

ENVIRONMENTAL PROJECT REPORT ERRATA

407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET

MINISTRY OF TRANSPORTATION – CENTRAL REGION
G.W.P. 16-20003



SEPTEMBER 23, 2020

This document contains errata to the 407 Transitway – West of Brant Street to West of Hurontario Street Environmental Project Report (EPR) (August 2020)

The revisions address comments received during the 30-day public review period from:

1. Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI), Dan Minkin, Heritage Planner, on September 11, 2020;
2. Ministry of Agriculture, Food and Rural Affairs (OMAFRA), Anneleis Eckert, Rural Planner, on September 11, 2020;
3. Region of Halton, Karyn Poad, Senior Planner, Transportation, on September 11, 2020;
4. City of Mississauga, Mel Kayama, Transportation Planning Analyst, on September 10, 2020;
5. Town of Oakville, Jim Barry, Acting Commissioner, Community Development Commission, on September 11, 2020; and
6. Conservation Halton, Matt Mowatt, Team Lead, Regional Infrastructure Team/Environmental Planner, on September 11, 2020.

ENVIRONMENTAL PROJECT REPORT REVISIONS

TABLE OF CONTENTS

- The title of Appendix G in the EPR's Table of Contents under the List of Appendices is amended as follows:
Original text: *Cultural Heritage Assessment Report*
Amended text: *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*

CHAPTER 1 – INTRODUCTION

- Section 1.5.5.5 is amended to add the following:

Additional Text:

1.5.5.5. Mobility Management Strategy for Halton

In February 2017, Regional Council endorsed the Mobility Management Strategy (MMS) for Halton. The strategy established a region-wide grid network of key transit priority corridors and mobility links that connect throughout the Region and provide connections to the adjacent municipalities of Mississauga, Brampton and Hamilton. The network provides significant key connections to existing and planned Regional destinations including urban growth centres, mobility hubs, employment lands, major transit stations and abutting municipal connections.

The MMS recommended further study to assess the Major Transit Station Areas (MTSAs) in the Region to understand the infrastructure investment to unlock the potential for economic growth, as well as to define the type, form and function of the Transit Priority Corridors (TPCs) in order to identify transit infrastructure investment opportunities. These transit infrastructure opportunities would address potential transit demand to enhance transportation mobility and connectivity between existing and proposed MTSAs and key transit nodes throughout the Region.

1.5.5.6. Defining Major Transit Requirements in Halton Region

The Defining Major Transit Requirements (DMTR) in Halton Study is a continuation and fulfillment of the next steps established through the MMS in support of the vision for a multi-modal transportation network. The focus of the DMTR is on Regional infrastructure investment to support transit. It builds upon the existing MMS work to align with efforts initiated at the Provincial, Regional, and Local levels to support transit implementation.

The DMTR study evaluates the existing and proposed regional transit nodes, higher order transit stations and surrounding areas that are planned for intensification and act as important nodes in the overall functionality from a Halton Region perspective. The analysis of the nodes provides guidance for unlocking the development potential in the study areas by identifying high level opportunities to improve access and facilitate necessary first mile/last mile connections to the TPCs. Similarly, the analysis of the TPCs identified the transit infrastructure required to support travel which will serve as key connectors to link people to existing and planned regional destinations. Through an analysis of the TPCs established in the MMS, a preliminary recommended network of transit infrastructure requirements was established for the 2031 and 2041 horizons.

CHAPTER 2 – TRANSPORTATION NEEDS

- Section 2.7 of the EPR, commitments under Station evaluation and screening are amended as follows:

Original text: *Station evaluation and screening – Analysis of forecasts found that Neyagawa Station and Mavis Station were under-performing and could be removed from further planning. Both stations showed poor demand, with Neyagawa Station located in a mostly-rural area with limited development potential, and Mavis Station having limited access to major roads. Additionally, both provided limited*

Amended text: *Station evaluation and screening – Analysis of forecasts found that Neyagawa Station and Mavis Station were under-performing and could be removed from further planning. Both stations are located in future planned urban areas, however the ridership forecasts showed poor demand at these locations.*

CHAPTER 3 – EXISTING AND FUTURE CONDITIONS

- Section 3.2.4 (Page 3-115), third paragraph is amended as follows:

Original Text: *A cultural heritage landscape (CHL) is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadscares, and nucleated settlements. Built heritage resource (BHRs) are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and/or patterns of architectural development.*

Amended Text: *A cultural heritage landscape (CHL) means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.*

A built heritage resource (BHL) means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.

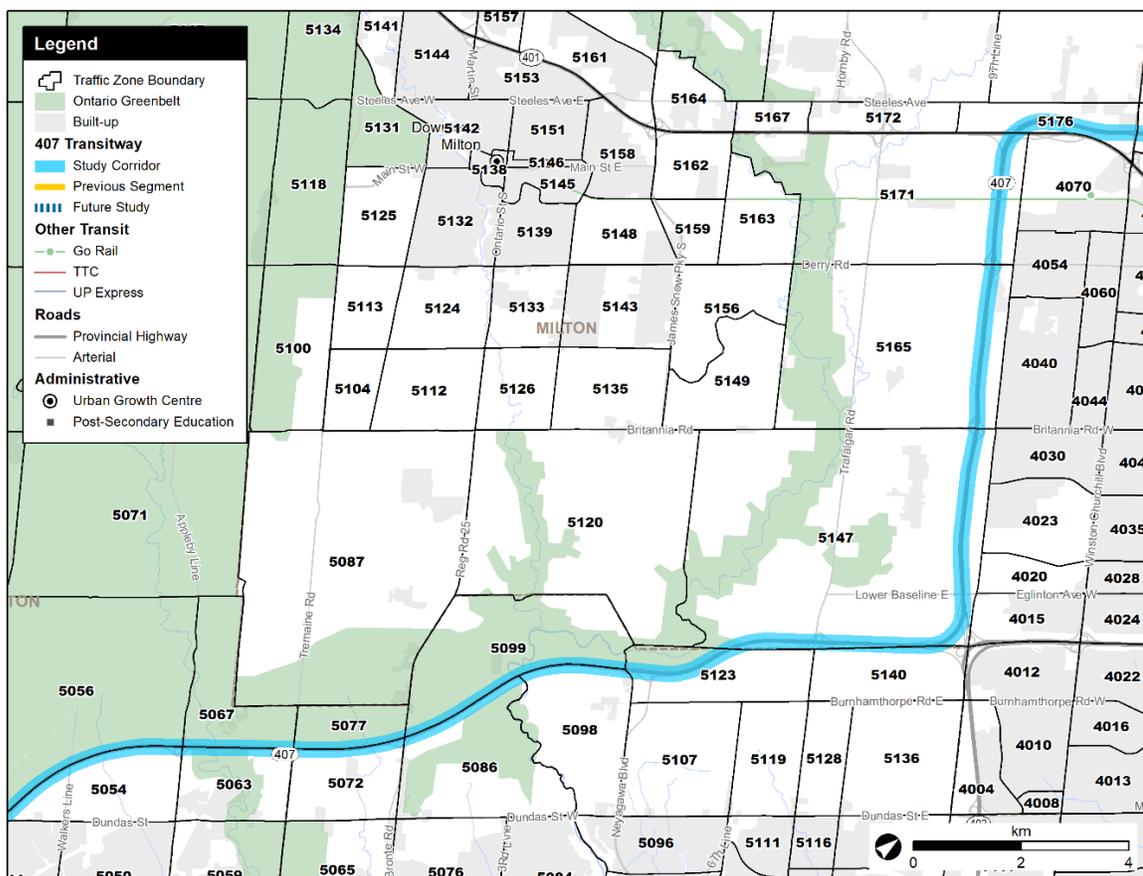
CHAPTER 4 – IDENTIFICATION OF ALTERNATIVES AND EVALUATION PROCESS

- Section 4.1.1 under Neyagawa Station is amended to add the following text:

The following are key points regarding the assessment of Neyagawa area land use and expected population and employment growth provided for in the Oakville Official Plan.

Land-Use

- *Population and employment density map (EPR Exhibit 2.5) shows this area is low density through 2041. It is noted that the white colour of some of these zones on Figure 2.5 is partly due to large undevelopable land area within the zone resulting in lower apparent density than OP targets.*
- *Ridership forecasts used in the study account for CSD / municipal targets set by Places-to-Grow Schedule 3. The CSD to TAZ allocation used for MTO's projects are carried out by the Land Allocation System (LUAS base 2011 from Metrolinx developed by IBI Group / Hemson).*
- *A map of model zones and population/employment allocation is shown below, with a few notes drawn as follows:*



- *The Neyagawa commercial zone area has employment growth from 0 to 2,104 (zone 5123).*

- *The residential area west and south of Neyagawa has population growth from 64 residents to 8,872 (zone 5098).*
- *Development of South Milton (e.g. Zone 5120) has population increase from 1,413 to 20,115.*
- *In comparison to the above, the following provides a brief review of the Town of Oakville North Oakville East Secondary Plan for the Neyagawa area:*
 - *The station area has extensive natural heritage lands to the south and west.*
 - *The residential neighbourhoods to the west and east appear to be mainly low-density.*
 - *The Neyagawa Urban Core area appears relatively small with 3ha at 42 units / ha, compared to the Trafalgar Core area at 16ha and 68 units / ha.*

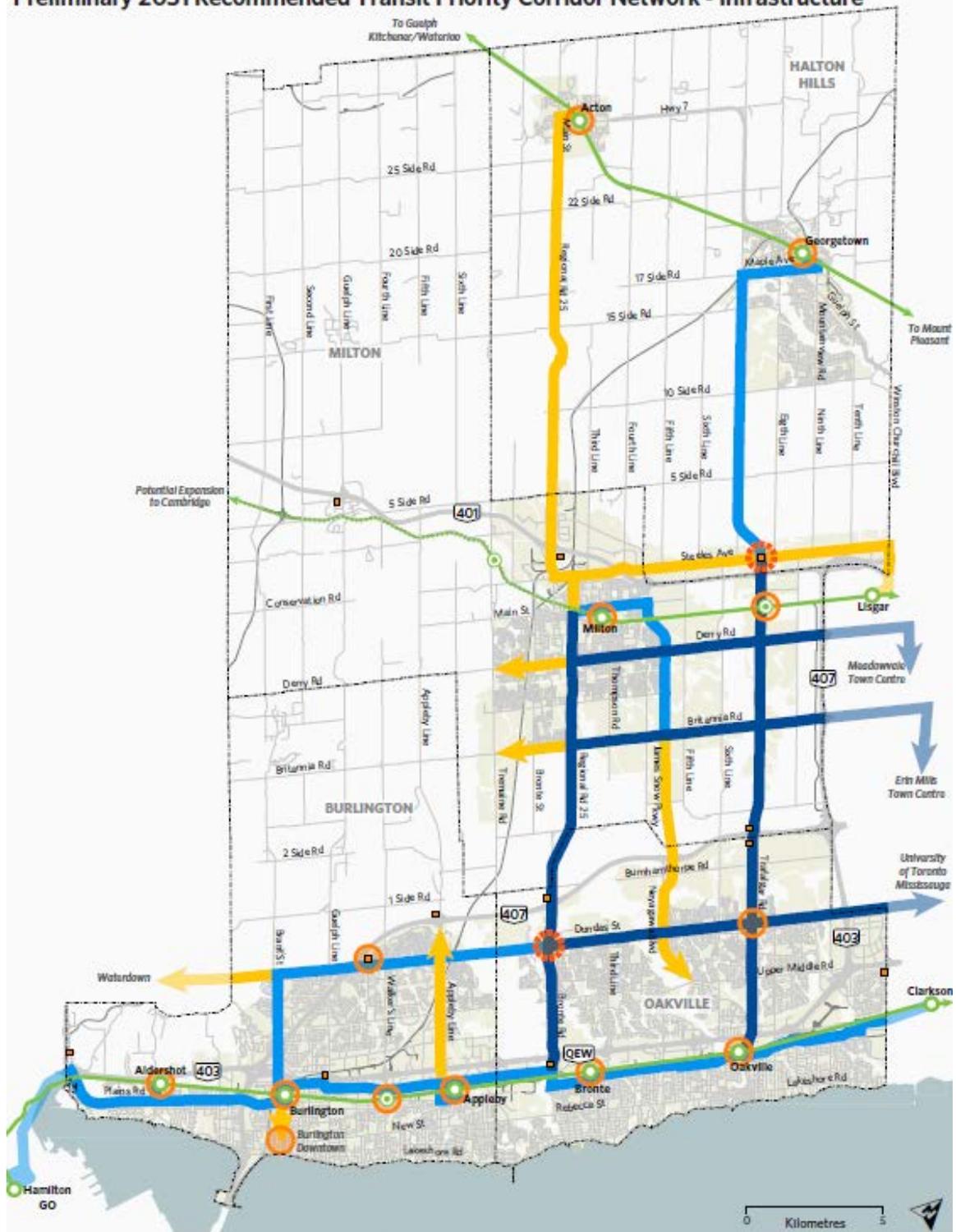
Based on the above the model assumptions appear generally consistent with anticipated land use.

Network

- *Network assumptions in the model reflect planned and committed projects drawing from Metrolinx RTP and other committed projects from Transportation Master Plans and completed EAs.*
- *In addition to the highway assumptions listed in Table 2.3, the model included the James Snow Parkway connection to Neyagawa. The report will be updated to mention the connection.*
- *Transit assumptions in the model generally reflect Metrolinx RTP, including priority bus on Trafalgar Road and Bronte Road, and BRT on Dundas Street. No transit service from Oakville to Milton was assumed on Neyagawa / James Snow connection.*

Note that network plans (illustrated below), included in the Region of Halton's "Defining Major Transit Requirements Study" (2019) received from the Region on April 22, 2020 are consistent with the network information input to the model.

Preliminary 2031 Recommended Transit Priority Corridor Network - Infrastructure



Legend

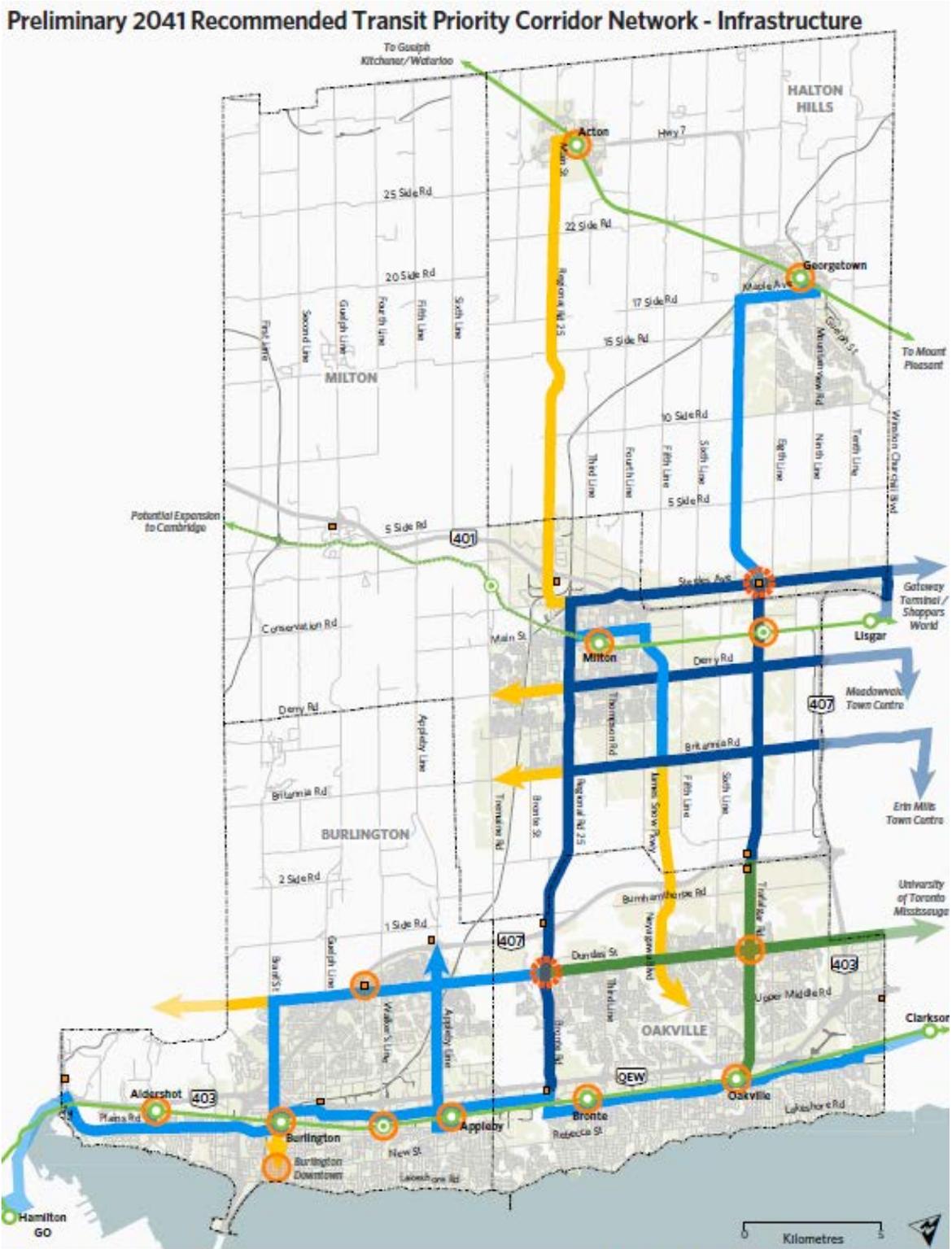
- Urban Area
- GO Train Station
- GO Rail Corridor
- Future GO Train Station
- Proposed GO Rail Corridor

- Commuter Lot
- Regional Transit Node
- Proposed Regional Transit Node

- Type**
- Mixed
 - Priority Bus Corridor
 - BRT Corridor

Transit Priority Corridor

- | Type | Form |
|-----------------------|-------------------------------------------------------------------------|
| Mixed | Mixed Traffic (2, 4, 6 lanes) |
| Priority Bus Corridor | Mixed Traffic + Queue Jump + Transit Signal Priority (TSP) (4, 6 lanes) |
| | HOV Lanes + TSP (6 lanes) |
| BRT Corridor | Bus Only Lanes + TSP (6 lanes) |



Legend

- Urban Area
- GO Train Station
- GO Rail Corridor
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Transit Priority Corridor

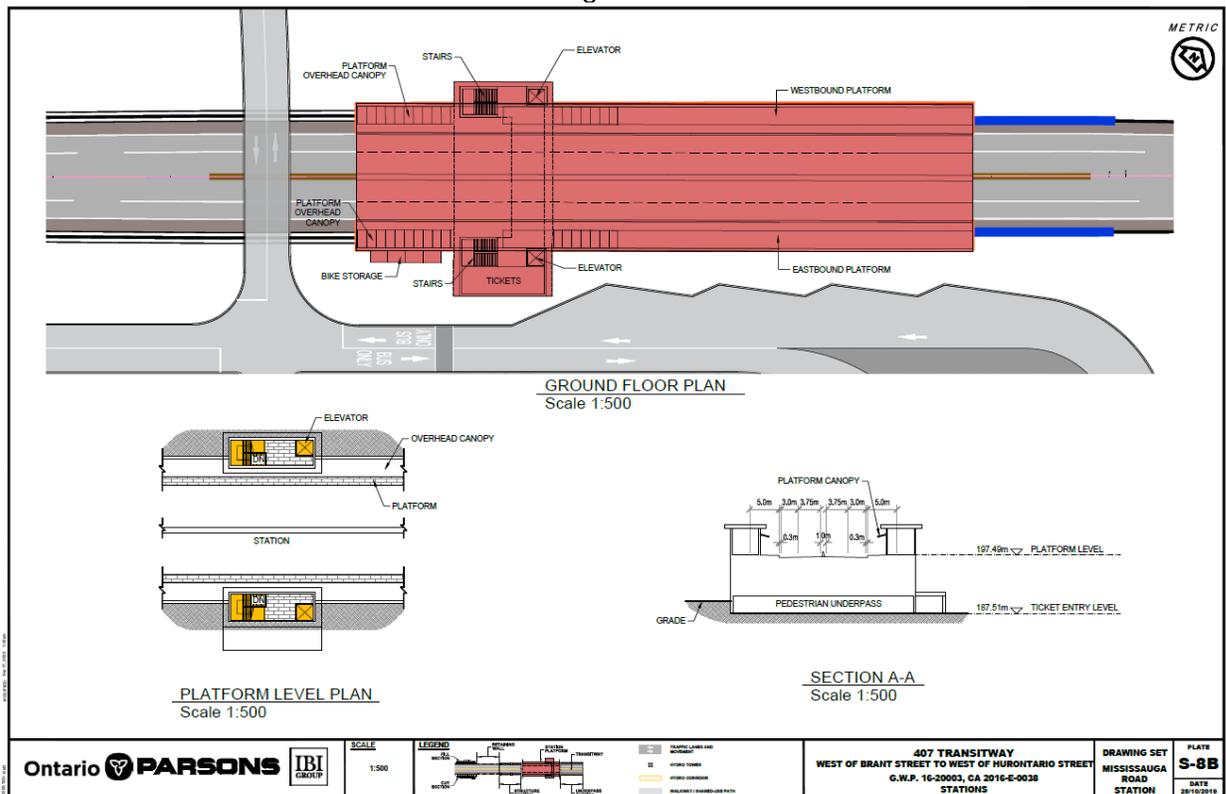
Type		Form
Priority Bus Corridor	Mixed	Mixed Traffic (2, 4, 6 lanes)
	Mixed Traffic + Queue Jump + Transit Signal Priority (TSP)	(4, 6 lanes)
	HOV Lanes + TSP	(6 lanes)
BRT Corridor	Bus Only Lanes + TSP	(6 lanes)

Based on the results of the key points listed above, considered in the assessment of a station facility at Neyagawa Boulevard, the 2041 ridership forecast did not warrant a station at this location.

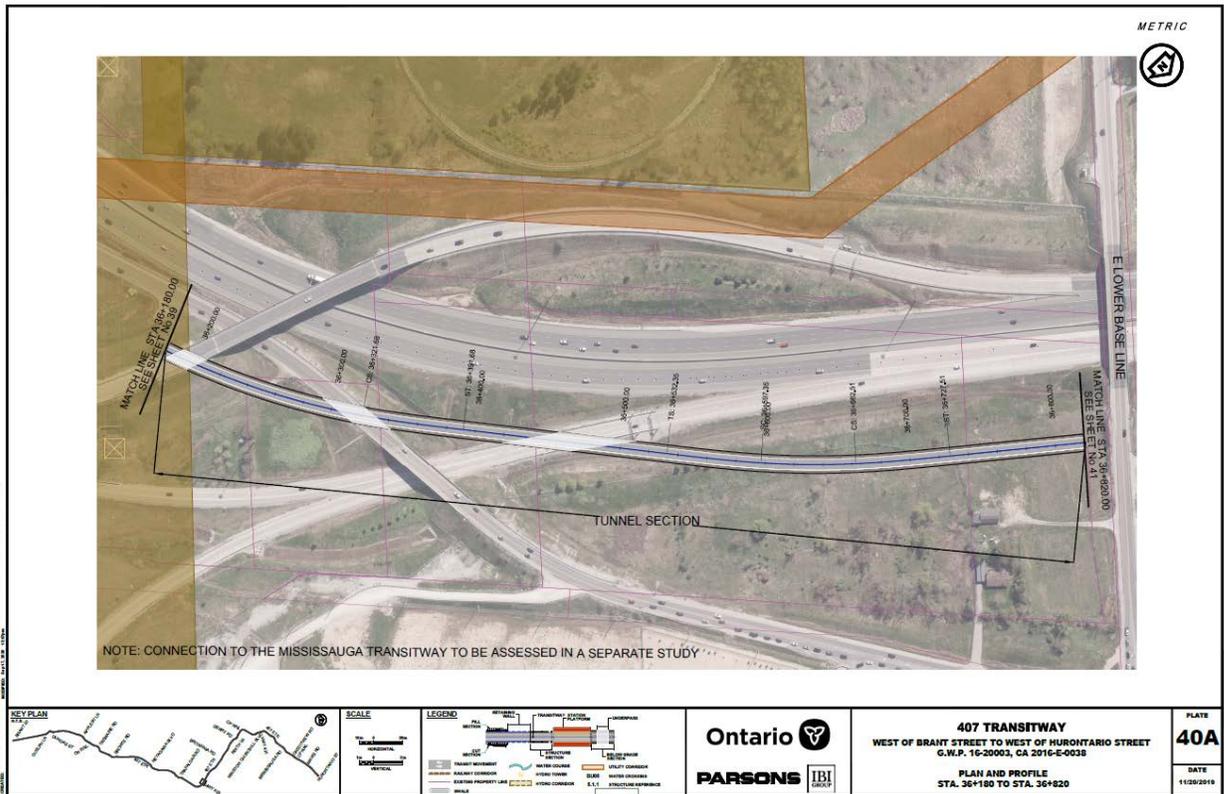
Note that ridership forecast was not the only criterion to select stations to be carried forward. Within the Town of Oakville, Bronte, Neyagawa and Trafalgar were locations identified in the 2005 Corridor Protection study as potential locations for stations to be analyzed. The 2041 ridership analysis results of both Bronte and Neyagawa were low; however, mainly due to the gap between stations, it was decided to carry forward Bronte as Bronte Road is identified as a major Mobility Corridor, while Neyagawa Boulevard is identified as a Mobility Link; the potential site in the case of Bronte is located in provincial land, while the potential Neyagawa site is entirely located in private developable land.

CHAPTER 5 – FINAL PROJECT DESCRIPTION

- Plate S-8B is amended to include the interlining connection.



- Plate 40A is amended, adding the following note:
Additional text: *Connection to the Mississauga Transitway to be assessed in a separate study*



CHAPTER 6 – IMPACT ASSESSMENT, MITIGATION AND MONITORING

- Section 6.1.1. (Page 6-4), the following text is amended as follows, see strikeout text:
Cultural Heritage Reports: A Cultural Heritage Report - Existing Conditions and Preliminary Impact Assessment (June 2020) was carried out by ASI to identify known and potential built heritage resources and cultural heritage landscapes located within and adjacent to the study area, ~~and to determine any impacts to these resources~~ identify preliminary potential project-specific impacts and propose measures to avoid or mitigate potential negative impacts.

CHAPTER 7 – IMPLEMENTATION

No revisions required.

CHAPTER 8 – CONSULTATION PROCESS

No revisions required.

CHAPTER 9 – CLIMATE CHANGE CONSIDERATIONS

No revisions required.

CHAPTER 10 – COMMITMENTS TO FUTURE ACTION

- Section 10.3, under Land Use/Property, a new bullet is added to read:
Additional commitment:
“An Agricultural Impact Assessment Report will be prepared as per the Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018) or most recent version, during the development of the Detail Design of the 407 Transitway.”
- Table 10.1, under Vegetation and Vegetation Communities, and Landscaping, a new commitment is added to read:
Additional commitment: *Where feasible, a 30-metre setback from Provincially Significant Wetlands will be adhered to during the Detail Design phase of this project. Agencies to be consulted on this commitment will be Conservation Halton, Credit Valley Conservation, MNRF, Municipalities.*
- Table 10.1 under Land Use/Property, a new commitment is added to read:
Additional commitment: *During Detail Design, in addition to ecological restoration and compensation, assess the feasibility for maintaining existing agricultural land uses within the Protected Site Areas #1, #3, #5, #8 and #9 defined in Protected Sites Plates 1, 3, 5, 8, and 9 in Chapter 5 of this report.*
- Table 10.1, Environmental Factor column, replace “Archaeological Features” text with “Archaeological Resources”
- Table 10.1, under “Commitment” column for “Archaeological Resources”, new commitment is added to read:
Additional commitment: *Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources shall cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.*
The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner. Should a cemetery be discovered during further archaeological investigations (Stage 3 and Stage 4) or construction, appropriate mitigation measures shall be discussed with the Municipalities and corresponding authorities and implemented to the satisfaction of applicable provincial agencies and the Commissioner, Planning and Development Services.
- Table 10.1, under the Existing GO Lisgar Station, the text is amended to remove duplicated commitments:
Amended text:
 - *When implementation and timing of the GO Lisgar Station connection is confirmed, an updated ridership assessment will be conducted to confirm demand and station expansion needs. This work will be done in coordination with Metrolinx.*
 - *Based on the updated ridership, the Detail Design of the expansion and/or reconfiguration of the GO Lisgar Station will be developed in coordination with Metrolinx.*

EPR APPENDICES

APPENDIX G

- Appendix G cover page title is amended as follows:
Original text: *Cultural Heritage Assessment Report*
Amended text: *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*
- The title of Appendix G in the EPR's Table of Contents under the List of Appendices is amended as follows:
Original text: *Cultural Heritage Assessment Report*
Amended text: *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*
- Appendix G document is amended in the Executive Summary, Section 2, and Section 3 as follows:
All references to "*cultural heritage resources*" is replaced with "*built heritage resources and cultural heritage landscapes*"
- Appendix G, Section 4, page 59, second bullet is amended to delete text "provisional" as follows, see ~~strikeout~~ word:
Original text: *Where indirect impacts including tree removal, grading, and property acquisition are anticipated adjacent to identified built heritage resources and cultural heritage landscapes, a HIA or a CHER may be required by City of Mississauga prior to construction (As per Official Plan Section 7.4.1.12). In this regard, the City of Mississauga should be consulted regarding the requirement for further assessment through a CHER and ~~provisional~~ HIA for CHR 24, 26, 27, and 29¹.*