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Appendix M4 - Part 1

Public Information Centre Summary Report

Appendix M4

Public Information Centre Summary Report
Sheridan Park Drive Municipal Class Environmental Assessment

City of Mississauga

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October 2017
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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
Safety	
Pedestrian safety	Designated pedestrian crossings will be provided at proposed intersection locations which are located at Speakman Drive and at Homelands Drive / Speakman Drive. Roundabouts are proposed at the two intersection locations. Roundabouts provide a safe pedestrian crossing as only one direction of traffic is crossed at a time by a pedestrian. In addition, vehicles slow down to navigate a roundabout, decreasing travel speed within the intersection and crosswalks. As part of this project, the existing 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.
Speeding along extension	A variety of speed management features are being considered. Wide medians are proposed to mitigate potential speeding, as

Comment	Project Team Response
	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.
Air Quality	
Local air quality	An Air Quality Impact Assessment has been completed for this project. Based on the forecasted 2031 traffic volumes, future predicted air quality levels with and without a road extension were compared to the existing air quality levels to understand the impact of a potential road extension on local air quality. Typical contaminants from automobile exhaust were evaluated including Particulate Matter (PM2.5 and PM10), Total Suspended Particulates (TSP), Nitrogen Oxides (NOx), Carbon Monoxide (CO), 1-3 Butadiene, Benzene, Acrolein, Acetylaldehyde, and Formaldehyde. The future predicted air quality levels at sensitive receptor locations (residential properties and the Homelands Senior Public School) **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**. 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 $\mu g/m^3$) is much higher than the predicted change in impact (0.0003 $\mu g/m^3$ worst case impact). The background benzene concentration is continuing to fall as shown in Figure 19 of the Air Quality in Ontario 2015 Report. As a result, based on the analysis, **there is no expectation that the benzene concentration will increase because of the project.** It should be noted that the **elevated Benzene levels detected are not isolated to the Sheridan Park area, but observed all over the Province**. Improvements to address benzene levels are being dealt with at a national and provincial level that in turn improves air quality at a local level. Local reductions have a limited effect as a result reducing benzene concentrations

Comment	Project Team Response
	requires a provincial solution. According to Air Quality in Ontario 2015 Report published by the MOECC, over the 10 year period from 2005 to 2014, benzene concentrations have decreased 42%. A review of the National Pollutant Release Inventory (NPRI) data did not show any significant industrial / commercial operations emitting benzene in the vicinity of the project area. Through initiatives to make buildings more green, improvements on vehicle emissions, and as improvements to other fuel burning equipment (such as high efficiency furnaces) continue to be made, it is expected that benzene levels should continue to drop. The City as a whole is encouraging sustainable development and growth. By providing alternative routes, which an extension to Sheridan Park Drive would do, the City is hoping to assist in lessening the environmental impact by minimizing congestion and vehicle idling throughout the city.
Noise	
Increase in noise levels	Based on the forecasted 2031 traffic volumes, the future predicted noise levels at the closest POR (Point of Reception) were found to be **no more than 1 dBA** greater than the existing noise levels. Therefore, **the extension has negligible impact on the noise levels in the neighbourhood**. In general, sound level increases of less than 3 dBA are not noticeable to the human ear. 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 nigh time hours (11pm-7am). The predicted future noise levels are below Provincial and City of Mississauga standards. No noise mitigation measures (sound barriers) are required.
Environment	
Impacts to the natural areas	The project is being carried out to balance several objectives. The protection of and minimization of negative impacts to the

Comment	Project Team Response
	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. **Approximately 120 trees will need to be removed** 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 **replaced at a 2:1 ratio**, of varying maturity and species. Wherever possible, existing trees can be preserved by implementing tree protection measures during construction. It is expected that the existing trees between the 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. 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. There are **no Provincially Significant Wetlands, Areas of Natural or Scientific Interest or Environmentally Significant Areas**. 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).
Impacts to views from homes (back onto utility corridor)	There will be **no impacts to the views of the residents** that back onto the existing utility corridor. The 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.

Comment	Project Team Response
Justification of Proposed Extension	
Why the extension is being considered	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. 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.
No destinations on the road extension	The primary function of the proposed Sheridan Park Drive extension is to provide an alternate route for the Study Area and provide redundancy in the broader road network rather than providing access to a specific destination on the road extension itself. In addition to providing increased connectivity within Sheridan Park Corporate Centre and Sheridan Homelands neighbourhood., the road extension will also provide an alternate route for destinations east and west of the Study Area. This will assist with minimizing traffic infiltration within the Sheridan Homelands neighbourhood.
Who will use Sheridan Park Drive extension	The Sheridan Park Drive extension will play an important role in providing additional access to and from the residential community. The traffic analysis indicates approximately 77% of trips along the extension in the morning rush hours and 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.
Consider alternative routes, e.g. Widening of Speakman Drive or	Following the PIC, the widening of Speakman Drive was investigated further as an alternative route (Alternative Solutions – Alternative 4).

Comment	Project Team Response
North Sheridan Way	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. 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. 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.
Rationale for Selecting Alternative 3 (Extension of Sheridan Park Drive) as Preliminary Preferred Solution	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.

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.

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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

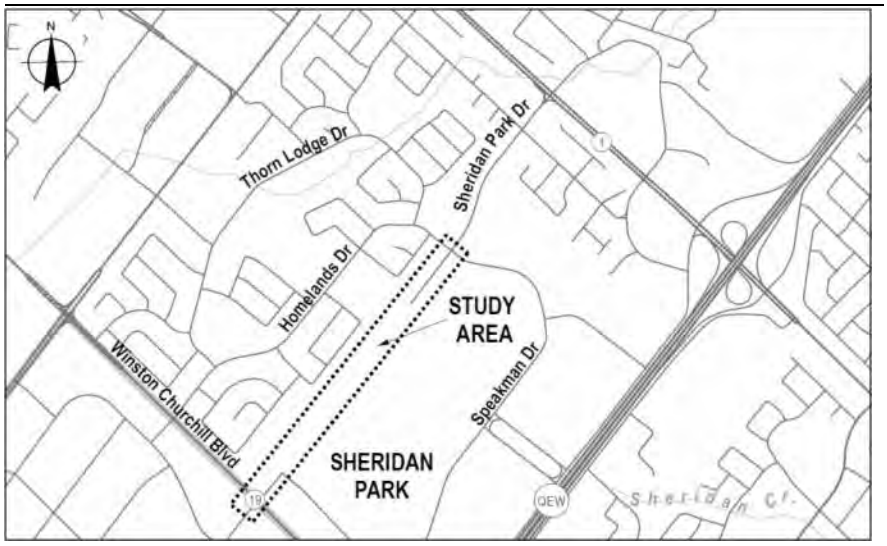
WHAT?

- 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.

WHERE?



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.

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

If you have any questions or comments regarding the study, please contact:

SheridanParkEA@rjburnside.com

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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.

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Appendix B

Display Boards

MISSISSAUGA

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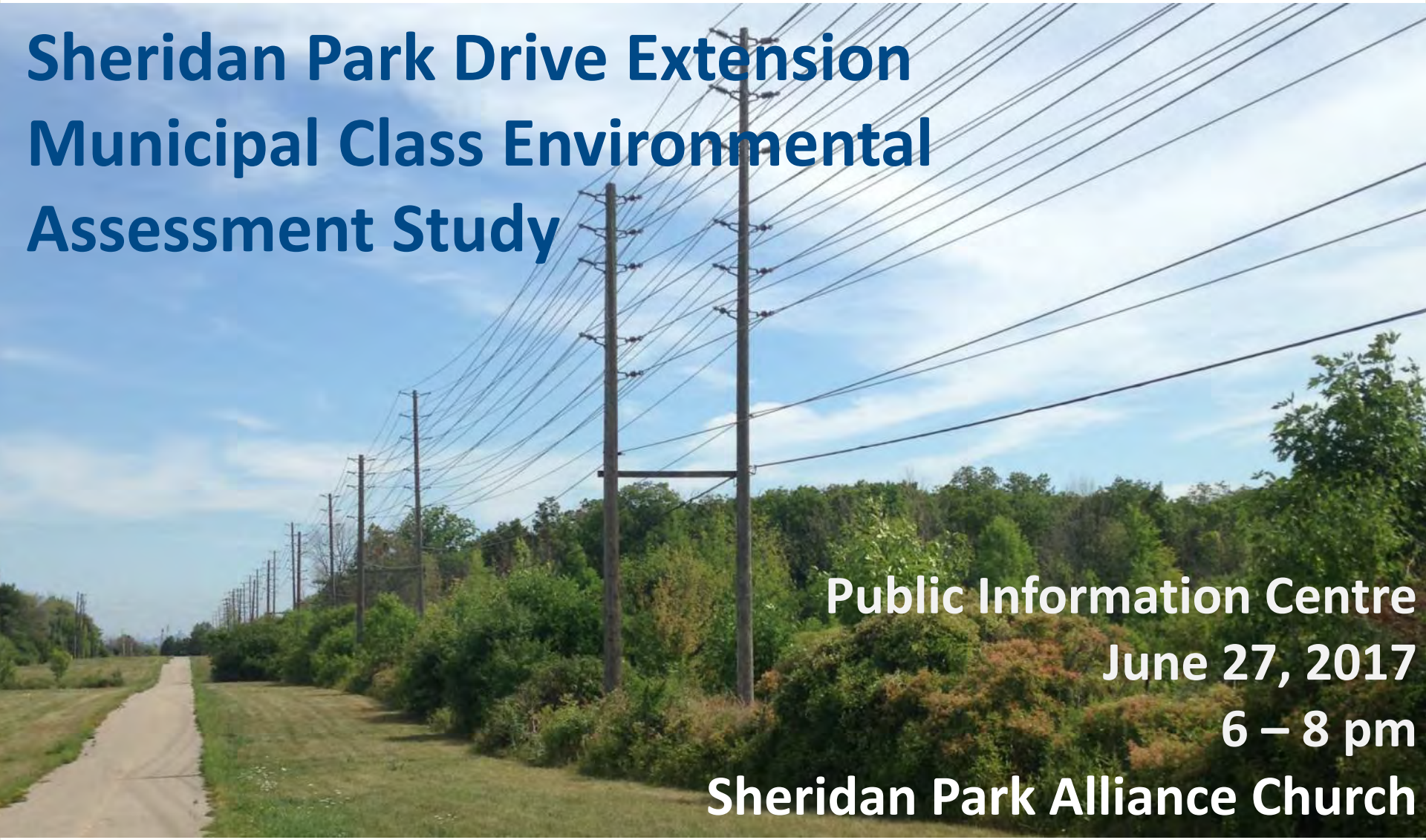
Sheridan Park Drive Extension Municipal Class Environmental Assessment Study



Public Information Centre

June 27, 2017

6 – 8 pm

Sheridan Park Alliance Church

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

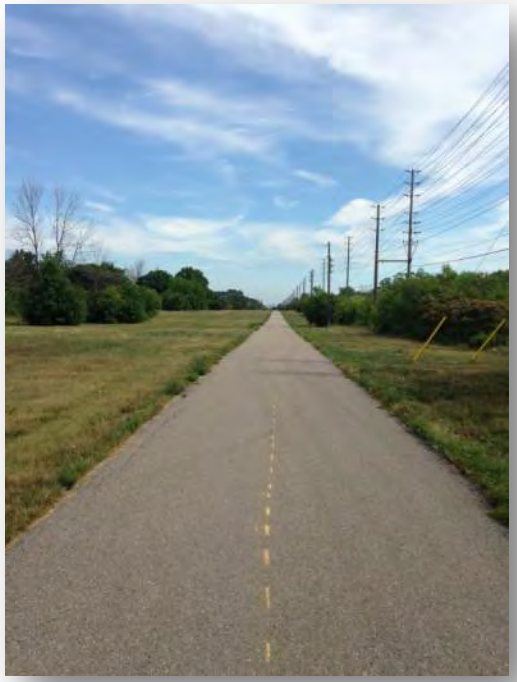
Study Context / Overview

- The Study Area is a unique combination of land uses including:
  - Residential
  - Businesses
  - Utility Corridor

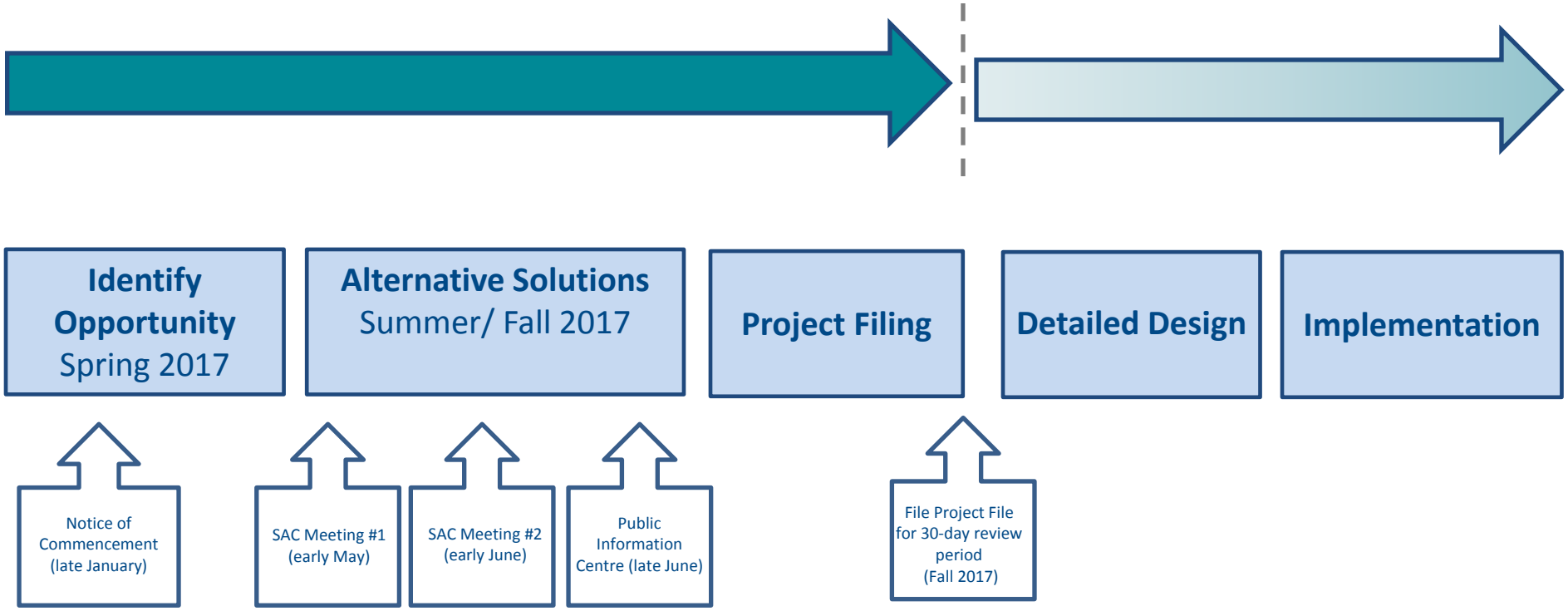
- Key Features include:
  - Sheridan Homelands Residential Community
  - Sheridan Park Corporate Centre
  - Utility corridor with Multi-Use Trail
  - Natural areas within road right-of-way (ROW) and private lands adjacent to Study Area

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)

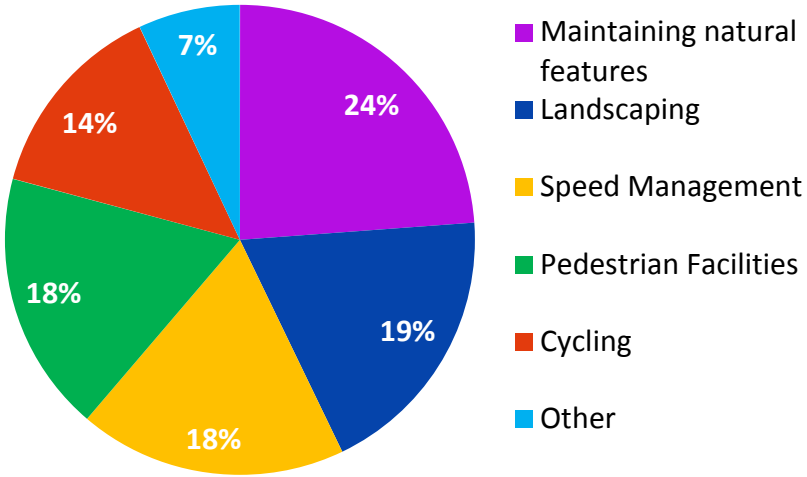


What we have heard so far…

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

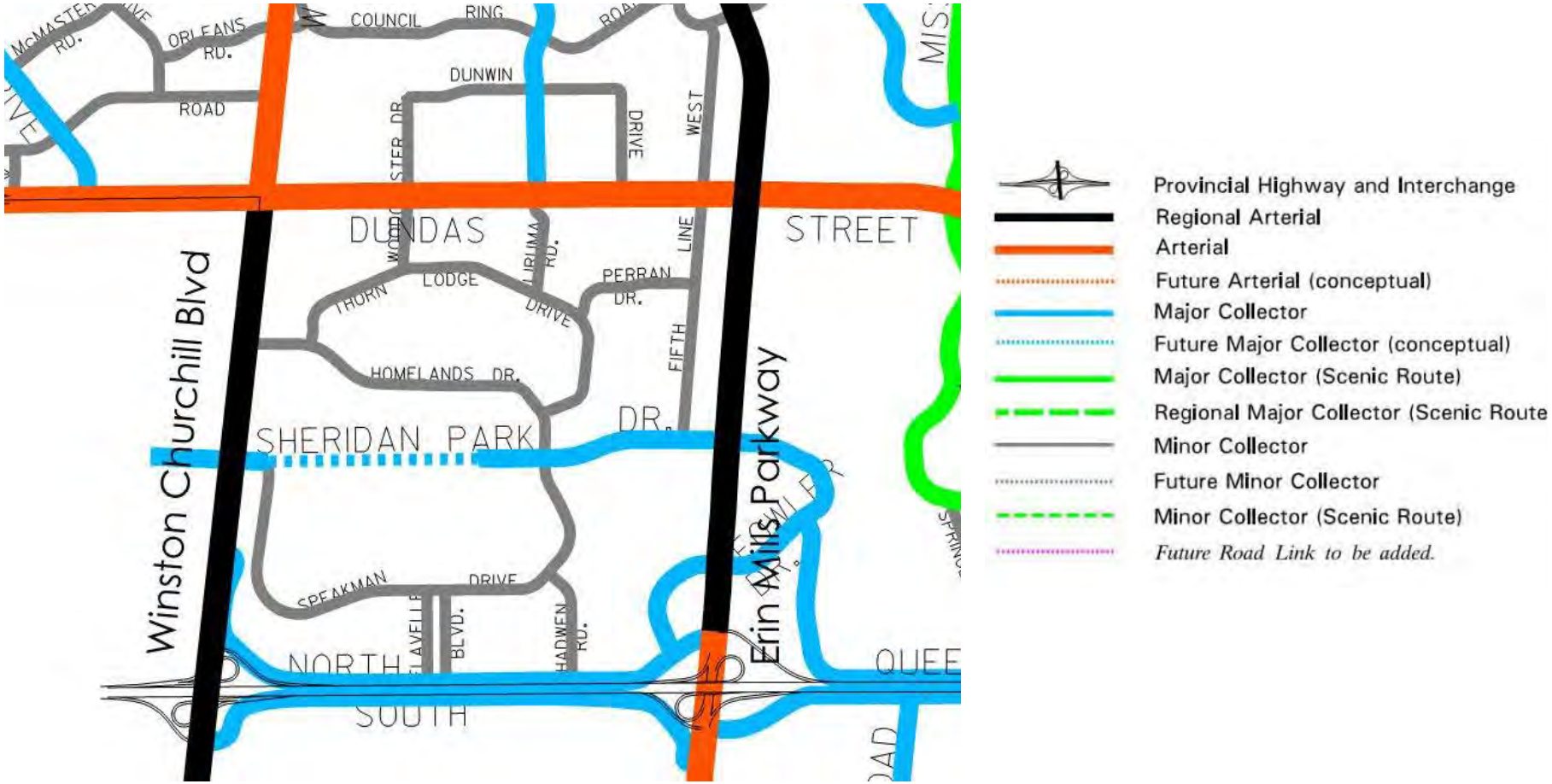
Planning / Policy Background

Mississauga Official Plan (MOP)

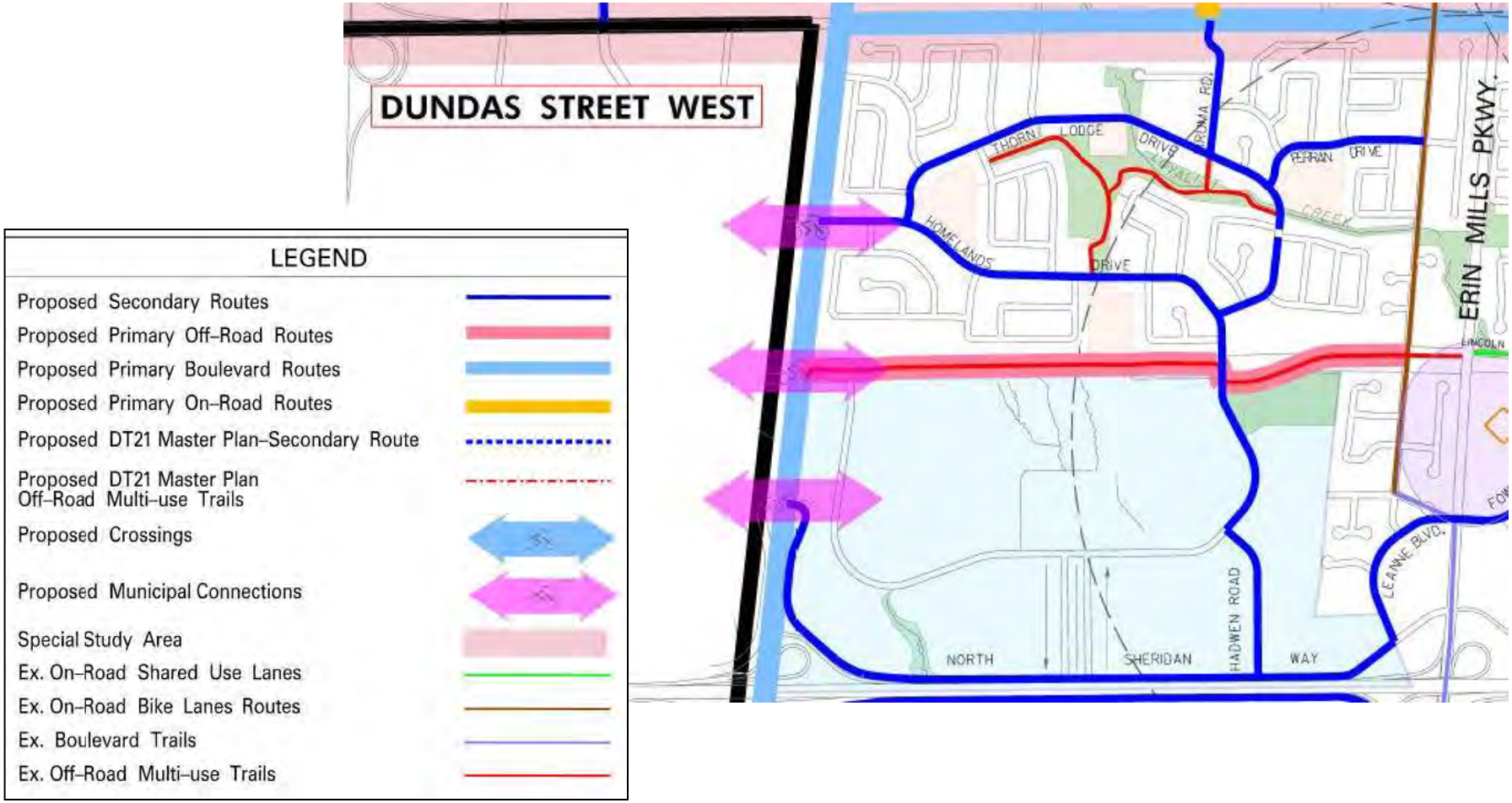
- Develop a multi-modal transportation system that connects important destinations and safely accommodates all roadways users
- Encourage development of healthy, vibrant communities that accommodate a range of mobility choices
- Develop a fine-grained roadway network, with short streets and small block 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)

Mississauga Official Plan

Schedule 5 – Long Term Road Network



Mississauga Cycling Master Plan (2010)

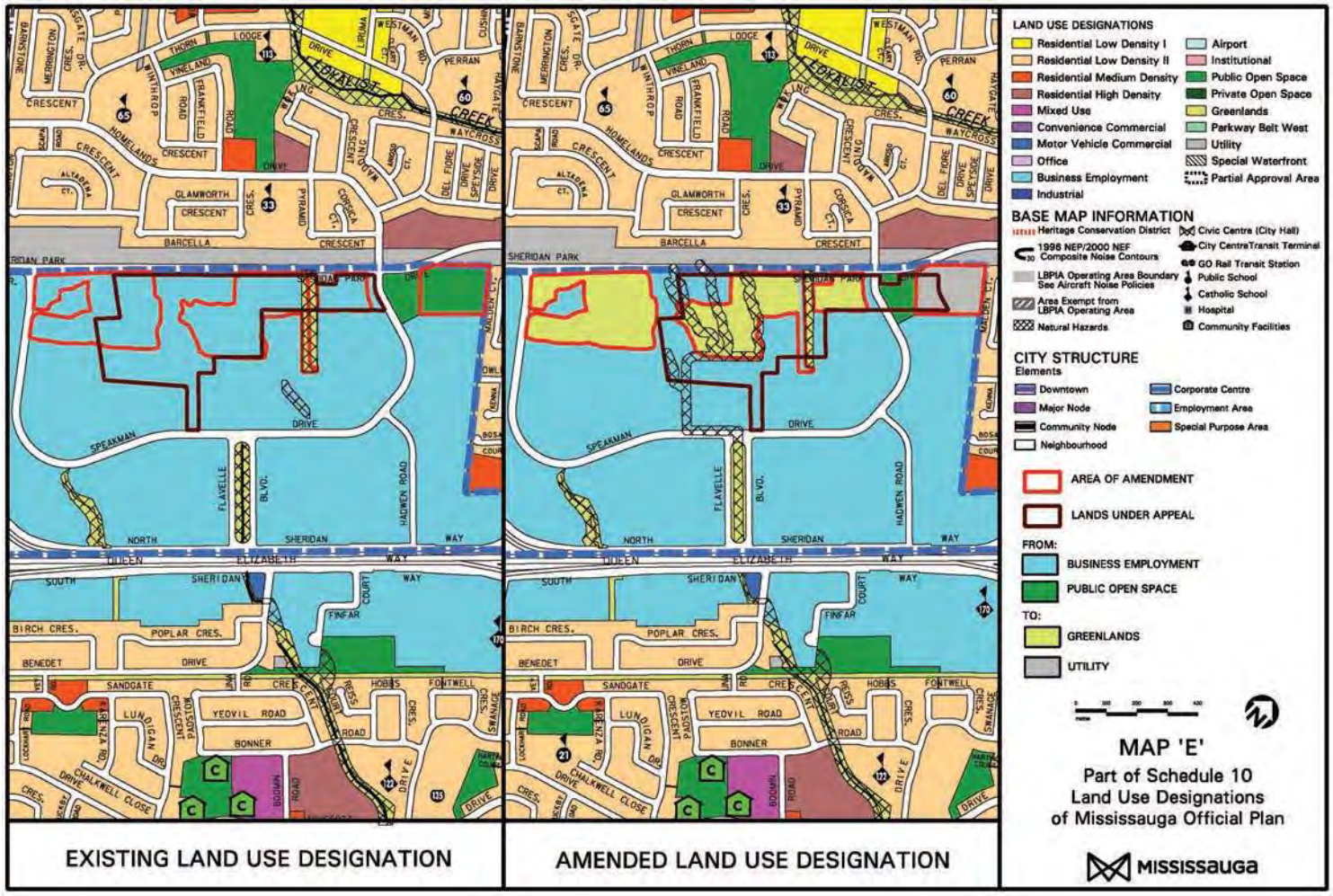


Planning / Policy Background

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

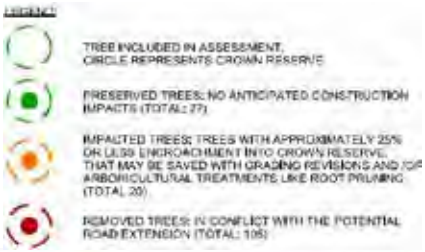


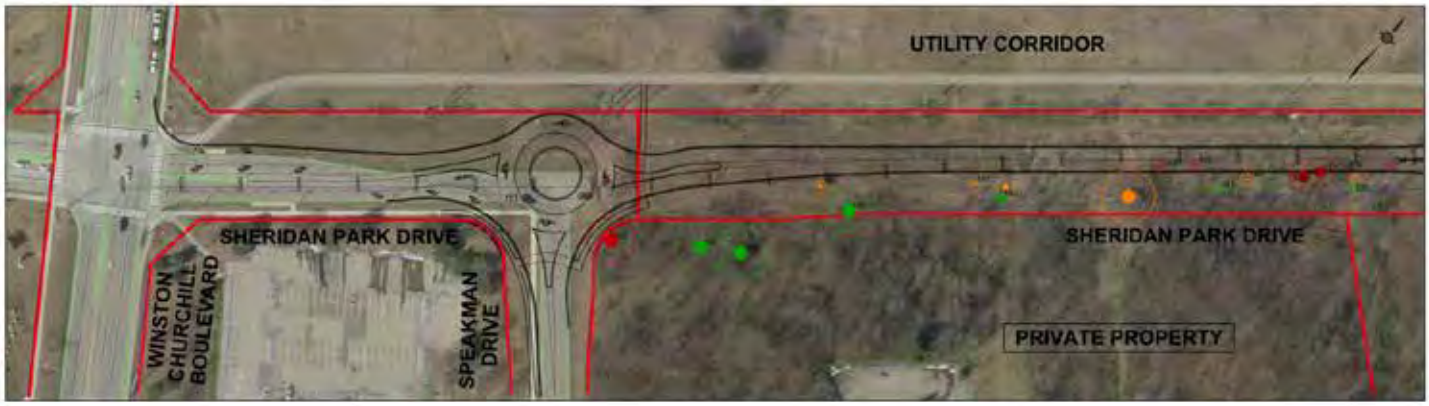
Existing Natural Environment

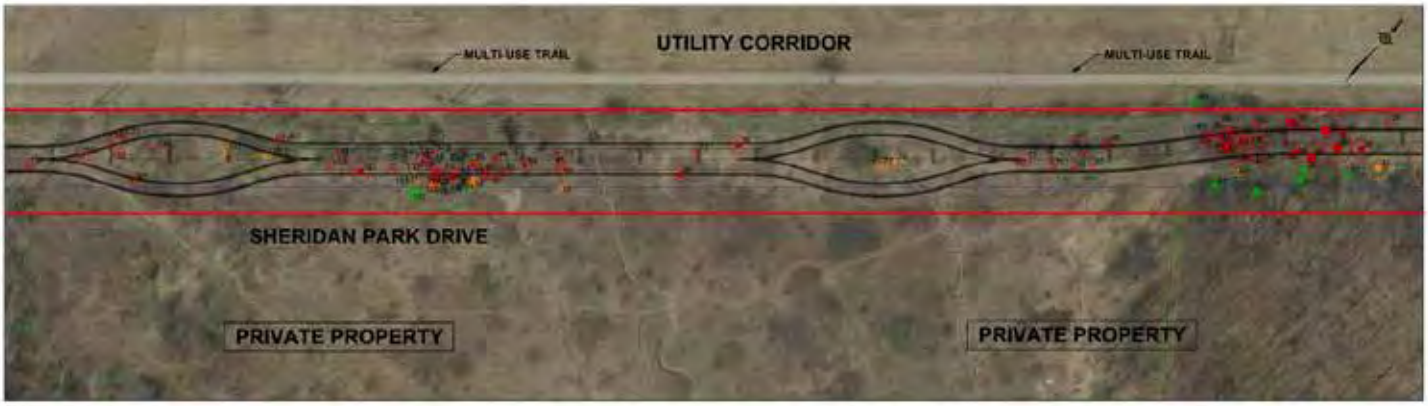
- There are no Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmental Significant Areas in the Study Area.
- There are three wooded areas southeast of the Sheridan Park Drive right-of-way that are designated as Significant Natural Areas in the City's Natural Areas 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.

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 nightime 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, Acetylaldehyde, 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.

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

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

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 ○

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	✗	✗	✓	✗

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:

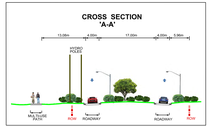
- Compatibility with adjacent communities and natural areas
- Access to Sheridan Park Corporate Centre
- Speed Management features
- Opportunity for streetscaping
- Provisions for pedestrians and cyclists
- Major utilities within the study area
- Geometric design requirements
- Existing and future intersection and turning lane requirements

ALTERNATIVE INTERSECTION

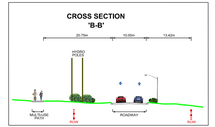
RENDERING OF POTENTIAL ROUNDABOUT

RENDERING OF POTENTIAL MEDIAN

CROSS SECTION "A-A'"



CROSS SECTION "B-B'"



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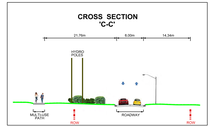


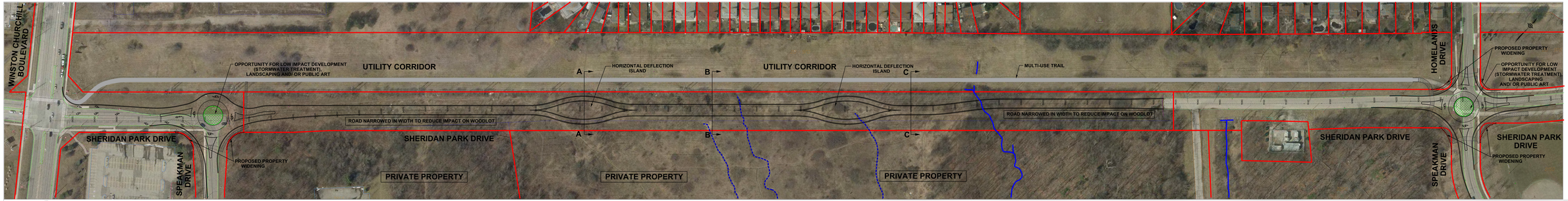
SPEED MANAGEMENT OPPORTUNITIES

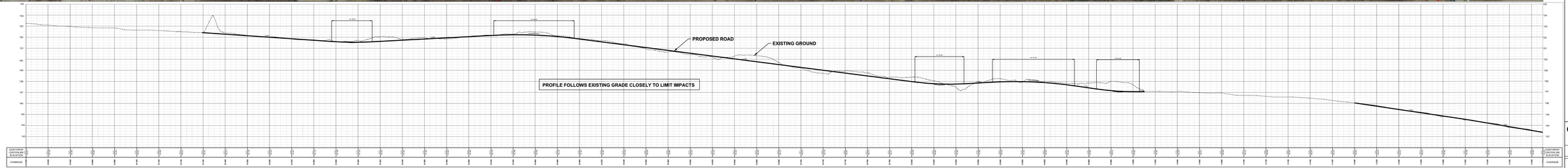
CENTRE ISLAND

EDGE LINES

HORIZONTAL DEFLECTION

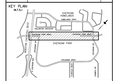
ALTERNATIVE INTERSECTION





SERVICE DATA			
REVISION	DATE	REVISION	DATE	REF.
SIN AREA		SIN AREA		
SIN NUMBER		SIN NUMBER		
		REV. AREA		
		REV. NUMBER		
DATE	REVISION		REF.

KEY PLAN
N.T.S.



LEGEND

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

BURNSIDE

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Full Project No. 300300011

MISSISSAUGA
CITY OF MISSISSAUGA

SHERIDAN PARK DRIVE EXTENSION

STA 0+000 TO STA 1+285

SCALE: 20:10	DRAWN:	PROJECT No. 300	
PLOT DATE:	DESIGNED:	Full No.	
PLOT BY:	CHECKED:		
DATE: JUN 2021	SHEET:	OF:	

Roundabouts

A roundabout could be constructed at Sheridan Park Drive - Speakman Drive and Sheridan Park Drive - Homelands Drive intersections

	Pedestrians… ➡ **cross** at a marked crosswalk, using **splitter islands** to cross one direction of traffic at a time
	Cyclists… ➡ **dismount** before the roundabout and cross either at the crosswalks (like pedestrian) ➡ or, **ride** through the roundabout (like a vehicle)
	Vehicles… ➡ **enter** by yielding to traffic that is already in the roundabout ➡ **circulate** in a counterclockwise direction (i.e. to the right of the central island) ➡ **exit** by signaling right ➡ **stop** at crosswalk for pedestrians

Roundabouts

Roundabouts can offer a number of improvements **over signalized intersections**

	Improved Safety	Roundabouts reduce the severity of potential collisions by: ➧ Lower travel speeds ➧ Fewer conflict points ➧ Reducing conflict angles
	Lower Speeds	Vehicles **slow down** to navigate a roundabout
	Fewer Delays	Vehicles **yield** 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
	Reduced Environmental Impacts	Fewer delays ➧ Reduces fuel consumption ➧ Improves air quality by reducing emissions
	Less Maintenance	Roundabouts eliminate traffic signal costs for **maintenance** and **electricity**.
	Improved Aesthetics	The central island of a roundabout provides an opportunity to accommodate **public art** and **landscaping**.

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:

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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