

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

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Leading today for tomorrow

April 6, 2010  
File: PO.04.DET

Mr. Liam Marray  
Senior Planner/Ecologist  
Credit Valley Conservation  
1255 Old Derry Road West  
Meadowvale, Ontario L5N 6R4

Dear Mr. Marray:

**Re: Proposed Rathburn Road Transit Priority Measures Project**

This letter is further to your email of March 31, 2010, in which you advised of internal discussions with respect to the above-noted project and in which you requested the following additional information:

1. Portions of Rathburn Road are within the spill area associated with Cooksville Creek. CVC recognizes that it is 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.

*Response: The City is aware of the potential spill area along Rathburn Road associated with the Cooksville Creek, and that by re-alignment of the Hurontario to Centre View Drive ramp with a bus-only access to Rathburn Road, this current potential spill area may be reduced somewhat; however, the City does recognize this continues to be a potential spill area.*

2. CVC in general does not support stormceptors as stand alone facilities to address water quality. As part of detailed design, other opportunities for water quality treatment should be reviewed, including LID.

*Response: This consideration has been received and shall be reviewed through detailed design.*

3. That a permit will be required from CVC for works within the regulated area associated with Cooksville Creek.

Response: *The City shall be requesting and acquiring permission from the CVC prior to commencement of works.*

We trust that the above information addresses your concerns. Please feel free to contact me should you have any questions in this regard.

Sincerely,



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

c: Geoff Wright, Director, Transportation Project Office  
Willy Ing, Project Leader  
Andrew Shea, McCormick Rankin Corporation  
Lorna Zappone, Ministry of the Environment



April 7, 2010

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

Attention: Scott Anderson  
Senior Project Manager

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

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Staff of Credit Valley Conservation (CVC) have reviewed and found satisfactory your letter of April 6<sup>th</sup>, 2010 addressing our email of March 31, 2010 for the above-noted project.

On this basis, CVC has no objection to the approval of the study report or the initiation of detail design.

CVC looks forward to working with the City and their consultants during detail design.

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

Yours truly,



Liam Marray  
Senior Planner Ecologist

/rf

## Andrea McLeod

---

**From:** Andrea McLeod on behalf of Scott W Anderson  
**Sent:** 2010/04/06 3:46 PM  
**To:** 'lmarray@creditvalleyca.ca'  
**Cc:** Scott W Anderson; Geoff Wright; Willy Ing; 'Shea, Andrew'; 'lorna.zappone@ontario.ca'  
**Subject:** Additional Information Requested by CVC - Rathburn Road Transit Priority Measures Project  
**Attachments:** 2010-04-06-Murray-Rathburn-Transit-Priority.pdf

Good Afternoon,

Attached please find a PDF of a letter which responds to your email of March 31, 2010. The original will be sent to you via Canada Post. If you have any questions, please do not hesitate to contact me.

Thank you.

/Andrea McLeod for:

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



Canadian Environmental  
Assessment Agency

Agence canadienne  
d'évaluation environnementale

55 St. Clair Avenue East  
Suite 907  
Toronto, Ontario  
M4T 1M2

55, avenue St-Clair Est  
Bureau 907  
Toronto (Ontario)  
M4T 1M2

W. Scott Anderson  
WELLY  
GEOFF.

April 26, 2010

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

Dear Mr. Anderson,

**Re: Rathburn Road Transit Priority Measures**

Thank you for sending a copy of the Environmental Project Report on the Rathburn Road Transit Priority Measures Project.

It has been determined that this project is excluded from requiring a federal environmental assessment under the *Canadian Environmental Assessment Act*, Exclusion List Regulation 2007, Schedule 4, Paragraph 7.

Sincerely,

Berenkey

Andrea Berenkey  
Environmental Assessment Officer,  
Canadian Environmental Assessment Agency

AB/js





**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  
Télec. : 416 314-8452



April 28, 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  
Final Environmental Project Report and Appendices**

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The Ministry of the Environment (MOE) has reviewed the final Environmental Project Report (EPR) and Appendices dated April 2010, submitted to the MOE on April 7, 2010.

The final EPR 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); and the Halton-Peel District Office. Comments from EAPC are provided below. The ANU, WWU, TSS and the Halton-Peel District Office have advised that comments raised as a result of reviewing the draft EPR have been satisfactorily addressed in the final EPR.

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**1. INTRODUCTION**

- *Section 1.2.2 Canadian Environmental Assessment Act*: this section ends abruptly. Is information missing? Revise accordingly. (See page 1-3)

**2. DESCRIPTION OF THE TRANSIT PROJECT**

- Is there a description of the existing conditions as relates to the criteria used to assess the alternatives (transit operations, traffic operations and access to adjacent development) in the final EPR? Where is this discussion located?
- *Section 2.1.3 Alternative 2 – Median Reserved Bus Lanes*: the comment made on the draft EPR has not been addressed. Identify the report and/or analysis as relates to the statement about low frequency of un-signalized access. Provide missing information and/or rewrite for clarity. (See page 2-2)



- *Section 2.1.5 Selection of the Preferred Design Method*: the section that precedes this one (2.1.4) itemizes the criteria used to assess the alternatives (transit operations; traffic operations; access to adjacent development; and, construction costs). This same itemization approach needs to be utilized in this section and better articulation of the assessment and rationale is required. Rewrite for clarification taking note of the following additional points:
  - Page 2-4: second paragraph, last sentence – unclear as to what the conditions would be with the diversion. Which alternative does this statement support?
  - Third paragraph – provide explanation/definition of *screenline analysis*.
- *Table 2-1 Summary of the Comparative Analysis of Alternatives*: table provided is insufficient in illustrating evaluation criteria, assessment of alternatives and rankings. Revise the table. Column 1 should include the criteria and sub-criteria (factors) that were described in Section 2.1.4. Provide a clearer, more robust understanding of the ranking. For example, it is not clear what “poor”, “good”, “acceptable”, and “preferred” mean and how it was possible to differentiate or make choices between them. Provide a text description that better explains the contents of this table. For example, were weightings applied to the criteria? If so, how? Which criterion had greater weight?

### **3. ASSESSMENT OF IMPACTS ON LOCAL ENVIRONMENTAL CONDITIONS**

- The EPR is required to be a stand alone document. It is difficult for the reader to follow the process if they are being referred to material presented in another EA document. The referenced excerpt of the CEAA Screening Report needs to be provided in the appropriate appendix of this EPR.
- *Section 3.6 Potential Construction-Related Impacts*: a description of potential impacts related to traffic staging, and possible mitigation and monitoring is still outstanding. A discussion about potential vibration impacts, and possible mitigation and monitoring is also required.

### **4. CONSULTATION**

- Provide details of the consultation with ORC.
- *Section 4.1.3 Government Technical Review Team Consultation*: populate missing dates in the Ministry of Transportation (MTO) section.
- Last paragraph, page 4-4: the consultation summary table is referenced to be found in Section 4.3 however no such section exists. Where is this table located?
- *Section 4.1.6.2 Mississaugas of the New Credit First Nation*: consultation record is incomplete as relates to contacting the community to confirm that the letters, emails and project documentation were received and circulation of the final EPR for review and comment. Provide missing consultation information.
- *Section 4.1.6.3 Six Nations of the Grand River*: same as above bullet.
- *Section 4.1.6.4 Métis Nation Council*: same as above bullet.
- *Section 4.1.7 General Public Consultation*: Release of Notice of Completion publishing date and distribution information has been deleted. Reinsert details.
- *Table 4-10 Comment/Response Summary Table*:
  - CEAA – indicate who advised the City that the project was exempt.
  - MTO – review summary of stakeholder's comments and proponents' responses, it appears the information is incomplete. Revise accordingly.
  - MTO (page 4-22) – indicate the kind of modeling done and indicate if the MTO is satisfied with the proponents' response/protocol.



- Bottom of page 4-22 – insert missing submitter information.
- MEI Growth Secretariat – this stakeholder is not listed. Provide details.
- MCL – Where is the heritage related consultation information from MCL?
- Municipal – Where are Mississauga Transit, Mississauga Fire comments?
- Utilities – Peel Fibre was not previously identified as an interested stakeholder. Why appearing here? Provide details and/or explanation.

## **5. COMMITMENTS TO FUTURE WORK**

- *Section 5.2.2 ORC/MEI Class EA Requirements:* Have the requirements been met? What has ORC/MEI advised about the status to meet the Class EA requirements? What is the status of the acquisition of the land easement?
- *Table 5-1 Potential Impacts and Proposed Commitments/Mitigation Measures:*
  - All commitments noted in Section 3.2.3.5 must appear in this table.
  - Section 3.1.3.1 incorrectly identified. Correction Section is 3.2.3.2.
  - Groundwater mitigation on page 3-7 of EPR should appear here as well.
  - Construction impacts section should include mitigation related to traffic staging and vibration, as applicable (see comments above in Section 3).
  - *Cultural Environment:* Where is subheading of Communities? Is the Heritage and Archaeological Resources subheading needed? Comment under Built Heritage Resources indicates there **will be** impacts. Change in wording needed?
  - Did MTO request any additional mitigation to ensure that queuing onto Hurontario did not occur?

## **APPENDIX D – CONSULTATION RECORD**

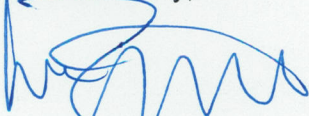
- What is the difference between the comment summary table presented in section 6 of this appendix and Table 4-10 presented in Section 4 of the EPR? Some information that appears in section 6 is not in Table 4-10, and vice versa.
- Pages 2 and 4 of the MOE letter dated January 6, 2010 are still missing from the appendix. Ensure that these pages are added to the electronic copy of the project documentation on the project website.

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The changes and/or clarifications indicated above are to be incorporated into the final EPR and Appendices. It is also required that the revised pages be posted on the project website as soon as possible. One final product of the entire EPR and Appendices along with 4 copies of the revised pages will need to be sent to the MOE. The date these documents are due to the MOE will be determined once the comment period ends.

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](mailto:Lorna.Zappone@ontario.ca).

Yours sincerely,



Lorna Zappone, Project Officer  
Environmental Assessment Project Coordination Section



**Ministry of Tourism and Culture**

Culture Services Unit  
Programs and Services Branch  
400 University Avenue, 4<sup>th</sup> floor  
Toronto ON M7A 2R9  
Tel. 416 314-7144  
Fax: 416 212-1802

**Ministère du Tourisme et de la Culture**

Unité des services culturels  
Direction des programmes et des services  
4<sup>e</sup> étage, 400 avenue University  
Toronto ON M7A 2R9  
Tél. : 416 314-7144  
Téléc. : 416 212-1802



Date: May 10, 2010

To: Lorna Zappone, Project Officer  
Environmental Assessment and Approvals Branch  
Ministry of the Environment

**Subject: Rathburn Road Transit Priority Measures EPR**

**Location: City of Mississauga, Ontario**

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As part of MOE's new six month assessment process for public transit projects in Ontario, known as the Transit Project Assessment Process (TPAP), the Ministry of Tourism and Culture is required to be consulted.

MTC has an interest in the conservation of cultural heritage resources including:

- Archaeological resources;
- Built heritage resources; and
- Cultural heritage landscapes.

We have reviewed the following:

- Draft Rathburn Road Transit Priority Measures Environmental Project Report, February 2010 along with Appendix B: Heritage and Archaeological Assessment

**General Comments**

The focus of this assessment is on proposed Transit Priority Measures along Rathburn Road, from Duke of York Boulevard to Shipp Drive, City of Mississauga.

The EPR indicates that there are no built heritage or cultural heritage resources along the proposed corridor. As such, MTC has no heritage related concerns as long as the proposed work is within the existing roadway.

Should proposed work be expanded to areas beyond the existing roadway, further investigation regarding impacts on cultural heritage resources will be needed.

Thank you for the opportunity to review and provide comments on this Environmental Assessment report.

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

Regards.

Ragini Dayal  
Heritage Planner, Central West Region  
Culture Services Unit  
Ministry of Culture  
400 University Avenue, 4<sup>th</sup> Floor  
Toronto, Ontario M7A 2R9  
Tel: 416-314-7131  
[ragini.dayal@ontario.ca](mailto:ragini.dayal@ontario.ca)



May 12, 2010

W. Scott Anderson, Senior Project Manager  
Transportation Project Office, City of Mississauga  
Transportation and Works Department  
201 City Centre Drive, 8<sup>th</sup> Floor  
Mississauga, Ontario L5B 2T4

Dear Mr. Anderson,

Thank you for the opportunity to provide comments on the Environmental Project Report (EPR) for the Rathburn Road Transit Priority Measure Project. The Region of Peel supports the project findings and the preferred alternative. As outlined below, the improvement of transit service on one of the busiest corridor in Peel is definitely of interest to the Region.

Objectives in the Region's Official Plan (per Regional Official Plan Amendment 22) support the increased use of public transit, encourage the development of an effective, efficient and sustainable transit network, and encourage connectivity and coordination between transit services. The preferred alternative presented in the EPR – by addressing operational, safety and capacity issues in the Rathburn Road area – will help fulfill these objectives.

The proposed project is also consistent with several Regional policies, as set out in ROPA 22:

- 5.9.5.2.5 Encourage transit-supportive measures on major roads and highway corridors in Peel through the use of HOV lanes, Bus Rapid Transit (BRT) and granting preferential treatment to transit, when and where necessary and justified.
- 5.9.5.2.6 Support Metrolinx and the area municipalities in the expeditious planning and implementation of, and support Metrolinx and the federal government in the expeditious funding of, a GTHA-wide rapid transit network and, in particular, of :
  - a) Rapid transit projects in Peel included in the Metrolinx Regional Transportation Plan; and
  - b) Rapid transit projects in the City of Mississauga and the City of Brampton not included in the Metrolinx Regional Transportation Plan.

We feel that the EPR would benefit from clarification on how the Rathburn Road Transit Priority Measure Project fits into the larger Mississauga Bus Rapid Transit (BRT) project. This would provide readers with a better understanding of the "big picture", provide additional context for this project and would help readers understand the purpose and benefits of the preferred alternative.

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**Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

We look forward to the approval of the Environmental Project Report for the Rathburn Road Transit Priority Measure Project and to the timely implementation of the project. We would appreciate being kept informed as the project progresses through the next phase of development.

If you have any questions about these comments, please do not hesitate to contact me.

Sincerely,



Sabbir Saiyed, P. Eng.  
Region of Peel – Manager, Transportation System Planning  
10 Peel Centre Drive, Suite A, 6<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
Tel: 905-791-7800 Ext. 4352  
Email: [sabbir.saiyed@peelregion.ca](mailto:sabbir.saiyed@peelregion.ca)

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**Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)



## Shea, Andrew

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**From:** Willy Ing [Willy.Ing@mississauga.ca]  
**Sent:** May 14, 2010 4:44 PM  
**To:** Tupaz, Aimee Rose (MTO)  
**Cc:** Geoff Wright; Turvey, Dale; Shea, Andrew; Scott W Anderson; Zappone, Lorna (ENE)  
**Subject:** RE: Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project  
**Attachments:** 7644 - Trans to MTO re revised drawings - Feb22-10.doc; T7644 -MTO Figure-22x34.pdf

Hi Aimee,

MRC will follow-up with you early next week to brief you on the traffic situation and set up a meeting if necessary.

We've updated Section 4.1.3.2 see below:

Section 4.1.3.2 re: MTO Consultation - the text revised can be to read:

The project team consulted with the Ministry of Transportation regarding the potential for impacts associated with the realignment of the ramp from southbound Hurontario Street to Rathburn Road. An application for encroachment permit and copies of the preliminary design plan was submitted to the Ministry of Transportation's Corridor Control group by McCormick Rankin Corporation on behalf of the City of Mississauga, on December 16<sup>th</sup>, 2009 for the works based on the preliminary design and the potential for works within the MTO right-of-way. The MTO requested and received 2 additional copies of the plans. ~~No comments or concerns were received in response to the application.~~

The City recognizes that the design has been modified since the original submission of December 16<sup>th</sup>, 2009 accordingly revised plans were submitted to the Ministry on February 22<sup>nd</sup>, 2010 to replace those included in the original Encroachment Permit Application. (SEE ATTACHED TRANSMITTAL). However, as a result of input received during the transit project assessment process, the City commits to re-submitting the Encroachment Permit Application, in the name of the proponent, reflecting the updated plan and in the name of the proponent.

For technical review, a copy of the plans along with a summary memorandum was submitted to the Ministry on February 8<sup>th</sup>, 2010. ~~Minor comments were received~~ Comments were first received from the MTO on February 16<sup>th</sup>, 2010 following the circulation of the technical memorandum received on February 10<sup>th</sup>, 2010 summarizing the design proposal, and have been responded to and documented in **Appendix D**. No further comments regarding the summary memorandum have been received to date.

The Ministry of Transportation was also provided with a draft copy of the Environmental Project Report on March 2<sup>nd</sup>, 2010, and given an opportunity to comment on the potential impacts.

The following is a summary of the comments submitted by the Ministry of Transportation and the responses provided:

**Table 4-4: MTO Comments and Responses**

Date	Comment	Response
Phone Call of February 16 <sup>th</sup> , 2010	Request for clarification regarding the scope of work being addressed under the Rathburn Road Transit Priority Measures project, and the limits of the Mississauga Bus Rapid Transit (East Section) Project.	The Rathburn Road Transit Priority Measures project includes all works along Rathburn Road between the Mississauga BRT East connection and the Duke of York Boulevard intersection.

Date	Comment	Response
	<p>Concern/request for confirmation that bus volumes on the realigned southbound Hurontario Street ramp to Rathburn Road (waiting for the transit priority signal) will not back-up onto Hurontario Street and into the interchange.</p>	<p>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.</p> <p>The City will recommend that 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 bus's' 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.</p>
<p>E-Mail of March 23<sup>rd</sup>, 2010</p>	<p>The Ministry Traffic Office in reviewing the draft EPR indicated that a Traffic Impact Study would be required for this proposal to quantify the potential impact of this proposal on the Highway 403 ramp terminals at Hurontario Street both initially and in the future.</p>	<p>No impacts to Ministry of Transportation facilities are expected.</p> <p>The potential impact of the proposal is confined to the E – NS Highway 403 ramp terminal. The analysis undertaken addresses the possibility of traffic on the ramp leading to Centre View Drive queuing into the intersection controlling the ramp traffic.</p> <p>In comparison with the current configuration where the westerly terminus is controlled by the signalized intersection with City Centre Drive/Centre View Drive, the proposed ramp would allow general traffic a free flow connection to Centre View Drive. Centre View Drive is operating substantially below capacity. Accordingly, compared to the present configuration, the potential under the proposed ramp realignment for general traffic to queuing into Hurontario intersection with the E – NS ramp is significantly reduced.</p> <p>As presented to the Ministry in response to their comments of February 16<sup>th</sup>, 2010, the potential for Mississauga Transit vehicles using the “bus only” access to Rathburn Road to impede the flow of general traffic on the ramp was also assessed. The realigned ramp will continue to serve only 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 or less than two vehicles per cycle. As the exclusive bus lane, at approximately 165min length, can store 8 articulated (18 m) buses, the likelihood of the transit vehicles impeding general traffic flow is</p>



Date	Comment	Response
		<p>remote. In addition, the City/Mississauga Transit will 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 the ability to use the bus link or if there is a backup onto the general purpose ramp lane for any reason.</p> <p>Accordingly, in the opinion of the City, the need to undertake a traffic impact study is not indicated.</p> <p>The City will offer to meet with the Ministry of Transportation to provide further details regarding the assessment of traffic implications on Ministry facilities if requested.</p>
May 6 <sup>th</sup> , 2010	<p>The ministry has reviewed the proponent's response to the ministry's initial comments of the subject document on page 4-7 and 4-8. The traffic analysis provided as part of appendix C does not address the ministry's comments. The proponent needs to demonstrate through traffic micro simulation modelling (opening year, 10 and 20 year horizons) the impact of this proposal on the ministry's facility. The proponent is proposing to modify the signal phasing for the Rathburn Road/Centre View Drive intersection. The ministry would like to see the traffic analysis that will assess the impact to the ministry's facility for opening year, 10 and 20 year horizons with these proposed signal phasing. For the ministry to comment on this we would require an electronic copy of the analysis in order for the data and findings to be verified by our Traffic Planning section.</p> <p>In section 5.1.2, it is noted that an encroachment permit application was submitted to MTO by MRC on behalf of the City of Mississauga. The encroachment permit application and fee is to be made by the proponent for the above work. The design that accompanied the encroachment permit application is not one of the current design alternatives being proposed in the above document by the proponent. A new encroachment permit application and fee is to be submitted to MTO by the proponent and accompanied with the complete set of engineering drawings and all other necessary reports for the preferred design alternative for the ministry's review.</p>	<p>The City will submit an updated Encroachment Permit Request reflecting the current design proposal and in the name of the proponent. Through the Encroachment Permit application process, the City will address the Ministry's concerns regarding the potential for traffic-related impacts. Given the low transit vehicle use on the facility, coupled with the commitment to divert transit vehicles to an alternate route in the unlikely event of a significant queue, the potential for impacts to MTO facilities is minimal. The City commits to meeting with the Ministry of Transportation to discuss the approach applied in the Transit Project Assessment Process to identify the potential for traffic-related impacts associated with the realigned southbound Hurontario Street ramp to Rathburn Road, and the rationale/need for additional traffic simulation to meet the Ministry's Permit requirements.</p>

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**From:** Tupaz, Aimee Rose (MTO) [mailto:AimeeRose.Tupaz@ontario.ca]  
**Sent:** 2010/05/14 9:30 AM  
**To:** Willy Ing  
**Cc:** Geoff Wright; Turvey, Dale; Shea, Andrew; Scott W Anderson; Zappone, Lorna (ENE)  
**Subject:** RE: Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project  
**Importance:** High

Willy,

With regards to the response to the ministry's comments, the ministry would like to know if those clarifications can be included as part of the EPR?

With respect to the December 16<sup>th</sup> encroachment permit application, could the following sentence be included for completeness since there is no drawing showing the initial encroachment application to the ministry in the document - The City recognizes that the design has since been modified as a result of input received during the transit project assessment process, and commits to re-submitting the Encroachment Permit Application reflecting the updated plan.

With respect to the ministry's comment regarding review, could the following sentence be included - comments were received in response to the [Encroachment Permit] application". Comments were first received from the MTO on February 16<sup>th</sup>, 2010 following the circulation of a technical memorandum received on February 10<sup>th</sup>, 2010 summarizing the design proposal.

MTO has been proactive in identifying the requirements for the Encroachment Permit application during the EA process to expedite the approval process. This includes the requirement for traffic simulation. If the city wishes to wait until the next submission of the encroachment permit application to resolve this issue, it would be advisable to submit the application and the traffic simulation work as soon as possible for sufficient time to be given to conduct a proper review.

Aimee

---

**From:** Willy Ing [mailto:Willy.Ing@mississauga.ca]  
**Sent:** May 13, 2010 2:43 PM  
**To:** Tupaz, Aimee Rose (MTO)  
**Cc:** Geoff Wright; Turvey, Dale; Shea, Andrew; Scott W Anderson; Zappone, Lorna (ENE)  
**Subject:** RE: Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project

Aimee,

Please see responses to the MTO's comments below:

*MTO Comment: Please remove any references to a December 16, 2009 submission to the ministry for the above work. The design that was provided as part of the December 16, 2009 submission to the ministry for this project is significantly different from the alternatives assessed within the current EPR document. In the December 16, 2009 submission, there is no island separating the westbound bus lane from the westbound through lane at Rathburn Road/City Centre Drive. This alternative is not shown at all within the above document as an alternative that was being considered by the proponent.*

It is not appropriate to remove the references to the December 16<sup>th</sup>, 2009 Encroachment Permit Application. The design submitted to the MTO was current as of December 16<sup>th</sup>, 2009, and provides a record of the communications between the City/MRC and MTO. The City recognizes that the design has since been modified as a result of input received during the transit project assessment process, and commits to re-submitting the Encroachment Permit Application reflecting the updated plan.

*MTO Comment: Comments regarding the current design alternatives in the above document were provided to the proponent's consultant. It is indicated in the document on page 4-21 and 4-6 that the ministry did not provide any comments is incorrect and should be removed. It is documented within Table 4-4 and page 4-22 of the above document*

that the ministry did provide comments regarding the current design of the ramp realignment and the ministry's concern regarding its potential impacts to the ministry's facility.

The referenced notes on Page 4-21 and 4-6 specify that "no comments were received in response to the [Encroachment Permit] application". This is accurate and the requested changes would be inappropriate. Comments were first received from the MTO on February 16th, 2010 following the circulation of a technical memorandum summarizing the design proposal. Further comments were received from the MTO on March 23rd, 2010 in response to the circulation of the draft Environmental Project Report. These comments are documented in the report as appropriate on Pages 4-6/7 and 4-21/22.

The ministry has reviewed the proponent's response to the ministry's initial comments of the subject document on page 4-7 and 4-8. The traffic analysis provided as part of appendix C does not address the ministry's comments. The proponent needs to demonstrate through traffic micro simulation modelling (opening year, 10 and 20 year horizons) the impact of this proposal on the ministry's facility. The proponent is proposing to modify the signal phasing for the Rathburn Road/Centre View Drive intersection. The ministry would like to see the traffic analysis that will assess the impact to the ministry's facility for opening year, 10 and 20 year horizons with these proposed signal phasing. For the ministry to comment on this we would require an electronic copy of the analysis in order for the data and findings to be verified by our Traffic Planning section.

In section 5.1.2, it is noted that an encroachment permit application was submitted to MTO by MRC on behalf of the City of Mississauga. The encroachment permit application and fee is to be made by the proponent for the above work. The design that accompanied the encroachment permit application is not one of the current design alternatives being proposed in the above document by the proponent. A new encroachment permit application and fee is to be submitted to MTO by the proponent and accompanied with the complete set of engineering drawings and all other necessary reports for the preferred design alternative for the ministry's review.

The City will submit an updated Encroachment Permit Request reflecting the current design proposal. Through the Encroachment Permit application process, the City will address the Ministry's concerns regarding the potential for traffic-related impacts. Given the low transit vehicle use on the facility, coupled with the commitment to divert transit vehicles to an alternate route in the unlikely event of a significant queue, the potential for impacts to MTO facilities is minimal. The City commits to meeting with the Ministry of Transportation to discuss the approach applied in the Transit Project Assessment Process to identify the potential for traffic-related impacts associated with the realigned southbound Hurontario Street ramp to Rathburn Road, and the rationale/need for additional traffic simulation to meet the Ministry's Permit requirements.

The City of Mississauga and our Consultant McCormick Rankin will continue to work with you through the detailed design.

Willy

---

**From:** Scott W Anderson  
**Sent:** 2010/05/07 9:11 AM  
**To:** Turvey, Dale; 'Shea, Andrew'  
**Cc:** Geoff Wright; Willy Ing  
**Subject:** FW: Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project  
**Importance:** High

fyi ...

Could you have a review of these comments, and then perhaps we can all discuss.  
Thanks, Scott.



---

**From:** Tupaz, Aimee Rose (MTO) [mailto:AimeeRose.Tupaz@ontario.ca]  
**Sent:** 2010/05/06 4:53 PM  
**To:** Scott W Anderson; Zappone, Lorna (ENE)  
**Subject:** Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project  
**Importance:** High

The ministry has reviewed the subject project and has the following comments:

Please remove any references to a December 16, 2009 submission to the ministry for the above work. The design that was provided as part of the December 16, 2009 submission to the ministry for this project is significantly different from the alternatives assessed within the current EPR document. In the December 16, 2009 submission, there is no island separating the westbound bus lane from the westbound through lane at Rathburn Road/City Centre Drive. This alternative is not shown at all within the above document as an alternative that was being considered by the proponent.

Comments regarding the current design alternatives in the above document were provided to the proponent's consultant. It is indicated in the document on page 4-21 and 4-6 that the ministry did not provide any comments is incorrect and should be removed. It is documented within Table 4-4 and page 4-22 of the above document that the ministry did provide comments regarding the current design of the ramp realignment and the ministry's concern regarding its potential impacts to the ministry's facility.

The ministry has reviewed the proponent's response to the ministry's initial comments of the subject document on page 4-7 and 4-8. The traffic analysis provided as part of appendix C does not address the ministry's comments. The proponent needs to demonstrate through traffic microsimulation modelling (opening year, 10 and 20 year horizons) the impact of this proposal on the ministry's facility. The proponent is proposing to modify the signal phasing for the Rathburn Road/Centre View Drive intersection. The ministry would like to see the traffic analysis that will assess the impact to the ministry's facility for opening year, 10 and 20 year horizons with these proposed signal phasing. For the ministry to comment on this we would require an electronic copy of the analysis in order for the data and findings to be verified by our Traffic Planning section.

In section 5.1.2, it is noted that an encroachment permit application was submitted to MTO by MRC on behalf of the City of Mississauga. The encroachment permit application and fee is to be made by the proponent for the above work. The design that accompanied the encroachment permit application is not one of the current design alternatives being proposed in the above document by the proponent. A new encroachment permit application and fee is to be submitted to MTO by the proponent and accompanied with the complete set of engineering drawings and all other necessary reports for the preferred design alternative for the ministry's review.

The ministry is available to meet with the proponent to discuss these issues further.



**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

**ATTENTION:** Bernard O'Brien

**DATE:** February 22<sup>nd</sup>, 2010

**OUR FILE NO:** 7644

**RE:** Rathburn Road Transit Priority  
Measures Project

## TRANSMITTAL

We are enclosing herewith:

Qty	Drawing No.	Rev.	Title
4			Revised drawings illustrating the proposed realigned southbound Hurontario Street to Rathburn Road ramp.

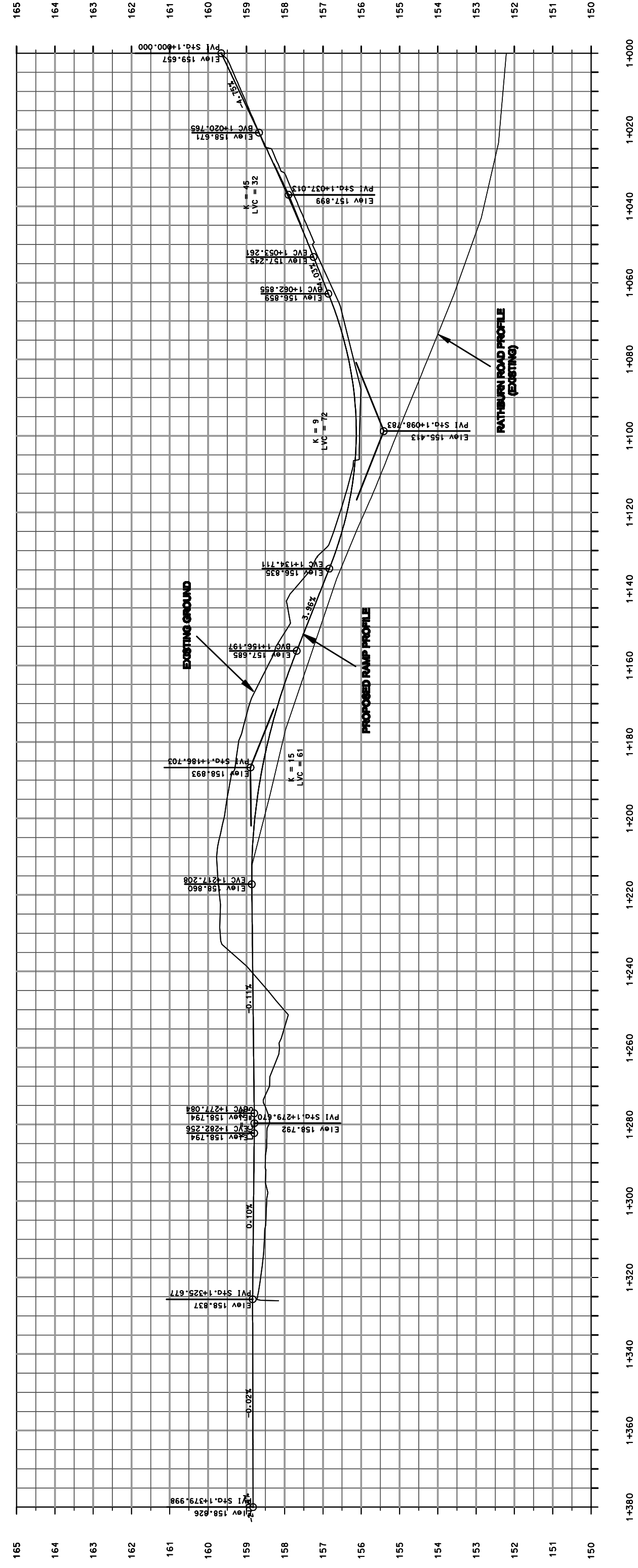
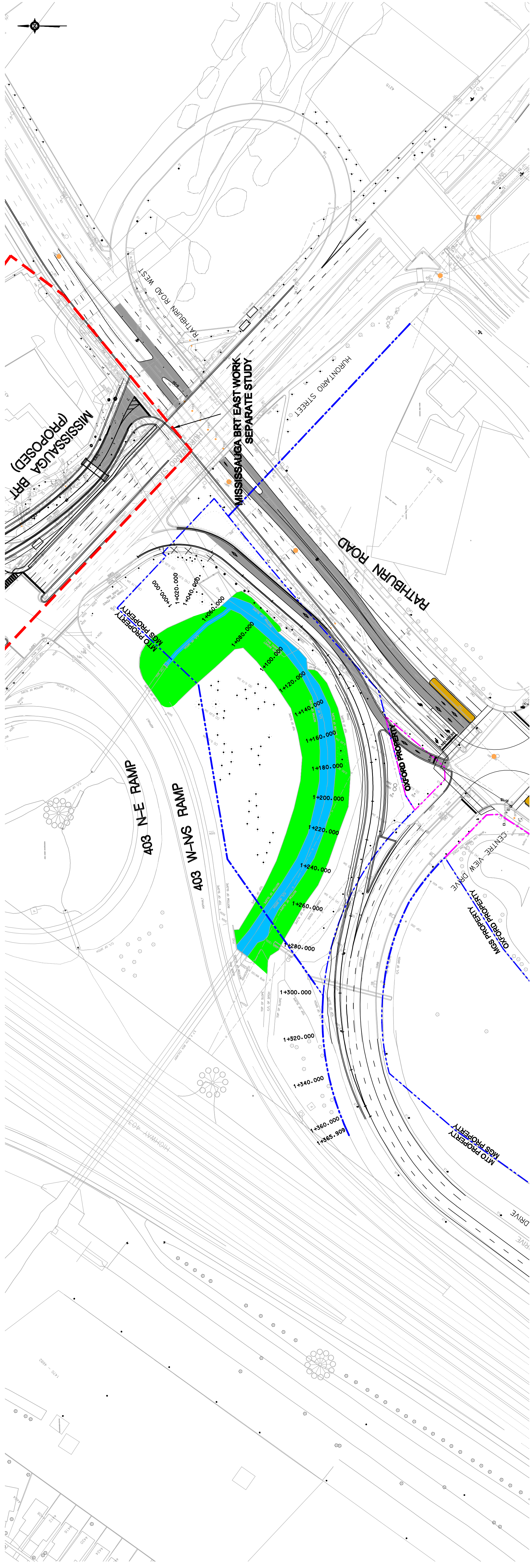
	For your information/action		
	For your approval and/or comments		Reviewed
	For use with Notice of Change/Record of Revision		Reviewed as noted
X	As requested		Revise and resubmit

### Remarks:

Please note that, while the configuration of the bus-only connection from the ramp to Rathburn Road in the attached plans differs from the previous plan (submitted on December 16<sup>th</sup>, 2009), the ramp profile and alignment remain unchanged.

**McCormick Rankin Corporation**  
**Per: Stephen Schijns**







## Willy Ing

---

**From:** Geoff Wright  
**Sent:** 2010/04/09 10:22 AM  
**To:** Willy Ing; Scott W Anderson; Andrea McLeod  
**Subject:** Fw: Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project  
**Attachments:** CDS2010-0264\_City of Mississauga Rathburn Road Transit Priority Measures Project - DRAFT EPR.pdf

---

**From:** Julie Pryce <Julie.Pryce@cogecodata.com>  
**To:** Geoff Wright  
**Sent:** Fri Apr 09 08:45:29 2010  
**Subject:** RE: Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project  
Good morning,

Please see the attached response for Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project.

Regards,

Samir Patel  
on behalf of  
Julie Pryce

---

**From:** Andrea McLeod on behalf of Geoff Wright  
**Sent:** Thu 4/8/2010 12:13 PM  
**To:** agatha.garciawright@ontario.ca; Andy Harvey; anil.wijesoorya@ontariorealty.ca; Anne Farrell; bkilbride@blink.ca; boswelld@inac.gc.ca; bryanlaforme@newcreditfirstnation.com; dahlg@inac.gc.ca; damian.albanese@peelregion.ca; daniel.francey@gotransit.com; Diana Rusnov; edgar.henriquez@rci.rogers.com; francois.lachance@ontario.ca; garry.coram@peelregion.ca; gilbertg@inac.gc.ca; Gino Nucifora; greg.sones@ontario.ca; greg@remaxspec.on.ca; info@metisnation.ca; ingrid.epp@tc.gc.ca; jamie.delaney@enbridge.com; jfilipetti@oxfordproperties.com; Julie Pryce; karen.cramer@peelregion.ca; lmarray@creditvalleyca.ca; lorna.zappone@ontario.ca; louise.knox@ceaa-acee.gc.ca; Maria Da Silva; Mark Warrack; martin.pendlebury@peelregion.ca; martin.rukavina@ontario.ca; Matthew Williams; moc.bell@bell.ca; nicole.cheechoo@inac.gc.ca; pam.wheaton@ontario.ca; penny.young@ontario.ca; peter.rutkowski@mtsallstream.com; peter.verok@ontario.ca; pucc.circulations.gt@bell.ca; rmacasaet@enersource.com; rob.dobos@ec.gc.ca; Ron Kremer; sheila.allan@ec.gc.ca; Stan Pocock; steve.strong@ontario.ca; Sunil Kanamala; telusutilitymarkups@plantec.com; thomas.mckay@peelpolice.ca; tija.dirks@ontario.ca; victor.doyle@ontario.ca; Wayne Nishihama  
**Cc:** Willy Ing; Shea, Andrew; lorna.zappone@ontario.ca; Scott W Anderson; Geoff Wright  
**Subject:** Environmental Project Report (EPR) - Rathburn Road Transit Priority Measures Project

Good Afternoon,

The City of Mississauga is filing the final Environmental Project Report (EPR) for the Rathburn Road Transit Priority Measures Project for public and agency review on April 8, 2010.

The document is available for a thirty-day review period from April 8th to May 10th at the locations indicated on the attached Notice of Completion. You may view the EPR and appendices on our website at:  
<http://www.mississauga.ca/portal/residents/rathburnroadtransitpriorityproject> . (Note: As required by the Ministry of the Environment, hard copies of the EPR have been sent to the participating Government Review Team and interested stakeholders.)

Interested parties are encouraged to review this document and provide comments by May 10, 2010.

Should you have any questions, please contact W. Scott Anderson, at 905-615-3200, ext. 4399 or by email at: [scott.anderson@mississauga.ca](mailto:scott.anderson@mississauga.ca)

Sincerely,

Andrea McLeod for:

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

/arm

Do you really need to print this email? Help preserve our environment! Devez-vous vraiment imprimer ce courriel? Pensons à l'environnement

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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.

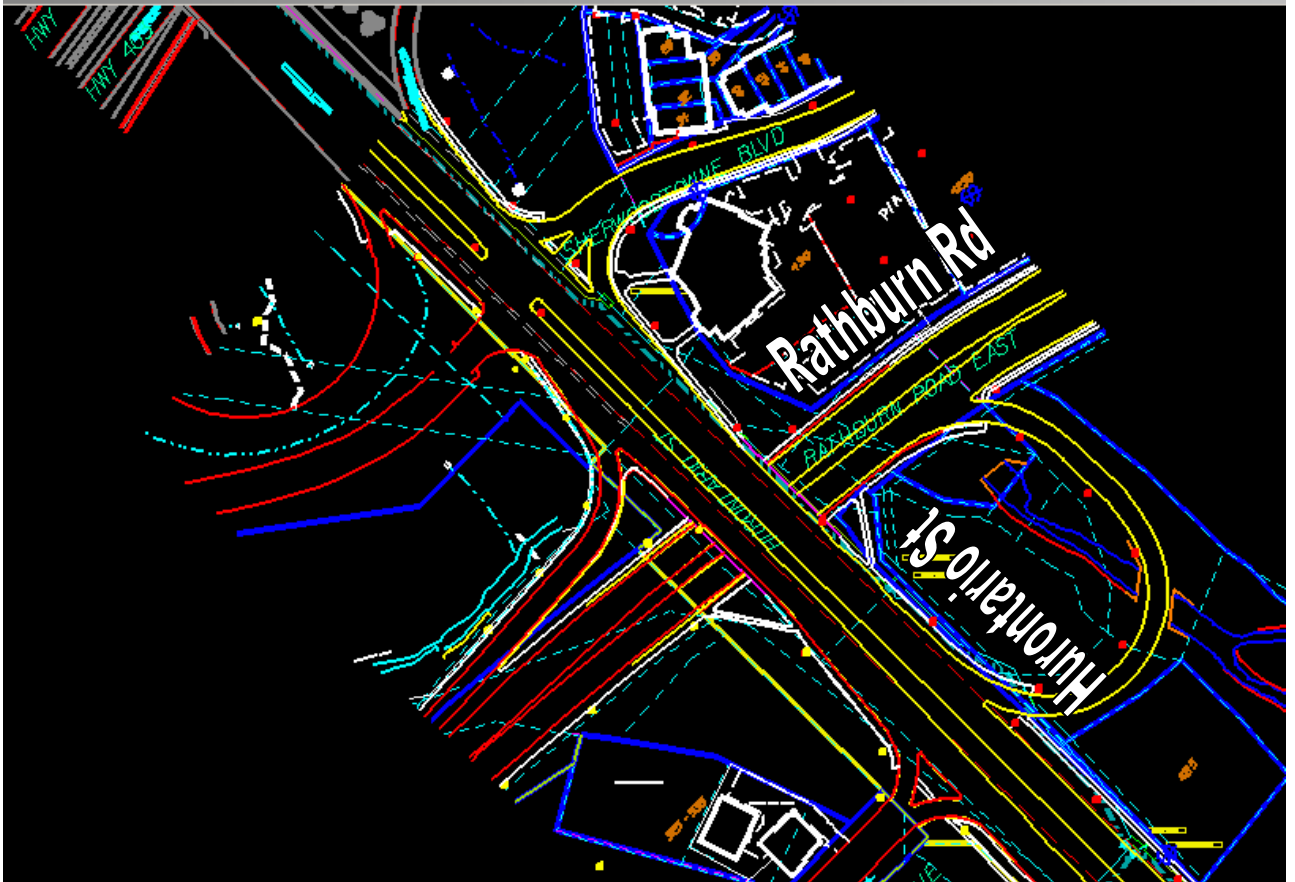
Thank you.

Samir Patel  
on behalf of  
Julie Pryce  
Utility Mark-Up and Permit Specialist,  
Network Implementation  
[julie.pryce@cogecodata.com](mailto:julie.pryce@cogecodata.com)  
Tel: 416-847-0867  
Fax: 416-626-7774

Cogeco Data Services Inc.  
431 Horner Avenue  
Toronto, ON, M8W 4W3

[www.cogecodata.com](http://www.cogecodata.com)  
[www.onezone.ca](http://www.onezone.ca)





**Proposal:** Rathbun Road Transit Priority Measures Project  
**Proponent:** City of Mississauga

- 1 -

Submitter	Summary of Initial Comments Received	Proponent’s Response to Comments
	<ul style="list-style-type: none"><li>• Section 2.1.3 Alternative 2— Median Reseived Bus Lanes: the comment made on the draft EPR has not been addressed. Identify the report and/or analysis as relates to the statement about low frequency of un-signalized access. Provide missing information and/or rewrite for clarity. (See page 2-2).</li><li>• Section 2. 1.5 Selection of the Preferred Design Method: the section that precedes this one (2.1.4) itemizes the criteria used to assess the alternatives (transit operations; traffic operations; access to adjacent development; and, construction costs). This same itemization approach needs to be utilized in this section and better articulation of the assessment and rationale is required. Rewrite for clarification taking note of the following additional points:<ul style="list-style-type: none"><li>o Page 2-4: second paragraph, last sentence — unclear as to what the conditions would be with the diversion. Which alternative does this statement support?</li><li>o Third paragraph — provide explanation/definition of screenline analysis.</li></ul></li><li>• Table 2-1 Summary of the Comparative Analysis of Alternatives: table provided is insufficient in illustrating evaluation criteria, assessment of alternatives and rankings. Revise the table. Column I should include the criteria and sub-criteria (factors) that were described in Section 2.1.4. Provide a clearer, more robust understanding of the ranking. For example, it is not clear what ‘poor’, ‘good’, ‘acceptable’, and “preferred” mean and how it was possible to differentiate or make choices between them. Provide a text description that better explains the contents of this table. For example, were weightings applied to the criteria? If so, how? Which criterion had greater weight?</li></ul> <p><b>3. ASSESSMENT OF IMPACTS ON LOCAL ENVIRONMENTAL CONDITIONS</b></p> <ul style="list-style-type: none"><li>• The EPR is required to be a stand alone document. It is difficult for the reader to follow the process if they are being referred to material presented in another EA document. The referenced excerpt of the CEAA Screening</li></ul>	<p>similar impact on traffic due to the reduced general traffic capacity. A detailed traffic analysis was conducted for the recommended alternative and is summarized in <b>Section 3.5</b> and in <b>Appendix C</b>.</p> <p>Text revised to read “This median facility would not affect access for right-turning operations. Unsignalized mid-block left-turning movements would be restricted due to safety concerns, however, the impact of this is considered minimal <i>as there is only a single unsignalized access on Rathburn Road within the study area.</i>”</p> <p>Section revised and reorganized to clarify.</p> <p>The traffic analysis for the build alternatives assumed diversion of general traffic due to proposed roadworks and reduction in general traffic capacity on Rathburn Road. The statement is highlighting the fact that, without this diversion, the traffic impacts could be “significant”. Assuming that Rathburn would continue to serve the same volume of traffic (i.e. without any diversion) under either of the “build” alternatives is unrealistic as queues and delays would result in drivers diverting to adjacent roadways.</p> <p>A “screenline” analysis is a traffic model/simulation calibration/validation technique that compares a series of traffic count locations across a pre-determined imaginary line (screenline) spanning a major road, municipal boundary, a man-made boundary (such a railway) or a natural boundary (such as a river). Screenlines typically cross multiple roads that work in parallel to form a corridor, and are used to assess the volume/capacity of a corridor as changes are made to those links.</p> <p>The rationale for the assessment is provided in the narrative preceding the table. It discusses (in general terms) both the anticipated benefits to transit and the impacts to traffic, the impacts to access, and the cost estimates.</p> <p>The CEAA Screening report was referred to, rather than included, as it is an approved document already available</p>



Submitter	Summary of Initial Comments Received	Proponent's Response to Comments
	<p>Report needs to be provided in the appropriate appendix of this EPR.</p> <p>• Section 3.6 Potential Construction-Related Impacts: a description of potential impacts related to traffic staging, and possible mitigation and monitoring is still outstanding. A discussion about potential vibration impacts, and possible mitigation and monitoring is also required.</p> <p><b>4. CONSULTATION</b></p> <p>• Provide details of the consultation with ORC.</p> <p>• Section 4. 1.3 Government Technical Review Team Consultation: populate missing dates in the Ministry of Transportation (MTO) section.</p> <p>• Last paragraph, page 4-4: the consultation summary table is referenced to be found in Section 4.3 however no such section exists. Where is this table located?</p> <p>• Section 4.1.6.2 Mississaugas of the New Credit First Nation: consultation record is incomplete as relates to contacting the community to confirm that the letters, emails and project documentation were received and circulation of the final EPR for review and comment. Provide missing consultation information.</p>	<p>to the public via the City's website. If required, the CEAA Screening (in its entirety) can be appended to the Rathburn Road EPR "FOR REFERENCE ONLY". The document will not be open for comment.</p> <p><i>Re: Traffic, the following text has been added to the EPR as new Section 3.6.3:</i></p> <p>The construction of the median bus platforms and associated roadworks will have a localized disruptive effect on roadway traffic in the study area. These effects will be mitigated through conventional traffic management / detour programs that maintain a level of traffic capacity and safety acceptable to the City of Mississauga. The adjacent or affected traffic signals may be re-timed as appropriate to accommodate the modified traffic patterns during the construction period. The motoring public will be advised of planned activities that may result in traffic disruption in advance (both temporally and physically).</p> <p>A detailed traffic staging plan will be developed during the detailed design phase of the study, and coordinated with the staging of construction to ensure that access to the City Centre Transit Terminal and GO Transit bus platforms on Station Gate Road is maintained at all times.</p> <p><i>Re:Vibration, the following text has been added to the EPR as new Section 3.6.4:</i></p> <p>Due to the nature of the project (i.e. no excavation beyond the existing road bed, removal of concrete sidewalks, curbs, etc), no significant vibration-related impacts are anticipated. All construction activities will utilize traditional construction and removals equipment and methods.</p> <p>ORC consultation will be included as new Section 4.1.3.6.</p> <p>Text revised</p> <p>Reference modified to read "Section 4.2"</p> <p>Record is complete as of filing of the final EPR.</p>

Submitter	Summary of Initial Comments Received	Proponent’s Response to Comments
	<ul style="list-style-type: none"><li>• Section 4.1.6.3 Six Nations of the Grand River: same as above bullet.</li><li>• Section 4.1.6.4 Métis Nation Council: same as above bullet.</li><li>• Section 4.1.7 General Public Consultation: Release of Notice of Completion publishing date and distribution information has been deleted. Reinsert details.</li><li>• Table 4-10 Comment/Response Summary Table:<ul style="list-style-type: none"><li>o CEAA — indicate who advised the City that the project was exempt.</li><li>o MTO — review summary of stakeholder’s comments and proponents’ responses, it appears the information is incomplete. Revise accordingly.</li><li>o MTQ (page 4-22) — indicate the kind of modeling done and indicate if the MTO is satisfied with the proponents’ response/protocol</li><li>o Bottom of page 4-22 — insert missing submitter information.</li><li>o MEI Growth Secretariat — this stakeholder is not listed. Provide details.</li><li>o MCL — Where is the heritage related consultation information from MCL?</li><li>o Municipal — Where are Mississauga Transit, Mississauga Fire comments?</li><li>o Utilities — Peel Fibre was not previously identified as an interested stakeholder. Why appearing here? Provide details and/or explanation.</li></ul></li></ul>	<p>Record is complete as of filing of the final EPR.</p> <p>Record is complete as of filing of the final EPR.</p> <p>Added to Section 4.1.7.</p> <p>As discussed in Section 4.1.4, direction was provided by the City’s Infrastructure Stimulus Fund Coordinator. This was subsequently confirmed by CEAA in their letter of</p> <p>No information was missing. Table revised to clarify.</p> <p>A copy of the EPR was circulated to the Ministry which indicated the proponent’s response to the comment. No further comments from the Ministry of Transportation have been received by the City.</p> <p>“GO Transit” added.</p> <p>MEI added to Table 4-10, indicating “No comments received”.</p> <p>The City has confirmed with their cultural services department that there are no heritage sites within the study area, and therefore no impacts to heritage sites are anticipated. This information was circulated to MCL as part of the draft EPR. No comments were received from MCL. The City followed-up with MCL on March 30<sup>th</sup> (WI to confirm date) and received no further comments. New Section will summarize notification and circulation to emergency services. No comments have been received by emergency services.</p> <p>Mississauga Transit is a department (proponent?) within the proponent municipality and had ongoing input into the design.</p> <p>To be confirmed.</p> <p>The City acknowledges that the ORC/MEI EA requirements will have to be addressed, and will work</p>

Submitter	Summary of Initial Comments Received	Proponent's Response to Comments
	<p>easement?</p> <ul style="list-style-type: none"><li>• Table 5-1 Potential Impacts and Proposed Commitments/Mitigation Measures:<ul style="list-style-type: none"><li>o All commitments noted in Section 3.2.3.5 must appear in this table.</li><li>o Section 3.1.3.1 incorrectly identified. Correction Section is 3.2.3.2.</li><li>o Groundwater mitigation on page 3-7 of EPR should appear here as well.</li><li>o Construction impacts section should include mitigation related to traffic staging and vibration, as applicable (see comments above in Section 3).</li><li>o Cultural Environment: Where is subheading of Communities? Is the Heritage and Archaeological Resources subheading needed? Comment under Built Heritage Resources indicates there will be impacts. Change in wording needed?</li><li>o Did MTO request any additional mitigation to ensure that queuing onto Hurontario did not occur?</li></ul></li></ul> <p><b>APPENDIX D — CONSULTATION RECORD</b></p> <ul style="list-style-type: none"><li>• What is the difference between the comment summary table presented in section 6 of this appendix and Table 4-10 presented in Section 4 of the EPR? Some information that appears in section 6 is not in Table 4-10, and vice versa.</li><li>• Pages 2 and 4 of the MOE letter dated January 6, 2010 are still missing from the appendix. Ensure that these pages are added to the electronic copy of the project documentation on the project website.</li></ul> <p>The changes and/or clarifications indicated above are to be incorporated into the final EPR and Appendices. It is also required that the revised pages be posted on the project website as soon as possible. One final product of the entire EPR and Appendices along with 4 copies of the revised pages will need to be sent to the MOE. The date these documents are due to the MOE will be determined once the comment period ends.</p>	<p>with ORC to address them. The requirements of the ORC/MEI Class EA are beyond the scope of this TPAP.</p> <p>The land access activities as they relate to ORC's property are ongoing at present.</p> <p>Addressed.</p> <p>Commitment to confirm assessment during detailed design added to table.</p> <p>As discussed in Section 3.2.4, no impacts to groundwater are anticipated. Commitment is included (as appropriate) under "Surface Water" and addresses impacts to surface water runoff.</p> <p>Addressed.</p> <p>"Communities" is merely a description of the nature of the study area and is, in itself, not a factor for impact assessment. The discussion on "Communities" is a preface to the impact assessment for "Heritage and Archaeological Resources" and "Built Heritage Resources".</p> <p>No.</p> <p>There is no information in Table 4-10 that is not present in Section 6 of the Appendix. Table 4-10 is a summarized version of the table in Section 6 that focuses on the comments relevant to the analyses and conclusions of the impact assessment, mitigation measures, and commitments. Section 6 is a record of ALL comments submitted throughout the project, including editorial comments on the draft document.</p> <p>Pages will be incorporated.</p>
MOE – Noise and Air Unit	Comments raised as a result of reviewing the draft EPR have been satisfactorily addressed in the final EPR.	
MOE – Water and Wastewater Unit	Comments raised as a result of reviewing the draft EPR have been satisfactorily addressed in the final EPR.	

Submitter	Summary of Initial Comments Received	Proponent's Response to Comments
MOE – Environmental Resource Planner and EA Coordinator, Air, Pesticides, and Environmental Planning	Comments raised as a result of reviewing the draft EPR have been satisfactorily addressed in the final EPR.	
MOE – Technical Support Section	Comments raised as a result of reviewing the draft EPR have been satisfactorily addressed in the final EPR.	
MOE – Halton-Peel District Office	Comments raised as a result of reviewing the draft EPR have been satisfactorily addressed in the final EPR.	
Ministry of Transportation	<p><i>Via e-mail of May 6<sup>th</sup>, 2010 from MTO to City</i></p> <p>The ministry has reviewed the subject project and has the following comments:</p>	
	<p>Please remove any references to a December 16, 2009 submission to the ministry for the above work. The design that was provided as part of the December 16, 2009 submission to the ministry for this project is significantly different from the alternatives assessed within the current EPR document. In the December 16, 2009 submission, there is no island separating the westbound bus lane from the westbound through lane at Rathburn Road/City Centre Drive. This alternative is not shown at all within the above document as an alternative that was being considered by the proponent.</p>	<p>It is not appropriate to remove the references to the December 16th, 2009 Encroachment Permit Application. The design submitted to the MTO was current as of December 16th, 2009, and provides a record of the communications between the City/MRC and MTO. The City recognizes that the design has since been modified as a result of input received during the transit project assessment process, and commits to re-submitting the Encroachment Permit Application reflecting the updated plan and in the name of the proponent..</p>
	<p>Comments regarding the current design alternatives in the above document were provided to the proponent's consultant. It is indicated in the document on page 4-21 and 4-6 that the ministry did not provide any comments is incorrect and should be removed. It is documented within Table 4-4 and page 4-22 of the above document that the ministry did provide comments regarding the current design of the ramp realignment and the ministry's concern regarding its potential impacts to the ministry's facility.</p>	<p>The referenced notes on Page 4-21 and 4-6 specify that "no comments were received in response to the [Encroachment Permit] application". This is accurate and the requested changes would be inappropriate. Comments were first received from the MTO on February 16th, 2010 following the circulation of a technical memorandum summarizing the design proposal. Further comments were received from the MTO on March 23rd, 2010 in response to the circulation of the draft Environmental Project Report. These comments are documented in the report as appropriate on Pages 4-6/7 and 4-21/22.</p>
	<p>The ministry has reviewed the proponent's response to the ministry's initial comments of the subject document on page 4-7 and 4-8. The traffic analysis provided as part of appendix C does not address the ministry's comments. The proponent needs to demonstrate through traffic microsimulation modelling (opening year, 10 and 20 year horizons) the impact of this proposal on the ministry's facility. The proponent is proposing to modify the signal phasing for the Rathburn Road/Centre View Drive intersection. The ministry would like to see the traffic analysis that will assess the impact to the ministry's facility for opening year, 10 and 20 year horizons with these proposed signal phasing. For the ministry to comment on this we would require an electronic copy of the analysis in order for the data and findings to be verified by our Traffic Planning section.</p> <p>In section 5.1.2, it is noted that an encroachment permit application was submitted to MTO by MRC on behalf of the City of Mississauga. The encroachment permit application and fee is to be made by the proponent for the above work. The design that accompanied the encroachment permit application is not one of the current design alternatives being proposed in the above document by the proponent. A new encroachment permit application</p>	<p>The City will submit an updated Encroachment Permit Request in the name of the proponent and reflecting the current design proposal. Through the Encroachment Permit application process, the City will address the Ministry's concerns regarding the potential for traffic-related impacts. Given the low transit vehicle use on the facility, coupled with the commitment to divert transit vehicles to an alternate route in the unlikely event of a significant queue, the potential for impacts to MTO facilities is minimal. The City commits to meeting with the Ministry of Transportation to discuss the approach applied in the Transit Project Assessment Process to identify the potential for traffic-related impacts associated</p>



Submitter	Summary of Initial Comments Received	Proponent's Response to Comments
	<p>and fee is to be submitted to MTO by the proponent and accompanied with the complete set of engineering drawings and all other necessary reports for the preferred design alternative for the ministry's review.</p> <p>The ministry is available to meet with the proponent to discuss these issues further.</p>	with the realigned southbound Hurontario Street ramp to Rathburn Road, and the rationale/need for additional traffic simulation to meet the Ministry's Permit requirements.
Ministry of Municipal Affairs and Housing	No comments received.	N/A
Ministry of Natural Resources	No comments received.	N/A
GO Transit	No comments received.	N/A
Ontario Realty Corporation	No comments received.	N/A
Credit Valley Conservation Authority	No comments received.	N/A
Ministry of Tourism and Culture – Culture Programs Unit	<p>Via e-mail from Ministry of Culture to City dated May 10<sup>th</sup>, 2010</p> <p>As part of MOE's new six month assessment process for public transit projects in Ontario, known as the Transit Project Assessment Process (TPAP), the Ministry of Tourism and Culture is required to be consulted. MTC has an interest in the conservation of cultural heritage resources including:</p> <ul style="list-style-type: none"> <li>• Archaeological resources;</li> <li>• Built heritage resources; and</li> <li>• Cultural heritage landscapes.</li> </ul> <p>We have reviewed the following:</p> <ul style="list-style-type: none"> <li>• Draft Rathburn Road Transit Priority Measures Environmental Project Report, February 2010 along with Appendix B: Heritage and Archaeological Assessment</li> </ul> <p><b>General Comments</b></p> <p>The focus of this assessment is on proposed Transit Priority Measures along Rathburn Road, from Duke of York Boulevard to Shipp Drive, City of Mississauga. The EPR indicates that there are no built heritage or cultural heritage resources along the proposed corridor. As such, MTC has no heritage related concerns as long as the proposed work is within the existing roadway.</p> <p>Should proposed work be expanded to areas beyond the existing roadway, further investigation regarding impacts on cultural heritage resources will be needed.</p> <p>Thank you for the opportunity to review and provide comments on this Environmental Assessment report.</p> <p>Please do not hesitate to contact me if you have any questions.</p>	Noted. No response required.
<b>Regional Agencies</b>		
Region of Peel	<p><i>Via letter from Peel to City dated May 12<sup>th</sup>, 2010</i></p> <p>Thank you for the opportunity to provide comments on the Environmental Project Report (EPR) for the Rathburn Road Transit Priority Measure Project. The Region of Peel supports the project findings and the preferred alternative. As outlined below, the improvement of transit service on one of the busiest corridor in Peel is definitely of interest to the Region.</p>	Comments noted. No response required.

Submitter	Summary of Initial Comments Received	Proponent's Response to Comments
	<p>Objectives in the Region's Official Plan (per Regional Official Plan Amendment 22) support the increased use of public transit, encourage the development of an effective, efficient and sustainable transit network, and encourage connectivity and coordination between transit services. The preferred alternative presented in the EPR — by addressing operational, safety and capacity issues in the Rathburn Road area — will help fulfill these objectives. The proposed project is also consistent with several Regional policies, as set out in ROPA 22:</p> <p>5.9.5.2.5 Encourage transit-supportive measures on major roads and highway corridors in Peel through the use of HOV lanes, Bus Rapid Transit (BRT) and granting preferential treatment to transit, when and where necessary and justified.</p> <p>5.9.5.2.6 Support Metrolinx and the area municipalities in the expeditious planning and implementation of, and support Metrolinx and the federal government in the expeditious funding of, a GTHA-wide rapid transit network and, in particular, of:</p> <p>a) Rapid transit projects in Peel included in the Metrolinx Regional Transportation Plan; and</p> <p>b) Rapid transit projects in the City of Mississauga and the City of Brampton not included in the Metrolinx Regional Transportation Plan.</p> <p>We feel that the EPR would benefit from clarification on how the Rathburn Road Transit Priority Measure Project fits into the larger Mississauga Bus Rapid Transit (BRT) project. This would provide readers with a better understanding of the “big picture”, provide additional context for this project and would help readers understand the purpose and benefits of the preferred alternative.</p> <p>We look forward to the approval of the Environmental Project Report for the Rathburn Road Transit Priority Measure Project and to the timely implementation of the project. We would appreciate being kept informed as the projected progresses through the next phase of development.</p>	
<b>Municipal Departments</b>		
Mississauga Community Services, Culture Division	No comments received.	
Mississauga Transit	No comments received.	
Mississauga Fire	No comments received.	N/A
<b>Utilities</b>		
Bell	No comments received.	
Enbridge	No comments received.	
Enersource	No comments received.	
Telus	No comments received.	
Rogers Cable Communications	No comments received.	
Peel Fibre	No comments received.	
Cogeco Cable	Provided mark-ups of Cogeco plant in study area. Cogeco has an existing service on the east side of Hurontario Street.	Noted. No works are proposed on Hurontario Street as part of the Rathburn Road Transit Priority Measures project, and therefore no impacts are anticipated.
<b>Public Stakeholders</b>		
Oxford Properties	No comments received.	
4310 Sherwoodtowne Boulevard <i>BLC Construction (on behalf of 4310 Sherwoodtowne Boulevard)</i>	No comments received. No comments received.	
<b>General Public</b>		

Submitter	Summary of Initial Comments Received	Proponent’s Response to Comments
D. Vincent	No comments received.	N/A
L. Mercader (via e-mail of December 11 <sup>th</sup> , 2009)	No comments received.	N/A
H. Sookraj (via e-mail of December 13 <sup>th</sup> , 2009)	No comments received.	N/A