

Part 4: Circulation of Draft EPR



**McCORMICK RANKIN
CORPORATION**

A member of  **MMM GROUP**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO TO FILE - DRAFT

RE: Mississauga City Centre BRT – Transit Project Assessment Process
OUR FILE: 7644
PREPARED BY: Andrew Shea
Geoff Wright
Willy Ing
Scott Anderson
CC: Dale Turvey
DATE: March 16th, 2010
SUBJECT: Distribution of Draft Environmental Project Report/Review Materials

W:\7k\7644 Mississauga - City Ctr BRT Prelim. Design\7644.800 Transit\7644.803 Consultation\PIC 1 - Jan2-09\7644as Memo re Public Information Centre - Feb6-10.doc

This memorandum summarizes the activities associated with the distribution of the Draft Environmental Project Report and other Review Materials for the Mississauga City Centre BRT Transit Project Assessment Process to members of the Government Technical Review Team. The draft Environmental Project Report is available online at:

<http://www.mississauga.ca/portal/residents/rathburnroadtransitpriorityproject>.

<u>A</u>	<p><u>Distribution List</u></p> <ul style="list-style-type: none"> • A copy of the updated contact/distribution list for the project is included as Attachment 1.
<u>B</u>	<p><u>Distribution of Draft Environmental Project Report (EPR)</u></p> <p>Notification of the Public Information Centre was carried out as follows:</p> <p>B.1 City of Mississauga and Region of Peel Stakeholders</p> <ul style="list-style-type: none"> • City of Mississauga e-mailed notification to internal stakeholders at the City of Mississauga and Region of Peel that the draft Environmental Project Report was available online for review on March 5th, 2010. A copy of the notification is included as Attachment 2. • 0 comments were submitted by City of Mississauga or Region of Peel stakeholders. <p>B.2 Government Agencies</p>

- MRC mailed hard copies of the Draft Environmental Project Report to Government Technical Review Agencies on **March 4th, 2010**). A copy of the covering letters is attached as **Attachment 3**.
- The Ministry of Transportation requested an additional 4 copies of the draft Environmental Project Report for internal reviewers on **March 8th, 2010**. McCormick Rankin Corporation provided copies of the report on **March 8th, 2010**. A copy of the transmittal is included as **Attachment 4**.

B.3 Transit Operators

- City of Mississauga e-mailed notification to Mississauga Transit that the draft Environmental Project Report was available online for review on **March 5th, 2010**. A copy of the notification is included as **Attachment 2**.

B.4 Aboriginal Communities

- The City of Mississauga distributed a memorandum describing the study and identifying the lands on which the proposed works would occur (per the direction of the MOE) on **March 2nd, 2010**. Copies of the memoranda are included as **Attachment 5**.
 - Indian and Northern Affairs Canada
 - Metis Nation of Ontario
- **0** responses to the Notice of Study Commencement were received from Aboriginal community representatives.

B.5 Utility Owners

- City of Mississauga e-mailed notification to owners of utilities in the study area that the draft Environmental Project Report was available online for review on **March 5th, 2010**. A copy of the notification is included as **Attachment 2**.
- A total of **3** responses were received (Telus, Allstream, Cogeco).

C

Public Mailing List

- The draft Environmental Project Report was not circulated to members of the general public for comment.
- McCormick Rankin Corporation (MRC) circulated hard copies of the draft Environmental Project Report to property owners within 30m of the project (Oxford Properties and 4310 Sherwoodtowne Boulevard) for their review on **March 4th, 2010**. Copies of the cover letters are included as **Attachment 6**.
- Oxford Properties requested that an additional copy of the report be provided to

	<p>their transportation engineering consultant, BA Group, for review. MRC provided the report to BA Group on March 8th, 2010.</p> <ul style="list-style-type: none">• Comments have been submitted by BA Group (transportation engineering consultants) on behalf of Oxford Properties. The comments related to the traffic analysis and the City/MRC are currently preparing responses. The comments and responses will be documented in the Environmental Project Report.
<p><u>D</u></p>	<p><u>Study Website</u></p> <ul style="list-style-type: none">• The City of Mississauga arranged to have the draft EPR posted on the project website for review by agencies and the public. The document was posted on March 5th, 2010, at the following location: http://www.mississauga.ca/portal/residents/rathburnroadtransitpriorityproject.

Ms. Agatha Garcia-Wright
Acting Director
Ministry of the Environment
Environmental Assessment & Approvals Branch
St. Clair Avenue West, Floor 12A
Toronto, Ontario M4V 1L5

Ms. Lorna Zappone
Project Officer
Ministry of the Environment
Environmental Assessment & Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario M4V 1L5

Mr. Garry Coram
Peel Paramedic Services
5299 Main Gate Drive
Mississauga, Ontario L4W 1G5

Ms. Pam Wheaton
Director
Ministry of Aboriginal Affairs
Aboriginal & Ministry Relationships Branch
720 Bay Street, 4th Floor
Toronto, Ontario M5G 2K1

Ms. Penny Yonge
Heritage Planner
Ministry of Culture
Cultural Services Unit
400 University Avenue, 4th Floor
Toronto, Ontario M7A 2R9

Mr. Peter Verok
Manager, Central Region
Ministry of Transportation
Engineering Office
1201 Wilson Avenue, 5th Floor, Bldg D
Downsview, Ontario M3M 1J8

Mr. Steven Strong
Planner, Aurora District
Ministry of Natural Resources
50 Bloomington Road West
R.R. #2
Aurora, Ontario L4G 3G8

Attachment 1
Mr. Greg Sones
Acting Director, Central Region
Ministry of the Environment
5775 Yonge Street
8th Floor
North York, Ontario M2M 4J1

Mr. Damian Albanese, P.Eng.
Director, Transportation Division
Region of Peel
10 Peel Centre Drive
Brampton, Ontario L6T 4B9

Constable Thomas McKay
Peel Regional Police
7750 Hurontario Street
Brampton, Ontario L6V 3W6

Mr. Tom Chrzan
Manager, Central Region
Ministry of Culture, Citizenship & Immigration
180 Dundas Street West
Suite 502
Toronto, Ontario M7A 2R9

Ms. Tija Dirks
Director
Ministry of Energy and Infrastructure
Growth Policy, Planning and Analysis
777 Bay Street, 4th Floor, Suite 425
Toronto, Ontario M5G 2E5

Mr. Victor Doyle
Manager, Community Planning & Development
Ministry of Municipal Affairs & Housing
Central Municipal Services Office
777 Bay Street, 2nd Floor
Toronto, Ontario M5G 2E5

Mr. Liam Marray
Senior Planner-Ecologist
Credit Valley Conservation
1255 Old Derry Road
Mississauga, Ontario L5N 6R4

Mr. Gino Nucifora
Acting Chief Fire Prevention Officer
Mississauga Fire & Emergency Services
300 City Centre Drive
2nd Floor
Mississauga, Ontario L5B 3C1

Mr. Ricardo Macasaet
Enersource Hydro
3240 Mavis Road
Mississauga, Ontario L5C 3K1

Ms. Nicole Cheechoo
Policy Analysis
Department of Indian and Northern Affairs
Comprehensive Claims Branch
10 Wellington Street, 8th Floor
Gatineau, Quebec K1A 0H4

Mr. Don Boswell
Senior Claims Analyst
Department of Indian and Northern Affairs Canada
10 Wellington Street, Room 1310
Gatineau, Quebec K1A 0H4

Mandy Sandu
Litigation Team Manager
Indian and Northern Affairs
Litigation Management & Resolution Branch
10 Wellington Street
Gatineau, Quebec K1A 0H4

Ms. Ingrid Epp
Environmental Assistant
Environment & Engineering
Transport Canada - Ontario Region (PHE)
4900 Yonge Street, Suite 300
Toronto, Ontario M2N 6A5

Jaswinder Bains
Project Analyst
Ministry of Agriculture, Food and Rural Affairs
Rural Communities Development Branch
1 Stone Road West, 4NW
Guelph, Ontario N1G 4Y2

Mr. Anil Wijesooriya
General Manager
Ontario Realty Corporation
Planning, Survey and Appraisal, Professional
Services
1 Dundas Street West, Suite 2000
Toronto, Ontario M5G 2L5

Mr. Greg Gilmour
Remax
6850 Millcreek Drive
Mississauga, Ontario L5N 4J9

Mr. Gregg Dahl
Senior Policy Analyst
Indian and Northern Affairs Canada
Office of Federal Interlocutor for Metis and Non-
Status Indians
66 Slater Street, Room 1218
Ottawa, Ontario K1A 0H4

Mr. Glenn Gilbert
Manager, Environmental Unit
Department of Indian and Northern Affairs
Environmental & Natural Resources Lands and Trusts
Services
25 St. Clair Avenue East, 8th Floor
Toronto, Ontario M4T 1M2

Mr. Rob Dobos
Manager, Environmental Protection Operations,
Ontario Region
Environment Canada
PO Box 5050
867 Lakeshore Road
Burlington, Ontario L7R 4A6

Ms. Louise Knox
Regional Director, Ontario Region
Canadian Environmental Assessment Agency
55 St. Clair Avenue East
9th Floor
Toronto, Ontario M4T 1M2

Mr. Francois Lachance
Senior Policy Advisor
Ministry of Aboriginal Affairs
Aboriginal and Ministry Relationships Branch
160 Bloor Street East, 9th Floor
Toronto, Ontario M7A 2E6

Metis National Council
350 Sparks Street
Suite 201
Ottawa, Ontario K1R 7S8

Mr. Dan Francey
Manager, Transportation Planning & Development
GO Transit, A Division of Metrolinx
20 Bay Street, Suite 600
Toronto, Ontario M5J 2W3

Mr. John Filipetti
Vice-President Development
Oxford Properties Group Inc.
130 Adelaide Street West
Oxford Tower, Suite 1100
Toronto, Ontario M5H 3P5

Ms. Kate Cave
Land Use Supervisor
Six Nations of the Grand River
Six Nations Lands and Resources
2498 Chiefswood Road, PO Box 5000
Ohsweken, Ontario N0A 1M0

Chief Bryan Laforme
Mississaugas of the New Credit First Nation
2789 Mississauga Road
RR #6
Hagersville, Ontario N0A 1H0

Mr. Daniel Delaquis
EA and Planning Coordinator
Ministry of the Environment
5775 Yonge Street
8th Floor
North York, Ontario M2M 4J1

Mr. Martin Rukavina, Advisor
Ministry of Aboriginal Affairs
Aboriginal and Ministry Relationships Branch
160 Bloor Street East, 9th Floor
Toronto, Ontario M7A 2E6

Regional Director
Halton-Peel District Office
Ministry of the Environment
4145 North Service Road, Suite 300
Burlington, Ontario L7L 6A3

ATTACHMENT 2

Shea, Andrew

From: Andrea McLeod [Andrea.McLeod@mississauga.ca] on behalf of Scott W Anderson [ScottW.Anderson@mississauga.ca]
Sent: March 5, 2010 1:48 PM
To: Andy Harvey; Anne Farrell; bkilbride@blink.ca; Diana Rusnov; edgar.henriquez@rci.rogers.com; Gino Nucifora; jamie.delaney@enbridge.com; julie.pryce@cogecodata.com; karen.cramer@peelregion.ca; Maria Da Silva; Mark Warrack; martin.pendlebury@peelregion.ca; Matthew Williams; moc.bell@bell.ca; peter.rutkowski@mtsallstream.com; pucc.circulations.gt@bell.ca; rmacasaet@enersource.com; Ron Kremer; Stan Pocock; Sunil Kanamala; telusutilitymarkups@plantec.com; Wayne Nishihama
Cc: Scott W Anderson; Willy Ing; Geoff Wright; 'Zappone, Lorna (ENE)'; 'Stephanie Davies'; 'muyiwa.adebayo@gotransit.com'; Shea, Andrew
Subject: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR
Attachments: Rathburn Road Notice of Study Commencement- FINAL.pdf

Good Afternoon,

Further to the Notice of Study Commencement that was published in the Mississauga News in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find below, the link to the draft copy of the Environmental Project Report (EPR) for the Rathburn Road Transit Priority Measures Project.

<http://www.mississauga.ca/portal/residents/rathburnroadtransitpriorityproject>

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the draft document and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

If you have no concerns with the project, or if your concerns have been addressed in the draft document, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

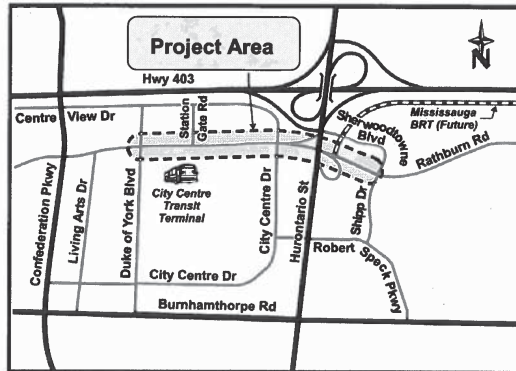
Sincerely,

W. Scott Anderson, P.Eng.
BRT Senior Project Manager
905-615-3200, ext. 4399

Notice of Commencement of Transit Project Assessment Process City of Mississauga - Rathburn Road Transit Priority Measures

The Project

The City of Mississauga is initiating the *Rathburn Road Transit Priority Measures Project* that will involve the modification of the existing general purpose traffic lanes (four lanes and a centre left-turn lane) to two at-grade centre median dedicated bus-only lanes, and two general purpose traffic lanes on Rathburn Road from east of Hurontario Street to Duke of York Boulevard. The project includes the construction of median busway platforms and localized widening for the introduction of auxiliary bus-only lanes at the Station Gate Road intersection, and the realignment of the southbound ramp from Hurontario Street to Rathburn Road, with a transit priority lane onto Rathburn Road. The purpose of the project is to complement the Mississauga Bus Rapid Transit Project, scheduled for completion in 2013.



The *Rathburn Road Transit Priority Measures Project* is being funded by the Government of Canada's Infrastructure Stimulus Fund (ISF) program, which provides funding towards the rehabilitation or construction of provincial, territorial, municipal, and community infrastructure projects. For further information on the ISF, please visit www.buildingcanada-chantierscanada.gc.ca.

The Process

The environmental impact of this transit project will be assessed in accordance with Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings. As part of the transit project assessment process, an Environmental Project Report will be prepared. All information produced as part of this project will be available through the City of Mississauga's transit website at: www.mississauga.ca/transit.

Consultation

A Public Information Centre (PIC) is planned for early 2010 to provide an opportunity to review the proposed undertaking, provide input related to any potential impacts, and assist in developing methods to mitigate the impacts. The date of the PIC will be advertised in the Mississauga News once the date is determined. Members of the public, agencies and other interested persons are encouraged to participate actively in the transit project assessment process by attending consultation opportunities or contacting staff from the Transportation Project Office directly (contact information below).

If you wish to be added to the project mailing list, require further information, or wish to provide comments on the project, please contact:

W. Scott Anderson, P.Eng.
Transportation Project Office
City of Mississauga, Transportation and Works Department
201 City Centre Drive, 8th Floor
Mississauga, Ontario L5B 2T4

Phone: 905-615-3200 ext. 4399
Fax: 905-896-5504
Email: scott.anderson@mississauga.ca

Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

This Notice first issued on December 9, 2009.

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4
www.mississauga.ca



ATTACHMENT 3
Leading today for tomorrow

March 2, 2010

Ms. Agatha Garcia-Wright
Acting Director
Ministry of the Environment
Environmental Assessment & Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario M4V 1L5

Dear Ms. Garcia-Wright:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed the draft copy of the Environmental Project Report for the Rathburn Road Transit Priority Measures Project.

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the enclosed draft document and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

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We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4
www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Mr. Greg Sones
Acting Director, Central Region
Ministry of the Environment
5775 Yonge Street
8th Floor
North York, Ontario M2M 4J1

Dear Mr. Sones:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4
www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Ms. Lorna Zappone
Project Officer
Ministry of the Environment
Environmental Assessment & Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario M4V 1L5

Dear Ms. Zappone:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Mr. Damian Albanese, P.Eng.
Director, Transportation Division
Region of Peel
10 Peel Centre Drive
Brampton, Ontario L6T 4B9

Dear Mr. Albanese, P.Eng.:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Mr. Garry Coram
Peel Paramedic Services
5299 Main Gate Drive
Mississauga, Ontario L4W 1G5

Dear Mr. Coram:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Constable Thomas McKay
Peel Regional Police
7750 Hurontario Street
Brampton, Ontario L6V 3W6

Dear Constable McKay:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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Leading today for tomorrow

March 2, 2010

Mr. Tom Chrzan
Manager, Central Region
Ministry of Culture, Citizenship & Immigration
180 Dundas Street West
Suite 502
Toronto, Ontario M7A 2R9

Dear Mr. Chrzan:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
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Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Ms. Penny Yonge
Heritage Planner
Ministry of Culture
Cultural Services Unit
400 University Avenue, 4th Floor
Toronto, Ontario M7A 2R9

Dear Ms. Yonge:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Ms. Tija Dirks
Director
Ministry of Energy and Infrastructure
Growth Policy, Planning and Analysis
777 Bay Street, 4th Floor, Suite 425
Toronto, Ontario M5G 2E5

Dear Ms. Dirks:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed the draft copy of the Environmental Project Report for the Rathburn Road Transit Priority Measures Project.

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We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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Leading today for tomorrow

March 2, 2010

Mr. Peter Verok
Manager, Central Region
Ministry of Transportation
Engineering Office
1201 Wilson Avenue, 5th Floor, Bldg D
Downsview, Ontario M3M 1J8

Dear Mr. Verok:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed the draft copy of the Environmental Project Report for the Rathburn Road Transit Priority Measures Project.

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Sincerely,

Handwritten signature of W. Scott Anderson.

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
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Leading today for tomorrow

March 2, 2010

Mr. Victor Doyle
Manager, Community Planning & Development
Ministry of Municipal Affairs & Housing
Central Municipal Services Office
777 Bay Street, 2nd Floor
Toronto, Ontario M5G 2E5

Dear Mr. Doyle:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

Handwritten signature of W. Scott Anderson.

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Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
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Leading today for tomorrow

March 2, 2010

Mr. Steven Strong
Planner, Aurora District
Ministry of Natural Resources
50 Bloomington Road West
R.R. #2
Aurora, Ontario L4G 3G8

Dear Mr. Strong:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4
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Leading today for tomorrow

March 2, 2010

Mr. Liam Marray
Senior Planner-Ecologist
Credit Valley Conservation
1255 Old Derry Road
Mississauga, Ontario L5N 6R4

Dear Mr. Marray:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
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Leading today for tomorrow

March 2, 2010

Mr. Gino Nucifora
Acting Chief Fire Prevention Officer
Mississauga Fire & Emergency Services
300 City Centre Drive
2nd Floor
Mississauga, Ontario L5B 3C1

Dear Mr. Nucifora:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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March 2, 2010

Mr. Anil Wijesooriya
General Manager
Ontario Realty Corporation
Planning, Survey and Appraisal, Professional Services
1 Dundas Street West, Suite 2000
Toronto, Ontario M5G 2L5

Dear Mr. Wijesooriya:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
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Leading today for tomorrow

March 2, 2010

Mr. Ricardo Macasaet
Enersource Hydro
3240 Mavis Road
Mississauga, Ontario L5C 3K1

Dear Mr. Macasaet:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
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Leading today for tomorrow

March 2, 2010

Mr. Rob Dobos
Manager, Environmental Protection Operations, Ontario Region
Environment Canada
PO Box 5050
867 Lakeshore Road
Burlington, Ontario L7R 4A6

Dear Mr. Dobos:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
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March 2, 2010

Ms. Ingrid Epp
Environmental Assistant
Environment & Engineering
Transport Canada - Ontario Region (PHE)
4900 Yonge Street, Suite 300
Toronto, Ontario M2N 6A5

Dear Ms. Epp:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Sincerely,

Geoff Wright, P.Eng., MBA
Director, Transportation Project Office
905-615-3200, ext. 4940

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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Leading today for tomorrow

March 2, 2010

Ms. Louise Knox
Regional Director, Ontario Region
Canadian Environmental Assessment Agency
55 St. Clair Avenue East
9th Floor
Toronto, Ontario M4T 1M2

Dear Ms. Knox:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
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Leading today for tomorrow

March 2, 2010

Mr. Jaswinder Bains
Project Analyst
Ministry of Agriculture, Food and Rural Affairs
Rural Communities Development Branch
1 Stone Road West, 4NW
Guelph, Ontario N1G 4Y2

Dear Mr. Bains:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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City of Mississauga
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Leading today for tomorrow

March 2, 2010

Metis National Council
350 Sparks Street
Suite 201
Ottawa, Ontario K1R 7S8

Dear Sirs:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

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March 2, 2010

Chief Bryan Laforme
Mississaugas of the New Credit First Nation
2789 Mississauga Road
RR #6
Hagersville, Ontario N0A 1H0

Dear Chief Laforme:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

March 2, 2010

Mr. Dan Francey
Manager, Transportation Planning & Development
GO Transit, A Division of Metrolinx
20 Bay Street, Suite 600
Toronto, Ontario M5J 2W3

Dear Mr. Francey:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4
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Leading today for tomorrow

March 2, 2010

Mr. Daniel Delaquis
EA and Planning Coordinator
Ministry of the Environment
5775 Yonge Street
8th Floor
North York, Ontario M2M 4J1

Dear Mr. Delaquis:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4
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March 2, 2010

Ms. Kate Cave
Land Use Supervisor
Six Nations of the Grand River
Six Nations Lands and Resources
2498 Chiefswood Road, PO Box 5000
Ohsweken, Ontario N0A 1M0

Dear Ms. Cave:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Senior Project Manager
905-615-3200, ext. 4399

Enclosure

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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Leading today for tomorrow

March 4, 2010

Ms. Pam Wheaton
Director
Ministry of Aboriginal Affairs
Aboriginal & Ministry Relationships Branch
720 Bay Street, 4th Floor
Toronto, Ontario M5G 2K1

Dear Ms. Wheaton:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed a memorandum describing the Rathburn Road Transit Priority Measures Project and identifying the lands affected by the Project.

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

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Enclosures

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March 4, 2010

Ms. Nicole Cheechoo
Policy Analysis
Department of Indian and Northern Affairs
Comprehensive Claims Branch
10 Wellington Street, 8th Floor
Gatineau, Quebec K1A 0H4

Dear Ms. Cheechoo:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed a memorandum describing the Rathburn Road Transit Priority Measures Project and identifying the lands affected by the Project.

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the enclosed memorandum and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

If you have no concerns with the project, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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Leading today for tomorrow

March 4, 2010

Mr. Gregg Dahl
Senior Policy Analyst
Indian and Northern Affairs Canada
Office of Federal Interlocutor for Metis and Non-Status Indians
66 Slater Street, Room 1218
Ottawa, Ontario K1A 0H4

Dear Mr. Dahl:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Leading today for tomorrow

March 4, 2010

Mr. Don Boswell
Senior Claims Analyst
Indian and Northern Affairs Canada
10 Wellington Street, Room 1310
Gatineau, Quebec K1A 0H4

Dear Mr. Boswell:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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City of Mississauga
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Leading today for tomorrow

March 4, 2010

Mr. Glenn Gilbert
Manager, Environmental Unit
Department of Indian and Northern Affairs
Environmental & Natural Resources Lands and Trusts Services
25 St. Clair Avenue East, 8th Floor
Toronto, Ontario M4T 1M2

Dear Mr. Gilbert:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

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Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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Leading today for tomorrow

March 4, 2010

Mr. Mandy Sandu
Litigation Team Manager
Indian and Northern Affairs
Litigation Management & Resolution Branch
10 Wellington Street
Gatineau, Quebec K1A 0H4

Dear Mr. Sandu:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed a memorandum describing the Rathburn Road Transit Priority Measures Project and identifying the lands affected by the Project.

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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Leading today for tomorrow

March 4, 2010

Mr. Francois Lachance
Senior Policy Advisor
Ministry of Aboriginal Affairs
Aboriginal and Ministry Relationships Branch
160 Bloor Street East, 9th Floor
Toronto, Ontario M7A 2E6

Dear Mr. Lachance:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed a memorandum describing the Rathburn Road Transit Priority Measures Project and identifying the lands affected by the Project.

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We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

Handwritten signature of W. Scott Anderson.

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 4, 2010

Mr. Martin Rukavina
Advisor
Ministry of Aboriginal Affairs
Aboriginal and Ministry Relationships Branch
160 Bloor Street East, 9th Floor
Toronto, Ontario M7A 2E6

Dear Mr. Rukavina:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed a memorandum describing the Rathburn Road Transit Priority Measures Project and identifying the lands affected by the Project.

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If you have no concerns with the project, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

Handwritten signature of W. Scott Anderson.

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 4, 2010

Ms. Tina Dufresne, District Manager
Halton-Peel District Office
Ministry of the Environment
4145 North Service Road, Suite 300
Burlington, Ontario L7L 6A3

Dear Ms. Dufresne:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed the draft copy of the Environmental Project Report for the Rathburn Road Transit Priority Measures Project.

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the enclosed draft document and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

If you have no concerns with the project, or if your concerns have been addressed in the enclosed document, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosure

ATTACHMENT 9



**MCCORMICK RANKIN
CORPORATION**

A member of MMM GROUP

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905) 823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

TO: Ministry of Transportation

DATE: March 8th, 2010

ATTENTION: Bernard O'Brien

OUR FILE NO: 107644

RE: Rathburn Road Transit Priority
Measures Study

TRANSMITTAL

We are enclosing herewith:

Qty	Drawing No.	Rev.	Title
4			DRAFT copies of Rathburn Road Transit Priority Measures Environmental Project Report (February 2010)

	For your information/action		
	For your approval and/or comments		Reviewed
	For use with Notice of Change/Record of Revision		Reviewed as noted
X	As requested		Revise and resubmit

Remarks:

Per the request sent by Rebecca Li (MTO) to Scott Anderson (Mississauga), please find enclosed four additional copies of the draft Environmental Project Report (February 2010) for the Rathburn Road Transit Priority Measures study.

McCormick Rankin Corporation
Per: Andrew Shea

ATTACHMENT 5



McCORMICK RANKIN
CORPORATION

A member of MMM GROUP

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905) 823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO

TO: Ms. Pam Wheaton, Director, Ministry of Aboriginal Affairs
Mr. Francois Lachance, Senior Policy Advisor, Ministry of Aboriginal Affairs
Mr. Martin Rukavina, Advisor, Ministry of Aboriginal Affairs

FROM: Andrew Shea

DATE: March 2nd, 2010

COPIES: Geoff Wright, City of Mississauga
Scott Anderson, City of Mississauga
Willy Ing, City of Mississauga
Scott Bowers, McCormick Rankin Corporation

OUR FILE: 7644

SUBJECT: Rathburn Road Transit Priority Measures
Transit Project Assessment Process

W:\7644 Mississauga - City Ctr BRT Prelim. Design\7644.800 Transit\7644.803 Consultation\Ministry of Aboriginal Affairs\7644as - Info Package for MAA - March 02-10.doc

This Memorandum is being circulated on behalf of the City of Mississauga, to obtain input on the proposed Rathburn Road Transit Priority Measures project. Per the requirements of the Ministry of the Environment's Government Review Team mailing list, this memorandum contains the following:

- A brief description of the project;
- A plan of the proposed undertaking; and
- A legal description of the property.

BACKGROUND

Infrastructure Canada, in the 2009 budget, has established a new \$4 billion fund to enable rehabilitation and construction projects that can be completed (substantially) prior to March 2011, in order to support the Government of Canada's Economic Action Plan. The Plan is intended to stimulate the Canadian economy during the current economic recession. The program included funding for the City of Mississauga to apply towards the implementation of transit priority measures on Rathburn Road in the Mississauga City Centre.

On December 8th, 2009, following substantial completion of the preliminary design for the project, the City of Mississauga initiated the TPAP for the Rathburn Road Transit

Memo To: Ministry of Aboriginal Affairs
Date: March 2, 2010

Page 2

Priority Measures Project. Results from the conceptual planning, preliminary consultation, and preliminary design served as the basis that defined the Transit Project.

PROJECT RATIONALE

The City of Mississauga's Bus Rapid Transit (BRT) Project is currently undergoing detailed design, and construction is expected to begin in Spring 2010. The plan is illustrated in **Figure 1**. Phase 1 of the project includes the following major elements:

- Winston Churchill Boulevard – Erin Mills Parkway
- Highway 403 Bus Bypass Shoulders (BBS) (existing)
- Hurontario Street – Renforth Drive

The undertaking was approved through an Individual EA in 1993, and subsequent modifications to the plan were approved through an Addendum to the EA in 2004. Funding for Phase 1 of the project was announced in 2007. The schedule for completion for Phase 1 of the project is 2013. The approved and funded section of the BRT addresses the priority segments however a gap is left in the BRT system in the City Centre area. A significant investment would be required to complete the BRT facility along Rathburn Road within the City Centre as envisioned in the Environmental Assessment study.

In addition, the future land use and urban design concept for the City Centre area is currently under review. The results of the planning studies are expected to be available within the next 24 months. The City is also currently examining the introduction of rapid transit within the Hurontario Street corridor. The integration of the Highway 403/Eglinton BRT facility with the future Hurontario rapid transit operations is part of that EA investigation, scheduled for completion in 2010.

While these studies regarding the future type, magnitude and distribution of development and north-south rapid transit facilities will be complete within the next 24 months, material changes in the City Centre area are not expected for perhaps 10 – 15 years. In the interim, the City recognizes that it would be desirable to enhance the investment in the BRT project through relatively modest transit priority initiatives to improve the reliability and speed of transit operations through the City Centre area.

The Study Area for this project therefore focuses on the section of Rathburn Road that connects the existing City Centre Transit Terminal to the proposed BRT East intersection immediately east of the Hurontario Street crossing. The Study Area is illustrated in **Figure 2**.

STUDY PROCESS - Ontario Regulation 231/08

The Rathburn Road Transit Priority Measures Transit Project Assessment Process is following Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this Transit Project is being assessed in accordance with the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08.

DESCRIPTION OF THE TRANSIT PROJECT

The preferred design is to convert two of the existing four general purpose lanes on Rathburn Road to median Reserved Bus Lanes (RBLs) in the study area. This would remove the BRT vehicles from the general traffic stream and provide a direct connection between the City Centre Transit Terminal and the BRT facility east of Hurontario Street. Eastbound GO Transit buses would operate in the median RBLs. However, westbound GO Transit services would likely operate in the curb lane between the BRT connection and Station Gate Road.

To facilitate westbound GO Transit access to Station Gate Road, a right-turn lane would be implemented on the eastern approach to Station Gate Road. Station Gate Road, south of the Playdium/Chapters access, would be restricted to right-in/right-out operations for general traffic. Transit services would be able to turn left to and from Station Gate Road at the Rathburn Road intersection.

Access to adjacent development would remain relatively unchanged. Along Rathburn Road, the access to the Square One Shopping Centre east of Station Gate Road would be maintained as an all-moves signalized intersection. Existing accesses to the Chapters and Playdium developments from Station Gate Road would remain; however, the Playdium access from Rathburn Road would be restricted to right-in/right-out operation to prevent potential conflicts between general traffic and median bus operations.

The existing City Centre Transit Terminal incorporates bus bays on Rathburn Road. These curbside bus bays would be maintained and supplementary capacity could be provided by implementing additional curbside bus bays east of the City Centre Transit Terminal on Rathburn Road. The City Centre Terminal itself would not be modified. Two bus platforms would be provided adjacent to the median RBLs at the Rathburn Road/Station Gate Road intersection, each accommodating two buses. However, due to the limited right-of-way at the station there exists little opportunity to implement provisions for express buses to pass stopping buses at the station. Pedestrians would access these median platforms at the adjacent signalized intersection.

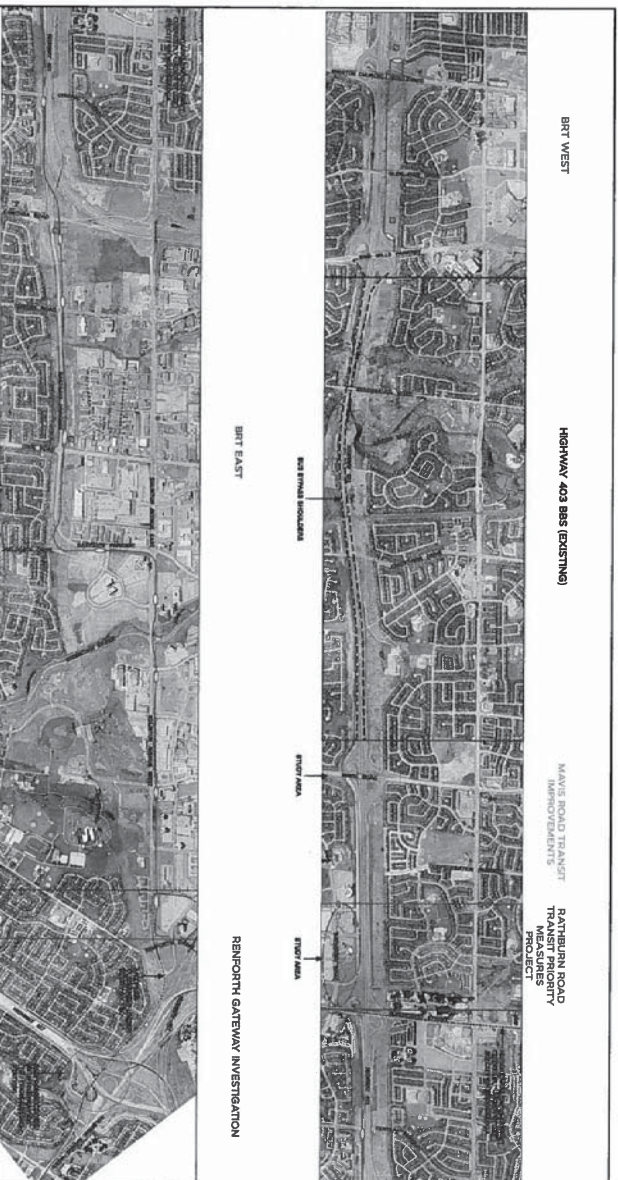
The functional plan of the preferred design concept is illustrated in **Figures 3a-c** (attached).

LEGAL DESCRIPTION OF PROPERTIES

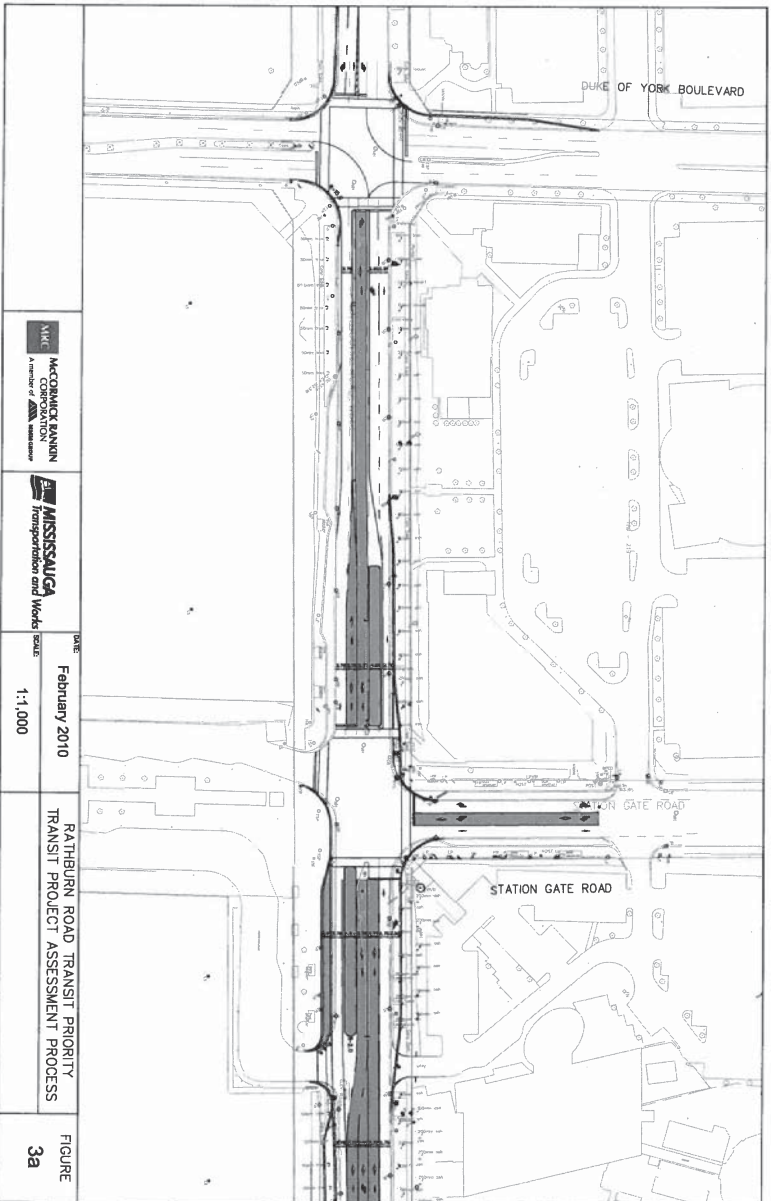
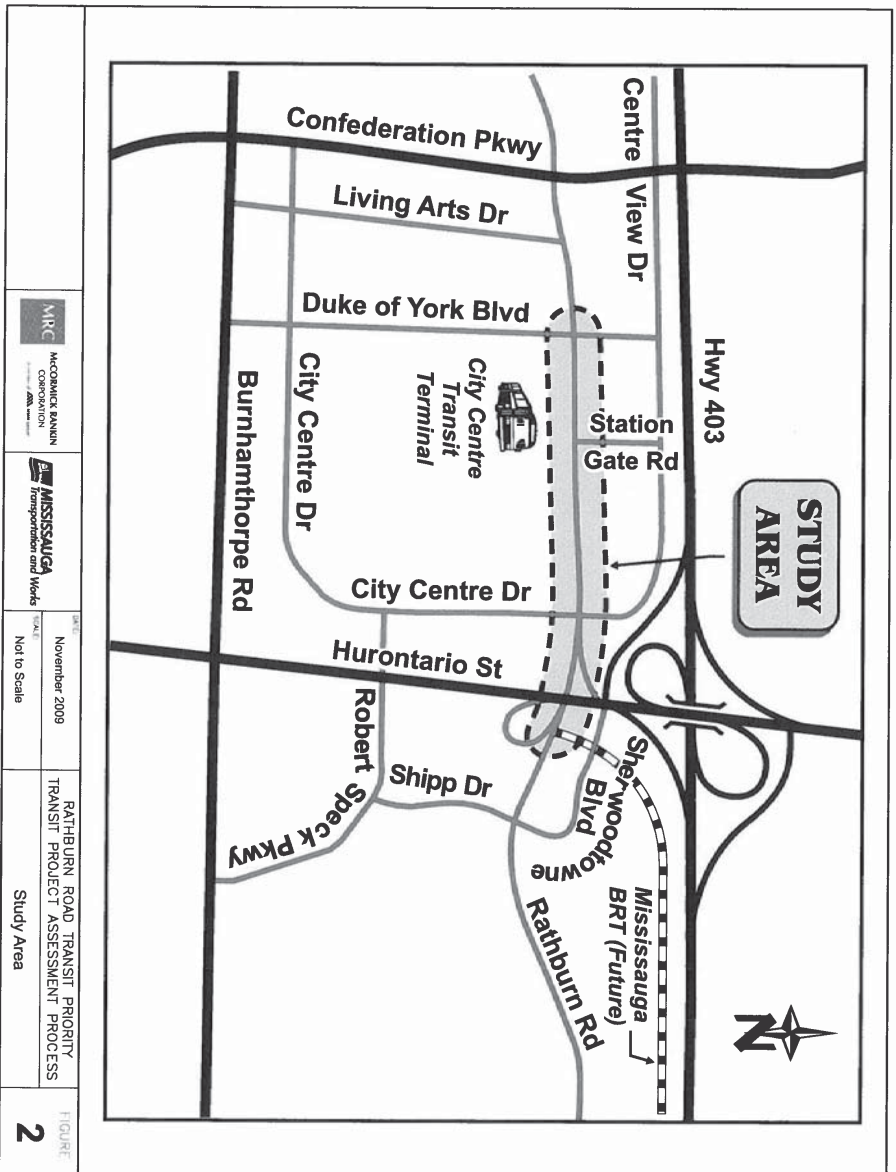
The legal descriptions of the lands on which the proposed undertaking will occur are as follows:

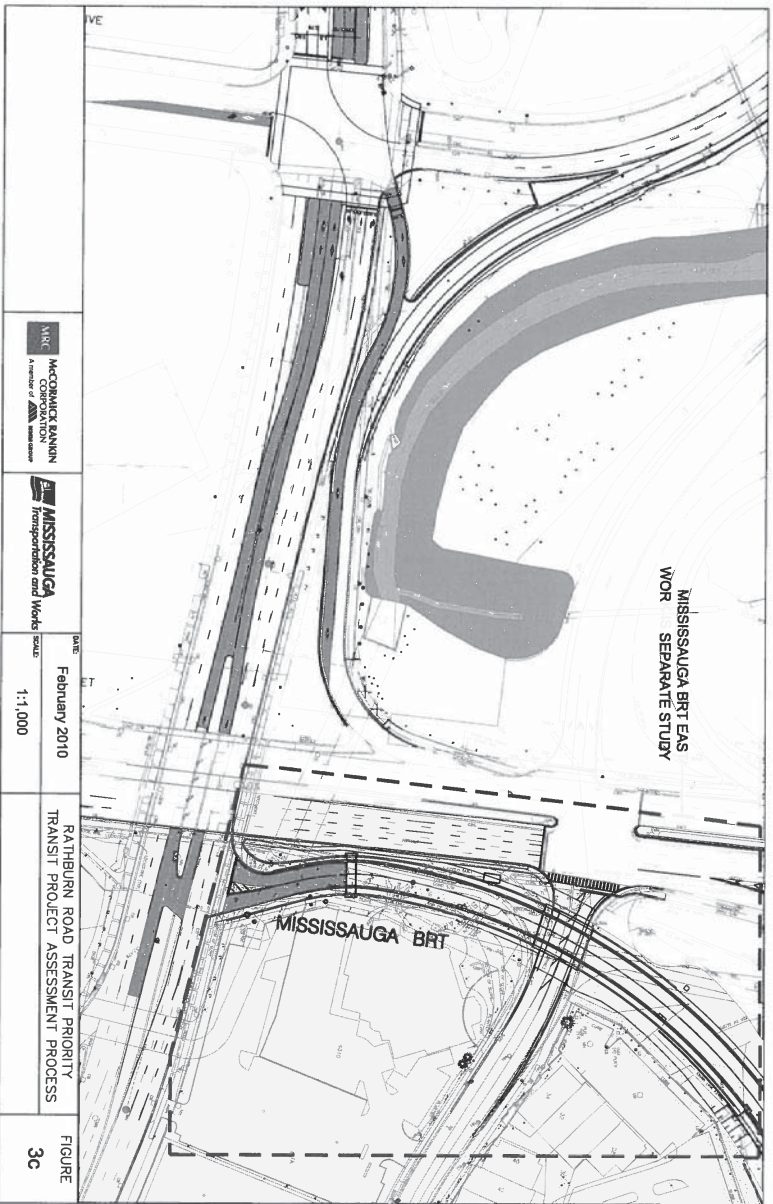
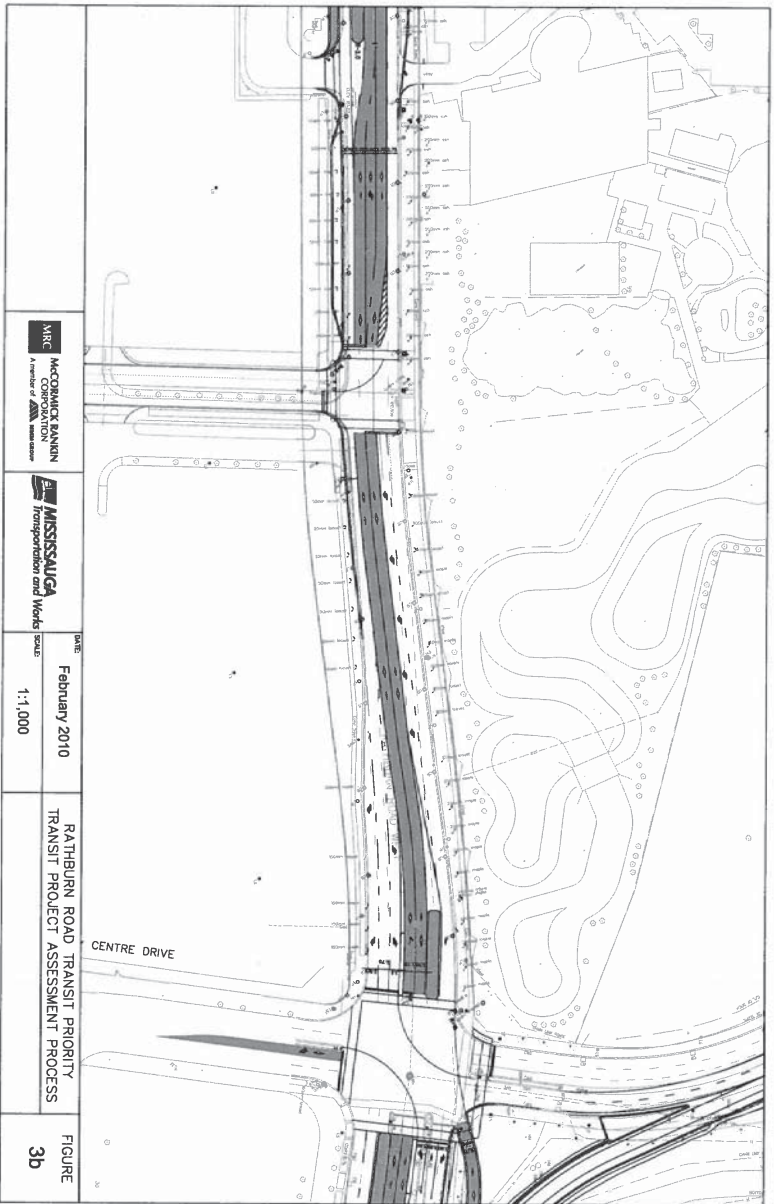
Property Location	Property Identification Number (PIN)	Full Property Description (Source: Geowarehouse property report, March 2010)
Rathburn Road from Duke of York to Centre View Drive	131390351	PCL STREETS AND STREET WIDENINGS-1, SEC 43M1010 ; RATHBURN RD, PL 43M1010 ; PCL 0.30 RESERVES-1, SEC 43M1010 ; PT BLK 34, PL 43M1010 , PART 6 , 43R21466 ; MISSISSAUGA
Rathburn Road from Centre View Drive to Hurontario Street	131390314	PT OF RATHBURN RD LYING BTN THE E LIMIT OF RATHBURN RD PL 43M1010 & THE W LIMIT OF HURONTARIO ST BEING: FIRSTLY ; PT LT 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 1, 43R10098 ; SECONDLY ; PT LT 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 4 & 6 , 43R13615 ; S/T 360123VS, TT96393E, MISSISSAUGA
Rathburn Road at Hurontario Street	131760343	PT HWY 403 LYING W OF PT 12, 43R11581, PT 1, 43R11974 AND PT 2, 43R8874; BEING ; PT LT 15 & 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PT ORIG RDAL BTN LTS 15 & 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , AS IN 335349VS AND R0889846; S/T 255317VS; S/T TT58448 ; S/T 360123VS MISSISSAUGA
Rathburn Road east of Hurontario Street	131760348	PT LT 15, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 1 , 43R11974 ; MISSISSAUG
Rathburn Road east of Hurontario Street	131760347	PT LT 15, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 2 , 43R8874 , S/T TT58448 ; S/T 360123VS MISSISSAUG
Duke of York Boulevard from Rathburn Road to Centre View Drive	131390346	PCL PLAN-3, SEC 43M1010 ; BLK 12, " BLK 22" PL 43M1010, MISSISSAUGA; "AMENDED 98/11/09, C. CABRAL
Centre View Drive from east of Duke of York Boulevard to east of Station Gate Road	131380032	PCL PLAN-1 SEC D15, DES AS PT 1 ON 43R21439, MISSISSAUGA
Centre View Drive from east of Station Gate Road to west of Rathburn Road	131380035	PT LTS 16 & 17 CON 2 NDS, DES AS PT 3 ON 43R21439, MISSISSAUGA
Centre View Drive west of Rathburn Road	131380030	PT LT 16 CON 2 NDS TOR. TWP. DES PTS 4, 5, 6, 7, 8, 9, PL 43R-21439; S/T AN EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF PEEL OVER PT LT 16 CON 2 NDS DES PTS 5, 8 PL 43R-21439, AS SET OUT IN R0723943, MISSISSAUGA.

Property Location	Property Identification Number (PIN)	Full Property Description (Source: Geowarehouse property report, March 2010)
Centre View Drive north of Rathburn Road	131390342	PCL STREETS AND STREET WIDENINGS-1, SEC 43M1010 : BLK 38, PL 43M1010, (STREET WIDENING) ; S/T ROT03140 MISSISSAUGA
Centre View Drive north of Rathburn Road	131390363	PT BLK 13, PL 43M1010, PART 3 TO 7, 54 TO 57, 69, 43R21229 : S/T ROT03140 MISSISSAUGA
Cooksville Creek from South of Highway 403 to Hurontario Street	131380038	PT LT 16 CON 2 NDS TOR TWP DES PTS 1, 2, 3, 4 PL 43R-12018, SAVE AND EXCEPT PTS 1 TO 4 AND PTS 13, 14 PL 43R-21439, PTS 1, 5 PL 43R-11581 LYING NORTH OF 43R-13122, PT 2 PL 43R-13122, PTS 3, 5 PL 43R-13615, PTS 4, 5 ROT29 EXCEPT 43R-13615; S/T TT37008, ROT23943, MISSISSAUGA
Private property in the north-east corner of the intersection of Rathburn Road and Centre View Drive	131390364	PCL BLOCK 13-1, SEC 43M1010 : PT BLK 13, PL 43M1010, PART 1, 2, 67, 68, 43R21229 : S/T ROT03140 MISSISSAUGA



 MISSISSAUGA COMMUNITY LAND CORPORATION	 MISSISSAUGA Transportation and Works	DATE February 2010	SCALE Not to Scale	RATHBURN ROAD TRANSIT PRIORITY PROJECT ASSESSMENT PROCESS	CITY-WIDE BRT PLAN	FIGURE 1
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**McCORMICK RANKIN
CORPORATION**

A member of  **MMM GROUP**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO

TO: Mr. Gregg Dahl, Senior Policy Analyst, Indian and Northern Affairs Canada
Ms Nicole Cheechoo, Policy Analyst, Indian and Northern Affairs Canada
Mr. Don Boswell, Senior Claims Analyst, Indian and Northern Affairs Canada
Mr. Glenn Gilbert, Manager, Environmental Unit, Indian and Northern Affairs Canada
Mandy Sandu, Litigation Team Manager, Indian and Northern Affairs Canada

FROM: Andrew Shea

DATE: March 2nd, 2010

COPIES: Geoff Wright, City of Mississauga
Scott Anderson, City of Mississauga
Willy Ing, City of Mississauga
Scott Bowers, McCormick Rankin Corporation

OUR FILE: 7644

SUBJECT: Rathburn Road Transit Priority Measures
Transit Project Assessment Process

W:\7k\7644 Mississauga - City Ctr BRT Prelim. Design\7644.800 Transit\7644.803 Consultation\Indian and Northern Affairs\7644as - Info Package for INAC - March 02-10.doc

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- A brief description of the project;
- A plan of the proposed undertaking; and
- A legal description of the property.

BACKGROUND

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Memo To: Indian and Northern Affairs Canada

Date: March 2, 2010

Page 2

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PROJECT RATIONALE

The City of Mississauga's Bus Rapid Transit (BRT) Project is currently undergoing detailed design, and construction is expected to begin in Spring 2010. The plan is illustrated in **Figure 1**. Phase 1 of the project includes the following major elements:

- Winston Churchill Boulevard – Erin Mills Parkway
- Highway 403 Bus Bypass Shoulders (BBS) (existing)
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The undertaking was approved through an Individual EA in 1993, and subsequent modifications to the plan were approved through an Addendum to the EA in 2004. Funding for Phase 1 of the project was announced in 2007. The schedule for completion for Phase 1 of the project is 2013. The approved and funded section of the BRT addresses the priority segments however a gap is left in the BRT system in the City Centre area. A significant investment would be required to complete the BRT facility along Rathburn Road within the City Centre as envisioned in the Environmental Assessment study.

In addition, the future land use and urban design concept for the City Centre area is currently under review. The results of the planning studies are expected to be available within the next 24 months. The City is also currently examining the introduction of rapid transit within the Hurontario Street corridor. The integration of the Highway 403/Eglinton BRT facility with the future Hurontario rapid transit operations is part of that EA investigation, scheduled for completion in 2010.

While these studies regarding the future type, magnitude and distribution of development and north-south rapid transit facilities will be complete within the next 24 months, material changes in the City Centre area are not expected for perhaps 10 – 15 years. In the interim, the City recognizes that it would be desirable to enhance the investment in the BRT project through relatively modest transit priority initiatives to improve the reliability and speed of transit operations through the City Centre area.

The Study Area for this project therefore focuses on the section of Rathburn Road that connects the existing City Centre Transit Terminal to the proposed BRT East intersection immediately east of the Hurontario Street crossing. The Study Area is illustrated in **Figure 2**.

STUDY PROCESS - Ontario Regulation 231/08

The Rathburn Road Transit Priority Measures Transit Project Assessment Process is following Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this Transit Project is being assessed in accordance with the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08.

DESCRIPTION OF THE TRANSIT PROJECT

The preferred design is to convert two of the existing four general purpose lanes on Rathburn Road to median Reserved Bus Lanes (RBLs) in the study area. This would remove the BRT vehicles from the general traffic stream and provide a direct connection between the City Centre Transit Terminal and the BRT facility east of Hurontario Street. Eastbound GO Transit buses would operate in the median RBLs. However, westbound GO Transit services would likely operate in the curb lane between the BRT connection and Station Gate Road.

To facilitate westbound GO Transit access to Station Gate Road, a right-turn lane would be implemented on the eastern approach to Station Gate Road. Station Gate Road, south of the Playdium/Chapters access, would be restricted to right-in/right-out operations for general traffic. Transit services would be able to turn left to and from Station Gate Road at the Rathburn Road intersection.

Access to adjacent development would remain relatively unchanged. Along Rathburn Road, the access to the Square One Shopping Centre east of Station Gate Road would be maintained as an all-moves signalized intersection. Existing accesses to the Chapters and Playdium developments from Station Gate Road would remain; however, the Playdium access from Rathburn Road would be restricted to right-in/right-out operation to prevent potential conflicts between general traffic and median bus operations.

The existing City Centre Transit Terminal incorporates bus bays on Rathburn Road. These curbside bus bays would be maintained and supplementary capacity could be provided by implementing additional curbside bus bays east of the City Centre Transit Terminal on Rathburn Road. The City Centre Terminal itself would not be modified. Two bus platforms would be provided adjacent to the median RBLs at the Rathburn Road/Station Gate Road intersection, each accommodating two buses. However, due to the limited right-of-way at the station there exists little opportunity to implement provisions for express buses to pass stopping buses at the station. Pedestrians would access these median platforms at the adjacent signalized intersection.

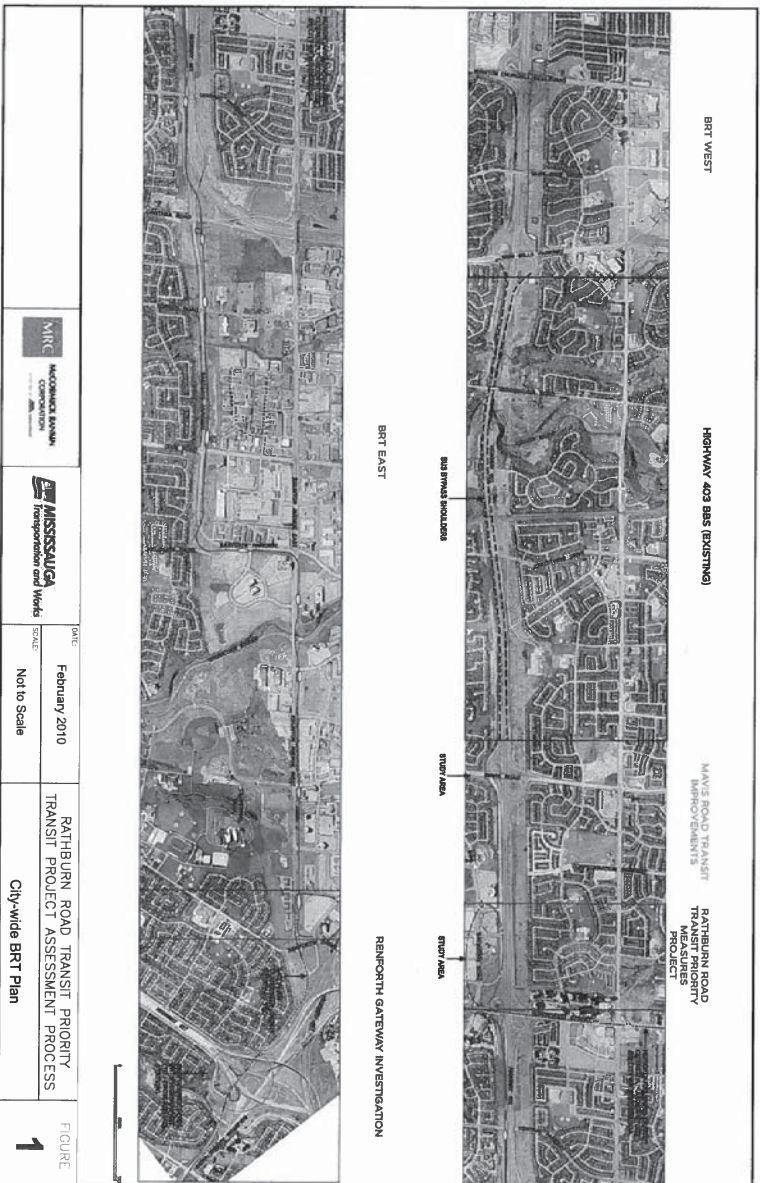
The functional plan of the preferred design concept is illustrated in **Figures 3a-c** (attached).

LEGAL DESCRIPTION OF PROPERTIES

The legal descriptions of the lands on which the proposed undertaking will occur are as follows:

Property Location	Property Identification Number (PIN)	Full Property Description (Source: Geowarehouse property report, March 2010)
Rathburn Road from Duke of York to Centre View Drive	131390351	PCL STREETS AND STREET WIDENINGS-1, SEC 43M1010 ; RATHBURN RD, PL 43M1010 ; PCL 0.30 RESERVES-1, SEC 43M1010 ; PT BLK 34, PL 43M1010 , PART 6 , 43R21466 ; MISSISSAUGA
Rathburn Road from Centre View Drive to Hurontario Street	131390314	PT OF RATHBURN RD LYING BTN THE E LIMIT OF RATHBURN RD PL 43M1010 & THE W LIMIT OF HURONTARIO ST BEING; FIRSTLY ; PT LT 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 1 , 43R10098 ; SECONDLY ; PT LT 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 4 & 6 , 43R13615 ; S/T 360123VS, T196393E, MISSISSAUGA
Rathburn Road at Hurontario Street	131760343	PT HWY 403 LYING W OF PT 12, 43R11581, PT 1, 43R11974 AND PT 2, 43R8874; BEING ; PT LT 15 & 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PT ORIG RDAL BTN LTS 15 & 16, CON 2 NORTH OF DUNDAS ST TORONTO TWP , AS IN 335349VS AND R0889846; S/T 255317VS; S/T T158448 ; S/T 360123VS MISSISSAUGA
Rathburn Road east of Hurontario Street	131760348	PT LT 15, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 1 , 43R11974 ; MISSISSAUG
Rathburn Road east of Hurontario Street	131760347	PT LT 15, CON 2 NORTH OF DUNDAS ST TORONTO TWP , PART 2 , 43R8874 , S/T T158448 ; S/T 360123VS MISSISSAUG
Duke of York Boulevard from Rathburn Road to Centre View Drive	131390346	PCL PLAN-3, SEC 43M1010 ; BLK 12, " BLK 22" PL 43M1010, MISSISSAUGA; "AMENDED 98/11/09, C. CABRAL
Centre View Drive from east of Duke of York Boulevard to east of Station Gate Road	131380032	PCL PLAN-1 SEC D15, DES AS PT 1 ON 43R21439, MISSISSAUGA
Centre View Drive from east of Station Gate Road to west of Rathburn Road	131380035	PT LTS 16 & 17 CON 2 NDS, DES AS PT 3 ON 43R21439, MISSISSAUGA
Centre View Drive west of Rathburn Road	131380030	PT LT 16 CON 2 NDS TOR. TWP. DES PTS 4, 5, 6, 7, 8, 9, PL 43R-21439; S/T AN EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF PEEL OVER PT LT 16 CON 2 NDS DES PTS 5, 8 PL 43R-21439, AS SET OUT IN R0723943; MISSISSAUGA.

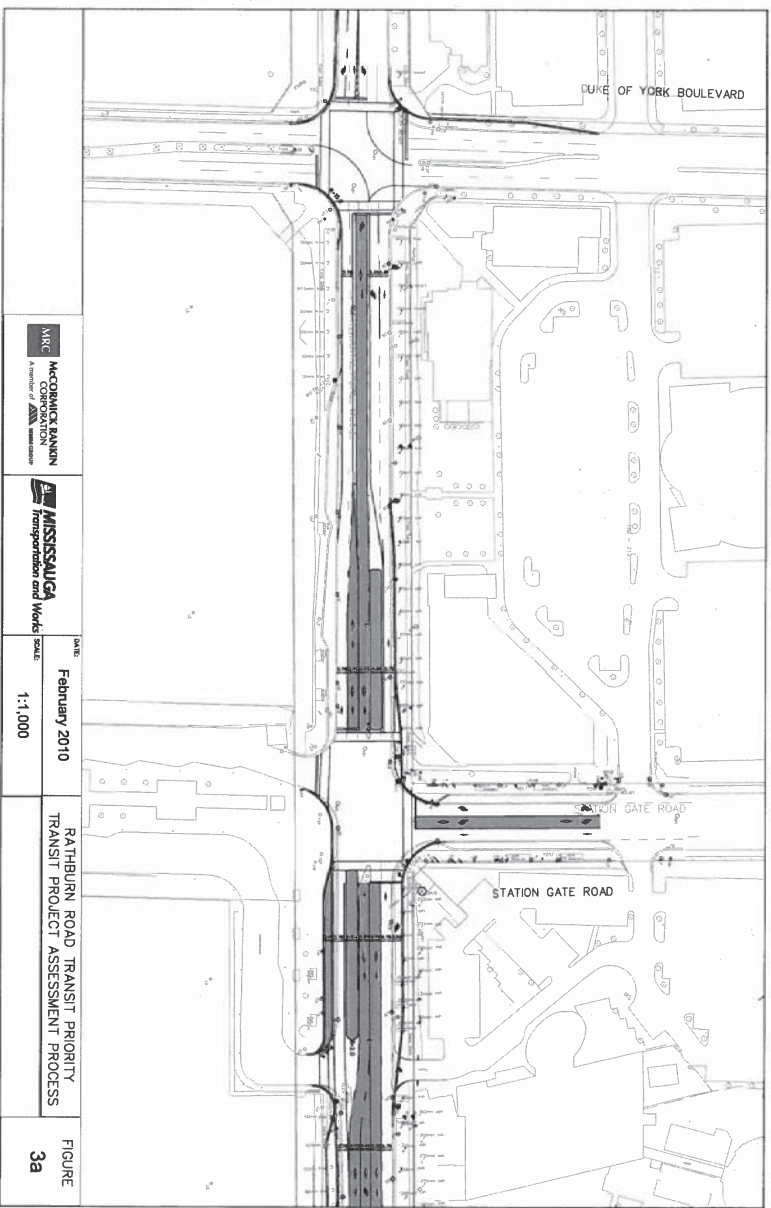
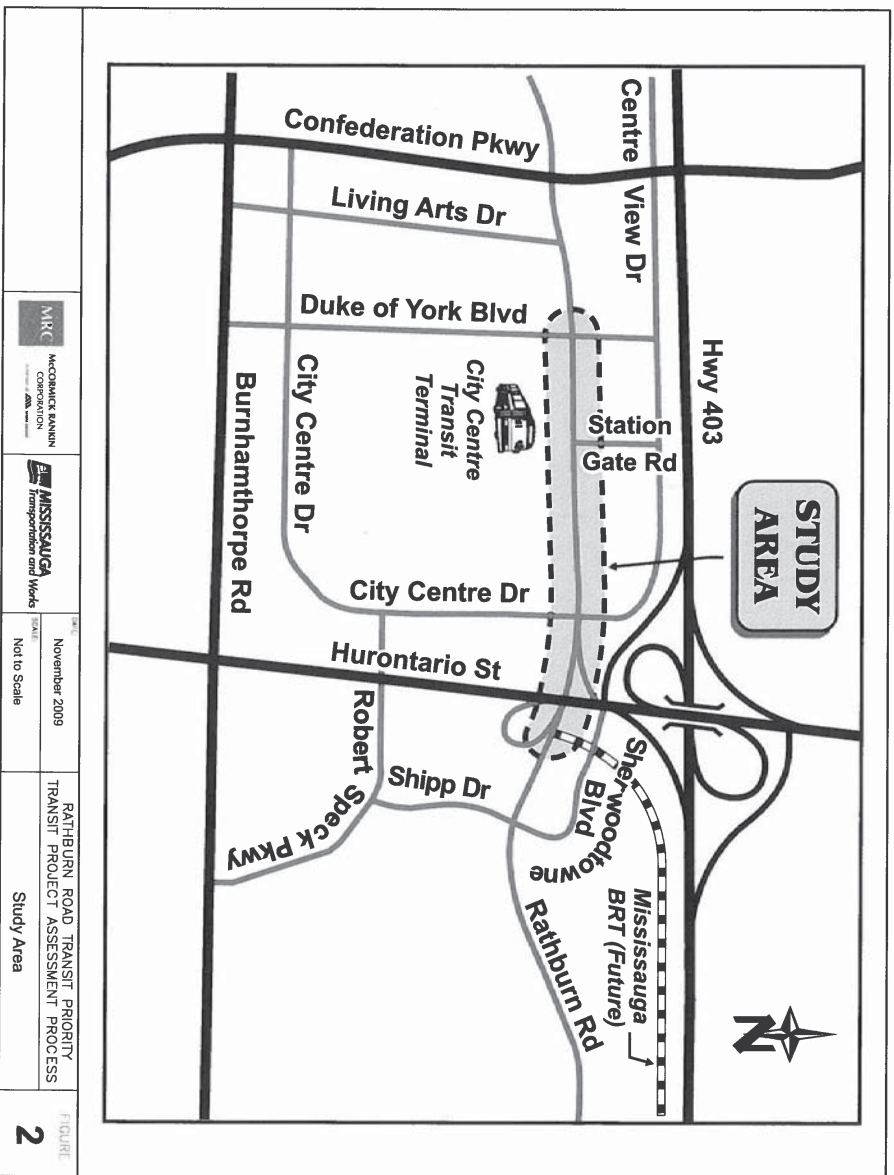
Property Location	Property Identification Number (PIN)	Full Property Description (Source: Geowarehouse property report, March 2010)
Centre View Drive north of Rathburn Road	131390342	PCL STREETS AND STREET WIDENINGS-1, SEC 43M1010 : BLK 38, PL 43M1010, (STREET WIDENING) ; S/T RO703140 MISSISSAUG
Centre View Drive north of Rathburn Road	131390363	PCL BLOCK 13-2, SEC 43M1010 : PT BLK 13, PL 43M1010, PART 3 TO 7, 54 TO 57, 69, 43R21229 : S/T RO703140 MISSISSAUG
Cooksville Creek from South of Highway 403 to Hurontario Street	131380038	PT LT 16 CON 2 NDS TOR TWP, DES PTS 1, 2, 3, 4 PL 43R-12018, SAVE AND EXCEPT PTS 1 TO 4 AND PTS 13, 14 PL 43R-21439; PTS 1, 5 PL 43R-11581 LYING NORTH OF 43R-13122, PT 2 PL 43R-13122, PTS 3, 5 PL 43R-13615, PTS 4, 5 RD129 EXCEPT 43R-13615; S/T TT37008, RO723943, MISSISSAUGA, MISSISSAUGA
Private property in the north-east corner of the intersection of Rathburn Road and Centre View Drive	131390364	PCL BLOCK 13-1, SEC 43M1010 : PT BLK 13, PL 43M1010, PART 1, 2, 67, 68, 43R21229 ; S/T RO703140 MISSISSAUGA

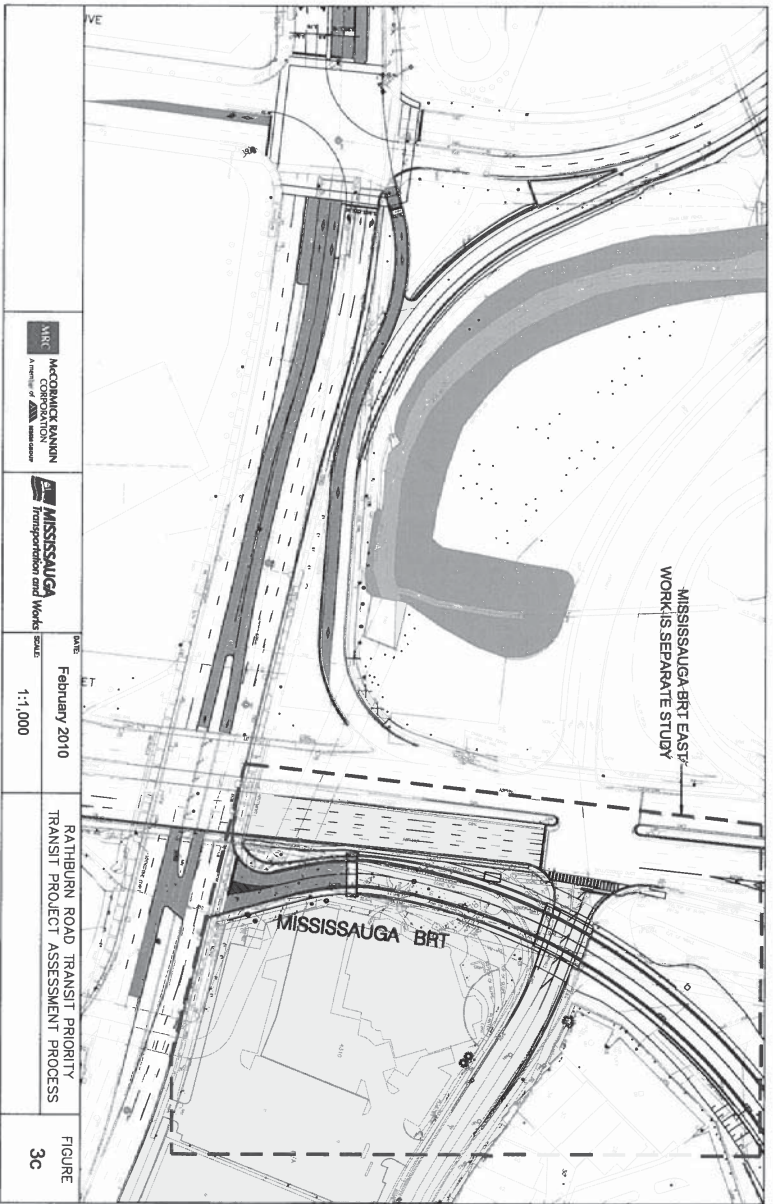
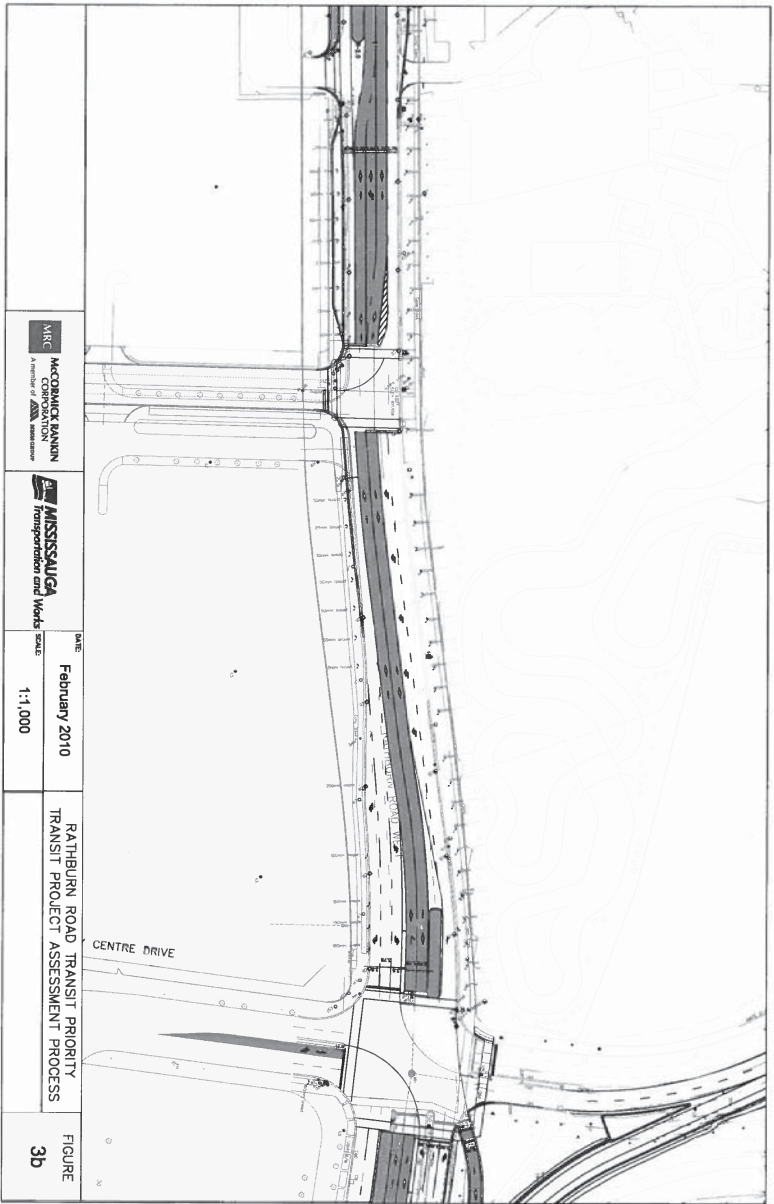


DATE: February 2010
 SCALE: Not to Scale

RATHBURN ROAD TRANSIT PRIORITY
 PROJECT ASSESSMENT PROCESS

FIGURE: 1





Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



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Attachment 6

March 2, 2010

Mr. John Filipetti
Vice-President Development
Oxford Properties Group Inc.
130 Adelaide Street West
Oxford Tower, Suite 1100
Toronto, Ontario M5H 3P5

Dear Mr. Filipetti:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed the draft copy of the Environmental Project Report for the Rathburn Road Transit Priority Measures Project.

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the enclosed draft document and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

If you have no concerns with the project, or if your concerns have been addressed in the enclosed document, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Mr. Greg Gilmour
Remax
6850 Millcreek Drive
Mississauga, Ontario L5N 4J9

Dear Mr. Gilmour:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed the draft copy of the Environmental Project Report for the Rathburn Road Transit Priority Measures Project.

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Sincerely,

W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

**Record of Comments from the
Ministry of the Environment**

March 2010

Ministry of the Environment

Environmental Assessment and
Approvals Branch

2 St. Clair Avenue West
Floor 12A
Toronto ON M4V 1L5
Tel.: 416 314-8001
Fax: 416 314-8452

March 23, 2010

Mr. W. Scott Anderson
Senior Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga ON L5B 2T4

Dear Mr. Anderson:

**RE: Rathburn Road Transit Priority Measures Project
Draft Environmental Project Report and Appendices**

The Ministry of the Environment (MOE) has reviewed the draft Environmental Project Report and Appendices dated February 2010, submitted to the MOE on March 4, 2010 and under separate cover, Appendix D: Consultation Record, submitted to the MOE on March 22, 2010.

The Addendum was reviewed by MOE staff of the Environmental Assessment and Approvals Branch, Environmental Assessment Project Coordination Section (EAPC), the Certificate of Approval Section, Air & Noise Unit (ANU) and Wastewater Unit (WWU); the Central Region office, Technical Support Section (TSS), including the Halton-Peel District Office. Comments from EAPC are provided below. Comments submitted by the ANU, WWU, TSS are attached.

GENERAL

The Environmental Project Report (EPR) is to contain sufficient information about the proposed project, including summaries/descriptions of studies undertaken in relation to the project, in a manner that is easily read by interested members of the public, agencies, Aboriginal communities, and the Minister without the need of referring to lengthy appendix documents.

The EPR also needs to contain, at a reasonable level of detail, the proponent's assessment and evaluation of impacts of the preferred method of carrying out the project and other methods of carrying out the project that were considered including the criteria used for assessing and evaluating the impacts.

Where measures are proposed to mitigate negative impacts, it is encouraged that industry-recognized standards, guidelines and procedures, where applicable, are



referenced in the EPR. The proponent should also ensure that the EPR contains a summary of commitments made during the transit assessment process, highlighting monitoring and reporting commitments.

EPR Requirements: Section 9, Ontario Regulation 231/08

- Inadequate/incomplete documentation was provided for the following:
 - statement of purpose of the project;
 - summary of background information relating to the project;
 - final description of the transit project including a description of the preferred method of carrying out the transit project;
 - local environmental conditions at the site of the transit project;
 - all studies undertaken in relation to the transit project, including a summary of all data collected or reviewed;
 - a summary of all results and conclusions of all studies;
 - assessment and evaluation of the impacts the preferred method of carrying out the transit project and other methods might have on the environment;
 - criteria for assessment and evaluation of the impacts the preferred method of carrying out the transit project and other methods;
 - mitigation measures proposed to address negative impacts to the environment;
 - description of the means proposed to use to monitor or verify effectiveness of proposed mitigation measures;
 - description of municipal, provincial, and federal approvals and permits; and
 - consultation record
- Consultation record provided is incomplete as follows:
 - Identification of specific Aboriginal communities consulted;
 - No list provided of the interested persons, agencies, including Aboriginal communities who participated in consultation activities;
 - Summary of all comments received not provided;
 - Description of what was done to respond to concerns raised

Presentation of Material

- Throughout the document there are placeholders where information is intended to be added. Ensure that these areas are modified appropriately when finalizing the EPR for submission to the MOE.

Consistency of Terminology

- When referring to the Ministry of the Environment ensure to include the.
- Prior to using an acronym ensure it is first defined, identifying the acronym in brackets as it will be used consistently throughout the remainder of the document.

Table of Contents

- Ensure that this is updated to reflect all changes made as a result of comments on the draft EPR submitted by the GRT and other stakeholders.
- Identify quaternary sections here and amended visually in EPR.
- Title of Section 2.2 should be *Description of and Rationale for the Preferred Design Method*.

- Air Quality (3.2.2) must appear in Section 3.1, description of natural environment.
- Ensure that all titles of tables and figures are consistent between the Table of Contents and the EPR.
- Where an appendix contains its own appendices they should be listed here (e.g. Appendix D has two, possibly four appendices).

Figures and Tables

- Ensure that titles of figures and tables appear on same page (see page 4-2).

Appendices

- Ensure that all appendices are cross referenced in the EPR main report and that a summary of relevant information is also presented in the EPR.
- Ensure that hard copies of all complete appendices are included in final EPR to be placed in public record locations (clerks, libraries, project office, etc.).
- Ensure all pages have been oriented in same direction.

Commitments and Monitoring

- As indicated in Section 4.3.5 of the EA Code of Practice, the EPR must include details of commitments made to stakeholders regarding mitigation and monitoring. For ease of reference all commitments should be presented in a table format, listed by category.

1. INTRODUCTION

- *Section 1.1 Study Background:* What is the relevance of the statement re: significant investment to complete the BRT? Provide context, adjust accordingly.
- *Section 1.3 Purpose of the Study:* Should include assessment and evaluation of the potential impacts of the preferred method and other methods considered.
- *Section 1.4.1.1 Official Plan:* Is the referenced Mississauga Transitway EA Addendum what is now known as the Mississauga BRT? If yes, identify as such. If no, provide details.
- *Section 1.4.1.1 Official Plan:* clarify precisely to which project "this project" refers.

2. DESCRIPTION OF THE TRANSIT PROJECT

- Based on the contents of this section *DESCRIPTION AND RATIONALE OF THE PREFERRED TRANSIT PROJECT* is a more accurate title.
- *Section 2 Description of the Transit Project:* what is the length of the project?
- *Section 2.1.1 Do Nothing:* Expand on comment "...thereby resulting in limited impacts and costs."
- *Section 2.1.3 Alternative 2:* identify the report and/or analysis as relates to the statement about low frequency of un-signalized access.
- *Section 2.1.4 Selection of Preferred Design Method:* provide analysis demonstrating how the preferred design method was determined. Include a comparative analysis table illustrating criteria and weightings.
- *Section 2.2 Description of the Preferred Design Method:* rename this section to *Description of and Rationale for the Preferred Design Method*, as noted above.
- The order in which the criteria are discussed in this subsection must be consistent with the order in which the criteria were listed on pages 2-2 and 2-3.
- *Section 2.2.1 Traffic Operations:* Section 3-3 cross-referenced incorrectly.

- *Section 2.2.1.2 Signalized Intersections:* Figure 2-4 cross-referenced incorrectly.
- *Section 2.2.1.3 Access to Adjacent Development:* this appears to be a description of future conditions. If so, should this section appear with the description of the preferred design method?
- *Section 2.2.1.4 Hurontario Ramp Configuration:* where in the EPR is the rationale for diverting traffic from Rathburn Road to Centre View Drive presented? Why isn't the bus only portion of this ramp reconfiguration discussed in this section? Where is it discussed?
- *Section 2.2.2.2 Future BRT Services:* is this rationale for the purpose of the project? Where is the analysis? How is the information pertaining to the GO Transit Services relevant to the Rathburn Road project?
- *Section 2.2.3 Estimated Projected Cost:* Change proposed project construction commencement date from April 2010 to June 2010 as Minister's Notice to Proceed is due June 14, 2010.

3. ASSESSMENT OF IMPACTS ON LOCAL ENVIRONMENTAL CONDITIONS

- *Section 3.1 Description of Natural Environment Investigations and Findings:* define LGL biologists. For what purpose was the field assessment done in 2003?
- A summary of the Mississauga BRT Natural Environment Report as relates to this project is to be provided in the final EPR main document. Excerpts of the report have not been provided in Appendix A.
- Appendix D is incorrectly cross-referenced for the above excerpts.
- *Section 3.1.1 Watercourses/Fish Habitat:* what does (*City of Mississauga 1994*) reference (see page 3-2)? Provide conclusion reached regarding potential impacts resulting from the Preferred Design Method?
- *Section 3.1.2.2 Drainage and Stormwater Management Design:* the order of the first and second paragraphs should be switched. Identify, approximately, the lengths of roadway to be widened.
- Specify if it was the City of Mississauga that provided the calculations. Cross-reference the appendix where the design calculations can be found.
- Identify *IDF* (page 3-3, first paragraph).
- The next paragraph is overly technical and should be re-written to clarify. In addition, the reader is cross-referenced to Appendix F to locate figures MH24, MH25 and MH30. These figures are not in Appendix F.
- Define *the Rational method* referenced in the last paragraph on page 3-3.
- Figure 3-2 was not provided in the draft EPR. Ensure it is included in final EPR.
- *Section 3.1.2.4 Conclusions and Recommendations:* advise how the proponent intends to confirm the recommended assessments (see top of page 3-5)?
- *Section 3.1.3 Groundwater:* Discussion presented here relates to mitigation, move to appropriate section. Provide conclusion reached regarding potential impacts resulting from the Preferred Design Method.
- *Section 3.1.4 Natural Environment Inventory:* this section deals specifically with vegetation. Rename as appropriate.
- Appendix A is cross-referenced as the location where site photographs can be found however, there are no site photographs presented in this appendix.
- *Section 3.1.5 Wildlife Habitat:* a conclusion regarding potential impacts resulting from the Preferred Design Method is required.

- *Section 3.1.6 Air Quality*: new subsection to be created as Air Quality must be reflected under Natural Environment. A conclusion regarding potential impacts resulting from the Rathburn Road Preferred Design Method is required.
- *Section 3.2 Description of Socio-Economic Environment Investigations and Findings*: this section should present the potential construction impacts and a conclusion regarding those impacts resulting from the Preferred Design Method.
- *Section 3.2.1 Noise Conditions*: A conclusion regarding potential impacts resulting from the Preferred Design Method is required.
- *Section 3.2.3 Soil Contamination*: A conclusion regarding potential impacts resulting from the Preferred Design Method is required.
- Figure 3-4 is incorrectly cross-referenced (see page 3-9).
- *Section 3.2.4 Property Requirements*: Figure 3-3 is incorrectly cross-referenced.
- *Section 3.2.5 Utility Protection/Relocation*: A conclusion regarding potential impacts resulting from the Preferred Design Method is required.
- Figure 3-5 is incorrectly cross-referenced (see page 3-11).
- *Section 3.3 Description of the Cultural Environment Investigations and Findings*: An overall conclusion regarding potential impacts resulting from the Preferred Design Method is required.
- *Section 3.3.2 Heritage and Archaeological Resources*: clarify the relevance of the last sentence to the Rathburn Road Transit Priority Measures.
- Figure 3-6 is cross-referenced but that figure was not provided (see page 3-12).
- *Section 3.5 Description of Proposed Mitigation Measures and Future Commitments*: The order in which the impact is listed should be consistent with the order in which it is presented in Section 3.
- It is necessary to specifically describe the proposed means of mitigating impacts (see Table 3-6).
- Description of mitigation is incomplete for street tree/landscaping removal.
- Description of impacts, mitigation and monitoring is incomplete for construction impacts, traffic staging and Cooksville Creek.
- Description of mitigation and monitoring process for stormwater management is incomplete (i.e. enhanced level standards).
- Description of monitoring process for noise is incomplete (i.e. noise by-laws).
- Reference to mitigation for dust dispersion and contaminated soils is required.

4. CONSULTATION

- *Section 4.1 Consultation Overview*: where is the tracking table referenced to be found in Appendix D? What are the issues noted in Schedule 2?
- *Section 4.1.1 Potentially Affected Property Owners*: Oxford Properties should be identified in first paragraph.
- *Section 4.1.1 Table 4.1*: Outcomes should be recorded in this table, otherwise the table appears to present only the text information that preceded it.
- *Section 4.1.3 Government Technical Review Team Consultation*: there is no Section 2.3.1, does this sentence apply?
- Populate date that the draft Stage 1 Archaeological Assessment reached the Ministry of Culture.
- Did the Credit Valley Conservation Authority provide comments on the Technical Memorandum or the Impact Assessment? Provide details concerning the consultation undertaken with the prior to February 10, 2010.

- Identify the kind of plans that were circulated to the GO Transit. Identify if GO Transit provided comments?
- Identify the kind of plans that were circulated to the MTO. Identify if GO Transit provided comments?
- The MOE met with the City to discuss the preliminary draft of the EPR (see Table 4-3).
- A summary of all key issues raised, responses provided by the City and resolutions reached for all stages of the TPAP must be summarized in Section 4.
- *Section 4.1.3.2 Ministry of Transportation*: provide summary of comments submitted by the MTO.
- *Section 4.1.4 Aboriginal Consultation*: this paragraph is inaccurate and requires re-writing due to the fact that the reference is to the government agencies rather than Aboriginal communities.
- *Section 4.1.5 General Public Consultation*: recommend this information be moved to the beginning of this section as it outlines the general consultation methods undertaken. Additional details as relates to the number of newsletters produced, when posted, when the website launched, how many PICs were held and when is required.
- The Transit Project Assessment Process that was initiated in December 2009 does not end until the 120 day period has expired, April 8, 2010, or the date the Notice of Completion is posted. Adjust accordingly.
- *Section 4.2 Overview of Changes Resulting from Consultation*: Table 4-4 is incorrectly titled Table 4-3.

5. COMMITMENTS TO FUTURE WORK

- *Section 5.1.3 Utility Companies*: identify when potentially affected utilities will be consulted.
- *Section 5.2 Property Acquisition*: modify accordingly as per comments made above (Section 4).

6. AMENDMENT PROCESS

- Delete reference to "if a newspaper exists" as a newspaper does exist.
- The Regional Director must also be provided with Notice, adjust accordingly.
- Delete "...that were given a Notice of Commencement," as appears after Aboriginal communities.

APPENDIX A – NATURAL ENVIRONMENT IMPACT ASSESSMENT

- References in the draft EPR suggest that this appendix may be incomplete.

APPENDIX B – HERITAGE AND ARCHAEOLOGICAL ASSESSMENT

- References in the draft EPR suggest that this appendix may be incomplete.

APPENDIX D – CONSULTATION RECORD

- *Appendix A: Letters Distributed*: appears twice. Rename or merge accordingly.
- *Appendix B: Responses Received* appears twice. Rename or merge accordingly.
- Letter from MOE Central Region dated January 6, 2010 is missing page 2 and 4.
- Has Transport Canada identified the Cooksville Creek as a navigable waterway?

- Email dated January 22, 2010 indicates that contact with Six Nations was unsuccessful. Document attempts to reach Six Nations and advise status.
- *Record of Correspondence*: Where is correspondence, consultation undertaken with Ontario Realty Corporation?
- Ensure the commitment made in an email dated March 16, 2010 from the City to the local property owner is captured in the appropriate table in the final EPR.
- What is the status of the City's response to an email dated February 11, 2010 from a member of the general public regarding suggestion for Rathburn Road RBLs at Station Gate Road?

APPENDIX E – NOISE ASSESSMENT

- Page 11 of the Noise Review memo is missing.

APPENDIX F – DRAINAGE AND STORMWATER MANAGEMENT

- Correct the orientation of tables and figures as they appear upside down.

Certificate of Approval Section

- Comments submitted by the ANU and the WWU are attached.

Central Region Office

- Comments submitted by the TSS are attached.

Concluding Remarks

The foregoing comments, along with any feedback received by government review agencies, the public and Aboriginal communities should be considered as you prepare the Final EPR for submission to the ministry. Proponents are responsible for identifying and resolving, or attempting to resolve, any issues raised.

Should you have any questions regarding the foregoing comments, please contact the undersigned directly at 416-314-7106 or by e-mail at Lorna.Zappone@ontario.ca.

Yours sincerely,



Lorna Zappone, Project Officer
Environmental Assessment Project Coordination Section

Attachments

- cc. Geoff Wright, Director, Transportation Office, City of Mississauga
Willy Ing, Project Leader, Bus Rapid Transit, City of Mississauga

Ministry
of the
Environment

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de
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Tel: (416) 314-8001
Fax: (416) 314-8452

Environmental Assessment and Approvals Branch

March 11, 2010

TO: Lorna Zappone
Project Officer
Environmental Assessment and Approvals Branch

FROM: Header Merza, P. Eng.
Air and Noise Unit

RE: MOE Noise Review
Rathburn Road Transit Priority Measures
Environmental Project Report
February 2010
Draft
EA Noise File No. E-0008-10

The Air and Noise Unit of the Environmental Assessment and Approvals Branch of MOE was requested by Lorna Zappone, Project Officer, MOE Environmental Assessment and Approvals Branch, to review the noise aspects of the Environmental Project Report prepared by McCormick Rankin Corporation (MRC), dated February 2010, Draft. Particular attention was given to Appendix E: Noise Assessment prepared by MRC, dated October 2009 and signed by Darek Sobik.

The proposed undertaking entails the modification of the existing general purpose traffic lanes (four lanes and a centre left-turn lane) to two at-grade centre median dedicated bus-only lanes, and two general purpose traffic lanes on Rathburn Road from east of Hurontario Street to Duke of York Boulevard in the City of Mississauga.

The following are the main findings of the MRC October 2009 Noise Assessment:

- Land uses within the study area are commercial including vehicular parking lots; restaurants; entertainment complexes (go carts, video arcade); bookstore; and shopping centre.
- No noise sensitive areas (e.g. residential and/or institutional land uses) are located within the study area.

- No adverse noise impact is envisaged from the proposed undertaking as there are no noise sensitive areas located adjacent or in close proximity to the subject Rathburn Road corridor.

Based on the above, it is the finding of this office that the noise aspects of the MRC October 2009 Noise Assessment are acceptable.

If you have any questions or require further information, please do not hesitate to contact the undersigned.


H. Merza, P.Eng.
Senior Noise Engineer, Air and Noise unit


V. Low, P.Eng.
Supervisor, Air and Noise Unit

Ministry of the Environment

Central Region
Technical Support Section

5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

Tel.: (416) 326-6700
Fax: (416) 325-6347

Ministère de l'Environnement

Région du Centre
Section d'appui technique

5775, rue Yonge, 8^{ème} étage
North York, Ontario M2M 4J1

Tél. : (416) 326-6700
Télééc. : (416) 325-6347



March 19, 2010

MEMORANDUM

TO: Lorna Zappone
Project Officer
Environmental Assessment and Approvals Branch

FROM: Dan Delaquis
Environmental Resource Planner & EA Coordinator
Air, Pesticides and Environmental Planning

RE: Rathburn Road Transit Priority Measures
City of Mississauga
Our File No. EA 03-09-05

This letter is in response to EAAB's request for the Technical Support Section to review the above noted project under Ontario Regulation 231/08 for the City of Mississauga's Rathburn Road Transit Priority Measures project. The following is a summary of our review:

Our office has reviewed the Environmental Project Report and offers the following comments:

General Comments:

1. Section 2 – there are only two alternatives to the "do nothing." It is recommended that the proponent examine a third alternative such as a mixed traffic.
2. Section 4.2.6 – Appendix D is referred to as an overview of Aboriginal Consultation. Appendix D is missing and contains only a title page. In order to meet the requirements of the Environmental Assessment process, the proponent must demonstrate that sufficient aboriginal consultation has been completed.
3. There are several sections of the EPR that state "to be completed." We recommend that these sections be submitted to the Ministry for review prior to the submission of the Final EPR.

Soil Contamination:

4. Section 3.2.3 - we recommend that any contaminated soils encountered be tested and handled in accordance with *Part XV.1* of the Environmental Protection Act (EPA) and Ontario Regulation 153/04, Records of Site Condition. We recommend that the EPR reflect the proponent's requirement to handle contaminated soils in accordance with the aforementioned legislation.

Stormwater Management:

5. Section 3.1.2.1 – we recommend that the proponent state how they intend to meet enhanced level standards for stormwater quality. Additionally, we recommend that the proponent provide details on the proposed treatment of stormwater, given the proximity of the proposed road works to the adjacent watercourse.

Air and Noise:

6. Section 5.3 – this section is incomplete (blank); we recommend that when this section is completed it reflects the proponent's commitment to dust suppressant during construction, reduction of traffic speed through the construction area to reduce dust dispersion, and an adherence to any applicable noise by-laws. We also recommend that these commitments be added to applicable sections of the EPR regarding Air Quality and Noise.

Thank you for the opportunity to provide comments on this project. If you have any questions regarding the above please contact Daniel Delaquis, EA Coordinator of our office at (416) 326-3525.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Daniel Delaquis".

Daniel Delaquis
Environmental Resource Planner & EA Coordinator
Air, Pesticides and Environmental Planning

c. Central Region EA File
A & P File

Ministry of the Environment

Environmental Assessment and
Approvals Branch

2 St. Clair Avenue West
Floor 12A
Toronto ON M4V 1L5
Tel.: 416 314-8001
Fax: 416 314-8452

Ministère de l'Environnement

Direction des évaluations et des
autorisations environnementales

2, avenue St. Clair Ouest
Étage 12A
Toronto ON M4V 1L5
Tél. : 416 314-8001
Télééc. : 416 314-8452



March 08, 2010

MEMORANDUM

TO: Mansoor Mahmood, P. Eng.
Director, s53 OWRA, EAAB

FROM: Hitesh Vaja, P. Eng.
Wastewater Review Engineer
W&W Unit, CofA Review section, EAAB

RE: Mississauga Bus Rapid Transit
Rathburn Road Transit Priority Measures Project
Draft Environmental Project Report – February 2010
Wastewater Review Comment

I have reviewed the above noted document prepared by McCormick Rankin Corporation, Consulting Engineers for the City of Mississauga as required under the Provincial Transit Project Assessment Process (TPAP) and in accordance with Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The report documents the design, analysis, consultation, potential for impacts and mitigation measures associated with the proposed Rathburn Road Transit Priority project in the Mississauga City Centre.

The proposed undertaking is generally to improve the reliability and the speed of transit operations through the City Centre whilst improving safety of the general public and accommodating increased capacity for the future. The works are to comprise of widening of Rathburn Road in the subject area, realignment of the existing ramp to Rathburn Road from Hurontario Street to Centre View Drive and the provision of new roadway signage.

It is noted that the proposed roadworks will have very minimal impacts on the existing storm sewer system (which has adequate reserve capacity to receive this increased flow) and that a manhole oil/grit separator is proposed to treat storm runoff from the increased imperviousness area prior to discharge to the nearby Cooksville Creek. This appears to be satisfactory; however the City should seek an approval under s53 Ontario Water Resources Act (OWRA) prior to its installation. I have no other comments. If you have any questions, please feel free to contact me.

Hitesh N. Vaja, P. Eng.
Senior Review Engineer

**Record of Comments from
Ontario Realty Corporation**

March 2010

March 10, 2010

To: Mr. W. Scott Anderson, Transportation Project Officer

Re: ORC EA requirements

Thank for Contacting the ORC regarding the proposed undertaking.

ORC is required, by the MOE and the environmental assessment act, to follow the "MEI Class EA Process for Realty Activities Other Than Electricity Projects (approved April 2004, amended September 11, 2008)" prior to any activities on ORC managed lands.

The Class EA parent document can be found at:

[http://www.ontariorealty.ca/Assets/MEI+Class+EA+Document+\(amended\)_11Sep2008.pdf](http://www.ontariorealty.ca/Assets/MEI+Class+EA+Document+(amended)_11Sep2008.pdf)

Issue #1: Identification of undertaking(s) and trigger to MEI Class EA

Generally, for EA projects, the ORC is consulted regarding the applicability of the MEA/IEA Class EA processes and requirements when a proponent's proposed undertaking may directly or indirectly affect lands or facilities owned by MEI and managed by ORC. This would ensure that the correct undertaking described in the MEI Class EA is clearly identified and addressed. Please refer to section 9.7 of the Class EA, referenced in the preceding section, which explains that despite a proponent receiving an approval under the *EA Act* ("Act"), MEI, ORC, or an authorized agency under MEI ("MEI/ORC/Agency"), are still responsible for meeting the requirements of the Act when carrying out an undertaking on behalf of the proponent. (*For example*, this means that if a proponent's undertaking includes acquiring an easement or transfer of ownership of land owned by MEI and transacted by ORC on the ministry's behalf, then such realty activities to be conducted by ORC must be clearly identified and assessed in the proponent's EA study; otherwise, MEI/ORC/Agency must conduct a separate EA under the MEI Class EA process to meet its requirements under the Act.)

In addition, please ensure to include **any** lands that have been, or are subject to, an easement that include Hydro One towers and transmission lines on Bill 58 lands. MEI/ORC's realty undertaking should be clearly identified, and be made separate from undertakings conducted by Hydro One. MEI is the owner for all Bill 58 lands and is solely responsible for granting any easements or conducting any disposition of such lands to another party.

The proponent is requested to identify how the EA meets MEI/ORC's minimum EA requirements by referring to the seven point analysis, as described in section 4.2, Step B1 of the MEI Class EA and detailed within the Consultation and Documentation Report template located in Appendix 3.

According to the MEI Class EA, an undertaking is defined on Page 9-11, in the Glossary of Terms. Undertakings are broken down into components; that is, one or more actions which may apply to one or more subgroups. MEI/ORC/Agency undertakings need to be identified as real estate activities, including the issuance of a license/lease, granting of an easement, or disposition. Each undertaking has a different category level of consultation and analysis associated with it, as identified in Figure 2.2 EA Category Listing Matrix of the MEI Class EA.

Issue #2: Identifying the associated EA Category and ability to defer to an alternative EA

Please note that different undertakings in combination with the type of land to be impacted, determines the ORC EA Class. As an example, granting an easement on ORC managed lands is considered a Category "B" and an easement on Bill 58 lands, managed by Hydro One, is considered a Category "A". Category "A" is applied to undertakings that are minor in scale and have minimal or no adverse environmental effects. Based on the criteria of a Category "A" EA and depending on the scale of the area to be impacted by an undertaking, proper due diligence of an easement, impacting hydro corridor land, could require an elevation to a Category "B". Please note that licenses and leases on Hydro corridor lands are considered a Category "A" and therefore, generally do not require any EA work; however, the purchase of Hydro corridor lands is considered a Category "B" EA, according to the Figure 2.2 Category Listing Matrix.

As stated previously, the EA must meet the 7 point analysis identified in the MEI/ORC's Class EA.

Issue #3: Consultation with ORC Stakeholders

MEI/ORC/Agency is required to circulate major stakeholders prior to land transfer, dispositions or easements, depending on the type of land to be impacted and it is possible under the MEI Class EA Process to defer to an alternative EA, if the client ministry or agency's EA circulates the appropriate stakeholder. One major stakeholder to contact is the MNR. Often the MNR is not a significant contributor to the MEA process; however, they are in ORC's Class EA, as the MNR has a greater interest in our projects (being another government agency). This is where confusion lies between a Municipal Class EA and ORC's Class EA. Because of MNR's significant role in our EA, especially where there are significant natural features, we need to ensure that these comments are addressed. It would create potential future problems, with the MNR, if we choose to ignore these concerns, especially when they could be quite reasonable. As such, a "no response" is not sufficient for ORC. ORC will require a letter indicating the MNR is choosing to decline and documentation of consultation with the stakeholder is required.

Issue #4: Phase I Environmental Site Assessment and Stage I/II Archaeological Assessments/Cultural Heritage Assessments

Depending on the type of realty activity to be completed, there is potential, based on the MEI Class EA Process, that a Phase I/II Environmental Site Assessment (ESA), Stage I/II Archaeological Assessment or Cultural Heritage Assessment may be required. The Phase I ESA must be, within CSA standards and reliance must be extended to the ORC. Please note that although a Phase I ESA was not completed for ORC managed lands, the deferral to the EA is still possible; however, the Phase I ESA must still be completed prior to disposition or granting of the easements according to the standards indicated.

Issue #5: Ability to defer

The ability to defer to an alternative EA is determined if the EA meets MEI's Class EA seven point analysis. The identification of the MEI realty undertaking and sufficient consultation must be adequately documented. When the EA has been reviewed by ORC staff, and approval to defer has been granted, then the proponent will be required to complete and sign a deferral sheet acknowledging that the EA meets ORC's/MEI's Class EA requirements.

Concluding Remarks

If the proposed undertaking has a potential to cause impacts to MEI-owned property, it also has the potential to cause net negative environmental effects. Our comments are intended to ensure that outstanding issues of environmental, socio-economic and cultural heritage concerns related to this property, as well as complying with all regulations, will be appropriately addressed prior to the commencement of this undertaking. ORC looks forward to continuing communication regarding this project and we look forward to the opportunity to comment on the Draft EA.

Please note that in addition to the above requirements, and depending on the type of agreement, ORC may also be required to circulate First Nations regarding the undertaking. Should First Nations consultation be a requirement of your EA, I recommend you contact ORC for further details regarding this subject.

Please contact the undersigned at your earliest convenience to incorporate the above requirements into the Environmental Project Report.

Regards,



Lisa Myslicki
Environmental Coordinator
Ontario Realty Corporation - Professional Services
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@ontariorealty.ca

RECORD OF CORRESPONDENCE

- 1. GO Transit**
- 2. Ministry of Culture**
- 3. Credit Valley Conservation Authority**
- 4. Ministry of Transportation**
- 5. Oxford Properties**
- 6. 4310 Sherwoodtowne Boulevard**
- 7. Telus Communications**
- 8. Allstream**
- 9. Cogeco**
- 10. General Public**

GO Transit

Willy Ing

From: Scott W Anderson
Sent: 2010/03/19 2:12 PM
To: Willy Ing; Geoff Wright; Shea, Andrew; Andrea McLeod
Subject: FW: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

This just received....

Scott.

From: Malcolm Mackay [mailto:Malcolm.Mackay@gotransit.com]
Sent: 2010/03/19 2:05 PM
To: Scott W Anderson
Cc: Jeff Bateman; Stephanie Davies; Cary DeVries
Subject: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

Good Afternoon,

Thank you for giving us the opportunity to comment on the proposed Rathburn Road Transit Priority Measures. We appreciate being able to provide input and ensure our operations continue to function smoothly and efficiently through the Mississauga City Centre.

With the completion of the Mississauga BRT, GO Transit buses will be following one of two possible routings:

GROUP 1: trips between points west and Kipling Station or the Highway 401 Corridor. These trips will travel along both the BRT West and BRT east segments (i.e., from Winston Churchill Station or Erin Mills Station to Renforth (Commerce) Station); or

GROUP 2: trips between points west and Bramalea and York Region. These trips will use the BRT West and Highways 403/410 east of Mississauga City Centre.

At the intersection of **Rathburn Rd/BRT East**, it is not indicated whether this intersection will be signalized, though the EA Addendum for the BRT East suggests that there will be signals at this location.

- Under the signalized scenario - the conceptual design should include and the analysis should factor for upstream transit vehicle detection for the east-to-north left-turn as well as the south-to-west right-turn and the signal timing should be done in a manner that maximizes the opportunity for transit vehicles to turn thereby minimizing delay.

At the intersection of **Rathburn Rd/City Centre Drive**:

- Given the use of farside stops at this intersection, consideration should be given to the use of lag-lefts for Rathburn Road in conjunction with green extensions. Lag-lefts would ensure that buses waiting at the intersection through the east-west red phase would have priority over left-turns and reduce the bus/passenger delays for the transitway. Green extensions would increase the probability that vehicles approaching the intersection during the east-west green phase, or waiting for the farside platform to clear, would be able to complete the movement without having to wait until the next regular east-west green phase.
- If forced into the shoulder lane for the entire trip on Rathburn, eastbound GO Buses in **Group 2** may be unduly delayed by traffic congestion. It may be desirable to have these buses merge from the median right-of-way into the mixed traffic lanes east of this intersection to access the ramps at Hurontario Street. The movement should not be precluded in the detailed design. If buses do move from the centre lane out to the ramp at this point, northbound right-turn on reds on City Centre Drive would likely need to be prohibited for safety reasons, which could also have an impact on the overall intersection analysis and operation.
- To avoid congestion on Rathburn Road west of City Centre Drive, **Group 2** GO buses arriving at this intersection from Hurontario Street via the bus-only ramp should have access to the median right-of-way. This would require a protected bus-only phase for this movement. It was unclear if this option will be available or how it would be implemented to minimize bus delays. It should be noted that having all buses in the right-of-way west of City

Centre Drive, as opposed to split between the right-of-way and the curb lane, eliminates inherent competition for right-turn green time at Station Gate Road.

At the intersection of **Rathburn Rd/Station Gate Rd**:

- Under the proposed plan, GO Buses could be in the median right-of-way at this intersection. They would thus have to turn from the median right-of-way to Station Gate Road. The final roadway geometry should ensure this right-turn can be made by GO Buses and that the signal phasing allows this movement in a protected phase.
- The intersection analysis should consider the magnitude and variability of delay to transit vehicles for routes - both GO Bus routes that would need to wait for a protected right-turn phase onto Station Gate Road, and Mississauga Transit vehicles that might be delayed behind a waiting GO Bus.
- If GO Buses operate in the median right-of-way on Rathburn Road, it may be more beneficial to move the right-turn lane for westbound traffic at Station Gate Road from the general purpose lanes to the bus-only right-of-way to decrease delays at the intersection. This would leave a through-right westbound general purpose lane at the intersection.
- There is potential for bus driver confusion and collision under the proposed operating concept. The west-to-north right turn from the curb lane will need to be posted "No Right on Red" due to the potential conflict with buses making the right-turn from the median right-of-way. Additionally though, bus drivers in the right-turn lane (if they cannot access the median right-of-way upstream) will need to be aware that the transit signal heads for the median right-of-way do not apply to them. Careful consideration should be given to the signal head placement and signage at this intersection to ensure that this confusion does not occur.
- The detailed analysis should include the proposed operating plan for this intersection. In particular, given that there will be farside stops and no by-pass lane in the right-of-way, it will be imperative to ensure a short signal cycle length. This will allow more opportunity to reduce the delays from south to westbound buses that have to miss a phase due to local transit passenger service time and the on-line platform.

General Comments:

- It is not specified what pavement markings, curbs or other measures might be used on all sections of transit-only roadway in order to mitigate violation by the traveling public. If the intention is that there will be no physical barrier (such as curbs etc.) between the transit lanes and the general purpose lanes, consideration should be given to implementing coloured transit lanes. TAC recently carried out a study and there are now guidelines for this type of application in the MUTCDC. The knowledge base document for this study found that a number of other jurisdictions have substantially reduced the incidence of transit lane violation by colouring the lanes. As such, this type of application should be considered for this project.

From: Andrea McLeod [mailto:Andrea.McLeod@mississauga.ca] **On Behalf Of** Scott W Anderson

Sent: March 5, 2010 1:48 PM

To: Andy Harvey; Anne Farrell; bkilbride@blink.ca; Diana Rusnov; edgar.henriquez@rci.rogers.com; Gino Nucifora; jamie.delaney@enbridge.com; julie.pryce@cogecodata.com; karen.cramer@peelregion.ca; Maria Da Silva; Mark Warrack; martin.pendlebury@peelregion.ca; Matthew Williams; moc.bell@bell.ca; peter.rutkowski@mtsallstream.com; pucc.circulations.gt@bell.ca; rmacasaet@enersource.com; Ron Kremer; Stan Pocock; Sunil Kanamala; telusutilitymarkups@plantec.com; Wayne Nishihama

Cc: Scott W Anderson; Willy Ing; Geoff Wright; 'Zappone, Lorna (ENE)'; Stephanie Davies; Muiyiwa Adebayo; Shea, Andrew

Subject: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

Good Afternoon,

Further to the Notice of Study Commencement that was published in the Mississauga News in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find below, the link to the draft copy of the Environmental Project Report (EPR) for the Rathburn Road Transit Priority Measures Project.

<http://www.mississauga.ca/portal/residents/rathburnroadtransitpriorityproject>

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the draft document and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

If you have no concerns with the project, or if your concerns have been addressed in the draft document, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
BRT Senior Project Manager
905-615-3200, ext. 4399

Ministry of Culture

Ministry of Tourism and Culture

Culture Programs Unit
Programs and Services Branch
400 University Avenue, 4th floor
Toronto, ON, M7A 2R9
Telephone: 416-212-8003
Facsimile: 416-314-7175
Email : Norbert.Stanchly@ontario.ca

Ministère du Tourisme et de la Culture

Unité des programmes culturels
Direction des programmes et des services
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Télécopieur: 416-314-7175
Email : Norbert.Stanchly@ontario.ca



March 26, 2010

Mr. Philip Woodley
New Directions Archaeology Ltd.
55 Valmont Street
Ancaster, Ontario
L9G 4Z4

RE: Review and Acceptance into the Provincial Register of Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment of Rathburn Road, from Duke of York Boulevard to Shipp Drive, City of Mississauga", Report Addendum Dated March 24, 2010, Report Addendum Received March 15, 2010, MCL Project Information Form Number P018-300-2010, MCL RIMS Number 21RD109

Dear Mr. Woodley:

This office has reviewed the above-mentioned report, which has been submitted to this Ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review is to ensure that the licensed professional consultant archaeologist has met the terms and conditions of their archaeological licence, that archaeological sites have been identified and documented according to the 1993 technical guidelines set by the Ministry and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario.

As the result of our review, this Ministry accepts the above titled report into the Provincial register of archaeological reports. The report indicates that the subject property has low archaeological potential and, consequently, a Stage 2 assessment is not required. This Ministry concurs with this recommendation.

Given the above, this Ministry is satisfied that concerns for archaeological sites have been met for the area of this development project as depicted by Figure 1 of the above titled report addendum.

Should you require further information, please do not hesitate to contact me.

Sincerely,

Norbert Stanchly
Archaeology Review Officer

cc. Archaeological Licensing Office
McCormick Rankin Corporation
Mark Warrack, Heritage Co-ordinator, City of Mississauga

Shea, Andrew

From: Shea, Andrew
Sent: February 10, 2010 9:20 AM
To: 'Phil Woodley'
Cc: Schijns, Steve
Subject: RE: Rathburn Road Study

Hi Phil,

Thanks for the quick response.

Could you give them a shout and just let them know that we will be filing the final report shortly and would like to incorporate any of their comments in the final report?

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

From: Phil Woodley [mailto:pwoodley@execulink.com]
Sent: February 10, 2010 9:17 AM
To: Shea, Andrew
Subject: RE: Rathburn Road Study

Hi Andrew,

No, I haven't heard anything from them. It often takes over a year to receive a response, so I would be surprised to see it anytime soon. If you like, I can call and ask when a response might be available.

Phil

Philip Woodley
President
New Directions Archaeology Ltd.
55 Valmont Street
Ancaster, Ontario
L9G 4Z4
(905) 304-6893
fax (905) 304-6891

From: Shea, Andrew [mailto:AShea@mrc.ca]
Sent: February 10, 2010 8:18 AM
To: Phil Woodley
Cc: Turvey, Dale; Schijns, Steve
Subject: RE: Rathburn Road Study

Hi Phil,

I'm just following up on the Rathburn Road BRT project. Have you received any feedback from the Ministry of Culture on the Stage 1 Archaeological Report?

We will be finalizing the draft Project Report in the next two weeks and would like to include/address any comments from the MCL.

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

From: Phil Woodley [mailto:pwoodley@execulink.com]
Sent: December 15, 2009 1:13 PM
To: Shea, Andrew
Cc: Turvey, Dale
Subject: RE: Rathburn Road Study

Hi Andrew,

I will send it to them directly. How many copies of the report would you like?

Can I send the invoice to you as a pdf, or would you like me to mail a hard copy?

Phil

From: Shea, Andrew [mailto:AShea@mrc.ca]
Sent: December 15, 2009 1:09 PM
To: Phil Woodley
Cc: Turvey, Dale
Subject: FW: Rathburn Road Study

Hi Phil,

We've received approval from the City to forward the Stage 1 Archaeological Assessment Report for the Rathburn Road BRT Project to the Ministry of Culture for their review.

Are you able to forward it to the Ministry or should we?

FYI, per MOE direction, our contact at the Ministry of Culture for the Transit Project Assessment Process (Ontario's new transit-specific EA process) is:

Ms. Penny Yonge, Heritage Planner Cultural Services Unit Programs and Services Branch Ministry of Culture 400 University Ave., 4th Floor Toronto ON M7A 2R9	T: (416) 212-4019 F: (416) 212-1802 Penny.young@ontario.ca
--	--

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

From: Willy Ing [mailto:Willy.Ing@mississauga.ca]
Sent: December 15, 2009 12:19 PM
To: Shea, Andrew
Cc: Turvey, Dale; Geoff Wright; Scott W Anderson
Subject: RE: Rathburn Road Study

Hi Andrew,

We have no comments as the draft looks good. Please forward to the Ministry of Culture.

Willy

From: Shea, Andrew [mailto:AShea@mrc.ca]
Sent: 2009/12/14 4:37 PM
To: Willy Ing; Geoff Wright; Scott W Anderson
Cc: Turvey, Dale
Subject: RE: Rathburn Road Study

All,

Further to our earlier e-mail, we would like to send a copy of the draft Stage 1 Archaeological Assessment Report (attached) to the Ministry of Culture to initiate their review of the assessment.

Given that they have now been informed of the study via the Notice of Study Commencement, it seems like an appropriate time to distribute the draft report for their review/comment. Do you have any comments on the draft report or concerns with us sending the document to MCL?

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

From: Shea, Andrew
Sent: November 25, 2009 2:41 PM
To: 'Willy Ing'; Geoff Wright; Scott W Anderson
Cc: Turvey, Dale
Subject: FW: Rathburn Road Study

Geoff/Willy/Scott,

In preparation for the Transit Project Assessment Process, we had asked Phil Woodley to conduct a Stage 1 archaeological assessment to confirm the assumption that we would not be disrupting any heritage archaeological resources in the study area (particularly at Cooksville Creek).

Attached is the draft report for your review.

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

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Checked by AVG - www.avg.com
Version: 8.5.435 / Virus Database: 271.1.1/2677 - Release Date: 02/09/10 07:35:00

Willy Ing

From: Scott W Anderson
Sent: 2010/03/16 11:43 AM
To: Willy Ing; Andrea McLeod
Subject: FW: City of Mississauga Rathburn Road Transit Priority Measures Project

Fyi....

From: Dayal, Ragini (MCL) [mailto:Ragini.Dayal@ontario.ca]
Sent: 2010/03/16 11:31 AM
To: Scott W Anderson
Subject: City of Mississauga Rathburn Road Transit Priority Measures Project

Scott,
Your letter accompanying draft EPR is dated March 2, 2010 with a request for responses by March 19th. Unfortunately the document was sent to the wrong staff member at MTC and was redirected this week. As per your letter, I am notifying you that I will need until the end of this month to review and comment back to the Project Team.

Should you have any questions, please do not hesitate to contact me directly.

Regards.
Ragini

Ragini Dayal
Heritage Planner, Central West Area
Culture Services Unit
Programs and Services Branch

Ministry of Tourism and Culture
400 University Avenue, 4th Floor
Toronto, ON M7A 2R9
tel: 416-314-7131
ragini.dayal@ontario.ca

Credit Valley Conservation Authority

Shea, Andrew

From: Scott W Anderson [ScottW.Anderson@mississauga.ca]
Sent: April 1, 2010 8:17 AM
To: Marray, Liam
Cc: Willy Ing; Geoff Wright; Shea, Andrew
Subject: RE: Rathburn Road Transit Priority Measures Project

Hi Liam :

Thanks for your response:

The City is aware of the current spill potential at Rathburn Road, and, the proposed ramp configuration, should in fact reduce future impacts.

We will work with you to determine what, in addition to Stormceptors, may be of help, and are aware that CVC permit will be required.

Again, thank you for responding .

Scott Anderson, P.Eng.
(905) 615-3200 x-4399.

From: Marray, Liam [mailto:LMarray@creditvalleyca.ca]
Sent: 2010/03/31 8:52 AM
To: Scott W Anderson
Cc: Shea, Andrew; Willy Ing; Geoff Wright
Subject: RE: Rathburn Road Transit Priority Measures Project

Scott

We have had internal discussions with respect to this project and request the following additions to the EPR.

1. There needs to be recognition in the main document that portions of Rathburn Road are within a spill area associated with Cooksville Creek. CVC recognizes that it may be beyond the scope of this project to eliminate the spill but the City needs to recognize the issue and that it will be addressed through the appropriate process.
2. CVC in general does not support the use of stormceptors as stand alone facilities to address water quality. The report should recommend that as part of detail design that other opportunities for water quality treatment be reviewed including LID.
3. That a permit will be required from CVC for works with the regulated area associated Cooksville Creek.

Please do not hesitate to contact me if you have any questions.

Liam Marray
Credit Valley Conservation
Senior Planner/Ecologist
1255 Old Derry Road West
Meadowvale, Ontario L5N 6R4
Tel: (905) 670-1615 Ext. 239
Fax: (905) 670-2210
Email: lmarray@creditvalleyca.ca

From: Scott W Anderson [mailto:ScottW.Anderson@mississauga.ca]
Sent: March 29, 2010 12:31 PM
To: Marray, Liam
Cc: Shea, Andrew; Willy Ing; Geoff Wright
Subject: RE: Rathburn Road Transit Priority Measures Project

Hi Liam :

Of note, we are having a teleconference with MOE this Wednesday March 31 and intending to file the EPR for Rathburn Road Transit Priority Measures Project, on April 8, 2010.

We trust your concerns have been addressed through the peer review recently undertaken for the BRT East project, but would be pleased to meet with you, upon your review, if requested.

Thanks,

Scott Anderson, P.Eng.
Transportation and Works Dep't.
201 City Centre Drive, Suite 800
Mississauga , On
L5B 2T4

From: Marray, Liam [mailto:LMarray@creditvalleyca.ca]
Sent: 2010/03/29 9:05 AM
To: Shea, Andrew; Ul Haq, Rizwan
Cc: Willy Ing; Scott W Anderson; Geoff Wright; Lim, Peter; Bowers, Scott
Subject: RE: Rathburn Road Transit Priority Measures Project

Andrew

Sorry for the delay in responding. The draft report is presently under review. Based upon my preliminary review the primary concerns relate to the spill from Cooksville Creek onto Rathburn Road and stormwater management.

A meeting is probably the best way to address these items. If you have any questions do not hesitate to contact me.

Liam Marray
Credit Valley Conservation
Senior Planner/Ecologist
1255 Old Derry Road West
Meadowvale, Ontario L5N 6R4
Tel: (905) 670-1615 Ext. 239
Fax: (905) 670-2210
Email: lmarray@creditvalleyca.ca

From: Shea, Andrew [mailto:AShea@mrc.ca]
Sent: February 24, 2010 1:41 PM
To: Marray, Liam
Cc: Willy Ing; Scott W Anderson; Geoff Wright; Lim, Peter; Bowers, Scott
Subject: RE: Rathburn Road Transit Priority Measures Project

Mr. Marray,

I am just following up with you regarding your review of the material provided in the e-mail below. Have you had a chance to review the material?

We would like to arrange for a meeting to discuss any comments/concerns that the Credit Valley Conservation Authority may have with the transit project and impact assessment. Are you available next week to meet and discuss the project?

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

From: Shea, Andrew
Sent: February 10, 2010 4:49 PM
To: Marray, Liam
Cc: Schijns, Steve; 'Willy Ing'; 'Scott W Anderson'; Geoff Wright; Turvey, Dale; Lim, Peter; Kroess, Veronica
Subject: Rathburn Road Transit Priority Measures Project

Mr. Marray,

Further to the Notice of Study Commencement for the above-noted project (copy attached), distributed to you in our letter of December 8th, 2009, we would like to provide the Credit Valley Conservation Authority with an opportunity to review the proposed design and impact assessment as it relates to the natural environment.

The final Environmental Project Report (EPR) for the project will be circulated for formal review, targeted for March, 2010. However, given the limited time available under the Transit Project Assessment Process (TPAP), we are circulating preliminary documentation on the impacts and proposed mitigation measures for your early review/comment in order for them to be incorporated into the final EPR. We would appreciate your timely response on the attached material.

Attached you will find the following documents for your review/comment:

- Notice of Study Commencement (December 9th, 2009)
- Memorandum: Rathburn Road Transit Priority Measures Transit Project Assessment Process - Information Package (February 8th, 2010)
- Memorandum: City Centre BRT Tree Inventory (November 11th, 2009)
- Technical Memorandum: Drainage and SWM, City Centre BRT (February 9th, 2010)

If you have any questions or wish to discuss further, please feel free to contact either myself or Steve Schijns at 908-823-8500 x1268.

Regards,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

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Shea, Andrew

From: Shea, Andrew
Sent: February 10, 2010 4:49 PM
To: Marray, Liam
Cc: Schijns, Steve; 'Willy Ing'; 'Scott W Anderson'; Geoff Wright; Turvey, Dale; Lim, Peter; Kroess, Veronica
Subject: Rathburn Road Transit Priority Measures Project
Attachments: 7644-BRT Technical_Memo - ssASrev Feb08-10_2_.doc.pdf; Rathburn Road Transit Priority Measures Project Dec 2 2009.pdf; 10-7644_trm_BRT East EA_10nov09.doc.pdf; 7644as - Info Package for CVC - Feb08-10.doc.pdf

Mr. Marray,

Further to the Notice of Study Commencement for the above-noted project (copy attached), distributed to you in our letter of December 8th, 2009, we would like to provide the Credit Valley Conservation Authority with an opportunity to review the proposed design and impact assessment as it relates to the natural environment.

The final Environmental Project Report (EPR) for the project will be circulated for formal review, targeted for March, 2010. However, given the limited time available under the Transit Project Assessment Process (TPAP), we are circulating preliminary documentation on the impacts and proposed mitigation measures for your early review/comment in order for them to be incorporated into the final EPR. We would appreciate your timely response on the attached material.

Attached you will find the following documents for your review/comment:

- Notice of Study Commencement (December 9th, 2009)
- Memorandum: Rathburn Road Transit Priority Measures Transit Project Assessment Process - Information Package (February 8th, 2010)
- Memorandum: City Centre BRT Tree Inventory (November 11th, 2009)
- Technical Memorandum: Drainage and SWM, City Centre BRT (February 9th, 2010)

If you have any questions or wish to discuss further, please feel free to contact either myself or Steve Schijns at 908-823-8500 x1268.

Regards,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

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E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO

TO: Liam Marray, Credit Valley Conservation Authority
FROM: Andrew Shea
DATE: February 8th, 2010
COPIES: Geoff Wright, City of Mississauga
Scott Anderson, City of Mississauga
Willy Ing, City of Mississauga
Stephen Schijns, McCormick Rankin Corporation
OUR FILE: 7644
SUBJECT: Rathburn Road Transit Priority Measures
Transit Project Assessment Process

W:\7k\7644 Mississauga - City Ctr BRT Prelim. Design\7644.800 Transit\7644.803 Consultation\Info Package\7644as - Info Package for Stakeholders - Feb08-10.doc

This Memorandum is being circulated to members of the Environmental Assessment Government Review Team on behalf of the City of Mississauga, to obtain input on the design, assessment, potential for impacts, and mitigation measures associated with the proposed Rathburn Road Transit Priority Measures project.

The final Environmental Project Report (EPR) will be circulated for formal review, targeted for March, 2010. However, given the limited time available under the Transit Project Assessment Process (TPAP), we are circulating preliminary documentation on the impacts and proposed mitigation measures for your early review/comment in order for them to be incorporated into the final EPR. Attached to this memorandum is material relevant to the recipient for their review/comment. We would appreciate your timely response on the above-noted material.

BACKGROUND

Infrastructure Canada, in the 2009 budget, has established a new \$4 billion fund to enable rehabilitation and construction projects that can be completed (substantially) prior to March 2011, in order to support the Government of Canada's Economic Action Plan. The Plan is intended to stimulate the Canadian economy during the current economic recession. The program included funding for the City of Mississauga to apply towards the implementation of transit priority measures on Rathburn Road in the Mississauga City Centre.

On December 8th, 2009, following substantial completion of the preliminary design for the project, the City of Mississauga initiated the TPAP for the Rathburn Road Transit Priority Measures Project. Results from the conceptual planning, preliminary

Memo To: Credit Valley Conservation Authority
Date: February 8th, 2010

Page 2

consultation, and preliminary design served as the basis that defined the Transit Project.

PROJECT RATIONALE

The City of Mississauga's Bus Rapid Transit (BRT) Project is currently undergoing detailed design, and construction is expected to begin in Spring 2010. The plan is illustrated in **Figure 1**. Phase 1 of the project includes the following major elements:

- Winston Churchill Boulevard – Erin Mills Parkway
- Highway 403 Bus Bypass Shoulders (BBS) (existing)
- Hurontario Street – Renforth Drive

The undertaking was approved through an Individual EA in 1993, and subsequent modifications to the plan were approved through an Addendum to the EA in 2004. Funding for Phase 1 of the project was announced in 2007. The schedule for completion for Phase 1 of the project is 2013. The approved and funded section of the BRT addresses the priority segments however a gap is left in the BRT system in the City Centre area. A significant investment would be required to complete the BRT facility along Rathburn Road within the City Centre as envisioned in the Environmental Assessment study.

In addition, the future land use and urban design concept for the City Centre area is currently under review. The results of the planning studies are expected to be available within the next 24 months. The City is also currently examining the introduction of rapid transit within the Hurontario Street corridor. The integration of the Highway 403/Eglinton BRT facility with the future Hurontario rapid transit operations is part of that EA investigation, scheduled for completion in 2010.

While these studies regarding the future type, magnitude and distribution of development and north-south rapid transit facilities will be complete within the next 24 months, material changes in the City Centre area are not expected for perhaps 10 – 15 years. In the interim, the City recognizes that it would be desirable to enhance the investment in the BRT project through relatively modest transit priority initiatives to improve the reliability and speed of transit operations through the City Centre area.

The Study Area for this project therefore focuses on the section of Rathburn Road that connects the existing City Centre Transit Terminal to the proposed BRT East intersection immediately east of the Hurontario Street crossing. The Study Area is illustrated in **Figure 2**.

STUDY PROCESS - Ontario Regulation 231/08

The Rathburn Road Transit Priority Measures Transit Project Assessment Process is following Ontario Regulation 231/08, Transit Projects and Greater Toronto

Memo To: Credit Valley Conservation Authority
Date: February 8th, 2010

Page 3

Transportation Authority Undertakings (2008). The environmental impact of this Transit Project is being assessed in accordance with the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08.

DESCRIPTION OF THE TRANSIT PROJECT

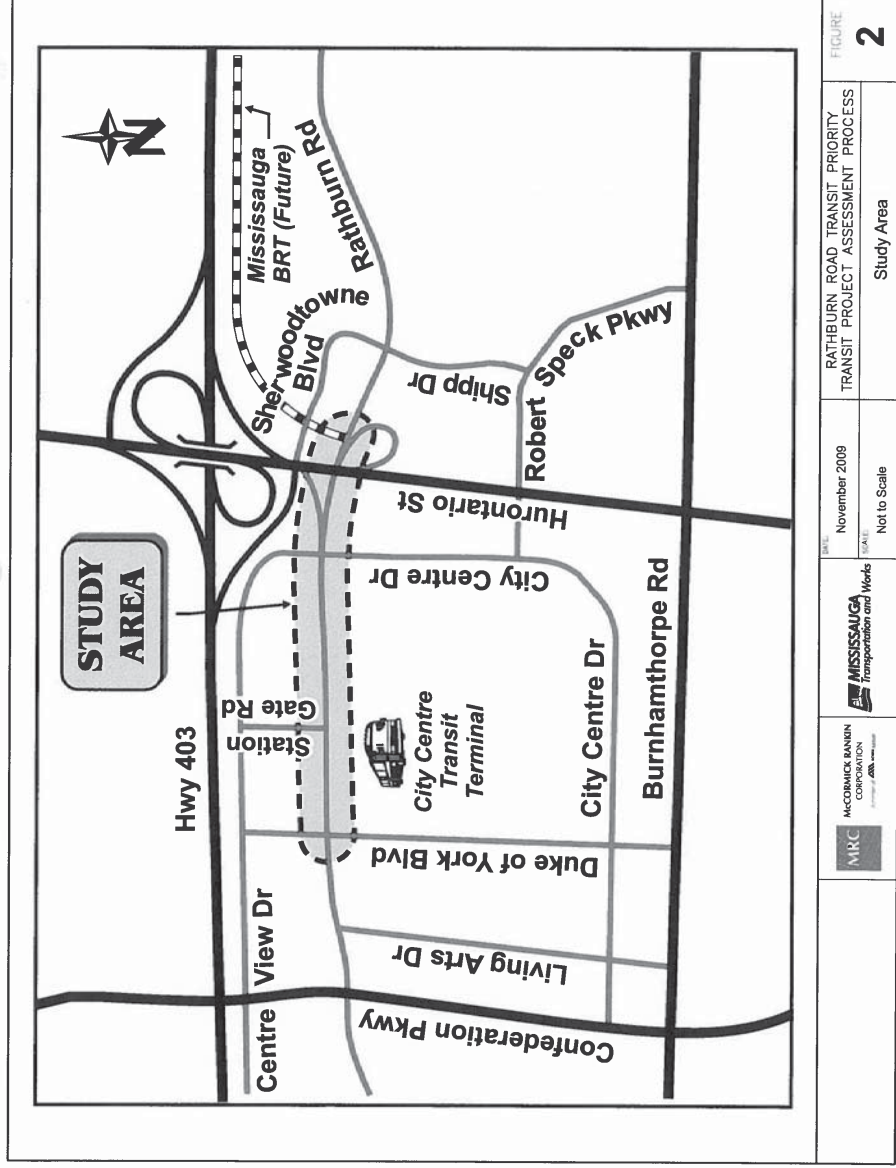
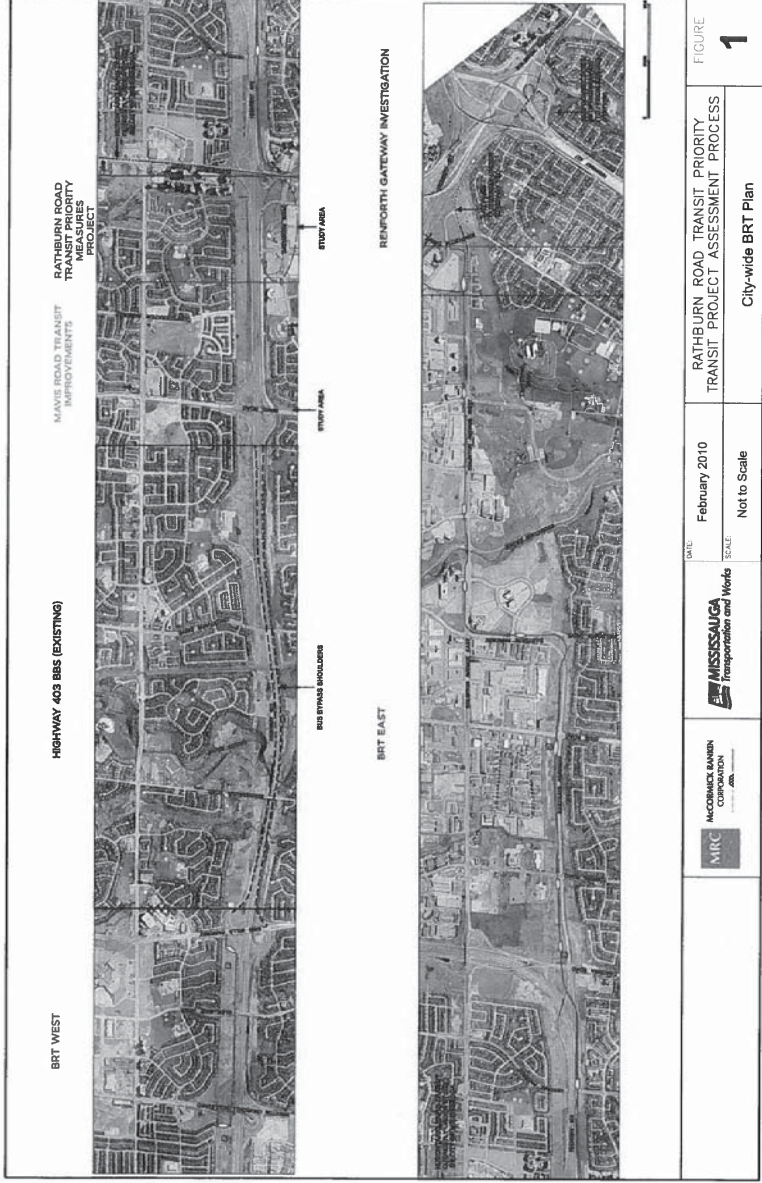
The preferred design is to convert two of the existing four general purpose lanes on Rathburn Road to median Reserved Bus Lanes (RBLs) in the study area. This would remove the BRT vehicles from the general traffic stream and provide a direct connection between the City Centre Transit Terminal and the BRT facility east of Hurontario Street. Eastbound GO Transit buses would operate in the median RBLs. However, westbound GO Transit services would likely operate in the curb lane between the BRT connection and Station Gate Road.

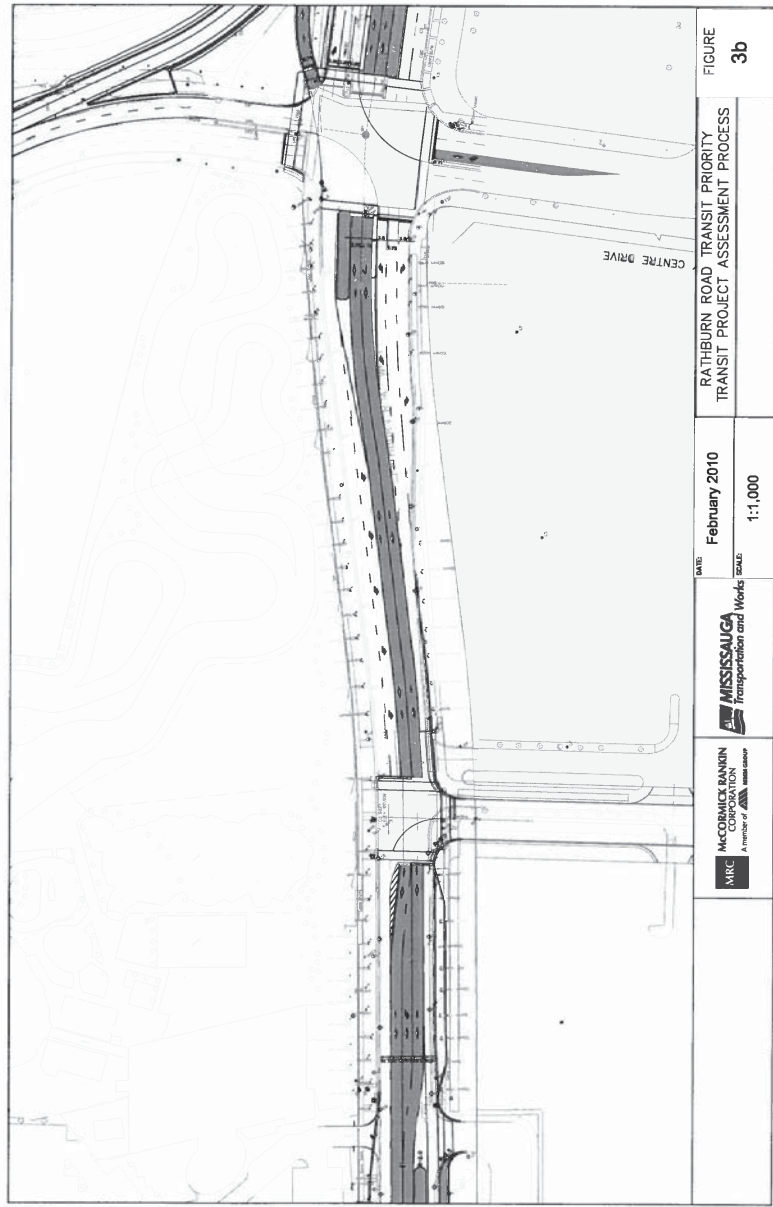
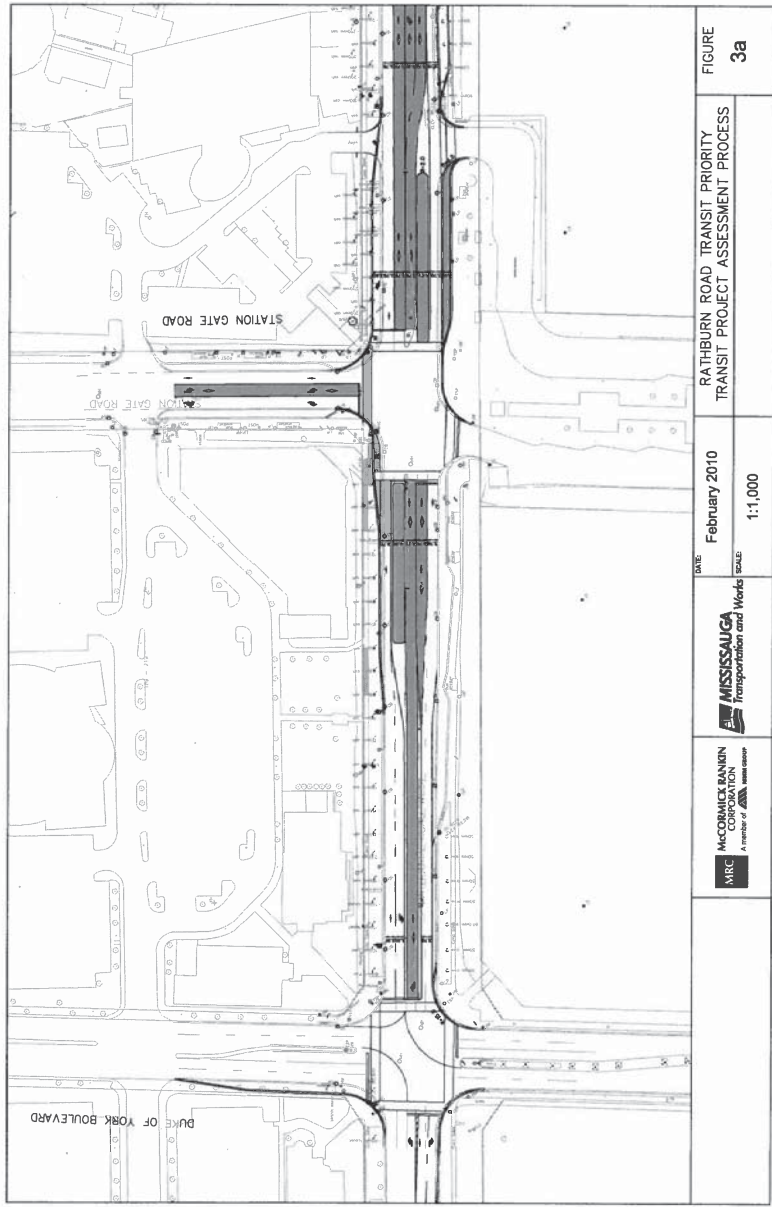
To facilitate westbound GO Transit access to Station Gate Road, a right-turn lane would be implemented on the eastern approach to Station Gate Road. Station Gate Road, south of the Playdium/Chapters access, would be restricted to right-in/right-out operations for general traffic. Transit services would be able to turn left to and from Station Gate Road at the Rathburn Road intersection.

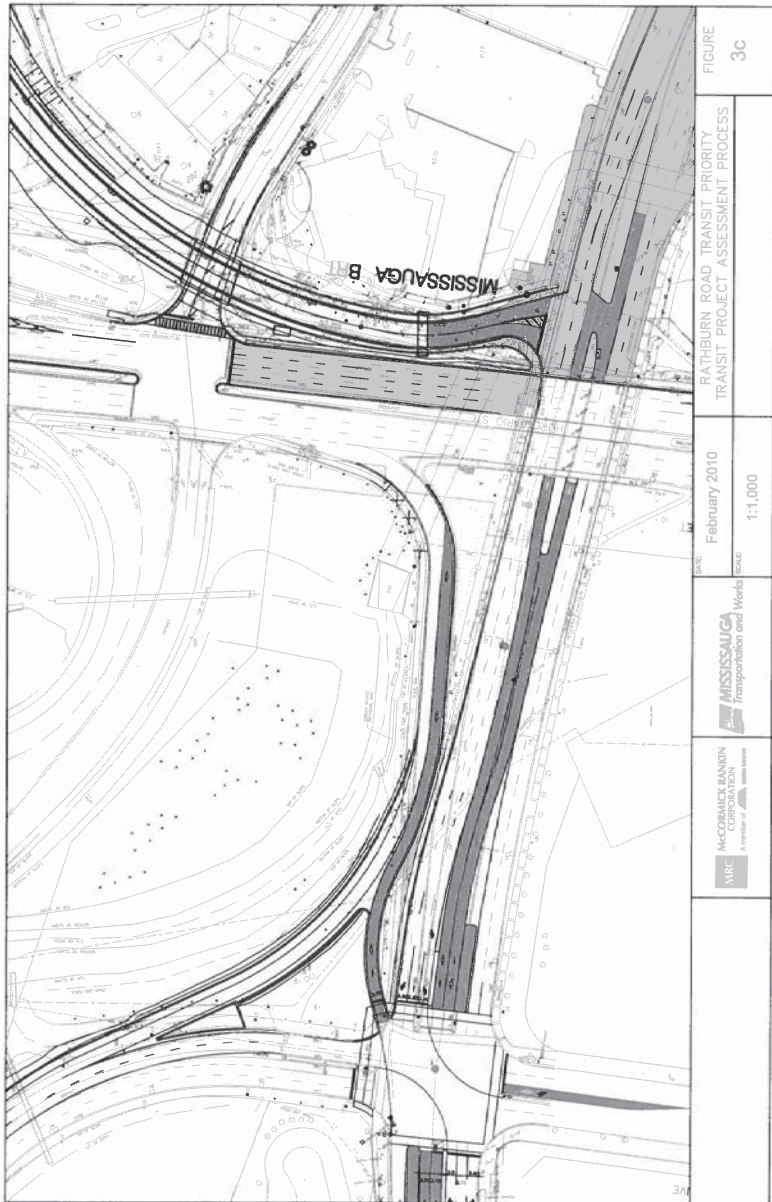
Access to adjacent development would remain relatively unchanged. Along Rathburn Road, the access to the Square One Shopping Centre east of Station Gate Road would be maintained as an all-moves signalized intersection. Existing accesses to the Chapters and Playdium developments from Station Gate Road would remain; however, the Playdium access from Rathburn Road would be restricted to right-in/right-out operation to prevent potential conflicts between general traffic and median bus operations.

The existing City Centre Transit Terminal incorporates bus bays on Rathburn Road. These curbside bus bays would be maintained and supplementary capacity could be provided by implementing additional curbside bus bays east of the City Centre Transit Terminal on Rathburn Road. The City Centre Terminal itself would not be modified. Two bus platforms would be provided adjacent to the median RBLs at the Rathburn Road/Station Gate Road intersection, each accommodating two buses. However, due to the limited right-of-way at the station there exists little opportunity to implement provisions for express buses to pass stopping buses at the station. Pedestrians would access these median platforms at the adjacent signalized intersection.

The functional plan of the preferred design concept is illustrated in **Figures 3a-c** (attached).







Shea, Andrew

From: Shea, Andrew
Sent: February 24, 2010 1:41 PM
To: 'Murray, Liam'
Cc: 'Willy Ing'; 'Scott W Anderson'; 'Geoff Wright'; Lim, Peter; Bowers, Scott
Subject: RE: Rathburn Road Transit Priority Measures Project

Mr. Murray,

I am just following up with you regarding your review of the material provided in the e-mail below. Have you had a chance to review the material?

We would like to arrange for a meeting to discuss any comments/concerns that the Credit Valley Conservation Authority may have with the transit project and impact assessment. Are you available next week to meet and discuss the project?

Thanks,
 Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation
 2655 North Sheridan Way | Mississauga, ON L5K 2P8
 P 905.823.8500 | F 905.823.8503 | www.mrc.ca

From: Shea, Andrew
Sent: February 10, 2010 4:49 PM
To: Murray, Liam
Cc: Schijns, Steve; 'Willy Ing'; 'Scott W Anderson'; Geoff Wright; Turvey, Dale; Lim, Peter; Kroess, Veronica
Subject: Rathburn Road Transit Priority Measures Project

Mr. Murray,

Further to the Notice of Study Commencement for the above-noted project (copy attached), distributed to you in our letter of December 8th, 2009, we would like to provide the Credit Valley Conservation Authority with an opportunity to review the proposed design and impact assessment as it relates to the natural environment.

The final Environmental Project Report (EPR) for the project will be circulated for formal review, targeted for March, 2010. However, given the limited time available under the Transit Project Assessment Process (TPAP), we are circulating preliminary documentation on the impacts and proposed mitigation measures for your early review/comment in order for them to be incorporated into the final EPR. We would appreciate your timely response on the attached material.

Attached you will find the following documents for your review/comment:

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- Technical Memorandum: Drainage and SWM, City Centre BRT (February 9th, 2010)

If you have any questions or wish to discuss further, please feel free to contact either myself or Steve Schijns at 908-823-8500 x1268.

Regards,
 Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

Ministry of Transportation

Shea, Andrew

From: Shea, Andrew
Sent: February 10, 2010 10:51 AM
To: 'Rebecca.Li@ontario.ca'
Cc: 'joseph.lai@ontario.ca'; Schijns, Steve; Turvey, Dale; 'Scott W Anderson'; Geoff Wright; Willy Ing
Subject: Rathburn Road Transit Priority Measures Project
Attachments: 7644as - Memo to MTO re Hurontario-Rathburn Ramp - Feb08-10.pdf

Hello Rebecca,

Please find attached a memorandum that provides an overview of the City of Mississauga's Rathburn Road Transit Priority Measures project, currently undergoing a Transit Project Assessment Process (under Ontario Regulation 231/08). The project is located in the Mississauga City Centre, and provides a transit priority link between the existing Mississauga City Centre Transit Terminal the proposed Mississauga BRT East, east of Hurontario Street.

Given that the Rathburn Road Transit Priority project includes works near, but not within, the Highway 403 / Hurontario Street interchange, we would like to confirm that these changes will not affect any of the Ministry's interests.

Further detail on the project and figures illustrating the preliminary plan is provided in the memorandum.

If you have any questions, please feel free to contact me.

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca



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Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO

TO: Rebecca Li, Ministry of Transportation
FROM: Andrew Shea
DATE: February 8th, 2010
COPIES: Joseph Lai, Ministry of Transportation
Geoff Wright, City of Mississauga
Scott Anderson, City of Mississauga
Willy Ing, City of Mississauga
Dale Turvey, McCormick Rankin Corporation
Stephen Schijns, McCormick Rankin Corporation
OUR FILE: 7644
SUBJECT: Rathburn Road Transit Priority Measures
Transit Project Assessment Process

W:\7k\7644 Mississauga - City Ctr BRT Prelim. Design\7644.800 Transit\7644.803 Consultation\Info Package\7644as - Info Package for Stakeholders - Feb08-10.doc

This Memorandum is being circulated to the Ministry of Transportation on behalf of the City of Mississauga, to obtain technical input on the design for the City's proposed Rathburn Road Transit Priority Measures project.

BACKGROUND

Infrastructure Canada, in the 2009 budget, has established a new \$4 billion fund to enable rehabilitation and construction projects that can be completed (substantially) prior to March 2011, in order to support the Government of Canada's Economic Action Plan. The Plan is intended to stimulate the Canadian economy during the current economic recession. The program included funding for the City of Mississauga to apply towards the implementation of transit priority measures on Rathburn Road in the Mississauga City Centre.

On December 8th, 2009, following substantial completion of the preliminary design for the project, the City of Mississauga initiated the TPAP for the Rathburn Road Transit Priority Measures Project. Results from the conceptual planning, preliminary consultation, and preliminary design served as the basis that defined the Transit Project.

PROJECT RATIONALE

The City of Mississauga's Bus Rapid Transit (BRT) Project is currently undergoing detailed design, and construction is expected to begin in Spring 2010. The plan is illustrated in **Figure 1**. Phase 1 of the project includes the following major elements:

- Winston Churchill Boulevard – Erin Mills Parkway;
- Highway 403 Bus Bypass Shoulders (BBS) (existing); and
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The undertaking was approved through an Individual EA in 1993, and subsequent modifications to the plan were approved through an Addendum to the EA in 2004. Funding for Phase 1 of the project was announced in 2007. The schedule for completion for Phase 1 of the project is 2013. The approved and funded section of the BRT addresses the priority segments however a gap is left in the BRT system in the City Centre area. A significant investment would be required to complete the BRT facility along Rathburn Road within the City Centre as envisioned in the Environmental Assessment study.

In addition, the future land use and urban design concept for the City Centre area is currently under review. The results of the planning studies are expected to be available within the next 24 months. The City is also currently examining the introduction of rapid transit within the Hurontario Street corridor. The integration of the Highway 403/Eglinton BRT facility with the future Hurontario rapid transit operations is part of that EA investigation scheduled for completion in 2010.

While these studies regarding the future type, magnitude and distribution of development and north-south rapid transit facilities will be complete within the next 24 months, material changes in the City Centre area are not expected for perhaps 10 – 15 years. In the interim, the City recognizes that it would be desirable to enhance the investment in the BRT project through relatively modest transit priority initiatives to improve the reliability and speed of transit operations through the City Centre area.

The Study Area for this project therefore focuses on the section of Rathburn Road that connects the existing City Centre Transit Terminal to the proposed BRT East intersection immediately east of the Hurontario Street crossing. The Study Area is illustrated in **Figure 2**.

STUDY PROCESS - Ontario Regulation 231/08

The Rathburn Road Transit Priority Measures Transit Project Assessment Process is following Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this Transit Project is being assessed in accordance with the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08.

DESCRIPTION OF THE TRANSIT PROJECT

The preferred design is to convert two of the existing four general purpose lanes on Rathburn Road to median Reserved Bus Lanes (RBLs) in the study area. This would remove the BRT vehicles from the general traffic stream and provide a direct connection between the City Centre Transit Terminal and the BRT facility east of Hurontario Street. Eastbound GO Transit buses would operate in the median RBLs. However, westbound GO Transit services would likely operate in the curb lane between the BRT connection and Station Gate Road.

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The functional plan of the preferred design concept is illustrated in **Figures 3a-c** (attached).

POTENTIAL FOR MINISTRY OF TRANSPORTATION INTEREST

From our review, it appears that the Ministry of Transportation may have an interest in the proposed realignment of the N-W ramp from Hurontario Street to Rathburn Road. While this ramp is not under the jurisdiction of the Ministry, it is situated within the vicinity of the Highway 403 / Hurontario Street interchange. It should be noted that no changes are proposed on Ministry of Transportation lands. The proposed ramp realignment is shown in detail in **Figure 3c** (attached).

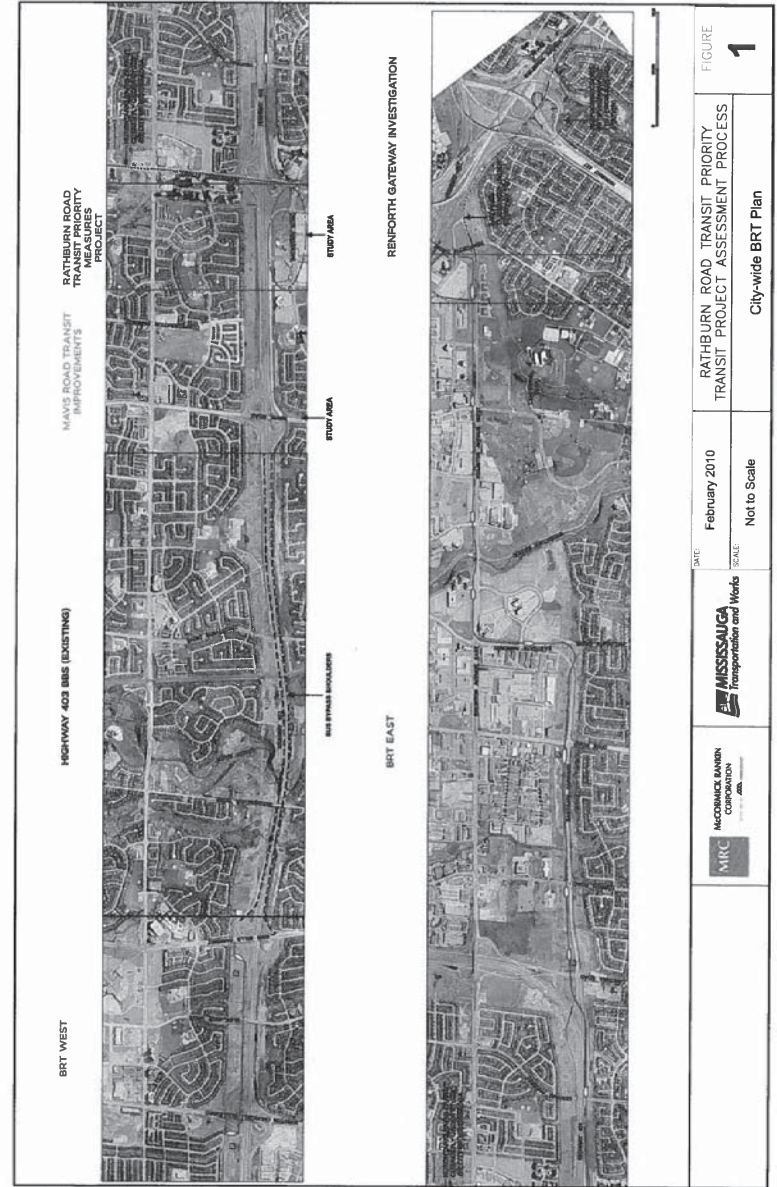
Memo To: Rebecca Li
Date: February 8th, 2010

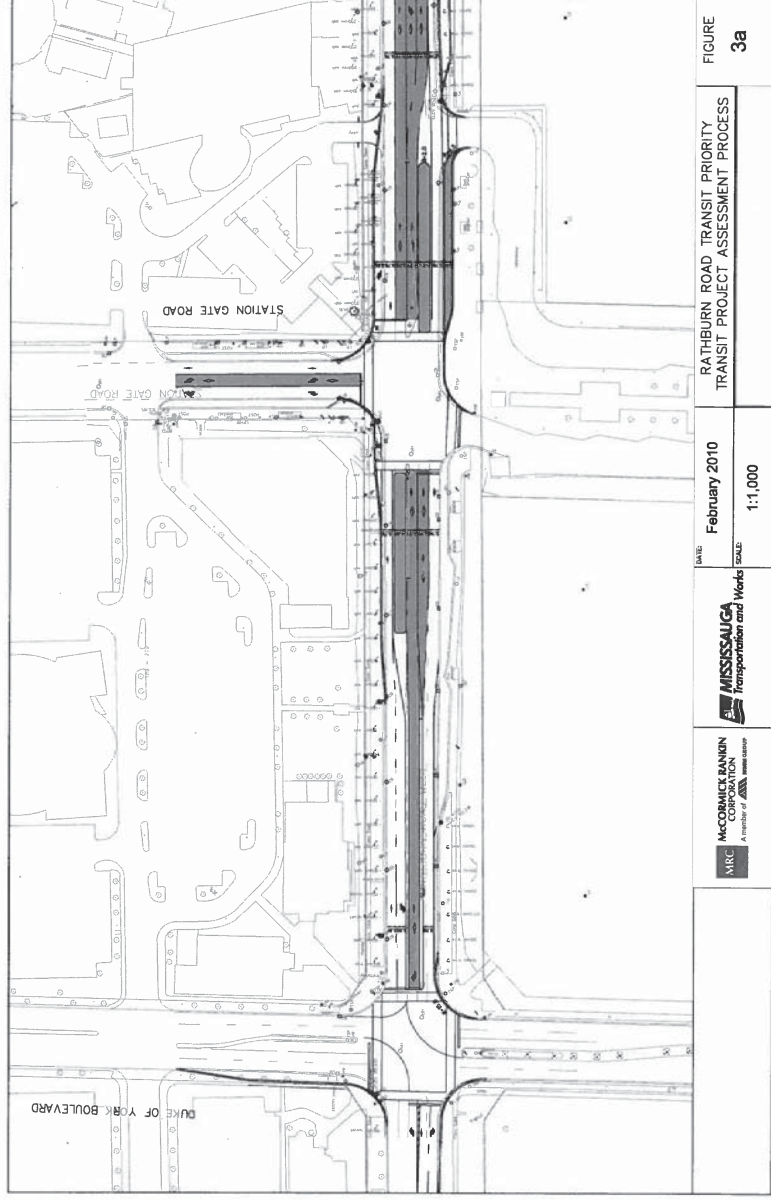
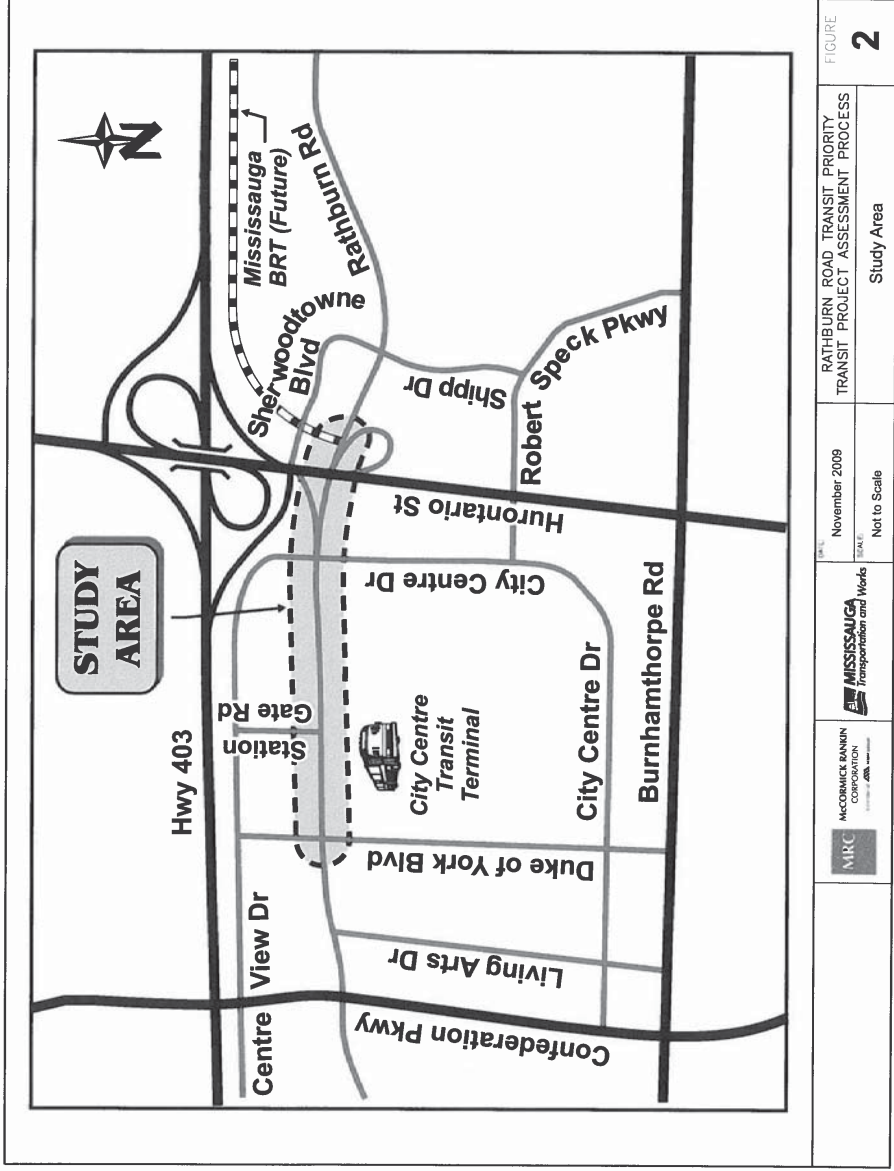
If there are any other potential issues that the Ministry would like to raise with regard to the proposed Transit Project, please let us know.

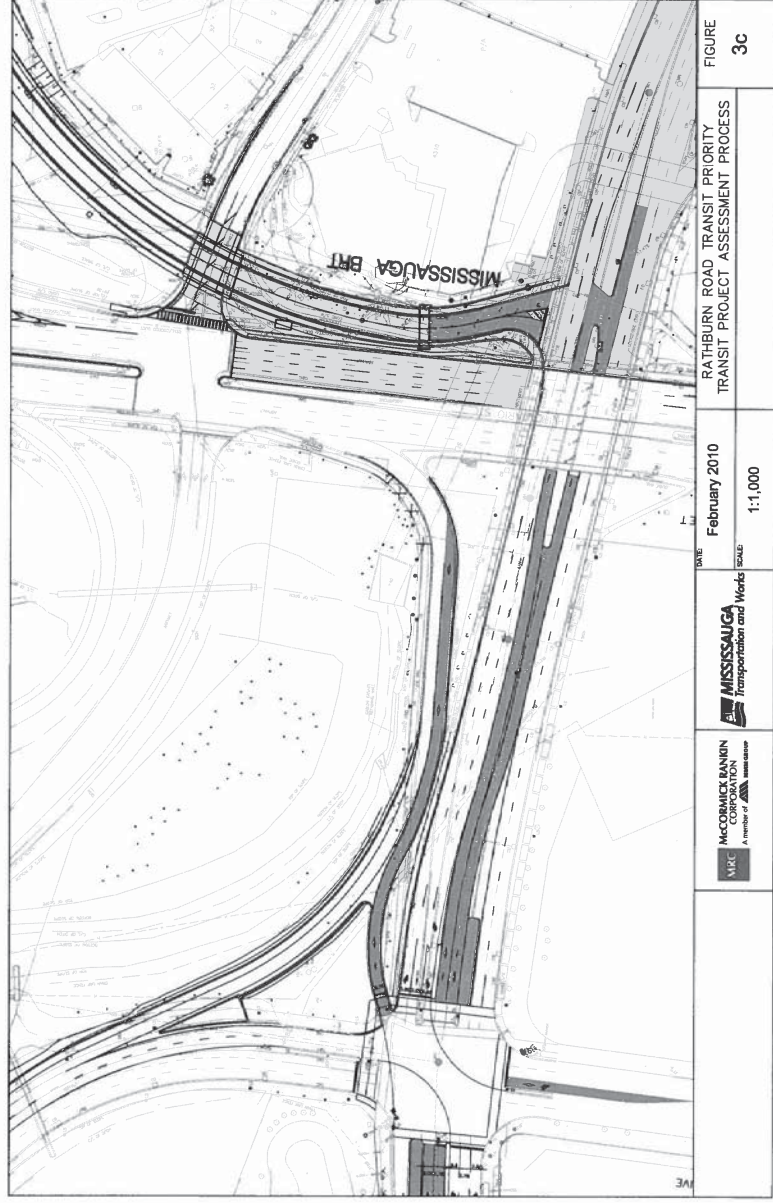
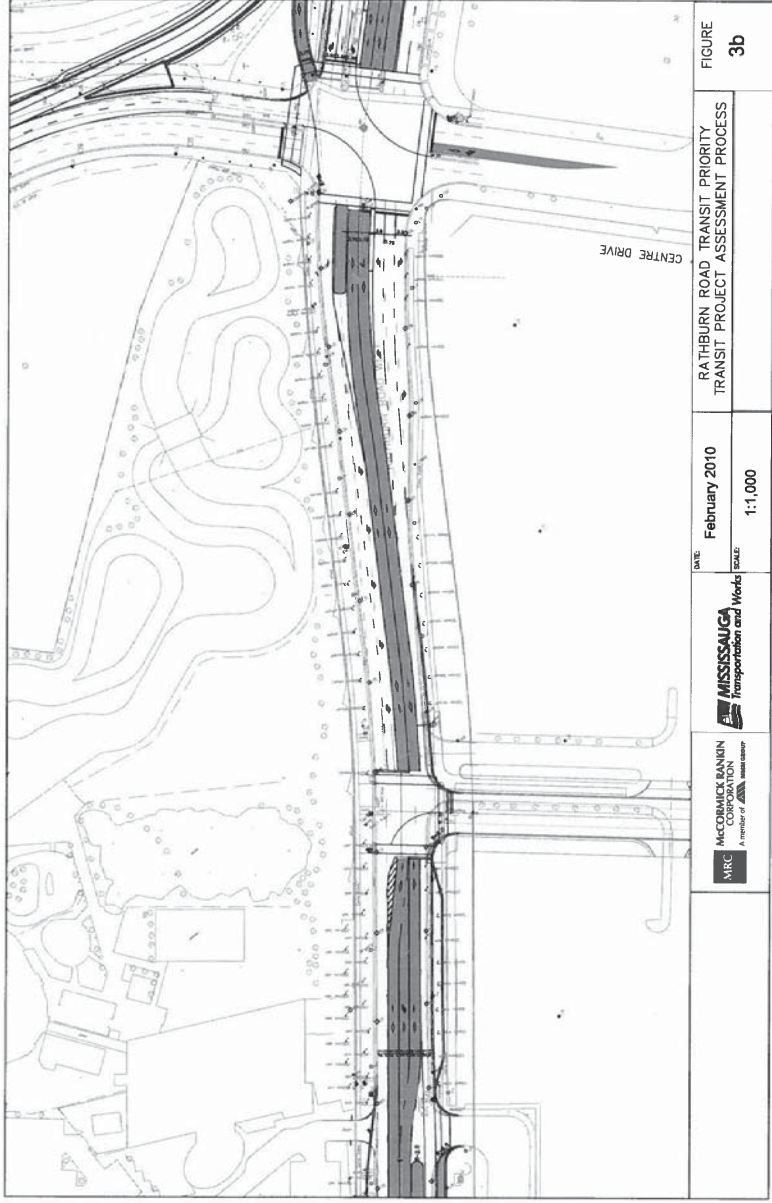
ACTION

The Project Team respectfully requests that the Ministry review the plans and indicate any comments/concerns to the Team as soon as possible in order for them to be addressed / included in the final Environmental Project Report (EPR).

The final EPR will be circulated for formal review in March, 2010 to the members of the Government Technical Review Team and any other interested stakeholders. However, given the limited time available under the Transit Project Assessment Process, we are circulating preliminary documentation on the impacts and proposed mitigation measures for your early review/comment. We would appreciate your timely response on the above-noted material.







Shea, Andrew

From: Shea, Andrew
Sent: February 17, 2010 11:16 AM
To: Schijns, Steve
Subject: Preliminary MTO Comments re: Rathburn

Steve,

I received a call from Rebecca Li at MTO late yesterday. She had a few minor comments regarding the Rathburn Road project based on the summary memo that we submitted last week.

Her two issues were:

- some confusion regarding the distinction between the Rathburn Road Transit Priority Measures Project and the Mississauga BRT Project. We will revise the plan in the memo to clarify.
- concern/request for confirmation that bus volumes on the ramp (waiting for the transit priority signal) will not back-up onto Hurontario Street and into the interchange. Any thoughts on how to respond?

Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

Shea, Andrew

From: Shea, Andrew
Sent: February 17, 2010 2:58 PM
To: 'Rebecca.Li@ontario.ca'
Cc: Schijns, Steve; Scott W Anderson
Subject: Rathburn Road Transit Priority project
Attachments: 7644as - Memo to MTO re Hurontario-Rathburn Ramp v2 - Feb17-10.pdf

Hi Rebecca,

Further to our discussion yesterday, please find attached a revised copy of the memorandum circulated to you earlier. We have updated Figure 3c to clearly distinguish which works are associated with the BRT East project.

We will follow-up shortly with the requested information regarding southbound Hurontario Street bus volumes and their effect on the proposed ramp operation.

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

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Website: www.mrc.ca

MEMO

TO: Rebecca Li, Ministry of Transportation
FROM: Andrew Shea
DATE: February 8th, 2010
COPIES: Joseph Lai, Ministry of Transportation
Geoff Wright, City of Mississauga
Scott Anderson, City of Mississauga
Willy Ing, City of Mississauga
Dale Turvey, McCormick Rankin Corporation
Stephen Schijns, McCormick Rankin Corporation
OUR FILE: 7644
SUBJECT: Rathburn Road Transit Priority Measures
Transit Project Assessment Process

W:\7k\7644 Mississauga - City Ctr BRT Prelim. Design\7644.800 Transit\7644.803 Consultation\Info Package\7644as - Info Package for Stakeholders - Feb08-10.doc

This Memorandum is being circulated to the Ministry of Transportation on behalf of the City of Mississauga, to obtain technical input on the design for the City's proposed Rathburn Road Transit Priority Measures project.

BACKGROUND

Infrastructure Canada, in the 2009 budget, has established a new \$4 billion fund to enable rehabilitation and construction projects that can be completed (substantially) prior to March 2011, in order to support the Government of Canada's Economic Action Plan. The Plan is intended to stimulate the Canadian economy during the current economic recession. The program included funding for the City of Mississauga to apply towards the implementation of transit priority measures on Rathburn Road in the Mississauga City Centre.

On December 8th, 2009, following substantial completion of the preliminary design for the project, the City of Mississauga initiated the TPAP for the Rathburn Road Transit Priority Measures Project. Results from the conceptual planning, preliminary consultation, and preliminary design served as the basis that defined the Transit Project.

Memo To: Rebecca Li
Date: February 8th, 2010

Page 2

PROJECT RATIONALE

The City of Mississauga's Bus Rapid Transit (BRT) Project is currently undergoing detailed design, and construction is expected to begin in Spring 2010. The plan is illustrated in **Figure 1**. Phase 1 of the project includes the following major elements:

- Winston Churchill Boulevard – Erin Mills Parkway;
- Highway 403 Bus Bypass Shoulders (BBS) (existing); and
- Hurontario Street – Renforth Drive.

The undertaking was approved through an Individual EA in 1993, and subsequent modifications to the plan were approved through an Addendum to the EA in 2004. Funding for Phase 1 of the project was announced in 2007. The schedule for completion for Phase 1 of the project is 2013. The approved and funded section of the BRT addresses the priority segments however a gap is left in the BRT system in the City Centre area. A significant investment would be required to complete the BRT facility along Rathburn Road within the City Centre as envisioned in the Environmental Assessment study.

In addition, the future land use and urban design concept for the City Centre area is currently under review. The results of the planning studies are expected to be available within the next 24 months. The City is also currently examining the introduction of rapid transit within the Hurontario Street corridor. The integration of the Highway 403/Eglinton BRT facility with the future Hurontario rapid transit operations is part of that EA investigation scheduled for completion in 2010.

While these studies regarding the future type, magnitude and distribution of development and north-south rapid transit facilities will be complete within the next 24 months, material changes in the City Centre area are not expected for perhaps 10 – 15 years. In the interim, the City recognizes that it would be desirable to enhance the investment in the BRT project through relatively modest transit priority initiatives to improve the reliability and speed of transit operations through the City Centre area.

The Study Area for this project therefore focuses on the section of Rathburn Road that connects the existing City Centre Transit Terminal to the proposed BRT East intersection immediately east of the Hurontario Street crossing. The Study Area is illustrated in **Figure 2**.

STUDY PROCESS - Ontario Regulation 231/08

The Rathburn Road Transit Priority Measures Transit Project Assessment Process is following Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this Transit Project is being assessed in accordance with the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08.

Memo To: Rebecca Li
Date: February 8th, 2010

Page 3

DESCRIPTION OF THE TRANSIT PROJECT

The preferred design is to convert two of the existing four general purpose lanes on Rathburn Road to median Reserved Bus Lanes (RBLs) in the study area. This would remove the BRT vehicles from the general traffic stream and provide a direct connection between the City Centre Transit Terminal and the BRT facility east of Hurontario Street. Eastbound GO Transit buses would operate in the median RBLs. However, westbound GO Transit services would likely operate in the curb lane between the BRT connection and Station Gate Road.

To facilitate westbound GO Transit access to Station Gate Road, a right-turn lane would be implemented on the eastern approach to Station Gate Road. Station Gate Road, south of the Playdium/Chapters access, would be restricted to right-in/right-out operations for general traffic. Transit services would be able to turn left to and from Station Gate Road at the Rathburn Road intersection.

Access to adjacent development would remain relatively unchanged. Along Rathburn Road, the access to the Square One Shopping Centre east of Station Gate Road would be maintained as an all-moves signalized intersection. Existing accesses to the Chapters and Playdium developments from Station Gate Road would remain; however, the Playdium access from Rathburn Road would be restricted to right-in/right-out operation to prevent potential conflicts between general traffic and median bus operations.

The existing City Centre Transit Terminal incorporates bus bays on Rathburn Road. These curbside bus bays would be maintained and supplementary capacity could be provided by implementing additional curbside bus bays east of the City Centre Transit Terminal on Rathburn Road. The City Centre Terminal itself would not be modified. Two bus platforms would be provided adjacent to the median RBLs at the Rathburn Road/Station Gate Road intersection, each accommodating two buses. However, due to the limited right-of-way at the station there exists little opportunity to implement provisions for express buses to pass stopping buses at the station. Pedestrians would access these median platforms at the adjacent signalized intersection.

The functional plan of the preferred design concept is illustrated in **Figures 3a-c** (attached).

POTENTIAL FOR MINISTRY OF TRANSPORTATION INTEREST

From our review, it appears that the Ministry of Transportation may have an interest in the proposed realignment of the N-W ramp from Hurontario Street to Rathburn Road. While this ramp is not under the jurisdiction of the Ministry, it is situated within the vicinity of the Highway 403 / Hurontario Street interchange. It should be noted that no changes are proposed on Ministry of Transportation lands. The proposed ramp realignment is shown in detail in **Figure 3c** (attached).

Memo To: Rebecca Li
Date: February 8th, 2010

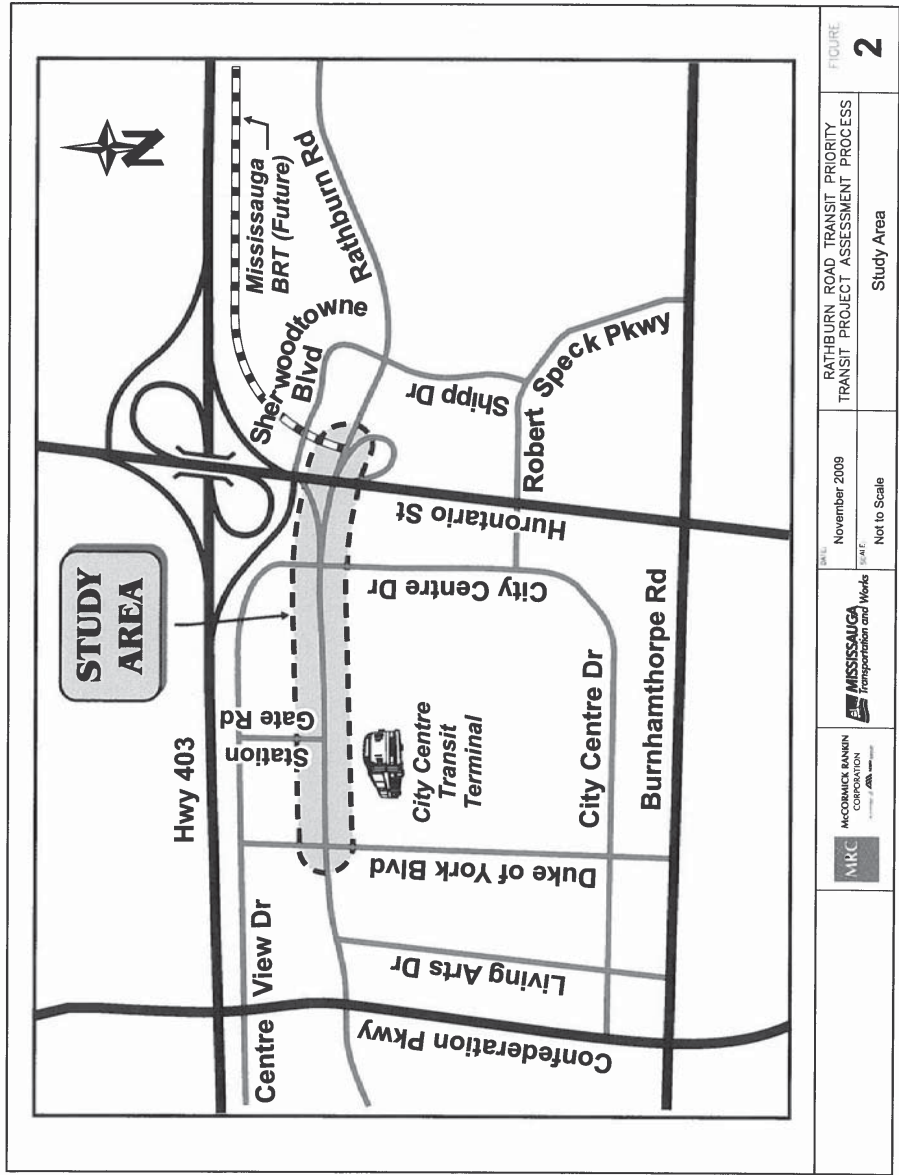
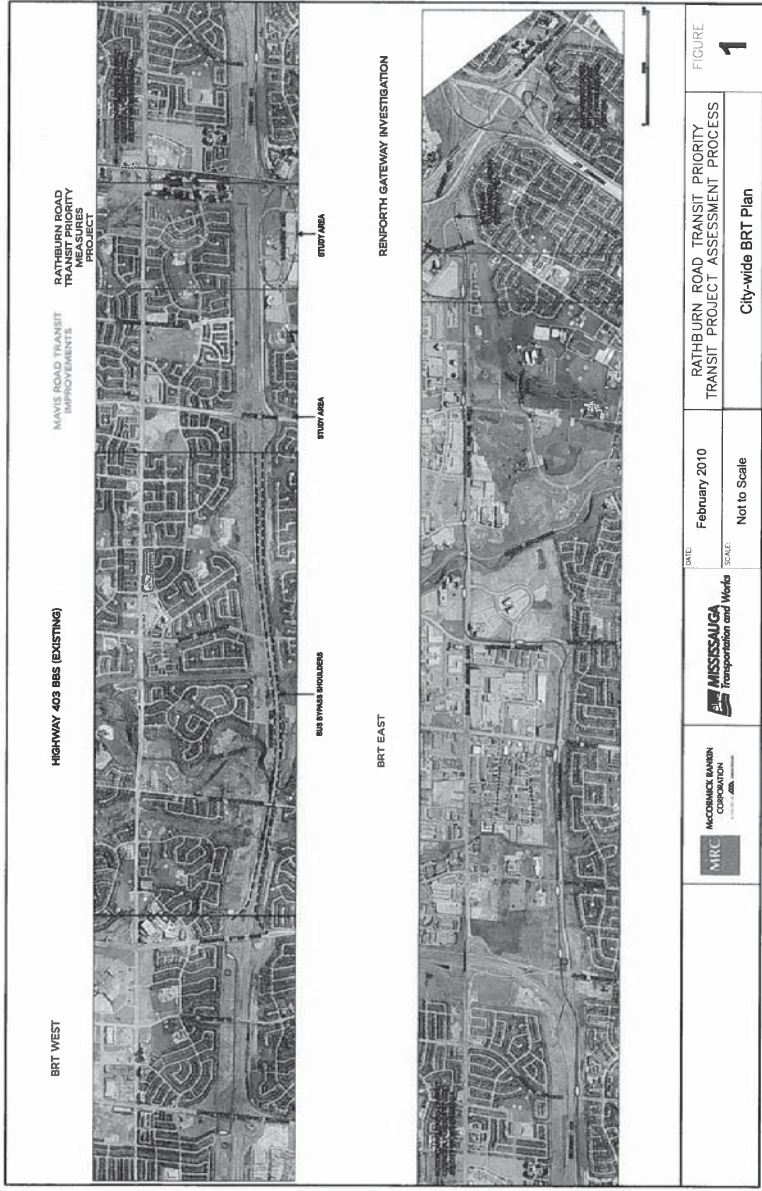
Page 4

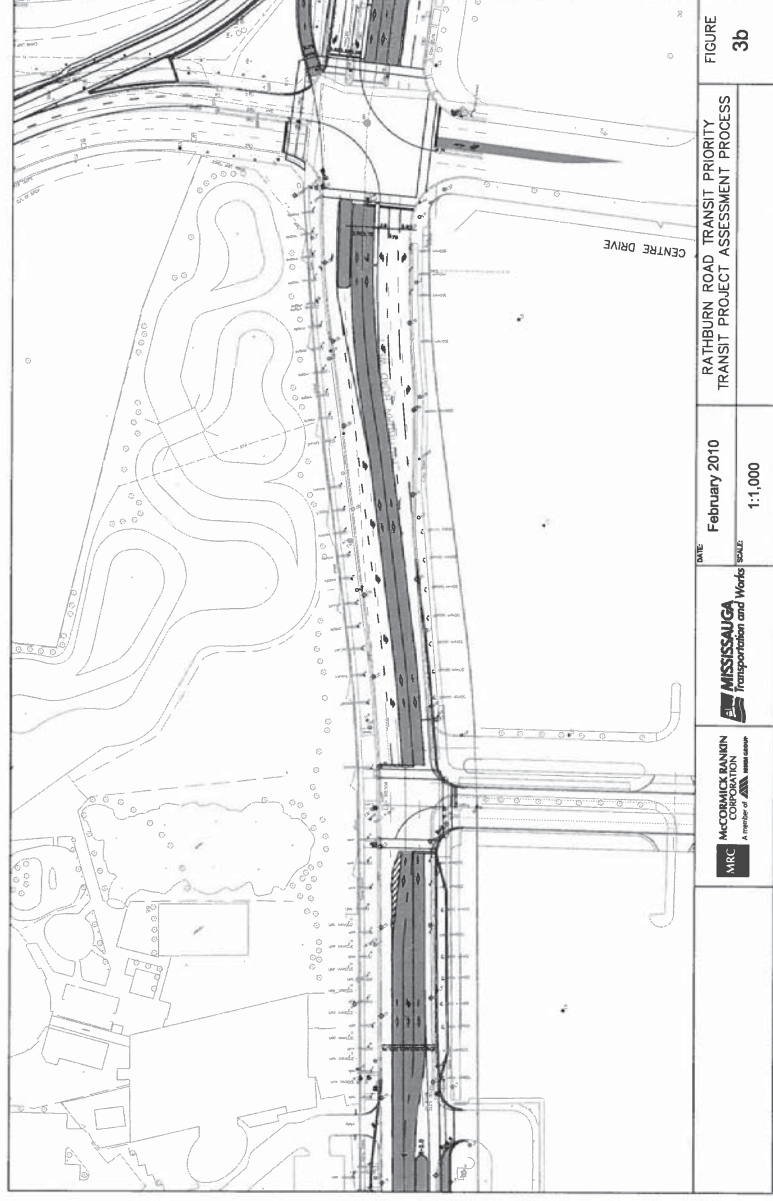
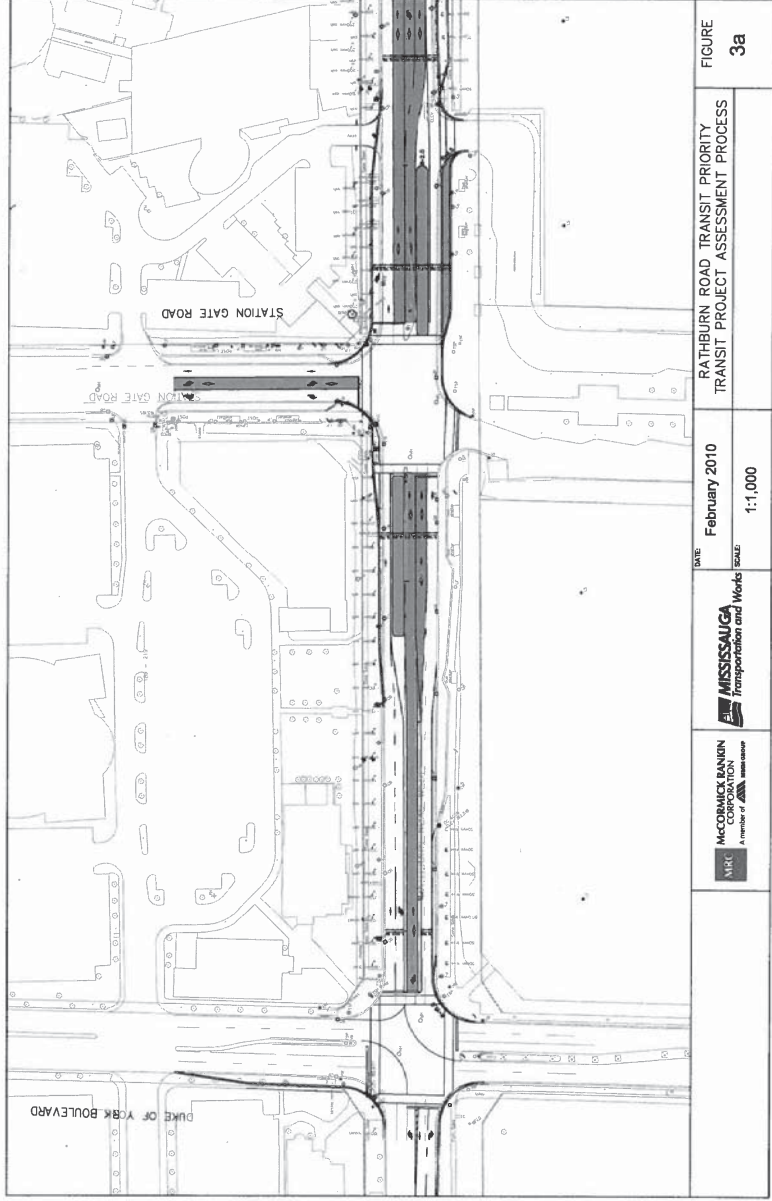
If there are any other potential issues that the Ministry would like to raise with regard to the proposed Transit Project, please let us know.

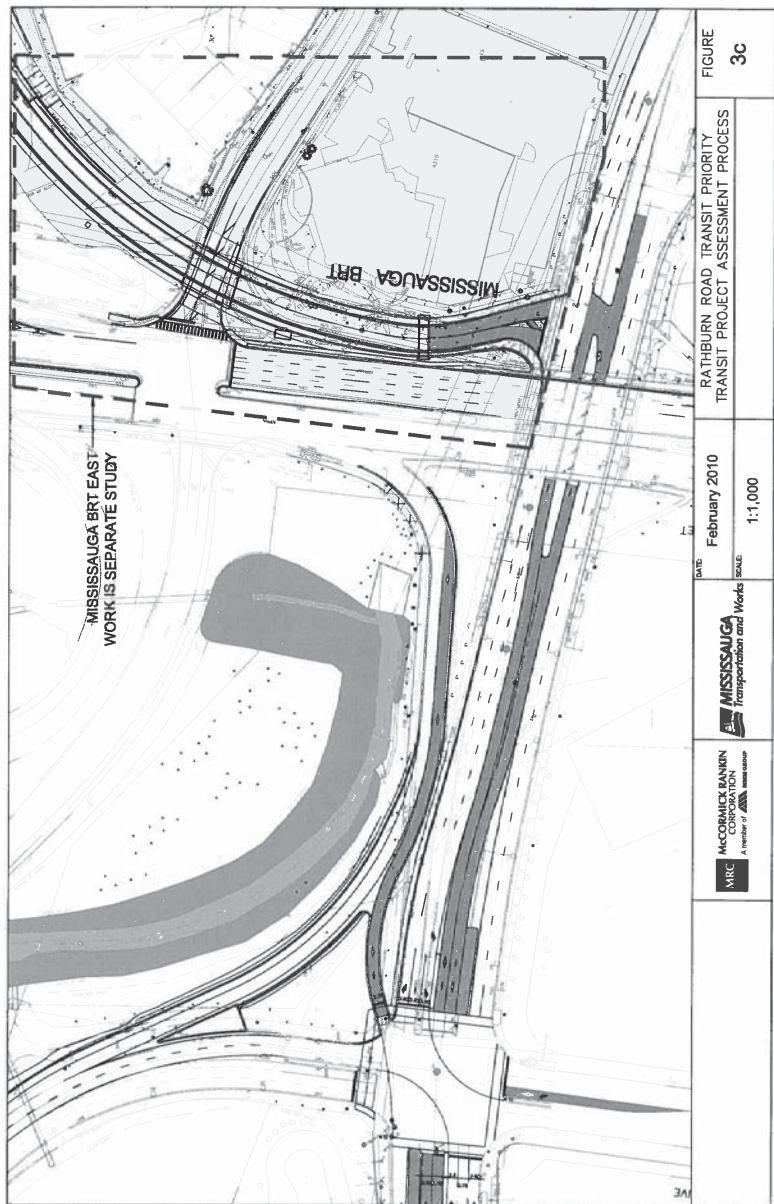
ACTION

The Project Team respectfully requests that the Ministry review the plans and indicate any comments/concerns to the Team as soon as possible in order for them to be addressed / included in the final Environmental Project Report (EPR).

The final EPR will be circulated for formal review in March, 2010 to the members of the Government Technical Review Team and any other interested stakeholders. However, given the limited time available under the Transit Project Assessment Process, we are circulating preliminary documentation on the impacts and proposed mitigation measures for your early review/comment. We would appreciate your timely response on the above-noted material.







Shea, Andrew

From: Shea, Andrew
Sent: February 17, 2010 11:16 AM
To: Schijns, Steve
Subject: Preliminary MTO Comments re: Rathburn

Steve,

I received a call from Rebecca Li at MTO late yesterday. She had a few minor comments regarding the Rathburn Road project based on the summary memo that we submitted last week.

Her two issues were:

- some confusion regarding the distinction between the Rathburn Road Transit Priority Measures Project and the Mississauga BRT Project. We will revise the plan in the memo to clarify.
- concern/request for confirmation that bus volumes on the ramp (waiting for the transit priority signal) will not back-up onto Hurontario Street and into the interchange. Any thoughts on how to respond?

Andrew

Andrew Shea, P. Eng. | **McCormick Rankin Corporation**

2655 North Sheridan Way | Mississauga, ON L5K 2P8
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Shea, Andrew

From: Shea, Andrew
Sent: February 17, 2010 2:58 PM
To: 'Rebecca.Li@ontario.ca'
Cc: Schijns, Steve; Scott W Anderson
Subject: Rathburn Road Transit Priority project
Attachments: 7644as - Memo to MTO re Hurontario-Rathburn Ramp v2 - Feb17-10.pdf

Hi Rebecca,

Further to our discussion yesterday, please find attached a revised copy of the memorandum circulated to you earlier. We have updated Figure 3c to clearly distinguish which works are associated with the BRT East project.

We will follow-up shortly with the requested information regarding southbound Hurontario Street bus volumes and their effect on the proposed ramp operation.

Thanks,
Andrew

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Shea, Andrew

From: Shea, Andrew
Sent: February 19, 2010 9:50 AM
To: 'Rebecca.Li@ontario.ca'
Cc: Schijns, Steve; 'Scott W Anderson'
Subject: RE: Rathburn Road Transit Priority project

Hi Rebecca,

Regarding your inquiry about bus volumes on the ramp from Hurontario Street southbound to Rathburn Road, please see below.

The realigned ramp will continue to serve the Mississauga Transit services currently using the ramp. These include Routes 10, 7, 68, and 34. By applying the current peak hour bus frequencies, the projected bus volume on that ramp is 36 buses per hour. We do not expect to see more than two buses stopped at the signal at any one time. The bus lane, at approximately 165m long, can accommodate 7-8 stopped articulated (18 m) buses.

We will recommend that the City/Mississauga Transit include in its operating protocol the requirement for buses to stay in the general purpose ramp lane and use Centre View Drive to get to the City Centre Transit Terminal in the event of a problem at the intersection that hampers buses' ability to use the bus link or if there is a backup onto the general purpose ramp lane for any reason. This will be committed to in the draft Environmental Project Report as well.

Hope this information helps, and feel free to contact me if you have any other questions.

Thanks,
Andrew

Andrew Shea, P. Eng. | **McCormick Rankin** Corporation

2655 North Sheridan Way | Mississauga, ON L5K 2P8
P 905.823.8500 | F 905.823.8503 | www.mrc.ca

From: Shea, Andrew
Sent: February 17, 2010 2:58 PM
To: 'Rebecca.Li@ontario.ca'
Cc: Schijns, Steve; Scott W Anderson
Subject: Rathburn Road Transit Priority project

Hi Rebecca,

Further to our discussion yesterday, please find attached a revised copy of the memorandum circulated to you earlier. We have updated Figure 3c to clearly distinguish which works are associated with the BRT East project.

We will follow-up shortly with the requested information regarding southbound Hurontario Street bus volumes and their effect on the proposed ramp operation.

Thanks,
Andrew

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Willy Ing

From: Scott W Anderson
Sent: 2010/03/19 11:09 AM
To: aimeerose.tupaz@ontario.ca
Cc: Willy Ing; Andrea McLeod
Subject: FW: Rathburn Road Transit Priority Measures Project

Good Morning Aimee:

Please note Willy's comments below. We have a very restrictive window for filing of the final EPR to MOE . Your continued co-operation with us , to ensure we meet our deadline, would be greatly appreciated.
Thanks, Scott.

From: Willy Ing
Sent: 2010/03/19 10:22 AM
To: Scott W Anderson
Subject: RE: Rathburn Road Transit Priority Measures Project

Scott,

We have no concerns with receiving comments on March 29th. However, in all fairness, they need time we don't have. So as long as they comment indicating they are willing to work with the City through the detailed design on issues we have no concerns, or can quickly resolve issues with us in 3 working days before Good Friday.

We will need to document this request as we do not want the MOE delaying the process because we lack a major agency comment.

We must file on April 8, 2010 there is no other date!

Willy

From: Scott W Anderson
Sent: 2010/03/19 8:49 AM
To: Willy Ing
Subject: RE: Rathburn Road Transit Priority Measures Project

Willy :
Would that be ok ?
Thx Scott.

From: Tupaz, Aimee Rose (MTO) [mailto:AimeeRose.Tupaz@ontario.ca]
Sent: 2010/03/18 4:50 PM
To: Scott W Anderson
Subject: Rathburn Road Transit Priority Measures Project
Importance: High

Scott,

The ministry is still reviewing the above document. In your letter, it states that you are filing the final Environmental Project Report on April 8, 2010. Is it possible to provide our comments on March 29, 2010? Please let me know.

Thanks,

Aimee

Oxford Properties

AN OMERS WORLDWIDE COMPANY



Oxford Properties Group
Oxford Tower
130 Adelaide Street West, Suite 1100
Toronto, ON M5H 3P5

T/ 416 865-5359
F/ 416 865-8307
www.oxfordproperties.com

February 10, 2010

Mr. Geoff Wright
Director, BRT Project Office
City of Mississauga
Transportation and Works Department
Bus Rapid Transit (BRT) Project Office
201 City Centre Drive, Suite 800
Mississauga, ON
L5B 2T4

Dear Geoff:

Re: Rathburn Road Transit Priority Measures Project Assessment

We are writing on behalf of the owners of Square One Shopping Centre and adjacent lands to express our strong concern that the proposed Transit Priority Measures on Rathburn Road will have a negative impact on the current viability of Square One as a super-regional shopping centre, and on the substantial future development potential of our adjacent lands.

Square One, with 1.7 million square feet of shops and restaurants, is one of the largest such facilities in Canada which attracts some 23 million visitors per year from Peel Region and beyond. To the north of Rathburn Road is a further 208,000 square feet of commercial development. These lands have the potential to accommodate several million square feet of mixed uses through redevelopment.

As outlined in our letter of July 16, 2009, we continue to be generally supportive of improved transit service to the City Centre area, including the BRT project. The current City Centre Transit Terminal is situated on lands previously provided by the shopping centre, as is the 2005 platform expansion. At the City's request, we have also provided a 14.2 metre easement along the north side of Rathburn Road to accommodate future transit needs.

The transition from car-dependence to greater reliance on public transportation in Mississauga is a very complex issue when the BRT, the Hurontario HO Transit, and the Downtown 21 Plans are factored in. In view of this complexity, Ralph Bond of BA Group Transportation Consulting has reviewed the plans presented at the January 28th, 2010 Open House and has provided us with the attached letter which details his technical concerns and possible solutions.

Mr. Geoff Wright
February 10, 2010
Page 2

Our principal concerns are the reduction in through lane capacity on Rathburn Road, the conversion of Station Gate Road to Bus only traffic, and the elimination of northbound left turns at City Centre Drive and Rathburn Road. These and other concerns are explained in more detail in the attached letter from Ralph Bond.

We look forward to reviewing your analysis and working with you on a resolution of these items.

Sincerely,
Oxford Properties Group



John Filipetti
Vice President, Development

cc: Councillor Frank Dale, City of Mississauga
Martin Powell, Commissioner of Transportation and Works, City of Mississauga
Ralph Bond, BA Consulting Group Limited
Craig Coleman, Hawthorne Realty Advisors Inc.
Jeff Hess, Oxford Properties

Enclosure



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www.bagroup.com
bagroup@bagroup.com

February 11, 2010

John Filipetti
Vice President, Development
Oxford Properties Group
Oxford Tower
130 Adelaide Street West, Suite 1100
Toronto, Ontario
M5H 3P5

Dear Mr. Filipetti:

Re: Rathburn Road Transit Priorities Project Assessment

We attended the January 28th Open House regarding the captioned project, have reviewed the latest plans and remain concerned with the proposed resolution of the Rathburn Road interface with the BRT service and how this would impact upon the vehicular access to existing and future development.

We are pleased to see that the existing signalized access to Square One via the Hammerson Drive intersection with Rathburn Road will be maintained, however we continue to have considerable concerns with the following elements of the plan:

1. Reduction of Through Lane Capacity on Rathburn Road

The proposed elimination of two existing through lanes for all drivers in order to provide dedicated bus only lanes will substantially reduce road capacity, creating substantial traffic queues along Rathburn Road that will back up into adjacent intersections. This includes the City Centre Transit Terminal entrance that will be blocked by eastbound drivers queued on Rathburn Road.

We are aware of the proposal to direct southbound drivers from Hurontario Street to Rathburn Road onto Centre View Drive. This will divert some people from Rathburn Road in the short term. However, we believe that most of these people are destined for points along Rathburn Road and will have to make their way back to it at Duke of York Blvd. A southbound to westbound right turn lane should be provided at Duke of York Blvd. as part of the plan to accommodate this demand.

In the longer term as development proceeds in the City Centre in general and along Rathburn Road in particular, we are concerned that sufficient road capacity will not be available to accommodate the demand. In order to successfully market large scale office projects and maintain the success of the regional shopping centre, it is important to provide good access for both drivers as well as transit riders.

In order to maintain a reasonable level of service for existing and future drivers we believe that Rathburn Road should be widened to accommodate the proposed two new dedicated bus lanes while maintaining four through lanes for general vehicular traffic. This balanced approach will provide the improved bus service that the City seeks while maintaining existing road capacity. The existing right of way and easements can accommodate this widening because they were provided by the owners of Square One for the exact purpose of maintaining four through lanes for general traffic and additional space for transit. In the longer term, the curb side lanes can be utilized for on street parking during non peak periods, thereby providing important shared public parking resources to support the Downtown 21 Master Plan.

2. Conversion of Station Gate Road to Bus Only Lanes

The proposal to convert the south end of Station Gate Road to bus only lanes will deny people convenient access to the existing commercial development along the north side of Rathburn Road. This street and traffic signal are important to the tenants in these buildings in terms of providing safe and convenient access for their customers and in accommodating future development. For example, a substantial portion of Starbucks coffee business consists of people who drop in while passing by along Rathburn Road because it is convenient to do so. This business would be put in jeopardy by the City's proposal, as would other customers who drop into the Chapters and Coast Mountain Sports Store while passing by on Rathburn Road.

3. Northbound Bus Only Left Turn Lane at City Centre Drive & Rathburn Road

This recent addition to the plan which does not appear to be related to buses moving between Rathburn and the Highway 403 BRT route, will force drivers to divert from Rathburn Road where they want to be, to another route – most likely Square One Drive. These people will increase congestion within the shopping centre and reduce the ability of this street to accommodate future drivers associated with new development on the Square One site. We believe it is important to maintain the integrity of the street grid for all drivers, not just transit vehicles, if the urbanization of the area is to take place successfully.

We have previously asked the City for copies of any supporting technical analyses, including bus volumes and future traffic projections that properly take into account approved and planned development in the area over the next ten years. We have also asked that a detailed evaluation of the alternatives be provided, including the option of continuing to run buses in mixed traffic. If the City has conducted due diligence in this regard, we would ask again to receive a copy as soon as possible so that we can evaluate it.

We would also appreciate a meeting with the City to discuss these issues in more detail.

Sincerely,
BA Consulting Group Ltd.



Ralph Bond
Senior Vice-President

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4
www.mississauga.ca



Leading today for tomorrow

March 2, 2010

Mr. John Filippetti
Vice-President Development
Oxford Properties Group Inc.
130 Adelaide Street West
Oxford Tower, Suite 1100
Toronto, Ontario M5H 3P5

Dear Mr. Filippetti:

Re: City of Mississauga – Rathburn Road Transit Priority Measures Project

Further to the Notice of Study Commencement that was distributed in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find enclosed the draft copy of the Environmental Project Report for the Rathburn Road Transit Priority Measures Project.

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the enclosed draft document and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

If you have no concerns with the project, or if your concerns have been addressed in the enclosed document, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,



W. Scott Anderson, P.Eng.
Senior Project Manager
905-615-3200, ext. 4399

Enclosures

Shea, Andrew

From: Scott W Anderson [ScottW.Anderson@mississauga.ca]
Sent: March 15, 2010 12:29 PM
To: Shea, Andrew
Cc: Geoff Wright; Willy Ing
Subject: FW: Rathburn Road Transit Priority Measures Report
Attachments: MRC summary table - mark-up mar-12-2010 sjb.pdf

Hi Andrew :
Could you review and provide a response to these inquiries ?
Thanks, Scott.

From: Stephen J. Bahadoor [mailto:Bahadoor@bagroup.com]
Sent: 2010/03/15 12:27 PM
To: Scott W Anderson
Cc: Ralph F. Bond; Gary H. Wang
Subject: Rathburn Road Transit Priority Measures Report

Hi Scott,

This is Stephen Bahadoor from BA Group. I'm assisting Ralph Bond with the review of the "Rathburn Transit Priority Measures" report. I've provided below some comments / questions that you might be able to clarify for us:

- Table 3-5 on page 3-16 of the report provides a summary of traffic operations under the future analyses conditions (2023 PM Peak Hour). This data source appears to be from a memo dated Feb.1, 2010 (Appendix D of this memo) from MRC to the City. Is this correct? Operational characteristics appear the same in both documents.
- The report refers to an analysis year of 2023, while the Feb.1 memo considers 2031. I gather this just a change in naming convention, since a 15-year analysis period is analyzed in the report and operational characteristics appear the same. Could you please confirm?
- After going through the Feb.1 memo Appendix Data (Scenario 7.1), we believe there are a couple typos (some moves are mislabelled) in the "Rathburn Transit Priority Measures" report table. I've attached the table with typos changed / crossed-out to reference the memo appendix data. In this table I've also added the eastbound westbound operation characteristics to provide an overview of the main movements on Rathburn (sourced from the Feb.1st memo data).
- The report analyses summary table 3-15 is based on Background Traffic (Existing + 30% Growth). An earlier analyses from a MRC memo dated October 26, 2009 (included in the report appendix) includes an analyses set with 'site traffic' for what we believe is the Block 3 - Crate and Barrel + Whole Foods development (Scenario 6.1A). This scenario was not analyzed in the report. Was this omission intentional?

Thanks in advance for your assistance.

Stephen J. Bahadoor, B.Eng.
Transportation Planner
416.961.7110, ext. 136
bahadoor@bagroup.com

BA Consulting Group Ltd.
45 St. Clair Avenue West, Suite 300
Toronto, ON M4V 1K9



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6625-09-13

Rathburn Road Transit Priority Measures

**Table 1
2023 PM Peak Hour Levels-of-Service (Mark-Up)**

Intersection	Average Delay (s)	LOS	Movement	LOS	Queue Length - 95 th % (m)
Rathburn Road at Duke of York Blvd	44.2	D	WBT EBT	D D	186 107
Rathburn Road at City Centre Transit Terminal	35.1	D	EBT- WBT NBL EBT	C F D	188 69 287
Rathburn Road at Square One North Entrance	26.0	C	WBL EBT WBT	E B C	67 63 189 168
Rathburn Road at City Centre Drive	69.7	E	WBT WBL WBT EBT	F F C	128 405 98
City Centre Drive at Square One West Entrance	31.5	C	EBL	E	83
Centre View Drive at Station Gate Road	0.8	A	NBL	D	7
Centre View Drive at Duke of York Boulevard	17.4	B	NBL	C	74
Square One West and Duke of York Boulevard	15.0	B	WBL	D	49

BA Notes:

- Source: Memo from MRC to City of Mississauga, "February 1, 2010 – Subject: Afternoon peak hour traffic analysis for City Centre Mississauga BRT for Background Traffic (Existing Traffic + 30% Growth)" - Table 1: Intersection Delay, LOS, and Queue Length.

Results also referenced on Page 3-16 of "Rathburn Road Transit Priority Measures Environmental Project Report" - Table 3-5: 2023 PM Peak Hour Levels-of-Service.
- Strike through text reflect discrepancies between Appendix analyses summary and report summary table.
- Highlighted are eastbound / westbound Rathburn Road values not reported in MRC summary tables. Data source from Appendix D of memo MRC to City of Mississauga, "February 1, 2010 – Subject: Afternoon peak hour traffic analysis for City Centre Mississauga BRT for Background Traffic (Existing Traffic + 30% Growth)"

Shea, Andrew

From: Scott W Anderson [ScottW.Anderson@mississauga.ca]
Sent: March 16, 2010 1:46 PM
To: bahadoor@bagroup.com
Cc: Geoff Wright; Willy Ing; Turvey, Dale; Shea, Andrew
Subject: Rathburn Road Transit Priority Measures Report

Hi Stephen :

Our Consultant has now prepared a response to your inquiries, and I have attached their response below. Please advise if you require additional information or clarification. Thank you for your interest in this proposed project.

Scott Anderson, P.Eng
 Senior Project Manager
 TPO Office
 Transportation and Works Department.
scott.anderson@mississauga.ca

- The report refers to an analysis year of 2023, while the Feb.1 memo considers 2031. I gather this just a change in naming convention, since a 15-year analysis period is analyzed in the report and operational characteristics appear the same. Could you please confirm?
 - The reference to 2031 in Appendix D is a typo. The Appendix D title: 2031 PM Peak Hour Analysis should be 2023 PM Peak Hour Analysis. This will be corrected for the filing of the EPR.
- After going through the Feb.1 memo Appendix Data (Scenario 7.1), we believe there are a couple typos (some moves are mislabelled) in the "Rathburn Transit Priority Measures" report table. I've attached the table with typos changed / crossed-out to reference the memo appendix data. In this table I've also added the eastbound westbound operation characteristics to provide an overview of the main movements on Rathburn (sourced from the Feb.1st memo data).
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- The report analyses summary table 3-15 is based on Background Traffic (Existing + 30% Growth). An earlier analyses from a MRC memo dated October 26, 2009 (included in the report appendix) includes an analyses set with 'site traffic' for what we believe is the Block 3 - Crate and Barrel + Whole Foods development (Scenario 6.1A). This scenario was not analyzed in the report. Was this omission intentional?

The original Rathburn Road traffic analysis (October 26, 2009) was prepared assuming a 30% growth rate on background traffic over 15-years, as the City's traffic forecasts were not available at that time. Scenario 6.1 reflected the assumed 30% growth rate AND traffic associated with the proposed development (Whole Foods, Crate and Barrel). This scenario was assessed to ensure that the implications of that development on the level of service of the adjacent intersections were reflected, had they not been sufficiently captured in the 30% growth rate. The analysis indicated that the impacts on the Rathburn Road / Hammerson Drive intersection would be in the order of an additional 125 vehicles entering the site (approximately 3-4 vehicles per cycle), and 115 leaving the site in the PM Peak Hour.

Subsequent to conducting the analysis, MRC received the City's updated traffic forecasts and reviewed them to confirm the appropriateness of the initial 30% assumed growth rate. This was found to be relatively consistent with the City's traffic growth forecast for 2031. The 30% growth rate was applied in MRC's updated analysis (Scenario 7.1), reflecting design changes that have occurred in the period following the October 2009 traffic analysis. Given that Scenario 7.1 incorporates traffic volumes that exceed the City's anticipated 2023 traffic

volumes, these sufficiently account for all forecast growth in the City Centre to the horizon year of 2023. These are the traffic volumes and associated levels-of-service presented in the report.

So to answer the question, yes the omission of Scenario 6.1 was intentional as it was superseded by Scenario 7.1. In light of the City's updated traffic forecasts, Scenario 6.1 reflects a double-counting of the proposed development.

From: Stephen J. Bahadoor
Sent: March 15, 2010 12:27 PM
To: 'scott.anderson@mississauga.ca'
Cc: Ralph F. Bond; Gary H. Wang
Subject: Rathburn Road Transit Priority Measures Report

Hi Scott,

This is Stephen Bahadoor from BA Group. I'm assisting Ralph Bond with the review of the "Rathburn Transit Priority Measures" report. I've provided below some comments / questions that you might be able to clarify for us:

- Table 3-5 on page 3-16 of the report provides a summary of traffic operations under the future analyses conditions (2023 PM Peak Hour). This data source appears to be from a memo dated Feb.1, 2010 (Appendix D of this memo) from MRC to the City. Is this correct? Operational characteristics appear the same in both documents.
- The report refers to an analysis year of 2023, while the Feb.1 memo considers 2031. I gather this just a change in naming convention, since a 15-year analysis period is analyzed in the report and operational characteristics appear the same. Could you please confirm?
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Thanks in advance for your assistance.

Stephen J. Bahadoor, B.Eng.
Transportation Planner
416.961.7110, ext. 136
bahadoor@bagroup.com

BA Consulting Group Ltd.
45 St. Clair Avenue West, Suite 300
Toronto, ON M4V 1K9



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Shea, Andrew

From: Stephen J. Bahadoor [Bahadoor@bagroup.com]
Sent: March 16, 2010 3:22 PM
To: 'Scott W Anderson'
Cc: Geoff Wright; Willy Ing; Turvey, Dale; Shea, Andrew; Ralph F. Bond; Gary H. Wang
Subject: RE: Rathburn Road Transit Priority Measures Report

Thanks for the quick reply. Much appreciated.

Regarding the last point about the comparison of the City traffic model to MRC's traffic model, could you please tell us what road network modifications were assumed in the City's model? This would ideally be for the entire City Centre area (not just Rathburn and Centreview)

Thanks again.

Steve

From: Scott W Anderson [mailto:ScottW.Anderson@mississauga.ca]
Sent: March 16, 2010 1:46 PM
To: Stephen J. Bahadoor
Cc: Geoff Wright; Willy Ing; Turvey, Dale; Shea, Andrew
Subject: Rathburn Road Transit Priority Measures Report

Hi Stephen :

Our Consultant has now prepared a response to your inquiries, and I have attached their response below. Please advise if you require additional information or clarification. Thank you for your interest in this proposed project.

Scott Anderson, P.Eng
Senior Project Manager
TPO Office
Transportation and Works Department.
scott.anderson@mississauga.ca

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Stephen J. Bahadoor, B.Eng.
Transportation Planner
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BA Consulting Group Ltd.
45 St. Clair Avenue West, Suite 300
Toronto, ON M4V 1K9



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Willy Ing

From: Domenic Tudino
Sent: 2010/03/12 11:44 AM
To: Willy Ing; Kevin Nutley
Cc: Geoff Wright; Scott W Anderson; Sandra Stone
Subject: RE: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Hi Willy,

My Law Clerk Sandra Stone is working on this file and is looking to close this by May most certainly. She will keep you apprised.

Domenic

From: Willy Ing
Sent: 2010/03/12 10:49 AM
To: Domenic Tudino; Kevin Nutley
Cc: Maggie Pyz; Geoff Wright; Scott W Anderson
Subject: FW: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Domenic and Kevin,

Would you please advise if it would be possible to complete this land acquisition from Oxford Properties to be in City ownership by the end of May 2010?

Willy

From: Darren Morita
Sent: 2010/03/12 10:41 AM
To: Willy Ing
Subject: FW: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

From: Michael Duff [mailto:MDuff@oxfordproperties.com]
Sent: January 28, 2010 9:55 AM
To: Jonathan Famme; Darren Morita
Subject: FW: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Jon / Darren,

The land transfer is underway...see below.

Michael Duff, Manager, Development
Oxford Properties Group Suite 1100, 130 Adelaide St W, Toronto, ON, M5H 3P5
Direct Line: 416.865.5374 Fax: 416.865.8307 Cell: 416.315.5652
E-mail: mduff@oxfordproperties.com Web: oxfordproperties.com

From: Domenic Tudino [mailto:Domenic.Tudino@mississauga.ca]
Sent: January 28, 2010 9:39 AM
To: John Filipetti; 'Costin, Abraham'
Cc: 'Mark Noskiewicz (mnoskiewicz@goodmans.ca)'; Michael Duff; Kevin Nutley; Sandra Stone; Darren Morita
Subject: RE: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Thanks John.

Hi Bram...I'm completing the title search now and should have a Requisition Letter over to you next week. As a courtesy, I've attached a copy of the PIN for the parcel in question.

Cheers,
Domenic

From: John Filipetti [mailto:JFilipetti@oxfordproperties.com]
Sent: 2010/01/28 9:26 AM
To: Domenic Tudino; 'Costin, Abraham'
Cc: 'Mark Noskiewicz (mnoskiewicz@goodmans.ca)'; Michael Duff
Subject: RE: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Yes, you can deal with Bram. Mike Duff from our office will assist on our side.

Bram, this parcel was promised in the MOA Section A 1. (a), and reconfirmed in our recent H lifting process.

Thanks

John

John Filipetti
Vice President, Development
Oxford Properties

T: 416 865 5359 F: 416 865 8307
jfilipetti@oxfordproperties.com

From: Domenic Tudino [mailto:Domenic.Tudino@mississauga.ca]
Sent: January 27, 2010 3:18 PM
To: John Filipetti
Subject: RE: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Yes that's the parcel. Should I deal with Bram then ?

Domenic

From: John Filipetti [mailto:JFilipetti@oxfordproperties.com]
Sent: 2010/01/27 3:13 PM
To: Domenic Tudino
Subject: RE: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Hello Domenic, Things are going well this year.

The reference below appears to be a very small triangular parcel on the NE corner of Rathburn and City Centre. Is this the correct parcel?

Mark Noskiewicz at Goodmans is handling the MOA and Bram will do the title work, but please confirm the parcel first.

John

John Filipetti
Vice President, Development
Oxford Properties

T: 416 865 5359 F: 416 865 8307
jfilipetti@oxfordproperties.com

From: Domenic Tudino [mailto:Domenic.Tudino@mississauga.ca]
Sent: January 27, 2010 3:07 PM
To: John Filipetti
Cc: Kevin Nutley; Darren Morita; Sandra Stone; Maggie Pyz; Al Jeraj
Subject: Oxford transfer to Mississauga - MOU - Schedule 3 - Section 6 Lands

Hi John,

Happy New Year ! How are things ?

I'm advised by Planning & Building that Oxford and Mississauga have reactivated the MOU and that the immediate concern appears to be the above referenced parcel on Rathburn Road.

I'm having my Law Clerk complete a title search for this parcel and a Requisition Letter. Please let me know the name of the lawyer who will be acting for Oxford in this matter.

Thanks,

Domenic Tudino, BA, LLB, Reg. TM Agent
Legal Counsel, Real Estate Law
City of Mississauga - Legal Division
300 City Centre Drive, 4th Floor
Mississauga, Ontario, L5B 3C1
Tel: (905) 615-3200, ext 5412
Fax: (905) 896-5106



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email: domenic.tudino@mississauga.ca

4310 Sherwoodtowne Boulevard

Shea, Andrew

From: Scott W Anderson [ScottW.Anderson@mississauga.ca]
Sent: March 16, 2010 1:30 PM
To: Bob Bray
Cc: Geoff Wright; Shea, Andrew; Turvey, Dale
Subject: FW: RE: 4310 Sherwoodtowne, BRT - Rathburn Road Transit Priority Measures Project

Hi Bob :

Attached is a link to the report, as you have requested an electronic copy for which you can circulate. Let me know if this meets your purposes. Alternatively, we can provide you a disk if you have any difficulty in accessing.

With respect to your inquiry regarding dust control measures, we will ensure proper control measures are taken and monitored throughout the Construction.

We will include a commitment in the report, as follows:

Construction activities may result in the creation of dust. Dust impacts will be mitigated by ensuring that proper watering and/or other dust suppressant techniques, as identified in Ontario Provincial Standard Specification (OPSS) 506, are used during the construction phase. OPSS 506 outlines the requirements for dust suppressants and their application including application. Following construction, any open, unpaved areas will be seeded.

The City's website link is as follows:

(<http://www.mississauga.ca/portal/residents/rathburnroadtransitpriorityproject>)

Should you have any questions, perhaps we could discuss at tomorrow's meeting .

Thanks,

Scott Anderson, P.Eng.

Senior Project Manager, BRT Project.

scott.anderson@mississauga.ca

From: Bob Bray [mailto:bob@bralen.ca]
Sent: 2010/03/15 2:59 PM
To: Scott W Anderson
Cc: Geoff Wright; DTurvey@mrc.ca; AShea@mrc.ca; greg@3434.ca
Subject: Re: RE: 4310 Sherwoodtowne, BRT - Rathburn Road Transit Priority Measures Project

Hi Scott

It is a letter to Greg Gilmour dated March 2, "re: City of Mississauga - Rathburn Road Transit Priority Measures Project". It is the cover letter for the enclosed draft copy of the above and a copy of the Notice of Commencement. If the draft report is available on a disc perhaps you could bring it Wednesday.

My other questions were "Is there a dust control management plan? If so do we have or can we get a copy? Does it include monitoring measures?"

Regards,

Bob Bray
t 905-616-6678 f 905-858-2682
e bob@bralen.ca



Hi Scott

I have received your letter dated March 2, 2010 addressed to Greg Gilmour and have a couple of questions.

Is the enclosed draft Environmental Project Report available in electronic format? We only have the one copy and it would be much faster to distribute if we had a disc or pdf files.

Is there a dust control management plan? If so do we have or could we get a copy? Does it include monitoring measures?

As to the timelines for response I am not yet sure that March 19 is possible for us so I am advising you of this now as you requested.

Regards,

Bob Bray
t 905-616-6678
f 905-858-2682
e

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Telus Communications

Shea, Andrew

From: Turvey, Dale
Sent: March 17, 2010 1:06 PM
To: Shea, Andrew
Subject: FW: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR (10-0001-442)
Attachments: Rathburn Road Transit -TELUS.doc

FYI

Dale Turvey P. Eng.;
Partner
T (905) 823 8500
F (905) 823 8503
email dturvey@mrc.ca

From: Scott W Anderson [mailto:ScottW.Anderson@mississauga.ca]
Sent: Tuesday, March 16, 2010 2:45 PM
To: Turvey, Dale; Brooker, Bill; Dominic Marchese; Boris Lence
Cc: Willy Ing; Andrea McLeod
Subject: FW: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR (10-0001-442)

Please note.

Thanks, Scott.

From: Mary D'Mello [mailto:telusutilitymarkups@plantec.com]
Sent: 2010/03/16 2:29 PM
To: Scott W Anderson
Subject: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR (10-0001-442)

CAUTION! TELUS has aerials along City Centre Dr. crossing the proposed route as shown in field view map. Please see attachment for this project.

Regards,

Plantec Inc. Consulting Engineers.
*a division of **Prestige Telecom***

Mary D' Mello
CAD Operator
200 Town Centre Blvd, Suite 300,
Markham, Ontario, L3R 8G5
Ph: (905) 470-2112 x40257
Fax: (905) 470-8956



From: Andrea McLeod [mailto:Andrea.McLeod@mississauga.ca] **On Behalf Of** Scott W Anderson
Sent: Friday, March 05, 2010 1:48 PM
To: Andy Harvey; Anne Farrell; bkilbride@blink.ca; Diana Rusnov; edgar.henriquez@rci.rogers.com; Gino Nucifora; jamie.delaney@enbridge.com; julie.pryce@cogecodata.com; karen.cramer@peelregion.ca; Maria Da Silva; Mark Warrack; martin.pendlebury@peelregion.ca; Matthew Williams; moc.bell@bell.ca; peter.rutkowski@mtsallstream.com; pucc.circulations.gt@bell.ca; rmacasaet@enersource.com; Ron Kremer; Stan Pocock; Sunil Kanamala; telusutilitymarkups@plantec.com; Wayne Nishihama
Cc: Scott W Anderson; Willy Ing; Geoff Wright; 'Zappone, Lorna (ENE)'; 'Stephanie Davies'; 'muyiwa.adebayo@gotransit.com'; Shea, Andrew
Subject: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

Good Afternoon,

Further to the Notice of Study Commencement that was published in the Mississauga News in December 2009 for the above-noted project, a copy of which is enclosed for your convenience, please find below, the link to the draft copy of the Environmental Project Report (EPR) for the Rathburn Road Transit Priority Measures Project.

<http://www.mississauga.ca/portal/residents/rathburnroadtransitpriorityproject>

The City of Mississauga will be filing the final Environmental Project Report for public and agency review on April 8, 2010.

In order for the Project Team to address any concerns prior to finalizing the document, we request that you review the draft document and provide any comments that pertain to your agency's area of interest to the Project Team before March 19, 2010. If you require more time for your review, please advise the undersigned in writing prior to March 19, 2010.

If you have no concerns with the project, or if your concerns have been addressed in the draft document, please submit a response confirming this. If you do not reply to us prior to March 19, 2010, we will assume that you have no concerns with the project.

We thank you in advance for your prompt attention to this matter. Please don't hesitate to contact me if you have questions or wish to discuss the project further. I can be reached at the telephone number below or by email at: scott.anderson@mississauga.ca.

Sincerely,

W. Scott Anderson, P.Eng.
 BRT Senior Project Manager
 905-615-3200, ext. 4399

TELUS Address:
 2700 Matheson Boulevard East
 5th floor, West Tower
 Mississauga, Ontario
 L4W 4V9

March 18, 2010

APPLICATION REVIEW

APPLICANT: City of Mississauga
 YOUR FILE: Rathburn Road Transit Priority Measures Project
 LOCATION: Rathburn Road from east of Hurontario Street to Duke of York Boulevard.
Mississauga, ON

CONFLICT CAUTION

COMMENTS: CAUTION! TELUS has aials along City Centre Dr. crossing the proposed route as shown in field view map. Please incorporate this information in your drawings. Contact TELUS for more information required.

- 1) TELUS standards call for a minimum clearance as follows:
 - a) Open cut method of construction: maintain a minimum clearance of 600 mm horizontally on either side of our facility and a minimum clearance of 300 mm vertically below our facility, especially at crossings.
 - b) Directional bore method of construction: maintain a minimum clearance of 1000 mm horizontally on either side of our facility and a minimum clearance of 600 mm vertically below our facility at crossings.
 TELUS facilities shall be exposed prior to crossing
- 2) You are required to contact TELUS for route locates prior to digging/construction.
 You must hand trench to expose TELUS' infrastructure at all locations, pressurized water technology (Hydro-Vacuuming) is not permitted as alternate form of hand trenching.

Please contact TELUS 72hrs prior to construction to witness hand trenching at all locations indicated (1-800-593-5558)

Mary D'Mello
 Prestige Telecom
 C/O Plantec Consulting Engineers
 200 Town Centre Blvd., Suite #300
 Markham, Ontario L3R 8G5
 Ph: (905)470-2112 Ext: 40257

SIGNATURE:
 per
Stephen Hoy
 Network Planning Manager
 2700 Matheson Boulevard East, 5th Floor, West Tower
 Mississauga, Ontario, L4W 4V9
 Office: 905-804-6223, Cell: 416-992-0617, Fax: 905-804-6104

DATE: Mar. 16, 2010

Allstream

Shea, Andrew

From: Scott W Anderson [ScottW.Anderson@mississauga.ca]
Sent: March 12, 2010 11:53 AM
To: Willy Ing
Cc: Geoff Wright; Andrea McLeod; Shea, Andrew
Subject: FW: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

From: Utility Circulations [mailto:Utility.Circulations@mtsallstream.com]
Sent: 2010/03/12 11:35 AM
To: Scott W Anderson
Subject: RE: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

Good morning Scott,

Allstream does not have any concerns with this project.

Thanks,
Allstream Utility Circulations

From: Andrea McLeod [mailto:Andrea.McLeod@mississauga.ca] **On Behalf Of** Scott W Anderson
Sent: Friday, March 05, 2010 1:48 PM
To: Andy Harvey; Anne Farrell; bkilbride@blink.ca; Diana Rusnov; edgar.henriquez@rci.rogers.com; Gino Nucifora; jamie.delaney@enbridge.com; julie.pryce@cogecodata.com; karen.cramer@peelregion.ca; Maria Da Silva; Mark Warrack; martin.pendlebury@peelregion.ca; Matthew Williams; moc.bell@bell.ca; Rutkowski, Peter; pucc.circulations.gt@bell.ca; rmacasaet@enersource.com; Ron Kremer; Stan Pocock; Sunil Kanamala; telusutilitymarkups@plantec.com; Wayne Nishihama
Cc: Scott W Anderson; Willy Ing; Geoff Wright; Zappone, Lorna (ENE); 'Stephanie Davies'; 'muyiwa.adebayo@gotransit.com'; Shea, Andrew
Subject: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

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Sincerely,

W. Scott Anderson, P.Eng.
BRT Senior Project Manager
905-615-3200, ext. 4399

Cogeco

March 16, 2010

W. Scott Anderson
BRT Senior Project Manager
T: 905-615-3200 ext 4399

Re: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

Please find this letter in response to the request made by W. Scott Anderson in regards to
Re: City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR

Note: Cogeco Data Services has existing plant along the East side of Hurontario St. Please see the attached picture. Ref# CDS2010-0264

Please direct any questions or concerns to the below contact information.

Thank you.

Samir Patel
on behalf of
Julie Pryce
Utility Mark-Up and Permit Specialist,
Network Implementation
julie.pryce@cogecodata.com
Tel: 416-847-0867
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Reference # CDS2010-0264



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General Public

Schijns, Steve

From: Scott W Anderson [ScottW.Anderson@mississauga.ca]
Sent: February 12, 2010 8:58 AM
To: Schijns, Steve
Subject: FW: Suggestion Regarding Rathburn RBLs at Station Gate Drive

Hi Steve...

[REDACTED]
Thoughts ? Comments ??? (To the inquiry below...)

Thanks, Scott.

From: [REDACTED]
Sent: 2010/02/11 6:56 PM
To: Scott W Anderson
Subject: Suggestion Regarding Rathburn RBLs at Station Gate Drive

Hi Scott,

I believe we spoke at one of the BRT meetings a few years back. Unfortunately there was no advertising for the most recent meeting, therefore I did not know to attend.

Today, I was reviewing the PDF posted on the BRT website. The plan on page 12 looks very good, however for increased operational ability, I would make one change. On the north (westbound) side of Rathburn, there is a bus only right turn lane and acceleration lane on the east and west sides of the intersection, respectively. I would suggest that that space be used to allow a second centre RBL in each direction adjacent to each direction's platform. This would allow buses to pass other stopped buses without being forced to enter the opposing direction's lane. Being Square One, there will be a high turnover rate at that stop, which means an increased dwell time will inevitably be experienced, negating the benefit of using the RBLs for any buses held behind a loading unit. A single lane at those locations would also render it impossible for operators to access washroom facilities at the CCT because leaving their buses there would block the single lane while they are gone.

Thank you for your time and consideration and please reply to me if you can't understand what I'm trying to tell you, or if you would like to follow up,

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