒ I don't know

Comments:

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### 3. Please share any other comments you may have.



Prepare to accommodate a future road running south from the new road to improve service to Sheridan Research Park roughly half way between Speakman and Homelands intersections. The new east-west road will likely need to become four-lanes in near future. Left-turns onto new east-west road from Erin Mills (northbound) and Winston Churchill (southbound) will grow dramatically.

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Please complete the following information for our records



## Jennifer Vandermeer

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**From:** [REDACTED]  
**Sent:** Sunday, June 18, 2017 10:36 AM  
**To:** Karen Ras  
**Cc:** Sheridan Park EA  
**Subject:** Sheridan Park Drive Environmental Assessment

Hello Karen.

I read your article in The Sheridan Times regarding the Sheridan Park Drive extension. I have also received notification of the meeting on June 27, 2017 which I hope to attend. I have some comments as my house backs on to the right-of-way. I am trying to not be a NIMBY in this matter. Several of my neighbours concur with this. I believe this to be a waste of taxpayers money.

1. The traffic in the Sheridan Park Corporate Centre is not excessive being heavier only in the AM and PM rush. I have done my own drive through to check.
2. Improving the pedestrian and cycling network is not necessary as the paved path in the right-of-way is well used and adequate.
3. The prime reason for this study I believe is "accommodating future development". This means destroying mature trees and a good wildlife habitat. I used to visit the woodlot many times as there was acres of Trilliums and other wildflowers. Can Mississauga not keep an area such as this undeveloped for all kinds of environmental reasons? Need I mention climate change?
4. The existing straight-away on Speakman Drive is a local racetrack for cars and motorcycles especially late at night and on the weekends which wakes us up. We don't need a new street to add to that.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

**Jennifer Vandermeer**

---

**From:** [REDACTED]  
**Sent:** Tuesday, June 27, 2017 10:20 PM  
**To:** Sheridan Park EA  
**Cc:** dana.glofcheskie@mississauga.ca; David Argue  
**Subject:** Sheridan Park Drive Extension PIC

Hello,

Thank you for meeting with the residents of Sheridan Homelands at tonight's PIC. The discussion was heated yet informative. I have some follow up questions I hope you can answer.

1. I raised the question of safety during tonight's discussion. I didn't get a clear answer about what steps will be made to ensure the safety of residents and the students of the adjacent school? I was told that the road would be 30 m from the school and there would be vegetation. Could you elaborate on what will be done to protect pedestrians and enforce traffic laws.
2. While models may show an overall reduction in citywide traffic, did the results of the traffic study show that the Sheridan Park Drive Extension will reduce traffic specifically along Homelands Dr? Is there evidence that shows the current traffic along Homelands Dr. is due to throughput traffic from Erin Mills Pkwy to Winston Churchill Blvd, or due to vehicles specifically accessing the business park? Is there evidence to show traffic along Homelands Dr. is not due to the residents within Sheridan Homelands?

Thank you for your time. I look forward to hearing your responses.

Best,  
[REDACTED]

From: [REDACTED]  
Sent: Wednesday, June 28, 2017 4:07 PM  
To: Sheridan Park EA  
Cc: [REDACTED]  
Subject: Comment sheet re: Sheridan Park dr extension

**CITY OF MISSISSAUGA**  
**Municipal Class Environmental Assessment Study for Sheridan Park Drive**  
**Public Information Centre – June 27, 2017 6-8pm**  
**Sheridan Park Alliance Church**  
**Comment Sheet**

The City of Mississauga, is conducting a Schedule 'B' Class Environmental Assessment (Class EA) study for Sheridan Park Drive from Winston Churchill Boulevard to Homelanda Drive. Through this Class EA study, the City is exploring the opportunity to connect the east and west section of Sheridan Park Drive. Several alternatives have been developed and evaluated and are being refined through community and agency consultation.

The purpose of this Comment Sheet is to gather input from the public on the material presented at the PIC. Your input is greatly appreciated.

Please take a few minutes to complete this Comment Sheet.

**DESIGN CONCEPTS**

1. Please rate the general design concepts that were presented (select one response per column)

	(1) Most Important	(2)	(3)	(4)	(5)	(6) Least Important
Compatibility with adjacent communities and natural areas	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to a growing Sheridan Park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Speed Management Features	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opportunity for Streetscaping	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provisions for pedestrians and cyclists	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Comments:**

Should consider expanding ① North Sheridan Way  
and/or Spinkman Dr for better access to R.E.W.  
Consider speed bumps in intersection on Flavelle Blvd  
to prevent speeders. (Speeders use this road late at night)

## RESULTS OF ONLINE SURVEY

2. What were your thoughts on the online survey results presented at the PIC?

- ☒ The results of the survey are more or less what I expected  
☐ The results of the survey were unexpected  
☐ I don't know

Comments:

By installing the extension - it would defeat the installed  
WALKPATH that so many people enjoy.

3. Please share any other comments you may have.

PLEASE consider other options (1) or (2) or (4)  
I not just option (3).  
More open meetings to discuss pros & cons of  
option (1), (2) & (4) I not just option (3).  
WHICH IT SEEMED WAS DONE.

### Notice of Collection of Personal Information:

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process with exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager.

Email: [Shondan@arkfashions.com](mailto:Shondan@arkfashions.com)

Dana Giofcheskie, P.Eng.  
Project Manager  
City of Mississauga  
201 City Centre Drive, Suite 800  
Mississauga, ON L5B 2T4  
(905) 615-3200, ext 6243

Information from the comment sheet will be tabulated and incorporated as part of the study documentation. Please send us your comments via regular mail or email no later than July 20, 2017.

Email:

Address:

Name:

Please complete the following information for our records (Please Print):

**Jennifer Vandermeer**

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**From:** [REDACTED]  
**Sent:** Wednesday, June 28, 2017 12:53 PM  
**To:** Sheridan Park EA  
**Subject:** 2017-06-28 Sheridan Park Drive Extension

Dear Sir or Madam,

Unfortunately , my wife and I missed the meeting last night about the extending of Sheridan Park drive to Winston Churchill Blvd. We were wondered if any minutes of the meeting will be published ?, and if so how do we access them ?

We are hopping that extending the Sheridan Park Drive goes ahead as soon as possible for the following reasons:-

- 1) Most importantly this would reduce the through traffic in the surrounding residential area.
- 2) We think this this reduction in traffic along Homelands Drive is important as there is a school on Homelands and there are quite a few children who get to this school from Thornlodge Park. This route to school means that the children must cross Homelands Drive to get to School. Therefore, reducing the traffic (especially the morning rush hour) on Homelands can only make it safer for children to cross the road.

Therefore, my wife and I support the extending of Sheridan Park Drive as soon as possible.

Cheers

[REDACTED]

[REDACTED]  
[REDACTED]

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**From:** Jennifer Waye  
**Sent:** 2017/06/29 9:04 AM  
**To:** Dana Glofcheskie; Leslie Green  
**Cc:** Karen Ras  
**Subject:** FW: Sheridan Park Extension

Good morning,

Would you please assist with a response to the below questions?

Dear Councillor Ras,

Thank you for your reply. I understand now that there has not been a formal request for the extension by a business but last night you did name a party involved in the conversations and inquiries. Could you please repeat that name for me, please?

I also understand that like myself, you have many unanswered questions about the project. I encourage you to ask those questions at the next PIC and with the staff. I have already contacted the staff with many of my own follow up questions.

This morning, I had the chance to review the slides from last night's presentation and I do have a concern I hope you can address. Slide 17 on Noise and Air Quality Impact Assessment states:

*The future predicted air quality levels at sensitive receptor locations in the Study Area...were all below the Ministry of the Environment and Climate Change criteria **with the exception of Benzene, which already exceeds the criteria based on background air quality***

According to the Canada-wide standards implementation plan, benzene is classified a carcinogen and non-threshold toxicant, a substance which causes probability of harm at any level of exposure. A primary source of benzene emissions is from vehicles, to which the Sheridan Park Dr extension and continued development of Sheridan Park will contribute.

1. What measures are currently in place to bring the benzene levels of our neighbourhood back within acceptable Ministry criteria?



2. What is your stance on what should be done to improve the air quality of Ward 2 and Sheridan Homelands? Given the study results presented to date, do you feel the Sheridan Park Dr Extension project is in line with these measures?

Cheers,

*Jen Waye*

Executive Assistant to  
Councillor Karen Ras, Ward 2



Please consider the environment before printing this e-mail.

*"This e-mail may not be forwarded to anyone for any reason without express written permission of the author."*

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**From:** [REDACTED]  
**Sent:** 2017/06/30 8:11 AM  
**To:** Dana Glofcheskie; Karen Ras  
**Subject:** Sheridan Park Drive Extension

My family has lived in Mississauga since 1974 and in the Homelands area since 1981. On June 27 I attended a meeting at the Alliance Church regarding the proposed extension of Sheridan Park Drive. I arrived at 6:05 PM so I was able to read only about half of the presentation on the boards around the sides and back of the room. Subsequently, I have downloaded the study produced by Burnside from the website and had a chance to fully absorb the information. I am disturbed by the information regarding air quality in the area as listed on page 17 of the report.

“The future predicted air quality levels at sensitive receptor locations in the study area ... were all below the Ministry of the Environment and Climate change criteria with the **exception of Benzene**, which **already exceeds the criteria based on background air quality**.” In other words, since Benzene levels are already high in that area it does not matter if the proposed extension increases that level.

Benzene is a carcinogen. A woman in the audience stated that there are several cases of people in her area who have developed cancers. My daughter, who grew up in the Homelands, found out that she had bladder cancer when she was 38 years old. It is unusual for someone so young and a female to get bladder cancer. She is going into hospital at noon today to have another round of surgery on new cancer on her bladder.

1. Are Benzene levels higher in that area compared to other parts of Mississauga or the GTHA?
2. Was there any follow up to determine why levels are higher in that area?
3. Is Benzene being emitted by any of the research facilities in the area?
4. Are any studies under way to determine if there are clusters of cancers in the area?

Thank you

[REDACTED]  
[REDACTED]

Sent from [Mail](#) for Windows 10

---

**From:** [REDACTED]  
**Sent:** July 11, 2017 5:55 PM  
**To:** Dana Glofcheskie  
**Subject:** Re: Sheridan Park Drive Extension

Hi Dana

Thank you for the information on the benzene levels in the area. You should add that explanation to your future reports.

The presentation regarding the extensions was generally well done although I had to read the downloaded study to get a better understanding of what was proposed (too many interruptions from the audience). Since then I have walked around the area and through the woodlot paths to try to get a better feel for the reasoning behind the need for the extension and what the pros and cons are. The research area is very spread out and there seems to be several unused buildings and land so I can understand the need for action to attract new business to the area. The 2014 Sheridan Park Corporate Centre Draft Plan I read stated that the extension was a must but if I put myself in the car driver's seat at any of the businesses in the area now I don't see how the extension could be of much benefit - Winston Churchill at Sheridan Park Drive seems to be the pinch point. Is there some traffic study in layman's language that is available to help understand the projected flow change with the extension?

Thanks  
[REDACTED]

---

**From:** Jennifer Waye  
**Sent:** July 31, 2017 8:34 AM  
**To:** Leslie Green; Dana Glofcheskie  
**Cc:** Karen Ras  
**Subject:** FW: Sheridan Park Extension

Good morning,

Would you please assist with a response to this email?

While the province of Ontario has indeed implemented legislation to deal with benzene emissions by companies and facilities, this does not change that fact that the one of the largest benzene contributors is vehicle emissions. The amount and density of vehicles in the Sheridan Park area will directly impact the levels of benzene in our air. The roadways which will drive these levels fall to city of Mississauga, and not the province, to regulate.

Could you please provide me with your source showing provincial benzene levels are above the criteria from the Ministry of the Environment and Climate Change? Are you referring to an average calculated from levels measured across the province, or are you referring to specific regions within in the province? In either case, a direct comparison cannot be made with Sheridan Homelands. We are a residential neighbourhood of homes and schools; much different that dense metropolitan centres or areas reserved for manufacturing or petroleum production. The fact of the matter is the air quality assessment performed in Sheridan Park specifically for the EA study for the Sheridan Park Drive extension found that our ambient benzene levels are already higher than the criteria set forth by the ministry. I would like to know what these measured levels actually were. Steps can and should be taken at the municipal level to remedy this.

Once more, increasing vehicle traffic to an already compromised airshed will make the problem worse. Benzene emissions will rise and the health of the residents of Ward 2 will be impacted. Again, benzene is a non-threshold toxicant and known carcinogen. Any amount is harmful to one's health. Any increase in exposure will result in greater health risks to those exposed. I do hope you take these concerns seriously.

I would like you to know that my own concern for this issue is not solely due the fact that I live in Sheridan Homelands. I grew up in Mississauga and I have been able to raise my own daughters here as well. I was lucky enough to attend UTM where I earned my Hons. BSc in Biology and MSc in Ecology and Evolutionary Biology. I now work on scientific affairs resources with pharmaceutical and biotech companies, primarily on cancer therapeutics. Furthermore, I know first hand what it is like to lose loved ones to cancer. The benzene data presented in the EA report may have only been a footnote on a single slide, but I recognize the severity of its implications. Over the past few weeks I have sourced several VOC sensors that myself and other residents will be using to record ambient benzene levels on our properties. It is a form of citizen science but not without the potential for partnerships in academia and industry. A real time feed of our benzene levels will soon be made publicly available online via a third party service. Data collection has already started and will continue indefinitely. When construction on the Sheridan Park expansion begins we will have evidence of any increase in benzene due to both the construction or resulting increase in vehicles.

Cheers,

*Jen Waye*

Executive Assistant to  
Councillor Karen Ras, Ward 2



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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

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## Appendix M5

### Public Correspondence

**Shae Richter**

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**From:** [REDACTED]  
**Sent:** Tuesday, January 31, 2017 12:54 PM  
**To:** Sheridan Park EA  
**Subject:** Re: study doc access  
**Attachments:** Homelands and Thornlodge Jan 27 12017.jpg

The photo below illustrates my point. There is a lot of truck traffic using Homelands Drive to access Winston Churchill Blvd.

On Tuesday, January 31, 2017 11:29 AM, Sheridan Park EA <[SheridanParkEA@riburnside.com](mailto:SheridanParkEA@riburnside.com)> wrote:

Hello [REDACTED],

Thank you for your email. The project team would appreciate your feedback through the completion of the survey. The link to the online survey has been repaired. It is available at [Mississauga.ca - Residents - Sheridan Park Drive Extension Class EA Study](http://Mississauga.ca - Residents - Sheridan Park Drive Extension Class EA Study) for your completion.

Regards,  
The Sheridan Park EA Project Team

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**From:** [REDACTED]  
**Sent:** Thursday, January 26, 2017 10:16 AM  
**To:** Sheridan Park EA  
**Subject:** study doc access

Hello.

The link provided does not access a survey. I would like to be part of this survey and request a hard copy.

We have lived at the West end of Homelands Drive for 30 years, (it had only a stop sign when we moved here) and have watched it become a very busy thoroughfare, with a great deal of traffic cutting through the neighbourhood to avoid Dundas St. There are times in the day when it is difficult to get out of the driveway as a result.

Regards

[REDACTED]





**Shae Richter**

---

**From:** Sheridan Park EA  
**Sent:** Tuesday, February 07, 2017 10:04 AM  
**To:** [REDACTED]  
**Cc:** David Argue; Dana Glofcheskie  
**Subject:** RE: Concerned Community Member- Sheridan Park Drive Extension

Hello [REDACTED]

Thank you for your email regarding the Sheridan Park Drive Extension EA - Notice of Commencement, your input is important to us.

We have just started the Class EA process, which requires us to look at a number of factors including transportation (all modes), social, cultural and natural environments as well as mitigation measures. During our assessment we will be taking into consideration your comments. We will look at issues that are important to you including traffic, safety and preservation of natural heritage features. In addition to considering the option of a roadway connection, we will also consider do-nothing option.

To help you understand why this proposal is moving forward, this roadway connection has been identified in the City's Official Plan as a Future Major Collector. The City is undertaking the EA study to determine the needs for this area.

Public input is a key part of the EA process. A Public Information Centre (PIC) will be held for the EA to present information related to the study and allow for any questions. Information on this PIC will be made available as the study progresses.

We will also add your name to the Project Contact List such that you are directly circulated on future project notices. Please feel free to contact us should you have any more comments or questions.

Sincerely,  
 The Sheridan Park Drive EA Project Team

**From:** [REDACTED]  
**Sent:** Sunday, January 29, 2017 2:45 PM  
**To:** Sheridan Park EA  
**Subject:** Concerned Community Member- Sheridan Park Drive Extension

To whom it may concern,

With regards to the Municipal Class Environmental Assessment Study for Sheridan Park Drive Extension,

I am a resident on Barcella Cres and I have some comments about this proposal that I wish to share.

I am extremely concerned about this proposal. I live here with my husband and young daughter with plans to expand our family and carry out the rest of our lives in this home. Our backyard faces Sheridan Park. I adore going on walks in Sheridan Park with my family and daughter, greeting neighbors walking their dogs, community members riding their bikes and taking in the lush scenery, and waving at business people getting some fresh air. As I write this email, I am looking through my window out onto Sheridan Park. It is currently such a beautiful view, a gem and rare green space, thriving within the city walls.

I am utterly baffled and confused as to why a proposal for extending Sheridan Park Drive is moving forward.

First, I have never witnessed a problem with any traffic on Homelands Drive. We have so many roads in this area, and enough roads in the commercial area for cars to drive to their destination easily.

Second, I cannot believe the city is allowed to build on the precious green space we are so lucky to have. Why can't the city focus instead on preserving our priceless environment and green spaces? We do not need more roads, we need to more natural landscapes.

Third, I am very concerned about safety. Sheridan Park and the surrounding area is a space for the community to go on walks, and importantly, for children to play. A school backs out onto this park. If we build a road, the chances of car accidents will only rise. People in cars will inevitably speed down such a straight, hidden road.

We do not want traffic in our backyard. We do not need car pollution even closer to our home. Right now we have a wonderful green space to filter the emissions and help support our beautiful planet. We want safety and natural beauty for our community members to enjoy.

Please, do not ruin our beautiful natural space.

I ask to hear back regarding our concerns. Do not hesitate to contact me at any time with questions or updates. Please keep our family in mind while moving forward with this study.

Kind regards,

[REDACTED]

[REDACTED]

**Shae Richter**

---

**From:** Sheridan Park EA  
**Sent:** Tuesday, February 07, 2017 10:04 AM  
**To:** [REDACTED]  
**Cc:** David Argue; Dana Glofcheskie  
**Subject:** RE: I say full stop

Hello [REDACTED],

Thank you for your email regarding the Sheridan Park Drive Extension EA survey, your input is important to us. A hard copy of the survey will be mailed to the address provided in your email.

We have just started the Class EA process, which requires us to look at a number of factors including transportation (all modes), social, cultural and natural environments as well as mitigation measures. During our assessment we will be taking into consideration your comments. We will look at issues that are important to you including traffic, noise and preservation of community and neighborhood character. In addition to considering the option of a roadway connection, we will also consider—a do-nothing option. The survey provided will be used to gather initial comments on the EA study to be considered as the studies begin.

Please note that the previous wildlife report is currently under review. As part of this study we will be completing existing conditions surveys which will include a wildlife review which will become available as the study progresses.

To help you understand why this proposal is moving forward, this roadway connection has been identified in the City's Official Plan as a Future Major Collector. The City is undertaking the EA study to determine the needs for this area.

Public input is a key part of the EA process. A Public Information Centre (PIC) will be held for the EA to present information related to the study and allow for any questions. Information on this PIC will be made available as the study progresses.

We will also add your name to the Project Contact List so that you are directly circulated on future project notices. Please feel free to contact us should you have any more comments or questions.

Sincerely,  
 The Sheridan Park Drive EA Project Team

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**From:** [REDACTED]  
**Sent:** Thursday, February 02, 2017 1:06 PM  
**To:** Sheridan Park EA  
**Subject:** I say full stop

The [survey](#) you supplied is all weight towards the future of the extension, how about a survey for which direction to move forward with. Also, you are entertaining a traffic through way in my backyard. I see no upside for all the [home owners along that corridor](#) only increased noise and a gateway into future development. BTW: The last study I received was a wildlife study, please provide the outcome of that study and a hard copy of this survey.

Hey I have a better study for you, how about extending the Queensway further west across the Mississauga Golf Course into Blyth RD over into Lincoln Green Close and right into Erin Mills Parkway.

[REDACTED]



**Shae Richter**

---

**From:** Meaghan Luis  
**Sent:** Tuesday, October 31, 2017 10:26 AM  
**To:** Sheridan Park EA  
**Subject:** FW: Additional Details

-----Original Message-----

From: Sheridan Park EA  
 Sent: Thursday, April 13, 2017 4:42 PM  
 To: [REDACTED]  
 Subject: RE: Additional Details

Hello [REDACTED],

Thank you for your email regarding the Sheridan Park Drive Extension EA - Study Commencement Survey, your input is important to us. Our apologies for the delayed response.

We have just started the Class EA process, which requires us to look at a number of factors including transportation (all modes), social, cultural and natural environments as well as mitigation measures. During our assessment we will be taking into consideration your comments, and this survey is a part of that process. We will look at issues including traffic, safety and preservation of natural heritage features. In addition to considering the option of a roadway connection, we will also consider do-nothing option.

The survey is designed to help gather thoughts about the study and potential extension of Sheridan Park Drive. The first question is working to understand what would be the most common use of a road extension to local residents. The second question will help inform the study team about a potential road extension by understanding what is important to local residents who may use it, and what local residents would like to see incorporated into the potential road extension. The existing multi use trail will not be affected.

Public input is a key part of the EA process. A Public Information Centre (PIC) will be held for the EA to present information related to the study and allow for any questions. Information on this PIC will be made available as the study progresses.

Sincerely,  
 The Sheridan Park Drive EA Project Team

-----Original Message-----

From: [REDACTED]  
 Sent: Tuesday, March 07, 2017 12:20 PM  
 To: Sheridan Park EA  
 Subject: Additional Details

Hi,

Are there any additional details around the plans that would help me answer the questionnaire? For example, the first question deals with how I will use the extension: drive, walk, cycle, other. Since there is already a multi-use path extending to Winston Churchill in the study area, I'm wondering if there are plans to change the existing path? Or is the question asking whether I would cycle on the extended roadway rather than the path?

Thanks,

[REDACTED]

[REDACTED]

**Jennifer Vandermeer**

---

**From:** Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>  
**Sent:** Tuesday, June 27, 2017 10:40 AM  
**To:** David Argue  
**Cc:** Jennifer Vandermeer; Leslie Green  
**Subject:** Sheridan Park Dr EA - PIC Comment

Hi David,

I spoke with [REDACTED], who works in the area and he requested us to look into if there is a need for a protected left turn phase at WCB / Sheridan Park Drive in the northbound to westbound direction (NBL) specifically in the morning and afternoon peak period. We should also send this to our Region of Peel traffic contact for this project.

He is very supportive of the project and feels there needs to be an additional east-west connection in this area.

[REDACTED]  
[REDACTED]

Thanks,



**Dana Glofcheskie, P.Eng.**  
Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

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**Jennifer Vandermeer**

---

**From:** Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>  
**Sent:** Monday, August 28, 2017 9:31 AM  
**To:** Jennifer Vandermeer; Meaghan Luis  
**Cc:** David Argue  
**Subject:** FW: Sheridan Homelands EA

All,

See below for your records. Please add [REDACTED] to the contact list.

Thanks,

**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

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Transportation & Infrastructure Planning Division

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---

**From:** Dana Glofcheskie  
**Sent:** August 28, 2017 9:14 AM  
**To:** [REDACTED]  
**Cc:** Leslie Green  
**Subject:** RE: Sheridan Homelands EA

Good Morning [REDACTED],

Thank you for your interest in the study. The study team is currently completing the documentation for all of the required technical studies including the traffic analysis, natural environment review, noise assessment, air quality assessment and several other studies. Once the documentation of the technical studies are completed, the final Project File will be available for public review.

I have added you to our Project Contact list to ensure you receive notification when this additional information regarding the Sheridan Park Drive Extension EA Study becomes available.

Thank you again for your interest in the study.

Regards,

**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)



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**From:** [REDACTED]  
**Date:** August 24, 2017 at 8:49:37 PM EDT  
**To:** <[leslie.green@mississauga.ca](mailto:leslie.green@mississauga.ca)>  
**Subject:** Fwd: Sheridan Homelands EA

Sent from my iPhone

Begin forwarded message:

**From:** [REDACTED]  
**Date:** August 11, 2017 at 3:27:23 AM EDT  
**To:** [leslie.green@mississauga.com](mailto:leslie.green@mississauga.com)  
**Subject:** Sheridan Homelands EA

Hi Leslie,

I spoke to you briefly after the community consultation at the end of June about possibly obtaining any traffic studies used in preparing the assessment. Would you be able to forward these to me as well as any data used in establishing the noise impacts? I would appreciate any help you can provide.

Thanks,

[REDACTED]

[REDACTED]

-----Original Message-----

From: Dana Glofcheskie

Sent: August 24, 2017 8:28 AM

To: [REDACTED]

Cc: Karen Ras

Subject: RE: Sheridan Park Extension Study

Good Morning [REDACTED]

Thank you for your interest in the study. The study team is currently completing the documentation for all of the required technical studies including the traffic analysis, natural environment review, noise assessment, air quality assessment and several other studies. This Fall we will be providing a Public Meeting Summary Report which will discuss the key questions we heard from the community at the June 27th meeting as well as the comments received throughout the study. Additionally, once the documentation of the technical studies are completed, the final Project File will be available for public review. This will discuss in greater detail the rationale for the selection of the preferred alternative.

I have added you to our Project Contact list to ensure you receive notification when this additional information regarding the Sheridan Park Drive Extension EA Study becomes available.

Thank you again for your interest in the study and feel free to give me a call to discuss further.

Regards,

Dana Glofcheskie, P.Eng.  
Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

City of Mississauga | Transportation & Works Department, Transportation & Infrastructure Planning Division

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-----Original Message-----

From: [REDACTED]  
Sent: August 23, 2017 9:10 PM  
To: Dana Glofcheskie  
Cc: Karen Ras  
Subject: Sheridan Park Extension Study

Hello Dana,

We attended the June 27th meeting. We and our neighbours are very concerned about the focus on extending Sheridan Park Drive and want to be sure we are at the next meeting. On June 27th we were told there will be a meeting in September. What is that date, at what location will the meeting be held, and would you please forward your agenda for the meeting. Any new information regarding this project would be helpful.

It is unclear to us how Alternative 3 became your choice and no clear reason was given at the June meeting, so any explanation would be appreciated.

Thank you for your help.

[REDACTED]

---

**From:** Dana Glofcheskie  
**Sent:** September 6, 2017 7:47 AM  
**To:** [REDACTED]  
**Cc:** Leslie Green  
**Subject:** RE: Sheridan Park Road Proposed Extension

Good Morning [REDACTED],

Thank you for your email. Regarding the additional public meeting, as noted in the material from our June meeting, as part of the Thorne Lodge / Homelands Neighbourhood Traffic Calming Review there will be a meeting with the public this Fall/Winter. Please see the attached display boards on the Sheridan Park Drive EA study timeline as well as the information provided as part of Neighbourhood Traffic Calming Review which were presented at the June PIC.

Thank you,

**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

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Transportation & Infrastructure Planning Division

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---

**From:** [REDACTED]  
**Sent:** September 4, 2017 1:46 PM  
**To:** Dana Glofcheskie  
**Subject:** Re: Sheridan Park Road Proposed Extension

Hi Ms. Glofcheskie:  
Thank you for your response.

I do want to follow up on my question in my initial email re: a second public meeting - it was my understanding, and that of many I have discussed the meeting with, that a commitment was made to hold a second public meeting. Can you clarify that a meeting will be scheduled.

Regards, [REDACTED]

On Sep 1, 2017, at 3:30 PM, Dana Glofcheskie <[Dana.Glofcheskie@mississauga.ca](mailto:Dana.Glofcheskie@mississauga.ca)> wrote:

Hi [REDACTED]

Thank you for your interest in the study. The study team is currently completing the documentation for all of the required technical studies including the traffic analysis, natural environment review, noise assessment, air quality assessment and several other studies. This Fall we will be providing a Public Meeting Summary Report which will discuss the key questions we heard from the community at the June 27th meeting as well as the comments received throughout the study. This will include a discussion of reviewing alternate routes, such as Speakman Drive. Additionally, once the documentation of the technical studies are completed, the final Project File will be available for public review. This will discuss in greater detail the rationale for the selection of the preferred alternative.

I have added you to our Project Contact list to ensure you receive notification when this additional information regarding the Sheridan Park Drive Extension EA Study becomes available.

Thank you again for your interest in the study and feel free to give me a call to discuss further.

Regards,

<image001.png>

**Dana Glofcheskie, P.Eng.**  
Transportation Project Engineer

Please consider the environment before printing.

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**From:** [REDACTED]  
**Sent:** September 1, 2017 1:40 PM  
**To:** Dana Glofcheskie  
**Subject:** Sheridan Park Road Proposed Extension

Ms. Glofcheskie:

I am contacting you as follow up to the June 27 Public Information Meeting re: above subject.

My understanding is that there was a commitment to a second public meeting. Can you provide an update on when this is scheduled?

Also, has the City expanded the study to include the utilization and expansion possibilities for Speakman Drive and North Service Road? As you recall, many in attendance suggested this was an important element of the overall project assessment.

My sense at the meeting was that the vast majority of attendees oppose this proposal, so there is an expectation for significant opportunities for increased public involvement in the due diligence of this proposal.

Regards,

[REDACTED]

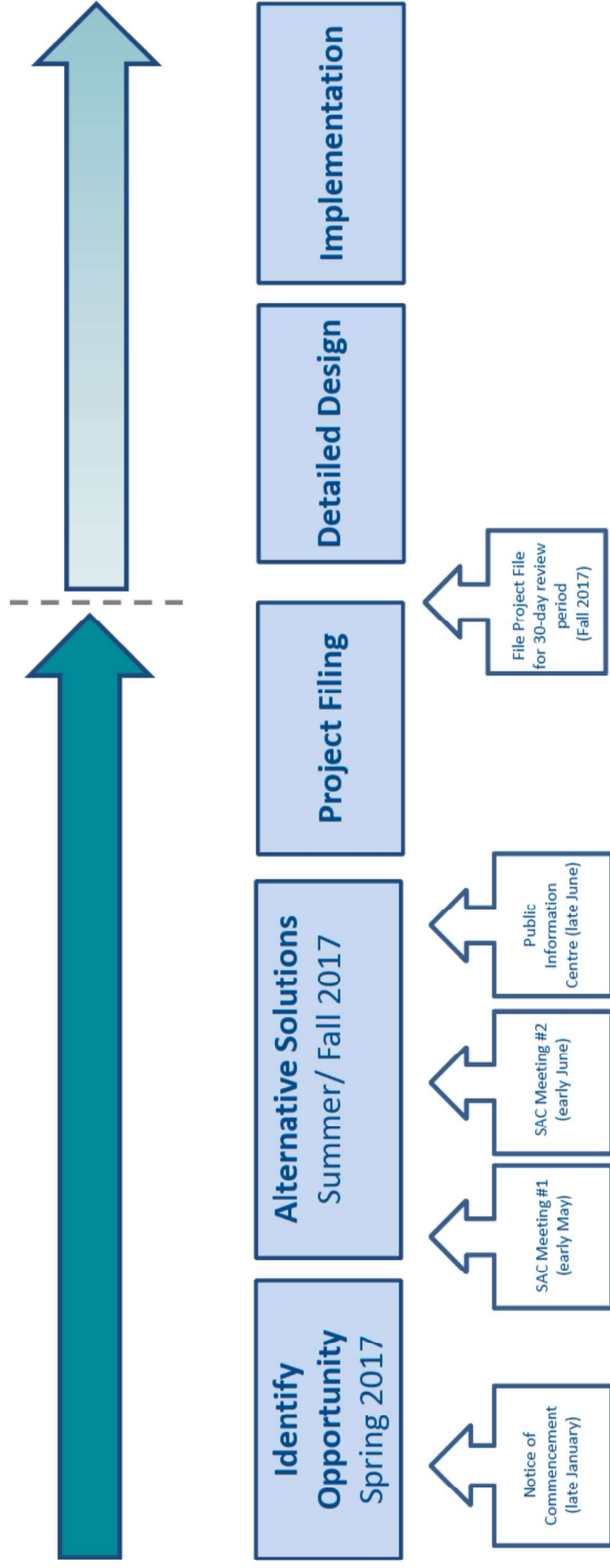


MISSISSAUGA



BURNSIDE

# Municipal Class EA Process (Schedule B)



## THORN LODGE / HOMELANDS NEIGHBOURHOOD TRAFFIC CALMING REVIEW

### What has been done so far?

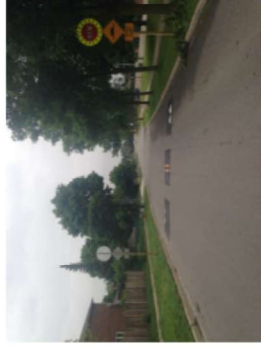
- Traffic volume and speed data collected in June 2016
- Edge lines and centerline pavement markings implemented in August 2016



### What's Next?

- Follow-up studies conducted in June 2017
- Neighbourhood under consideration for physical traffic calming devices
- Further community consultation in Fall 2017

### Examples of physical traffic calming measures





**Shae Richter**

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**From:** Meaghan Luis  
**Sent:** Thursday, October 26, 2017 2:42 PM  
**To:** Sheridan Park EA  
**Subject:** FW: Sheridan Park Drive Extension

---

**From:** Jennifer Vandermeer  
**Sent:** Wednesday, September 06, 2017 1:13 PM  
**To:** Meaghan Luis  
**Subject:** FW: Sheridan Park Drive Extension

[For Master Contact List and EA File](#)

---

**From:** Dana Glofcheskie [<mailto:Dana.Glofcheskie@mississauga.ca>]  
**Sent:** Wednesday, September 06, 2017 1:11 PM  
**To:** Jennifer Vandermeer  
**Cc:** David Argue  
**Subject:** FW: Sheridan Park Drive Extension

See below. Please add [REDACTED] to the mailing list.



**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

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Transportation & Infrastructure Planning Division

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---

**From:** Dana Glofcheskie  
**Sent:** September 6, 2017 1:11 PM  
**To:** [REDACTED]  
**Subject:** RE: Sheridan Park Drive Extension

Hi [REDACTED],

Thank you for your interest in this study. The study team is currently completing the documentation for all of the required technical studies including the traffic analysis, natural environment review, noise assessment, air quality assessment and several other studies. We held a public meeting on June 27th to present the preliminary preferred alternative. The presentation material can be found at:

[www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea).

Once the documentation of the technical studies are completed, the final Project File will be available for public review. This will discuss in greater detail the rationale for the selection of the preferred alternative. Timing of any improvements will be identified following the completion of the Project File.

I have added you to our Project Contact list to ensure you receive notification when this additional information regarding the Sheridan Park Drive Extension EA Study becomes available.

Thank you again for your interest in the study and feel free to give me a call to discuss further.

Regards,



**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer

T 905-615-3200 ext.8243

[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

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---

**From:** [REDACTED]  
**Sent:** September 6, 2017 12:29 PM  
**To:** Dana Glofcheskie  
**Subject:** Sheridan Park Drive Extension

Hi Dana,

We are looking at purchasing a property in the Sheridan Park Corporate Centre and I was wondering if there has been any initial discussion on timing for the extension of Sheridan Park Drive.

Thanks kindly,

[REDACTED]

[REDACTED]

**From:** Sheridan Park EA  
**Sent:** Friday, November 10, 2017 1:55 PM  
**To:** [REDACTED]  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** RE: Sheridan Park Drive Extension Environmental Assessment - Public Information Centre Summary Report Now Available

Good afternoon [REDACTED]

Thank you for your email. Your opinion is important to us, and we appreciate hearing from you. The Study Team has reviewed your comments and would like to offer the following responses.

1)

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 72% in the evening rush hours 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) by approximately 29% in the morning rush hours and 26% in the afternoon rush hours as compared to no Sheridan Park Drive extension.

Pending EA approval and selection of the Preferred Design, the proposed Sheridan Park Drive extension is included in the City of Mississauga's 10 Year Capital Roads Program and subject to funding availability and Council approval. Each year, City staff prioritize the capital roads project for Council approval.

2)

The EA process addresses the social, cultural and natural environmental context of the Study Area and will identify mitigation measures for any potential impacts.

Your suggestions for community improvements such as a park, enhanced recreational facilities or a community garden are important and will be brought to the attention of City staff in the Community Services Department for their future planning in the area.

There was focus placed on minimizing the impacts to the existing natural features within the right-of-way, therefore sidewalks were not proposed as part of the road extension. The extension of the east and west portions of Sheridan Park Drive will have no impacts to the existing multi-use trail in the Study Area.

Any lands south of the right of way of the extension are privately owned. Recreational access to these lands is prohibited.

3)

The Study team is completing the design for the stormwater management system for the corridor to ensure appropriate stormwater management is implemented. The Community Services Department is responsible for maintaining the multi-use trail through the utility corridor. The City will further investigate the potential flooding issue. All trees removed as part of the road extension would be replaced at a 2:1 ratio and would not impact the conveyance of storm water in the Study Area.

We hope that this information is helpful. Please feel free to contact us should you have any more comments or questions.

Sincerely,  
Jennifer  
For the Sheridan Park Drive EA Study Team

**From:** [REDACTED]  
**Sent:** Thursday, October 19, 2017 12:26 PM  
**To:** Sheridan Park EA  
**Subject:** Re: Sheridan Park Drive Extension Environmental Assessment - Public Information Centre Summary Report Now Available

Hi,

Thank you for sending this. I wanted to add a few things as I do not see my response in the attachment with all of the responses received:

1) At the meeting, there was talk about mitigation members/community benefits. I do not see this reflected in the report. My sense from the area is that most people do not know why this needs to be built now. Unless you live on Homelands, where there is increased traffic from those cutting through, who do not actually live in the area. Why does it need to be built now? Can it not be considered for future works? Are there not bigger priorities?

2) Where is any talk about community benefits? It was raised and I thought it would be addressed here. If work will be done in the green space, why not use this opportunity to put in an actual park, or a soccer field, or a splash pad (there is not one anywhere in the Sheridan Homelands area)? An adult outdoor workout gym? A community garden (since so many who have their houses back onto the space plant massive gardens, why not make something everyone can enjoy?). The business community should contribute financially to this, as most residence see the road as only benefiting business.

3) Even this fall, there was flooding adjacent to the pathway that currently exists north of the proposed road. How can you be sure that taking away the trees will not cause even more flooding in the field, leaving the pathway unusable?

Thank you,

[REDACTED]

On Thu, Oct 19, 2017 at 12:12 PM, Sheridan Park EA <[SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com)> wrote:

Good afternoon,

As part of the City of Mississauga Municipal Class Environmental Assessment (EA) Study for Sheridan Park Drive Extension, a Summary Report has been prepared to document the Public Information Centre (PIC) that was held on June 27, 2017. This report summarizes the format of the meeting, participation levels, comments received by members of the public and the Study Team response to these comments. A copy of the PIC Summary Report is now available on the City's website at [www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)

This notification has been provided to all attendees of the PIC, people who completed a comment sheet or sent an email to the Study Team in response to the PIC.

A Project File will be available through the City's website for a 30-day review period in early 2018. The Project File will document the EA process including an account of all comments received during the Study and how these comments are being addressed by the Study Team. During the 30-day review period, members of the public will be able to review the Project File and contact the Study Team if they have questions. A Notice of Study Completion will be issued to all parties on the Project Contact List to notify them of the availability of and access to the Project File.

Thank-you for your interest in this Study. Please contact the Study Team at [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com) if you have any questions.

Best regards,

Jennifer

For Sheridan Park Drive EA Study Team

**Shae Richter**

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**From:** Sheridan Park EA  
**Sent:** Friday, November 10, 2017 1:55 PM  
**To:** [REDACTED] 'karen.ras@mississauga.ca'  
**Cc:** [REDACTED]; Dana Glofcheskie; David Argue  
**Subject:** RE: Sheridan Park Drive Extension Environmental Assessment - Public Information Centre Summary Report Now Available

Good afternoon [REDACTED]

Thank you for your email. We appreciate hearing from you and your support for the proposed extension.

The Study Team will review all public and agency comments, including this email, and will confirm the preferred solution based on the input received and prepare the final project file and issue the 30-day Public Review Period.

Please feel free to contact us should you have any more comments or questions.

Sincerely,  
 Jennifer  
 For the Sheridan Park Drive EA Study Team

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**From:** [REDACTED]  
**Sent:** Thursday, October 19, 2017 12:49 PM  
**To:** Sheridan Park EA; 'karen.ras@mississauga.ca'  
**Cc:** [REDACTED]  
**Subject:** RE: Sheridan Park Drive Extension Environmental Assessment - Public Information Centre Summary Report Now Available

Thank you for providing the details of the submissions you received at and following the Public Information Centre for this project. I am copying this to our local Councillor to ensure this opinion gets to her despite being past this stage of public input.

I am a City Planner and have been involved in EA studies for the creation of widened and new roads in much more problematic areas involving the expropriation and demolition of homes (Beecroft Road and Doris Avenue around North York Centre), so I am well aware of how difficult such planning work is. I am nevertheless surprised and dismayed at the extent of negative comments you have received. Please keep in mind the normal script for this type of consultation is that those who oppose are usually the most vocal, and supportive viewpoints do not get expressed as much. I was unable to attend the actual information centre and therefore cannot verify this, but if the crowd became agitated, this would lead to supportive persons suppressing their own input.

Having lived in the Sheridan Homelands for 23 years, I have no doubt the extension of Sheridan Park Drive will become very busy and is very important to reduce the current and growing level of traffic along Homelands Drive. It will provide an immediate benefit to the safety of children at Homelands Drive Public School, and will be even more valuable in the future. Furthermore, the intersection movements at both the corner of Homelands and Winston Churchill and the corner of Homelands and Sheridan Park Drive are now much more jammed than ever before and I expect the extension of Sheridan Park Drive will alleviate these current (and growing) problems.

I also have no doubt that, by far, the majority of residents in my community concur with me.

There will of course be a change to the rather pastoral setting that residents along the south side of Pyramid, Barcella and Hollington currently enjoy. They have benefitted tremendously from what was a utility corridor. However, given the very large distance between their real properties and the proposed road, the degree of impact upon them is easily mitigated. I do not think the relatively slight reduction of the public benefit they have taken advantage of (the utility corridor becoming a de-facto park) outweighs the clear benefit in reduced through-traffic and increased safety for school children along Homelands Drive that the extension of Sheridan Park Drive will provide.

**Councillor Ras**, please keep in mind that a year from now the quiet supporters of the project surely will out-vote the seemingly more vocal opponents.

[REDACTED]

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**From:** Sheridan Park EA [<mailto:SheridanParkEA@rjburnside.com>]

**Sent:** October 19, 2017 11:40 AM

**Cc:** Dana Glofcheskie <[Dana.Glofcheskie@mississauga.ca](mailto:Dana.Glofcheskie@mississauga.ca)>; David Argue <[David.Argue@rjburnside.com](mailto:David.Argue@rjburnside.com)>

**Subject:** Sheridan Park Drive Extension Environmental Assessment - Public Information Centre Summary Report Now Available

Good afternoon,

As part of the City of Mississauga Municipal Class Environmental Assessment (EA) Study for Sheridan Park Drive Extension, a Summary Report has been prepared to document the Public Information Centre (PIC) that was held on June 27, 2017. This report summarizes the format of the meeting, participation levels, comments received by members of the public and the Study Team response to these comments. A copy of the PIC Summary Report is now available on the City's website at [www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)

This notification has been provided to all attendees of the PIC, people who completed a comment sheet or sent an email to the Study Team in response to the PIC.

A Project File will be available through the City's website for a 30-day review period in early 2018. The Project File will document the EA process including an account of all comments received during the Study and how these comments are being addressed by the Study Team. During the 30-day review period, members of the public will be able to review the Project File and contact the Study Team if they have questions. A Notice of Study Completion will be issued to all parties on the Project Contact List to notify them of the availability of and access to the Project File.

Thank-you for your interest in this Study. Please contact the Study Team at [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com) if you have any questions.

Best regards,

Jennifer  
For Sheridan Park Drive EA Study Team

**From:** Sheridan Park EA  
**Sent:** Monday, November 27, 2017 3:23 PM  
**To:** [REDACTED]  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** RE: Noise Impact Assessment

Good afternoon [REDACTED],

Thank you for your email. The Noise Impact Assessment Report will be included as part of the Project File. The Project File will be available through the City's website for a 30-day review period in early 2018. The Project File will document the Environmental Assessment (EA) process including all studies completed as part of the EA, including the Noise Impact Assessment Report. During the 30-day review period, members of the public will be able to review the Project File and contact the Study Team if they have questions. A Notice of Study Completion will be issued to all parties on the Project Contact List to notify them of the availability of and access to the Project File.

In response to your specific questions regarding the sound measurements, we offer the following information:

The sound level meter used to measure the background sound levels was a Bruel & Kjaer Model 2270 type one sound level meter. The meter was purchased in 2015 from Bruel & Kjaer and was most recently factory calibrated in December 2016, four months prior to performing the sound level measurement for this study. While there are no published recommendations on the frequency of factory calibration, most vendors recommend every 1-3 years. The calibrator was also factory recalibrated at the same time. The calibration of both pieces of equipment was performed by an accredited testing lab who provided certificates. During data collection, the meter was checked against the calibrator as directed by the Ministry of the Environment and Climate Change (MOECC) both before and after the measurements were taken. The difference between the two checks was less than 0.5 dBA as required by the MOECC to indicate valid measurements. Based on City and Provincial guidelines, the existing sound level was measured for the outdoor living area (OLA) of a residential home (e.g., the backyard). As a result, the sound level meter was located at the fence line of the house. This location is closer to the proposed road extension corridor than the rear of the house or OLA and also closer to the QEW. Therefore, the sound levels measured at this location are expected to be louder than experienced at the OLA of the home along Barcella Crescent. This provides for a more conservative approach than the Provincial guidelines that require existing sound levels to be measured at locations approximately 3 m away from the dwelling wall. The meter was installed 4.5 m above the ground as per the MOECC guidance for points of reception that are 2-storey residential houses.

Sincerely,  
Jennifer  
For the Sheridan Park Drive EA Study Team

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**From:** [REDACTED]  
**Sent:** Tuesday, November 21, 2017 9:38 AM  
**To:** Sheridan Park EA  
**Subject:** Noise Impact Assessment

Gentlemen:

As a resident in the affected area, I desire some clarification of the Noise Impact Assessment conducted as part of the EA.



Specifically, I need a copy of the Noise Impact Assessment, model and age of the sound level measuring equipment used in the study, information on the most recent calibration of that sound level measuring equipment and its traceability, and the assumptions made regarding the placing of the sound measuring equipment.

All of this will assist me in evaluating the study and its conclusions.



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**From:** Sheridan Park EA  
**Sent:** Thursday, December 07, 2017 1:05 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Dana Glofcheskie; David Argue  
**Subject:** RE: Extension of Sheridan Park Drive

Good afternoon [REDACTED],

Thank-you for clarification of your request. The City of Mississauga will include a commitment to complete a noise assessment after the construction of the road extension to reassess the Study Team recommendation that a noise barrier is not required.

Sincerely,  
Jennifer  
For the Sheridan Park Drive EA Study Team

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**From:** [REDACTED]  
**Sent:** Monday, November 27, 2017 4:11 PM  
**To:** Sheridan Park EA  
**Cc:** [REDACTED]; Dana Glofcheskie; David Argue  
**Subject:** Re: Extension of Sheridan Park Drive

Thank you Jennifer on your response.

To clarify my request for a sound review, what better time to do a real time dB sound impact is when the road is built and the sounds can be measured in real time to see if a WALL is required.

Therefore provide in your budget for this possibility that a WALL may be required.

Regards.  
[REDACTED]

On Nov 27, 2017 at 2:47 PM, <[Sheridan Park EA](#)> wrote:

Good afternoon [REDACTED],

Thank you for your email. Can you please clarify your request for sound review study? Please note that a noise impact assessment has been completed as part of this EA study. The Noise Impact Assessment Report will be included as part of the Project File. The Project File will be available through the City's website for a 30-day review period in early 2018. The Project File will document the Environmental Assessment (EA) process including all studies completed as part of the EA, including the Noise Impact Assessment Report. During the 30-day review period, members of the public will be able to review the Project File and contact the Study Team if they have questions. A Notice of Study Completion will be issued to all parties on the Project Contact List to notify them of the availability of and access to the Project File.

Sincerely,  
Jennifer  
For the Sheridan Park Drive EA Study Team

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**From:** [REDACTED]  
**Sent:** Friday, October 27, 2017 7:49 AM

**To:** Sheridan Park EA

**Cc:** [REDACTED]

**Subject:** Extension of Sheridan Park Drive

Hi, I would like to say if the road does go ahead, a sound review study must be undertaken to justify your recommendation of NO WALL to be installed due to no sufficient increase in the dB.

This way the dB numbers can be realistically compared.

Thanks on your attention to this matter.

Regards.

[REDACTED]

**From:** Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>  
**Sent:** Wednesday, December 13, 2017 11:22 AM  
**To:** [REDACTED]  
**Cc:** Karen Ras; Leslie Green; Sheridan Park EA  
**Subject:** RE: Evaluation Criteria: Natural Environment

Good afternoon [REDACTED]

Thank you for your email. Your opinion is important to us, and we appreciate hearing from you. The Study Team has reviewed your comments and would like to offer the following responses.

**Impacts to existing trees and vegetation communities:**

The impacts to the existing vegetation within the Study Area were assessed based on baseline conditions documented through surveys completed as part of the Environmental Assessment. An estimated 114 trees will need to be removed with approximately 62% (i.e. 70 trees) of the trees for removal is 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. This forest edge is not connected to the north to any other habitat features and based on the existing species and vegetation community attributes the replacement value of 2:1 trees was determined to be appropriate. The number of replacement trees required is calculated using 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 a forest immediately and while this ratio is intended to compensate both for the loss of more "mature" trees it also compensates for survival of the planted specimens. 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.

**Impacts to wildlife:**

There are no Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmental Significant Areas in the Study Area. There is potential for bat habitat within the wooded area. Impacts to bat habitat can be readily mitigated through the installation of bat habitat boxes within the Study Area where appropriate. Three frog call surveys were completed in the Study Area and no frog calls were observed. Two breeding bird surveys were completed in the Study Area. Two Special Concern Species At Risk (SAR) species (Eastern Wood Pewee and Wood Thrush) were observed. The proposed road extension will not directly affect breeding habitat for these two species. No Threatened or Endangered SAR species were observed.

Mitigation measures to address potential impacts to wildlife habitats and species typically include the following and these are appropriate for the natural heritage features and functions associated with the Study Area.

- Construction hoarding will be installed prior to commencement of construction activities to prevent pedestrian access, prevent the unnecessary encroachment / disturbance by humans and machinery into vegetation communities and to prevent wildlife from entering the construction areas.
- Plant species loss will be minimized, where possible, and compensatory planting plans established in areas of the Study Area when no clearing activities are proposed, referencing CVC's Plant Selection Guidelines for the existing soil and vegetation communities. Potential for establishing pollinator species of plants should also be included when establishing a formal planting plan.
- The inclusion of bio swales, infiltration galleries or other features to promote localized surface water infiltration to maintain the existing water balance should be included as part of the detailed design and landscape plan for the road extension.
- To reduce the risk of contravening the *Migratory Bird Convention Act, 1994*, timing constraints shall be applied to avoid any limited vegetation clearing (including grubbing) and/or structure works (construction, maintenance) during the breeding bird period – broadly from April 1st to August 31st for most species (regardless of the calendar year).
- Active nests (nests with eggs or young birds) of protected migratory birds, including SAR protected under the *Endangered Species Act (ESA, 2007)*, cannot be destroyed at any time of the year. The destruction of inactive nests for some species may also be prohibited.
- If a nesting migratory bird (or Species at Risk (SAR) protected under *ESA, 2007*) is identified within or adjacent to the construction site (or during operations and maintenance activities) and the activities are such that continuing

works in that area would result in a contravention of the *Migratory Bird Convention Act, 1994* or *ESA, 2007*, all activities will stop and the Contract Administrator (with assistance from an Avian Biologist) shall discuss mitigation measures with the City. Should SAR be identified, all activities will stop and MNRF will be contacted immediately to ensure compliance with the ESA. The Contract Administrator shall instruct the Contractor on how to proceed based on the mitigation measures established through discussions with the Town, the MNRF and/or Environment Canada.

- In the event that an animal is encountered during construction and does not move from the construction zone, the Contract Administrator will be notified. If the construction activities are such that continuing construction in the area would result in harm to wildlife, construction activities in that location will temporarily stop and the MNRF shall be contacted for direction;
- If temporary construction hoarding is used at a location, it shall be installed to allow wildlife to leave the fenced area during vegetation clearing. Once the work area has been cleared, it can be securely fenced to prevent wildlife from returning.
- The excluded area will be searched immediately following hoarding installation for any wildlife (including SAR) that may have become trapped. Any wildlife will be safely relocated, or permitted to escape, to a suitable habitat. All works should stop immediately and MNRF contacted should a SAR be encountered within a construction or operational area to ensure compliance with the ESA.
- Avoid vegetation clearing during sensitive times of the year for local wildlife, such as spring and early summer (when many animals bear their young or migrate between wintering and summer habitats).

A complete set of mitigation measures will be provided as part of the Project File that will be made available through the City's website for a 30-day review period in early 2018.

#### **Impacts to hazard lands:**

Based on the Mississauga Official Plan Amendment 40 (MOPA 40), there are hazard lands within Sheridan Homelands associated with Loyalist Creek; however, these lands are not impacted by the proposed road extension. Within Sheridan Park, there are four features that are classified as hazard lands. These include an existing concrete lined channel that conveys stormwater south adjacent to the hydro sub-station, a watercourse that runs through the woodland on the east end of the Study Area and two headwater drainage features that traverse through the meadow/thicket area of the Study Area, all of which are outside the impact zone of the proposed road extension.

#### **Impacts to surface water quality & drainage (storm water management):**

A Stormwater Management Report has been prepared as part of the Environmental Assessment. Impacts to water quality are anticipated to be minimal. Nonetheless, a relatively large portion of the new road will be directed to a bioretention area, located within one of the proposed horizontal deflection (landscaped) medians in the roadway. Runoff which cannot be treated and infiltrated at this location will be intercepted by an overflow system and directed to an existing drainage feature. The City continuously explores alternative materials to address snow and ice conditions on City roads. As an example, the City is currently using brine on approximately 1,000 lane kilometers of roads, which results in a lower amount of salt use. This year, the City is piloting a new brine solution, which works at lower temperatures and should allow the City to further reduce the use of salt.

#### **Impacts to ground water quality:**

The City is committed to reviewing the need for a hydrogeological study during the detailed design phase of the project.

Thank you,



#### **Dana Glofcheskie, P.Eng.**

Transportation Project Engineer

T 905-615-3200 ext.8243

[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

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**From:** [REDACTED]  
**Sent:** December 7, 2017 9:36 PM

**To:** Dana Glofcheskie  
**Cc:** Karen Ras  
**Subject:** Evaluation Criteria: Natural Environment

Hello Dana,

After reviewing the Sheridan Park Drive Municipal Class EA and the associated Evaluation Criteria, we have a few questions as it relates to the Natural Environment.

**Impacts to existing trees and vegetation communities:**

Based on the Sheridan Creek Watershed Study and Impact Monitoring Characterization Report CVC March 2011, “The Environment Canada Habitat Guideline” is to keep 30% of a watershed in forest. In 2011, only 16.6% of the Sheridan Creek watershed was forest. How does your proposal of a 2:1 replacement of the removal of very mature trees with immature ones seek to achieve this recommendation?

**Impacts to wildlife:**

Our expectation would be the proposed road extension through a currently natural forested area would dramatically impact current wildlife inhabitants. What proper mitigation measures will be implemented to minimize any potential impacts to wildlife.

**Impacts to hazard lands:**

Are there any hazard lands within our community of Sheridan Homelands and Sheridan Park?

**Impacts to surface water quality & drainage (storm water management):**

The CVC March 2011 report indicated there are “excessively high levels of sodium and chloride due to intensive application of road salt.” We are concerned the proposed road extension with increased traffic will result in higher use of road salt. What mitigation measures do you propose to implement to combat this issue?

**Impacts to ground water quality:**

The CVC March 2011 report recommended “groundwater quality should be investigated further. More sampling and experience is needed to get statistically real results from outfall sampling”. Have you investigated this further and what are your proposals to address the ground water quality.

We look forward to your feedback,

Sincerely,

[Redacted Signature]

**From:** Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>  
**Sent:** Thursday, December 21, 2017 1:23 PM  
**To:** [REDACTED]  
**Cc:** Karen Ras; Mayor Bonnie Crombie; Leslie Green  
**Subject:** RE: Sheridan Park Drive Municipal Class EA

Good afternoon [REDACTED]

Thank you for your email. Your opinion is important to us, and we appreciate hearing from you. The Study Team has reviewed your comments and would like to offer the following responses.

The City recognizes the importance of the multi-use trail to families, employees from Sheridan Park Corporate Centre, dog walkers and cyclists. The extension of the east and west portions of Sheridan Park Drive will have no impacts to the existing multi-use trail in the Study Area. People will be able to continue to use the multi-use trail as they do now. The City will explore opportunities for planting additional vegetation within the utility corridor between the multi-use trail and the hydro lines to further enhance the natural features of this area.

As noted above, students will continue to be accommodated on the existing multi-use trail. The multi-use trail is set back approximately 14 m (46 ft) from the proposed road extension except where it connects at adjacent existing intersections as it does today with Winston Churchill Boulevard and Homelands Drive / Speakman Drive. This is a greater separation than one would see along a sidewalk adjacent to a public road including arterial roads. In addition, at the proposed roundabouts, cross-walks will be available to accommodate pedestrians and cyclists. Roundabouts provide a safe crossing for pedestrians and cyclists as raised medians, which are referred to as splitter islands, allow for users to cross one direction of travel at a time. In addition to the existing roundabouts throughout the City, a number of new roundabouts will be implemented across the City in the next few years. As a result, the City will be launching a City-wide initiative in 2018 to promote awareness and education about roundabouts to residents. Please note that there is no existing parking area provided for users of the multi-use trail. We understand that trail users may be parking at the terminus of Sheridan Park Drive; however, this is not an official marked parking area.

The Study Team has endeavoured to minimize impacts to the existing natural features within the City owned right-of-way. The impacts to the existing vegetation within the Study Area were assessed based on baseline conditions documented through surveys completed as part of the study. An estimated 114 trees will need to be removed with approximately 62% (i.e. 70 trees) of the trees identified for removal being Green Ash. There is concern about the long term survivability of Green Ash throughout most of Ontario due to Emerald Ash Borer (EAB).

The forest edge is not connected to any other natural habitat features to the north of the road extension corridor. 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 number of replacement trees required is calculated using 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.

A Noise Impact Assessment was completed as a part of the study. The existing noise levels were measured at various Points of Reception (POR) in the Study Area (e.g., at fence line of residential homes). The existing noise level at the closest POR to the proposed road extension was found to be 47 dBA during day time hours (7am-11pm) and 40 dBA during night time hours (11pm-7am). The future predicted noise levels at the closest POR was found to be no more than 1 dBA greater than the existing noise levels. Therefore, the extension was found to have negligible impact on the noise levels in the neighbourhood. The predicted future noise levels are below Provincial and City of Mississauga standards. As a result, the Study Team concluded that no noise mitigation measures (sound barriers) are required.

The traffic analysis undertaken by the Study Team indicates approximately 77% of trips along the extension in the morning rush hours and 72% in the evening rush hours 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) by approximately 29% in the morning rush hours and 26% in the evening rush

hours as compared to not extending Sheridan Park Drive. Therefore, traffic disruptions within the Sheridan Homelands neighbourhood will be reduced.

Thank you,



**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer

T 905-615-3200 ext.8243

[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

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**From:** [REDACTED]  
**Sent:** December 19, 2017 1:50 PM  
**To:** Dana Glofcheskie  
**Cc:** Karen Ras; Mayor Bonnie Crombie  
**Subject:** Re: Sheridan Park Drive Municipal Class EA

---

**From:** [REDACTED]  
**Sent:** 17 December 2017 7:07 PM  
**To:**  
**Subject:** Sheridan Park Drive Municipal Class EA

Hi Dana,

In follow up to your Proposal, we would like to express concerns relating to the LIFESTYLE AND CULTURE section of the Sheridan Park Drive Municipal Class EA.

Green space promotes healthy living by buffering stress along with encouraging physical activities and fostering social interaction. The biking/walking path along Sheridan Park Drive, was built for this purpose and facilitates families, employees from Sheridan Park Research Park, dog walkers and cyclists. This all contributes to an integrated community. Many residents purchased their home here for this green space and connection with nature.

The proposed expansion of the road will disrupt cohesion of our neighbourhood in the following ways:

- Safety to students from Homelands Public School, who use this as a secure corridor for travel to and from school, without close proximity to traffic
- Nature and resident disruption with additional traffic, noise and loss of trees
- Less accessibility to users of the path with roundabouts and no parking area
- Mayor Crombie, on Earth Day '17, stated "Only 241,000 of the 1 Million trees planned have been planted." Your plan does not seem to be consistent with her vision.



- In the same report, our mayor also stated, "Trees help mitigate climate by sequestering carbon dioxide from our air." Why would mature trees be eliminated?
- Removal of forest does not comply with a healthy, green and sustainable Mississauga.

We would sincerely appreciate further consideration into these areas of concern.  
Thank you.

Yours truly,

[Redacted Signature]



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

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## Appendix M6

### Agency Correspondence

## Shae Richter

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**From:** Karen Morden <Karen.Morden@mississauga.ca>  
**Sent:** Thursday, January 26, 2017 8:43 AM  
**To:** Sheridan Park EA  
**Subject:** RE: Sheridan Park EA Notice of Study Commencement  
**Attachments:** 20170126084541100.pdf

Please see the attached.



### Karen Morden

Legislative Coordinator, Office of the City Clerk  
T 905-615-3200 ext.5471  
[karen.morden@mississauga.ca](mailto:karen.morden@mississauga.ca)

[City of Mississauga](#) | Corporate Services Department,  
Legislative Services Division

Please consider the environment before printing.

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**From:** Sheridan Park EA [<mailto:SheridanParkEA@rjburnside.com>]  
**Sent:** 2017/01/24 4:17 PM  
**To:** Karen Morden  
**Subject:** Sheridan Park EA Notice of Study Commencement

Please find the attached letter, form and notice of study commencement for the Sheridan Park Drive Environmental Assessment.

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: Karen Morden  
(Please Print)

Phone No.: (905) 615-3200 x5471

Agency: City of Mississauga - Accessibility Advisory Committee

Signed: [Signature]

Date: 2017-01-26

Please assist us in identifying your interests:

	YES	NO
1. Does your organization wish to participate in this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. If the answer to Question 1 is "No," would you like to be removed from contact list?	<input type="checkbox"/>	<input type="checkbox"/>
3. Does your organization wish to participate as a member of the <b>Stakeholder Advisory Committee (SAC)</b> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.

If this project involves on street parking, the Accessibility Advisory Committee must be consulted. Additionally, the City of Mississauga - 2015 Facility Accessibility Design Standards must be followed:
<a href="http://www.mississauga.ca/accessibilitystandards">www.mississauga.ca/accessibilitystandards</a>

## Shae Richter

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**From:** Gasser, Matthew (IO) <Matthew.Gasser@infrastructureontario.ca>  
**Sent:** Monday, January 30, 2017 9:09 AM  
**To:** Sheridan Park EA  
**Subject:** IO Notice Letter- Sheridan Park Drive Extension  
**Attachments:** 039474\_Sheridan Park Drive EA\_NOCm\_NoronhaEmail.pdf; IO EA Notice Letter\_Sheridan Park Drive .pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good morning,

Please review the attached IO Notice Letter on behalf of Lisa Myslicki. Thank You.

Sincerely,

**Matthew Gasser**  
Environmental Management

Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON M5G 2L5

(416) 212-6975  
[Matthew.Gasser@infrastructureontario.ca](mailto:Matthew.Gasser@infrastructureontario.ca)

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January 30, 2017

### **Response to EA Notice**

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Ministry of Infrastructure (MOI lands) to support your proposed project.

Prior to MOI consenting to the use of MOI lands, the applicable environmental assessment, duty to consult Aboriginal peoples (if triggered) and heritage obligations will need to be met. In order for MOI to allow you access to MOI lands and to carry out proposed activities, MOI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MOI's obligations which may include considering the use of any MOI lands as part of your individual environmental assessment. All costs associated with meeting MOI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MOI to ensure that its obligations have been met and to secure any required internal government approvals required to allow for the use of the MOI lands for your proposed project.

In order for MOI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MOI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Aboriginal Duty to Consult obligations – see *Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – see *Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists– see *Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – see *Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MOI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MOI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project

schedule and budgets. If your project requires you to study MOI lands, then an agreement is required and all studies undertaken on MOI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MOI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any MOI lands would be required for your proposed project. Please note that on title MOI control may be identified under the name of MOI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MEDEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works<sup>1</sup>.

Please provide Rita Kelly with a confirmation in writing of any MOI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MOI lands.

For more information concerning the identification of MOI lands in your study area or the process for acquiring access to or an interest in MOI lands, please contact:

Rita Kelly  
Project Manager  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON  
M5G 2L5  
Tel: (416) 212-4934  
Email: [rita.kelly@infrastructureontario.ca](mailto:rita.kelly@infrastructureontario.ca)

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki  
Environmental Specialist  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON

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<sup>1</sup> MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MEDEI – Ministry of Economic Development, Employment and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal

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M5G 2L5  
Tel: (416) 557-3116  
Email: [lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca)

If MOI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

**Patrick Grace**  
Director  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON, M5G 2L5



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## INSTRUCTION NOTE 1

### **Provincial Crown's Aboriginal Duty to Consult obligations**

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Aboriginal consultation may be required prior to MOI granting access to MOI lands or undertaking other activities. The requirement for Aboriginal consultation may be triggered given Aboriginal or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Aboriginal consultation will be assessed by MOI.

Prior to the use of MOI lands, MOI must first meet any duty to consult obligations that may be triggered by the proposed use of MOI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MOI lands would be involved.

MOI will evaluate the potential impact of your proposed project on Aboriginal and treaty rights. MOI may assess that the Crown's Duty to Consult (DTC) requires consultation of Aboriginal communities. Proponents should discuss with IO whether MOI will require consultation to occur and if so, which communities should be consulted.

Where MOI determines that Aboriginal consultation is required, MOI will formally ask you to consult or continue to consult with Aboriginal peoples at the direction of MOI.

On behalf of MOI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Aboriginal communities.

If consultation has already occurred, IO strongly encourages you to provide complete Aboriginal consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to publically releasing the Notice of Completion for the assessment undertaken under the MOI PW Class EA.

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## INSTRUCTION NOTE 2

### **Requirements of the MOI Public Work Class Environmental Assessment**

MOI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assess undertakings that affect MOI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MOI lands. IO will work with you to ensure that all of the MOI undertakings or activities related to the use of MOI lands are identified, that the appropriate Category of undertaking is used and a monitoring and report back mechanism is established to ensure that MOI's obligations are met.

The completion of another environmental assessment process that assesses the undertakings related to MOI lands may satisfy MOI's obligations under the Public Work Class EA. You will be required to work with IO to determine the most appropriate approach to meeting the Public Work Class EA obligations for undertakings related to MOI lands on a case by case basis.

Where it is decided that the assessment of undertakings related to MOI lands can be assessed as part of the environmental assessment being undertaken by the proponent then it is likely that the following provisions will be required:

- that the environmental assessment documents set out that one process will be relied on by both the proponent and MOI to evaluate their respective undertakings and meet their respective obligations to assess the potential impacts of their undertakings;
- that the proponent's description of the undertaking to be assessed include all of the MOI undertakings related to the use or access to MOI lands (see Glossary of Terms);
- the associated EA Category from the Public Works Class EA be identified and met by the environmental assessment (see Figure 22. Category Listing Matrix and/or Tale 2.1 EA Category Identification Table);
- that the proponent's environmental assessment indicate that MOI would be relying on the proponent's assessment to satisfy MOI's obligations under the *Environment Assessment Act*;
- establish a monitoring and report back mechanism to ensure that any obligations of MOI resulting from the assessment will be met; and

An environmental assessment consultation plan be developed to ensure that all stakeholders required to be consulted regarding the undertakings on the MOI lands are consulted

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### **Other Due Diligence Requirements**

There may also be other additional due diligence requirements for the use of MOI lands in the proposed project. These may include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up
- Survey
- Title Search
- Species at Risk Survey(s)
- Appraisal

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INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists.

Archaeological due diligence is required for any proposed project on MOI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MOI lands.

IO has two in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Aboriginal material (ion Aboriginal villages and burials sites) can be assessed.

To support both the Public Work Class EA and MOI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Aboriginal people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Aboriginal resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that you project timelines include adequate time and resources to address MOI due diligence obligations, including internal government approvals. All costs associated with meeting MOI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of archaeological assessment, all reporting criteria and formatting, and any other license

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requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
  - Archival research and non-intrusive site visit
- Stage 2 Property Assessment
  - In-field systematic pedestrian survey or test pitting and reporting
  -
- Stage 3 Site-specific Assessment
  - Limited excavation to determine site significance and size
  - Field works and reporting
- Stage 4 Site mitigation
  - Through either avoidance/protection or excavation Field work 4 to 8 weeks
  - Develop summary report
  - MTCS review – expedited review of summary report 6 weeks
  - Final report
  - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance

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## INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

### Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs). Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties.

Cultural heritage due diligence will be required for any proposed project on MOI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MOI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MOI lands. This will help to determine if the MOI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged to engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MOI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help identify any required reports.

Should MOI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MOI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time

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and resources to address MOI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MOI's heritage obligations are the responsibility of the proponent.

**Shae Richter**

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**From:** ian.fleming@zayo.com on behalf of Utility Circulations <utility.circulations@zayo.com>  
**Sent:** Monday, February 06, 2017 1:20 PM  
**To:** Sheridan Park EA  
**Subject:** Re: Sheridan Park EA Notice of Study Commencement

Good Afternoon,

Zayo has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.

Ian Fleming  
Utility Circulations

On 24 January 2017 at 16:16, Sheridan Park EA <[SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com)> wrote:

Please find the attached letter, form and notice of study commencement for the Sheridan Park Drive Environmental Assessment.



## Shae Richter

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**From:** Chris Pincombe <Chris.Pincombe@enbridge.com>  
**Sent:** Monday, February 06, 2017 9:49 AM  
**To:** Sheridan Park EA  
**Cc:** Eastern Region Crossing; Amy Vandendool  
**Subject:** Enbridge Pipelines Comments Re: Sheridan Park Drive Extension, Mississauga

Hi,

For your records, Enbridge Pipelines Inc. has reviewed the subject application and does not have any facilities within the area. This is an Enbridge Gas Distribution area – if you have not already contacted Enbridge Gas please forward the same information to mark-ups@enbridge.com.

Regards,

**Chris Pincombe** C.E.T.  
Lands & ROW Administrator - Crossings  
Eastern Region

**ENBRIDGE PIPELINES INC.**  
TEL: 519-333-6753 | FAX: 519-339-0510  
Western Research Park  
1086 Modeland Road, Bldg. 1050 1<sup>st</sup> Floor, Sarnia, ON, N7S 6L2

enbridge.com  
**Integrity. Safety. Respect.**



## Shae Richter

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**From:** Cliff Lee <clee@tnpi.ca>  
**Sent:** Wednesday, February 08, 2017 10:02 AM  
**To:** Sheridan Park EA  
**Subject:** Project Response Form  
**Attachments:** 4598\_001.pdf

To Whom may concern

Please contact myself Cliff Lee for all 3<sup>rd</sup> Party Crossings - Permit applications. Satish Korpai has retired after 25 yrs at TNPI, and I am his replacement.

Kindest Regards,

Cliff Lee, C.E.T.  
Trans-Northern Pipeline Inc.  
45 Vogell Rd  
Richmond Hill, ON  
L4B 3P6  
Ph:905-770-3353 ext 292  
Fx: 905-770-8675  
Em:clee@tnpi.ca



## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: CLIFF LEE  
(Please Print)

Phone No.: 289-475-5351

Agency: Trans Northern Pipeline Inc

Signed: [Signature]

Date: 2017-02-07

Please assist us in identifying your interests:

	YES	NO
1. Does your organization wish to participate in this project?		X
2. If the answer to Question 1 is "No," would you like to be removed from contact list?	X	
3. Does your organization wish to participate as a member of the <b>Stakeholder Advisory Committee (SAC)</b> ?		X
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.

Satish Korpai has retired from TNPI
Cliff Lee is new contact person.

## Shae Richter

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**From:** Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>  
**Sent:** Thursday, February 09, 2017 2:02 PM  
**To:** dana.glofcheskie@mississauga.ca  
**Cc:** Jennifer Vandermeer; David Argue; Sheridan Park EA; Martin, Paul (MOECC); Webb, Tim (MOECC)  
**Subject:** Sheridan Park Drive Extension Schedule B Municipal Class EA  
**Attachments:** TSS\_NoSC\_Response Letter\_Sheridan Park Drive Extension.docx; A Proponent's Introduction to the Delegated Aspects of Consultation with....pdf; TSS\_NoSC\_Response Letter\_Sheridan Park Drive Extension\_signed.PDF

Good afternoon,

Please find attached a letter from the Ministry of the Environment and Climate Change, Central Region Technical Support Section regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

### Trevor Bell

Environmental Resource Planner and EA Coordinator  
Technical Support Section | Central Region  
Ministry of the Environment and Climate Change  
5775 Yonge St., 8<sup>th</sup> Floor  
Toronto, ON M2M 4J1  
T: 416-326-3577  
E: [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca)

Ministry of the Environment  
and Climate Change

Central Region  
Technical Support Section

5775 Yonge Street, 8<sup>th</sup> Floor  
North York, Ontario M2M 4J1

Tel.: (416) 326-6700  
Fax: (416) 325-6347

Ministère de l'Environnement et de  
l'Action en Matière de Changement Climatique

Région du Centre  
Section d'appui technique

5775, rue Yonge, 8<sup>ième</sup> étage  
North York, Ontario M2M 4J1

Tél.: (416) 326-6700  
Téléc.: (416) 325-6347



February 9, 2017

File No.: EA 01-06-05

Dana Glofcheskie, P.Eng.  
Project Manager  
City of Mississauga  
201 City Centre Drive, Suite 800  
Mississauga, ON L5B 2T4  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

Re: **Sheridan Park Drive Extension  
City of Mississauga  
Schedule B Municipal Class Environmental Assessment  
Response to Notice of Commencement**

Dear Ms. Glofcheskie:

This letter acknowledges that the City of Mississauga has initiated a Schedule B project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA) for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive in the City of Mississauga.

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to your project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to their project schedule.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to your proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to you through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information you have provided to date and the Crown's preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project:

- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council
- Mississaugas of the New Credit First Nation

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: <https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: [www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments)

Please also refer to the document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

You must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to [EAASIBGen@ontario.ca](mailto:EAASIBGen@ontario.ca) or by mail or fax at the address provided below:

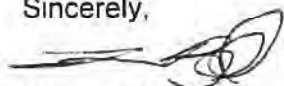
<b>Email:</b>	<a href="mailto:EAASIBGen@ontario.ca">EAASIBGen@ontario.ca</a> Subject: Potential Duty to Consult
<b>Fax:</b>	416-314-8452
<b>Address:</b>	Environmental Approvals Branch 135 St. Clair Avenue West, 1 <sup>st</sup> Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

A draft copy of the Project File Report (PFR) should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final PFR to me when completed.

Should you or any members of your project team have any questions regarding the material above, please contact me at (416) 326-3577 or by email at [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca).

Sincerely,



Trevor Bell  
Environmental Resource Planner and EA Coordinator

Air, Pesticides and Environmental Planning  
Central Region Technical Support Section  
Ministry of the Environment and Climate Change

- c. J. Vandermeer, Environmental Assessment Lead, R.J. Burnside & Associates Ltd.  
D. Argue, Consultant Project Manager, R.J. Burnside & Associates Ltd.  
P. Martin, Supervisor, APEP, Central Region, MOECC  
T. Webb, Manager (A), Halton Peel District Office, MOECC  
Central Region EA File  
A & P File



## AREAS OF INTEREST

*It is suggested that you check off each applicable area after you have considered / addressed it.*

### ☐ **Source Water Protection (all projects)**

The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include are Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- As part of the project, the proponent should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed, whether there were any source protection plan policies that applied, and if so, how they impacted the project, as well as identify mitigating measures to address any negative environmental impacts to those sources (considering natural, economic and social/cultural environmental impacts). As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. Given this requirement, the proponent should include a section in the PFR on source water protection.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents should contact the Project Manager for Drinking Water Source Protection at the local source protection authority (i.e., conservation authority).



### More Information

For more information on the Clean Water Act, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MOECC.

### **□ Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The PFR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Areas of Natural and Scientific Interest (ANSIs)
  - Rare Species of flora or fauna
  - Watercourses
  - Wetlands
  - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features.

### **□ Surface Water**

- The PFR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's Stormwater Management Planning and Design Manual (2003) should be referenced in the PFR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
  - Watershed information, drainage conditions, and other relevant background information
  - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
  - Information on maintenance and monitoring commitments.

- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the PFR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

#### ☐ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the PFR.
- If the potential construction or decommissioning of water wells is identified as an issue, the PFR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the PFR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 litres per day.

#### ☐ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization, a quantification of air quality impacts by determining emission rates and conducting dispersion modelling, and an assessment of effects. The assessment will compare to all available standards for any contaminants of concern. Please contact this office during the scoping process to confirm the appropriate level of assessment.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The PFR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

## □ Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

## □ Contaminated Soils

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.
- Any current or historical waste disposal sites should be identified in the PFR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the PFR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The PFR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

## □ Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the PFR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the PFR.



## □ Planning and Policy

- Parts of the study area may be subject to the Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, Greenbelt Plan, Lake Simcoe Protection Plan, or Growth Plan for the Greater Golden Horseshoe. The PFR should demonstrate how the proposed study adheres to the relevant policies in these plans.
- The Provincial Policy Statement (2014) contains policies that protect Ontario's natural heritage and water resources, including designated vulnerable areas mapped in source water protection assessment reports under the *Clean Water Act* (CWA). Applicable policies should be referenced in the PFR, and the proponent should demonstrate how this proposed project is consistent with these policies. Assessment reports can be found on the Conservation Ontario website at: <http://www.conservation-ontario.on.ca/uncategorised/143-otherswpreionsindex>.

## □ Class EA Process

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The PFR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The PFR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the PFR should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The PFR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the PFR.
- Please include in the PFR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MOECC's PTTW and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act* (CEAA).
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy> under the publications link. We encourage you to review all the available guides and to reference any relevant information in the PFR.

## A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

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### DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

**Aboriginal communities** – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

**Consultation** – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

**Crown** – the Ontario Crown, acting through a particular ministry or ministries.

**Procedural aspects of consultation** – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

**Proponent** – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

### I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

## **II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?**

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

## **III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;

- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

#### **IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

##### **a) What might a proponent be required to do in carrying out the procedural aspects of consultation?**

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

**b) What documentation and reporting does the Crown need from the proponent?**

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;



- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

**c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?**

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

**V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?**

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant information;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

## **VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?**

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

## Shae Richter

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**From:** Marray, Liam <lmarray@creditvalleyca.ca>  
**Sent:** Friday, February 10, 2017 2:41 PM  
**To:** Sheridan Park EA  
**Cc:** Thajer, Ken  
**Subject:** Sheridan Park EA  
**Attachments:** SKM\_C554e17021015460.pdf

Dana/David

Please find attached CVC's response to your Notice of Commencement for the above-noted project.

If you have any additional questions do not hesitate to contact the undersigned.

### Liam Marray

Senior Manager, Planning Ecology | Credit Valley Conservation  
905.670.1615 ext 239 | C: 416.896.1064 | 1.800.668.5557  
[lmarray@creditvalleyca.ca](mailto:lmarray@creditvalleyca.ca) | [creditvalleyca.ca](http://creditvalleyca.ca)

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: LIAM MARRAY  
(Please Print)

Phone No.: 905 670-1615 ext 239

Agency: Credit Valley Conservation

Signed: [Signature]

Date: Feb 10/17

Please assist us in identifying your interests:

	YES	NO
1. Does your organization wish to participate in this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. If the answer to Question 1 is "No," would you like to be removed from contact list?	<input type="checkbox"/>	<input type="checkbox"/>
3. Does your organization wish to participate as a member of the <b>Stakeholder Advisory Committee (SAC)</b> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input checked="" type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.

- potential regulated watercourse, adjacent to the Peel Core Woodland, significant wildlife habitat, stream water management

## Shae Richter

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**From:** Mona McDonald <mona.mcdonald@mississauga.ca>  
**Sent:** Friday, February 10, 2017 8:01 AM  
**To:** Sheridan Park EA  
**Subject:** Project Response Form  
**Attachments:** 20170210074629966.pdf

Hi Jennifer,

Please find attached a completed Project Response Form from Assistant Chief Mark Ormond.

If you have any questions, please let me know.

Thanks,  
Mona



**Mona McDonald**

Administrative Coordinator, Fire  
Fire Headquarters, 15 Fairview Rd. West  
T 905-615-3200 ext.3757  
[mona.mcdonald@mississauga.ca](mailto:mona.mcdonald@mississauga.ca)  
[City of Mississauga](#) | Community Services,  
Fire Division



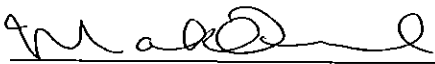
## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: MARK ORMOND  
(Please Print)

Phone No.: (905) 615-3754

Agency: MISSISSAUGA FIRE & EMERGENCY SERVICES

Signed: 

Date: February 10, 2017

Please assist us in identifying your interests:

		YES	NO
1.	Does your organization wish to participate in this project?		X
2.	If the answer to Question 1 is "no," would you like to be removed from contact list?		X

3. Please identify any concerns or comments your agency may have at this time.

① Fire Hydrants will be installed on this road following accepted codes.
② This road extension will offer MFES additional access routes during emergency response (minimal improvement).

Please return this completed form by February 16, 2017 to [SheridanParKEA@rjburnside.com](mailto:SheridanParKEA@rjburnside.com)

## Shae Richter

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**From:** Kabanov, Serguei <serguei.kabanov@peelregion.ca>  
**Sent:** Wednesday, February 15, 2017 9:37 AM  
**To:** Sheridan Park EA  
**Cc:** David Argue; dana.glofcheskie@mississauga.ca  
**Subject:** Sheridan Park Drive Extension EA  
**Attachments:** SKMBT\_C284e17021509341.pdf

Please see attached Project Response Form for the subject project.

***Serguei Kabanov, CD, CET, rcca***

*Project Manager*

Roads – Design and Construction

Public Works

10 Peel Centre Drive

Suite 'B', 4<sup>th</sup> Floor

Brampton, Ontario

L6T 4B9

Tel: 905-791-7800 ext. 8754

Cell: 416-902-7425

[Serguei.kabanov@peelregion.ca](mailto:Serguei.kabanov@peelregion.ca)

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: SERGUEI KABANOV  
(Please Print)

Phone No.: 905-791-7800 EXT. 8754

Agency: REGION OF PEEL

Signed: \_\_\_\_\_

Date: FEB. 15, 2017

Please assist us in identifying your interests:

	YES	NO
1. Does your organization wish to participate in this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. If the answer to Question 1 is "No," would you like to be removed from contact list?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does your organization wish to participate as a member of the Stakeholder Advisory Committee (SAC)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input checked="" type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.

THE AGENCY IS INTERESTED IN IMPROVEMENTS TO WCB AND SHERIDAN PARK DRIVE INTERSECTION AND A PROVISION OF A RIGHT TURN LANE.



<b>If there is a different contact for your organization that will be participating in the Stakeholder Advisory Committee, please let us know:</b>	
<b>Name:</b>	
<b>Address:</b>	
<b>Phone:</b>	
<b>Email:</b>	

Please return this completed form by **February 16, 2017** to [SheridanParKEA@rjburnside.com](mailto:SheridanParKEA@rjburnside.com)

February 16<sup>th</sup>, 2017

Ms. Dana Glofcheski  
Project Manager  
City of Mississauga  
201 City Centre Drive, Suite 800  
Mississauga, ON L5B 2T4

Dear Ms. Glofcheskie:

**RE: Notice of Study Commencement – Sheridan Park Drive Extension  
Municipal Class Environmental Assessment Study  
City of Mississauga**

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Thank you for your letter dated January 26, 2017 notifying the Board of the Municipal Class Environmental Assessment Study for the Sheridan park Drive extension.

As you are aware, Homelands Sr. Public School is located immediately north of the proposed extension of Sheridan Park Drive.

Please keep us informed of the status of this project and provide us with any information you have available so that we may monitor its progress and provide comments as necessary.

Yours truly,



Amar Singh, BURPI  
Planner  
Planning & Accommodations Support Services

c. B. Bielski, Peel District School Board

Sheridan Park Drive Extension.doc

**Trustees**

Janet McDougald, Chair  
Suzanne Nurse, Vice-Chair  
Carrie Andrews  
Stan Cameron  
Robert Crocker  
Nokha Dakroub

David Green  
Sue Lawton  
Brad MacDonald  
Kathy McDonald  
Harkirat Singh  
Rick Williams

**Director of Education and Secretary**  
Tony Pontes

**Associate Director,  
Instructional Support Services**  
Scott Moreash

**Associate Director,  
Operational Support Services**  
Jaspal Gill

## Shae Richter

---

**From:** Minkin, Dan (MTCS) <Dan.Minkin@ontario.ca>  
**Sent:** Thursday, February 16, 2017 4:37 PM  
**To:** Sheridan Park EA  
**Subject:** Sheridan Park Drive - MTCS Comments  
**Attachments:** 2017-02-16 - Sheridan Park Drive Extension - MTCS Comments.pdf

Good afternoon,  
Please see attached.

### Dan Minkin

Heritage Planner  
Ministry of Tourism, Culture and Sport  
Culture Division | Programs and Services Branch | Heritage Program Unit  
401 Bay Street, Suite 1700  
Toronto, Ontario M7A 0A7  
Tel. 416.314.7147 | Fax. 416.314.7175

**Ministry of Tourism,  
Culture and Sport**

Heritage Program Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7147  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des programmes patrimoine  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7147  
Téléc: 416 212 1802



February 16, 2017 (EMAIL ONLY)

Dana Glofcheskie, P.Eng.  
Project Manager  
City of Mississauga  
201 City Centre Drive, Suite 800  
Mississauga, ON L5B 2T4  
E: SheridanParkEA@rjburnside.com

**RE: MTCS file #: 0006251**  
**Proponent: City of Mississauga**  
**Subject: Notice of Commencement**  
**Sheridan Park Drive Extension**  
**Location: City of Mississauga, Ontario**

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Dear Ms. Glofcheskie:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

### **Archaeological Resources**

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

### **Built Heritage and Cultural Heritage Landscapes**

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk for the City of Mississauga can provide information on property registered or

designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in heritage.

### **Environmental Assessment Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin  
Heritage Planner  
Dan.Minkin@Ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

**Shae Richter**

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**From:** Brandon Wiedemann <brandon.wiedemann@yahoo.com>  
**Sent:** Thursday, February 16, 2017 12:01 PM  
**To:** Sheridan Park EA  
**Subject:** sheridan park EA - SHORA  
**Attachments:** sheridan park EA.pdf

Please see attached PDF of SHORA's project response form.

Brandon Wiedemann  
President SHORA  
Shora.ca

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: BRANDON WIEDEMANN  
(Please Print)

Phone No.: 416 908 6344

Agency: SHORA SHERIDAN HOMELANDS RATEPAYERS' ASSOC.

Signed: [Signature]

Date: FEB 16 2017.

Please assist us in identifying your interests:

	YES	NO
1. Does your organization wish to participate in this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. If the answer to Question 1 is "No," would you like to be removed from contact list?	<input type="checkbox"/>	<input type="checkbox"/>
3. Does your organization wish to participate as a member of the <b>Stakeholder Advisory Committee (SAC)</b> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input type="checkbox"/> 2-4pm	<input checked="" type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.

MANY MEMBERS ARE CONCERNED ABOUT NOISE
LEVELS, AS THEIR PROPERTY BACKS ONTO STUDY
AREA. OTHER MEMBERS REMAIN CONCERNED
ABOUT PEDESTRIAN SAFETY AND VEHICLE SPEED.
THE LOSS OF RECREATIONAL AND PUBLIC PARK
SPACE.

Continued on back

## Shae Richter

---

**From:** Perrier, Richard <Richard.Perrier@petrocanadalsp.com>  
**Sent:** Thursday, February 16, 2017 9:24 AM  
**To:** Sheridan Park EA  
**Subject:** RE: Sheridan Park EA Notice of Study Commencement  
**Attachments:** Response to Burnside - Feb 16- 2017.pdf

Jennifer, attached is the response regarding the Sheridan Park Environmental Assessment Study for the Sheridan Park Association.

**Please note that my work email address has changed: It is now [Richard.perrier@petrocanadalsp.com](mailto:Richard.perrier@petrocanadalsp.com)**

Richard Perrier  
Director, Research and Development  
Petro-Canada Lubricants Inc.  
2489 N. Sheridan Way  
Mississauga, Ont.  
L5K 1A8  
905-804-4741  
416-889-5958 Cell  
905-804-4738 Fax  
[Richard.perrier@petrocanadalsp.com](mailto:Richard.perrier@petrocanadalsp.com)  
[www.lubricants.petro-canada.com](http://www.lubricants.petro-canada.com)  
[www.hollyfrontier.com](http://www.hollyfrontier.com)

---

**From:** Sheridan Park EA [<mailto:SheridanParkEA@rjburnside.com>]  
**Sent:** Tuesday, January 24, 2017 4:10 PM  
**To:** Perrier, Richard  
**Subject:** Sheridan Park EA Notice of Study Commencement

Please find the attached letter, form and notice of study commencement for the Sheridan Park Drive Environmental Assessment.

---



## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: Richard Perre, President of Sheridan Park Association  
(Please Print)

Phone No.: 905-804-4741

Agency: Sheridan Park Association

Signed: [Signature]

Date: Feb 16, 2017

Please assist us in identifying your interests:

	YES	NO
1. Does your organization wish to participate in this project?		X
2. If the answer to Question 1 is "No," would you like to be removed from contact list?		X
3. Does your organization wish to participate as a member of the Stakeholder Advisory Committee (SAC)?		X
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.

THE Association would be interested in receiving a summary of the study from the city planning department once it has been completed and approved for public circulation

## Shae Richter

---

**From:** Darlene Presley <dpresley@mhbcplan.com>  
**Sent:** Thursday, March 23, 2017 2:51 PM  
**To:** Sheridan Park EA  
**Subject:** Sheridan Park Drive Extension EA Study  
**Attachments:** Scanned from a Xerox Multifunction Printer.pdf

Hi Megan,

Further to our conversation, attached is the project response form. We will provide comments when we have additional information on the project and confirmation of the pipeline(s) in the study area.

Thank you,

DARLENE PRESLEY | Planning Co-ordinator

MHBC Planning, Urban Design & Landscape Architecture  
442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 229 | F 905 761 5589 | C 705 627 2302  
| [dpresley@mhbcplan.com](mailto:dpresley@mhbcplan.com) |

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-----Original Message-----

From: [xerox@mhbcplan.com](mailto:xerox@mhbcplan.com) [<mailto:xerox@mhbcplan.com>]  
Sent: March 23, 2017 2:25 PM  
To: Darlene Presley  
Subject: Scanned from a Xerox Multifunction Printer

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Printer.

Attachment File Type: pdf, Multi-Page

Multifunction Printer Location:  
Device Name: burlxerox

For more information on Xerox products and solutions, please visit <http://www.xerox.com>

## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name:

Darlene Presley

(Please Print)

Phone No.:

905-639-8686 x 229

Agency:

MHBC Planning on behalf of TransCanada Pipelines Limited

Signed:

[Signature]

Date:

Mar. 23/17

Please assist us in identifying your interests:

	YES	NO
1. Does your organization wish to participate in this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. If the answer to Question 1 is "No," would you like to be removed from contact list?	<input type="checkbox"/>	<input type="checkbox"/>
3. Does your organization wish to participate as a member of the <b>Stakeholder Advisory Committee (SAC)</b> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.


## Shae Richter

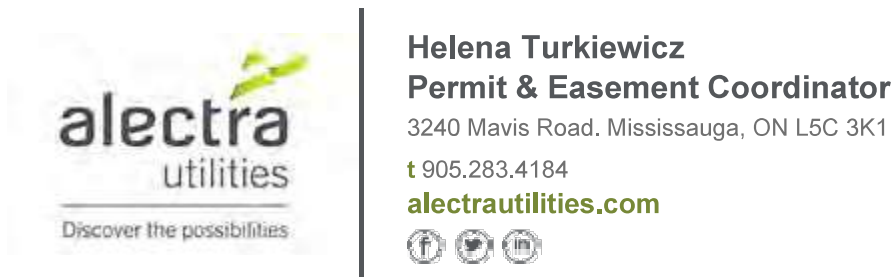
---

**From:** Helena Turkiewicz <Helena.Turkiewicz@alectrautilities.com>  
**Sent:** Wednesday, April 05, 2017 2:22 PM  
**To:** Sheridan Park EA  
**Cc:** Chris Kafel  
**Subject:** RE: Sheridan Park EA- SAC Response Form  
**Attachments:** Sheridan Park Drive Extension - Project Response Form.pdf

Good Afternoon

Attached please find Alectra Utilities Corp. (formally Enersource Hydro Mississauga), signed and completed form for participation in the Stakeholder Advisory Committee (SAC) meetings .

Thank you



---

**From:** Sheridan Park EA [<mailto:SheridanParkEA@rjburnside.com>]  
**Sent:** March-24-17 1:16 PM  
**To:** Chris Kafel  
**Subject:** Sheridan Park EA- SAC Response Form

Hello Mr. Kafel,

As per our conversation earlier this week, attached is the project response form for the Sheridan Park Drive EA. Please return completed at your earliest convenience, indicating if you would like to be part of the Stakeholder Advisory Committee.

Below is a link to the Notice of Commencement for the project, which would have been send out at the end of January 2017.

<http://www7.mississauga.ca/Departments/Marketing/sheridanparkea/26-01-2017-Sheridan-Park-EA-Notice-of-Study.pdf>

Your contact information is part of the project contact list, and you will receive notices as the study progresses. Please feel free to contact us should you have any more comments or questions.

Sincerely,  
The Sheridan Park Drive EA Project Team

hard copy, copying, circulation or other use of this message and any attachments is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail, and delete this message and any attachments from your system. Thank you.

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Note: If you unsubscribe, we may, in limited circumstances, continue to provide you with communications such as safety or power outage information, under the implied consent provisions of Canada's Anti-Spam Legislation (CASL).



## Project Response Form

### Notice of Study Commencement Sheridan Park Drive Extension Class Environmental Assessment Study

Name: Chris Kafel

Phone No.: (905) 283-4036

Agency: Alectra Utilities Corporation

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Please assist us in identifying your interests:

		YES	NO
1.	Does your organization wish to participate in this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	If the answer to Question 1 is "No," would you like to be removed from contact list?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Does your organization wish to participate as a member of the <b>Stakeholder Advisory Committee (SAC)</b> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.	If the answer to Question 3 is "Yes", what time would work best for scheduling SAC Meetings?	<input checked="" type="checkbox"/> 2-4pm	<input type="checkbox"/> 4-6pm

5. Please identify any concerns or comments your agency may have at this time.

Currently Alectra Utilities has a pole line in proximity to the proposed road extension.
I would like to participate in SAC meetings.

*Continued on back*

**If there is a different contact for your organization that will be participating in the Stakeholder Advisory Committee, please let us know:**

**Name:**

**Address:**

**Phone:**

**Email:**

Please return this completed form by **February 16, 2017** to [SheridanParkEA@rjburnside.com](mailto:SheridanParkEA@rjburnside.com)



# CITY OF MISSISSAUGA – NOTICE OF STUDY COMMENCEMENT

## Municipal Class Environmental Assessment Study for Sheridan Park Drive Extension

### WHAT?

- The City of Mississauga is undertaking a study for the proposed extension of Sheridan Park Drive between Homelands Drive and Speakman Drive.
- The site location and approximate extent of the Study Area are shown on the map.

### WHY?

- Complete the road network in the area to improve connectivity in Sheridan Park Corporate Centre (Sheridan Park) and surrounding commercial areas for all users.
- Maximize access to the Sheridan Park (Sheridan Park).
- Improve the pedestrian and cycling network for employees in Sheridan Park and neighbouring residents.

### HOW?

- The Study is being carried out in accordance with the requirements of a Schedule B undertaking as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment Manual* (October 2000, as amended 2007, 2011 & 2015), which is an approved process under the *Ontario Environmental Assessment Act*.
- The study will examine how traffic operates both now and in the future – and determine ways to address existing and future issues. It will also examine the impacts of extending Sheridan Park Drive on the social, cultural and natural environments and develop mitigation measures.
- Several alternatives will be developed and evaluated and refined through community and agency consultation. The Project Team will then select a preferred alternative.
- At the end of the study, a Project File documenting the entire Study process will be available for public review.

### WHERE?



### GET INVOLVED!

- Consultation is an important part of the Municipal Class EA process. Throughout the Study, the City will make contact with various agencies and members of the community, and consider their opinions as part of any decisions that are made.
- A Public Information Centre (PIC) will be held in Phase 2 to present information related to the study and answer any questions you may have. Details regarding PIC will be advertised publicly and communicated as the study progresses.
- To find out more about project announcements and other information please visit the project website:

[www.mississauga.ca/sheridanparkea](http://www.mississauga.ca/sheridanparkea)

**WE WANT TO HEAR FROM YOU – PLEASE VISIT THE WEBSITE AND COMPLETE A SURVEY!**

(If you require a hard copy of the survey, please contact the Project Team – see below)

If you have any questions or comments regarding the study or would like to be added to the Project Contact List, please contact:  
**SheridanParKEA@rjburnside.com**

**Dana Glofcheskie, P.Eng.**  
*Project Manager*  
 City of Mississauga  
 201 City Centre Dr, Suite 800  
 Mississauga, ON L5B 2T4  
 (905) 615-3200 ext. 8243

**David Argue, P.Eng., PTOE**  
*Consultant Project Manager*  
 R.J. Burnside & Associates Limited  
 6990 Creditview Road, Unit 2  
 Mississauga, ON L5N 8R9  
 (905) 821-5895

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed in the notice.

This Notice First Issued January 26, 2017.



## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Friday, April 07, 2017 4:47 PM  
**To:** Marray, Liam  
**Cc:** JCampbell@creditvalleyca.ca; MMarinas@creditvalleyca.ca; Dana Glofcheskie; David Argue; Sheridan Park EA  
**Subject:** RE: Sheridan Park EA  
**Categories:** Red Category

Good morning Liam,

Thank-you for providing your response to the Notice of Commencement for the City of Mississauga's Sheridan Park Drive EA and your willingness to participate as a member of the Stakeholder Advisory Committee (SAC). We acknowledge CVC's interests with regard to watercourses, significant wildlife habitat and storm water management in relation to this Study and will look to discuss these interests at the SAC meetings. We are planning to host the first SAC meeting at the end of April at the City of Mississauga office, and you will receive an invitation for this meeting shortly. I would also like to take this opportunity to advise CVC that Burnside staff will be conducting the following natural heritage field studies starting next week and running to the end of June 2017:

- Frog Call Surveys
- Aquatic Habitat Assessment
- Tree Inventory
- Ecological Land Classification
- Breeding Bird Surveys

We are happy to provide updates on the results of these studies at the SAC meetings for discussion and feedback from the SAC members.

I look forward to meeting you at the upcoming SAC meeting.

Best regards,  
Jennifer

**Jennifer Vandermeer, P.Eng.**  
Environmental Assessment Lead

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** 800-265-9662 **Direct:** 226-486-1559

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Thank you.

\*\*\*\*\*

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**From:** Marray, Liam [<mailto:lmarray@creditvalleyca.ca>]  
**Sent:** Friday, February 10, 2017 2:41 PM  
**To:** Sheridan Park EA  
**Cc:** Thajer, Ken  
**Subject:** Sheridan Park EA

Dana/David

Please find attached CVC's response to your Notice of Commencement for the above-noted project.

If you have any additional questions do not hesitate to contact the undersigned.

**Liam Marray**

Senior Manager, Planning Ecology | Credit Valley Conservation

905.670.1615 ext 239 | C: 416.896.1064 | 1.800.668.5557

[lmarray@creditvalleyca.ca](mailto:lmarray@creditvalleyca.ca) | [creditvalleyca.ca](http://creditvalleyca.ca)

## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Wednesday, May 10, 2017 2:22 PM  
**To:** Sheridan Park EA  
**Subject:** FW: Information Request - Sheridan Park Drive EA, Mississauga  
**Attachments:** 039474 Information Request MNRF 170417-signed.pdf

For EA File and Project Contact List.

---

**From:** Gilchrist, Gabrielle (MNRF) [<mailto:Gabrielle.Gilchrist@ontario.ca>]  
**Sent:** Tuesday, April 18, 2017 10:25 AM  
**To:** Sarah Robbins; ESA Aurora (MNRF)  
**Cc:** Nicholle Smith; Jennifer Vandermeer  
**Subject:** FW: Information Request - Sheridan Park Drive EA, Mississauga

Hi Sarah,

I'm glad to hear that you're making progress!

I'm forwarding your information request to our ESA inbox since I don't cover the Mississauga area. It typically takes 6 weeks or more to do this type of screening.

Take care,

Gabby

### Gabrielle Gilchrist

A/Management Biologist | Aurora District | Regional Operations Division | Ministry of Natural Resources and Forestry | 50 Bloomington Rd W. Aurora, ON L4G 0L8 | 905-713-7398 | [gabrielle.gilchrist@ontario.ca](mailto:gabrielle.gilchrist@ontario.ca)

---

**From:** Sarah Robbins [<mailto:Sarah.Robbins@riburnside.com>]  
**Sent:** April 17, 2017 10:08 AM  
**To:** Gilchrist, Gabrielle (MNRF)  
**Cc:** Nicholle Smith; Jennifer Vandermeer  
**Subject:** Information Request - Sheridan Park Drive EA, Mississauga

Hello Gabrielle,

Thank you for taking my call last week regarding the bat habitat survey protocol. It's been tricky navigating the recent developments on protocol within each MNRF district and your advice to contact our site biologist helped direct our questions to the right person. I appreciate it.

In regards to another project, I have attached an information request that pertains to the site located within the unopened right of way in between the east and west sections of Sheridan Park Drive, in Mississauga. Would it be possible to have someone send me the information we are seeking for this area?

If you have any questions, please do not hesitate to give me a call.

Thank you,

Sarah



**Sarah Robbins,**  
Engineering Technologist

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: 800-265-9662 Direct: 705-797-4254  
[www.rjburnside.com](http://www.rjburnside.com)

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Thank you.

\*\*\*\*\*



April 17, 2017

**Via: Gabrielle.Gilchrist@ontario.ca**

Gabrielle Gilchrist  
Management Biologist  
Aurora District Ministry of Natural Resources and Forestry  
50 Bloomington Road  
Aurora ON L4G 0L8

Dear Gabrielle:

**Re: Sheridan Park Drive, Mississauga  
Municipal Class Environmental Assessment  
Project No.: 300039474.0000**

R.J. Burnside & Associates Limited (Burnside) has been retained by The City of Mississauga to conduct a Class Environmental Assessment for the extension of Sheridan Park Drive, between Homelands Drive and Speakman Drive. A site location map is attached to this letter.

In fulfillment of this work, current environmental background information (both aquatic and terrestrial) is required within the study area and adjacent lands. At this time, we are requesting any applicable/available data (preferably in GIS format) as listed below. We have also completed and attached an information request form, as per Aurora District MNRF protocol requirements. As part of our data gathering strategy, we plan to contact the local Conservation Authority. Information we are seeking from MNRF includes:

#### **Terrestrial**

- Significant wildlife habitat (e.g., nesting/breeding/hibernation) that may not yet be available from LIO.
- Sensitive avian nesting sites (heronries, stick nest locations) that may not yet be available from LIO.
- Digital boundary information for updated designated natural features that may not yet be available from LIO (e.g., Areas of Natural and Scientific Interest (ANSI), Environmentally Significant Areas (ESA), Provincially Significant Wetlands (PSW) etc.).

#### **Aquatics**

- Fish/Freshwater Mussel sampling locations (e.g., fish dot mapping) along with sample dates and species occurrence records for water bodies that are located within the study area.
- Confirmed and/or potential spawning/rearing/foraging habitat locations.
- Thermal regime classification(s).
- Recommended in-water works window(s).

### **Species at Risk (SAR) Information**

- Locations, observation dates and any other relevant information about terrestrial and aquatic SAR that is not included in the list below – if possible, please provide the UTM's/accuracy codes.
- Locally rare species lists or species records known from the study area and adjacent lands.

Our search of the NHIC database on April 11, 2017 resulted in three records for NHIC Squares 17PJ0819 and 17PJ0719 that encompass the study area and adjacent lands:

- Redside Dace (*Clinostomus elongates*)
- Henslow's Sparrow (*Ammodramus hensolii*)
- Eastern Musk Turtle (*Sternotherus odoratus*)

In addition to this, our search resulted in two Restricted Species (Occurrence ID 13219 and 35591). We would like to include the identification of these two species in our request.

If you are able to respond by May 1, 2017 it would be greatly appreciated. Please do not hesitate to contact the undersigned below if you have any questions or concerns.

Yours truly,

**R.J. Burnside & Associates Limited**



Sarah Robbins  
Environmental Technologist  
SR:sr

Enclosure(s)      Site Location Map  
                         Aurora Information Request Form

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039474 Information Request MNRF 170417  
17/04/2017 9:35 AM

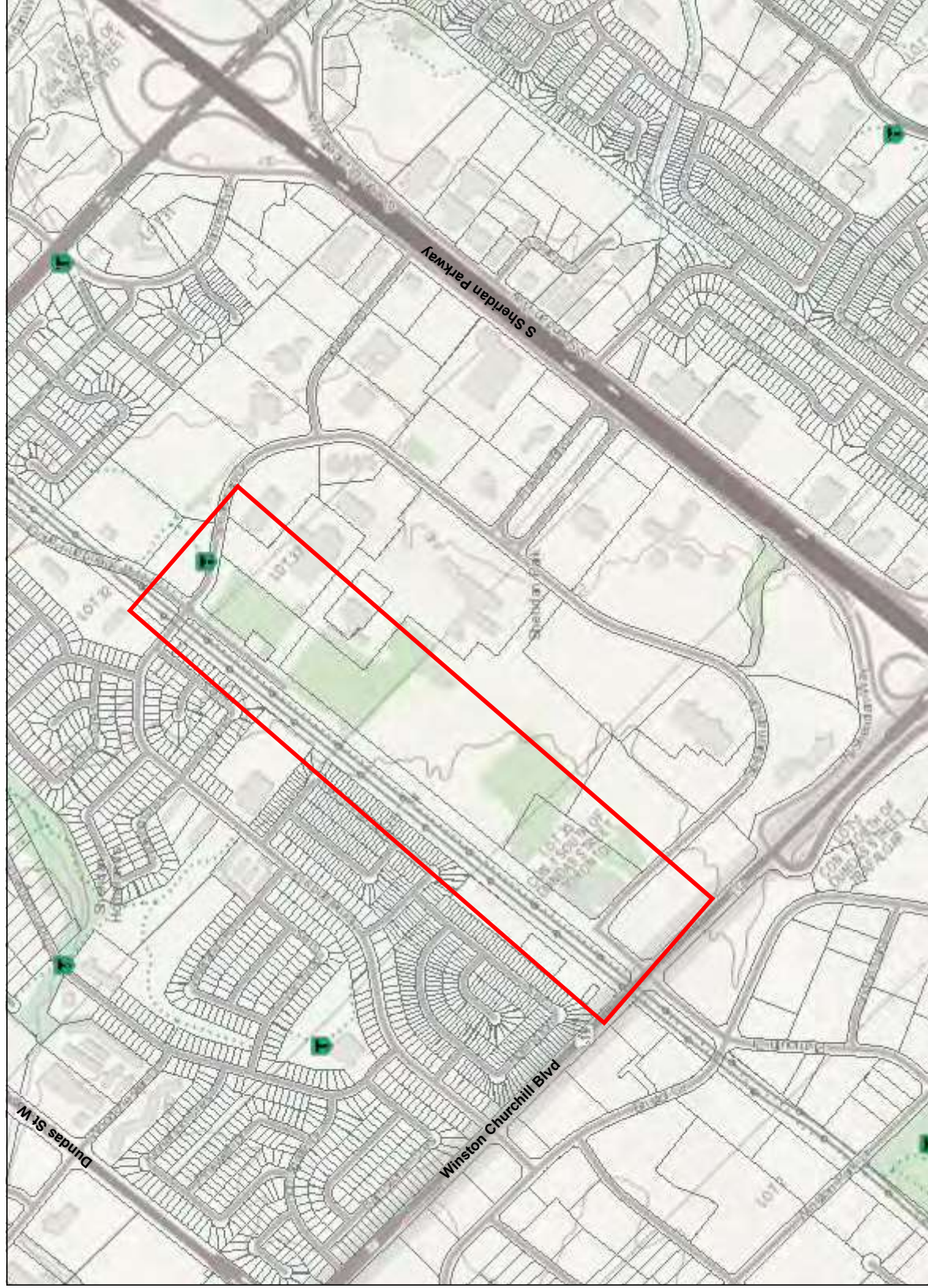




MINISTRY OF NATURAL RESOURCES AND FORESTRY  
Make a Topographic Map

# Sheridan Park Drive Extension EA

Notes:



## Legend



Projection: Web Mercator

The Ontario Ministry of Natural Resources and Forestry shall not be liable in any way for the use of, or reliance upon, this map or any information on this map. This map should not be used for: navigation, a plan of survey, routes, nor locations.

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## Aurora MNRF Information Request Form

Name:

Sarah Robbins

Company Name:

R.J. Burnside &amp; Associates Limited

Proponent Name:

The City of Mississauga

Phone Number:

1-705-797-4254

Email Address:

Sarah.Robbins@RJBurnside.com

Project Name:

Sheridan Park Drive Extension EA

Property Location:

Sheridan Park Drive, between Homelands Drive and Speakman Drive.

Township:

Toronto Township

Lot &amp; Concession:

Lot 35, Lot 34, Lot 33 and Lot 32 (Concession 1 South of Dundas Street)

UTM Coordinates:

Easting (X)

607710.86

Northing (Y)

4819429.32

Brief Description  
of Undertaking

Study of extension and connection of Sheridan Park Drive.

Have you previously contacted someone at MNRF for information on this site? ☐ Yes ☒ No

If yes, when and  
who?

Provide a map of accurate scale to illustrate footprint/study area of the proposed activity in relation to the surrounding landscape (e.g. property boundaries, roads, waterbodies, natural features, towns, transmission corridors, and other human landmarks). Use of aerial photography is strongly encouraged. Include scale, north arrow and legend.

**ATTACHMENTS** - I have attached a:

☐

Picture

☒

Map

☐

Other

**REQUEST** - I would like to request the following information for the property identified above:

*\*Requires an appointment and remittance of fees. See Information Request Guideline for details.*
☒

\*Fish Dot Information

(fish and other aquatic species found in a particular area of a watercourse)

☒

Species at Risk

☒

Other

Significant habitat, PSW, ANSI

For additional natural heritage information please visit [Land Information Ontario | Ontario.ca](http://LandInformationOntario.Ontario.ca)

Please forward the completed form to: [esa.aurora@ontario.ca](mailto:esa.aurora@ontario.ca)

Or send by mail:

Aurora District, Ministry of Natural Resources  
and Forestry

50 Bloomington Rd Aurora, ON L4G 0L8



## Shae Richter

---

**From:** Sarah Robbins  
**Sent:** Thursday, May 11, 2017 11:39 AM  
**To:** kthajer@creditvalleyca.ca  
**Cc:** Jennifer Vandermeer; Devin Soeting; Nicholle Smith; Tony Elias; Sheridan Park EA  
**Subject:** Sheridan Park EA Information Request (300039474)  
**Attachments:** 039474 Information Request CVC 170510-signed.pdf

Hello Ken,

My name is Sarah Robbins. I am assisting Jenn Vandermeer with the Sheridan Park Road extension project in Richmond Hill. Jenn has informed me that you are our primary contact at Credit Valley Conservation for this project.

I have attached a letter of request for background information on the study area. Could you please ensure that someone fulfills our request?

If you have any questions, please don't hesitate to give me a call. I'm sure we will be in touch soon.

Thank you,  
Sarah



**Sarah Robbins,**  
Engineering Technologist

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
**Office:** 800-265-9662 **Direct:** 705-797-4254  
[www.rjburnside.com](http://www.rjburnside.com)

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Thank you.

\*\*\*\*\*



May 10, 2017

Via: kthajer@creditvalleyca.ca

Ken Thajer, MCIP, RPP  
Regulations Officer  
Credit Valley Conservation Authority  
1255 Old Derry Road  
Mississauga ON L5N 6R4

Dear Liam:

**Re: Sheridan Park Drive Extension, Mississauga  
Municipal Class Environmental Assessment  
Project No.: 300039474.0000**

R.J. Burnside & Associates Limited (Burnside) has been retained by the City of Mississauga to conduct a Municipal Class Environmental Assessment for the extension of Sheridan Park Drive, between Homelands Drive and Speakman Drive. A location map is attached to this letter.

In fulfillment of this work, current environmental background information (both aquatic and terrestrial) is required for the study area and adjacent lands. At this time, we are requesting any applicable/available data (preferably in GIS format) as listed below. We have also contacted the Aurora MNRF District Office. Information we are seeking from the CVC includes:

### **Terrestrial**

Sensitive wildlife habitat locations (e.g., nesting/breeding/hibernation) known to the CVC.

### **Aquatics**

- Fish/Freshwater Mussel sampling locations (e.g., fish dot mapping) along with sample dates and species occurrence records for water bodies that are located within the study area.
- Confirmed and/or potential spawning/rearing/foraging habitat locations.
- Flow and temperature data.
- Surface water quality data.
- Channel structure and geomorphic information.
- Watershed reports.
- Thermal regime classifications.
- Stormwater drainage mapping and/or models.
- Any other aquatic information collected during CVC's field characterization of the study area in the Summer of 2016.

### Species at Risk (SAR) Information

- Locations, observation dates and any other relevant information about terrestrial and aquatic SAR that is not included in the above – if possible, please provide the UTM's/accuracy codes.
- Locally rare species lists or species records applicable to the study area and adjacent lands.

If you are able to respond by May 23, 2017, it would be greatly appreciated. Please do not hesitate to contact the undersigned below if you have any questions or concerns.

Yours truly,

**R.J. Burnside & Associates Limited**



Sarah Robbins  
Environmental Technologist  
SR:sr

Enclosure(s)      Site Location Map

#### Distribution:

Jennifer Vandermeer	R.J. Burnside & Associates Limited	Jennifer.Vandermeer@rjburnside.com
Devin Soeting	R.J. Burnside & Associates Limited	Devin.Soeting@rjburnside.com
Nicholle Smith	R.J. Burnside & Associates Limited	Nicholle.Smith@rjburnside.com
Tony Elias	R.J. Burnside & Associates Limited	Tony.Elias@rjburnside.com

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039474 Information Request CVC 170510  
11/05/2017 8:57 AM

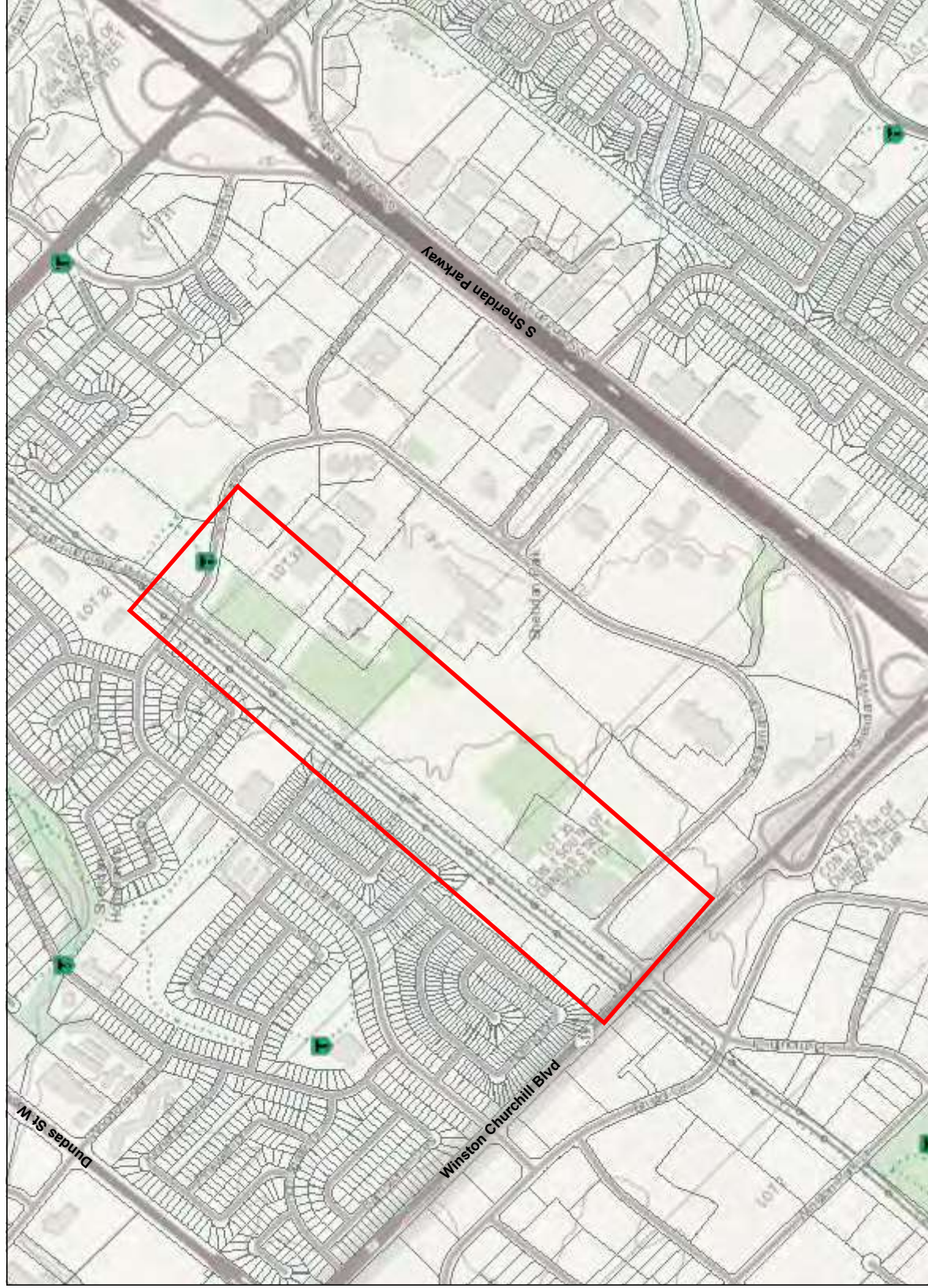




MINISTRY OF NATURAL RESOURCES AND FORESTRY  
Make a Topographic Map

# Sheridan Park Drive Extension EA

Notes:



## Legend



Projection: Web Mercator

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## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Thursday, June 15, 2017 11:20 AM  
**To:** Sheridan Park EA  
**Subject:** FW: Information Request - Sheridan Park Drive EA, Mississauga  
**Attachments:** Sheridan Park Dr, Mississauga.pdf

For Project Contact List and EA File.

---

**From:** ESA Aurora (MNRF) [<mailto:ESA.Aurora@ontario.ca>]  
**Sent:** Monday, May 29, 2017 3:29 PM  
**To:** Sarah Robbins  
**Cc:** Nicholle Smith; Jennifer Vandermeer  
**Subject:** RE: Information Request - Sheridan Park Drive EA, Mississauga

Hello,

Attached is a screening for the area,

Regards,

Bohdan Kowalyk, R.P.F.  
Aurora District  
Ontario Ministry of Natural Resources and Forestry  
50 Bloomington Road, Aurora, Ontario L4G 0L8  
Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Gilchrist, Gabrielle (MNRF)  
**Sent:** April-18-17 10:25 AM  
**To:** Sarah Robbins; ESA Aurora (MNRF)  
**Cc:** Nicholle Smith; Jennifer Vandermeer  
**Subject:** FW: Information Request - Sheridan Park Drive EA, Mississauga

Hi Sarah,

I'm glad to hear that you're making progress!

I'm forwarding your information request to our ESA inbox since I don't cover the Mississauga area. It typically takes 6 weeks or more to do this type of screening.

Take care,

Gabby

### Gabrielle Gilchrist

A/Management Biologist | Aurora District | Regional Operations Division | Ministry of Natural Resources and Forestry | 50 Bloomington Rd W. Aurora, ON L4G 0L8 | 905-713-7398 | [gabrielle.gilchrist@ontario.ca](mailto:gabrielle.gilchrist@ontario.ca)

---

**From:** Sarah Robbins [<mailto:Sarah.Robbins@rjburnside.com>]  
**Sent:** April 17, 2017 10:08 AM  
**To:** Gilchrist, Gabrielle (MNRF)  
**Cc:** Nicholle Smith; Jennifer Vandermeer  
**Subject:** Information Request - Sheridan Park Drive EA, Mississauga

Hello Gabrielle,

Thank you for taking my call last week regarding the bat habitat survey protocol. It's been tricky navigating the recent developments on protocol within each MNRF district and your advice to contact our site biologist helped direct our questions to the right person. I appreciate it.

In regards to another project, I have attached an information request that pertains to the site located within the unopened right of way in between the east and west sections of Sheridan Park Drive, in Mississauga. Would it be possible to have someone send me the information we are seeking for this area?

If you have any questions, please do not hesitate to give me a call.

Thank you,  
Sarah

  
**Sarah Robbins,**  
Engineering Technologist

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: 800-265-9662 Direct: 705-797-4254  
[www.rjburnside.com](http://www.rjburnside.com)

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Thank you.

\*\*\*\*\*



May 29, 2017

Sarah Robbins  
R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301  
Barrie, ON L4N 8J6  
705-797-4254  
[Sarah.Robbins@rjburnside.com](mailto:Sarah.Robbins@rjburnside.com)

**Re: Sheridan Park Drive EA, Mississauga**

Dear Sarah Robbins,

In your email of April 18, 2017 you requested information regarding the above location.

Species at risk recorded in the vicinity include Butternut (endangered), Barn Swallow (threatened), Bobolink (threatened), Chimney Swift (threatened), and Eastern Meadowlark (threatened). There is potential for endangered bats (i.e., Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat) in cavities or leaf clusters.

Absence of information provided by MNRF for a given geographic area, or lack of current information for a given area or element, does not categorically mean the absence of sensitive species or features. Many areas in Ontario have never been surveyed and new plant and animal species records are still being discovered for many localities.

Appropriate inventory work is needed depending on the undertakings proposed. Approval from MNRF may be required if work you are proposing could cause harm to any species that receive protection under the *Endangered Species Act 2007*.

Species at risk information is highly sensitive and is not intended for any person or project unrelated to this undertaking. Please do not include any specific sensitive information in reports that will be available for public record. As you complete your fieldwork in these areas, please report all information related to any species at risk to our office. This will assist with updating our database and facilitate early consultation regarding your project.

If you have any questions or comments, please do not hesitate to contact [ESA.aurora@ontario.ca](mailto:ESA.aurora@ontario.ca) or [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca).

Sincerely,



Bohdan Kowalyk, R.P.F.  
Aurora District, Ontario Ministry of Natural Resources and Forestry

## Shae Richter

---

**From:** Thajer, Ken <kthajer@creditvalleyca.ca>  
**Sent:** Wednesday, June 07, 2017 11:19 AM  
**To:** Sheridan Park EA  
**Subject:** Municipal Class Environmental Assessment Study for Sheridan Park Drive Extension - CVC comments

**Re: City of Mississauga—Notice of Study Commencement/Stakeholder Advisory Committee Meeting No.1  
Municipal Class Environmental Assessment Study for Sheridan Park Drive Extension  
CVC File No.: EA 17/001**

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CVC staff offer the following preliminary/initial comments with respect to the above noted project:

It is the understanding of CVC staff that the City of Mississauga is undertaking a Schedule B Municipal Class Environmental Assessment (EA) with the purpose of exploring the opportunity to connect the east and west sections of Sheridan Park Drive to maximize access to Sheridan Park, create options for alternative routes and improve road network connectivity.

### **Site Characteristics:**

The proposed works are located within the Sheridan Creek watershed. The location of the proposed works does fall within an area located in close proximity to a watercourse and its associated floodplain.

### **Permit Approval Requirements:**

In accordance with Ontario Regulation 160/06 (our Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation), a permit would be required from the CVC prior to commencement of the works involving development, interference with a wetland and/or alterations to a watercourse.

### **Fish Habitat and Fisheries and Oceans Canada (DFO):**

Please note that CVC's agreement with the DFO establishes a streamlined approach to addressing issues pertaining to the Federal Fisheries Act. CVC staff, in consultation with the DFO staff, is responsible for co-coordinating the review of proposed works that may potentially result in the harmful alteration, disruption or destruction (HADD) of fish habitat. Please be advised that in stream works where the HADD of fish habitat requires compensation; authorization from DFO is required pursuant to Section 35(2) of the Federal Fisheries Act.

### **General comments:**

1. The proposed natural environment evaluation criteria focus heavily on impacts to existing natural features and wildlife. CVC suggests these are expanded to include other higher level objectives such as the preservation and enhancement of a functional natural heritage system and urban forest, and protecting/enhancing/restoring/improving natural connections. CVC recommends that the city of Mississauga's Natural Heritage and Urban Forest Strategy also be consulted when developing objectives and goals for the EA.
2. As per the intent of CVC's guiding policies, the proposal is to demonstrate, to the satisfaction of CVC, that an ecological gain is achieved. As such, the EA must outline the proposed rehabilitation, restoration, or habitat improvements for existing disturbed and adjacent natural heritage areas.
3. CVC encourages options which pursue the following objectives in order to avoid impacts, and maintain/enhance ecological functions:



- Retention and enhancement of natural features and habitat (avoidance of natural heritage features is the preferred approach to mitigation)
  - Fish habitat protection and enhancement
  - Mitigation measures for roadways adjacent to natural areas – lighting, landscaping, noise attenuation, debris management, etc.
  - Incorporation of wildlife friendly plantings, in particular for migrant and breeding birds since this area is known to be within significant areas for migratory birds.
4. Please note that CVC is no longer administering the *Fisheries Act* on behalf of Fisheries and Oceans Canada (DFO). As a result, it is up to the proponent to ensure that the DFO requirements under the self-assessment process are addressed.
  5. Depending on the nature of the preferred option, it is anticipated that restoration and enhancement plans will be required for both watercourses at the detailed design stage. The EA should address the restoration/enhancement potential of the property, and include at minimum the recommended/required measures to demonstrate an ecological gain for the proposal. The restoration/enhancement plans must be prepared by a qualified professional such as an ecologist or landscape architect.
  6. Depending on the nature of the preferred option, if watercourse interference is pursued, detailed isolation and dewatering arrangements must be provided to the satisfaction of CVC.

**Detailed comments:**

7. In order to ensure that the proposed supporting environmental studies are sufficient and in keeping with accepted ecological protocols, a terms of reference/statement of work detailing the studies should be provided and reviewed by CVC and the City. The comments below provide some preliminary direction on which to base this TOR/statement of work. CVC would be happy to meet and discuss further details of study design.
8. CVC is supportive of the proposed terrestrial ecology assessment components, namely: bat habitat surveys, frog call surveys, tree inventory, breeding bird surveys, and ecological land classification (ELC). Please note that supplementary surveys may be required based on the results of the initial surveys; for example, bat acoustic surveys if suitable mat habitat and maternity roost trees are identified; or targeted nests searches for species at risk birds or birds that may indicate the presence of significant wildlife habitat.
9. The proposed tree inventory should document all trees <10cm DBH within the limit of disturbance in order to help inform avoidance/mitigation/restoration opportunities.
10. Vegetation inventory/ELC: the optimal period is between end of May and September. Protocol to follow is the ELC system for Southern Ontario. A full vegetation list should be provided on a polygon basis. Species rarity is to be based on the following sources: Vascular Plant Flora of the Region of Peel & the Credit River Watershed. (2001) (Kaiser, 2001 and amendments), City of Mississauga local rarity ranks, S-Ranks using the NHIC species lists and Species at Risk in Ontario list. Rare, at risk or otherwise significant species will be required to be georeferenced. Please consult the NHIC, MNRF and the City of Mississauga Natural Areas Survey for any already documented rare and uncommon species within the natural areas in the study area; these should be an additional focus of the vegetation inventory work.
11. The breeding bird survey must be done in accordance with the Forest Bird Monitoring Program, 2002 (CWS) or the Marsh Monitoring Program (CWS and Bird Studies Canada). That is, two surveys must be conducted at least 10 days apart between late May and July 5th. The surveys must be conducted in either the early morning and/or early evening depending on habitat and potential species present, as per the protocols. These surveys should be designed to ensure that the *full habitat patch* is sampled in order to base recommendations and conclusions on the feature

and its function. CVC notes that much of the forest and meadow habitat within the study area extends beyond the study area and should be included in the survey.

12. Amphibian surveys – Sampling is to follow Bird Studies Canada Great Lakes Marsh Monitoring Program protocol, with 3 separate spring/early summer seasonal survey timing windows. Since this is in a very urbanized area with much noise, point counts should be extended to a minimum of 6 minutes from the typical 3 minutes.
13. Bat habitat surveys should follow the protocol for species at risk bats within tree habitats (Ministry of Natural Resources and Forestry, April 2017). CVC notes that much of the forest habitat within the study area extends beyond the study area and should be included in the survey.
14. Depending on the nature of the aquatic habitat within the study area a Headwater Drainage Feature assessment may also be required to determine appropriate management recommendations. Please refer to the following document: Evaluation, Classification and Management of Headwater Drainage Features Guidelines (CVC & TRCA, January 2014).
15. An evaluation of significant wildlife habitat must be undertaken in order to address impacts to candidate or confirmed habitat within or adjacent to the study area. The assessment should be based both on the Ministry of Natural Resources Ecoregion criteria for 7E (2015), and the Region of Peel -Town of Caledon Significant Woodland and Wildlife Habitat technical guide (2009). Please assess referencing applicable current literature. Previous work in this vicinity has indicated the potential for the following types of significant wildlife habitat (others may also exist) which must be specifically addressed:
  - Raptor wintering habitat
  - Land bird Migratory Stopover Areas
  - Migratory Butterfly Stopover Area
  - Habitat for Species of Special Concern
16. It is anticipated that a staking of natural features (woodland, wetland) will be required in the future.
17. Preliminary screening of this project indicates that species at risk are known for the area. The proponent should contact the local district MNRF office (Aurora) to request a species at risk screening for his/her project in order to identify any concerns related to species at risk and associated habitat. Inquiries can be directed to: [Esa.aurora@ontario.ca](mailto:Esa.aurora@ontario.ca)

Given CVC's interest staff would like to be kept informed of future meetings and proceedings through the Environmental Assessment process. Please forward any information or reports when available to ensure that this Authority's policy and program interest are reflected in the planning and design components for this project.

## Jennifer Vandermeer

---

**From:** Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>  
**Sent:** Wednesday, July 05, 2017 8:31 AM  
**To:** 'Perrier, Richard'  
**Cc:** Jennifer Vandermeer; Sheridan Park EA; David Argue  
**Subject:** RE: Diagram of the proposed recommendation for the Sheridan Park Drive Road

Hi Richard,

Thank you for attending the meeting. All of the display material from the public meeting can be found:  
<http://www.mississauga.ca/portal/residents/sheridanparkea>

Specifically, the plan presented can be found:  
<http://www7.mississauga.ca/Departments/Marketing/sheridanparkea/Sheridan-Park-EA-Preliminary-Plan.pdf>

If you require any additional information, please let me know.

Thank you,



**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

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**From:** Perrier, Richard [<mailto:Richard.Perrier@petrocanadalsp.com>]  
**Sent:** June 29, 2017 6:24 AM  
**To:** Dana Glofcheskie  
**Subject:** Diagram of the proposed recommendation for the Sheridan Park Drive Road

Hi Dana. It was a pleasure meeting you on Tuesday. I am wondering if you could send me a picture or diagram of the proposed recommendation for the Sheridan Park Drive Road that I can send to the Sheridan Park Association Board Members.

Councillor Ras mentioned to me that there were questions from the residences in the area in the SPA supported the road. I mentioned to her that I would send an email to the board members and if I could obtain a diagram that would be great.

Thanks in advance for your help.

Richard Perrier  
Director, Research and Development  
Petro-Canada Lubricants Inc.  
2489 N. Sheridan Way  
Mississauga, Ont.

L5K 1A8  
905-804-4741  
416-889-5958 Cell  
905-804-4738 Fax  
[Richard.perrier@petrocanadalsp.com](mailto:Richard.perrier@petrocanadalsp.com)  
[www.lubricants.petro-canada.com](http://www.lubricants.petro-canada.com)  
[www.hollyfrontier.com](http://www.hollyfrontier.com)

---

**From:** Sheridan Park EA [<mailto:SheridanParkEA@rjburnside.com>]  
**Sent:** Thursday, June 15, 2017 12:07 PM  
**To:** Sheridan Park EA  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** Sheridan Park Drive Environmental Assessment - Notice of Public Information Centre

Good afternoon,  
Please find attached a copy of the Notice of Public Information Centre for the City of Mississauga's Sheridan Park Drive Environmental Assessment.  
Best regards,  
Jennifer  
For Sheridan Park Drive EA Study Team

## Jennifer Vandermeer

---

**From:** Ahmad, Iftkhar (CVC) <iahmad@creditvalleyca.ca>  
**Sent:** Monday, July 10, 2017 5:46 PM  
**To:** Sarah Robbins  
**Cc:** Jennifer Vandermeer  
**Subject:** RE: DR 17/027 Sheridan Park Drive Extension Class EA  
**Attachments:** RQ338\_FinalFiles.zip

Hi Sarah,

Thank you for the signed data sharing agreement. Please find attached the required data along with below comments from our ecology and water resources staff.

### Ecology staff comments

- We have no data on rearing and foraging habitat locations. We have data on spawning but there were no records within or nearby the study area.
- The consultant will need to be directed to MNRF for all SAR species records and location details.
- The consultant is responsible for assessing the area for Significant Wildlife Habitat (SWH) criteria as we have not fully assessed the data for SWH.

### Water Resources Staff comments

We have one site in the Sheridan Creek watershed where we collect monthly grab samples for 11 months of the year. This is a Provincial Water Quality site so surface water quality data can be accessed through the MOECC.

ID: **06006800102**

Stream: **Sheridan Creek**

Location: **Ratray Marsh, Meadow Wood Rd, Clarkson**

Here is a link to the MOECC site where they list data availability and MOECC contact information:

<https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/metadata.show?id=13826>

There is an online data catalogue updated to 2014 that data can be retrieved from:

<https://www.ontario.ca/data/provincial-stream-water-quality-monitoring-network>

There is also a portal where data can be retrieved from but it looks like it is under maintenance at the moment:

<http://www.moegisportal.ca/welcome/front.html>

Should you have any questions, please contact me.

Regards,

**Iftkhar Ahmad**

Technician, Planning | Credit Valley Conservation  
905.670.1615 ext 296 | [iahmad@creditvalleyca.ca](mailto:iahmad@creditvalleyca.ca)

---

**From:** Sarah Robbins [mailto:[Sarah.Robbins@rjburnside.com](mailto:Sarah.Robbins@rjburnside.com)]  
**Sent:** July 6, 2017 9:12 AM  
**To:** Ahmad, Iftkhar (CVC)  
**Cc:** Jennifer Vandermeer  
**Subject:** RE: DR 17/027 Sheridan Park Drive Extension Class EA

Hi Iftkhar,

I apologize for the delayed response. Here is a signed copy of the data sharing agreement.

Please let me know if you have any questions.

Sarah

**Sarah Robbins,**  
Environmental Technologist

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: 800-265-9662 Direct: 705-797-4254

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**From:** Ahmad, Iftekhar (CVC) [<mailto:iahmad@creditvalleyca.ca>]  
**Sent:** Monday, June 19, 2017 5:00 PM  
**To:** Sarah Robbins  
**Subject:** DR 17/027 Sheridan Park Drive Extension Class EA

Hi Sarah,

Please complete the attached Data Sharing Agreement. I will send you the data as soon as the signed agreement is received.

Should you have any questions, please contact me.

Regards,

**Iftekhar Ahmad**  
Technician, Planning | Credit Valley Conservation  
905.670.1615 ext 296 | [iahmad@creditvalleyca.ca](mailto:iahmad@creditvalleyca.ca)

---

**From:** Ahmad, Iftekhar (CVC)  
**Sent:** June 7, 2017 10:40 AM  
**To:** [Sarah.Robbins@rjburnside.com](mailto:Sarah.Robbins@rjburnside.com)  
**Cc:** Thajer, Ken  
**Subject:** DR 17/027 Sheridan Park Drive Extension EA

Hi Sarah,

Thank you for your email to Ken Thajer for the data request. Please note that a Data Sharing Agreement will be required and sent to you after the data is compiled internally. Generally, it takes 3-4 weeks to complete the data request.

Should you have any questions, please contact me.

Regards,

**Iftekhar Ahmad**  
Technician, Planning | Credit Valley Conservation  
1255 Old Derry Road, Mississauga L5N 6R4

**From:** Sarah Robbins [<mailto:Sarah.Robbins@rjburnside.com>]  
**Sent:** May 11, 2017 11:39 AM  
**To:** Thajer, Ken  
**Cc:** Jennifer Vandermeer; Devin Soeting; Nicholle Smith; Tony Elias; Sheridan Park EA  
**Subject:** Sheridan Park EA Information Request (300039474)

Hello Ken,

My name is Sarah Robbins. I am assisting Jenn Vandermeer with the Sheridan Park Road extension project in Richmond Hill. Jenn has informed me that you are our primary contact at Credit Valley Conservation for this project.

I have attached a letter of request for background information on the study area. Could you please ensure that someone fulfills our request?

If you have any questions, please don't hesitate to give me a call. I'm sure we will be in touch soon.

Thank you,  
Sarah



**Sarah Robbins,**  
Engineering Technologist

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: 800-265-9662 Direct: 705-797-4254  
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## Jennifer Vandermeer

---

**From:** Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>  
**Sent:** Monday, July 10, 2017 7:59 AM  
**To:** David Argue; Jennifer Vandermeer; Meaghan Luis  
**Subject:** FW: Mtg last night - Sheridan Park Drive Extension.

Good Morning Everyone,

See below from Richard Perrier.

Thank you,

Dana Glofcheskie, P.Eng.  
Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

City of Mississauga | Transportation & Works Department, Transportation & Infrastructure Planning Division

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-----Original Message-----

From: Perrier, Richard [<mailto:Richard.Perrier@petrocanadalsp.com>]  
Sent: July 10, 2017 7:27 AM  
To: Karen Ras  
Cc: Dana Glofcheskie  
Subject: RE: Mtg last night - Sheridan Park Drive Extension.

Hi Karen and Dana. I have received feedback for the SPA members. The membership is supportive of this initiative. The only member I have not heard directly back is Hatch Engineering. Fred Theiss wanted to have one of his road engineers provide a few comments.

Richard Perrier  
Director, Research and Development  
Petro-Canada Lubricants Inc.  
2489 N. Sheridan Way  
Mississauga, Ont.  
L5K 1A8  
905-804-4741  
416-889-5958 Cell  
905-804-4738 Fax

[Richard.perrier@petrocanadalsp.com](mailto:Richard.perrier@petrocanadalsp.com)

[https://urldefense.proofpoint.com/v2/url?u=http-3A\\_www.lubricants.petro-2Dcanada.com&d=DQIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpnVfiiMM&r=LzCYgyxDpBmngtrbe44CPubP9JUnixX1y4mwmwXHfeU&m=Z0k93oXqZ2vxKlb2DKXMc\\_vpfmqzg4r80zr1zbPbZcg&s=Y\\_ePHCNvn\\_cBs4N82dHa2VRSQagisMXyNcNsY1m2m3Y&e=https://urldefense.proofpoint.com/v2/url?u=http-3A\\_www.hollyfrontier.com&d=DQIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-](https://urldefense.proofpoint.com/v2/url?u=http-3A_www.lubricants.petro-2Dcanada.com&d=DQIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpnVfiiMM&r=LzCYgyxDpBmngtrbe44CPubP9JUnixX1y4mwmwXHfeU&m=Z0k93oXqZ2vxKlb2DKXMc_vpfmqzg4r80zr1zbPbZcg&s=Y_ePHCNvn_cBs4N82dHa2VRSQagisMXyNcNsY1m2m3Y&e=https://urldefense.proofpoint.com/v2/url?u=http-3A_www.hollyfrontier.com&d=DQIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-)

[v5A\\_CdpgnVfiiMM&r=LzCYgyxDpbMnqtrbe44CPubP9JunixX1y4mwmwXHfeU&m=Z0k93oXqZ2vxKlb2DKXMc\\_vpfmqzg4r80zr1zbPbZcg&s=iL6G-JqeUR8yq-KLT\\_DrRhk2SmFHDCMCn60RXsXzjXE&e=](mailto:v5A_CdpgnVfiiMM&r=LzCYgyxDpbMnqtrbe44CPubP9JunixX1y4mwmwXHfeU&m=Z0k93oXqZ2vxKlb2DKXMc_vpfmqzg4r80zr1zbPbZcg&s=iL6G-JqeUR8yq-KLT_DrRhk2SmFHDCMCn60RXsXzjXE&e=)

-----Original Message-----

From: Perrier, Richard

Sent: Wednesday, June 28, 2017 10:34 AM

To: Karen Ras

Subject: Re: Mtg last night

Hi Karen. I sent an email to the board members regarding the proposed recommendation. I will go back to them asking for their input and get back to you. I am sure that there was a lot of discussion. For my knowledge, were the residences supported of the road extension

Richard Perrier. Sent from my iPhone

> On Jun 28, 2017, at 10:25 AM, Karen Ras <[Karen.Ras@mississauga.ca](mailto:Karen.Ras@mississauga.ca)> wrote:

>

> Hi Richard,

> Thank your for attending the meeting last night.

>

> Not sure how long you stayed.

>

> There were some questions about the official position of businesses in SP.

>

> Can I officially say that the SPA is generally supportive of this EA review?

>

> Thanks!

>

> Karen Ras

> Councillor, Ward 2

> 300 City Centre Drive, Mississauga

> (905) 896-5200

## Shae Richter

---

**From:** Darlene Presley <dpresley@mhbcplan.com>  
**Sent:** Monday, October 16, 2017 11:51 AM  
**To:** Sheridan Park EA  
**Subject:** Sheridan Park Drive Extension EA

Good Morning,

We received notice of the Sheridan Park Drive EA. TransCanada PipeLines Limited has one abandoned pipeline crossing the study area.

Please note the following requirements for activity/crossings within 30m of TransCanada's pipeline for inclusion in the Study:

TransCanada's pipeline is subject to the jurisdiction of the National Energy Board ("NEB"). As such, certain activities must comply with the National Energy Board Act (the "Act") and the National Energy Board Damage Prevention Regulations (the "Regulations").

1. Written consent must be obtained from TransCanada prior to undertaking the following activities:
  - a. constructing or installing a facility across, on, along or under a TransCanada pipeline right-of-way. A facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts;
  - b. conducting a ground disturbance (excavation or digging) on TransCanada's pipeline right-of-way or within 30 meters of the centreline of TransCanada's pipe (the "Prescribed Area");
  - c. driving a vehicle, mobile equipment or machinery across a TransCanada pipeline right-of-way outside the travelled portion of a highway or public road; and
  - d. using any explosives within 300 meters of TransCanada's pipeline right-of-way.

If you have any questions or require any additional information let me know.

Thank you,

**DARLENE PRESLEY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 229 | F 905 761 5589 | C 705 627 2302 | [dpresley@mhbcplan.com](mailto:dpresley@mhbcplan.com) |

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## Jennifer Vandermeer

---

**From:** Darlene Presley <dpresley@mhbcplan.com>  
**Sent:** Wednesday, November 22, 2017 11:11 AM  
**To:** Jennifer Vandermeer  
**Subject:** Sheridan Park Drive Extension

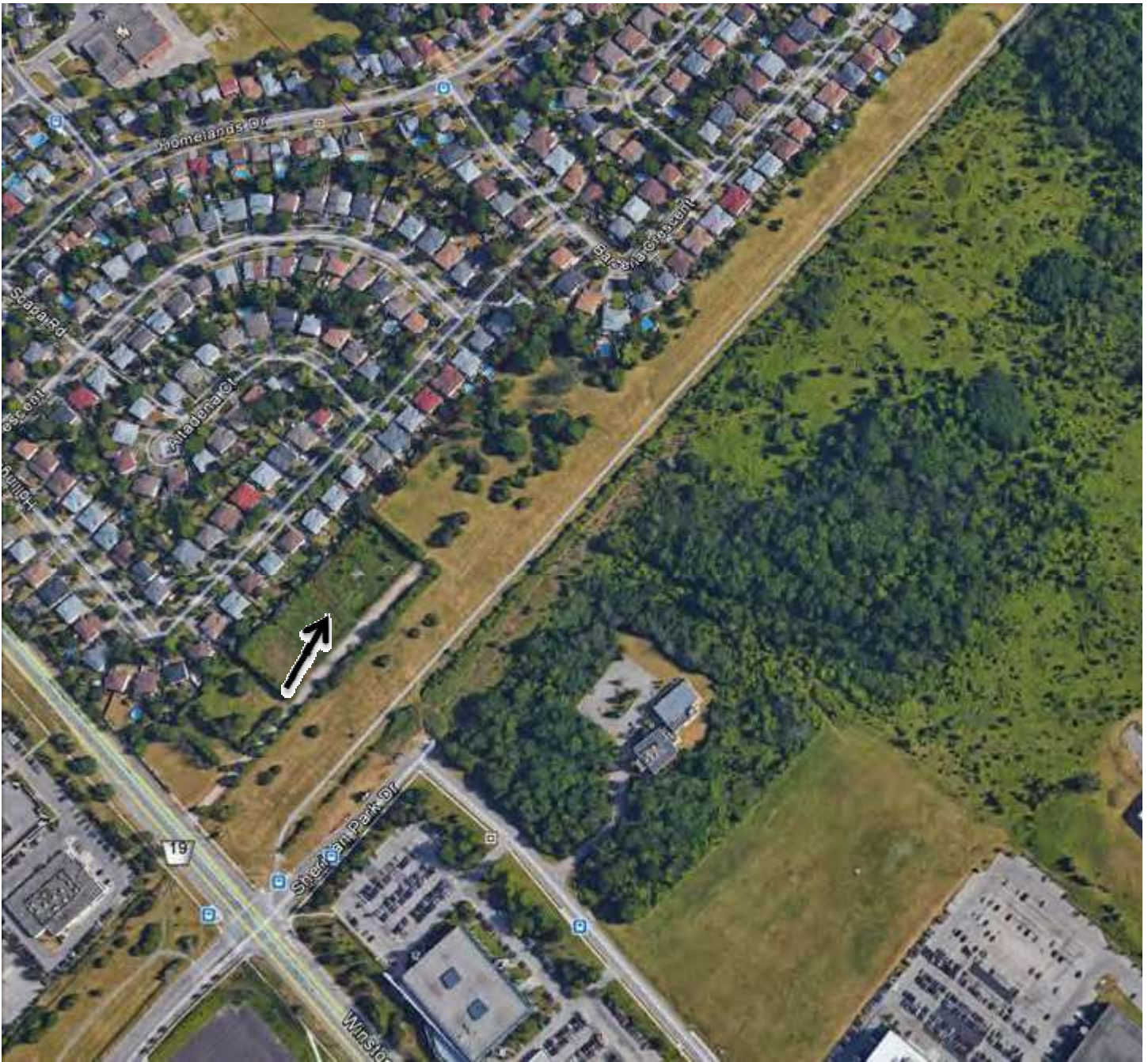
Hi Jennifer,

Further to our conversation, below is a map showing the abandoned pipeline in red, north of the utility corridor.

As discussed, the Sheridan Park Drive extension will be south of the utility corridor, approximately . As such, the road extension will not impact the pipeline.

If you require any additional information let me know.

Thank you,



**DARLENE PRESLEY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 229 | F 905 761 5589 | C 705 627 2302 | [dpresley@mhbcplan.com](mailto:dpresley@mhbcplan.com) |

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## Jennifer Vandermeer

---

**From:** Peter DeCarvalho  
**Sent:** Thursday, December 07, 2017 2:42 PM  
**To:** Kowalyk, Bohdan (MNRF)  
**Cc:** Heaton, Mark (MNRF); Nicholle Smith; Jennifer Vandermeer  
**Subject:** RE: Bat Protocol Discussion  
**Attachments:** 039474 ELC (Tabloid).pdf

Dear Mr. Kowalyk,

I have recently been analyzing the potential impacts to candidate Bat Maternity Habitat for the Sheridan Park Drive extension in Mississauga. We have worked closely with our road development group to minimize the impacts to forested ecosites to the greatest possible extent. The vast majority of areas to be impacted are cultural meadow/thicket/hedgerow ecosites with minimal BMH potential.

Following substantial constriction and modification on limit-of-grading, we anticipate a total area loss in forest habitat to be less than 500 m<sup>2</sup>. Please see the attached figure for forest ELC delineation and proposed grading limits. Only three candidate BMH trees have been identified for removal within forested ecosites. We have additionally identified five candidate BMH trees in Cultural Thicket communities either adjacent or within close proximity to forested ecosites that have been identified for removal.

These impacted areas are, in our opinion, marginal edge habitat due to heavy urban use, dumping, and the abundance of invasive and horticultural species. We are proposing to compensate the removal of these eight trees with a combination of either bat boxes or artificial bark at a 1:1 ratio.

Your input for our proposed actions regarding candidate BMH and proposed mitigation measures would be most appreciated. Thanks so much for your time.

All the best,

Peter



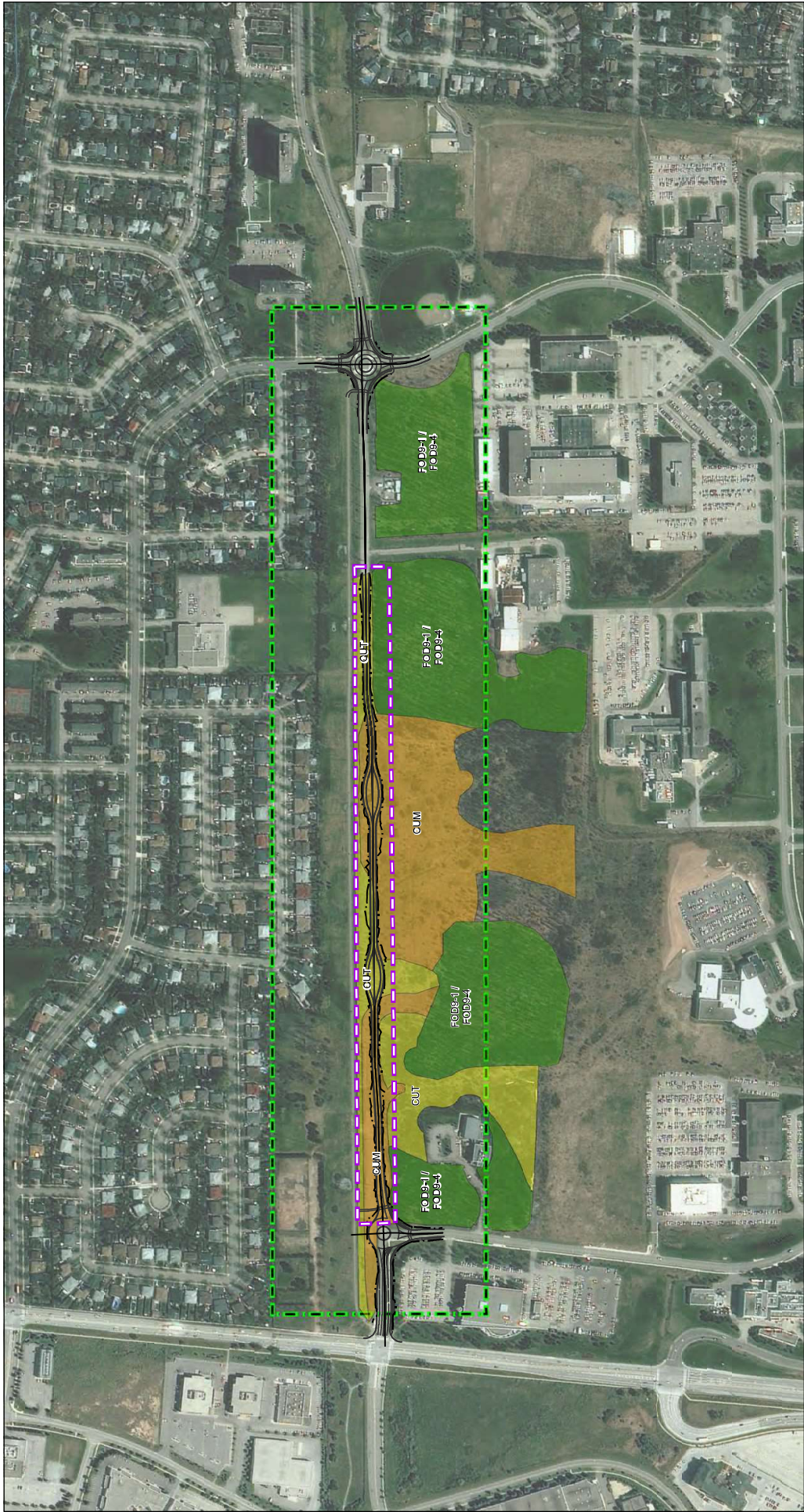
**Peter De Carvalho, EIT**  
**B.Sc. (Bio), B.Eng. (Env)**  
Terrestrial Ecologist/Engineering Assistant

R.J. Burnside & Associates Limited  
292 Speedvale Ave. West, Unit 20  
Guelph ON N1H 1C4  
Office: [\(226\) 486-1782](tel:2264861782) Cell: [\(226\) 820-3767](tel:2268203767)  
[www.rjburnside.com](http://www.rjburnside.com)

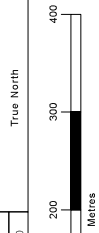
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\*\*\*\*\*



Datum: North American 1983  
 Coord. System: NAD 1983 UTM Zone 17N  
 Projection: Transverse Mercator  
 Central Meridian: 81°00'00"W  
 False Northing: 0m  
 False Easting: 500,000m  
 Rotation: -0.2  
 Scale Factor: 0.9996



Sheridan Park  
 Community  
 Classification  
 FOGSI / FOGSI  
 Forest / Fresh  
 Maple  
 Oak-Sugar  
 Forest / Fresh  
 Moist  
 Shagbark  
 Deciduous  
 Forest  
 CUT - Cultural  
 Thicket  
 CUM - Wetland Meadow  
 Study Area

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, AeroGRID, IGN, IGP, Swisstopo, and the GIS User Community



**CITY OF MISSISSAUGA**

Client

Figure Title

**SHERIDAN PARK DRIVE  
EXTENSION**

**ECOLOGICAL LAND CLASSIFICATION**

Drawn  
 HN  
 Scale  
 H 1:5,000

Checked  
 PD  
 Date  
 2017/12/07

Project No.  
 300039474

Figure No.  
**4**





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## Appendix M7

### Indigenous Correspondence



## Telephone Conversations/ Follow- Up Calls

---

**Date Received:** April 5, 2017

**Project No.:** 300039474.0000

**Project Name:** Sheridan Park Drive Extension EA

**Subject:** Indigenous Communities Follow-Up calls

**From:** Various

**Prepared By:** Meaghan Luis

---

### Message/Conversation:

#### Mississaugas of the New Credit First Nation

On April 5, 2017 at 8:30 am Dana left a voice message with Ms. Sault of the MNCFN. The message was regarding the Sheridan Park Drive EA, and to confirm receipt of the Notice of Commencement for the project. Dana noted if they had any questions or concerns to call or email.

On April 5, 2017 at 12:20 pm Meaghan left a voice message with Ms. Sault of the MNCFN. Meaghan indicated the call was on behalf of the City of Mississauga, regarding the Sheridan Park Drive EA, and enquired if the Notice of Commencement for the project had been received by MNCFN. Meaghan also asked if the First Nation has any interest or concerns regarding the project, and indicated to follow up if any more information is needed. Meaghan left her direct contact number at the conclusion of the message.

#### Haudenosaunee Confederacy

On April 5, 2017 at 9:30 am Dana spoke with Tracey from HDI (519-445-4222). Dana noted the call was to confirm receipt of the Notice of Commencement for the project. Dana recent the notice via email to [hdi2@bellnet.ca](mailto:hdi2@bellnet.ca) and noted if they had any questions or concerns to call or email.

On April 5, 2017 at 12:00 pm Meaghan left a voice message with Mr. Hill of the Haudenosaunee Confederacy. Meaghan indicated the call was on behalf of the City of Mississauga, regarding the Sheridan Park Drive EA, and enquired if the notice of commencement for the project had been received by the confederacy. Meaghan also asked if the confederacy has any interest or

concerns regarding the project, and indicated to follow up if any more information is needed. Meaghan left her direct contact number at the conclusion of the message.

### **Six Nations of the Grand River**

On April 5, 2017 at 8:30 am Dana left a voice message with for Chief Hill (519-445-2201 x3236). The message was regarding the Sheridan Park Drive EA, and to confirm receipt of the Notice of Commencement for the project. Dana noted if they had any questions or concerns to call or email.

On April 5, 2017 at 1:10 pm, Meaghan left a voice message with Joanne Thomas, at the Lands and Resources Department of Six Nations (519-753- 0665). Meaghan indicated the purpose for the call, on behalf of the City of Mississauga, and asked if the Notice of Commencement had been received. Meaghan also asked if the Six Nations had interest or concerns regarding the project at this time, and to get in contact if more information is needed. Meaghan left her direct contact number at the end of the message to Ms. Thomas.

## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Thursday, June 15, 2017 12:07 PM  
**To:** hazelehill@gmail.com; hdi2@bellnet.ca  
**Cc:** Dana Glofcheskie; David Argue; Sheridan Park EA  
**Subject:** Sheridan Park Drive Environmental Assessment - Notice of Public Information Centre  
**Attachments:** 039474\_Sheridan Park Drive EA\_Notice of PIC FINALrev.pdf

Good afternoon Hazel,

Please find attached a copy of the Notice of Public Information Centre for the City of Mississauga's Sheridan Park Drive Schedule B Municipal Class Environmental Assessment (EA) for a proposed road extension in the southwestern area of the City of Mississauga. I understand that the City's Project Manager, Dana Glofcheskie spoke to Tracey General on April 5, 2017 following up on the Notice of Commencement that was issued for this EA study earlier this year and emailed her a copy of the Notice of Commencement. I would be grateful if you could let us know if HDI has any interest in this project moving forward. I'm happy to provide you with additional information about the project if you would like it.

Best regards,  
Jennifer



**Jennifer Vandermeer, P.Eng.**  
Environmental Assessment Lead

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario N1H 1C4  
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\*\*\*\*\*

## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Thursday, June 15, 2017 12:07 PM  
**To:** avahill@sixnations.ca; joannethomas@sixnations.ca  
**Cc:** Dana Glofcheskie; David Argue; Sheridan Park EA  
**Subject:** Sheridan Park Drive Environmental Assessment - Notice of Public Information Centre  
**Attachments:** 039474\_Sheridan Park Drive EA\_Notice of PIC FINALrev.pdf

Good afternoon Chief Hill and Ms. Thomas,

Please find attached a copy of the Notice of Public Information Centre for the City of Mississauga's Sheridan Park Drive Schedule B Municipal Class Environmental Assessment (EA) for a proposed road extension in the southwestern area of the City of Mississauga. I understand that the City's Project Manager, Dana Glofcheskie left a message for Chief Hill on April 5, 2017 following up on the Notice of Commencement that was issued for this EA study earlier this year. My colleague Meaghan Luis also left a message for Ms. Thomas on April 5, 2017. I would be grateful if you could let us know if Six Nations of the Grand River Territory has any interest in this project moving forward. I'm happy to provide you with additional information about the project if you would like it.

Best regards,

Jennifer



**Jennifer Vandermeer, P.Eng.**  
Environmental Assessment Lead

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Thank you.

\*\*\*\*\*

## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Thursday, June 15, 2017 12:08 PM  
**To:** Fawn.Sault@newcreditfirstnation.com  
**Cc:** Dana Glofcheskie; David Argue; Sheridan Park EA  
**Subject:** Sheridan Park Drive Environmental Assessment - Notice of Public Information Centre  
**Attachments:** 039474\_Sheridan Park Drive EA\_Notice of PIC FINALrev.pdf

Good afternoon Fawn,

Please find attached a copy of the Notice of Public Information Centre for the City of Mississauga's Sheridan Park Drive Schedule B Municipal Class Environmental Assessment (EA) for a proposed road extension in the southwestern area of the City of Mississauga. I understand that the City's Project Manager, Dana Glofcheskie and my colleague Meaghan Luis left messages for you on April 5, 2017 following up on the Notice of Commencement that was issued for this EA study earlier this year. I would be grateful if you could let us know if Mississaugas of the New Credit First Nation has any interest in this project moving forward. I'm happy to provide you with additional information about the project if you would like it.

Best regards,

Jennifer



**Jennifer Vandermeer, P.Eng.**  
Environmental Assessment Lead

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Thank you.

\*\*\*\*\*

## Jennifer Vandermeer

---

**From:** Fawn Sault <Fawn.Sault@mncfn.ca>  
**Sent:** Thursday, June 15, 2017 4:47 PM  
**To:** Jennifer Vandermeer  
**Cc:** Dana Glofcheskie  
**Subject:** RE: Sheridan Park Drive Environmental Assessment - Notice of Public Information Centre

Hi Jennifer,

Has the EA been completed? If so can you please send the report? If not let me know what has been completed and what still needs to be completed.

Sorry for the delay. Please call if you need anything else.

Miigwetch

---

**From:** Jennifer Vandermeer [<mailto:Jennifer.Vandermeer@rjburnside.com>]  
**Sent:** Thursday, June 15, 2017 12:08 PM  
**To:** Fawn Sault  
**Cc:** Dana Glofcheskie; David Argue; Sheridan Park EA  
**Subject:** Sheridan Park Drive Environmental Assessment - Notice of Public Information Centre

Good afternoon Fawn,

Please find attached a copy of the Notice of Public Information Centre for the City of Mississauga's Sheridan Park Drive Schedule B Municipal Class Environmental Assessment (EA) for a proposed road extension in the southwestern area of the City of Mississauga. I understand that the City's Project Manager, Dana Glofcheskie and my colleague Meaghan Luis left messages for you on April 5, 2017 following up on the Notice of Commencement that was issued for this EA study earlier this year. I would be grateful if you could let us know if Mississaugas of the New Credit First Nation has any interest in this project moving forward. I'm happy to provide you with additional information about the project if you would like it.

Best regards,  
Jennifer



**Jennifer Vandermeer, P.Eng.**  
Environmental Assessment Lead

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## Telephone Conversations/ Follow- Up Calls

---

**Date Received:** July 19, 2017

**Project No.:** 300039474.0000

**Project Name:** Sheridan Park Drive Extension EA

**Subject:** Indigenous Communities Follow-Up calls

**From:** Various

**Prepared By:** Dana Glofcheskie

---

### Message/Conversation:

#### Mississaugas of the New Credit First Nation 905-768-4260 x105

On July 19, 2017 at 3:30 pm Dana left a voice message with Ms. Sault of the MNCFN. The message was regarding the Sheridan Park Drive EA, and to confirm receipt of the follow-up email regarding the PIC for the project. Dana noted if they had any questions or concerns to call or email.

#### Haudenosaunee Confederacy – 519-445-4222

On July 19, 2017 at 3:30 pm Dana spoke with HDI. Dana noted the call was to confirm receipt of the follow-up email regarding the PIC for the project. HDI confirmed receipt of the email and it has been circulated. Dana noted if they had any questions or concerns to call or email.

#### Six Nations of the Grand River – 519-753- 0665

On July 19, 2017 at 3:30 pm Dana spoke with Lonny Bomberly, Director at the Lands and Resources Department of Six Nations. Dana noted the call was to confirm receipt of the follow-up email regarding the PIC for the project. Lonny confirmed receipt of the email and to continue to send to Chief Hill and it has been circulated. Dana noted if they had any questions or concerns to call or email.





## Telephone Conversations/ Follow- Up Calls

---

**Date Received:** October 24, 2017 **Project No.:** 300039474.0000  
**Project Name:** Sheridan Park Drive Extension EA  
**Subject:** MNCFN Stage 2 AA Update  
**From:** MNCFN  
**Prepared By:** Dana Glofcheskie

---

### Message/Conversation:

#### Missisaugas of the New Credit First Nation

On October 24, 2017 at 10:00 am Dana spoke with Ms. Sault of the MNCFN. A project update was provided noting that the Stage 2 Archaeological Assessment was completed and no archaeological resources were encountered. Ms. Sault requested for the Stage 2 Archaeological Report to be sent to MNCFN and include Megan ([megan.devries@mncfn.ca](mailto:megan.devries@mncfn.ca)). Dana noted if they had any questions or concerns to call or email.

171024\_DG Follow-up Call with MNCFN re. Stage 2 AA Update  
12/12/2017 3:13 PM

## Jennifer Vandermeer

---

**From:** Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>  
**Sent:** Monday, December 11, 2017 2:04 PM  
**To:** 'Megan DeVries'  
**Cc:** 'Fawn Sault'; Leslie Green; Jennifer Vandermeer  
**Subject:** City of Mississauga Sheridan Park Drive Extension EA - Archaeological Report  
**Attachments:** 17EA-128 Sheridan Park EA Stage 2 Arch Report 08DEC17.pdf

Hi Megan,

Please find attached the Stage 2 Archaeological Report for the Sheridan Park Drive Extension EA.

Thanks,



**Dana Glofcheskie, P.Eng.**

Transportation Project Engineer  
T 905-615-3200 ext.8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

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## Appendix M8

### Stakeholder Advisory Committee



## Minutes of Meeting

---

**Meeting Date:** May 8, 2017 **Project No.:** 300039474.000  
**Project Name :** Sheridan Park Drive EA  
**Meeting Subject:** Stakeholder Advisory Committee Meeting No. 1  
**Meeting Location:** City of Mississauga City Hall, 300 City Centre Drive, 2nd Floor, Committee Room C  
**Date Prepared:** May 19, 2017

---

**Those in attendance were:**

Dana Glofcheskie (DG)	City of Mississauga	Dana.Glofcheskie@mississauga.ca
Leslie Green (LG)	City of Mississauga	Leslie.Green@mississauga.ca
Raniel Pinto (RP)	City of Mississauga	Raniel.Pinto@mississauga.ca
Ken Thajer (KT)	Credit Valley Conservation	kthajer@creditvalleyca.ca
Brandon Wiedemann (BW)	Sheridan Park Homelands Ratepayers Association	president@shora.ca
Nathan Sinka (NS)	Region of Peel	Nathan.Sinka@peelregion.com
Jimmy Truong (JT)	Alectra Utilities	Jimmy.Truong@alectrautilities.com
David Argue (DA)	R.J. Burnside & Associates (Burnside)	David.Argue@rjburnside.com
Jennifer Vandermeer (JV)	Burnside	Jennifer.Vandermeer@rjburnside.com
Meaghan Luis (ML)	Burnside	Meaghan.Luis@rjburnside.com

**The following items were discussed**

**Action by**

**1. Introductions**

- 1.1 Introductions were made around the table. DG indicated the handout with an overview of project information was available for each participant.

**2. Purpose of the SAC**

- 2.1 DA explained the purpose of the SAC.

The following items were discussed	Action by
<b>3. Presentation by Study Team</b>	
<p data-bbox="180 394 1203 457">3.1 JV described the general EA process being followed, indicating the requirements of a Schedule B Municipal Class EA process.</p> <p data-bbox="180 489 1203 590">JV described the purpose of the study, to maximize access between the neighborhood and the business area, improving the road network for the future.</p> <p data-bbox="180 621 1203 684">JV indicated the study area on the aerial imagery, and the various land uses of the study area.</p> <p data-bbox="180 716 1203 1010">BW asked about the status of the properties within the utility corridor closest to Winston Churchill Boulevard. BW indicated this was a smaller fenced in area, trees surrounded by barbed wire, gated off with an entrance off Winston Churchill Boulevard. JV and DG noted this property has an address and may be owned by utilities as well. DG indicated she would follow-up to confirm ownership of this parcel. [Post Meeting Note: The City confirmed this property is owned by utility companies.]</p> <p data-bbox="180 1041 1203 1255">DA discussed existing traffic volumes. DA indicated that if Sheridan Park Drive is extended, traffic on Homelands Drive would decrease by 20-30 percent. DA noted there are some areas with longer queues in the study area. DA noted the Region had identified a westbound right turn lane at Sheridan Park and Winston Churchill Boulevard and that Burnside's findings would support that.</p> <p data-bbox="180 1287 1203 1430">BW indicated that he had spoken with Richard Perrier (Sheridan Business Association) expressing concerns for queueing on Speakman Drive when employees leave Sheridan Park in the afternoon.</p> <p data-bbox="180 1461 1203 1562">NS indicated that a dedicated westbound right turn lane at the Speakman / Winston Churchill Boulevard would be beneficial to alleviate queueing at this location.</p> <p data-bbox="180 1593 1203 1736">DA continued with the presentation, describing the policy background of the study area. JV described the supporting environmental studies / assessments. Specific to the environmental studies, JV noted:</p> <ul data-bbox="180 1768 1203 1869" style="list-style-type: none"><li>• First of three frog call surveys were completed.</li><li>• Initial tree inventory was completed.</li><li>• Breeding birds survey to commence later in May.</li></ul> <p data-bbox="180 1900 1203 1919">JV described the opportunity statement.</p>	

The following items were discussed	Action by
<p>JV described proposed evaluation criteria.</p> <p>JV and DA concluded the presentation.</p>	
<b>4. Question and Answer Period / Group Discussion</b>	
<p>4.1 BW noted concerns about the improvements being made to the Queen Elizabeth Way and potential impacts to local traffic, i.e. along North Sheridan Way and beyond. Specifically, BW noted concerns about compounded traffic impacts if both projects are being constructed at the same time. BW noted that bridge improvements have started in the area.</p> <p>LG indicated that these projects are focused on structure rehabilitation; they are phased projects over a 20 year span. The missing ramps will be implemented. North Sheridan Way will be shifted but traffic will still be maintained along North Sheridan Way. LG noted that the City communicates regularly with MTO to coordinate on the timing of simultaneous projects to minimize impacts.</p> <p>BW expressed interests in seeing the results of the online survey thus far. DG noted that the project has had good interest in the online survey to date. JV indicated that approximately 113 responses have been provided to date. The survey will remain open and the results of the survey will be summarized for the PIC and for SAC Meeting No. 2.</p> <p>BW expressed residents concern regarding the traffic cutting through between Fifth Line and Winston Churchill Boulevard using Thorn Lodge Drive. The streets are busier, with speeders. People are speculating that this will create a negative impact for Sheridan Park Drive.</p> <p>BW asked when the Sheridan Park Drive extension would be constructed, if it is selected as the preferred solution. LG noted the timeline for this project is in the 10 year capital plan. Can only plan the budget for one year ahead, 2018. If the extension were to be approved, it could go into the 2019 capital plan at the earliest. However, LG advised that an extension of this length would only require one construction season, spring - fall.</p> <p>BW noted that there are rumors in the neighbourhood of a mixed use building being planned within the general study area.</p> <p>LG noted that there are no current development applications. Also noted that any planned development would have to go through the</p>	

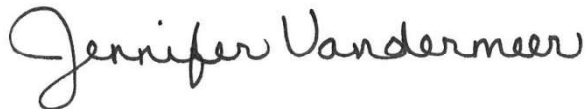
The following items were discussed	Action by
<p>City's application process, that this EA does not permit future development.</p> <p>KT indicated there is a citizen asking about the feasibility of a mixed use high rise, nothing official, at this point. The CVC is identifying development hazards in the area as a preliminary step.</p>	
<p>4.2 NS indicated concern with higher collision rates along Erin Mills Parkway. NS questioned the reason for the collisions wondering if it was related to poor sightlines.</p> <p>LG stated that the collisions were not due to poor design, only the volume of traffic in combination with aggressive driving. DA advised that dedicated left turn phasing is being assessed at Erin Mills Parkway / Sheridan Park Drive to mitigate some of the collision patterns.</p>	
<p>4.3 JT noted that on a high level, extending Sheridan Park Drive would be a benefit for Alectra. An extension would give Alectra better access to their pole lines. This would also reduce liability, since they would have improved access.</p> <p>DA asked JT is there are any standard offsets from roadways to poles that Alectra would like to see in the design.</p> <p>JT stated that it would depend on the speed of the road. If kept at 50 km/hr, 2 m is preferred or 1.5 m.</p> <p>DA to follow up directly with JT for offsets when get to design.</p>	Burnside
<p>4.4 BW indicated that residents had mentioned there was a homeless population using the vacant lands. LG was not aware of any homeless people using the private vacant lands for shelter. JV indicated that Burnside's Arborist saw some garbage piled up at each road terminus.</p>	
<p>4.5 KT noted that there are some headwater features in the area, not water courses. There are 3 or 4, and they branch out. They are not regulated. Need to ensure that water flows are maintained. If the project moves to construction be sure the ESC measures are incorporated. KT noted that all appropriate natural environment studies seem to be planned; however, he asked that Burnside send him the list of planned natural environment studies for further verification by CVC ecology staff.</p>	Burnside

The following items were discussed		Action by
4.6	BW indicated that there was a SHORA meeting next Wednesday (May 17, 2017). BW to report information obtained in this meeting at the SHORA meeting and report back any feedback to Study Team at the next SAC Meeting.	SAC Members
4.7	General note – Attendees were asked to look at evaluation criteria and alternative solutions presented at the meeting and provide feedback to the Study Team within the next week. JV asked that SAC members send their comments to the Sheridan Park EA email account (SheridanParkEA@rjburnside.com).	
4.8	A one page summary / handout of the information was provided to attendees.	

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

**R.J. Burnside & Associates Limited**



Jennifer Vandermeer  
Environmental Assessment Lead  
JCV:sr

Enclosure(s)      SAC Meeting No. 1 Information Handout

Distribution:

All Attendees

Philip Rowe	Burnside	Via: Email
Doug Keenie	Burnside	Via: Email

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## Minutes of Meeting

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**Meeting Date:** June 12, 2017 **Project No.:** 300039474.000  
**Project Name :** Sheridan Park Drive EA  
**Meeting Subject:** Stakeholder Advisory Committee Meeting No. 2  
**Meeting Location:** City of Mississauga City Hall, 300 City Centre Drive, 2nd Floor, Committee Room C  
**Date Prepared:** June 19, 2017

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**Those in attendance were:**

Dana Glofcheskie (DG)	City of Mississauga	Dana.Glofcheskie@mississauga.ca
Leslie Green (LG)	City of Mississauga	Leslie.Green@mississauga.ca
Raniel Pinto (RP)	City of Mississauga	Raniel.Pinto@mississauga.ca
Ken Thajer (KT)	Credit Valley Conservation	kthajer@creditvalleyca.ca
Brandon Wiedemann (BW)	Sheridan Park Homelands Ratepayers Association	president@shora.ca
Serguei Kabanov (SK)	Region of Peel	Serguei.kabanov@peelregion.ca
Angela Stockman (AS)	Region of Peel	Angela.stockman@peelregion.ca
David Argue (DA)	R.J. Burnside & Associates (Burnside)	David.Argue@rjburnside.com
Jennifer Vandermeer (JV)	Burnside	Jennifer.Vandermeer@rjburnside.com
Meaghan Luis (ML)	Burnside	Meaghan.Luis@rjburnside.com

The following items were discussed		Action by
1.	<b>Present Results of Survey</b> Survey results presented to the group. 135 responses in total.	
2.	<b>Present Results of Assessments</b> JV presented the results of the various assessments within the EA process.	

The following items were discussed	Action by
<p><b>3. Evaluation of Alternative Solutions</b></p> <p>JV summarized the results of the preliminary evaluation of alternative solutions. Based on the evaluation, the road extension is identified as the preliminary preferred solution. The road extension satisfies the City's Official Plan, which identifies Sheridan Park Drive as a major collector road. The extension also allows for additional routes. The impacts to the natural environment can be largely mitigated.</p>	
<p><b>4. Guiding Principles of Design</b></p> <p>DA indicated a large focus of the road design is on implementing speed management features, to address concerns about speeding in the area.</p>	
<p><b>5. Draft Preliminary Design</b></p> <p>DA presented the preliminary design concepts.</p> <p>DG noted that the Project Team tried to balance the competing objectives within this project. The plan shows the various speed management tools that could be in place, but it is a preliminary draft and can be changed with input from stakeholders. The design tries to maintain the natural feel of the study area, while creating something unique, and minimizing impacts to the natural area features (e.g., adjacent woodlots).</p> <p>The island median provides an opportunity for additional planting and will help with speed management. The proposed roundabout design can provide something unique to the area and to the business park, there may be opportunities for public art in the area.</p> <p>LG noted that this island / median design provides a similar intent as the median installed on Square One Drive (image of this site was shown to SAC members). The main difference being that the median installed on Square One Drive has walkways across it and one installed on Sheridan Park Drive would be green.</p> <p>DA indicated that narrower medians were considered; however, during maintenance operations the road would need to be shut down; also having wider (17 m) medians would allow substantial area for plantings etc.</p> <p>KT noted that ecologists at CVC will be asking if there are any alternatives to the speed management features (as the medians may</p>	

The following items were discussed	Action by
<p>be seen as fragmentation of the natural area, between the medians and larger green space to the south of the right of way)</p> <p>DG stated the traditional intersections would work to satisfy the requirements of the EA and minimizing impacts, but since we are trying to minimize opportunities for speeding traffic, a more unique approach is necessary.</p> <p>SK asked if a double lane roundabout had ever been considered at the Winston Churchill Boulevard side. SK felt that with one roundabout, it will be very congested. Winston Churchill Boulevard has 600 cars at 3:30, 4:00 pm, that light will not be able to handle the number of exits.</p> <p>DA indicated that Winston Churchill Boulevard is scheduled to be widened in 10-15 years so the understanding was that traffic would be alleviated at the Winston Churchill Boulevard by way of this widening.</p> <p>DA/JV noted that with the current design, the footprint is tight against the property line, there is a 5 m buffer identified on the drawing.</p> <p>BW noted the footpaths coming out of business park are used often, how are people going to safely cross the road.</p> <p>DA referenced the roll plan, stating that there are no planned sidewalks for the south side of the right of way, as we are trying to minimize the impacts to the naturalized areas.</p> <p>LG noted that the area to the south of the City's right-of-way is private property, and not meant for recreational use.</p> <p>SK indicated that if someone travelling along the road breaks down, where do they go.</p> <p>LG noted that in the event of an emergency, if an individual did have to cross, they would only be crossing two lanes of traffic. The key here is to ensure the design is preserving the natural areas, while balancing the need for speed management. The City will continue to maintain the multi-use trail that serves the area. Adding a sidewalk to the south side of the road extension would have required another 2 m encroachment into the natural area.</p>	
<b>6. General Discussion</b>	
<p>BW noted that people from the business park use it on the lunch hour and go to the trail and that people don't cross at stop signs.</p>	

The following items were discussed	Action by
<p>LG agreed, stating that this is always an issue. Cannot control how people walk across the road.</p> <p>BW indicated that the 20 people who have spoken about the proposed extension are happy with the addition of the roundabout in the design. BW also noted that people didn't realize the road extension was proposed south of the multi use trail, they thought the road would run through the utility corridor, so overall this change in people's perception / assumptions is viewed as a positive.</p> <p>SK noted that there is a high pressure gas main in the north east corner of Winston Churchill Boulevard and Sheridan Park Drive. You cannot build on top of it, as the main is very shallow. There are 20" gas mains in Winston Churchill Boulevard. The gas mains are high pressure and very old. No weights or vibrations can occur in these areas, most likely underneath the curb. The Region had to take precautions when doing work in this area.</p> <p>LG noted that the project team will need to meet with Enbridge regarding this.</p> <p>DG also noted that the final renderings will add cars and people to create a realistic setting.</p> <p>BW noted that residents at the PIC will likely bring up sound barriers; residents do not want a wall.</p> <p>DG indicated that no noise mitigation is required as the increase in noise due to the project is negligible.</p> <p>DA stated that the traffic numbers used in the noise study are conservative, to be sure of the results.</p> <p>BW noted that there is some interest from residents in using the project to also provide enhancement of the trail, connecting the trail into the rest of the park system in the area, people are thinking of different places to rest. People also like the idea of body weight sets being provided along the trail. This study area is at the bottom of the park network, so enhancements would be helpful in strengthening this link.</p> <p>LG noted this request will be forwarded to Community Services and is not part of this study.</p> <p>BW noted that he sent reminder to do the surveys about 2 weeks ago, using the association's mailing list. Will also put up a reminder for the upcoming PIC and has a mailing list to send the notice to.</p> <p>SK asked if there have been any changes to the intersection at</p>	<p>Burnside</p> <p>SHORA</p>

The following items were discussed	Action by
<p>Winston Churchill Boulevard.</p> <p>DA indicated that the island may have to get pulled back a bit.</p> <p>DG noted that if the extension went forward, there would be coordination with the Region for any improvements.</p> <p>AS noted that there is a 600 mm diameter watermain that runs through the City's right-of-way. This watermain is in good condition. AS to send GIS locations of watermain to the study team. The watermain on Winston Churchill Boulevard is scheduled to be replaced.</p> <p>DG reiterated that the proposed road extension is a positive for utilities as it gives more formal access for utilities specifically this was noted by Alectra at the first SAC meeting.</p>	

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

**R.J. Burnside & Associates Limited**



Meaghan Luis  
Environmental Planner  
MAL:sr

Distribution:

All Attendees

Philip Rowe	Burnside	Via: Email
Doug Keenie	Burnside	Via: Email

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## Shae Richter

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**From:** Sheridan Park EA  
**Sent:** Monday, May 01, 2017 10:16 AM  
**To:** sergei.kabanov@peelregion.ca  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** Sheridan Park Drive Extension Environmental Assessment Study - Stakeholder Advisory Committee Meeting No.1 - Monday May 8, 2017

Good morning Serguei,

Thank you for your interest in participating in the Stakeholder Advisory Committee (SAC), for the Sheridan Park Drive Extension Environmental Assessment (EA) Study. The Region of Peel has been identified as a key stakeholder for this EA study and we look forward to your input throughout this process. Based on the results of the SAC response forms that were circulated at the commencement of the EA process, a date and time for the first SAC meeting has been identified. We selected a meeting time that falls in the middle of the timeslots noted on the response form in an effort to accommodate the preferred timing of all SAC members.

The first SAC meeting will take place on:

**Monday May 8, 2017**

**3pm- 5pm**

Location:

**City of Mississauga – City Hall**

**300 City Centre Drive, 2nd floor, Committee Room C**

The format of SAC Meeting No.1 will be as follows:

1. Introductions and Discussion of the SAC Meeting Purpose / Mandate
2. Presentation by Study Team
3. Q&A Period / Group Discussion

Through the Presentation and the Q&A Period, we hope to cover the following topics at SAC Meeting No.1:

- An overview of the EA Study and Study Area
- A summary of the existing conditions within the Study Area
- Presentation of the Opportunity Statement
- A summary of studies/assessments being undertaken to support the EA Study
- A discussion of the potential alternative solutions
- A summary of the criteria being considered by the Study Team to evaluation the alternative solutions
- A discussion surrounding any initial concerns or interests that the SAC members may have regarding the EA Study

We are proposing to host a second SAC Meeting in early June 2017 in advance of the Public Information Centre (PIC). At SAC Meeting No.2, we would hope to cover the following topics:

- The results of the various studies/assessments (that have been completed to date)
- The results of the evaluation of alternative solutions
- A discussion about the preliminary preferred solution
- A presentation of the preliminary design concepts being considered
- A group discussion to obtain feedback / input from the SAC members on the EA study findings so the Study Team can take this feedback into consideration for the information presented at the PIC.

Please confirm you attendance to this meeting by responding to this email by **Friday May 5, 2017**.

We look forward to the first SAC meeting and to your continued input through this EA Study.

Sincerely,  
Jennifer Vandermeer  
for the Sheridan Park Drive EA Study Team

## Shae Richter

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**From:** Sheridan Park EA  
**Sent:** Monday, May 01, 2017 10:16 AM  
**To:** chris.kafel@alectrautilities.com  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** Sheridan Park Drive Extension Environmental Assessment Study - Stakeholder Advisory Committee Meeting No.1 - Monday May 8, 2017

Good morning Chris,

Thank you for your interest in participating in the Stakeholder Advisory Committee (SAC), for the Sheridan Park Drive Extension Environmental Assessment (EA) Study. Alectra Utilities has been identified as a key stakeholder for this EA study and we look forward to your input throughout this process. Based on the results of the SAC response forms that were circulated at the commencement of the EA process, a date and time for the first SAC meeting has been identified. We selected a meeting time that falls in the middle of the timeslots noted on the response form in an effort to accommodate the preferred timing of all SAC members.

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- A group discussion to obtain feedback / input from the SAC members on the EA study findings so the Study Team can take this feedback into consideration for the information presented at the PIC.

Please confirm you attendance to this meeting by responding to this email by **Friday May 5, 2017**.



We look forward to the first SAC meeting and to your continued input through this EA Study.

Sincerely,  
Jennifer Vandermeer  
for the Sheridan Park Drive EA Study Team

## Shae Richter

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**From:** Sheridan Park EA  
**Sent:** Monday, May 01, 2017 10:15 AM  
**To:** Marray, Liam  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** Sheridan Park Drive Extension Environmental Assessment Study - Stakeholder Advisory Committee Meeting No.1 - Monday May 8, 2017

Good morning Liam,

Thank you for your interest in participating in the Stakeholder Advisory Committee (SAC), for the Sheridan Park Drive Extension Environmental Assessment (EA) Study. CVC has been identified as a key stakeholder for this EA study and we look forward to your input throughout this process. Based on the results of the SAC response forms that were circulated at the commencement of the EA process, a date and time for the first SAC meeting has been identified. We selected a meeting time that falls in the middle of the timeslots noted on the response form in an effort to accommodate the preferred timing of all SAC members.

The first SAC meeting will take place on:

**Monday May 8, 2017**

**3pm- 5pm**

Location:

**City of Mississauga – City Hall**

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- A group discussion to obtain feedback / input from the SAC members on the EA study findings so the Study Team can take this feedback into consideration for the information presented at the PIC.

Please confirm you attendance to this meeting by responding to this email by **Friday May 5, 2017**.

We look forward to the first SAC meeting and to your continued input through this EA Study.

Sincerely,  
Jennifer Vandermeer  
for the Sheridan Park Drive EA Study Team

## Shae Richter

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**From:** Sheridan Park EA  
**Sent:** Monday, May 01, 2017 10:16 AM  
**To:** karen.morden@mississauga.ca  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** Sheridan Park Drive Extension Environmental Assessment Study - Stakeholder Advisory Committee Meeting No.1 - Monday May 8, 2017

Good morning Karen,

Thank you for your interest in participating in the Stakeholder Advisory Committee (SAC), for the Sheridan Park Drive Extension Environmental Assessment (EA) Study. The Mississauga Accessibility Committee has been identified as a key stakeholder for this EA study and we look forward to your input throughout this process. Based on the results of the SAC response forms that were circulated at the commencement of the EA process, a date and time for the first SAC meeting has been identified. We selected a meeting time that falls in the middle of the timeslots noted on the response form in an effort to accommodate the preferred timing of all SAC members.

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- A discussion about the preliminary preferred solution
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- A group discussion to obtain feedback / input from the SAC members on the EA study findings so the Study Team can take this feedback into consideration for the information presented at the PIC.

Please confirm your attendance to this meeting by responding to this email by **Friday May 5, 2017**.

We look forward to the first SAC meeting and to your continued input through this EA Study.

Sincerely,  
Jennifer Vandermeer  
for the Sheridan Park Drive EA Study Team

## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Monday, May 01, 2017 11:10 AM  
**To:** Richard.perrier@petrocanadalsp.com  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** Sheridan Park Drive Environmental Assessment - Stakeholder Advisory Committee Meetings - Information Only

Good morning Richard,

Further to the email I sent you on Thursday last week, I just wanted to provide you with the following information in relation to the Stakeholder Advisory Committee (SAC). This is just for your information only.

The first SAC meeting will take place on:

**Monday May 8, 2017**

**3pm- 5pm**

Location:

**City of Mississauga – City Hall**

**300 City Centre Drive, 2nd floor, Committee Room C**

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Sincerely,

Jennifer Vandermeer

for the Sheridan Park Drive EA Study Team

## Shae Richter

---

**From:** Jennifer Vandermeer  
**Sent:** Monday, May 01, 2017 10:16 AM  
**To:** Brandon Wiedemann  
**Cc:** Dana Glofcheskie; David Argue  
**Subject:** Sheridan Park Drive Extension Environmental Assessment Study - Stakeholder Advisory Committee Meeting No.1 - Monday May 8, 2017

Good morning Brandon,

Thank you for your interest in participating in the Stakeholder Advisory Committee (SAC), for the Sheridan Park Drive Extension Environmental Assessment (EA) Study. The Sheridan Homelands Ratepayers' Association has been identified as a key stakeholder for this EA study and we look forward to your input throughout this process. Based on the results of the SAC response forms that were circulated at the commencement of the EA process, a date and time for the first SAC meeting has been identified. We selected a meeting time that falls in the middle of the timeslots noted on the response form in an effort to accommodate the preferred timing of all SAC members.

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- A summary of the criteria being considered by the Study Team to evaluation the alternative solutions
- A discussion surrounding any initial concerns or interests that the SAC members may have regarding the EA Study

We are proposing to host a second SAC Meeting in early June 2017 in advance of the Public Information Centre (PIC). At SAC Meeting No.2, we would hope to cover the following topics:

- The results of the various studies/assessments (that have been completed to date)
- The results of the evaluation of alternative solutions
- A discussion about the preliminary preferred solution
- A presentation of the preliminary design concepts being considered
- A group discussion to obtain feedback / input from the SAC members on the EA study findings so the Study Team can take this feedback into consideration for the information presented at the PIC.

Please confirm your attendance to this meeting by responding to this email by **Friday May 5, 2017**.

We look forward to the first SAC meeting and to your continued input through this EA Study.

Sincerely,  
Jennifer Vandermeer  
for the Sheridan Park Drive EA Study Team



## Shae Richter

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**From:** Sheridan Park EA  
**Sent:** Monday, October 30, 2017 3:33 PM  
**To:** Sheridan Park EA  
**Subject:** FW: Sheridan Park EA - SAC Meeting No. 2 - confirmed Monday June 12, 2017

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**From:** Sheridan Park EA  
**Sent:** Wednesday, June 07, 2017 8:53 AM  
**To:** [president@shora.ca](mailto:president@shora.ca); [kthajer@creditvalleyca.ca](mailto:kthajer@creditvalleyca.ca); [Jimmy.Truong@alecrautilities.com](mailto:Jimmy.Truong@alecrautilities.com); [eisa.eisa@peelregion.ca](mailto:eisa.eisa@peelregion.ca); Stockman, Angela; Kabanov, Serguei  
**Cc:** Dana Glofcheskie; Leslie Green; David Argue  
**Subject:** Sheridan Park EA - SAC Meeting No. 2 - confirmed Monday June 12, 2017

Good Morning Everyone,

Thank you for your response to my previous email regarding the date of SAC Meeting No. 2. Based on the responses received, the Meeting will take place on **Monday June 12, 2017**. It is our hope that everyone is able to attend this meeting. We realize that this was not the ideal date for all attendees, if you would like to send a representative to attend the meeting if you are not able to attend, please do so. The details of the confirmed meeting date are listed below.

SAC Meeting No. 2 will take place on:

**Monday June 12**

**3pm- 5pm**

Location:

**City of Mississauga – City Hall**

**300 City Centre Drive, 2nd floor, Committee Room B**

We hope to cover the following topics at this meeting:

- The results of the various studies/assessments (that have been completed to date)
- The results of the evaluation of alternative solutions
- An overview of the Draft PIC boards to date
- A discussion about the preliminary preferred solution
- A presentation of the preliminary design concepts being considered
- A group discussion to obtain feedback / input from the SAC members on the EA study findings so the Study Team can take this feedback into consideration for the information presented at the PIC.

We look forward to SAC Meeting No. 2 on Monday and to your continued input through this EA Study. Thank you again for your participation in this committee.

Sincerely,  
Jennifer Vandermeer  
for the Sheridan Park EA Study Team



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

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## Appendix M9

### Key Utility Correspondence

## Jennifer Vandermeer

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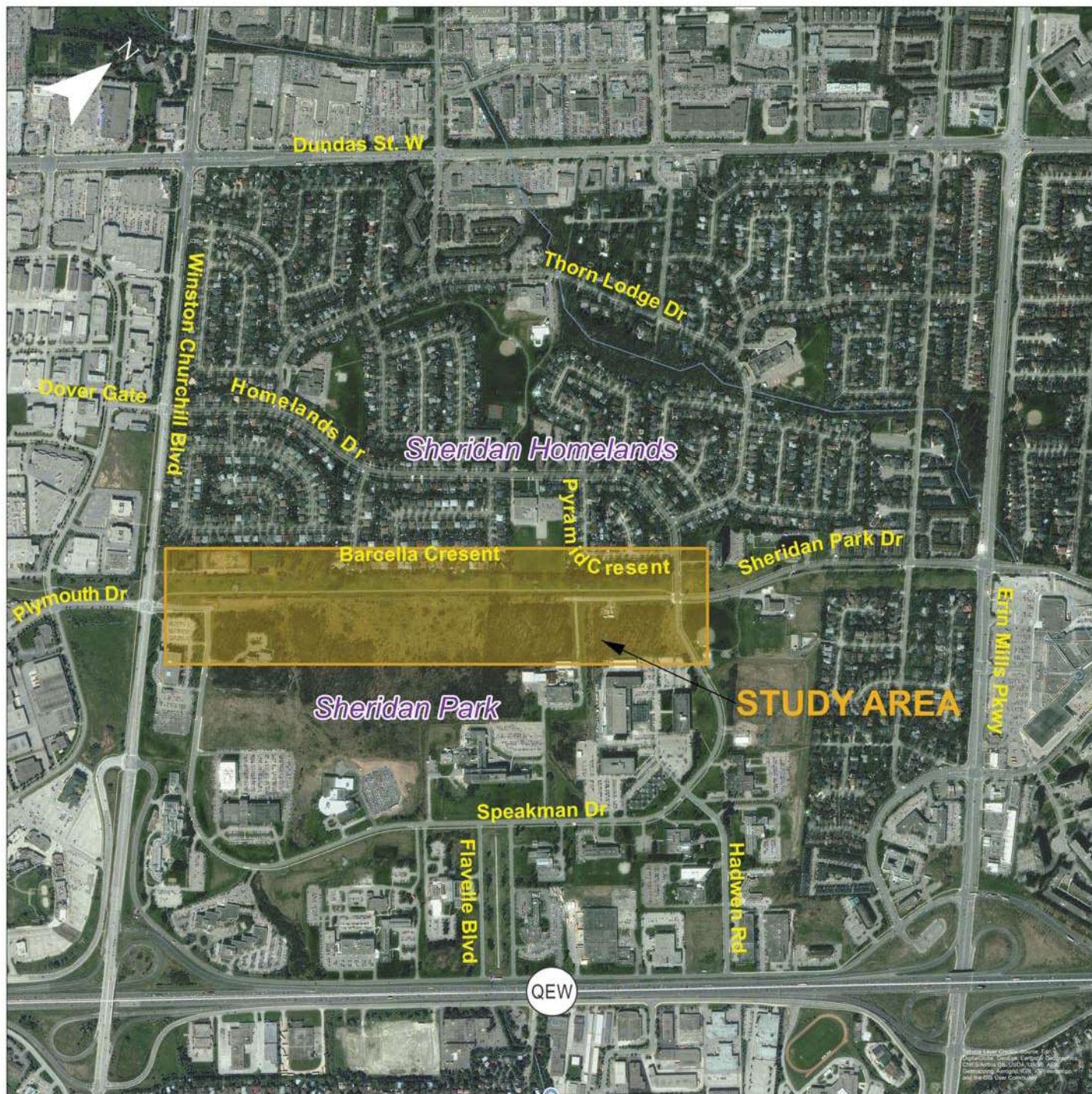
**From:** Jennifer Vandermeer  
**Sent:** Friday, July 21, 2017 10:36 AM  
**To:** 'tpumarkup@HydroOne.com'  
**Cc:** 'Dana Glofcheskie'; David Argue; Sheridan Park EA  
**Subject:** Sheridan Park Drive Extension Environmental Assessment - Request for meeting with HydroOne  
**Attachments:** 039474 Study Area\_SAC\_v2\_small.pdf; Roll Plan-Prf\_500 - Small.pdf

Good morning Mark,

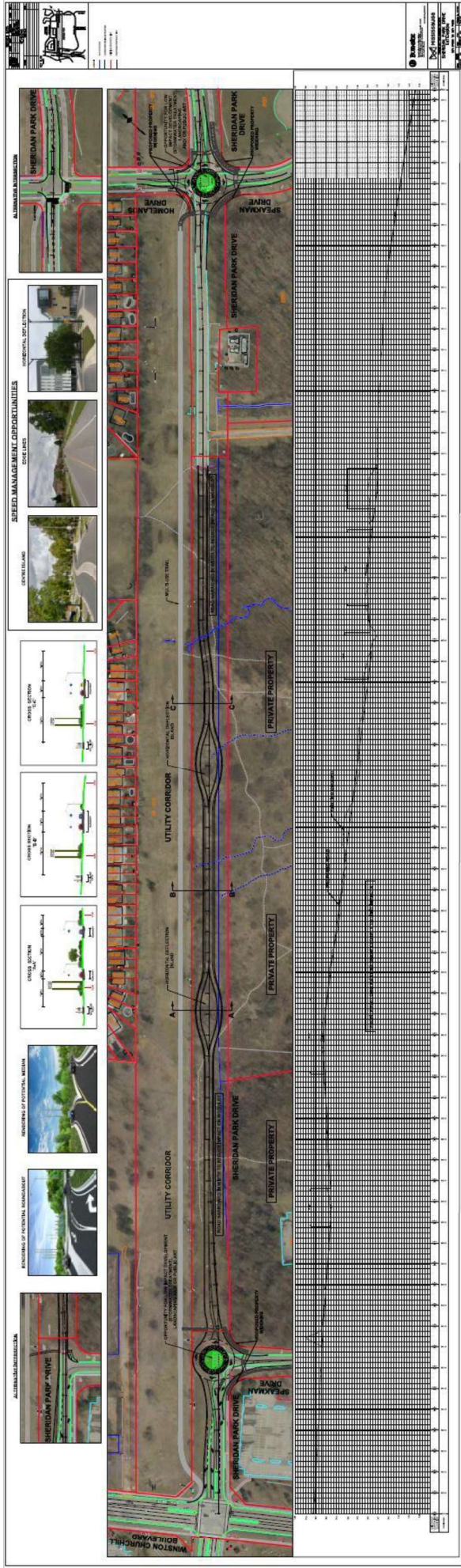
Thanks for taking my call this morning. As noted, the City is undertaking an Environmental Assessment (EA) to study the potential extension of Sheridan Park Drive in the southwest area of the City of Mississauga. As I explained, the proposed extension would run through the City owned right-of-way to the south of the Hydro One utility corridor. We are still undertaking the EA for this project; however, the City would like to meet with representatives from Hydro One to discuss the potential road extension and understand any potential impacts to Hydro One lands known at this stage of the project. I have enclosed a map of the study area, which includes the utility corridor lands and the preliminary proposed road extension concept as presented at the recent Public Information Centre for your information. I would be grateful if you could pass this information onto the appropriate contact in the Real Estate group at Hydro One who would be able to participate in a meeting with the City so we can arrange a convenient date and time with them.

Best regards,

Jennifer







## Jennifer Vandermeer

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**From:** Jennifer Vandermeer  
**Sent:** Monday, July 24, 2017 2:10 PM  
**To:** 'Marcel Mallia'  
**Cc:** 'Dana Glofcheskie'; David Argue  
**Subject:** RE: Enbridge Contacts  
**Attachments:** 039474 Study Area\_SAC\_v2\_small.pdf; Roll Plan-Prf\_500 - Small.pdf

Good afternoon Marcel,

Thanks for your call this morning. As noted, the City is undertaking an Environmental Assessment (EA) to study the potential extension of Sheridan Park Drive in the southwest area of the City of Mississauga. The proposed extension would run through the City owned right-of-way (southeast of the utility corridor). We are still undertaking the EA for this project; however, the City would like to meet with representatives from Enbridge Gas to discuss the potential road extension and understand any potential impacts to Enbridge Gas facilities/plants known at this stage of the project. I have enclosed a map of the study area and the preliminary proposed road extension concept as presented at the recent Public Information Centre for your information. We'd like to set up a meeting with you sometime during the week of August 21-25, 2017. Since you have graciously indicated that you can make a meeting date work, by way of this email I'm going to ask Dana Glofcheskie (City Project Manager) and David Argue (Consultant Project Manager) to confirm their availability for a meeting the week of August 21-25 and then I will provide your team with a few options.

Best regards,  
Jennifer

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**From:** Marcel Mallia [<mailto:Marcel.Mallia@enbridge.com>]  
**Sent:** Monday, July 24, 2017 11:46 AM  
**To:** Jennifer Vandermeer  
**Subject:** Enbridge Contacts

Good Morning Jennifer;

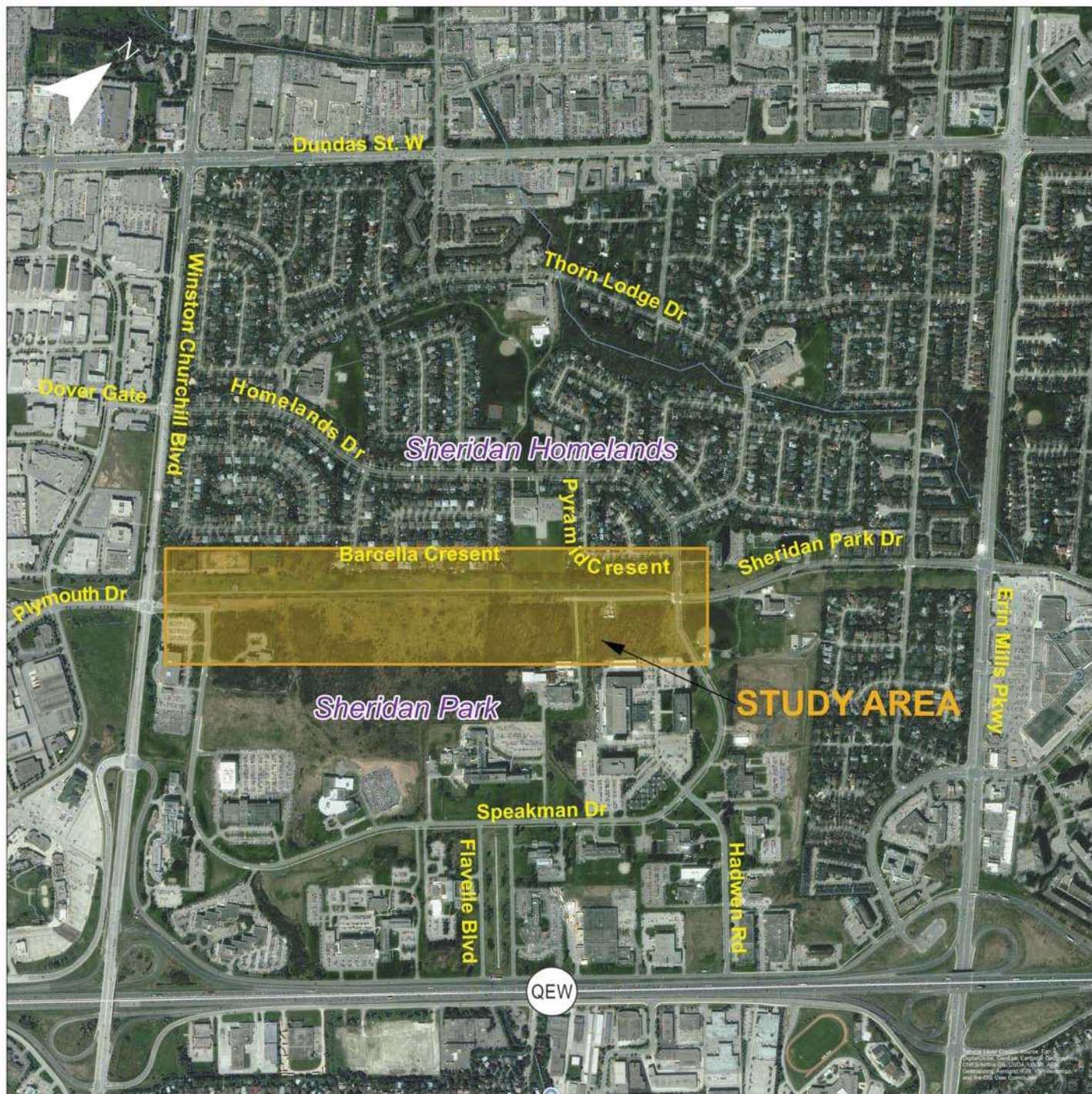
Please see below for a list of contacts at Enbridge Planning.

Meetpal Chinna (905)458-2159

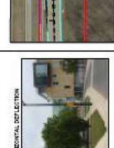
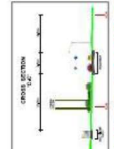
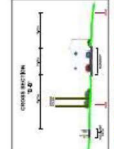
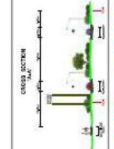
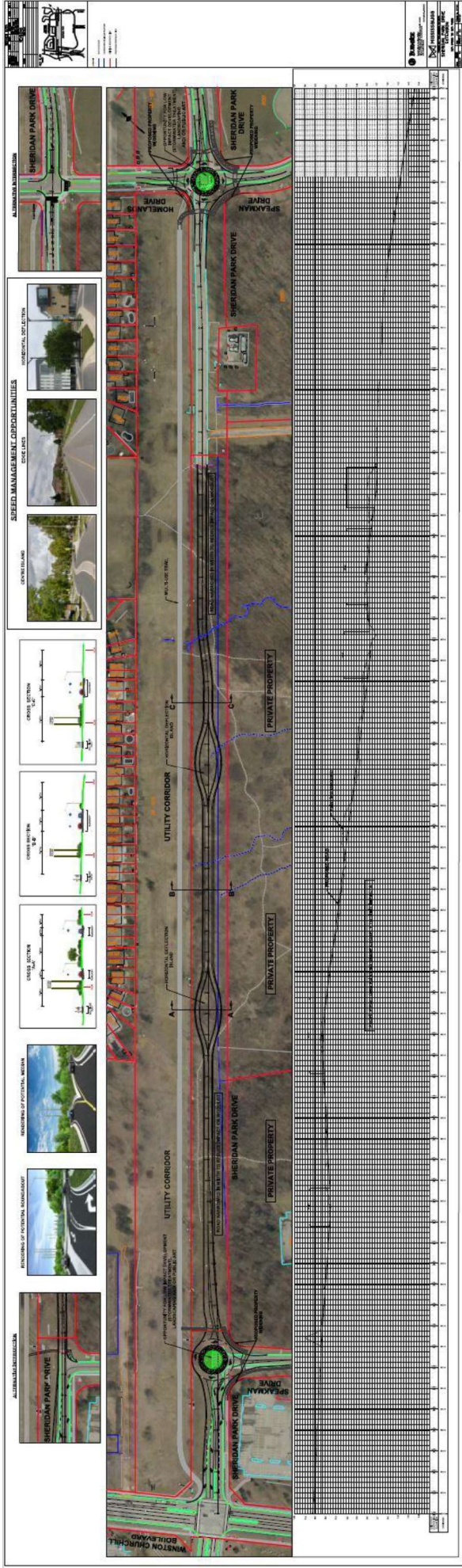
**Marcel Mallia**  
*Planning Supervisor, Brampton*

—  
ENBRIDGE GAS DISTRIBUTION  
TEL: 416-758-4793 || CELL: 416-884-3786  
6 Colony Court  
Brampton, Ontario, L6T 4E4











## Jennifer Vandermeer

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**From:** rick.schatz@HydroOne.com  
**Sent:** Monday, July 24, 2017 9:51 AM  
**To:** Jennifer Vandermeer  
**Cc:** Meredith.Nyers@HydroOne.com  
**Subject:** FW: Sheridan Park Drive Extension Environmental Assessment - Request for meeting with HydroOne  
**Attachments:** IO\_LandSaleProcess\_012.pdf; Proposal Submission Requirements.pdf; Technical Considerations (HONI Corridors).pdf; 039474 Study Area\_SAC\_v2\_small.pdf; Roll Plan-Prf\_500 - Small.pdf

Hi Jennifer,

I am your contact at Hydro One in this matter.

At this point it's too early to meet on this. I looked at the drawing and it appears that you will need to extend the daylight triangles in two locations and add some trail connections. An operational land sale will be required for the daylight triangles and the trail connections will fall within the existing park licence.

There is currently no hydro transmission infrastructure within the hydro corridor so I can't see this being a problem from our perspective. That said, I have included three attachments:

- The first attachment outlines the process involved in obtaining an operational land sale. To begin the process you will need to submit the items listed in the first 5 bullet points.
- The second attachment provides guidance in terms of what we need to see on drawings that you submit for our review. Please ensure that this is followed or the review of the submission may be delayed or returned.
- The third attachment provides some technical considerations when planning new infrastructure near Hydro One plant.

Our current turn around time to review drawings is about 12 -16 weeks.

If you have any questions please call me.

Regards,

**Richard (Rick) Schatz SR/WA**  
Senior Real Estate Coordinator

**Hydro One Networks Inc.**

Tel: 905-946-6233  
Cell: 416.735.2909  
Email: [Rick.Schatz@HydroOne.com](mailto:Rick.Schatz@HydroOne.com)

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**From:** HAMILTON Mark **On Behalf Of** TPUCC DRAWINGS  
**Sent:** Friday, July 21, 2017 10:51 AM  
**To:** SCHATZ Richard; NYERS Meredith  
**Cc:** TPUCC DRAWINGS  
**Subject:** FW: Sheridan Park Drive Extension Environmental Assessment - Request for meeting with HydroOne

Meredith,

As discussed on the phone, please review the attached proposed work in the City of Mississauga and their request below.

Thank you and have a great weekend.

**Mark Hamilton**

Grid Operations Supervisor  
Barrie Corporate Office - BAH  
Phone: 705-797-4142 Cisco: 88974142

---

**From:** Jennifer Vandermeer [<mailto:Jennifer.Vandermeer@rjburnside.com>]  
**Sent:** Friday, July 21, 2017 10:37 AM  
**To:** TPUCC DRAWINGS  
**Cc:** Dana Glofcheskie; David Argue; Sheridan Park EA  
**Subject:** Sheridan Park Drive Extension Environmental Assessment - Request for meeting with HydroOne

Good morning Mark,

Thanks for taking my call this morning. As noted, the City is undertaking an Environmental Assessment (EA) to study the potential extension of Sheridan Park Drive in the southwest area of the City of Mississauga. As I explained, the proposed extension would run through the City owned right-of-way to the south of the Hydro One utility corridor. We are still undertaking the EA for this project; however, the City would like to meet with representatives from Hydro One to discuss the potential road extension and understand any potential impacts to Hydro One lands known at this stage of the project. I have enclosed a map of the study area, which includes the utility corridor lands and the preliminary proposed road extension concept as presented at the recent Public Information Centre for your information. I would be grateful if you could pass this information onto the appropriate contact in the Real Estate group at Hydro One who would be able to participate in a meeting with the City so we can arrange a convenient date and time with them.

Best regards,  
Jennifer



**Jennifer Vandermeer, P.Eng.**  
Environmental Assessment Lead

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario N1H 1C4  
Office: 800-265-9662 Direct: 226-486-1559  
[www.rjburnside.com](http://www.rjburnside.com)

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## Ontario Infrastructure and Lands Corporation Land Sale Process -- Public Uses

Land sales involving former Hydro One owned corridor lands must be direct transfers from the Province as represented by Ontario Infrastructure and Lands Corporation (OILC), which is also known as Infrastructure Ontario (IO) to either a municipality or a Provincial Ministry. Hydro One will still retain its statutory easement rights over the lands being transferred.

The Provincial Secondary Land Use Program (PSLUP) permits compatible “secondary” uses on corridor lands. Secondary uses are those uses which can coexist with the safe and efficient operation of Hydro One’s transmission and distribution businesses. These uses are based on approved public use principles as set out in the policy and guidelines of the PSLUP.

To initiate a land sale under the PSLUP, the proponent must submit a written proposal with the following information:

- State the proposed secondary land use for which a land sale is being sought.
- Provide the proponent’s legal name/company name, contact name, phone and fax numbers, address for legal notification.
- A key map of the neighbourhood/area where the property is located.
- Include a concept drawing locating the proposed lands to be transferred; identify the corridor property lines relative to the proposed transfer and include all Hydro facilities (towers, poles, etc.); provide approximate area to be transferred (ie. 0.25 acre subject to survey).
- Provide the legal description of the portion of the corridor lands required (ie. Lot, Concession and name of original geographic boundary) and provide a property abstract such as the PIN sheet.
- Submit the required Engineering Review Fee (ERF).

### **Engineering Review Fee (ERF)**

An Engineering Review Fee (ERF) of \$1,250 + HST are charged for processing a land sale to a municipality or Provincial Ministry. This **non-refundable fee** should be made payable to “Ontario Infrastructure and Lands Corporation” and it is intended to offset costs incurred in reviewing the proposal. The fee is based on reviewing a typical proposal; however, if additional engineering input or further internal or external expertise is required, then the proponent will be charged accordingly. The ERF is payable at the time the signed Agreement of Purchase and Sale is submitted to Hydro One for final processing.

### **Property Management Proposal (PMP)**

After Hydro One receives the above information, a Property Management Proposal (PMP) describing the proposed use is circulated to IO and a number of Hydro One stakeholders for review and comments. IO circulates it to other Provincial bodies such as its planning specialist, the Ministry of Environment, etc.

Hydro One stakeholders review and comment from a technical perspective with a focus on how the proposed use impacts the assets. To obtain Hydro One's final technical approval, the proponent must submit four (4) full size **folded** copies of a grading and drainage plan, a composite utility plan, landscape plan, and a lighting plan if lighting is required. The plans should show the property lines of the corridor, and any Hydro One structures in the vicinity. There may be further requirements for cross-sections, elevation etc. which will be assessed during the review process. The result of this technical review will be a Terms and Conditions letter identifying all Hydro One comments and/or approval.

### **Environmental Assessment (EA)**

An Environmental Assessment that complies with IO's requirements is required for the lands to be transferred. This assessment will be undertaken at the proponent's cost. If the proponent already has an environmental consultant, the chosen consultant's name, email and telephone number should be forwarded to Hydro One for direct contact with IO's Environmental Coordinator.

### **Valuation of Land**

A land value appraisal will be required. Before commencing the appraisal work, the appraiser must contact IO's appraiser for the terms of reference. The appraisal is completed at the proponent's expense and typically takes place later in the process. Hydro One will require delivery of THREE copies of the appraisal report for review. The effective date of the appraisal must be within six (6) months of the date of transfer. One of the conditions in the Agreement of Purchase and Sale is IO obtaining an Order-in-Council for the land sale.

### **Survey and Legal Costs**

Prior to signing the Agreement of Purchase and Sale, the proponent must provide a Plan of Survey, at the proponent's expense, which identifies the Parts to be transferred with a Schedule indicating the area of each Part. Eight (8) copies (folded) of the survey are required for circulation and the final submission package.

All legal costs incurred by the Transferor's solicitor, inclusive of disbursements and H.S.T., as they pertain to the sale of land and completion of the transaction are also borne by the proponent.

### **No Access Until Land Sale is Registered**

Construction activity on IO owned Hydro One transmission corridor lands **must not** commence until the sale has been completed and a pre-construction on-site meeting with Hydro One technical staff has taken place.

## PROPOSAL SUBMISSION REQUIREMENTS IN AND AROUND HYDRO ONE NETWORKS INC. ELECTRICAL TRANSMISSION CORRIDORS

Hydro One strives to work with proponents to review secondary land use proposals on the Transmission Corridors to ensure they are compatible with the safety and maintenance requirements of its high-voltage equipment. The Hydro One Transmission Network can consist of steel lattice towers, monopoles, twin wood poles, overhead conductors, underground cable ducts. The transmission lines generally conduct electricity at 115kV, 230kV or 500kV.

Technical drawings for any proposal impacting transmission infrastructure and / or corridors must be reviewed and approved by Hydro One. These reviews may require several weeks or months to complete depending on the complexity of the proposal. Currently our turnaround time is about 12 – 16 week. A resubmission will require the same timelines. The drawings must be approved by Hydro One, and occupation agreements in place prior to the commencement of any construction work.

Detailed drawings that need to be submitted include: site plan, grading, drainage, lighting, landscaping, signage (including any other above grade structures) and profiles for underground works. Additional drawings may be requested but please don't send them to us unless we ask for them.

To effectively review and provide comments, your proposal must include the following information.

- LAND/EASEMENT PROPERTY LINES: On all plan drawings, indicate and label the Hydro corridor property limits in RED.
- HYDRO ONE STRUCTURES: On all plan drawings, show all Hydro One towers, other structures and the overhead centreline of the towers, all clearly marked with colour. (Also indicate the tower numbers – these numbers will be provided by Hydro One)
- GRADES and DRAINAGE: Indicate existing and proposed grades. Grading changes must not result in standing water anywhere along the corridor.
- MAINTENANCE ACCESS ROUTE: On all plan drawings, mark in colour and label a 6.0 meter wide Hydro One maintenance access route to each Hydro One tower or other structure.
- MAINTENANCE ZONE: Indicate in colour and label a 15.0 meter radius for the Hydro One maintenance work zone around each Hydro One towers measured from the tower footings. Also show the distance from the edge of the proposed infrastructure to the edge of the nearest tower footing.
- POPOSED UNDERGROUND SERVICES: Plans and profiles are required showing any proposed underground works .
- LIGHTING: Keep lighting as far away from our circuits as possible, toward the outer edge of the corridor. The locations and the height of each light post must be clearly described.
- LANDSCAPING: Plantings which grow to a mature height of over 3 metres are not permitted on the ROW. Hydro One has a Compatible Species List which will be provided on request.
- RESUBMITTED DRAWINGS: If a resubmission of drawings is required, the revised drawings must include “bubbles” over the areas where changes were made to help us identify the areas that need to be reviewed.

Your submission should include:

- An introduction letter that briefly describes your project and the impact that it will have on the hydro corridor
- A neighborhood map (ie Google aerial map) showing the general vicinity of the proposed work
- Three full sized hard copies of each drawing (folded) along with an electronic copy in PDF
- An engineering review fee

**Courier:**  
185 Clegg Road  
Markham, ON L6G 1B7

### **Technical Considerations for Hydro One Electrical Transmission Corridors**

Your project may involve proposed works on Hydro One electrical transmission corridors or rights-of-way (ROW). Hydro One will work with proponents to review secondary land use proposals on the ROWs to ensure that they are compatible with the safety and maintenance requirements of its high-voltage equipment. The Hydro One transmission network can consist of steel lattice towers, monopoles, twin wood poles, overhead and underground conductors etc..

When preparing a proposal, there are a number of technical considerations that should be kept in mind. A number of these are outlined below. Please note that this is not intended to be a comprehensive list of requirements, but aims to serve as a guideline to prepare a proposal. Reviews for each proposal are conducted individually by Hydro One and may require several weeks or months to complete depending on the complexity of the proposal.

#### **Technical Considerations:**

##### **Grading, Drainage and Stormwater Management**

- Grading changes must not result in standing water anywhere along the corridor, and especially not within 15m radial zone of transmission structures.
- No fill material may be placed on the ROW without written approval from Hydro One.
- Catch basins that are not positioned within a paved roadway are not permitted.
- Stormwater management (SWM) ponds placed under 115 and 230 kV transmission lines cannot exceed two-thirds of the corridor width.
- SWM ponds under 500 kV transmission lines cannot exceed one-third of the corridor width.
- SWM ponds must be designed to withstand the effects of 100-year storm conditions.

##### **Roads and Parking**

- Roads crossing the ROW should be perpendicular to the hydro corridor.
- Roads off ROW should stay 15m clear of transmission structures.
- Curb cuts or access gates should be provided for Hydro One maintenance vehicles.
- Parking facilities on 115 kV and 230 kV ROWs should be restricted to passenger vehicles only. Large truck and trailer parking is generally not permitted.
- Parking facilities are generally not permitted under 500 kV ROWs.
- Transmission towers near roads and parking areas must be protected by standard highway barriers.

##### **Vertical Clearances**

- Transmission conductors (wires) are dynamic in nature. They can sag lower to the ground depending on parameters such as ambient temperature and operating conditions.
- Minimum vertical clearances must be maintained from the maximum design sag levels of the conductors (worst-case scenario). Hydro One will review these clearances as they are case-specific and not immediately apparent by observation alone.

### Access to Structures

- An unhindered, minimum 6-metre wide access path to facilities on the corridor must be provided for maintenance vehicles.
- A 15-metre clear working radius around transmission structures is required in order to maintain access for vehicles carrying out routine maintenance.
- A 3-metre radius around each tower footing must be left unpaved for access to the footing.

### Pipelines & Underground Facilities

- All underground facilities must be designed to withstand the loading conditions created by heavy maintenance vehicles that may be used by Hydro One.
- The ROW must be restored to pre-construction condition once the project is completed.
- Excavation using heavy machinery is prohibited within 10 metres of tower footings to protect foundations. Within 10 metres, excavation must be carried out by hand or by use of a VAC system.
- Pipelines on ROWs must adhere to the provisions of CSA Standard C22.3 No. 6.

### Landscape Plantings

- Plantings which grow to a maturity height over 3 metres are not permitted on the ROW. Hydro One has a 'Compatible Species List' which will be provided as applicable. It must be noted that plantings should not be planted in such a way as to impede access to the transmission towers. An area of 15 metres around transmission towers should be kept clear of shrubs to permit Hydro One access to towers.

### Other Requirements

- **Buildings and permanent structures are not permitted on corridor lands.**
- Flammable or hazardous materials may not be stored on ROWs.
- Consideration should be given to minimizing the use of conductive (metallic) material where alternatives exist (e.g. fences).
- The proponent is responsible for all costs of modifying, relocating, or monitoring Hydro One assets as a result of the proposal.
- **Grounding studies, induction studies, spark discharge and / or step touch potential studies may be required to confirm that the proposal will not conflict with the Hydro One electrical infrastructure.** The cost of these studies, our review of the completed studies, and any mitigation measures required as a result of these studies, will be borne by the Proponent.

### Property Rights: Who is the landowner?

- Transmission corridor lands can be owned by private landowners, Municipalities, Province of Ontario (Infrastructure Ontario), railway companies, and First Nations and Métis communities.
- Hydro One Networks Inc. owns the transmission components/network.
- Hydro One Networks Inc. has rights either registered on land title or by legislation to operate the transmission network.

### Property Rights: What Agreements do you require?

Contact Hydro One Real Estate Services at 1.888.231.6657 for the Real Estate Coordinator for your municipality. The Real Estate Coordinator arranges for Hydro One review of your proposal, advises of documentation and prepares the Agreements.