



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](#) 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**

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**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**

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**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**

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**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**

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**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)

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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]

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**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



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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?

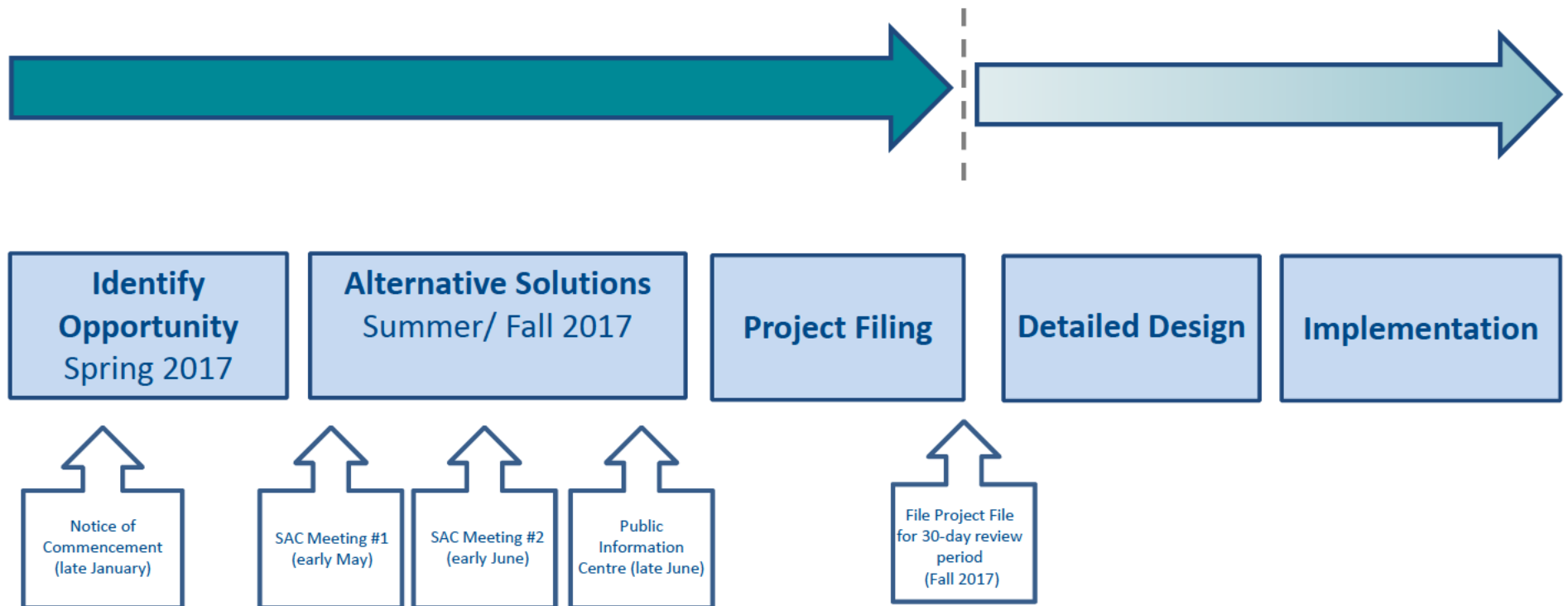
Also, has the City expanded the study to include the utilization and expansion possibilities for Speakman Drive and North Service Road? As you recall, many in attendance suggested this was an important element of the overall project assessment.

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]

# Municipal Class EA Process (Schedule B)



# THORN LODGE / HOMELANDS NEIGHBOURHOOD TRAFFIC CALMING REVIEW

## What has been done so far?

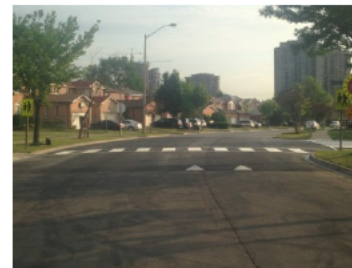
- Traffic volume and speed data collected in June 2016
- Edge lines and centerline pavement markings implemented in August 2016



## 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

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**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](#)

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**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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---

**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)

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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**

---

**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

---

**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

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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

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**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]