Ontario

Ministry of Transportation

Transportation Environmental Study Report

Queen Elizabeth Way (QEW) from West of Mississauga Road to West of Hurontario Street

Preliminary Design and
Class Environmental Assessment Study

GWP 08-20008

MRC McCORMICK RANKIN
A member of MMM GROUP

June 2013

Ontario

QUEEN ELIZABETH WAY (QEW) CREDIT RIVER BRIDGE FROM WEST OF MISSISSAUGA ROAD TO WEST OF HURONTARIO STREET

PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY

G.W.P. #08-20008

TRANSPORTATION ENVIRONMENTAL STUDY REPORT

PREPARED FOR:

ONTARIO MINISTRY OF TRANSPORTATION
CENTRAL REGION

CITY OF MISSISSAUGA, ONTARIO

June 2013

MRC McCORMICK RANKIN
A member of MMM GROUP

QUEEN ELIZABETH WAY (QEW) CREDIT RIVER BRIDGE
FROM MISSISSAUGA ROAD TO WEST OF
HURONTARIO STREET

PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY

Transportation Environmental Study Report
City of Mississauga, Ontario
G.W.P. #08-20008

Prepared for the Ontario Ministry of Transportation by:
McCormick Rankin, A Member of MMM Group Ltd.

Prepared By:

Catherine Christiani, MCIP, RPP
Assistant Consultant Environmental Planner
Ecoplans, A Member of MMM Group Ltd.

Heather Templeton, P. Eng.
Assistant Consultant Project Manager
McCormick Rankin, A Member of MMM Group Ltd.

Reviewed By:

Gillian Thompson, MCIP, RPP
Consultant Environmental Planner
McCormick Rankin, A Member of MMM Group Ltd.

Michael Chiu, P. Eng.
Consultant Project Manager
McCormick Rankin, A Member of MMM Group Ltd.

Reviewed By:

Sarah Merriam, M. Sc.
Transportation Environmental Planner
Ontario Ministry of Transportation

Joseph Lai, P. Eng.
Senior Project Engineer
Ontario Ministry of Transportation

Approved By:

Barry Duffey
Manager – Planning and Environmental Office
Ontario Ministry of Transportation.

Peter Verok, P. Eng.
Manager – Engineering Office
Ontario Ministry of Transportation

THE PUBLIC RECORD

Copies of this document have been submitted to the following office of the Ministry of the Environment to be placed in the Public Record:

Ministry of the Environment
Central Region Office
5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

This Transportation Environmental Study Report is also available for a 45-day period starting **June 4, 2013**, during regular business hours, at the public review locations listed below. The report will also be available on the study website at www.qewcreditriverea.ca:

City of Mississauga
Office of the City Clerk
300 City Centre Drive
Mississauga, Ontario L5B 3C1

City of Mississauga – Central Library
301 Burnhamthorpe Road West
Mississauga, Ontario L5B 3Y3

City of Mississauga – Woodlands Library
1030 McBride Avenue
Mississauga, Ontario L5C 1L6

Region of Peel
Regional Clerk's Office
10 Peel Centre Drive, Suite A
Brampton, Ontario L6T 4B9

City of Mississauga – Lorne Park Library
1474 Truscott Drive
Mississauga, Ontario L5H 4J3

Ministry of Transportation
Central Region
Planning and Environmental Office
3rd Floor, Building 'D'
1201 Wilson Ave.
Downsview, ON M3M 1J8

Ce document hautement spécialisé n'est disponsible qu'en anglais en virtue du règlement 411/97, qui en exempte l'application de la Loi sur les services en français. Pour de l'aide en français, veuillez communiquer avec le ministère des Transports, Bureau des services en français au: 905-704-2045 ou 905-704-2046.

NOTICE OF FILING OF TRANSPORTATION ENVIRONMENTAL STUDY REPORT

QEW Credit River Bridge Preliminary Design and Class Environmental Assessment Study from West of Mississauga Road to West of Hurontario Street City of Mississauga, Region of Peel

THE STUDY

The Ontario **Ministry of Transportation (MTO)** has completed a Preliminary Design and Class Environmental Assessment (EA) Study to determine a long-term strategy to address the rehabilitation needs of the Queen Elizabeth Way (QEW) Credit River Bridge and to address the future requirements for the QEW from west of Mississauga Road to west of Hurontario Street. The study limits extend 3.5 km from west of Mississauga Road to west of Hurontario Street.

The key features of the Recommended Plan include the following:

- New North Twinned Credit River Bridge
- Rehabilitation of the existing Credit River Bridge
- Improving the mainline highway cross-section to current standards
- Reconfiguring the Mississauga Road Interchange
- Replacing the Mississauga Road Overpass

THE PROCESS

The study has followed the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). External agency and public consultation has taken place throughout the study.

A Transportation Environmental Study Report (TESR) has been prepared to document the study findings. The TESR is available for a 45-day public review period beginning **June 4, 2013** at the following locations and on the project website **(www.qewcreditriverea.ca)**:

Ministry of the Environment
Central Region Office
5775 Yonge Street, 8th Floor
North York, ON M2M 4J1

Ministry of Transportation
Central Region
Planning and Environmental Office
1201 Wilson Avenue
3rd Floor, Building D
Downsview, ON M3M 1J8

Region of Peel
Regional Clerk's Office
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9

City of Mississauga
Office of the City Clerk
300 City Centre Drive
Mississauga, ON L5B 3C1

City of Mississauga
Lorne Park Library
1474 Truscott Drive
Mississauga, ON L5H 4J3

City of Mississauga
Central Library
301 Burnhamthorpe Road West
Mississauga, ON L5B 3Y3

City of Mississauga
Woodlands Library
1030 McBride Avenue
Mississauga, ON L5C 1L6

Interested persons are encouraged to review this document and provide comments by **July 19, 2013**. If, after consulting with the Ministry's consultant and staff, you have serious unresolved concerns, you have the right to request that the Minister of the Environment (11th Floor Ferguson Block, 77 Wellesley Street West, Toronto, ON M7A 2T5) issue a Part II Order ('bump-up') for this project. This may lead to the preparation of an Individual Environmental Assessment. A copy of a Part II Order request should be forwarded to MTO and McCormick Rankin at the addresses below. If there are no outstanding concerns after **July 19, 2013**, the project will be considered to have met the requirements of the Class EA.

COMMENTS

To obtain additional information or provide comments, please contact:

Mr. Joseph Lai, P.Eng.
Senior Project Manager
Ontario Ministry of Transportation
1201 Wilson Avenue, Building D, 4th Floor
Downsview, ON M3M 1J8
tel: 416-235-4240
fax: 416-235-3576
e-mail: project-team@qewcreditriverea.ca

Mr. Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin – A Member of MMM Group
2655 North Sheridan Way
Mississauga, ON L5K 2P8
tel: 905-823-8500
fax: 905-823-8503
e-mail: project-team@qewcreditriverea.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Ontario

TABLE OF CONTENTS

LIST OF EXHIBITS

APPENDICES

GLOSSARY

Alignment	The vertical and horizontal position of a road.
BRT	Bus Rapid Transit
Bump-up	The act of requesting that an environmental assessment initiated as a Class EA be required to follow the Individual EA process. The change is a result of a decision by the proponent or by the Minister of the Environment to require that an Individual environmental assessment be conducted.
CEAA	Canadian Environmental Assessment Act
CVC	Credit Valley Conservation Authority
Decibel (dB)	A logarithmic unit of measure used for expressing level of sound.
dBA	Decibels (A-weighted). 'A-weighting' or 'A-scale' are considered to be an accurate approximation of noise perceived by the average human.
DCR	Design and Construction Report
Detail Design	The final stage in the design process in which the engineering and environmental components of preliminary design are refined and details concerning, for example, property, drainage, and utility relocations are prepared, and contract documents and drawings are produced.
DFO	Department of Fisheries and Oceans, Canada
EA	Environmental Assessment
EA Act	Ontario Environmental Assessment Act
Evaluation	The outcome of a process that appraises the advantages and disadvantages of alternatives.
GGH	Greater Golden Horseshoe
G.W.P.	Group Work Project
GTA	Greater Toronto Area
HADD	Harmful Alteration, Disruption or Destruction (of fish habitat)
Highways	Highways are roadways under the jurisdiction of MTO including King's highways, secondary highways and tertiary roads. This includes all components within the associated right-of-way, e.g. structures, drainage works, traffic and safety devices.
LRT	Light Rail Transit
MNR	Ontario Ministry of Natural Resources

Mitigation	Taking actions that either remove or alleviate to some degree the negative impacts associate with the implementation of alternatives.
MOE	Ontario Ministry of the Environment
MRC	McCormick Rankin, A Member of MMM Group
MTCS	Ontario Ministry of Tourism, Culture and Sport
MTO	Ontario Ministry of Transportation
NEB	National Energy Board
PIC	Public Information Centre
Preliminary Design	The part of the planning and design process during which various alternative designs are examined and evaluated including consideration of environmental effects and mitigation. The recommended design is then developed in sufficient engineering detail to ensure its feasibility.
PSW	Provincially Significant Wetland
Public	Includes the general public, interest groups, associates, community groups, and individuals, including property owners.
ROW	Right-of-Way
SWM	Stormwater Management
TNPI	Trans-Northern Pipelines Inc.
TESR	Transportation Environmental Study Report

1.0 PROJECT OVERVIEW

1.1 INTRODUCTION

The Ontario Ministry of Transportation (MTO) has completed a Class Environmental Assessment (EA) to determine a long-term strategy to address the rehabilitation needs of the Queen Elizabeth Way (QEW) Credit River Bridge and to address the future requirements of the QEW from west of Mississauga Road to west of Hurontario Street.

The study followed the approved environmental planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). The MTO Class EA is a process approved under the *Ontario Environmental Assessment Act* for the planning and design of provincial highway projects.

The goal of this report is to document the environmentally significant aspects of the planning and design of the Overall Preferred Alternative. The study reviewed various bridge, mainline highway and interchange alternatives and ultimately identified an Overall Preferred Alternative. Engineering, environmental and property requirements were established, along with the identification of mitigation measures to reduce or negate environmental effects. The EA planning process satisfied all provincial and federal environmental legislation and included consideration of the cultural, natural and social environments.

This Transportation Environmental Study Report (TESR) will be made available for public review for a 45-day period. This report includes a description of the project and its purpose; the range of alternatives considered; the evaluation and rationale for the selection of the Overall Preferred Alternative; the existing natural, cultural and socio-economic factors; anticipated environmental effects and proposed mitigation; a summary of the stakeholder consultation undertaken, and key public and agency comments; and commitments to mitigate any remaining negative effects of the project.

1.2 STUDY AREA

The study area extends 3.5 kms along the Queen Elizabeth Way (QEW) from west of Mississauga Road to west of Hurontario Street in the City of Mississauga, Region of Peel. The Credit River Bridge is located between the Mississauga Road and Hurontario Street interchanges of the QEW, at the crossing of the Credit River.

Exhibit 1-1 displays the study area.

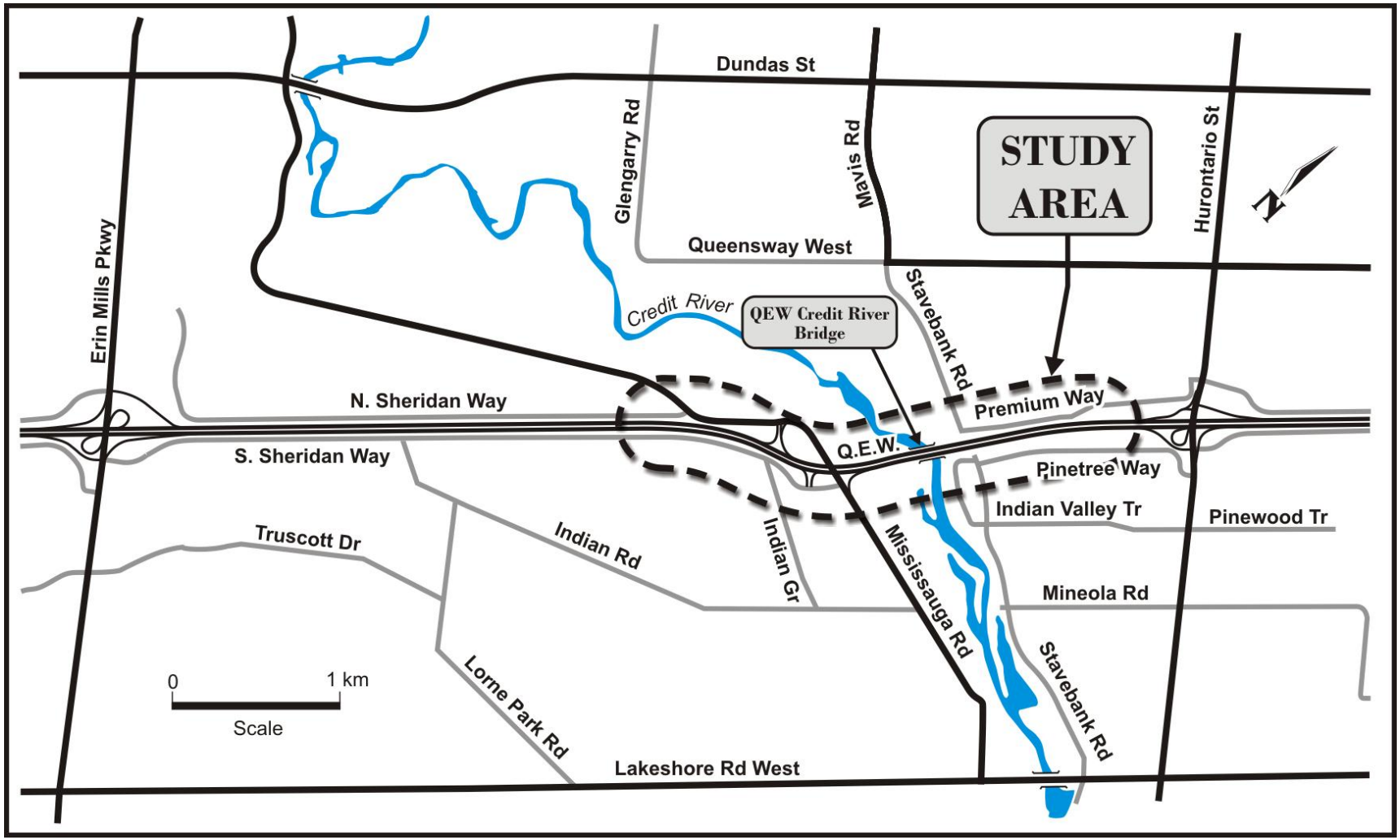


EXHIBIT 1-1: STUDY AREA

1.3 BACKGROUND AND STUDY PURPOSE

The Queen Elizabeth Way (QEW) is Ontario's oldest freeway, dating back to the 1930s. The QEW is a critical component of the provincial highway network and is one of Ontario's most important transportation facilities in terms of commuter and trade traffic.

The 250 m long Credit River Bridge is over 75 years old and recent investigations suggest that the bridge is in poor condition and in need of major repair. To 'hold' the bridge for the short-term, MTO initiated a Rehabilitation Holding Strategy, independent of this EA Study (see **Section 1.4.1** for more information). The Rehabilitation Holding Strategy is presently under construction. The Credit River Bridge is being rehabilitated until a longer term rehabilitation strategy can be developed and initiated.

Due to the population growth forecasted, the QEW has the potential to become even more significant to the transportation system of the future as it evolves to accommodate the growing needs of transit, goods movement, demand management policies, and the surrounding communities.

The purpose of this EA study was to address the following within the study limits:

- The long-term rehabilitation needs of the QEW Credit River Bridge; and,
- The future improvement needs and requirements for the QEW and the Mississauga Road Interchange.

1.4 RELATED / ADJACENT STUDIES AND PROJECTS

The following studies and projects include improvements in the vicinity of the study area and are either underway or were recently completed.

1.4.1 QEW Credit River Bridge Rehabilitation Holding Strategy

The QEW Credit River Bridge is in need of immediate repairs, therefore MTO initiated a Detail Design Study to determine the condition of the bridge deck and to develop and implement an interim rehabilitation strategy to maintain safe use of the existing bridge until a long-term rehabilitation strategy could be developed. These interim works, referred to as a "holding strategy", are intended to "hold" the bridge for approximately 10 to 15 years until construction can begin for the longer term rehabilitation of the Credit River Bridge.

The Detail Design Study was classified as a Group 'C' initiative as identified in the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Group 'C' projects are considered approved under the *Ontario Environmental Assessment Act*, subject to compliance with the Class EA and the application of mitigation measures where necessary. An internal Environmental Screening Report was prepared for the project which documented all environmental impacts and mitigation measures.

The overall objective of the interim rehabilitation holding strategy study was to develop the optimum rehabilitation that will keep the bridge safe to use, with a construction staging plan that minimizes impacts to traffic operations on the QEW and the adjacent road network, and limits environmental impacts to the Credit River Valley.

The recommended rehabilitation holding strategy for the QEW Credit River Bridge involved the installation of a shoring, or deck slab support system, under the oldest central portion of the bridge in order to strengthen the existing concrete deck. Other key features of the rehabilitation design include:

- Removing deteriorated concrete from the deck beams, arches, piers, spandrel columns, ballast wall and abutments, and patch repair at designated areas;
- Removing concrete along wide cracks and repair wide cracks in beams, arches, piers, ballast walls and abutments at designated areas only;
- Replacing median steel beam guiderail with median tall wall barrier to provide space for construction staging and to enhance safety;
- Replacing the bridge expansion joints, including the reconstruction of expansion dams;
- Replacing asphalt surface course with new asphalt and place final pavement markings; and,
- Removing existing median lighting and replace with "Elizabeth Regina (ER)" heritage light standards on both sides of the bridge.

Construction of the project began in June 2011 and works are expected to be completed by the end of 2013.

1.4.2 Ontario's High Occupancy Vehicle Lane Network Plan for the 400-Series Highways in the Greater Golden Horseshoe (2007)

The "Growth Plan for the Greater Golden Horseshoe" provides the framework for an integrated transportation network across the Greater Golden Horseshoe that offers viable travel choices. This network will allow for efficient travel both within and between urban growth centres throughout the region.

Working together with other levels of government, transit operators and the private sector to realize this vision, MTO established a plan for the development of a network of over 450 kilometres of new High Occupancy Vehicle (HOV) lanes, which includes the QEW through Mississauga. The plan has determined, at a high-level, that HOV lanes on the QEW through Mississauga would be beneficial.

Any future proposed expansion of the QEW would need to be pursued through a separate class environmental assessment study. This EA study is not seeking EA approval for HOV lanes, but provisions have been made in the study not to preclude future HOV lanes within

the project limits. The Province will consult with stakeholders throughout all future planning and environmental studies.

1.4.3 QEW Class Environmental Assessment Study From Evans Avenue to Cawthra Road

In May 2012, MTO initiated a Preliminary Design and Class Environmental Assessment Study to examine the rehabilitation and improvement needs for the Queen Elizabeth Way (QEW) from Evans Avenue to Cawthra Road. The study limits extend approximately 3.5 km through the City of Mississauga (Region of Peel) and the City of Toronto.

The study will identify rehabilitation, safety and operational needs, develop and evaluate alternatives, and recommend transportation improvements within the study limits. Potential improvements may include:

- Rehabilitation / replacement of bridges;
- Interchange improvements; and
- QEW safety and operational improvements.

The study is following the approved environmental planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be completed and made available for a 30 day public review period.

1.4.4 Highway 403 and QEW Improvements from Trafalgar Road to Winston Churchill Boulevard Preliminary Design and Class Environmental Assessment Study

In June 2010, MTO initiated a Preliminary Design and Class Environmental Assessment Study to review improvements to Highway 403 and the Queen Elizabeth Way (QEW) within the Town of Oakville and City of Mississauga in the following sections:

- QEW from Trafalgar Road easterly to east of Winston Churchill Boulevard.
- Highway 403 from Trafalgar northerly to Highway 407 and beyond to Winston Churchill Boulevard.

The study is working to identify operational, capacity and rehabilitation needs, evaluate alternatives, and develop both short term and long term improvement plans for Highway 403 and the QEW within the study area.

Potential improvements may include:

- Addition of new lanes and / or High Occupancy Vehicle (HOV) lanes;
- Rehabilitation / replacement of structures;

- Interchange improvements, and
- Addition of the 'north to east' and 'east to north' freeway to freeway ramps at the Highway 403 / QEW interchange.

The study is following the approved environmental planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be completed and made available for a 30 day public review period.

2.0 THE ENVIRONMENTAL ASSESSMENT PROCESS

2.1 THE ONTARIO ENVIRONMENTAL ASSESSMENT ACT

The Ontario Ministry of Transportation's *Class Environmental Assessment for Provincial Transportation Facilities* (MTO Class EA) was approved under the Ontario *Environmental Assessment Act* (EA Act) in the Fall of 1999 and amended in 2000. This planning document defines groups of projects and activities, and the environmental assessment processes that MTO has committed to follow for these projects. Provided that this process is followed and its requirements are met for a project, projects and activities included under the MTO Class EA do not require formal review and approval under the EA Act.

The MTO Class EA process is principle based. Where appropriate, this Transportation Environmental Study Report (TESR) will reference the principles and how they were achieved during the environmental assessment process. For a summary of how the principles of the MTO Class EA were achieved through this Study, please refer to **Chapter 10.0 Class EA Principles** of this document.

The following principles underlie the Class EA process for all transportation projects:

- Transportation engineering
- Environmental protection
- External consultation
- Evaluation that is intended to achieve the best overall balance
- Documentation
- Bump-up
- Environmental clearance to proceed

This project is following the Class EA process for Group 'B' projects. Group 'B' projects are considered major improvements to provincial transportation facilities and generally include:

- Improvements to existing highways and freeways that provide a significant increase in capacity
- New interchanges or modifications to existing interchanges
- Major road realignments
- New or modified water crossings or watercourse alterations
- New highway service facilities

The Class EA process for Group 'B' projects is shown in **Exhibit 2-1**. This project addresses the Preliminary Design Phase and includes submission of a Transportation

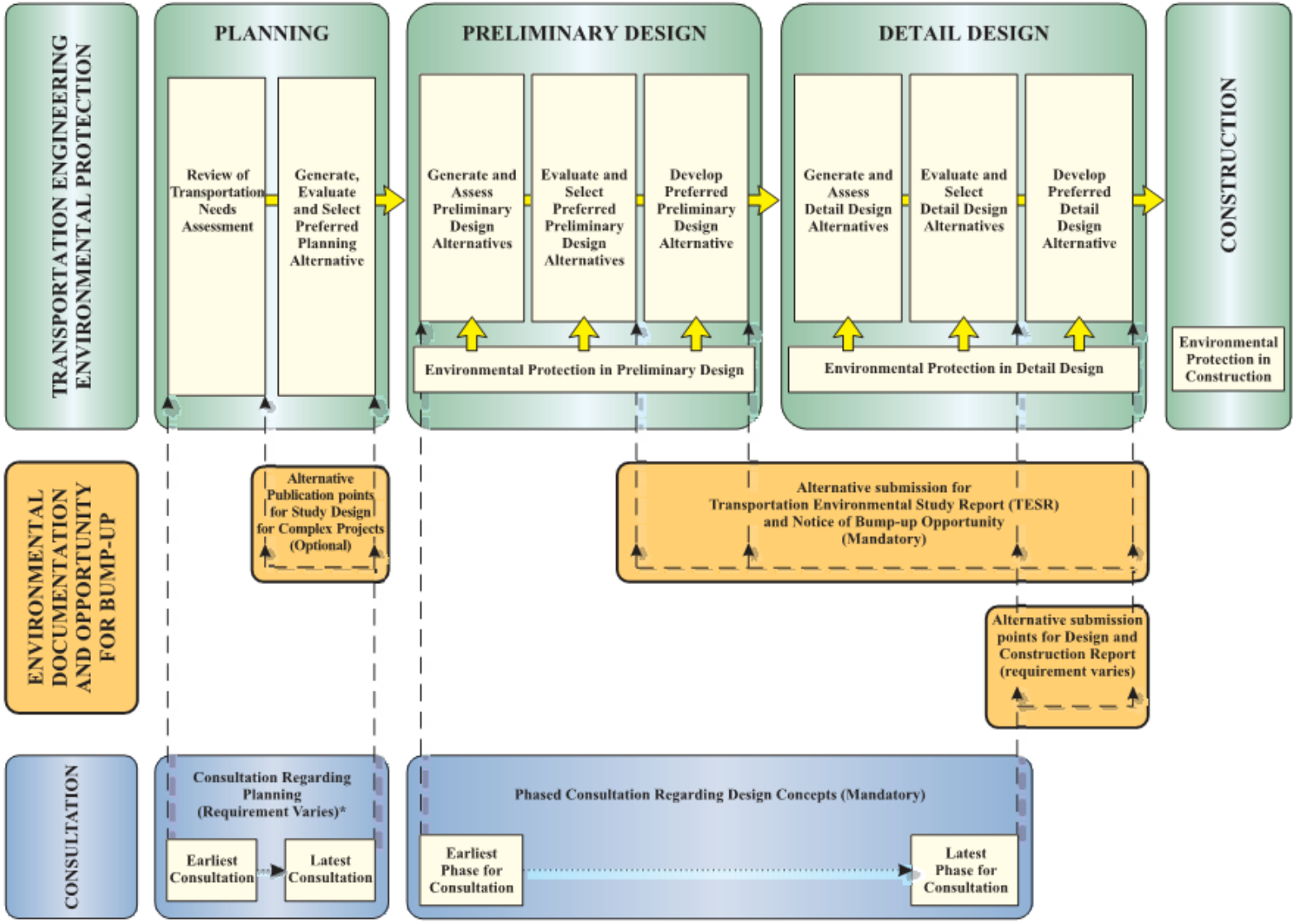
Environmental Study Report (TESR).This TESR will be filed for a 45-day period of public and external agency review.

If concerns are raised during the review period that cannot be resolved through discussions with MTO, members of the public, interested groups or technical agencies may request the Minister of the Environment to issue a Part II Order (i.e. bump-up) for the project, thereby requiring an individual environmental assessment. This would require submission of a formal letter outlining the unresolved issue (as required by Section 5 (1) of the Ontario Environmental Assessment Act) to the Ministry of the Environment (MOE) for formal review and approval within the 45-day review period.

The decision whether a Part II Order (i.e. bump-up) is appropriate or necessary rests with the Minister of the Environment. If no Part II Order requests are outstanding by the end of the 45-day review period, the project is considered to have met the requirements of the Class EA, and MTO may proceed to design and construct the project subject to resolving any commitments documented in this TESR during the subsequent design phases and obtaining any other outstanding environmental approvals.

Resolution of commitments and minor changes to the Recommended Plan will be documented in a Design and Construction Report prepared during a subsequent design phase.

EXHIBIT 2-1: MTO CLASS EA PROCESS



*Mandatory if a Study Design is prepared.

Source: Class Environmental Assessment for Provincial Transportation Facilities (2000)

2.2 THE CANADIAN ENVIRONMENTAL ASSESSMENT ACT

The new Canadian Environmental Assessment Act, 2012 (CEAA 2012) and associated regulations came into effect on July 6, 2012.

The new regulations prescribe:

- the list of designated activities that may require a federal environmental assessment be conducted and for which participant funding would be made available;
- the information to be included in a project description; and
- the services and amounts for which the Canadian Environmental Assessment Agency can recover costs from the proponent of a project that is subject to an environmental assessment by a review panel.

The former Act applied to projects when there was a federal "trigger," i.e. when the federal government had a decision in relation to the project as a proponent, land manager, source of funding, or regulator. All projects with "triggers" required an assessment unless specifically excluded by the former Act or by regulations.

Under CEAA 2012, an environmental assessment is required of "designated projects." A designated project is one that includes one or more physical activities that are set out in the regulations. In addition, the Minister of Environment, by order, may designate a project for federal environmental assessment.

The QEW Credit River study was reviewed by the Project Team against the "designated projects" list contained in the new regulation. The highway and bridge aspects of the study are not "designated" and therefore will not require federal assessment.

The study area includes pipelines regulated by the National Energy Board (NEB). It has been determined that the relocation of the NEB-regulated Trans-Northern Pipeline, based on the scope of the proposed pipeline relocation, is not a "designated" activity and therefore will not require assessment under CEAA. The NEB review process remains unchanged under CEAA 2012.

Non-designated projects may still require federal permits / approvals (e.g., the Navigable Waters Protection Act or Fisheries Act). However, the need for these approvals is no longer considered a "trigger" for a federal review process.

See **Section 9.1.2** for further details on future Federal approval requirements.

2.3 STUDY PROCESS

The study's overall EA planning process approach and key study tasks are illustrated in **Exhibit 2-2**. The generalized flow chart details the various activities completed in the two study phases – Functional Planning and Preliminary Design.

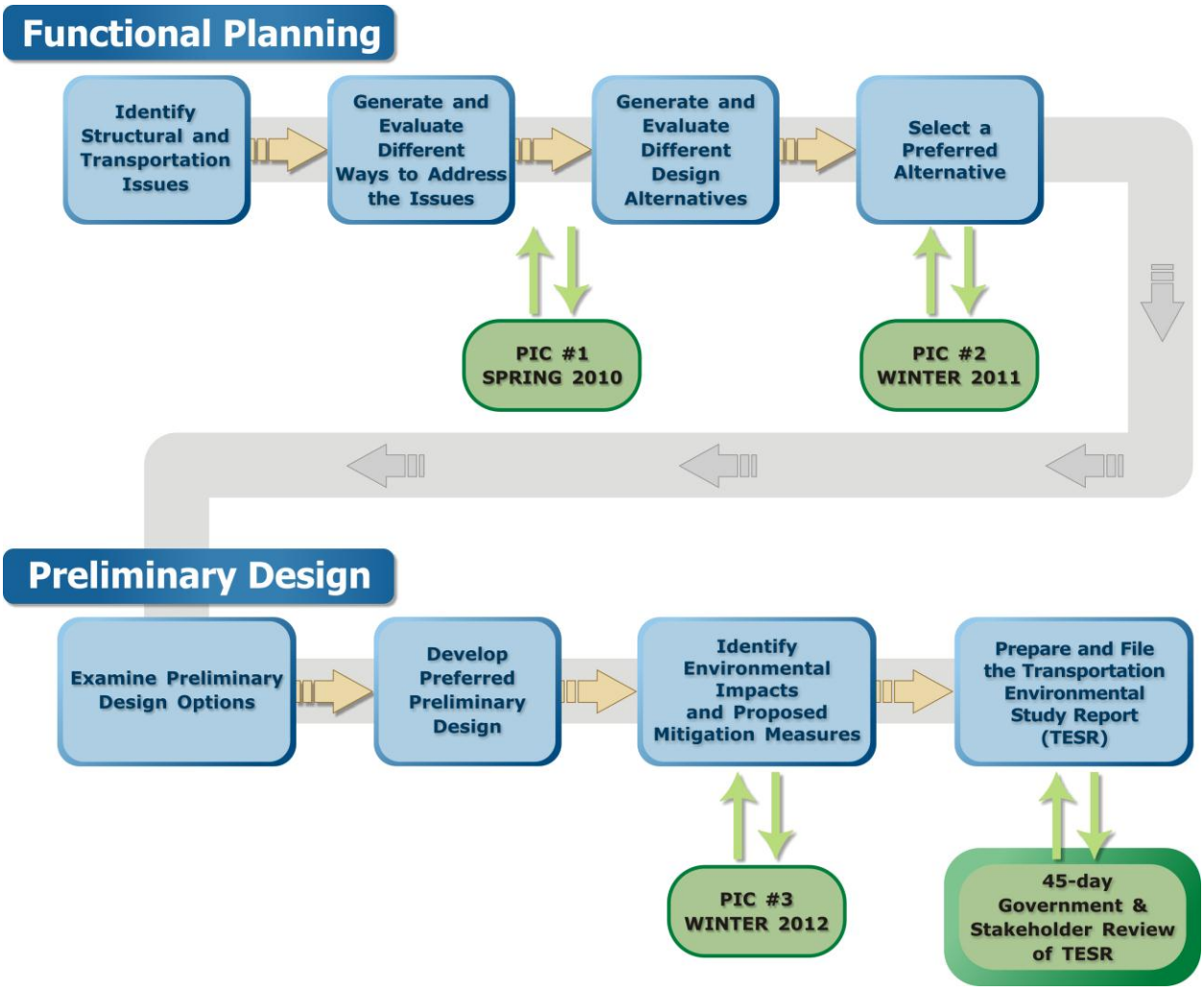
The Functional Planning Phase consists of:

- Description of the Purpose of the Undertaking (Needs Assessment)
- Generation and Evaluation of Alternatives to the Undertaking
- Generation and Evaluation of Alternative Methods

The Preliminary Design Phase consists of:

- Development of the Preferred Alternative/Concept Design (Preliminary Design)
- Preparation of an Environmental Assessment Report and Final Preliminary Design Study Plans and Report.

EXHIBIT 2-2: STUDY PLANNING PROCESS AND KEY TASKS



2.4 PURPOSE OF THE TRANSPORTATION ENVIRONMENTAL STUDY REPORT

This Transportation Environmental Study Report (TESR) documents the environmentally significant aspects of the planning and design of the Overall Preferred Alternative. The TESR includes a description of the project and its purpose; the existing natural, social, economic and cultural environmental factors; the analysis and evaluation of alternatives that were considered, the anticipated environmental effects and proposed mitigation measures; and commitments to further work, and consultation.

Additional information about the Class Environmental Assessment process for Group 'B' projects is contained in the MTO Class EA (2000).

This TESR is being made available to the public, other interested parties and external agencies for a 45-day review as required under the MTO Class EA. A notice of TESR submission was placed in local newspapers (Toronto Star, Mississauga News and Toronto L'Express) and letters were mailed to notify government agencies, stakeholders and members of the public on the Project Team's mailing list. During the review period, parties are encouraged to bring their project concerns to the attention of the MTO so the issue can be resolved.

If after consulting with the MTO's consultants and staff, you have serious unresolved concerns, you have the right to request the Minister of the Environment to make a Part II Order (i.e. bump-up) for this project. Copies of the bump-up request should be sent to the addresses below.

Minister of the Environment
11th Floor Ferguson Block
77 Wellesley Street West
Toronto, ON M7A 2T5

Mr. Joseph Lai, P. Eng.
Senior Project Manager
Ontario Ministry of Transportation
1201 Wilson Ave.
Building D, 4th Floor
Downsview, ON M3M 1J8
Phone: (416) 235-4240
Fax: (416) 235-3576
Email: joseph.lai@ontario.ca

3.0 CONSULTATION

An extensive stakeholder consultation program was undertaken to assist in the planning and impact assessment for this project. Throughout the duration of the study, those consulted included:

- External agencies (including Provincial Ministries and Agencies, Federal Departments, and local Conservation Authority);
- Municipalities;
- Aboriginal Communities; and
- The Public (including affected land owners, community / interest groups and the general public).

Consultation is an integral component of the study. It provides opportunities for two-way communication with interested stakeholders. Consultation activities provide a forum to identify potentially significant environmental issues early in the decision making process and ensure that they are given appropriate consideration.

Throughout the study, stakeholders are engaged through a variety of forums and activities:

- Project website (www.qewcreditriverea.ca);
- Three Public Information Centres (PIC);
- Three Community Workshops;
- Municipal and Agency Meetings;
- First Nations Meetings;
- Direct contact with the project team via mail, email, phone or fax; and
- Newspaper advertisements (for Study Commencement, each PIC, and for the filing of the TESR).

The purpose of this section is to outline the consultation activities undertaken, identify the key issues raised and how they were resolved.

3.1 PUBLIC CONSULTATION

3.1.1 Project Mailing List

At the onset of the project, a contact list was developed to include provincial and federal agencies, municipalities, political representatives, adjacent property owners, community groups, and other interest groups and relevant bodies that may hold interest in the project. As the project progressed, the contact list was updated to ensure that all identified interested parties received study notifications.

On March 5, 2010 notification letters announcing the Study Commencement were distributed by direct mail and email to the project mailing list. A Study Commencement Notice was published in French and English in local newspapers, including the Mississauga News and Toronto Star on May 12, 2010 *(English)*, and Toronto L'Express on May 11, 2010 *(French)*. A copy of the notice is included in **Appendix A**.

3.1.2 Project Website

The project website (www.qewcreditriverea.ca) was launched to coincide with the Study Commencement notification on March 5, 2010, and has remained active throughout the study. The website has been regularly updated throughout the course of the study.

The website provides an opportunity for the public and stakeholders to review up-to-date study information and content, download study materials and reports, and contact the Project Team through the project email address (project-team@qewcreditriverea.ca) which is provided on the "Contact Us" page. The "Contact Us" page also includes a webform feature, where comments can be entered and sent directly to the Project Team from the website to facilitate feedback from interested parties at any time during the project.

3.1.3 Consultation Events – Public Information Centres and Community Workshops

Public and stakeholder consultation events were held at key project milestones. **Exhibit 3-1** outlines the key consultation events and when they occurred.

EXHIBIT 3-1: KEY PUBLIC CONSULTATION EVENT DATES	
Public Information Centre 1	June 9, 2010
Community Workshop 1	July 17, 2010
Community Workshop 2	March 5, 2011
Public Information Centre 2	March 31, 2011
Community Workshop 3	February 25, 2012
Public Information Centre 3	March 29, 2012

3.1.3.1 Public Information Centre 1 (June 9, 2010)

Public Information Centres (PICs) are informal meetings where area residents and other interested parties are provided the opportunity to review planning and project information,

identify concerns and provide input to the project and project team. Three rounds of PICs were held during the study. The PICs were arranged as drop-in sessions (open house style) where representatives of the Project Team were available to answer questions and discuss the project. The PICs served an important function in providing an opportunity for direct, two-way communication with stakeholders on specific local conditions, issues, and concerns regarding the study.

The first PIC was held on June 9, 2010, as a joint venture with the Rehabilitation Holding Strategy Project Team (see **Section 1.4.1** for more information about the Rehabilitation Holding Strategy). The purpose of the PIC was to allow the public and stakeholders an opportunity to review and comment on each of the projects details, including the study purposes and processes, existing conditions, problems and opportunities, review of the alternatives to the undertaking and design alternatives, proposed evaluation criteria, and next steps.

The Ontario Government PIC notice was advertised in both English and French newspapers, as follows:

- Toronto L'Express – June 1, 2010 *(French)*
- Mississauga News – June 2, 2010 *(English)*
- Toronto Star – June 2, 2010 *(English)*

A copy of the notice is included in **Appendix A**.

Notification letters were distributed by direct mail to the project mailing list on May 27, 2010, including government agencies, First Nations, local municipalities and utilities companies. In addition, a bulk mailout of approximately 2,300 brochures outlining the details of the PIC were sent to residents directly adjacent to the study area in postal codes L5B, L5C, L5H and L5G. Provincial political representatives were sent letter notification on May 26, 2009 and local councillors were sent letter notification on May 28, 2010. All notices and letters included the project website address.

Approximately 70 people attended the PIC (63 signed the registration sheets). Municipal staff from the City of Mississauga and Region of Peel also attended the PIC. No First Nations or media representatives attended.

Twenty-two (22) sets of comments were received by the PIC comment deadline of June 30, 2010, via mail, fax, email and at the PIC. All comments were responded to via letter / email on September 2, 2010. **Exhibit 3-2** outlines the most frequent comments provided and how they were addressed.

EXHIBIT 3-2: KEY PIC 1 COMMENTS

Comment Expressed	How the Comment was Addressed
Concerns regarding noise impacts and requests for the installation of noise barriers along the Credit River Bridge in the short-term.	As part of the Preliminary Design Study, the Project Team will be assessing potential noise impacts, as well as the social, cultural, natural, and economic impacts of the various alternatives. This will be presented at the second Public Information Centre. Once a preferred alternative has been selected more detailed studies will be undertaken and appropriate mitigation measures will be developed where warranted and where technically and economically feasible. This will be presented at the third Public Information Centre. As a part of the Rehabilitation Holding Strategy, a limited noise assessment was conducted to determine the warrants for additional noise mitigation and to determine the level of effectiveness that could be provided by additional attenuation measures on the bridge. Additional noise analysis will be undertaken as part of the Preliminary Design Study. Following the development of the preferred design alternative for the Preliminary Design Study, MTO will be in a better position to determine short and long term solutions for noise mitigation across the bridge. For additional information regarding noise, please refer to the Noise Fact Sheet on the project website ((http://www.qewcreditriverea.ca/qewcreditriverea/FactSheets.asp)) which outlines the Ontario Ministry of Transportation (MTO) noise protocol, developed in partnership with the Ontario Ministry of the Environment, for investigating and mitigating noise impacts along provincial highways.
Requests for increased pedestrian / cycling connections across the QEW (connecting Stavebank Rd (North-South) and across the Credit River (East-West). Opposition towards extending Premium Way.	Please note that the City of Mississauga's Draft Cycling Master Plan (March 2010) has identified future possible cycling / pedestrian crossings of the Credit River at both Queensway and the north side of the QEW, as well as a cycling / pedestrian crossing of the QEW at Stavebank Road. These crossings would ultimately be the responsibility of the City of Mississauga; however, the City has requested that the Project Team consider the feasibility of incorporating these cycling / pedestrian crossings of the Credit River and the QEW within the study limits. As the study proceeds the Ontario Ministry of Transportation is committed to working with the City

EXHIBIT 3-2: KEY PIC 1 COMMENTS

Comment Expressed	How the Comment was Addressed
	and not preclude any proposed crossing initiatives the City may undertake.
General concerns regarding air quality impacts.	As part of the Preliminary Design Study, the Project Team will be assessing potential air quality impacts, as well as the social, cultural, natural, and economic impacts of the various alternatives. This will be presented at the second Public Information Centre. Once a preferred alternative has been selected more detailed studies will be undertaken and appropriate mitigation measures will be developed where warranted and where technically and economically feasible. This will be presented at the third Public Information Centre.
General concerns about property value and other potential neighbourhood impacts.	As part of the Preliminary Design Study, the Project Team will be assessing potential property impacts as well as the social, cultural, natural, and economic impacts of the various alternatives. This will be presented at the second Public Information Centre. Once a preferred alternative has been selected more detailed studies will be undertaken and appropriate mitigation measures will be developed where warranted and where technically and economically feasible. This will be presented at the third Public Information Centre.

Copies of all of the PIC comments are included in **Appendix A**. A complete PIC 1 Summary Report is available under separate cover.

3.1.3.2 Community Workshop 1 (July 17, 2010)

Community Workshops were held at three points during the study to provide the local community with additional opportunities to provide feedback on the study and enhance the Project Team's interaction and engagement with potentially affected stakeholders. Invited participants include representatives from local interest groups / residents associations, individuals who chose to sign up at PICs 1 and 2, and those who expressed interest via webform / email submissions.

The first Community Workshop was held on July 17, 2010. Twenty-two (22) invitees were in attendance. The purpose of the workshop was to continue the consultation and dialogue from the June 9th PIC, provide an overview of the study, and get valued input on community issues which may influence the study, the mainline and interchange alternatives, and key criteria for study success.

The workshop began with a study overview presentation followed by a question and answer (Q&A) session. Following the Q&A, a group discussion was held on community issues. Participants were asked to share the key factors / contextual issues that they felt the Project Team should be aware of when generating and evaluating alternatives. All input was typed into a computer and projected on-screen for the groups review. In addition to the community issues exercise and a break, an alternatives workshop was also held. During the moderated workshop exercise, participants evaluated and discussed the three major bridge / mainline alternatives (North Twinning, Widening and South Twinning). These thoughts were typed into a computer and projected on-screen. Participants were also asked to share the relative advantages and disadvantages of each of the Mississauga Road interchange alternatives. These thoughts were also recorded live and projected on-screen.

Key comments and concerns that were raised include:

- Potential noise impacts of the proposed improvements. There were requests for the installation of noise barriers on the Credit River Bridge.
- Concerns about possible property expropriation and the effects of the proposed work on the community's cultural heritage.
- Desire to limit the loss of natural areas, effects on wetlands and the flow and use of the river during construction.
- Safety and traffic flow concerns with the proposed roundabout alternative at Mississauga Road, cyclist and pedestrian crossings, and on-ramp location and design.
- Concerns about temporary conditions during construction, including noise, narrowed lanes, and traffic on local, surrounding roads.

A copy of the meeting minutes are included in **Appendix A**. The minutes were also mailed to the community workshop attendees and were made available on the project website.

3.1.3.3 Community Workshop 2 (March 5, 2011)

A second community workshop was held prior to the second PIC on March 5, 2011. Approximately 36 invitees were in attendance. The purpose of the workshop was to provide a study progress update, and to present and discuss the evaluation of alternatives, the rationale for the Project Team's preliminary preferred alternatives and preliminary ideas regarding mitigation measures and potential enhancements.

The workshop began with a study overview presentation followed by a Q&A session. Following the Q&A session, a break-out session was held. Attendees were asked to discuss and complete a workbook provided to each table, with the help / guidance of an assigned Project Team member. During the workshop session, participants provided feedback on the preliminary preferred alternatives (and their related rationales), as well as discussed possible methods for enhancing design and reducing residual effects. Workshop attendees were invited to submit their individual worksheets, including any additional ideas, to the Project

Team following the meeting. The table break-out discussions were followed by a plenary session where each table shared the results of the table discussions with the larger group.

Key comments and concerns that were raised include:

- The design of bridge improvements should be innovative and of the same quality and aesthetic value as the existing heritage structure.
- Concerns about the number and location of proposed on-ramps and the effect on traffic flow.
- There should be minimal impacts to the natural environment (including wildlife and the river), and efforts should be made to prevent erosion and control sediment. The areas should be re-naturalized and landscaping should be considered.
- Pedestrians and cyclists should be accommodated in the improvements to the bridge structure.
- Concerns were raised about noise, particularly with regard to the existing and new expansion joints. It was requested that noise barriers, if installed, should maintain a view of the valley.

A copy of the meeting minutes are included in **Appendix A**.

3.1.3.4 Public Information Centre 2 (March 31, 2011)

The second round of PICs was held on March 31, 2011, in order to provide an opportunity for the public to review and comment on the results of the assessment and evaluation process, and to present the overall preferred alternative.

The Ontario Government PIC notice was advertised in both French and English newspapers, as follows:

- Toronto L'Express – March 22, 2011 (French)
- Mississauga News – March 23, 2011 (English)
- Toronto Star – March 23, 2011 (English)

A copy of the notice is included in **Appendix A**.

PIC notification letters were distributed by direct mail to the project mailing list on March 9, 2011, including local residents, community / interest groups, government agencies, local municipalities and utilities companies. Notification letters were mailed to provincial political representatives on March 3, 2011, First Nations on March 8, 2011, and local councillors on March 9, 2011. In addition, a bulk mailout of approximately 2,300 PIC notification brochures were sent to residents directly adjacent to the study area in postal codes L5B, L5C, L5H and L5G during the week of March 9, 2011. Brochures were hand delivered to residences on Mississauga Crescent on March 10, 2011. All notices and letters included the project website address.

Approximately 65 people attended the PIC (59 people signed the registration sheets). Municipal staff from the City of Mississauga and Region of Peel, and staff from Trans-Northern Pipelines Inc. also attended. Three (3) City of Mississauga councillors attended the meeting, as well as representatives from the Credit River Anglers Association and Stavebank Road Traffic Group. No First Nations or media representatives attended.

Photos 3-1 and 3-2: PIC 2

Seventeen (17) sets of comments were received by the PIC comment deadline of April 21, 2011, via email and at the PIC. All comments were responded to via letter / email on June 7 and 8, 2011. **Exhibit 3-3** outlines the most frequent comments provided and how they were addressed.

EXHIBIT 3-3: KEY PIC 2 COMMENTS

Comment Expressed	How the Comment was Addressed
Concerns regarding noise impacts and requests for the installation of noise mitigation, as soon as possible.	Upon confirmation of the Technically Preferred Alternative, a detailed noise analysis will be carried out. This will include assessing future noise levels and examining the technical and economic feasibility of providing noise mitigation, and the appropriate type of mitigations. The results of this analysis will be presented at Public Information Centre (PIC) #3, tentatively scheduled for late 2011 or early 2012.
Requests for increased pedestrian / cycling access opportunities on the new bridge and between Stavebank Road.	Please note that providing pedestrian / cycling facilities is the responsibility of the City of Mississauga. As this Class EA Study proceeds, the Ministry of Transportation is committed to working with City staff regarding opportunities for pedestrian / cycling crossings and not to preclude any proposed

EXHIBIT 3-3: KEY PIC 2 COMMENTS

Comment Expressed	How the Comment was Addressed
	crossing initiatives the City may undertake. The City of Mississauga's Cycling Master Plan (September 2010) has identified future possible cycling / pedestrian crossings of the Credit River at both Queensway and the north side of the QEW, as well as a cycling / pedestrian crossing of the QEW at Stavebank Road. Potential connection across the Credit River requires further investigation which is outside the scope of the study. There are legislative issues, technical considerations and safety concerns associated with a cycling lane / path adjacent to a freeway.
North Twinning as the technically preferred alternative is the right choice.	Your preference for the North Twinning Bridge Alternative has been noted.
Concerns regarding the proximity of the new QEW Eastbound ramp to Kedleston Way.	Your concerns regarding the location of the new QEW eastbound on-ramp have been noted. The exact location of this proposed on-ramp will be refined during Preliminary Design, including consideration for opportunities to move the ramp closer to the QEW. The existing on-ramps from Mississauga Road and South Sheridan Way to the eastbound QEW is well below current MTO geometric design standards. Keeping the on-ramp from Mississauga Road in its existing configuration would allow for increasing the length of the on-ramp from South Sheridan Way to current design standards. The proposed changes will improve operations at the ramp terminal intersections (on South Sheridan Way and Mississauga Road) and reducing queuing on the local roads during the morning peak period. While the realigned QEW eastbound on-ramp will be closer in proximity to Kedleston Way, noise levels from ramps are not as pronounced as highway noise due to the lower volume of traffic. All noise impacts on Kedleston Way will be assessed as part of the detailed noise analysis conducted on the Technically Preferred Alternative. The results of this analysis will be presented at the third PIC, planned for late 2011 or early 2012. The implementation of mitigation measures, such as landscaping and noise mitigation, will also be investigated by the Project Team where

EXHIBIT 3-3: KEY PIC 2 COMMENTS

Comment Expressed	How the Comment was Addressed
	warranted and where technically and economically feasible.
Maintain the view of the heritage bridge.	We have noted your request to work to mitigate the visual effect of the future North Twinned bridge on the existing heritage bridge. The Project Team is committed to mitigating effects to the cultural environment where technically and economically feasible, and will continue to consult with the Ministry of Tourism and Culture as the project proceeds through Preliminary Design.
Protect the river valley with appropriate environmental mitigation.	There will be temporary impacts in the Credit River Valley during construction and minor footprint impacts associated with the two new piers in the valley but please be assured that in conjunction with the Credit Valley Conservation Authority and Ministry of Natural Resources appropriate environmental mitigation measures will be undertaken, where warranted and where technically and economically feasible.
What are the long-term plans for HOV lanes on the QEW through Mississauga?	The Ministry has a long-term plan to implement HOV lanes on the QEW through Mississauga. Environmental Assessment Studies are required to determine how to implement HOV lanes through Mississauga. This study has demonstrated that there are capacity problems in this section of the QEW and that the incremental effects of adding HOV lanes in this section are relatively minor. Even though this study has demonstrated that the incremental effects of adding HOV lanes are relatively minor, MTO will not implement HOV lanes until the other studies are completed. For this project and to be prudent planners, we are protecting for future HOV lanes for flexibility in the event that the subsequent studies determine that additional lanes are required.
Research and understand both the pros and cons of installing translucent noise barriers.	We have noted your suggestions regarding alternative types of noise barriers. Upon confirmation of the Technically Preferred Alternative, a detailed noise analysis will be carried out. This will include assessing future noise levels and examining the technical and

EXHIBIT 3-3: KEY PIC 2 COMMENTS

Comment Expressed	How the Comment was Addressed
	economic feasibility of providing noise mitigation, and the appropriate type of mitigations. The results of this analysis will be presented at Public Information Centre (PIC) #3, tentatively scheduled for late 2011 or early 2012.

Copies of all of the PIC comments are included in **Appendix A**. A complete PIC 2 Summary Report is available under separate cover.

3.1.3.5 Community Workshop 3 (February 25, 2012)

A third community workshop was held prior to the third PIC on February 25, 2012. Approximately 25 invitees were in attendance. The purpose of the workshop was to provide a study process update, discuss the results of the recent work, present refinements to the overall preferred alternative and the preliminary design.

The workshop began with a study overview presentation by the Project Team and City of Mississauga followed by a Q&A session. Following the Q&A session, a break-out session was held. Project Team specialists associated with five different topic areas were stationed at tables around the room. The specialists represented the following topic areas: Noise, Landscape Architecture / Environmental Mitigation, Structures / Architectural Design, Cycling / Pedestrian Improvements, and the Mississauga Road Interchange / Overpass. Attendees were encouraged to go to a table of their interest, and after 15-20 minutes, would be asked to rotate to another table. Due to the fact that many attendees had an interest in select topic tables, the rotation format was altered and attendees were asked to move from table to table at their own pace.

Workshop attendees were invited to submit their individual worksheets / additional ideas to the Project Team following the meeting. The table break-out discussions were followed by a plenary session where each table leader shared the results of the table discussions with the larger group.

Key comments and concerns that were raised include:

- MTO should integrate pedestrian / cycling facilities into the study of the new bridge. It should not be a separate process.
- Questions regarding the future construction timeline and the anticipated noise that will be generated from construction.
- Place signage at the Mississauga Road Interchange advertising future meetings.
- Various questions regarding the noise analysis, methodology and modelling.

- Attendees were generally supportive of proposed transparent noise walls on the bridge. They would like to see them installed sooner rather than later.
- Concerns regarding the shift of the QEW Eastbound ramp closer to the homes on Kedleston Way.

A copy of the meeting minutes are included in **Appendix A**. The minutes were also mailed to the community workshop attendees and were made available on the project website.

3.1.3.6 Public Information Centre 3 (March 29, 2012)

The third round of PICs was held on March 29, 2012, in order to provide an opportunity for the public to review and comment on refinements to the overall preferred alternative, the preliminary design and potential mitigation measures.

The Ontario Government PIC notice was advertised in both French and English newspapers, as follows:

- Toronto L'Express – March 20, 2012 *(French)*
- Mississauga News – March 21, 2012 *(English)*
- Toronto Star – March 21, 2012 *(English)*

A copy of the notice is included in **Appendix A**.

PIC notification letters were distributed by direct mail to the project mailing list on March 7, 2012, including local residents and community / interest groups. Government agencies, local municipalities, utilities companies, and local / provincial political representatives were notified of the PIC by direct mail on March 7 and 9, 2012, and First Nations on March 8, 2012. In addition, a bulk mailout and hand delivery of approximately 2,350 PIC notification brochures were sent to residents directly adjacent to the study area in postal codes L5B, L5C, L5H and L5G during the week of March 5, 2012. All notices and letters included the project website address.

Photo's 3-3 & 3-4: PIC 3

In addition, two (2) portable signs were placed to advertise the PIC, one at the east-bound on-ramp to the QEW at Mississauga Road and one at the westbound off-ramp to the QEW at South Sheridan Way, from March 21, 2012 to March 30, 2012.

Photo 3-5: PIC 3 Portable Sign Advertising

Approximately 87 people attended the PIC. Municipal staff from the City of Mississauga and Region of Peel, and staff from the Dufferin-Peel Catholic District School Board attended. One (1) City of Mississauga councillor attended the meeting. No First Nations representatives attended.

Two representatives from the Mississauga News attended the meeting. Interviews were conducted with Astrid Poei, MTO, and Michael Chiu, MRC Project Manager.

Twenty-five (25) sets of comments were received by the PIC comment deadline of April 20, 2012, via email and at the PIC. All comments were responded to via letter / email on June 26 and 28, 2012. **Exhibit 3-4** outlines the most frequent written comments provided and how they were addressed.

EXHIBIT 3-4: KEY PIC 3 COMMENTS

Comment Expressed	How the Comment was Addressed
Inquiries about when construction is anticipated to begin, and how the local area will be impacted by traffic and noise.	The entire QEW project is anticipated to take about 5 to 6 years to complete. Details of the construction will be developed in detail during the next phase of the project. Currently, the Ministry has not identified a construction year for this project. Before construction can start, several activities must

EXHIBIT 3-4: KEY PIC 3 COMMENTS

Comment Expressed	How the Comment was Addressed
	take place first, such as completion of the Preliminary Design and Class EA (current study), Detailed Design, Property Acquisition and major Utility Relocations, which will take several years to complete. The Ministry is, therefore, proceeding expeditiously with the environmental approval for the new twinning and rehabilitation of the existing structure. Subject to obtaining this approval, the Ministry would like to move into subsequent property acquisition and Detail Design phase in a timely manner in order to be in a position of starting construction at the earliest opportunity, pending availability of funding. The estimated construction time for the long-term strategy could take 5-years or more to complete. The existing 6 lanes of traffic will be maintained for the duration of construction. A traffic management plan and construction staging plan is being developed as part of the Preliminary Design to identify potential traffic impacts. This plan will be developed in detail during the next phase of design. Advance signing of the construction zones will be provided. Construction activities will be planned so as to abide by local noise bylaws. Noise bylaw exemptions will be sought, if required, for construction activities that cannot be completed in accordance with local noise bylaws. Standard construction practices will be employed to minimize dust emissions. The existing and proposed tall vegetation and noise walls along the highway can also be effective at reducing concentrations downwind of roadways.
Concerns regarding the proximity of the new QEW Eastbound ramp to homes on Kedleston Way.	Moving the on-ramp closer to the QEW would compromise the geometric design standards of the on-ramp and would significantly reduce the operational improvements anticipated on Mississauga Road and South Sheridan Way. The existing on-ramp from Mississauga Road to the eastbound QEW is well below current design standards. The proposed changes will improve operations at the ramp terminal intersections (on South Sheridan Way and Mississauga Road), reduce queuing on local roads during the peak

EXHIBIT 3-4: KEY PIC 3 COMMENTS

Comment Expressed	How the Comment was Addressed
	periods, and will allow the on-ramp to meet current design standards. Additionally, moving the noise wall further away from receivers reduces their effectiveness at noise attenuation *(Note: Receivers represent the Outdoor Living Area of a Noise Sensitive Area)*. As noted on the landscape concept plan, the intent is to provide large stock plantings between the QEW ramp and Kedleston Way, recognizing that mature trees are being removed to accommodate the ramp. Every effort will be made to maintain as much of the existing vegetation as possible. The landscaping plan will be refined during the Detail Design phase.
Requests for more landscape plantings along Kedleston Way and Premium Way to provide a visual and noise barrier along the QEW.	The Project Team will look carefully at opportunities to provide plantings in this area, recognizing that there may be certain constraints with planting trees within the hydro right-of-way (ROW) and along the Premium Way ROW. The landscaping plan will be refined during the Detail Design phase.
Request for further information regarding the noise analysis. Noise walls should be put up in the short-term, as part of the Rehabilitation Holding Strategy.	As part of our Environmental Assessment (EA) work for the Credit River Bridge, MTO completed an extensive noise assessment. This assessment considered the existing bridge structure arrangement and the recommended twin structure configuration. Based on MTO noise criteria, the noise assessment determined that noise mitigation is warranted for the future condition when the existing bridge is twinned. As part of the recommended EA alternative, MTO has included transparent noise barriers during the future Credit River Bridge twinning and rehabilitation work. The investigation also confirmed that noise mitigation under the existing condition is warranted and this location will remain on the Ministry's Noise Barrier Retrofit Program list. In addition, an independent structural analysis and feasibility study of installing transparent noise barriers on the existing bridge was also completed. The structural feasibility study determined that the existing bridge parapet walls cannot support the addition of noise barriers. Major work would be required to strengthen the parapets in

EXHIBIT 3-4: KEY PIC 3 COMMENTS

Comment Expressed	How the Comment was Addressed
	order to allow for noise barrier installation. The parapet strengthening and the noise barrier installation work for the existing bridge are significant. It will also require night time traffic restrictions and at least a full-season construction. In time of fiscal constraints, the Ontario government is prioritizing its limited funding on maintaining Ontario's highways as the safest in North America by rehabilitating roads and bridges. The Ministry does not have dedicated funding toward noise barrier work, and funding and timing for this noise barrier project within the Noise Barrier Retrofit Program is dependent on the available budget and priority of this project relative to other improvements required throughout the province. While the Ministry's current structure rehabilitation work (Holding Strategy) will continue to maintain the safety of this important bridge, MTO is proceeding expeditiously with the planning, design and environmental approval for the new twinning and rehabilitation of the existing structure, to ensure the Ministry can move towards construction in a timely manner, pending availability of funding.
Request for further information regarding the air quality analysis.	An air quality analysis was carried out to assess the effect of the proposed improvements to the QEW within the study area. The assessment considered the contribution of the QEW to local air quality in 2 scenarios: Year of construction (2021) and 10 years after construction (2031). Please see the enclosed PIC#3 display boards which review the air quality analysis methodology and results. As indicated in the analysis results, for most contaminants the predicted maximum concentrations at sensitive receptors are within acceptable levels when combined with the respective background concentrations. The exceptions are benzene and inhalable particulate matter (PM10), which are further explained below. For benzene, the predicted maximum 24-hr concentration is within its acceptable level, but the

EXHIBIT 3-4: KEY PIC 3 COMMENTS

Comment Expressed	How the Comment was Addressed
	predicted annual average concentration is not. In the latter case, the main cause of the exceedance is the background level of benzene, which exceeds the acceptable level before adding in the QEW's contribution. This is also true of many other parts of Southern Ontario. The background concentration contributes more than 80% of predicted annual benzene concentration at locations in the study area. The analysis shows that the proposed Credit River Bridge project contributes little or no change to benzene levels in the study area. At most impact locations, the predicted average concentration was slightly lower in the 2031 scenario compared to the 2021 scenario. This is due to the fact that project does not entail any increase in traffic volume on the QEW between its opening day and 10 years later. The slightly lower levels in 2031 are related to the ongoing effect of federal engine emission and fuel regulations. Actions have already been taken for benzene emissions, including on-road and off-road engine emission regulations and benzene-in-gasoline regulations(http://ec.gc.ca/lcpe-cepa/eng/regulations/), and the impact of these regulations will continue to be felt in future, along with various other existing and propose regulations that also effect benzene emissions (e.g. the new passenger automobile and light truck greenhouse gas emission regulations). Between 2004 and 2008, for example, average benzene levels at a monitoring station in Brampton, Ontario fell by 33%. For PM10, the predicted 24-hour levels in both the 2021 and 2031 scenario are generally within the acceptable level, but exceed it occasionally (about 10 days per year). As with benzene, the main cause of these occasional exceedances is the background levels, which exceed the threshold about 8 days/year on their own. The Credit River Bridge project, has very little effect on the status of PM10. The predicted maximum 24-hour levels in the 2021 and 2031 scenarios are within a few percent of each other at all of the impact locations that were studied.

EXHIBIT 3-4: KEY PIC 3 COMMENTS

Comment Expressed	How the Comment was Addressed
	The government actions mentioned in the context of benzene also affect fine particulate matter. Between 2004 and 2009, for example, average levels of respirable particulate matter (PM2.5) at a monitoring station in Oakville declined by 35%. The annual maximum 24-hour level at the same station declined by 23% over that period. In addition to the effect of these government actions, the proposed vegetation and noise walls along the highway will contribute a further benefit toward reducing PM levels at locations close to the highway.
Pedestrian / cycling connection inquiries.	The City of Mississauga's Cycling Master Plan (September 2010) has identified a future possible cycling / pedestrian crossing of the QEW at Stavebank Road. City staff have been working with Ontario Ministry of Transportation (MTO) staff to explore opportunities for cycling and pedestrian connections and are in the early stages of assessing the feasibility of various options. These crossings are not within the scope of this Class EA Study, but the Ministry of Transportation has committed to and is working with City staff to not preclude any proposed crossing initiatives the City may undertake. MTO understands that the City of Mississauga has commenced a review to examine the technical feasibility of a number of different options to achieve the City's objective of providing a cycling/pedestrian crossing of the Credit River in this area. The feasibility review is specifically being undertaken in response to comments from the public and to ensure that any opportunities to combine a cycling/pedestrian crossing at or near the QEW Credit River Bridge are not lost during this study. The intent of the feasibility review is to provide the City with a range of options that could be implemented in the future, subject to additional design and approvals. By copy of this response to Jacquelyn Hayward-Gulati, Manager of the City's Cycling Office, we bring your comments to the attention of the City.

Copies of all of the PIC comments are included in **Appendix A**. A complete PIC 3 Summary Report is available under separate cover.

3.1.4 Other Public Consultation Events

Mississauga-Oakridge Residents Association (M.O.R.A.) – May 8, 2012

The Project Team was asked to provide a study update presentation at the May 8, 2012 General meeting of the Mississauga-Oakridges Residents Association (MORA). Project Team members Joseph Lai (MTO), Heather Templeton (MRC) and Mike Marinelli (MTO – Rehabilitation Holding Strategy) attended the meeting and provided a project update. Questions from MORA focused on the proposed timeframe for construction, what the new bridge and noise walls would look like, and design questions regarding the Mississauga Road Interchange.

3.2 MUNICIPAL / AGENCY CONSULTATION

Municipal and agency input is an integral part of the study, and helped the Project Team understand and incorporate municipal, regional, provincial and federal perspectives.

The following agencies and municipalities were consulted during the project:

Federal Agencies

- Aboriginal Affairs and Northern Development Canada *(formerly Department of Indian and Northern Affairs)*
    - Consultation and Accommodation Unit
    - Environmental Assessment Coordination – Environmental Unit
- National Energy Board
- Canadian Environmental Assessment Agency

Provincial Agencies

- GO Transit and Metrolinx
- Infrastructure Ontario
- Ministry of Aboriginal Affairs
- Ministry of Energy
- Ministry of the Environment
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Ministry of Tourism, Culture and Sport *(formerly Ministry of Culture)*
- Ontario Provincial Police

Municipalities and Local Agencies

- City of Mississauga
- Credit Valley Conservation Authority
- Conseil Scolaire de District Catholique du Centre-Sud

- Conseil Scolaire Public de District of Centre-Sud-Ouest
- Dufferin-Peel Catholic District School Board
- Mississauga Fire and Emergency Services
- Peel District School Board
- Peel Public Health
- Region of Peel
- Region of Peel Police
- Region of Peel Paramedic Services

Interest Groups

- Birch Glen Residents' Association
- Clarkson Fairfields South Ratepayers Association
- Clarkson Village BIA
- Cooksville / Munden Park Homeowners Organization
- Cranberry Cove Port Credit Ratepayers' Association
- Credit Reserve Association
- Credit River Alliance
- Credit River Anglers Association
- Don Rowing Club of Mississauga
- Ecosource (Formerly the Peel Environmental Network)
- Erindale Village Association
- Gordon Wood Homeowners Association
- Green Passport
- Hillcrest Ratepayers Association
- Lorne Crest Community Association
- Lorne Park Estates Association
- Lorne Park Watercolours Residents Association
- Meadowvale Village Heritage Conservation District Review Committee
- Mississauga Canoe Club
- Mississauga Cycling Advisory Committee
- Mississauga Heritage Advisory Committee
- Mississauga Heritage Foundation
- Mississauga-Kane Road Ratepayer Association
- Mississauga-Oakridge Ratepayers Association (M.O.R.A.)
- Mississauga Residents Association Network (MIRANET)
- Port Credit BIA (The Lighthouse)
- Port Credit Village Ratepayer Association
- Sheridan Homelands Ratepayers' Association (S.H.O.R.A.)
- Sherwood Forrest Residents' Association
- Smart Commute Mississauga
- Stavebank Road Traffic Group
- Sustainable Urban Development Association
- Tecumseh Area Residents Association
- The Riverwood Conservancy
- Town of Port Credit Association
- VIVA Port Credit (Village Inspired Vision Alliance)

- Whiteoaks / Lorne Park Community Association

Utilities

- Trans-Northern Pipelines Inc.
- Enersource Hydro Mississauga
- Enbridge Gas Distribution Inc.
- Bell Canada
- City of Mississauga
- Hydro One Networks Inc.
- Region of Peel
- MTS-Allstream
- Cogeco Data Services
- Telus Communications
- GT Fiber Services Inc.
- BLINK Communications Inc.
- FCI Broadband (Rogers Cable Co.)

Municipal and Agency meetings were held at key project phases. **Exhibit 3-5** outlines the key meeting dates, with whom they occurred, and their purpose. Copies of the available meeting minutes are included in **Appendix A**.

EXHIBIT 3-5: KEY MUNICIPAL / AGENCY MEETINGS

Meeting	Meeting Date	Meeting Purpose
City of Mississauga	November 12, 2009	To introduce the study.
Ministry of Tourism, Culture and Sport *[Formerly the Ministry of Culture]* and Ministry of Natural Resources	May 5, 2010	To discuss provincial natural and heritage issues, and the reasonableness of the preliminary alternatives.
City of Mississauga	May 6, 2010	To introduce the study and further discuss the City's areas of interest.
Trans-Northern Pipelines Inc.	May 11, 2010	To discuss potential pipeline impacts of the proposed bridge design alternatives.
Ministry of Natural Resources – Site Visit	July 13, 2010	Site visit to the Credit River Bridge and associated valley lands, with MTO and MNR staff. The potential environmental impacts of the project, and the Rehabilitation

EXHIBIT 3-5: KEY MUNICIPAL / AGENCY MEETINGS

Meeting	Meeting Date	Meeting Purpose
		Holding Strategy were discussed.
City of Mississauga	August 4, 2010	To discuss the City's goals and ideas for opportunities to improve pedestrian / cycling connectivity, as well as opportunities for traffic calming through Port Credit.
Ministry of Tourism, Culture and Sport *[Formerly the Ministry of Culture]*	February 18, 2011	To provide a study update and discuss the Preliminary Design alternatives.
Ministry of Natural Resources and Credit Valley Conservation	February 23, 2011	To provide a study update and discuss the Preliminary Design alternatives.
Utilities Meeting (Trans-Northern Pipelines, Hydro One, Enersource)	June 8, 2011	To review the Technically Preferred Alternative and its impacts on Hydro One, Enersource and Trans-Northern Pipelines infrastructure.
City of Mississauga	July 28, 2011	To discuss the City's short and long term cycling opportunities related to the Ministry's QEW Credit River Bridge Projects (i.e., ongoing Holding Strategy Construction and long-term Class EA Study).
Infrastructure Ontario	March 9, 2012	Teleconference to provide Infrastructure Ontario (IO) with a study update in advance of Public Information Centre #3 and to discuss impacts to IO-managed property.
Ministry of Natural Resources and Credit Valley Conservation	April 4, 2012	To provide a study update, provide a review of field work, discuss the Preliminary Design and review the Stormwater Management Plan.

EXHIBIT 3-5: KEY MUNICIPAL / AGENCY MEETINGS

Meeting	Meeting Date	Meeting Purpose
Delegation to City of Mississauga Heritage Advisory Committee	May 22, 2012	To provide a study update.
Utilities Meeting (Trans-Northern Pipelines, Hydro One, Enersource)	May 24, 2012	To review the Technically Preferred Alternative and the relocation plans for Enersource and Trans-Northern Pipelines infrastructure within the Hydro One right-of-way.

3.2.1 City of Mississauga

Throughout the study, the Project Team worked closely with City of Mississauga staff to ensure that local issues, particularly pedestrian / cycling connections, were taken into account. The following is a summary of the meetings held with City staff throughout the study, and the key issues that have been raised.

City of Mississauga – Meeting 1 (November 12, 2009)

A meeting was held with the City of Mississauga on November 12, 2009 to introduce the study. MTO provided a brief overview of the short-term Rehabilitation Holding Strategy and introduced the long-term QEW Credit River Bridge EA Study, noting the need and justification for the undertaking. The City noted the benefits of a service road across the Credit River, and reminded the Project Team to consider traffic impacts to the local community.

City of Mississauga – Meeting 2 (May 6, 2010)

A second meeting with the City of Mississauga was held on May 6, 2010 to further discuss the City's areas of interest including transportation, heritage, archaeology, stormwater management, and natural environment. The key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
The City of Mississauga's Cycling Master Plan includes a connection across the Credit River, along the north side of the bridge, and across the QEW at Stavebank Road. The City would like these connections to be	A copy of the Cycling Master Plan was provided to MRC for use in generating display materials for PIC #1. These crossings would ultimately be the

Comment Expressed	How the Comment was Addressed
considered as part of the Study.	responsibility of the City of Mississauga, however as the study proceeds MTO is committed to working with the City to not preclude any proposed crossing initiatives the City may undertake.
The City highlighted the lack of local road connectivity over the Credit River and inquired about opportunities for potential service road connectivity.	MRC noted that the north side of the existing bridge appears to have more opportunities for a potential service road connection, although there would be significant challenges at the Mississauga Road Interchange to establish a connection with South Sheridan Way.
The Credit Valley is designated as City Greenbelt. The City owns lands within the valley and will confirm ownership within the study area.	MRC received a property plan via email on May 10, 2010.
The City noted that they completed the Credit River Rehabilitation Study in 2005, which identified two areas of erosion concern on either side of the bridge. Improvements to these areas are on the City's capital program: downstream in 2013; and upstream in 2015.	MRC received excerpts from the report via email on May 10, 2010.
Within the study area there are a number of resources which are listed on the City's Heritage Registry, including the QEW Credit River Bridge and the Credit River Corridor, the Mineola West Neighbourhood, and the Mississauga Road Scenic Route. The City noted that where there are potential effects to cultural heritage resources they require a Heritage Impact Statement be prepared.	Comments noted.
The City noted that they are in the final stages of a new Official Plan. [Council adopted plan on September 29, 2010.]	Comments noted. MRC noted that added capacity on the QEW across the Credit River may alleviate traffic infiltration in the surrounding community and in turn support the City's ongoing planning work

Comment Expressed	How the Comment was Addressed
	being carried out to enhance the Port Credit area along Lakeshore Road.
The City confirmed that sanitary and water mains are under the jurisdiction of Peel Region, and that storm sewers are municipal.	Comments noted.

City of Mississauga – Meeting 3 (August 4, 2010)

A third meeting with the City of Mississauga was held with MRC on August 4, 2010 to discuss the City's goals for improving pedestrian / cycling connectivity, as well as opportunities for traffic calming through Port Credit. The City's five (5) key ideas for the study area (listed below) were discussed:

- Continuous QEW north service road, with a crossing at the Credit River
- Continuous QEW south service road, with a crossing at the Credit River
- Continuous auxillary eastbound lane on the QEW crossing the Credit River, beginning at the QEW Mississauga Road Interchange EB on-ramp and continuing into the QEW Hurontario Road Interchange EB off-ramp
- Cycling / pedestrian crossing of the Credit River, north of the QEW
- Cycling / pedestrian crossing of the QEW connecting the two portions of Stavebank Rd north and south of the QEW

It was agreed that an extension of Premium Way across the river would likely raise significant objections from residents along Stavebank Road due to the potential for traffic infiltration and it was recognized that there would be challenges connecting with the Mississauga Road Interchange. It was also noted that there may not be cost savings associated with utilizing the QEW Credit River Bridge for a pedestrian / cycling connection, and that MTO's concerns in implementing auxiliary lanes and / or service road connections include potential impacts to operations on the QEW and / or interchanges as well as property impacts.

City of Mississauga – Meeting 4 (July 28, 2011)

The purpose of this meeting was to discuss the City's short and long term cycling opportunities related to the Ministry's QEW Credit River Bridge Projects. At the meeting, the Project Team agreed to not preclude the feasibility of the City's future cycling / pedestrian crossings, and requested that the City provide preliminary details of any proposed future crossing plans to ensure they will not be precluded.

The City of Mississauga inquired as to the feasibility of a Credit River crossing attached to the existing or new QEW Credit River Bridge. MTO noted their preference for an

independent cycling / pedestrian Credit River crossing pursued by the City since attaching a cycling / pedestrian bridge to the QEW Credit River Bridge has legal, operational, and safety issues. MRC also discussed the cursory review that was completed to determine the feasibility of a crossing of the QEW at Stavebank Road, which indicated that a centre pier in the QEW median would likely be required. The City is undertaking a functional review, and coordinating with MTO, of possible new multi-use pathway crossings of the Credit River (east-west) and Stavebank Road (north-south).

Other key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
MRC suggested that a separate lower pedestrian / cycling bridge offers more flexibility and provides better possible connection opportunities; however, the City will need to consider requirements for approvals / permits, such as Navigable Waters.	Comments noted. The City also noted that they will have to consider the Credit Valley Conservation Authorities requirements and that an EA process for a new crossing is likely.
MRC pointed out that access from the east side of the Credit River Valley is challenging due to utilities and steep terrain.	The City requested that MRC share utilities contact information.
MTO / MRC noted that a resident on Mississauga Crescent has raised concerns about the construction access road being used for a future pedestrian / cycling path due to the proximity to their property.	Comments noted.
MRC noted that a portion of Premium Way will need to be relocated to accommodate the improvements along the QEW, and a portion of Mississauga Road will need to be reconstructed to accommodate a new overpass.	The City to provide MRC with cross-sections and right-of-way requirements for Mississauga Road and Premium Way.

<u>City of Mississauga – Delegation to Mississauga Heritage Advisory Committee (May 22, 2012)</u>

The Project Team were asked to provide an update presentation at the May 22, 2012 Mississauga Heritage Advisory Committee meeting. Project Team members Sarah Merriam (MTO), Leslie Currie (MTO), and Heather Templeton (MRC) attended the meeting and provided a project update presentation.

3.2.2 Ministry of Tourism, Culture and Sport

Ministry of Tourism, Culture and Sport, with the Ministry of Natural Resources – (May 5, 2010)

A meeting was held on May 5, 2010 with the Ministry of Tourism, Culture and Sport (MTCS) and the Ministry of Natural Resources (MNR) to discuss the reasonableness of the preliminary alternatives as they relate to matters of provincial significance, such as the natural environment and heritage.

MNR indicated that some alternatives that were not preferred based on impacts to river flow, the Provincially Significant Wetland (PSW), and erosion concerns. MTCS indicated that alternatives which do not remove or demolish the bridge are preferred. The impact of bridge piers in the river, construction staging plans, and heritage lighting was also discussed. MTO initiated the organization of a field visit to the bridge with MTCS, MNR, and any other interested study team members, in order to better understand existing conditions.

Other key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
MNR noted that Alternative ST-1A is not preferred due to its impacts on river flow, the PSW, and resulting erosion issues. MNR indicated that official comments on the alternatives cannot be provided until the current condition of the PSW has been assessed.	Comments noted.
MTCS noted that a Conservation Plan would need to be developed.	The Study Team will work with the MTO Environmental team to determine requirements for a Conservation Plan. *[Post meeting note: MTO and MTCS are currently developing proper guidance to assist in the preparation of Conservation Plans that can be employed for MTO projects. This may result in additional documentation requirements for future design phases.]*
MTCS indicated that alternatives which do not remove or demolish the bridge are preferred.	Comments noted.
MTCS suggested that a display panel	Comment noted. A heritage panel was

Comment Expressed	How the Comment was Addressed
demonstrating the bridge's heritage features be presented at the upcoming PIC.	included in all future PIC panel packages.
MTCS indicated that the bridge's designation as a heritage bridge should be an important criterion if considering the installation of noise walls. Any visual addition to the bridge would have a cultural impact, and the installation of noise walls on the bridge could set a precedent for future projects.	Comments noted.

Ministry of Tourism, Culture and Sport – Meeting 2 (February 18, 2011)

A second meeting with the MTCS was held on February 18, 2011 in order to provide a study update, review the analysis and evaluation of alternatives, and discuss the Preliminary Design alternatives. During the meeting, the Project Team noted the following:

- Potential impacts to cultural heritage features was an important factor in all steps of the evaluation process;
- The preferred alternative was selected primarily because it minimized impacts to cultural heritage features and natural environment features; and,
- The bridge design alternatives of steel vs. concrete are relatively sympathetic to the existing bridge.

In general MTCS seemed to acknowledge and support these points but did request a formal letter be submitted summarizing the discussion. A letter was sent to MTCS summarizing the meeting discussions on March 17, 2011. A copy of the letter is enclosed in **Appendix A**.

3.2.3 Ministry of Natural Resources and Credit Valley Conservation Authority

Ministry of Tourism, Culture and Sport, with the Ministry of Natural Resources – (May 5, 2010)

See summary of meeting in **Section 4.2.2**.

Ministry of Natural Resources – Site Visit (July 13, 2010)

On July 13, 2010 representatives from MTO and MNR toured the study area, viewing both the bridge and the surrounding valley lands. MTCS were invited to participate, but were not in attendance. The environmental effects of the long-term QEW Credit River Bridge Class EA and the short-term Rehabilitation Holding Strategy projects were discussed. Particular focus was placed on the Rehabilitation Holding Strategy's potential impacts, since it was

scheduled for construction shortly. The location of the future construction access road was reviewed, as well as the launching location for a temporary construction bridge.

Ministry of Natural Resources and Credit Valley Conservation Authority – Meeting 1 (February 23, 2011)

A meeting was held with MNR and CVC on February 23, 2011 in order to provide a study update and discuss the Preliminary Design alternatives. Questions were raised about the presence of fish and turtle species in the study area, and impacts of the preferred alternative on wildlife and vegetation. It was noted by the Project Team that detailed modeling of floodplain impacts and determination of slope stability will be completed for the preferred alternative. The CVC indicated that the expropriation of property to accommodate stormwater management facilities should be considered. The CVC further indicated that when the Trans Northern pipeline is relocated, they would prefer that it is done with directional boring. Both the CVC and MNR agreed that the evaluation conducted for each of the alternatives was reasonable, and that the South Twinning option did not seem feasible. Both agreed with the selection of North Twinning as the preferred alternative.

Ministry of Natural Resources and Credit Valley Conservation Authority – Meeting 2 (April 4, 2012)

A meeting was held on April 4, 2012 with MNR and CVC in order to provide a study update, provide the 2011 ecological field results, discuss the Preliminary Design and review the Storm Management Plan. Key comments from the meeting are outlined below.

Comment Expressed	How the Comment was Addressed
The CVC requested a copy of the draft TESR for review before it goes public.	The CVC was provided with the water resources and natural environmental technical reports in advance of the TESR.
The Project Team were asked if the preferred North Twinning alternative was still the best option based on the results of the 2011 field work.	The Project Team confirmed that North Twinning was preferred from an overall environmental perspective incorporating all of the factors (e.g., heritage, natural and social environment).
CVC staff asked if the preferred alternative resulted in a new pier in the river.	The Project Team clarified that the preferred alternative does not have a new pier in the river and additional work has been done to set the east pier further back so that there is no encroachment into the bankfull channel.

Comment Expressed	How the Comment was Addressed
CVC staff noted they will be interested in understanding the construction methods, based on the bridge type selected, and the associated potential impacts, in Detail Design.	Comments noted.
It was suggested that the Project Team differentiate between temporary and permanent impacts in the TESR.	Comment noted.
CVC noted that they would prefer bio filtration.	It was noted that the ability to provide quality treatment depends on additional work to be carried out during Detail Design. Therefore, the TESR will identify the need to consider opportunities for quality treatment, once a culvert inspection is complete and the final drainage design is developed.
The Project Team were asked what quality improvements were proposed.	The Project Team noted that the proposed stormwater management pond and grassy swales proposed on the west side of the Credit River improve water quality treatment of highway runoff relative to existing conditions. Furthermore, there may be an opportunity to accommodate a dry pond in place of the proposed storage pipe in the northeast quadrant to provide further quality control.

3.2.4 Utilities

Trans-Northern Pipelines Inc. Meeting (May 11, 2010)

A meeting was held with Trans-Northern Pipelines Inc. (TNPI) on May 11, 2010 to discuss the potential pipeline impacts of the proposed bridge design alternatives. Key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
TNPI noted that the relocation of two pipelines in the study area is likely possible, but costly due to the soil conditions, terrain, and presence of the river. The pipeline runs along the Hydro corridor, QEW ROW and the Credit River Marshes (a Provincially Significant Wetland).	Comments noted.
The two pipelines are major corridors carrying petroleum products which are federally governed and relocation will require that a CEAA Screening Report be completed for NEB review.	Comments noted.
TNPI provided MRC with a property plan of the area, noting that TNPI leases an easement from the Hydro One Corridor (the property is managed by Infrastructure Ontario, *formerly the Ontario Realty Corporation*).	Comments noted.
To conduct field investigations (boreholes) in the vicinity of a pipeline a formal request and permit is required to be submitted to TNPI. TNPI noted that a stakeout of the pipeline locations will also be required prior to the commencement of any intrusive field investigations.	Comments noted.
TNPI noted that as part of the NEB approvals, public consultation is required and if possible TNPI plans should be included in the QEW Credit River EA consultation.	MRC noted that in addition to the three PICs planned as part of the EA Study, during the subsequent Detail Design Study there will also be an opportunity to inform the public of the finalized pipeline relocation plan.
TNPI noted they would arrange a site visit within the next few weeks to examine the feasibility of relocating the pipeline in this area and will confirm with MRC. TNPI will provide a preliminary cost estimate and feasibility of the relocation.	Comments noted.

Comment Expressed	How the Comment was Addressed
Prior to TNPI generating a relocation design, they will require the proposed plans from MRC. TNPI will determine the feasibility of the relocation and an estimated cost of the project. Once they have completed the design, they will be required to submit to the NEB. NEB review typically takes between 3 to 6 months. Additionally TNPI will require consent from Hydro to utilize their corridor.	Comments noted.

Utilities Meeting 1 (June 8, 2011)

A meeting was held with Hydro One, Enersource, and Trans-Northern Pipelines Inc. (TNPI) on June 8, 2011 to discuss the Technically Preferred Alternative and impacts to utility infrastructure. The Technically Preferred Alternative directly impacts both TNPI and Enersource facilities. This will require relocation within the Hydro One right-of-way (ROW). At Lynchmere Avenue, a Hydro One tower may be impacted by the realignment of the service road (Premium Way). Key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
TNPI must follow an EA process to relocate their infrastructure. TNPI is federally regulated under the jurisdiction of the National Energy Board (NEB) and therefore follow the federal CEAA process.	Comments noted.
Enersource is not required to undertake an EA process in order to relocate their facilities; however, MTO will need to secure the necessary approvals for Enersource to relocate within the Hydro One right-of-way (i.e., IO-managed property).	Comments noted.
Upon approval of this EA, MTO can proceed with the Detail Design of the alignment, utilities and land acquisition.	It was noted that MTO may proceed with all relocations likely prior to the highway construction.
MRC requested that the utility companies review the plans of the Technically Preferred Alternative and provide comments within 6-	Comments noted.

Comment Expressed	How the Comment was Addressed
8 weeks. Additionally, it was requested that the companies also provide information on their future plans in the area.	

Utilities Meeting 2 (May 24, 2012)

A meeting was held with Hydro One, Enersource, and Trans-Northern Pipelines Inc. (TNPI) on May 24, 2012 to review the Technically Preferred Alternative and the relocation plans for Enersource and TNPI infrastructure within the Hydro One right-of-way. Key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
The Project Team held a teleconference with Infrastructure Ontario (IO) in March. IO did not have concerns with the proposed undertaking at this time and will look to Hydro One and other applicable agencies to comment on the proposed undertaking.	Comment noted.
There are property requirements for MTO, TNPI and Enersource within the Hydro One right-of-way. TNPI and Enersource currently occupy the Hydro One ROW and are being relocated within.	Hydro One requires a minimum 12 m clearance to the outside of the tower footing for TNPI and a 15 m clearance around the tower must be maintained at all time for maintenance reasons.
MTO noted that once the Holding Strategy Project is completed the access road will be reverted back to Hydro One for Hydro One to maintain. [Post Meeting Note: On July 20, 2012 Hydro One noted that this access road has been constructed by MTO as a result of the Credit River Bridge rehabilitation project. MTO maintains this road. A decision has not yet been made by HONI regarding the bridge. The following options are possible: a) HONI will allow it to remain after the completion of the rehabilitation project; b) HONI will allow it to remain until the completion of the bridge twinning project; or c) HONI will allow it to remain	Comment noted.

Comment Expressed	How the Comment was Addressed
indefinitely and assume responsibility for the road. Please note that this decision is to be made at the time that the rehabilitation project is nearing completion.]	
TNPI is federally regulated under the jurisdiction of the National Energy Board (NEB) and therefore follow the federal CEAA process. Once TNPI's relocation design is complete (as complete as possible based on design information available at this time), it was agreed that TNPI and MTO should meet with CEAA and NEB representatives to clearly establish the approvals process required for the TNPI relocation. Hydro One EA process does not apply to property impacts. An EA process is not required in order to relocate Enersource facilities.	Comments noted.

Utilities Meeting 3 – Hydro One (November 16, 2012)

A meeting was held with Hydro One, on November 16, 2012 to review the Preliminary Design and the relocation plans for Enersource and Trans-Northern Pipelines Inc. (TNPI) infrastructure within the Hydro One right-of-way, as well as discuss MTO and Hydro One's needs and/or constraints to develop a plan of action for this study to move forward. Key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
The Project Team noted that Hydro One was contacted early in the study process, informing Hydro One of property impacts and easement requirements for Enersource and TNPI.	Comment noted.
Hydro One noted that this area north of the existing QEW Credit River Bridge is part of a contiguous Hydro One corridor and was acquired with plans to ultimately	Comment noted.

Comment Expressed	How the Comment was Addressed
accommodate two 230kV double-circuit lines. The timing of future expansion of this corridor is likely more than 10 years; therefore the new north twin bridge construction will likely be completed well in advance of a Hydro One expansion.	
Hydro One noted that a minimum of 10 m separation between a high voltage transmission structure footing and a buried gas line is the minimum required by CSA; Hydro One aims for a larger separation, if possible. The 15 m tower base clearance is a well-established Hydro One guideline to ensure safe access to their asset is available for maintenance purpose or emergency restoration. For distribution lines to share their corridor, typically asked to go to the far edge of the Hydro One ROW. The required spacing is dependent upon the design of the transmission lines and distribution circuits. There is no 'fixed' minimum number. This needs to be looked at on a case by case basis.	Comment noted.
Hydro One noted that a Feasibility Study of expansion alternatives needs to be completed. The following options for the Hydro One expansion were discussed: 1. Twinning the towers 2. Modify existing towers / poles to carry additional lines 3. Underground facility There are sub-options for crossing the Credit River. • Aerial • Tunnelling under the Credit River • Using the future Twin Credit River Bridge	Hydro One has committed to work with MTO moving forward to assess other options for their future expansion.

Utilities Meeting 4 – Enersource (November 27, 2012)

A meeting was held with Enersource, on November 27, 2012 to review the Technically Preferred Alternative and the relocation plans for Enersource and Trans-Northern Pipelines Inc. (TNPI) infrastructure within the Hydro One right-of-way. Key comments from the meeting are listed below.

Comment Expressed	How the Comment was Addressed
Enersource noted that long aerial spans, such as the Credit River crossing, require a 15 m horizontal clearance from Hydro One aerial lines and for short spans (50 m or less between poles) a 12 m horizontal clearance is required. A 5 m face to face clearance is required between TNPI and Enersource. A minimum of 0.5 m clearance is required from the travel lane of a local road with curb and gutter.	Comment noted.
The preliminary relocation plan along Premium Way was reviewed. Enersource proposed to use their existing alignment along the northside of the road and cross Premium Way further east of the originally proposed crossing location. This would require the relocation of TNPI. Enersource noted that P26 will likely require an anchor; MRC noted that this would conflict with the noise wall. MRC noted that P25 may be within the embankment of the Kenolli Creek.	MRC and Enersource will review plans.
Enersource noted that ornamental plants less than 4.5 m tall are allowed to be planted underneath the Enersource towers. Larger trees need to be 4 m from the pole line.	Comment noted.
The Credit River Valley crossing was discussed and the following was noted: • There are 4 circuits required to cross the Credit River (12 lines and 1 neutral). • Concrete poles are proposed at a	Comments noted.

Comment Expressed	How the Comment was Addressed
maximum height of 75 m. Enersource maintenance trucks cannot access poles that are taller than 75 m • Poles can be placed in the valley on both sides if access roads are provided for maintenance. • If two sets of a two-pole configuration was used to cross the Credit River, a 6 m clearance between the sets of poles, 3 m between each pole and 5 m on either side for anchors would be required (a total of a 22 m horizontal distance required). • Enersource towers must have 3 m to 5m clearance to MTO's high mast lighting poles. • An underground crossing of the Credit River would require 2 duct banks (1.2 m to 1.5 m each) • The wires life expectancy is 25 years in underground facility and 50 years for overhead facility • Attaching to a bridge poses issues related to the expansion joints of the bridge and the wear on the wires.	
Enersource and MRC to review additional alternatives for the Credit River crossing.	MRC and Enersource will review plans.

3.2.5 Infrastructure Ontario

Infrastructure Ontario, Teleconference (March 9, 2012)

The Project Team held a teleconference with Infrastructure Ontario (IO) on March 9, 2012 in order to provide IO with a study update in advance of Public Information Centre #3 and to discuss impacts to IO-managed property. The Project Team explained that MTO requires property within the Hydro One right-of-way (ROW) and that TNPI and Enersource facilities will need to be relocated within the ROW. IO noted that MTO's acquisition of the lands is considered an inter-Ministry transfer and will not require the completion of the ORC Class EA; instead only a Phase 1 Site Assessment and Stage 1 Archaeological Study will need to be submitted. The project is considered a Category A undertaking which does not require formal Class EA documentation. IO did not anticipate any concerns with the required property taking, and noted that IO typically does not provide comments until an application is formally submitted. The Project Team committed to providing the required reports to IO

for review, in addition to the Preliminary Design Plan for their information. The requested reports and Preliminary Design plan were provided on April 11, 2013.

3.3 FIRST NATIONS CONSULTATION

First Nation communities, related organizations and government agencies were contacted by the Project Team at key milestones throughout the study process. Indian and Northern Affairs Canada (now Aboriginal Affairs and Northern Development Canada), the Ministry of Aboriginal Affairs and the Métis Consultation Unit were sent letters to identify any First Nations communities that may have interest in the study. There are no First Nations communities located within or immediately adjacent to the study area.

Letters were sent by MTO at the start of the study to the following First Nation Communities:

- Mississauga of Scugog Island
- Chippewas of Georgina Island First Nation
- Chippewas of Mnjikaning First Nation
- Hiawatha First Nation
- Beausoleil First Nation
- Alderville First Nation
- Curve Lake First Nation
- Mississaugas of the New Credit First Nation
- Huron Wendat Nation
- Métis Consultation Unit

In addition to the above mentioned First Nation Communities, the following First Nations were consulted and sent letters prior to the Public Information Centres (PICs):

- Coordinator for the Williams Treaties First Nation
- Chippewas of Rama First Nation
- Six Nations Haudenosaunee Chiefs Confederacy Council
- Six Nations of the Grand River
- Métis Nation of Ontario
- Credit River Métis Council

MTO sent a letter to all of the above mentioned First Nation communities and Aboriginal groups to inform them of the completion of the study. MTO will continue the notification process in subsequent design stages.

Detailed First Nations Consultation

Stage 1, 2 and 3 Archaeological Assessments confirmed that cultural materials are present within the study area; see **Sections 5.3.1** and **8.3.1** for more details. The Mississaugas of the New Credit, Huron Wendat Nation and Six Nations of the Grand River were actively consulted on the findings via phone, email, letter and meetings, given their respective historical connections to the Credit River Valley. A Stage 4 Archaeological Assessment is to be carried out prior to Detail Design. MTO will continue to consult with First Nations throughout the remaining arachedological work.

Exhibit 3-6 outlines the meetings held with First Nations throughout the project:

EXHIBIT 3-6: FIRST NATIONS MEETINGS

Meeting	Meeting Date	Meeting Purpose
Mississaugas of the New Credit First Nation and Credit Valley Conservation Authority	July 26, 2011	Site visit transpired after archaeological materials were found. These findings were discussed and examined.
Six Nations of the Grand River	August 23, 2011	Site visit transpired after archaeological materials were found. These findings were discussed and examined.
Mississaugas of the New Credit First Nation – Chief and Council	June 4, 2012	Presented the project purpose, archaeology and environmental work, discussed archaeological findings and future work.
Huron Wendat Nation	July 25, 2012	Presented the project purpose, archaeology and environmental work, discussed archaeological findings, future work, and the proposed Stage 3-4 excavation strategy and draft Participant Funding Agreement.
Huron Wendat Nation	August 8, 2012	Follow-up to July 25 meeting, and further discussion on the draft Participant Funding Agreement.