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MEMO TO FILE - draft

RE: City of Mississauga
Rathburn Road Transit Priority Measures
Transit Project Assessment Process

OUR FILE: W.O. 7644

PREPARED BY: Darek Sobik

CC: Greg Moore, MRC

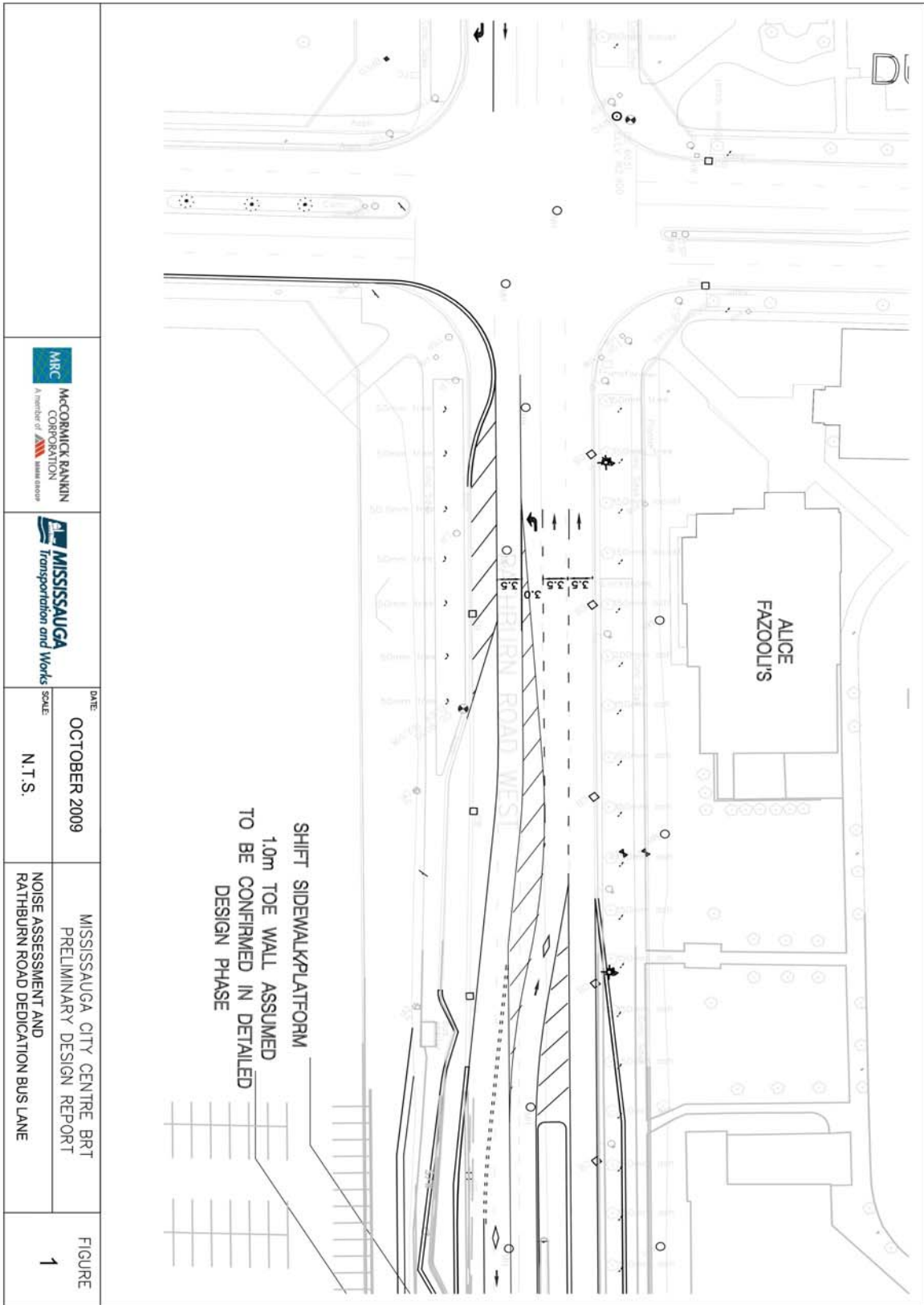
DATE: October 2009

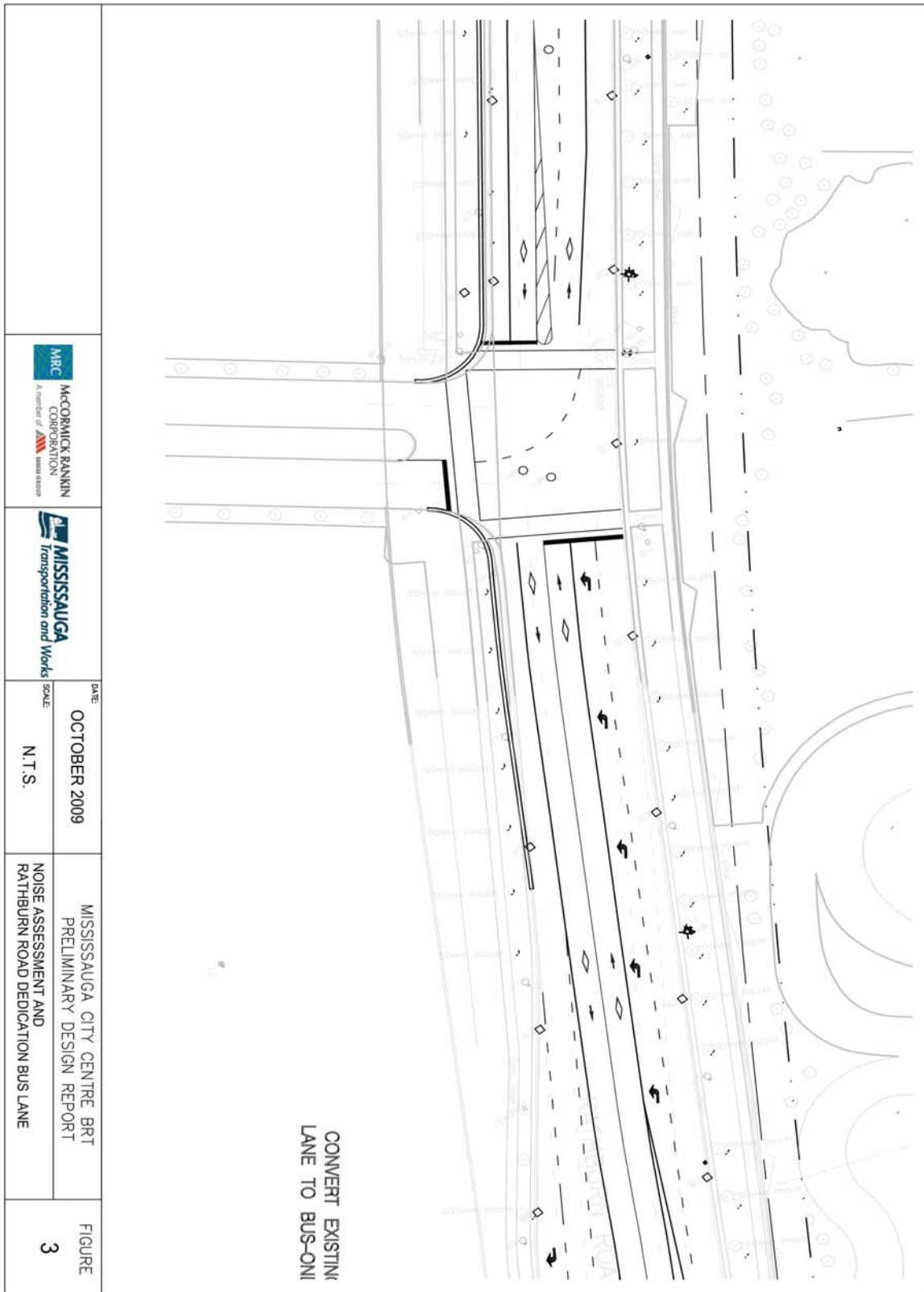
SUBJECT: Noise Review

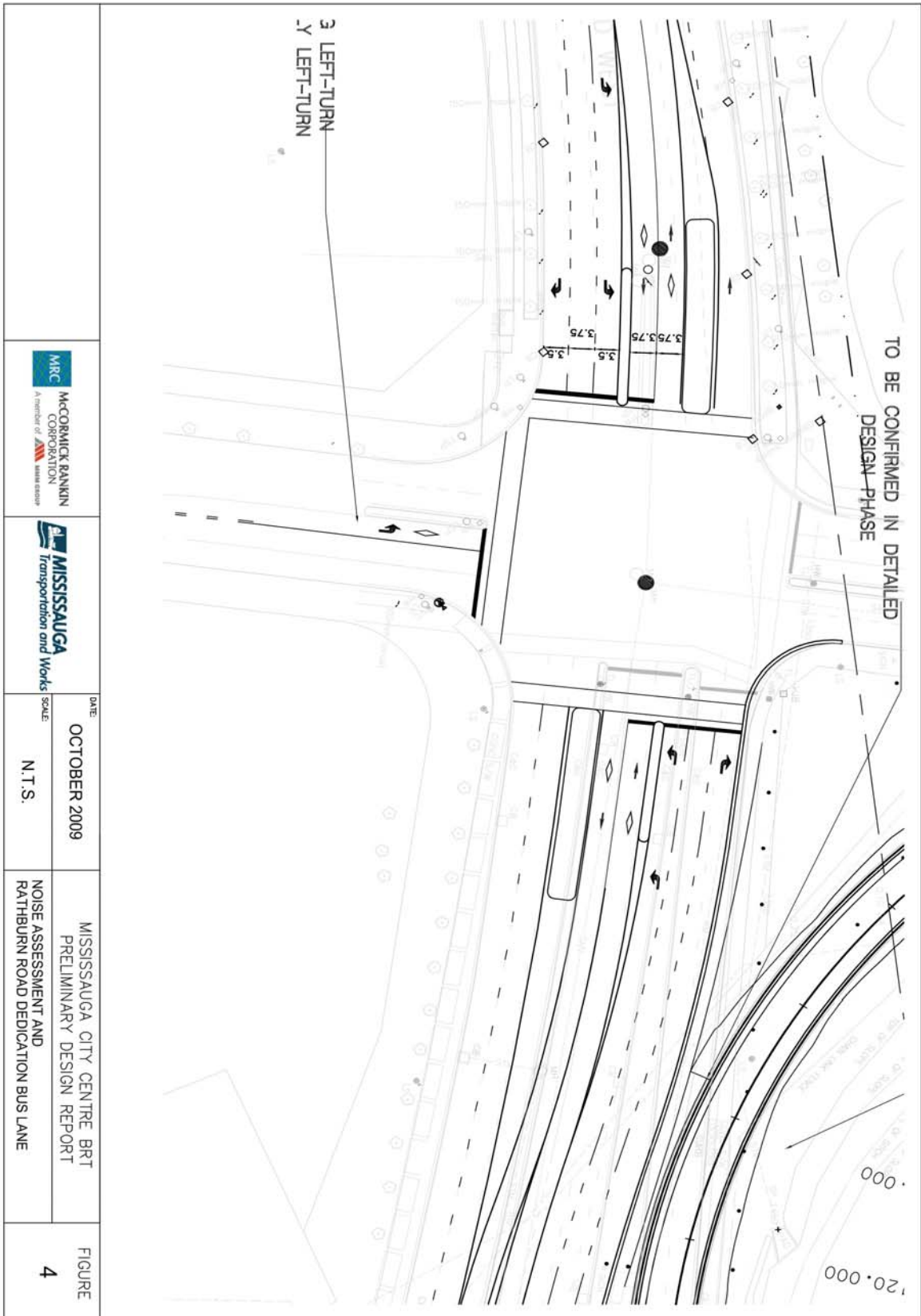
As part of the Transit Project Assessment Process for transit priority measures on Rathburn Road from Duke of York Boulevard to 50 m east of Hurontario Street, a noise review was carried out to determine if Noise Sensitive Areas exist within the study area. This memorandum summary summarizes this noise review.

The recommended Transit Project is to convert two existing general traffic lanes on Rathburn Road to Reserved Bus Lanes (RBLs) between the existing City Centre Transit Terminal and the proposed Mississauga Bus Rapid Transit (BRT) connection east of Hurontario Street. It should be noted that the proposed construction will not extend past the existing right-of-way nor will the number of buses along this corridor increase as a result of the project. Existing bus routes and future BRT services will be removed from the influence of general traffic operations by operating in dedicated bus-only lanes.

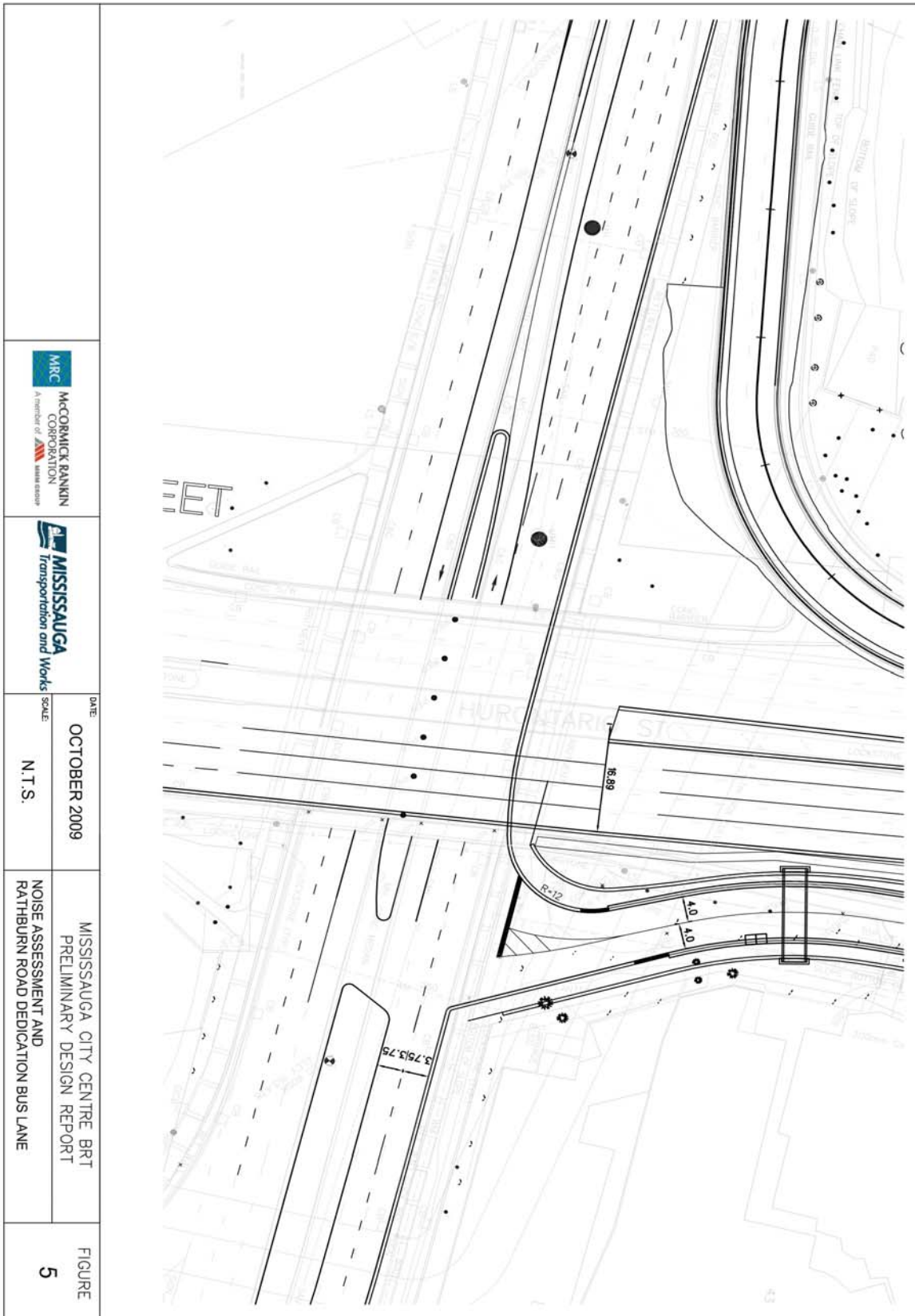
On the next page of this memorandum are a series of contract drawings showing the proposed design of the dedicated bus-only lanes along the Rathburn Road corridor.



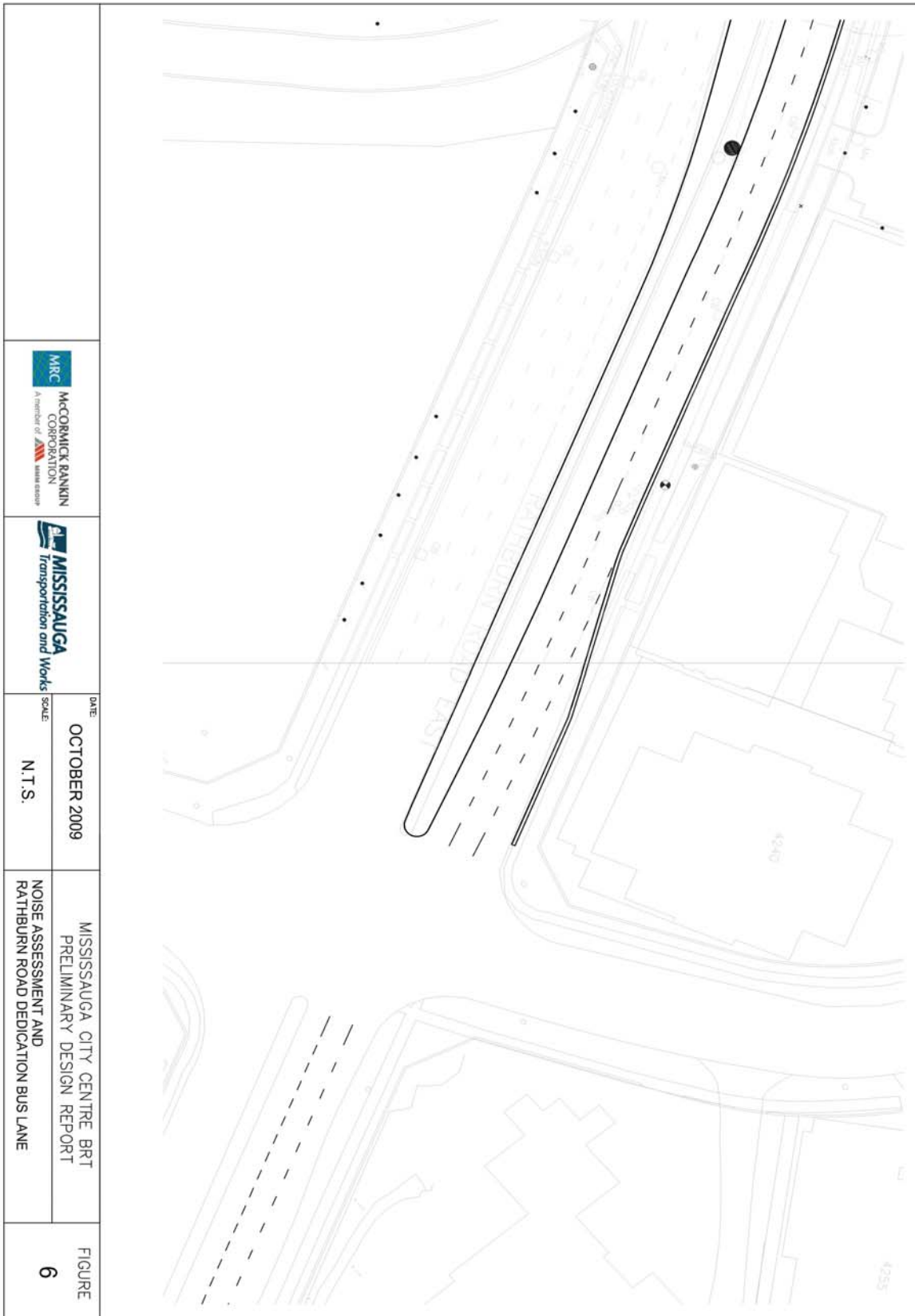




		DATE: OCTOBER 2009	SCALE: N.T.S.	MISSISSAUGA CITY CENTRE BRT PRELIMINARY DESIGN REPORT NOISE ASSESSMENT AND RATHBURN ROAD DEDICATION BUS LANE	FIGURE 4
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			DATE: OCTOBER 2009 SCALE: N.T.S.	MISSISSAUGA CITY CENTRE BRT PRELIMINARY DESIGN REPORT NOISE ASSESSMENT AND RATHBURN ROAD DEDICATION BUS LANE	FIGURE 5
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Noise Sensitive Areas – Methodology

Based on the Ministry of Environment (MOE) / Ministry of Transportation (MTO) Noise Protocol, where a new or expanded roadway is proposed adjacent to a Noise Sensitive Area (NSA), the MOE requires that the future noise level with and without the facility be compared.

The determination of whether or not a noise analysis needs to be carried out for the proposed project relies on the definition of a NSA as defined by MOE. The following was reviewed:

MOE Noise Assessment Criteria in Land Use Planning Publication LU-131

The MOE noise criteria for planning of sensitive land uses, in support of Provincial Policy Statement under the Planning Act defines a noise sensitive land use as:

- Residential developments;
- Seasonal residential developments;
- Hospitals, nursing/retirement homes, schools, day-care centres, etc.

MTO Environmental Guide for Noise (April 2007)

The *MTO Environmental Guide for Noise (April 2007)*, Appendix A: Definition of Key Terms defines Noise Sensitive Area (NSAs) and the land uses with Outdoor Living Areas (OLAs) associated with them as follows:

The following land uses with OLA are considered to be NSAs:

- Private homes such as single family residences (owned or rental);
- Townhouses (owned or rental);
- Multiple unit buildings, such as apartments with OLA's for use by all occupants; and
- Hospitals, nursing homes for the aged, where there are OLAs for the patients.

Where proposed improvements to an existing facility are planned, land use listed below by themselves do not qualify as NSAs (words bolded for information only):

- Apartment balconies above ground floor;
- Educational facilities and day care centres;
- Churches;
- Cemeteries;
- Parks and picnic areas that are not inherently part of a NSA;
- **All commercial**; and,
- All industrial

City of Mississauga – Noise Attenuation Barriers on Major Roadways

The City of Mississauga “Noise Attenuation Barriers on Major Roadways” – Policy N. 09-03-03 (March 2005) applies to noise attenuation barriers which are or will be installed adjacent to municipal roadways which are under the jurisdiction of the City of Mississauga. The policy notes that one of installation criteria includes:

- The **residential area** must be adjacent to arterial and major collector roads, as designated in the Official Plan.

Noise Sensitive Areas - Review

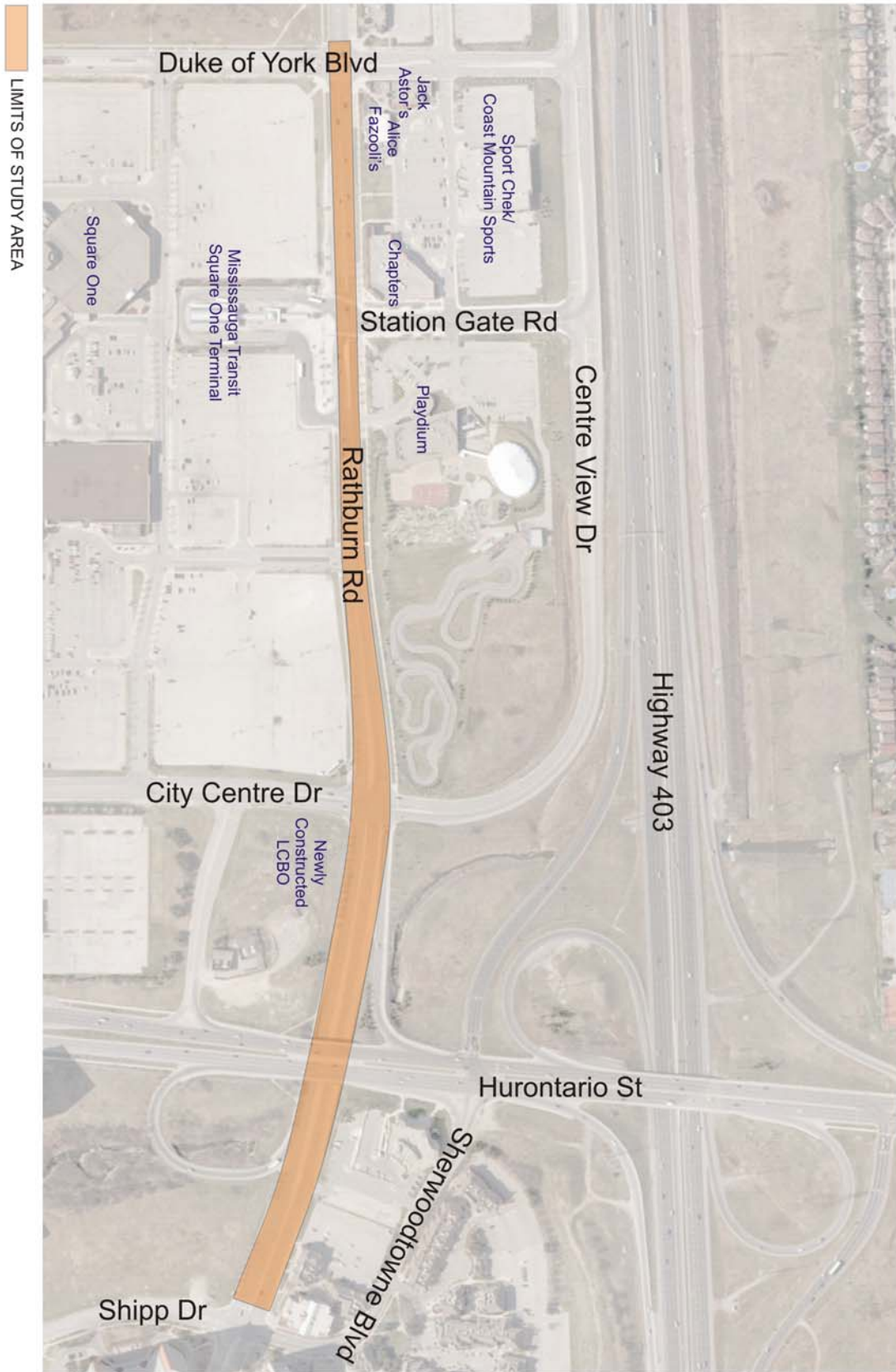
The study area was reviewed to identify NSAs within the study area, which would trigger the need for a detailed noise assessment. The following figure illustrates the land uses in and adjacent to the study area.

Lands adjacent to the Study Area are commercial in nature and include the following:

- Parking lots
- Restaurants
- Entertainment complexes (go carts, video arcade)
- Bookstore
- Shopping Centre

Given the above, there are no NSAs within or immediately adjacent to the study area.

It is noted that the residential area is located on the north side of Highway 403, however, the closest residential houses are located approximately 200m away and traffic on Highway 403 would be the dominant noise source at these houses.



Conclusion

Per the policies and definitions noted above, there are no Noise Sensitive Areas located in or immediately adjacent to the Study Area. Therefore, detailed noise analysis is not required to assess the potential impacts from providing dedicated bus lanes on Rathburn Road.