

1. INTRODUCTION

In 1992, the City of Mississauga submitted the three-volume *Mississauga Transitway Environmental Assessment Report* (City of Mississauga, January 1992) to the Ministry of the Environment and Energy of Ontario, seeking approval for the development of a bus-only roadway in the Highway 403 / Eglinton Avenue corridor extending from Ridgeway Drive to Renforth Drive. The Individual EA was found to comply with the requirements of the Environmental Assessment Act, RSO 1990, and approval to proceed was granted on July 6, 1993 (see Appendix A).

In the 1992 EA, provisions were made for an Addendum process if the need to revise the plan arose. This process was followed in 2004 when modified plans were subject to an EA Addendum. This was submitted in October 2004 and approved in 2005.

The City, in partnership with GO Transit, now intends to move forward with constructing and operating the Transitway. The project is being funded by the federal, provincial, and municipal governments. The Preliminary Design of the facility is currently being undertaken and construction is scheduled to be completed by 2013.

Through the course of the Preliminary Design, several changes to the design have been developed, aimed at reducing the cost and impact of the project. Since some of these changes to the plan differ from those previously approved, the City and GO are seeking a second Addendum to the EA.

Although the City of Mississauga and GO Transit have been the leading agencies in planning the Transitway (with financial support from the Ministry of Transportation of Ontario and from Transport Canada), responsibility for funding, constructing, and operating the facility remains subject to the outcome of future discussions and agreements among various levels of government and funding partners. No matter which agency or agencies are ultimately made responsible for the Transitway, it is intended that they be bound by the plans and commitments embodied in the EA Addendum document as modified by this second Addendum.

1.1 Background

Following the Transitway's approval in 1993, in the period 1994-1995 the City undertook the implementation of the first stages of the Transitway program with:

- the widening of Highway 403 between Erin Mills Parkway and Mavis Road to accommodate bus use of the highway shoulders (in conjunction with the Ministry of Transportation of Ontario),
- the construction of Centre View Drive; and
- The completion of the first phase of the City Centre transit terminal.

In recent years, the Transit plan has again moved forward, as:

- New funding programs for municipal transit have been established at the Provincial and Federal levels.

- The City undertook a strategic transit strategy study and confirmed the role of the Transitway in the municipal and regional transportation system.
- GO Transit undertook a study of an inter-regional Bus Rapid Transit (BRT) line across the Greater Toronto Area in 2002 and announced its intent in December 2002 to begin to implement it. The BRT plan incorporates the Mississauga Transitway in its entirety (see Figure 1-1).

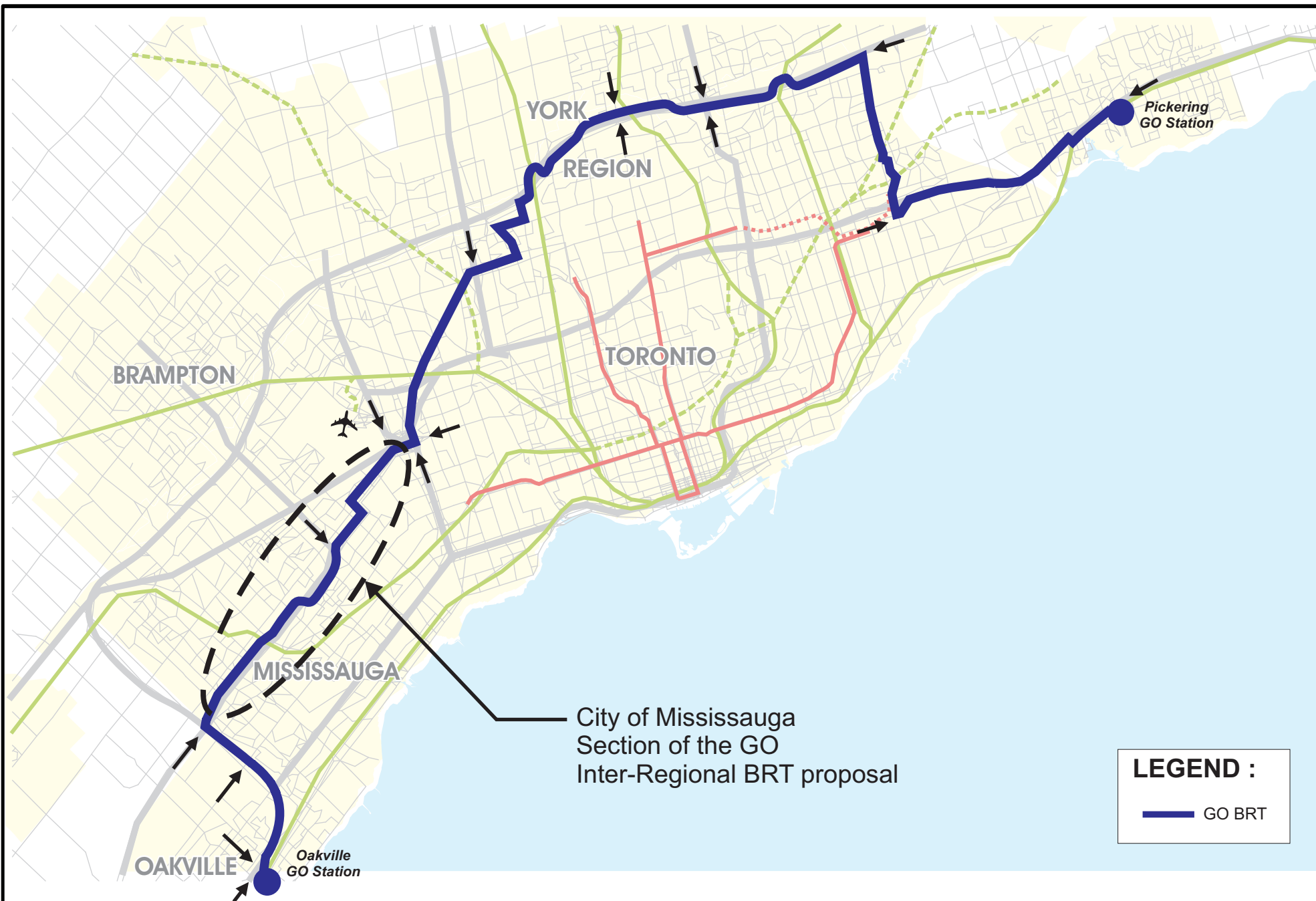
It should be noted that the Mississauga Transitway, although recognized as a key element in the GO Inter-Regional BRT plan, is capable of functioning as a stand-alone facility within Mississauga until neighbouring segments of the GO BRT proposal are in place.

Accordingly, the City initiated an investigation to update the City's transit plans for the Highway 403 / Eglinton Avenue Corridor.

An EA Addendum dated October 2004 for an updated plan was approved in 2005. The EA Addendum included modification to the following elements of the facility:

- Western Terminal
- Ridgeway Drive to Erin Mills Parkway
- Highway 403 Bus Bypass Shoulders vs. Exclusive Transitway
- City Centre Terminal
- City Centre to Renforth Drive
- Design Standards
- Value Engineering Analysis

In 2007, capital funding was confirmed, and the City, in partnership with GO Transit, moved into the Preliminary Design phase. This second EA Addendum addresses various design changes that have impacts that differ from those of the previously approved plan. With approval of this second Addendum, the design plan and its approvals will be in sync and the project will be able to move into detail design and construction.



1.2 Purpose of the Environmental Assessment Addendum

This undertaking is subject to the requirements of the *Ontario Environmental Assessment Act* and is also subject to the requirements of the *Canadian Environmental Assessment Act* (CEAA).

Additional information about the provincial or federal Environmental Assessment Acts or about this project is available by contacting the key Project Team members involved in this project, as follows:

Name:	Scott Anderson Senior Project Manager Transportation Project Office City of Mississauga	Name:	Stephanie Davies, P.Eng. Manager, Bus Infrastructure - Corporate Infrastructure 20 Bay Street, Suite 600 Toronto, ON M5J 2W3
Telephone:	(905) 615-3200 ext. 4399	Telephone:	416 869 3600 ext 5433
Fax:	(905) 615-4444	Fax:	
E-mail:	Scott.Anderson@mississauga.ca	E-mail:	Stephanie.davies@gotransit.com

It is likely that minor modifications to the recommended undertaking and its impacts on the environment will be identified during detailed design. However, these modifications are not expected to have any major changes in the magnitude of the impacts to the environment indicated in this submission and mitigating measures would be applied where appropriate following the commitments made in the EA and both subsequent Addenda. It is expected that any additional impacts to the environment would be addressed through standard mitigating measures.

1.3 Addendum Process

The approved (1992) EA for the Mississauga Transitway recognized the potential for subsequent changes in the plan. Chapter 7, “Mechanism for Changes to Approved Plan”, was therefore included in the document. The section commented on the responsibilities of the proponent should changes to the approved plan be requested by the proponent, given the combination of a lengthy approvals, funding and construction process. The following is an excerpt:

The [1992 Mississauga Transitway EA Report] identifies property envelopes within which stations [could] feasibly be constructed. Their actual layout is subject to detail design and any variation from that shown in the report, unless it results in a more severe environmental impact, which cannot be accommodated within the committed mitigation measures, does not require a change to the approved plan. Significant changes in station location (for example, from one quadrant of an interchange to another) could potentially result in impacts which differed from those identified in the report; since such a change would have no bearing on the overall rationale for the Transitway, but would only occur in response to a localized design or property issue, it would be inappropriate to prepare and submit for approval an entire new EA report.

Rather, the proponent would prepare an addendum to the EA report, undertake a public review process involving affected local interests, and file the addendum with the M.O.E. as an appendix to the existing report. MOE may approve the addendum or undertake a limited government review process to ensure that all concerns have been dealt with.

Design shifts within the identified property envelope of the Transitway do not require changes to the EA approval.

In consultation with the Ministry of the Environment (MOE), the proposed changes to the Transitway design were reviewed. Where impacts to the surroundings or the community were judged to be different than those associated with the previously approved plan, the EA Addendum process was triggered. This document is a result. Other design changes that did not result in significantly different impacts to adjacent residents or the environment are noted herein, but were not subject to the same level of public review and documentation.

1.4 Content of the Addendum

Section 2 provides an update to the project scope. **Section 3** discusses the public and stakeholder/agency consultation program. **Section 4** is an update of the study area conditions, including physical, socio-cultural and economic environment. The proposed changes to the project are fully described in **Section 5, 6, 7, 8 and 9**. The impacts of the changes on the study area are documented, as well as any commitments to mitigation that arise from the impact assessment. The public consultation comments and responses associated with the proposed changes are provided in their respective sections.

1.5 Study Organization

Overall project management for this study was carried out by the Mississauga BRT Project Office, comprised of members of the City of Mississauga's Transportation and Works department and GO Transit, including:

- City of Mississauga:
 - BRT Project Director: Geoff Wright, P. Eng
 - Project Engineer: Scott Anderson, P. Eng
 - Project Leader: Willy Ing
 - Procurement Specialist: Brian Smith
- GO Transit:
 - Project Manager: Stephanie Davies, P. Eng.; Mike Sone, MCIP, RPP
 - Project Coordinator: Muiyiwa Adebayo

Engineering work was carried out by the consulting engineering firm of McCormick Rankin Corporation (MRC) with overall direction from the BRT Project Office. MRC staff with expertise in highway design, structural design, illumination, traffic signal design, drainage engineering, noise assessment, and the Environmental Assessment process contributed to the study, under the direction of Dale Turvey, P.Eng. and Project Manager Stephen Schijns, P.Eng.

This Page Intentionally Left Blank

2. UPDATE OF PROJECT SCOPE

2.1 Revised Project Scope

The Mississauga Transitway received provincial EA approval in July 1993.

In 2003, in preparation for receiving funding and moving towards construction, the Ontario EA submission was reviewed to ensure that it reflected current design standards, appropriate alignment and station provisions and funding constraints. The Transitway plan was reviewed segment-by-segment, with consideration given to new alternatives alongside modifications to the approved plan. Several proposed changes to the plan were compiled in an EA Addendum which was submitted to the provincial Ministry of the Environment in late 2004. The Addendum was approved in March 2005.

In the course of the subsequent Preliminary Design study, additional opportunities and cost-saving alternatives came to light. Some of those changes were significant enough to trigger a second provincial EA Addendum, as compiled in this document. The proposed changes are limited in scope and are confined to the following areas (located in Figure 2-1):

- Winston Churchill Boulevard Interchange
- Hurontario Crossing
- Tomken Grade Separation
- Dixie Station
- Eastgate Parkway / Fieldgate Drive

These elements were reviewed with the public and are documented herein.

In addition, an updated noise impact analysis revealed some concerns with the guidance provided by the original 1993 EA regarding noise, so an update of the 1993 Conditions of Approval as they apply to one aspect of noise mitigation is included in this Addendum.

In accordance with the provisions of Section 7 of the 1992 EA Report, an EA Addendum is not required for every change to the approved plan. Minor changes, revisions which would have no net difference in impact on the environment, and changes that affect only specific (noted) stakeholders (and where those stakeholders have agreed with the changes) are incorporated in the Preliminary Design and are deemed to not require changes to the EA approval. They are therefore not included in this Addendum. Changes of this nature are related to:

- Winston Churchill Station layout (MTO, Hydro One)
- Erin Mills Station layout (MTO, Hydro One)
- Realignment of Highway 403 exit ramp to Eastgate Parkway (MTO)
- Cawthra Station layout (City of Mississauga, Toronto Region Conservation Authority)
- Little Etobicoke Creek crossing (Toronto Region Conservation Authority)

- Etobicoke Creek crossing (Toronto Region Conservation Authority)

The decision to not include these particular changes in the current EA Addendum was reviewed with, and endorsed by, the MOE. The plans and impacts associated with these non-Addendum design changes are documented in their respective Preliminary Design Reports (PDRs). Separate PDRs for the West and East segments of the BRT project are available for review at the BRT Project Office, Department of Transportation and Works, City of Mississauga. All of the above revisions (including both Addendum and non-Addendum changes) were reviewed with the public and stakeholders through the Preliminary Design consultation process, as described in Section 3.

2.1.1 Winston Churchill Boulevard / Highway 403 Interchange

The busway plan as shown in the 2005 approved EA Addendum has it passing under the two Highway 403 ramps at the east side of the Winston Churchill Boulevard interchange.

However, this configuration would create a low point under the loop ramp that would be too deep to be drained by gravity and would require a pumping station, resulting in high capital cost and ongoing maintenance cost. Traffic detours and construction staging would also be a challenge.

Having investigated various alternatives to reduce cost and mitigate impact, the proposed approach at this location is to have the busway cross over the ramps instead (see Figure 2-2). The loop ramp to the highway would be enlarged at the same time. The busway would become visible to residents to the north of the right-of-way (the original plan had the busway below grade and out of sight). Due to concerns about noise impact, visual impact, and road reconfiguration, it was determined that this change warranted inclusion in an EA Addendum.

2.1.2 Hurontario Street Crossing

The approved EA plan (as modified by the 2005 Addendum) has the busway crossing under Hurontario Street and under the eastbound Highway 403 exit ramp to connect (via an interim link) to Centre View Drive. The alignment (in plan and profile) would be set so as to allow a future extension of the busway under Centre View Drive and into the City Centre area via a below-grade alignment immediately north of Rathburn Road.

Cooksville Creek would require minor works as part of the initial project, but the future extension of the busway would be tied to the ultimate Cooksville Creek plan, which requires lowering the existing creek, creating a major new overflow culvert (cutting across both Rathburn Road and Hurontario Street) and altering the south end of its existing Highway 403 culvert. The busway would be below the regional storm flood line and would require floodproofing, require significant creek works and flood protection.

Because approval of the initial scheme implies an endorsement of the ultimate busway plan (even though the ultimate works are not currently funded and are not part of the current project), it would be necessary to seek the approval of both the Credit Valley Conservation (CVC) and the Canadian Environmental Assessment Act on the basis of the ultimate plan.

In addition to the implications for the creek, it would be very difficult to build the necessary structures without triggering major traffic disruption at a critical point on one of Mississauga's busiest arterials. The overall impact on capital cost is substantial.

In the meantime, there is considerable uncertainty surrounding the transit infrastructure strategy within the City Centre. The City is reviewing City Centre development plans, the alignment and nature of the Hurontario Rapid Transit line through the area, and the configuration and location of the City Centre station.

In light of these issues, constraints, and costs, the proposed approach is to avoid a new Hurontario crossing and use the existing Rathburn Road crossing instead, by way of a busway alignment that passes under Sherwoodtowne Boulevard and along the east side of Hurontario Street to a new intersection with Rathburn Road (see Figure 2-3). Buses would use Rathburn Road (in general traffic, via curbside bus lanes, or in a median busway – all subject to further study) to connect to the City Centre station.

Because this new plan falls outside the property envelope identified in the earlier EA / Addendum, it is necessary to include it in this new Addendum.

2.1.3 Tomken Grade Separation

The approved EA plan has the busway passing under Tomken Road immediately north of Eastgate Parkway, with a station at the crossing.

Similar to the Winston Churchill situation (Section 2.1.1), the busway under Tomken Road would be at a lower elevation than nearby Little Etobicoke Creek, which would require provision of a permanent pumping station, with its high capital cost and ongoing operational costs. Also, the station would need to be floodproofed so that the regional storm level at Little Etobicoke Creek does not cross the busway and enter the station. The cost of earth and rock excavation, protection of adjacent gas and oil pipelines, traffic disruption / detouring during construction, and added station features is significant.

The proposed approach is to lift the busway over Tomken Road (see Figure 2-4). The station location and busway alignment would not change. This proposal is included in the Addendum because increasing the height, and hence visibility, of the station and busway in this area is seen as having a potentially significant impact on residents to the south.

2.1.4 Dixie Station

In the plan approved under the 2004 EA Addendum, the busway would pass under Dixie Road. A busway station at that location would have bus access ramps on both the west and east sides of Dixie Road, connecting both directions of Dixie Road with the Busway via right-in / right-out moves. The right-in / right-out configuration at Dixie Road reflects the inability to insert a third signalized intersection between the nearby Eastgate Parkway and South Gateway Road signalized intersections on Dixie Road. A small parking area was shown (in concept) connected with the east side ramp.

Further operational planning has revealed that the approved plan places significant constraints on the ability of all buses to use the station, and the limited parking lot access would limit its usefulness.

The proposed alternative includes the following three improvements (see Figure 2-5):

- Delete the west side bus ramp and create a full-move bus-only signalized intersection on Dixie Road for all connecting buses to use the east-side ramp;
- Locate a larger parking lot on the west side of Dixie Road, with access from Encino Street off Fewster Drive (the lot could be extended westerly to the extent required by demand); and
- Provide a bus link to the parking lot access area, as well as a turnaround loop and layover area at the Encino Street connector.

The busway platforms would also be shifted to the west side of Dixie Road, in order to be accessible from both Dixie Road buses and the parking area.

The relocation of the parking lot access from Dixie Road to Encino Street was seen as significant enough to warrant inclusion in this Addendum.

2.1.5 Eastgate Parkway / Fieldgate Drive

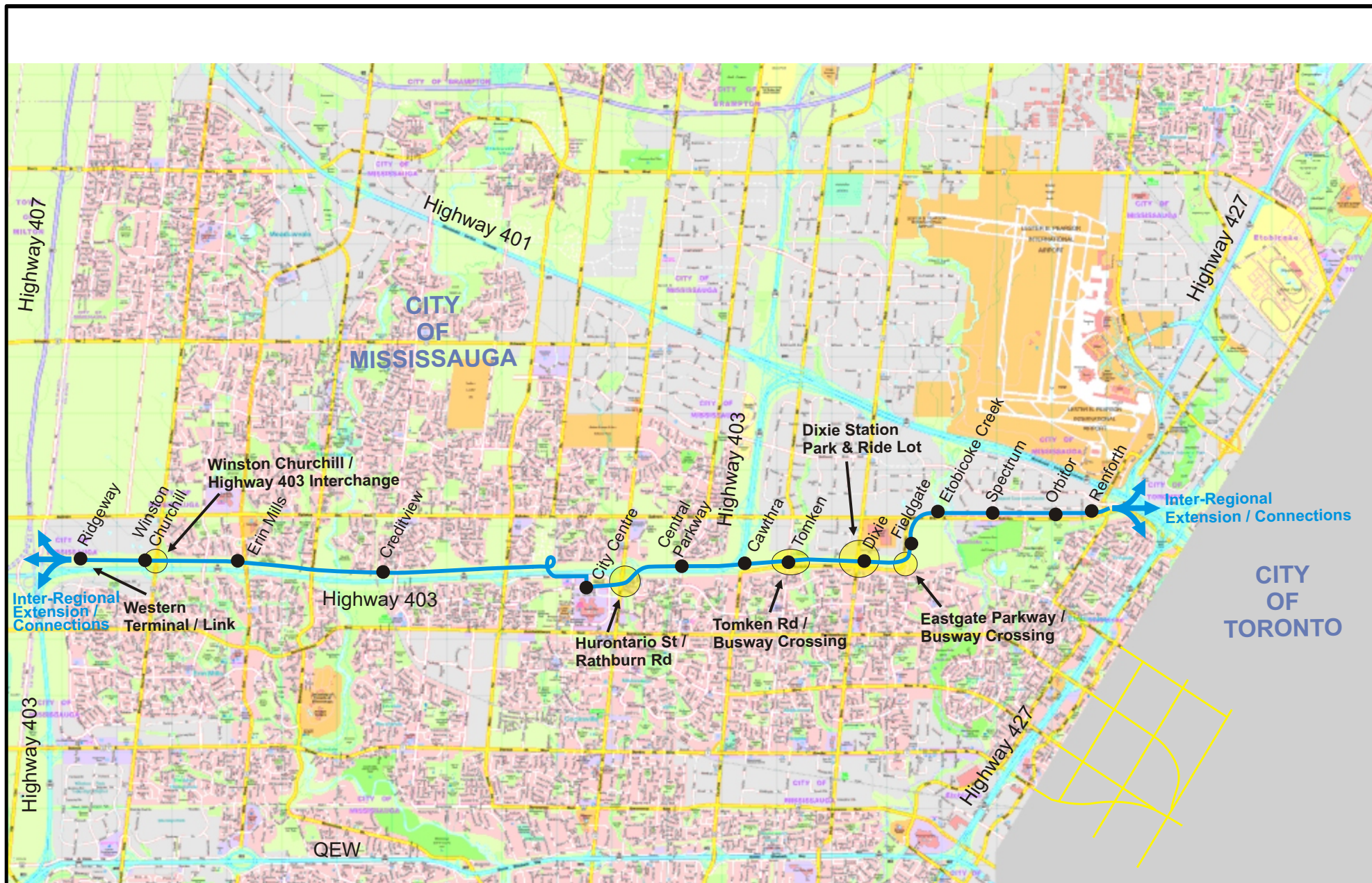
The EA Addendum approved plan has the busway passing under Eastgate Parkway and then turning through a 130 m radius horizontal curve to pass under Fieldgate Drive. This would require relocation / lowering of eight major oil and gas pipelines, the relocation of a Hydro One transmission line tower, and relocation of a 2100 mm storm sewer, a 1200 mm storm sewer, and a 400 mm sanitary sewer. The busway would be difficult and costly to drain from this low point; either a pumping station or a lengthy new outlet to Etobicoke Creek would be needed.

The primary concern with the approved plan is cost. The cost of pipeline relocation has soared since this plan was developed in the early 1990s. The excavation for the busway will involve rock and substantial retaining walls, both of which have risen substantially in unit cost since the busway estimates were last updated. The curve on Eastgate Parkway would make detouring traffic during structure construction a difficult and costly exercise. The excavation will generate a substantial amount of material to be trucked off site. Practical issues of construction sequencing and coordination would be significant, since only one pipeline could be relocated at a time. The north-south storm and sanitary sewers would need to be relocated prior to any lowering of an east-west pipeline.

To resolve all these issues, it is recommended to elevate the busway over Eastgate Parkway, over the pipelines, and under Fieldgate Drive, as shown in Figure 2-6. Due to concerns about the change in impact (visual, noise) to the residents to the south, this change is included in the EA Addendum.

2.2 Description of EA Addendum Study Area

The Study Area for this Addendum has been limited to those areas where changes from the 2004 alignment and profile are proposed. The Addendum Study Areas are shown in Figures 2-1 to 2-6.



LEGEND:

 Addendum Study Area

 **McCormick Rankin**
Corporation

 **MISSISSAUGA**
Transportation and Works
 **Transit**

DATE:
September 2008

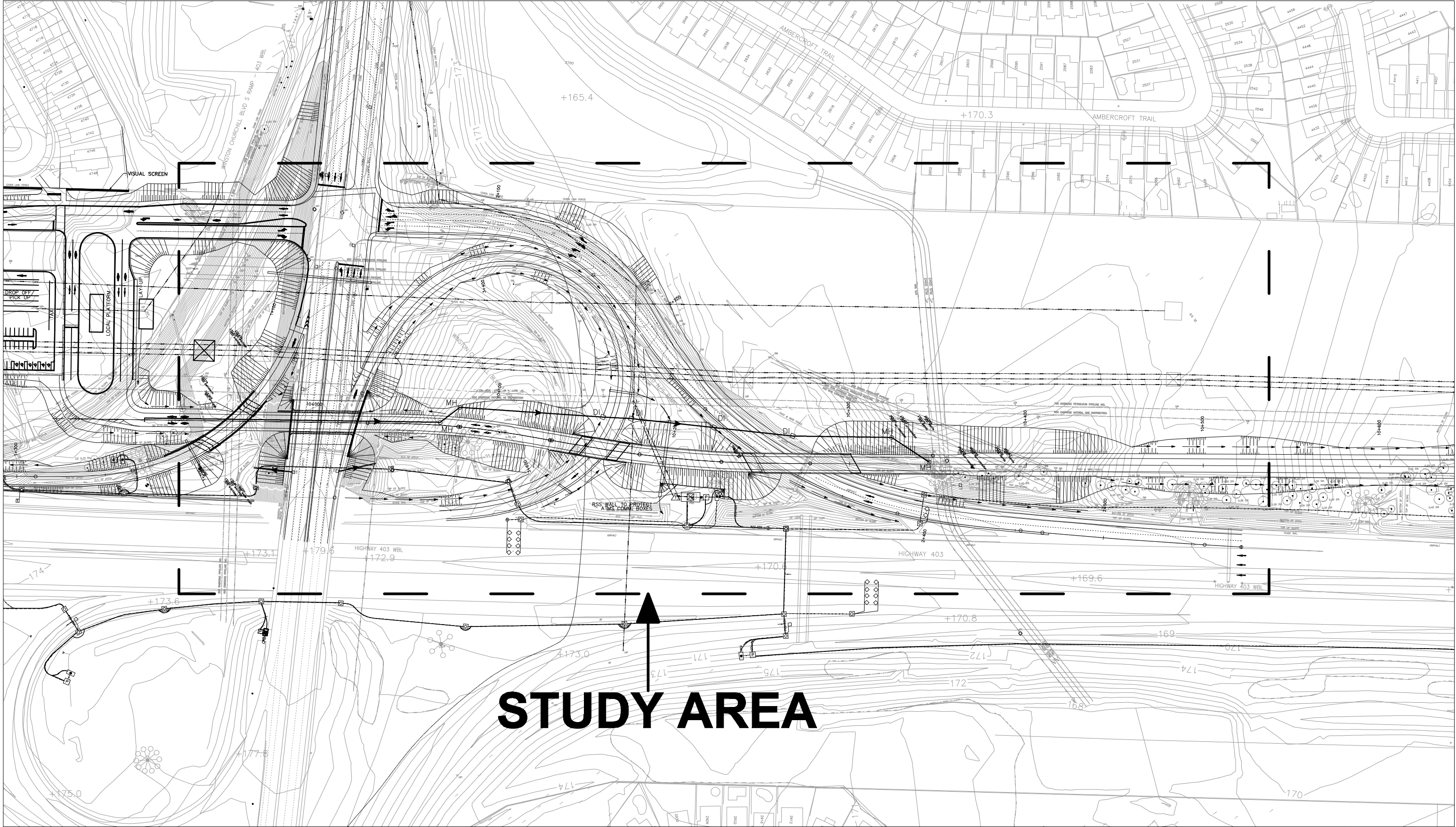
SCALE:
Not to Scale

MISSISSAUGA BRT PROJECT
ENVIRONMENTAL ASSESSMENT ADDENDUM

Major Modifications to EA Proposal

FIGURE

2-1



STUDY AREA



**McCORMICK RANKIN
CORPORATION**



DATE:

December 2008

SCALE:

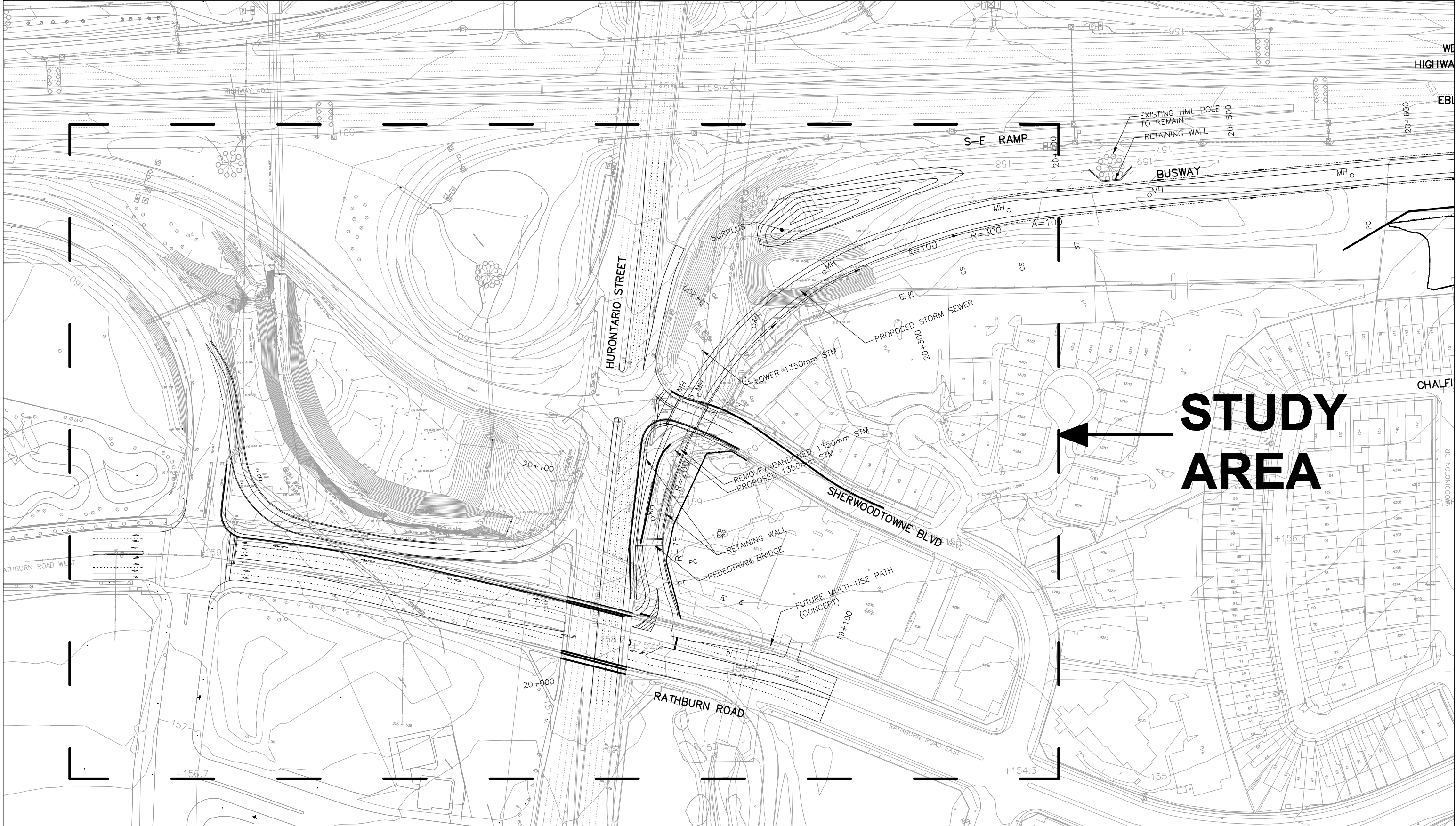
1:2,000

MISSISSAUGA BRT PROJECT
ENVIRONMENTAL ASSESSMENT ADDENDUM

**WINSTON CHURCHILL BOULEVARD / HWY 403 INTERCHANGE
EA ADDENDUM STUDY AREA**

FIGURE

2-2



McCORMICK RANKIN
CORPORATION



DATE:

December 2008

SCALE:

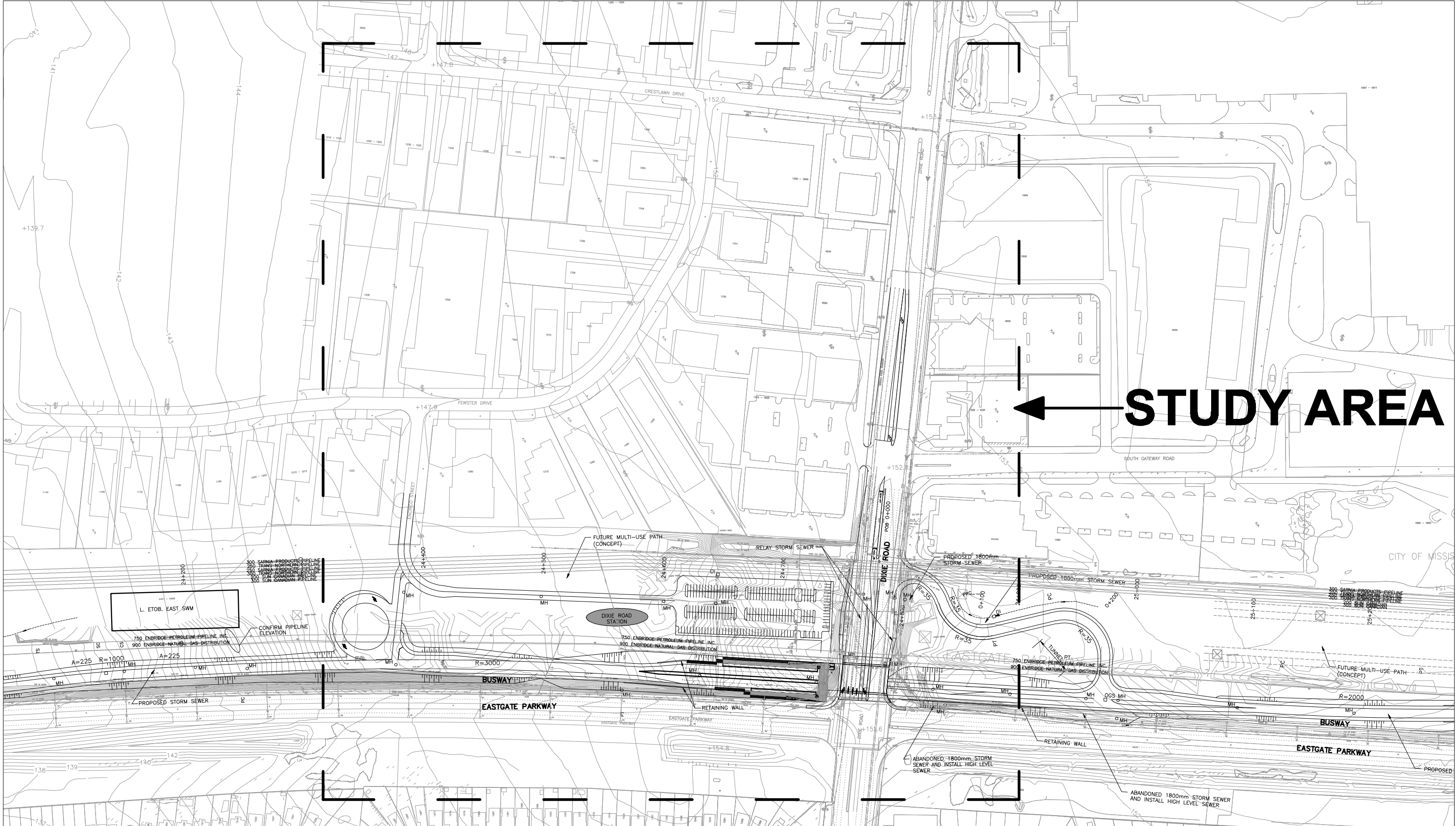
1:2,000

MISSISSAUGA BRT PROJECT
ENVIRONMENTAL ASSESSMENT ADDENDUM

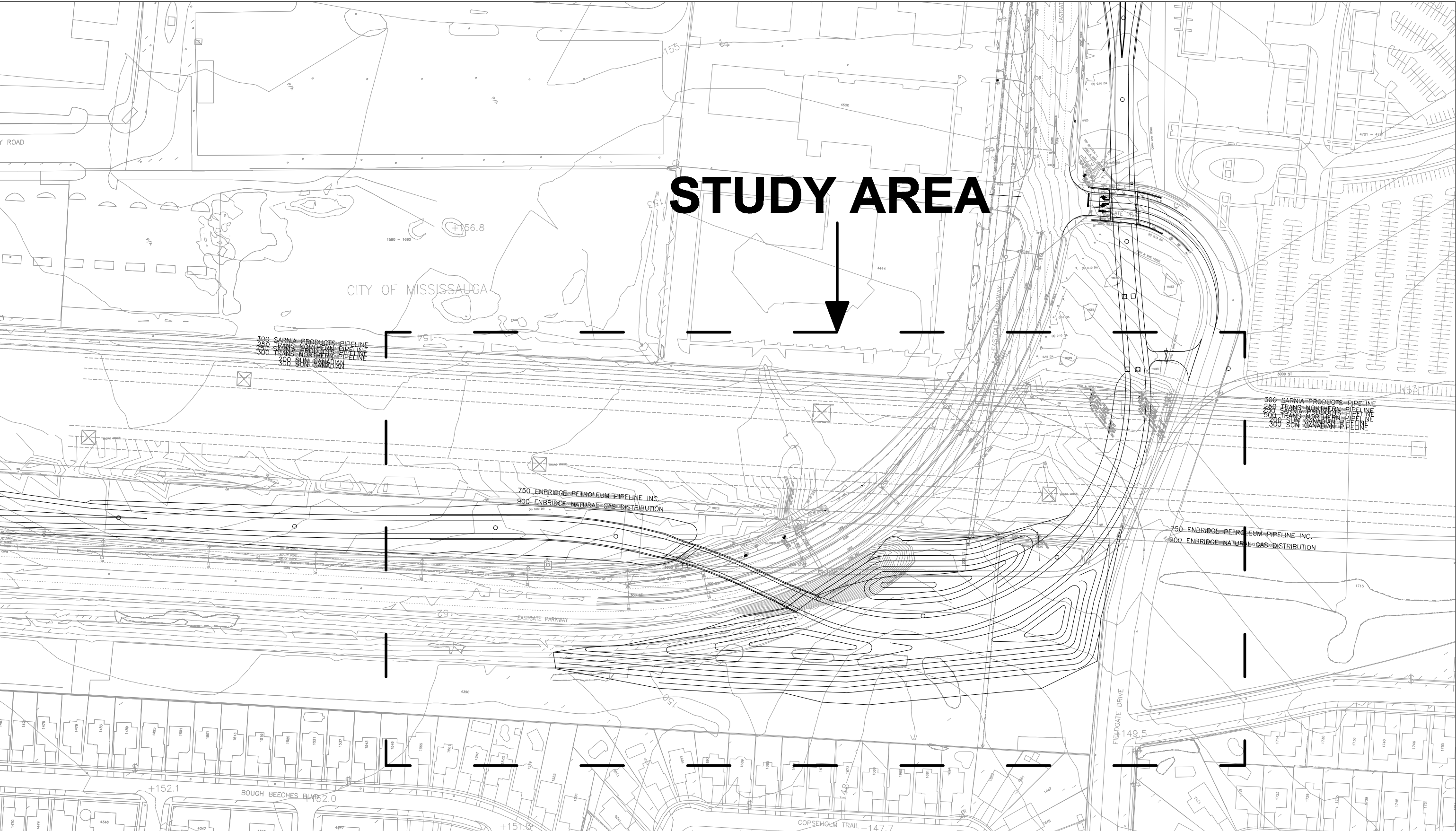
**HURONTARIO STREET / RATHBURN ROAD
EA ADDENDUM STUDY AREA**



FIGURE

2-3



	 McCORMICK RANKIN CORPORATION		DATE: August 2008	MISSISSAUGA BRT PROJECT ENVIRONMENTAL ASSESSMENT ADDENDUM DIXIE ROAD / EASTGATE PARKWAY EA ADDENDUM STUDY AREA	FIGURE 2-5
			SCALE: 1:3,000		



 McCORMICK RANKIN CORPORATION		DATE: August 2008	MISSISSAUGA BRT PROJECT ENVIRONMENTAL ASSESSMENT ADDENDUM	FIGURE 2-6
		SCALE: 1:2,000		

**EASTGATE PARKWAY CROSSING
EA ADDENDUM STUDY AREA**

3. CONSULTATION PROGRAM

The Mississauga BRT project has been the subject of an extensive consultation process, stretching back to the late 1980s with the development of the Mississauga Transportation Study which established the preferred corridor. An in-depth public and agency consultation process was included in the 1990 – 1993 Environmental Assessment process (documented in the EA Report). It included surveys, cable television presentations, opinion polls, newspaper advertising, individual meetings, open public meetings, and agency liaison.

The EA Addendum process in 2003 – 2004 also had a full public and agency consultation process, covering the whole project but with a focus on aspects of the project that had changed since the 1993 plan.

In June of 2008, consultation for this addendum included public consultation among residents in the specific affected areas. Newspaper and television coverage, combined with public notices and advertisements, have extended knowledge of the project among the general populace.

3.1 Public Consultation

The Mississauga BRT project has had a high public profile through the EA and EA Addendum processes, both of which featured full public consultation processes in accordance with the requirements of the Ontario EA Act.

At the current Preliminary Design stage, the City of Mississauga and GO Transit followed up on those earlier steps with a new public information program. This is to be carried out during the design, construction, and operation stages of the project. The program employs a number of means of informing the public of study developments and opportunities for interested members of the public to provide their input on the project, including:

- Project website (www.mississauga.ca/brt);
- Project newsletters;
- Public Information Centres (see below);
- Information displays and booths at related City events, including the Building a City for the 21st Century symposium; and
- Information brochures available on Mississauga Transit buses and in the City Centre Transit Terminal.

The following is a summary of the public information centres, and provides a timeline for the activities discussed in Sections 3.1.1 to 3.1.3.

- April 2008: Pre-EA Addendum consultation, related to the Mississauga BRT project as part of the Preliminary Design Study (Section 3.1.1);
- June 2008: Ontario EA Addendum consultation, specifically addressing the issues associated with the proposed changes resulting in impacts that are significantly different from those presented in the 2004 EA Addendum study (Section 3.1.2); and

- October 2008: Post-EA Addendum consultation, related to the Mississauga BRT project as part of the Preliminary Design Study and reflecting the recommendations of the 2008 Ontario EA Addendum study (Section 3.1.3).

3.1.1 Pre-EA Addendum Consultation

Prior the June 2008 EA Addendum public consultation process for the BRT Project, the City of Mississauga and GO Transit initiated a Preliminary Design study which identified five significant changes to the 2004 EA Addendum. These five changes were identified at Winston Churchill Boulevard, Hurontario Street, Tomken Road, Dixie Road, and Eastgate Parkway. As part of the Preliminary Design study, a series of Public Information Centres (PICs) were held on April 8th and 9th, 2008; one in the east and a second in the west segments of the study area.

The public information centres were held to give residents an opportunity to provide input into the Preliminary Design Study early in the process. Residents and businesses adjacent to the project corridor were notified of the meetings directly, and notices were placed in the Mississauga News and available on buses and in the City Centre transit terminal. At these meetings, the plan for the entire busway was presented, with notes that a number of potential changes were being investigated, including those identified in Section 2.1 of this report. These changes were subsequently assessed in detail and confirmed through the Ontario EA Addendum process (i.e. this study). Consultation activities focused on EA Addendum issues are discussed in Section 3.1.2.

The PICs used an “open house” format where members of the public could circulate through a series of display panels to familiarize themselves with the project, its history, and current state of development. Following that, the Project Director made a presentation of the overall project. The Project Team then carried out a series of group workshops with attendees focusing on key issues, and presented back to the attendees a summary of the workshop results. The first round of PICs attracted over 100 attendees with a total 53 signing in at the meetings. The workshops were designed to encourage public input to the proposed changes.

3.1.2 Public Consultation: Ontario EA Addendum – June 2008

Regarding the Ontario Environmental Assessment Addendum, proposed alignment changes resulting in effects that were different from those identified in the EA Addendum (2004) were presented to the public for comment / input in June of 2008. Residents were invited to public information “drop-in” centres at City Hall on June 24th and 26th, 2008 to review and comment on the proposed changes. Residents, landowners and businesses living adjacent to areas of proposed alignment changes were notified of the drop-in centres by hand-delivered notices two weeks prior to the sessions.

The focus of the Drop-In Centres was to present to the public proposed changes to the EA-approved BRT alignment in five locations:

- Highway 403 S-W and E-N/S Ramps at Winston Churchill Boulevard;
- Hurontario Street / Sherwoodtowne Boulevard;
- Tomken Road;

- Dixie Station; and
- Eastgate Parkway / Fieldgate Drive.

The Public Drop-In Centres were staffed and attracted a total of 43 registered attendees. In advance of the meetings, BRT Project Office staff met with a small community group (including Councillor Prentice) representing the Copseholm Trail residents to discuss the proposed modifications to the BRT alignment in the Eastgate / Fieldgate area on Monday, June 23rd, 2008. The community group expressed concern over the noise and visual impacts of the proposal for the BRT to cross over Eastgate Parkway.

A total of five comment sheets were submitted at the sessions by the public. There were comments at the sessions related to the Hurontario site, only one attendee commenting on the Tomken site, a single representative from a developer owning lands at the Dixie site, and one couple was interested in the Winston Churchill area. Most attendees were interested in the Fieldgate / Tomken location. BRT Project Office staff met individually with the most effected landowner at Hurontario Street.

While most attendees were supportive of the BRT concept, and recognized the need to introduce more environmentally-friendly and efficient travel options for Mississauga residents, there were some concerns related primarily to the potential for noise and visual impacts associated with the proposed modifications.

A copy of all public notices, public consultation material, and comments/responses related to the Environmental Assessment Addendum is provided in Appendix B.

3.1.3 Post-EA Addendum Consultation – October 2008

A second round of Public Information Centres (PICs) associated with the Preliminary Design Study for the Mississauga busway were held on October 27th and 28th, 2008.

The October PICs used an “open house” format, as well. The purpose of the meetings were to follow up on the feedback provided at the April PICs, and to present the revised preliminary design plan for the BRT project to the public, to discuss the rationale for the design, and identify any outstanding issues to be addressed before finalizing the preliminary design.

Approximately 60 people attended the PICs over the two evenings in October, with a total of 16 people signing in. A total of two comment sheets were submitted at the meetings, with a single comment relating to the BRT alignment modifications addressed in this Environmental Assessment Addendum.

Appendix ‘B’ provides a summary of these PICs, including documentation of display materials, comments and responses to and from the various residents and business representatives that attended.

It important to note that all comments received through these meetings that were related to the five significant changes to the busway alignment are noted in the Ontario EA Addendum tables for each location.

3.2 Consultation with External Departments and Agencies

As noted above, the Mississauga BRT project has featured intense and ongoing consultation with all technical agencies, government departments, utilities, and stakeholders through the 1990 – 1993 EA and 2003 – 2004 EA Addendum process. The preparation of a Preliminary Design Report by the Ministry of Transportation of Ontario for the BRT West Park & Ride lots in 2006-07 also involved consultation with many of the same stakeholder agencies. Consultation has followed the City of Mississauga's and GO Transit's well-established protocols for involving and consulting with all interested and affected agencies in transportation projects, particularly those falling under the Ontario Environmental Assessment process.

City of Mississauga and GO Transit staff, departments, senior management, elected officials, and technical committees have been involved in the project on an as-needed basis, by written correspondence, telephone discussions, electronic mail, one-on-one meetings, group meetings, and presentations. This day-to-day liaison work within the proponent agencies is not documented here.

In the current Preliminary Design stage, the City of Mississauga and GO Transit have continued to liaise with agencies and stakeholders. The following agencies have received notification regarding this project; those marked * have been involved in focused, one-on-one correspondence and/or meetings regarding issues and solutions:

- Transport Canada*
- Indian and Northern Affairs Canada*
- Toronto Region Conservation Authority (TRCA)*
- Credit Valley Conservation (CVC)*
- Ministry of Transportation (MTO)*
- Ministry of the Environment (MOE)*
- Ministry of Natural Resources (MNR)*
- Ministry of Municipal Affairs*
- Ministry of Energy and Infrastructure*
- Ministry of Aboriginal Affairs*
- Region of Peel*
- Regional Municipality of Halton*
- City of Toronto*
- City of Brampton*
- Town of Oakville*
- Oakville Transit
- Toronto Transit Commission*
- Metrolinx (previously the Greater Toronto Transportation Authority)*

- Greater Toronto Airports Authority*
- Ontario Realty Corporation*
- Ontario Provincial Police – Port Credit*
- Mississauga Fire and Emergency Services*
- Peel Regional Police*
- Peel Paramedic Services*
- Hydro One*
- Bell Canada*
- Enersource Hydro Mississauga*
- Rogers Cable*
- Enbridge Distribution Inc.*
- Sun-Canadian Pipe Line Company*
- Trans-Northern Pipelines Inc.*
- Enbridge Pipelines Inc.*
- Imperial Oil (Sarnia Products Pipeline)*
- Canadian Pacific Railway

Liaison scope and timing is determined on an issue-by-issue basis, and varies from agency to agency. The BRT proponents will continue to liaise with these agencies and any other stakeholders that may emerge through the Detail Design and construction process. Furthermore, there is a full range of staff and departments within the City and GO Transit with an interest in the project, and the City's BRT Project Team continue to lead discussions with those on an as-needed basis. The City's senior staff and elected officials are briefed on the project on a regular basis.

3.3 Consultation with Aboriginal Communities

Indian and Northern Affairs Canada and the Ontario Ministry of Aboriginal Affairs were contacted to identify First Nations groups that should be consulted regarding this project. They advised that no First Nations groups are located directly within the study area. There are no known specific claims directly within the study area, but the Mississauga BRT Project is located within 50 km of two specific claims.

Notification letters were sent to the Mississaugas of the New Credit First Nation and the Six Nations of the Grand River, to encourage their involvement should they hold any particular interest in the study area. The Six Nations of the Grand River stated that they did not have an interest in reviewing the BRT project EA Addendum. However, are to be notified immediately should there be any findings of archaeological deposits. To date no response has been received from Mississaugas of the New Credit First Nation. Please refer to Appendix B for copies of related correspondence.

Please refer to Section 4.2.1.1 for commitments to notifying and involving First Nations who may have an interest in this project upon the discovery of any archaeological resources of potential interest to one or more First Nations groups.

Potential effects on lands and resources used for traditional purposes by aboriginal persons have been examined by taking into account the knowledge of the study area and identifying potential effects on specific resources. The City of Mississauga is not aware of any current use of lands and resources for traditional purposes by aboriginal persons within the study boundaries.

The urban and suburban nature of the study area limits many traditional land uses, including hunting, fishing and the gathering or harvesting of plants for traditional use. In addition, the sections specified below provide the information from which it has been concluded that this project will not likely result in significant adverse environmental effects to fish or fish habitat (Section 4.1.2.2), wildlife habitat (Section 4.1.2.4), vegetation (Section 4.1.2.3), or archaeological resources (Section 4.2.1).

3.4 Consultation with Property Owners and Developers

The BRT corridor is flanked by some commercial properties where development is ongoing or is planned (primarily between Fieldgate Road and Renforth Drive). The BRT Project Office is involved on an ongoing basis in support of the City's other departments (primarily the Planning Department) regarding active development applications. The intent is to coordinate the design and timing of private works with that of the BRT project, to optimize the outcome for both parties. These discussions range from development concept review to property protection to architectural / site plan review to field meetings regarding utility relocation coordination.

This process will continue through the busway design and construction period, in response to developer initiatives and owner enquiries. Resolution of any issues that arise is through the processes set out in the Planning Act.

3.5 Related Studies and Reports

The documents listed in this section have been completed in support of the Mississauga BRT project. They are available from the Mississauga BRT Project Office. In addition to the technical documents listed below, the BRT project has an active internet site (<http://www.mississauga.ca/portal/residents/brt>) under the Transit component of the municipal web site which features project information, brochures, public consultation materials, background documents, news releases, and contact resources.

3.5.1 Studies and Reports Under the Control of the Proponent

The following studies were prepared by the Proponent (i.e. the City of Mississauga BRT Project Office). Those marked with '*' are posted on the City of Mississauga website (www.mississauga.ca/brt). Other documents are available for viewing at the BRT Project Office within the City of Mississauga Department of Transportation and Works.

3.5.1.1 1992 Environmental Assessment

* City of Mississauga. January 1992. Mississauga Transitway Environmental Assessment Report.

3.5.1.2 2004 Environmental Assessment Addendum

GO Transit. December 2002. Inter-Regional Bus Rapid Transit plan

* City of Mississauga. October 2004. Mississauga Transitway Highway 403 – Eglinton Avenue Corridor Environmental Assessment Addendum.

3.5.1.3 2008 Preliminary Design Study / Second Environmental Assessment Addendum

City of Mississauga. February 2006. Inter-Regional Bus Rapid Transit (BRT) – Mississauga Segment Implementation Plan Update

* City of Mississauga, GO Transit. November 2008. Mississauga Bus Rapid Transit CEAA Screening Report

New Directions Archaeology, Ltd. February 2008. Stage 1 Archaeological Assessment of the Mississauga BRT, City of Mississauga

Ecoplans Ltd. February 2008. draft Contamination Overview Study

Thurber Engineering Ltd. October 28, 2008. Preliminary Geotechnical Investigation, Bus Rapid Transit Project

* S.S. Wilson Associates. January 30, 2009. Environmental Noise Study, Proposed Mississauga Bus Rapid Transit System (BRT West)

* S.S. Wilson Associates. May 28, 2009. Environmental Noise Study, Proposed Mississauga Bus Rapid Transit System (BRT East)

City of Mississauga, GO Transit. December 2008. draft Preliminary Design Report, Mississauga Bus Rapid Transit West Section

City of Mississauga, GO Transit. December 2008. draft Preliminary Design Report, Mississauga Bus Rapid Transit East Section

City of Mississauga, GO Transit. February 2008. draft Bus Rapid Transit Planning and Design Manual

* City of Mississauga, GO Transit. June 2008. Public Information Displays for EA Addendum

3.5.2 Other Relevant Studies and Reports

The following documents are related to the Mississauga BRT project but have not been prepared under the control of the BRT Project Office.

City of Mississauga. 2005. Mississauga Plan (Official Plan) (available at <http://www.mississauga.ca/portal/residents/mississaugaplan>)

City of Mississauga. March 2007. Transit Ridership Growth Strategy

Transport Canada. 2007. Scoping Document for the Mississauga BRT Project.

Ministry of Transportation of Ontario. October 2008. Draft Preliminary Design Report, Park & Ride Lots – Winston Churchill Boulevard / Highway 403 and Erin Mills Parkway / Highway 403.

3.6 Canadian Environmental Assessment Act (CEAA) Requirements

In accordance with the *Canadian Environmental Assessment Act* (CEAA), the federal government is required to ensure that an environmental assessment is conducted before a federal authority grants money or any other form of financial assistance to the project. Given the federal funds committed to the Mississauga BRT project, a CEAA screening is required. Transport Canada is acting as the Federal Environmental Assessment Coordinator for the screening.

Section 16 (1) of the Act identifies the factors that need to be considered in an environmental assessment at the screening level:

16(1) *Every screening...shall include a consideration of the following factors:*

- (a) the environmental effects of the project, including the environmental effects of malfunctions or accidents that may occur in connection with the project and any cumulative environmental effects that are likely to result from the project in combination with other projects or activities that have been or will be carried out;*
- (b) the significance of the effects referred to in paragraph (a);*
- (c) comments from the public that are received in accordance with this Act and the regulations;*
- (d) measures that are technically and economically feasible and that would mitigate any significant adverse environmental effects of the project; and*
- (e) any other matter relevant to the screening... that the responsible authority... may require to be considered.*

The overall objective of undertaking the Federal Review at this stage of design is to allow the Responsible Authorities an opportunity to undertake a review of the project early in the design process.

The CEAA submission outlines potential effects, proposed mitigation measures and the commitments to future work and consultation to be completed as design proceeds to ensure that the mitigation commitments outlined in this document are realized during the design, construction and operation/maintenance stages.

Under CEAA, the potential effects to valued ecosystem and social components focuses on the following key steps:

- determine whether or not there are potential environmental effects and, if so, whether they are adverse;
- identify mitigation measures to address potential adverse environmental effects;
- determine whether the residual adverse effects are significant; and
- determine whether significant adverse environmental effects are likely based on probability of occurrence and scientific certainty.

The CEAA screening report for the Mississauga BRT project was filed with Transport Canada in January 2009.

This page intentionally left blank.