

APPENDIX D: CONSULTATION REPORT

APPENDIX D-4: RECORD OF CIRCULATION OF DRAFT EPR, COMMENTS, AND RESPONSES

PART 1/1



February 16, 2017

Hamilton LRT EA

Mr. Dennis Fletcher
Associate
Steer Davies Gleave
1502-80 Richmond Street West
Toronto, Ontario
M5H 2A4

Dear Mr. Fletcher:

**Re: Hamilton Light Rapid Transit
Environmental Project Report Addendum**

Hamilton Conservation Authority staff have reviewed the Hamilton Light Rapid Transit Environmental Project Report Addendum and have no objection to its approval. We offer the following comments for your consideration.

The Addendum has been submitted to address the following specific issues:

1. Design modifications to the 2011 EPR LRT (the B-Line)
2. Complete the assessment of a spur line (the A-Line) along James Street North between the West Harbour GO Station and the Waterfront. (Note: the HCA has been notified that this aspect of the EPR Addendum is no longer under consideration).
3. New bus terminals at Queenston Traffic Circle and McMaster University along with a proposed reconfiguration at the McNab Street bus terminal.
4. Review of High Order Pedestrian Connection
5. Operations Maintenance and Storage Facility (Chatham and Frid Street).

As it relates to the above noted issues, the EPR Addendum provides specific direction for future works through site plan approvals or more specific studies and approvals. Our main area of concern in this regard is the proposed Operations Maintenance and Storage Facility. The EPR Addendum details that the proposed development on the site will be located outside of the HCA regulated area, however, the scale of the mapping makes it difficult to determine the extent of the development proposed and if there is any potential impact to the buried watercourse in this area. As part of the next steps in this project, HCA staff would request that we be circulated the detailed design for this area and supporting reports (e.g. stormwater management plan).

We note that portions of the project area associated with Chedoke Creek are regulated by the Hamilton Conservation Authority pursuant to the HCA *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation 161/06* under Ontario Regulation 97/04.

Should you have any questions, please contact the undersigned at (905)525-2181, ext. 130 or at tspeck@conservationhamilton.ca.

Sincerely,



T. Scott Peck, MCIP, RPP
Director, Watershed Planning & Engineering

TSP/tsp

pc: Paul Johnson, Director, LRT Project Coordination, City of Hamilton

February 23, 2017

Dennis Fletcher, Associate
Steer Davies Gleave
80 Richmond St. W.
Toronto, ON

**Re: Hamilton Light Rail Transit – Draft Environmental Project Report Addendum – City of
Hamilton – MNRF Comments**

Mr. Fletcher,

The Ministry of Natural Resources and Forestry (MNRF) Guelph District can confirm receipt of the Draft Hamilton Light Rail Transit (LRT) Environmental Project Report (EPR) Addendum and Ecology Update – Final Report (received by MNRF February 17, 2017). It is understood that the Addendum focuses only on changes to the approved Hamilton LRT 2011 EPR, as outlined in Section 1.3 of the report. The MNRF has reviewed the Draft EPR Addendum and Ecology Update Report and can offer the project team the following comments.

Ministry Involvement to Date

MNRF provided a response to an information request regarding this project in an email (dated July 6, 2016) to the project team.

MNRF Comments

Ecology Update – Final Report

Section 5.1 Potential Permitting Requirements

- Section 5.1 states that “Three species listed under the Ontario Endangered Species Act list have been identified to have either known sightings or habitat in and in close proximity to the proposed study area. These species include; Butternut, Chimney Swift and Little Brown Myotis.” MNRF staff note that Barn Swallow (threatened) should also be included in this list as it was documented foraging within the OMSF lands, and potentially nesting within the adjacent Canadian Drawn Steel Company buildings.

Draft Hamilton Light Rail Transit Environmental Project Report

Vegetation and Vegetation Communities

- Section 6.7.2 of the Draft EPR Addendum notes that a “focused butternut/health assessment survey should be conducted as part of the tree inventory during detailed-design.” A targeted butternut/health assessment survey is strongly recommended to ensure that the proposed undertaking will not contravene the *Endangered Species Act, 2007* (ESA). The assessment survey should include the vegetative areas of the OMSF and Cathedral Park, in addition to other treed areas within the influence zone of construction. MNRF staff suggests that the survey area includes suitable vegetative areas located within a minimum of a 50 m setback from the limits of disturbance.

Wildlife and Wildlife Habitat

- Section 6.7.3 of the Draft EPR Addendum notes that a “detailed Species at Risk assessment should be undertaken during the detailed-design component of the study for Chimney Swift and Bats.” The Ministry strongly recommends targeted species at risk surveys for chimney swift and bats if the activities associated with the proposed undertaking have the potential to impact any of these species or their habitat (e.g. building removal). A management biologist at the local MNRF district office should be contacted prior to undertaking bat surveys to ensure that they align with our most recent district approved survey protocols. You may contact David Denyes, Management Biologist out of the Guelph District Vineland office by email at David.Denyas@ontario.ca.

General Comments

- In order to minimize disturbance to barn swallows that are assumed to be nesting in the adjacent Canadian Drawn Steel Company buildings and that were observed foraging within the OMSF lands, it is recommended that site alterations within the suitable foraging areas of the subject lands be scheduled to avoid critical times when the barn swallow are carrying out key life processes relating to breeding, nesting and rearing. The period of greatest energy demand for a swallow is during nestling rearing. This barn swallow active season usually starts around the beginning of May and ends around the end of August.
- As noted within the Draft EPR Addendum, MNRF should be contacted directly to discuss threatened, endangered or extirpated species protected under the ESA that are observed within the limits of disturbance to ensure that activities remain compliant with the Act. Furthermore, the Ministry encourages you to report all sightings of rare species (animals and plants), natural and wildlife concentration areas in Ontario to the Natural Heritage Information Centre (NHIC). It would be appreciated if you could report the sightings of butternut, chimney swift, and barn swallow using the Rare Species Reporting Form to the NHIC. For information on how to report these sightings, please refer to the following website; <https://www.ontario.ca/page/report-rare-species-animals-and-plants>.

Closing

The MNRF appreciates the opportunity to review and provide comment on the Draft Hamilton Light Rail Transit Environmental Project Report Addendum and Ecology Update – Final Report.

If further comment or clarification is required please contact the undersigned.

Regards,



Tara McKenna
District Planner

Ministry of Natural Resources and Forestry, Guelph District
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cc: David Denyes, MNRF
Joad Durst, MNRF

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February 22, 2017

MEMORANDUM

TO: Tania Zimmerman

FROM: Beau Wansbrough
Project Officer
Environmental Approvals Branch

RE: Hamilton TPAP Addendum
EA FILE NO. 07-03-02-02

The Project Coordination Unit of the Environmental Approvals Branch has reviewed the draft Environmental Project Report (EPR) for the City of Hamilton and Metrolinx Hamilton Light Rail Transit (LRT) Environmental Report (EPR) Addendum. Please find our comments below.

General Comments

- Reading the Addendum it is not clear what was completed in the 2011 TPAP process.

Wherever possible explain/summarize the contents of the 2011 EPR instead of only referencing it. It is not an attached document and leaves readers missing critical information.

For example, in Section 1.2 the changes to the project considered significant are listed stating all the items that were not addressed in the Hamilton LRT 2011 EPR, it would be helpful if there was also a summary of what was addressed and approved in the 2011 EPR.

- Throughout the document there are references to A-line, as indicated through correspondence the A-line is not proceeding and should be removed.

- The MacNab reconfiguration is not proceeding through this process and therefore any references and sections for them should be provided as context and not part of this undertaking.
- Provide an ownership map, along with a breakdown of the hectares of property affected.

Mapping

- When Figure 1-2 is revised to remove the A-line it is recommended to highlight that the Frid Street Extension is related to the Operations, Maintenance and Storage Facility (OMSF) site. This is not clear up front in the document. This could also be addressed in the text.
- Section 1.3.1 contains a lot of information. This section would benefit from one or several maps indicating detailed areas discussed for the B-line.
- Section 2.4.1 could also benefit from associated mapping.
- Figure 2-8 is too small to see the legend and the details.
- Figure 2-9 is also too small to see the details.
- Figure 4-11 Frid Street Extension Re-alignment – Plan and Profile, incomplete.
- Legends and details should be visible for the reader on all the figures and maps.

Commitments

- In Section 5.11 - please include a commitment to inform First Nations communities of any future relevant Stage 1 and Stage 2 Archaeological Assessment findings.
- Commitments to future works related to heritage components should be stated in Section 6.7.9 (i.e. Metrolinx' commitment to protecting heritage properties where possible).
- Discussion is required related to additional information and commitments to address an approach to potential impacts and mitigation on heritage resources.

Incomplete Section

- In Section 5.2.3, PIC #2 Responses is left blank.

Future Commitments to Work/Incomplete

- Section 6.6 Environmental Disciplines is left blank. This should be completed prior to submitting.
- Section 6.7.9 states "commitments for properties with direct and indirect impacts are currently being identified". At minimum the impacts should be identified at a high level in the TPAP.

Climate Change Impacts and Mitigation

- In Section 4.6.1 states that the compensation of existing tree loss and replacement will be specified in the Landscape Plan, developed during the detailed-design phase of the project.

MOECC would like to see a commitment in the addendum to compensate tree loss at a net benefit during the detailed design phase.

Impact Assessment, Mitigation and Monitoring

- Section 4.8 Summary of Potential Impacts, Proposed Mitigation Measures, Monitoring and Future Work - is recommended to add a summary of the 2011 TPAP Commitments or provide an appendix with this information.

Description of Approval and Permits

- Section 6.2 references the 2011 EPR. This does not help the reader understand the approvals and permits required. Please list and fill out this section accordingly or provide an appendix.
- Section 6.6 is left blank. Future commitments to Environmental Disciplines should be completed.

Consultation Record

- The social media section has information missing.
- Affected property owners section refers to additional meetings that were requested. Please list the additional meetings/concerns raised.
- Were any comments submitted in writing? Please clarify in Appendix D or in TPAP.
- Section 5.7 describes a meeting with MOECC to discuss the addendum that did not take place.

Please provide a response to the comments raised and any other issues identified by the government reviewers.

The Ministry also expects to see revised portions of the report prior to the final notice being issued.

Should you have any questions on the comments above, please contact the undersigned at 416-314-1181 or by e-mail at Beau.Wansbrough@ontario.ca.

Regards,

A handwritten signature in dark ink, appearing to read 'Beau Wansbrough', is written over a horizontal line.

Beau Wansbrough, RPP
Project Officer
Environmental Approvals Branch

January 30, 2017

Attention: Administrative Coordinator
Archaeology Reports
Ministry of Tourism, Culture and Sport
Culture Programs Unit
Programs & Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7

Re: Request for Expedited Review
Original Report: Stage 1 Archaeological Assessment
Hamilton Light Rail Transit - Environmental Project Report Addendum Part of Lot
19-21, Concession 3 (Former Township of Barton) County of Wentworth City of
Hamilton, Ontario (PIF # P128-0153-2016)

Please accept this letter requesting an expedited review of the above-noted archaeological assessment report, conducted under archaeological consulting license #P128, PIF# P128-0153-2016. This letter is being submitted by our archaeological consultant, ASI, as part of the digital report package.

This archaeological assessment was required as part of the Environmental Project Report Addendum for the Hamilton LRT project. The purpose of requesting an expeditious review of this report is to maintain the construction schedule, which is currently underway.

If possible, we would appreciate this report to be reviewed by February 23, 2017 or sooner.

Your assistance in expediting the review of this report is appreciated and will ensure scheduled timelines are met.

Sincerely,



Paul Johnson
Director, LRT Project Coordination
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March 7, 2017

Tania Zimmerman (via email only)
Environmental Project Manager
Metrolinx
10 Bay Street
Toronto, ON

Dear Ms Zimmerman

MTCS File#: 25EA025
Proponent: Metrolinx
Subject: Draft EPR Addendum received Jan 18th, 2017 - Hamilton LRT TPAP
Location: City of Hamilton

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Draft EPR Addendum for the Hamilton LRT project. MTCS's interest in this TPAP project relates to its mandate to conserve Ontario's cultural heritage, which includes archaeological resources, built heritage resources, and cultural heritage landscapes.

MTCS has reviewed the DRAFT EPR Addendum, including the Technical Studies and other appended materials and has the following comments and recommendations. Included are:

1. Comments on key changes proposed under the draft EPR Addendum and implications for the cultural heritage component
2. Report-specific comments provided in the attached Table.

1. Comments on Key Changes proposed under the draft EPR Addendum and implications for the cultural heritage component:

1. LRT: B-Line (McMaster University to Queenston Traffic Circle)

The 2011 B-Line LRT was designed to run within the roadway and did not appear to require the demolition or removal of buildings along the corridors. Section 4.2 of the 2011 Approved EPR (p 4-8) states that during the preliminary design process it was identified that 80 properties will have impacts on access to their site, or impacts to their frontages. The **two properties** that will experience significant impacts are at the proposed terminal stations at McMaster University and Eastgate Square (refer to Design Plates in Appendix A.1. Some of the impacts may require full acquisition of the parcels affected.

Section 4.3.2-Land Use (p 4-11) of the current 2016 Draft EPR Addendum states,

A number of properties along the corridor will have impacts on access to their site, or impacts to their frontages. Additionally, some may require full acquisition of the parcels affected, such as the OMSF site or the proposed terminal stop at Queenston Circle, as well as properties along the corridor. Property impacts near LRT stops and at the proposed CP Rail underpass east of Gage Avenue may require demolition of buildings. **In the current preferred design, approximately 250 properties are affected, including approximately 86 properties where there is a potential building impact...**

Based on our review of EPR design plans and discussions with Metrolinx we understand "potential building impact" to mean demolition of the buildings. In some areas, the proposed project re-design requires the demolition of several buildings adjacent to one another and in certain areas within the same city block.

The 2011 technical cultural heritage study for the 2011 approved EPR identified all or some of the areas where extensive building demolition is to occur as being “streetscapes” (i.e. cultural heritage landscapes) with some degree of cultural heritage value or interest. Metrolinx has advised that evaluations to determine the Cultural Heritage Value or Interest (CHVI) of these properties are currently underway. As we have previously advised, the evaluations should consider these properties both individually and within the context of the overall landscape (streetscape).

We look forward to receiving the additional technical studies for review when they are completed. Please be aware that we may have additional comments after our review. In addition, we would appreciate being provided with a list and mapping of the properties where building demolition is proposed.

Meanwhile, we recommend the Draft EPR Addendum be revised to clearly articulate the extent to which the proposed re-design will result in the likely demolition or significant alteration of cultural heritage resources (CHRs), including built heritage resource and cultural heritage landscapes. Given the extent of proposed building demolitions and for clarity, we suggest including a rationale for re-designed plan and why impacts are unavoidable.

Additionally, the Stage 1 archaeological assessment (AA) completed in 2009 by Archaeological Services Inc. for the B-Line LTR corridor concluded that while the roadways themselves had been previously disturbed and retained no archeological potential, several areas immediately adjacent remain undisturbed and retain archaeological potential. Further archeological assessment (Stage 2 AA and Stage 3 AA if warranted by the Stage 2) is required for those areas. Given the extent of impact outside the right-of way, and consistent with our previous advice, the Draft EPR Addendum must reference the 2009 Stage 1 AA and its recommendations.

We note Metrolinx’s advice that the lands surveyed in the 2009 Stage 1 AA included a broad buffer area so that no new land is being affected by the proposed B-Line modifications. However, given that modifications to the B-line are now proposed, and for clarity, we suggest that reference to the 2009 Stage 1 AA be reiterated. With regard to further assessment, we suggest that, at minimum, the draft EPR Addendum be revised to identify those areas requiring further archaeological assessment, and to include a statement that Metrolinx has not yet gained access, or Permission to Enter, the property. If possible, a commitment should be included to when those assessments will be undertaken, preferably prior to completion of detailed design phase.

2. McMaster University Terminus

Please be aware that McMaster University is a property designated by the municipality under Part IV of the Ontario Heritage Act (By-Law No.08-002). Property boundaries run immediately adjacent to the public right of ways (including sidewalks) along Main St West and Cootes Drive. This being the case, if any of the MacMaster property is to be impacted by the LRT/bus terminal, a Heritage Permit from the City of Hamilton may be required. We suggest that the City of Hamilton’s heritage planning staff be contacted and the appropriate revisions made to the Draft EPR Addendum.

3. CP Rail Crossing – Grade Separation (King Street East from Fairview Ave to East Bend Ave North AND CP Crossing to Dunsmure Rd)

The 2011 approved EPR did not include this grade separation. Metrolinx has advised that based on further review of the potential operational impacts on the LRT and safety risks, and discussions with CP Rail, the decision was made to include the grade separation as part of the EPR Addendum. The 2011 technical heritage study identified properties in the vicinity of the grade separation as being part of streetscape i.e. cultural heritage landscape (CHL 21), but did not anticipate impacts. Metrolinx has advised that evaluations to determine CHVI of these properties are currently underway and we look forward to receiving them when completed.

4. Queenston Terminus (Main Street East Strathern Ave and Queenston Road)

The 2011 cultural heritage report identified the existing Queenston Traffic Circle as an example of, and likely be one of the last, “old-style traffic circles” for the 1950’s. Loss of this cultural heritage resource was noted in the 2011 cultural heritage study and in the EPR, which also included a commitment to “preserve through documentation” any CHRs including the Traffic Circle.

The Queenston Traffic Circle was not identified in the 2016 CHSR. MTCS would ask that the 2011 EPR commitment to document this CHR be confirmed in the EPR Addendum.

Archaeology: The 2009 Stage 1 AA for the B-Line identified an area in the vicinity of the Queenston Terminus as retaining archaeological potential. The required archeological assessments (Stage 2 AA and Stage 3 AA if warranted by the Stage 2) must be completed for this area.

5. High-Order Pedestrian Connection to Hamilton GO Centre

It appears that the 2011 EPR did not anticipate the High-Order Pedestrian Connection. Neither the 2016 Draft EPR Addendum nor the 2016 CHSR identifies the existing cultural heritage environment/conditions for the High-Order Pedestrian Connection area. While we understand that the proposed “Streetscape Design Approach” is largely landscaping / hardscaping, the existing cultural heritage conditions should nonetheless be identified

A quick overview of the Hughson Street corridor reveals that nearly every property along Hughson Street from Hunter to King St has properties that are either designated by the municipality or included in the City’s Heritage Inventory (municipal heritage register). For your information and assistance we offer the following: Properties designated by the municipality under Part IV (Ontario Heritage Act) include,

- Hamilton GO Centre (36 Hunter St E at Hughson St) Designated by By-Law 94-125. The property was identified by Metrolinx as a provincial heritage property of provincial significance on September 23, 2013 and
- 45 Main Street E (partial frontage on Hughson St) Designated by By-law 93-11

Properties included in City of Hamilton’s Heritage Inventory include:

- 21 Hunter Street East (at Hughson) – Cooper Building; Status: Registered Non-Designated (Council approval Sept 23, 2014)
- 44 Hughson Street South (at Jackson St East) – Bell Telephone Company Building; Status: Registered Non-Designated (Council approval Sept 23, 2014)
- 50 Main Street East (at Main St E) McMaster University Downtown Centre for Continuing Education former Hamilton Court House; Status: Registered Non-Designated (Council approval Sept 23, 2014)
- 31 Main St E / 20 Hughson St South (Union Gas Building) Status: Registered Non-Designated (Council approval Sept 23, 2014)
- Gore Park Status: Registered Non-Designated (Council approval Oct 28, 2008), AND
- Every property on both sides King Street East in front of Gore Park.

6. Operations, Maintenance and Storage Facility (OMSF) AND 6. Frid Street Extension

The preferred location for the OMSF is in the vicinity of Chatham Street and Frid Street east of Longwood Road. This location is near 606 Aberdeen Avenue (former Westinghouse Industrial property). We understand that a Cultural Heritage Evaluation Report (CHER) is being undertaken to determine whether the property has CHVI. Both the results of the CHER and the potential impacts should be included in the EPR Addendum.

Archaeology: A Stage 1 archaeological assessment was undertaken for the OMSF site. MTCS records indicate that AA report was submitted to the Ministry on February 9, 2017 but we still need to review it. Please be aware that the archaeology review officer may have additional comments when reviewing it.

The EPR Addendum should clearly state that this AA pertains only to the OMSF site and not to other components of the LTR project.

7. MacNab Reconfiguration

Proposed changes to the MacNab Transit Terminal are to close the MacNab access and to reconfigure the terminal to provide access to or from Main Street and James Street only. Details of the reconfigured terminal are not included in the Draft EPR Addendum.

From a cultural heritage perspective every property (building) on the city block bounded by MacNab to the west, King Street West to the north, James Street to the east and Main Street West to the south is either designated by the municipality or included in the City’s Heritage Inventory. Numerous additional properties in the immediate vicinity are also designated or included in the City’s Heritage Inventory.

The EPR Addendum should be revised to clearly identify the existing cultural heritage conditions of the MacNab Transit Terminal, and appropriately consider potential impacts, if any.

2. Table of Report specific comments

Draft EPR section	MTCS comment and recommendation
List of Appendices C-10 Stage 1 AA Report	NOTE: The Stage 1 AA report appended to the Draft EPR Addendum is for ONLY the OMS Facility and run-in track at Frid and Longwood. Two other Stage 1 AA reports were completed in 2011 for the A-Line and the B-Line. Because of the proposed modifications to the B-Line the previously completed AA reports and its recommendations should also be referenced in the EPR Addendum and appended.
C-11 Cultural Heritage Report	Please correct the report title to :Cultural Heritage Screening Report"
1.3.1 Study Area (p1-2)	The Addendum Study Area is divided into three areas where physical changes are proposed, yet five section areas are listed. Also, section 2.0 (see below) describes at least 9 key components. Please clarify and revise accordingly. Also, for readability and clarity we suggest that sections 3- existing conditions and 4.- impacts be divided under subheadings to address each of these sections area.
2.0 Update to Project Description (p 2-2 to 2-10)	Further to our comment on section 1.3.1, for clarity and readability the project components should be consistent throughout the EPR Addendum. Section 2.0 describes the following key components: <ol style="list-style-type: none"> 1. B-Line 2. A-Line (Removed from this project) 3. McMaster University Terminal 4. CP Rail Crossing 5. Queenston Terminus 6. MacNab (Terminal) Reconfiguration 7. High-Order Pedestrian Connection to Hamilton GO Centre 8. Operations, Maintenance and Storage Facility (OMSF) 9. Frid Street Extension Please clarify and revise accordingly.
2.3 "Rapid, Reliable and Safe" Design Approach (p2-1 to 2-2)	The last two bullet points (top of p 2-2) refer to a "need for land and property acquisition" to accommodate platforms and turn lanes. The Draft EPR Addendum should clearly state where the proposed project design will result in demolition of buildings.
3.0 Existing Conditions	
3.3 Cultural Environment	General Comments 1.For readability and clarity we suggest dividing into appropriate subheadings to address each of the study area sections (see 1.3.1 Study Area (p1-2) and or section 2.0) 2. Since B-Line is a lengthy corridor it could be further divided into smaller segments. For clarity and readability maps showing the cultural heritage resources in relation to the corridor should be attached. 3. The existing cultural heritage conditions states that it includes all recognized, designated, identified (e.g. "listed") properties, as well as those identified by the previous (2011) and current (2016) technical studies which are currently being undertaken. The CHSR provides appears provide raw data and direction for further studies to determine cultural heritage value or interest. The EPR Addendum should include the results of the CHERs that are currently being undertaken.
3.3.1 Archaeological Resources (p 3-26)	1. Refers ONLY to the Dec 2016 Stage 1 AA. for the OMSF site. In fact two previous Stage 1 AA undertaken for B-Line and A-Line. All AA reports, their outcomes and recommendations must be referenced (usually stated in the Executive Summary). NOTE: the Stage 1 AA for the B-Line recommended a Stage 2 AA in identified

Draft EPR section	MTCS comment and recommendation
	<p>areas.</p> <p>3. The information included in this section is largely the research and historical background portion from the Stage 1 AA report. While it is required in the AA it does not address the existing conditions of the study area. For your information, the pertinent details of the AA are usually captured in the Executive Summary.</p> <p>For readability and clarity we suggest deleting the current text, and including only the salient portions of the technical studies as it relates to the project, including :</p> <ul style="list-style-type: none"> • study undertaken – who, when, why • results (Areas of potential?) • recommendations (further AA or not) <p>We offer the following sample text:</p> <p><i>A Stage 1 AA was undertaken on [date] by [consultant archaeologist] for [state property]. A Stage 1 AA consists of . . . and its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g. Stage 2-4) as necessary.</i></p> <p><i>Then include the outcomes and recommendations of the report (e.g. as in Executive Summary)</i></p>
<p>3.3.2 Built Heritage and Cultural Heritage Landscapes (p 3.29)</p>	<p>1. For readability and clarity we suggest dividing this section into subheadings to address each of the study area section areas (see 1.3.1 Study Area (p1-2)). Since B-line corridor is lengthy, it should be further sub-divided into readable sections. A map would help to add clarity.</p> <p>2. Under the TPAP, protected heritage properties, built heritage resources and cultural heritage landscapes i.e. properties that have been evaluated using the criteria in Ontario Regulation 9/06 and 10/06 and that have determined to have cultural heritage value or interest. We understand that additional evaluations are currently being undertaken. The results of these technical studies must be included in the EPR Addendum.</p> <p>3. The existing cultural heritage conditions of each study section areas, even if they will not be impacted by the proposed project. For example, the proposed GO High-Order Pedestrian Connection which extends along Hughson St from the Hamilton Centre GO Station to King Street is flanked by designated and listed properties. This is also the case for the MacNab Bus Terminal</p> <p>4. Similar to the comments above for archaeological resources, this section should be revised to include only the salient data/information from the technical studies. It is not necessary to reproduce report in full since it is appended to the EPR Addendum. Instead, we suggest an introductory paragraph or two referring to the technical studies that were done, when, by whom and their purpose. As we have stated the results of the CHER must be included.</p> <p>5. Summary Screening Table and Table 3-13 (p 3-33 to 3-37). The Draft EPR Addendum should include information that speaks to the current cultural heritage environment of the study area. We suggest removing Table 3-13, and replacing it with an overview/summary of the results of the screening are described the existing cultural heritage condition of each study area segment.</p>
<p>Screening Outcomes (p 3-37)</p>	<p>Under the TPAP, the EPR Addendum must identify properties with cultural heritage value or interest, regardless of ownership. The four categories of possible outcomes reflect a Metrolinx internal Interim Heritage Management process. It does not address the TPAP. If these categories are to remain in the EPR Addendum, we suggest including a description of what they mean. For example,</p> <ul style="list-style-type: none"> • “potential PHP” is a property owned by Metrolinx that has potential CHVI; • “conditional HP” is a property that has potential CHVI, not currently owned by MX, but may be acquired by MX as a result of the project; • “Adjacent Lands” are recognized and/or protected heritage properties that adjoin the study area corridor but that will not be impacted by the project [you

Draft EPR section	MTCS comment and recommendation
	<p>may want to add a sentence explaining why this is important to identify];</p> <ul style="list-style-type: none"> • “Non-Heritage Property” is a property identified in the screening but one that does not meet any screening criteria
3.3.3 Cultural Heritage Evaluations (p 3-37)	<p>1. We suggest adding a paragraph to explain the basis for determining which properties are evaluated [it seems that not all properties meeting the screening criteria (with potential CHVI) are evaluated]. This section could also tie in any difference/discrepancies/gaps between the CHSR and the 2011 CH report.</p> <p>2. When available, only a summary of the outcome of the evaluation should be included. For example, <i>606 Aberdeen Ave was evaluated and determined to have CHVI (or not, as the case may be).</i> <i>The results of the evaluation were confirmed by the MX Heritage Committee on [date] and a Decision Form . . .</i></p>
606 Aberdeen Ave (p 3-38)	<p>1. See previous comment. Include only the outcome of the evaluation, e.g. <i>606 Aberdeen Ave was determined to have CHVI under O. Reg 9/06 (or 10/06 as the case may be). As MX Heritage Committee has reviewed the CHER and confirmed the evaluation on [date]</i></p> <p>2. <u>Community Interest</u>–states “Engagement to consider <u>opinion of the subject site</u>. . . .” It is not clear what this section is intended to address please clarify and/or re-word as necessary.</p> <p>3. the last paragraph states: “The research and analysis for this property as a basis for evaluating the site’s potential heritage significance has demonstrated through limited municipal and community engagement that the property is considered to hold significant heritage value.</p> <p>a) The meaning/intention of the sentence is not clear. Please clarify. b) Use terminology that is consistent with the OHA, Provincial S&Gs, PPS etc. For example:</p> <ul style="list-style-type: none"> • Use the term “property” instead of “site” • Use “potential cultural heritage value or interest” instead of “potential heritage significance” • Use by “cultural heritage value or interest” instead of “significant heritage value” <p>Note: In the Provincial S&GS context the term “significance” refers to a properties level of significance e.g. a PHP of provincial significance</p>
List of properties being evaluated (p 3-38)	<p>This list is also on p 3-37. Likely an editing/drafting error</p>
Table 3-15 Approved One-way conversions . . . (3-38)	<p>It looks like this table should be moved to a different section of the report. It is not related to Heritage.</p>
4.4 Cultural Environment (p 4-12 to 4-24)	<p>General comment</p> <p>1. For clarify and readability we recommend that this section be divided by subheading to address the varying impacts for different study area sections.</p> <p>2. Overall the purpose of this section is to identify potential project impacts to the cultural heritage environment, and state how those impacts will be avoided or mitigated.</p> <p>This section should clearly describe and articulate the potential project impacts. For example, it seems that some sections of the B-Line corridor will result in the demolition of a number of buildings adjacent to one another and on the same city block. Other sections, such as the B-Line through the “International Village” will result in no impacts outside the existing roadway. Perhaps the Draft EPR Addendum can address the different designs being proposed.</p>

Draft EPR section	MTCS comment and recommendation
4.4.1 Archaeology (p 4-12) Paragraph 1.	<p>1. Reference to the AA report should be in the body of the report and not as a footnote.</p> <p>2. There are three Stage 1 AA reports for this TPAP. The current EPR Addendum refers only to the Stage 1 AA completed in 2016 for the OMSF. The OMSF site does not require further AA.</p> <p>3. Stage 1 AA for A-Line (ASI 2012) – identified archaeological potential within the sturdy corridor, and recommended Stage 2 and possibly Stage 3, for identified areas.</p> <p>4. Stage 1 AA for B-Line (ASI 2009) – identified archaeological potential and recommended Stage 2 for identified areas.</p> <p>5. FYI –each Stage 1 AA includes a map that shows areas of potential being the areas where further AA (i.e. Stage 2 or more) is required. Suggest attaching the maps to the EPR Addendum.</p>
Construction/Operations Impact	<p>The text must reflect the specific outcomes and recommendations of each Stage 1 AA. This information is typically included in the Executive Summary.</p> <p>As suggested in the previous comment, include the AA map in the EPR Addendum.</p>
Mitigation Measures and Net Effects	The current is the standard general commitment for “accidental” finds. This text should remain in the EPR Addendum. However, it does not take the place of specific mitigation measures and net effects. The specific outcomes and recommendations of each AA must also be included (see previous comment).
Monitoring/Future Work	<p>This sections states, “During construction, a licensed archaeologist should be on site to monitor earthworks in areas exhibiting archaeological potential”.</p> <p>1. Commitment for future work must be specific and be consistent with the recommendation in the archaeological report. Monitoring during construction is rarely recommended and then only in specific instances.</p> <p>2. MTCS’s advice is to complete all required AA (Stage 2 and Stage 3 if recommended by the Stage 2AA) as early as possible in the planning stages of projects. We understand that in some cases MX may not have Permission to Enter onto privately owned properties, but as we have previously advised, best efforts should be made to complete additional stages of AA. Waiting until construction to address archaeological concerns (as with monitoring) can result in costly delays to your construction schedule.</p> <p>3. Commitments for future work must be specific, consistent with the recommendations of the AA reports, and include a specified time frame for completion.</p>
4.4.2 Built Heritage and Cultural Landscapes (p4-12 to)	1.For consistency and accuracy, change title to Built Heritage and Cultural <u>Heritage</u> Landscapes. Ideally, titles for Section 3.3.3 and 4.4.2 should read: “Built Heritage <u>Resources</u> and Cultural <u>Heritage</u> Landscapes”
Paragraph 1 and 2	<p>1. Similar to comments above for Archaeological Resources reports referenced should be included and described in the body of the report and not as a footnote.</p> <p>2. In addition to the CHSR, two previous cultural heritage reports, one for B-Line and one for A-Line were completed in 2011. The EPR Addendum must be clear about the information and address possibly inconsistencies between the reports.</p>
Construction/Operation Impacts	<p>The EPR Addendum must describe anticipated impacts of the project, in general and describe the anticipated impacts to the identified cultural heritage resources (CHR).</p> <p>We suggest a general introductory paragraph describing general impacts, then a table/chart describing specifically anticipated impacts to each identified CHR.</p> <p>For example, it could say something like, <i>In some sections of B-Line [specify which sections] the proposed design is a centre LRT with traffic lanes. This will require the existing roadway to be widened by xxx</i></p>

Draft EPR section	MTCS comment and recommendation
	<p><i>feet/meters and will require the removal/demolition of buildings etc.</i></p> <p><i>For A-Line along James St N the LRT has been designed . . .to ensure only the existing roadway will be impacted etc.</i></p>
Mitigation Measures and Net Effects	While the high-level statements in this section can remain, they do not take the place of specific mitigation measures that must be included to address each identified CHR.
Monitoring/Future Work	<p>This section states:</p> <p><i>“Based on the results of vibration studies, appropriate conservation plans should be developed, including but not limited to building/and or façade stabilization measures or development of appropriate setbacks”.</i></p> <p>The EPR should include specific commitments for future studies and how they will inform the detail design phase, if necessary, timelines for their completion (prior to completion of detail design) and appropriate consultation (at a minimum MTCS, Hamilton’s Heritage Planning staff, and municipal heritage committee.</p> <p>While we understand that the property/project impacts will be refined at the detail design phase, the anticipated impacts based on the current level of design should be stated as part of the draft EPR and the TPAP.</p>
Table 4-5: B-Line LRT Corridor Screening Outcomes (p4-13 to 4-23)	The EPR should provide outcomes of the cultural heritage evaluations.
Cultural Heritage Screening (p 4-23)	Appears to be duplication of 3.3.3 and in any event out of place in the Impacts section of the EPR Addendum. Suggest removing it.
Direct Impacts and Mitigation Measures (p4-23)	No information provided
Indirect Impacts and Mitigation Measures (p 4-24)	No information provided
Summary of Potential Impacts and Mitigation Measures (p 4-24)	<p>No information provided</p> <p>Given to number of properties and the amount of information, you might consider having only two tables, one for Direct Impacts and the other for Indirect Impacts, but including the four column headings of the Summary table.</p> <p>Under the Summary heading you could include a paragraph or two of commitments.</p>
5.0 Consultation	
5.2.2 Public Open House and Online Consultation #2 (5-2)	<p><i>The focus of PIC #2 was to identify modifications to the present the environmental effects of the proposed changes to the project and proposed mitigation.</i></p> <p>Since the PIC has already taken place and another is not planned for this project, we are not providing specific comment at this time. However, we would like to work with Metrolinx to develop language for PIC/consultation presentations for future projects to address the cultural heritage component of the TPAP.</p>
6.0 Commitments to Future Work	
Table of Contents (p 6-1)	Please use correct and consistent terminology. Change title to “Built Heritage Resources and Cultural Heritage Landscapes”
6.4 Property Acquisition (p 6-1)	<p>This section states, “ . . .The preliminary property requirements will also be confirmed during the detailed-design phase of the study”</p> <p>Some of the properties being acquired have been identified as potential CHRs, and in some cases buildings/structures on those properties will be demolished. The extent of acquisition for those properties should be identified during the TPAP, and should include a commitment to inform and consult with MTCS, the City’s Heritage</p>

Draft EPR section	MTCS comment and recommendation
	Planning Staff and the MHC.
6.7.8 Cultural Environment-Archaeology (p6-2)	The commitments to Future Work must be consistent with those in section 4 of this EPR Addendum. See comments above
6.7.9 Built Heritage and Cultural Landscapes (p 6-1)	1. Use consistent and correct terminology: it should read: "Built Heritage <u>Resources</u> and Cultural <u>Heritage</u> Landscapes" 2. The commitments to Future Work must be consistent with those in section 4 of this EPR Addendum. Pls see comments above.

In summary, MTCS requests that prior to issuing the final EPR Addendum:

- a revised Draft EPR Addendum be provided to us reflecting the outcomes of the technical studies (CHERs) currently underway
- the technical studies be provide to us for review and comment when they are completed
- in keeping with MTCS's advice for all EA projects, technical studies should be provided to municipal Heritage Planning Staff for review and comment
- technical studies should also be made available to the Municipal Heritage Committee upon request. We note Metrolinx's advice that it will be making a presentation to Hamilton Heritage Committee on March 16th.

As always MTCS is available to discuss its comments and recommendations with Metrolinx staff in greater detail over the telephone or in person. Please feel free to contact me as necessary.

Sincerely

Rosi Zirger
Heritage Planner
416-314-7159
rosi.zirger@ontario.ca

Beau Wansbrough, Project Officer, MOECC

Karla Barboza, Heritage Advisor, MTCS

James Hamilton, Manager, Heritage Programs, MTCS

Don Forbes, Manager, Environmental Programs and Assessment, Metrolinx

Subject: Re: Hamilton LRT Draft EPR Addendum - MTO Review
Date: Wednesday, March 8, 2017 at 10:28:43 AM Eastern Standard Time
From: Dennis Fletcher
To: Horzelenberg, Trevor
Attachments: image001.jpg

From: Routledge, Graham (MTO) [<mailto:Graham.Routledge@ontario.ca>]
Sent: February-01-17 12:03 PM
To: Tania Zimmerman
Cc: Peter Olak
Subject: RE: Hamilton LRT Draft EPR Addendum - MTO Review

Good morning Tania,

MTO staff would like to meet with Aecom / PML to discuss the proposed Foundation scope of work within MTO ROW, as soon as next week if possible. Please contact me to provide some dates/times and also let me know who/how many will be attending so that I can book an appropriate boardroom.

FYI, I have received several comments regarding the EPR Addendum, including the following:
The 'Appendix A Plan and Profile with Cross-Sections' has an updated fly over drawing from 2016 of the proposed new structure, but doesn't show the base plan of the 403 underneath.

A clear plan & cross sections of the new bridges are required in order to make more accurate comments.

The only drawings I can find that show the new 'line B' bridge crossing the 403 are in Appendix F, the plan and profile drawings from 2011. They do show the pier locations and you can approximate the span distances based on the chainage, but the angled piers are not in alignment with our roadway.

A3.Appendix-A.2-Plan-and-Profiles-sheets-1-11 Are these the most up to date drawings?

Please provide the structural GA drawings of the proposed new and reconstructed structures for MTO review.

Please could you address the above comments and provide the information requested so that MTO staff can complete their review.

Please contact me if you have any concerns in this regard.

Thank you

Graham

From: Tania Zimmerman [<mailto:Tania.Zimmerman@metrolinx.com>]
Sent: January-26-17 2:13 PM
To: Routledge, Graham (MTO)
Cc: Peter Olak
Subject: RE: Hamilton LRT Draft EPR Addendum - MTO Review

Hi Graham,

Further to our discussion on the phone yesterday, there should be 3 more DVD copies sent to your office today. Please let me know if you have not received these.

With regards to the sections of the draft Environmental Project report that you received for review, below is a description of the sections related to the LRT alignment and interaction with Highway 403.

- Within Appendix A, the following alignment Drawings involve the crossing of the 403:
 - Pages 8, 9 and 10 are the alignment of the new bridge from Main to King St over the 403 for the main line
 - Pages 48,49 are the alignment of the existing Longwood bridge crossing the 403
- Appendix E – contains the Transportation Modeling Reports

In addition, I understand that you have also been involved as part of the Reference Concept Design (RCD) development, working in progress for GA layouts for the LRT and have been involved in discussions with Peter Olak. The information you have seen as part of the RCD would be more detailed than what is included in the draft Environmental Project Report Addendum.

Thanks again and please let me know if you need anything else.

Have a great day.
Tania

Tania Zimmerman, RPP, MASc
Environmental Project Manager
Capital Projects Group
T. 416-202-4905
M.416-300-0678



From: Routledge, Graham (MTO) [<mailto:Graham.Routledge@ontario.ca>]

Sent: January-19-17 9:30 AM

To: Tania Zimmerman

Subject: FW: Hamilton LRT Draft EPR Addendum - MTO Review

Good morning Tania,

I am the MTO contact who is co-ordinating the MTO's review of this project. I am experiencing some difficulties while downloading the documents. At your earliest convenience, please will you forward five (5) digital copies of these same documents (on CD or USB) to my attention at our office in Downsview, so as to ensure that we do not miss anything.

Could you also please confirm the name and information of the contact whom I should be providing the MTO's responses to.

Thank you

Graham Routledge
Senior Project Manager
(416) 235-4256

Highway Corridor Management Section
Central Region

Ministry of Transportation
159 Sir William Hearst Ave
7th Floor, Building D
Toronto, ON M3M 0B7

From: White, Jason (MTO)
Sent: Wednesday, January 18, 2017 4:39 PM
To: Kulathinal, Rina (MTO)
Cc: Stephenson, Bob (MTO)
Subject: FW: Hamilton LRT Draft EPR Addendum - MTO Review

Assume you also received a copy for comment.

From: Tania Zimmerman [<mailto:Tania.Zimmerman@metrolinx.com>]
Sent: January-18-17 1:48 PM
To: White, Jason (MTO)
Cc: Andrew Hope; Johnson, Paul
Subject: Hamilton LRT Draft EPR Addendum - MTO Review

Hi Jason,

On behalf of the City of Hamilton and Metrolinx, please see the attached letter regarding our formal submission of the DRAFT Hamilton LRT Environmental Project Report Addendum for MTO's review and comment. The report and appendices are available for download via the link below.

<https://cloud.sdgworld.net/owncloud/public.php?service=files&t=3164e1ace46c349cf89b1ec70d64d693>

Please let me know if you have any questions. Thank you for taking the time to complete this review.

Regards,
Tania

Tania Zimmerman, MASc, MCIP, RPP
Environmental Project Manager
Environmental Programs and Assessment, Capital Projects Group
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 2W3 |
T. 416-202-4905 | M. 416-300-0678



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HAMILTON LRT PROJECT MEETING WITH MTO

MEETING

DATE:

February 15, 2017

TIME:

10:00am to 11:30am

LOCATION:

MTO Office at 159 William Hearst Avenue, 1st Floor Conference Room
Downsview ON L5C 4R3

PRESENT:

Graham Routledge	MTO	Graham.Routledge@ontario.ca
David Staseff	MTO	David.Staseff@ontario.ca
Emily Frazer	MTO	Emily.Frazer@ontario.ca
Clement Shim	MTO	Clement.Shim@ontario.ca
Lance Dutchak	MTO	Lance.Dutchak@ontario.ca
Tarita Diczki	MTO	Tarita.Diczki@ontario.ca
Teepu Khawja	MTO	Teepu.Khawja@ontario.ca
Bob Stephenson	MTO	Bob.Stephenson@ontario.ca
Hossein Hosseini	MTO	Hossein.Hosseini@ontario.ca
Makael Kakakhel	MTO	Makael.Kakakhel@ontario.ca
Tom Hewitt	MTO	Tom.Hewitt@ontario.ca
Rina Kulathinal	MTO	Rina.Kulathinal@ontario.ca
Peter Olak	Metrolinx	peter.olak@metrolinx.com
Trevor Horzelenberg(*)	City of Hamilton	trevor.horzelenberg@hamilton.ca
Pedro Rabisun	AECOM	pedro.rabsiun@aecom.com
David Veights	AECOM	david.veights@aecom.com
Nino Zivkovic	AECOM	nino.zivkovic@aecom.com
Robert Ng	Peto MacCallum	rng@petomacallum.com
Nazibur Rahman	Peto MacCallum	nrahman@petomacallum.com

COPIES TO:

Dean Simpson, Project Manager	AECOM	dean.simpson@aecom.com
Zaineb Al-Mumayez, Deputy Project Manager	AECOM	zaineb.almumayez@aecom.com

*Attendance via teleconference

Item No.	Description	Action by	Date
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1.0	Draft Environmental Project Report (EPR) Addendum		
1.1	City of Hamilton provided an update on the Addendum to the EPR for the Hamilton LRT Project. Addendum covers the Operations, Maintenance and Storage Facility (OMSF) and sections where the LRT alignment will be shifted from side-running to centre-running. Travel demand forecasting model now has a horizon year of 2031.	Info	
1.2	Draft Addendum was submitted to a number of stakeholders, including MTO. Comments are due from stakeholders on February 15, 2017.	Info	
2.0	LRT Project Schedule The LRT Project will implemented using the Alternative Finance and Procurement (AFP) model of project delivery. Financial close is expected to occur in Fall 2018. Construction is expected to begin in 2019 and end in 2024.	Info	
3.0	Comments on Proposed Crossing of Highway 403 at Main Street West and the Longwood Bridge across Highway 403		
3.1	The General Alignment drawings of a proposed new dedicated bridge that would carry the LRT over Highway 403 near the existing Main Street Bridge over Highway 403 were reviewed. The following comments were expressed: i. The new bridge would be on a horizontal curve. The existing Highway 403 geometry also includes a horizontal curve. MTO would like to see a detailed analysis of how sufficient sight lines would be provided given the aforementioned geometry. ii. MTO asked if the proposed centre column supporting the LRT structure between the eastbound and westbound lanes of Highway 403 as shown in the drawing could be eliminated. iii. Although there is not currently programmed project for widening Highway 403, MTO stated that a study has shown that a future cross-section of Highway 403 could increase from the current four lanes to six lanes, with an ultimate cross-section of ten lanes. Because there is no design of a widening of Highway 403, exact requirements for protecting for the widening cannot be provided at this time. Nonetheless, the future widening will need to be addressed by the Hamilton LRT Project.	Info Info Info	
3.2	The General Alignment drawings of the existing Longwood Bridge over Highway 403 that would be modified to include the LRT connecting track to the OMSF were reviewed. The following comments were expressed: i. The life expectancy of the existing bridge was raised by MTO. The response was that Project Company, the contractor to be hired to design, build, operate and maintain the LRT would determine the fate of the existing	Info	

	<p>bridge (i.e., modification or replacement) based on LRT requirements.</p> <p>ii. As with the previously mentioned crossing, although there is not currently programmed project for widening Highway 403, MTO stated that a study has shown that a future cross-section of Highway 403 could increase from the current four lanes to six lanes, with an ultimate cross-section of ten lanes. Because there is no design of a widening of Highway 403, exact requirements for protecting for the widening cannot be provided at this time. Nonetheless, the future widening will need to be addressed by the Hamilton LRT Project.</p> <p>iii. If the existing bridge is modified to incorporate the LRT connecting track, MTO asked how will LRT operations be maintained in the event that MTO determines that a widening of Highway 403 (presumably requiring a replacement of the Longwood Bridge) is necessary after the LRT is operational.</p> <p>City of Hamilton stated that reconstruction of the Longwood Bridge would be identified as a future works in the EPR Addendum.</p>	<p>Info</p> <p>Info</p>	
4.0	<p>Third Party Agreements</p> <p>MTO will require encroachment permits for the LRT works in the Highway 403 right-of-way. MTO will also require crossing agreements between Metrolinx and MTO covering each crossing of the Highway 403 right-of-way. MTO prefers two-party agreements instead of multi-party agreements.</p>	MTO/MX	TBD
5.0	<p>Current Geotechnical Work</p> <p>MTO has reviewed the encroachment permit to allow geotechnical work in support of the LRT design concept by the end of the week. Permits. MTO expects to issue the encroachment permit by the end of the week..</p>	MTO	17-Feb-2017
6.0	<p>Other Items</p> <p>a. Metrolinx to send to MTO a copy of the Project Specific Output Specifications (PSOS) covering works with MTO-controlled rights-of-way and a copy of the LRT Reference Concept Design.</p> <p>b. MTO and Metrolinx to collaborate further about constructability of bridge replacements and the proposed widening of Highway 403.</p>	<p>MX</p> <p>MTO/MX</p>	TBD

Minutes prepared by: David Veights

Email: david.veights@aecom.com

Date: February 22, 2017

January 30 2017

Attention: Administrative Coordinator
Archeaology Reports
Ministry of Tourism, Culture and Sport
Culture Programs Unit
Programs & Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7

Re: Request for Expedited Review
Original Report: Stage 1 Archaeological Assessment
Hamilton Light Rail Transit - Environmental Project Report Addendum Part of Lot
19-21, Concession 3 (Former Township of Barton) County of Wentworth City of
Hamilton, Ontario, Ontario (PIF # P128-0153-2016)

Please accept this letter requesting an expedited review of the above-noted archaeological assessment report, conducted under archaeological consulting license #P128, PIF# P128-0153-2016. This letter is being submitted by our archaeological consultant, ASI, as part of the digital report package.

This archaeological assessment was required as part of the Environmental Project Report Addendum for the Hamilton LRT project. The purpose of requesting an expeditious review of this report is to maintain the construction schedule, which is currently underway.

If possible, we would appreciate this report to be reviewed by February 23, 2017 or sooner. Your assistance in expediting the review of this report is appreciated and will ensure scheduled timelines are met.

Sincerely,

Paul Johnson
Director, LRT Project Coordination
Light Rail Transit Office | City of Hamilton
T: 905.546.2424 x6396 | C: 905.977.7458
paul.johnson@hamilton.ca

Andrew Hope
Director, Hamilton Light Rail Transit
Rapid Transit | Capital Projects Group | Metrolinx
T: 416.202.4621 | C: 647.938.9954
andrew.hope@metrolinx.com

January 30, 2017

Attention: Ms. J. Knox
Project Manager, Ontario Region
Canadian Environmental Assessment Agency
Ontario Regional Office
55 St. Clair Avenue East, Room 907
Toronto, ON M4T 1M2

Re: Hamilton Light Rail Transit (LRT) Project – Request for Information

In response to your letter dated December 23, 2016, requesting additional information regarding the nature of the proposed Operations, Maintenance and Storage Facility (OMSF) for the Hamilton LRT project, we are pleased to provide the following information:

- The proposed facility is a new construction and function on the site.
- The site is located on property in the vicinity and south of the intersection of Chatham Street and Frid Street, and comprises approximately 65,963m².
- The facility and site are sized and designed to accommodate long-term expansion of the LRT service to Eastgate Square. This capacity is expected to be sufficient to meet needs beyond the 2041 planning horizon for the service.
- The current preferred design includes:
 - Two access tracks connecting to the main line LRT corridor on Main Street West;
 - Six tracks inside the main service building;
 - One test track; and,
 - 14 outside storage tracks.
- Based on the current design, the anticipated total track length is 4,579m.

We trust this provides the information you require. If you require any additional information, please feel free to contact us.

Sincerely,



Paul Johnson
Director, LRT Project Coordination
Light Rail Transit Office | City of Hamilton
T: 905.546.2424 x6396 | C: 905.977.7458
paul.johnson@hamilton.ca



Andrew Hope
Director, Hamilton Light Rail Transit
Rapid Transit | Capital Projects Group | Metrolinx
T: 416.202.4621 | C: 647.938.9954
andrew.hope@metrolinx.com

January 6, 2017

Response to EA Notice

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Ministry of Infrastructure (MOI lands) to support your proposed project.

Prior to MOI consenting to the use of MOI lands, the applicable environmental assessment, duty to consult Aboriginal peoples (if triggered) and heritage obligations will need to be met. In order for MOI to allow you access to MOI lands and to carry out proposed activities, MOI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MOI's obligations which may include considering the use of any MOI lands as part of your individual environmental assessment. All costs associated with meeting MOI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MOI to ensure that its obligations have been met and to secure any required internal government approvals required to allow for the use of the MOI lands for your proposed project.

In order for MOI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MOI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Aboriginal Duty to Consult obligations – see *Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – see *Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists– see *Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – see *Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MOI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MOI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MOI lands, then an agreement is required and all studies undertaken on MOI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MOI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any MOI lands would be required for your proposed project. Please note that on title MOI control may

be identified under the name of MOI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MEDEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works¹.

Please provide Rita Kelly with a confirmation in writing of any MOI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MOI lands.

For more information concerning the identification of MOI lands in your study area or the process for acquiring access to or an interest in MOI lands, please contact:

Rita Kelly
Project Manager
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON
M5G 2L5
Tel: (416) 212-4934
Email: rita.kelly@infrastructureontario.ca

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki
Environmental Specialist
Infrastructure Ontario
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¹ MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MEDEI – Ministry of Economic Development, Employment and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal

If MOI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

Patrick Grace
Director
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON, M5G 2L5

INSTRUCTION NOTE 1

Provincial Crown's Aboriginal Duty to Consult obligations

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Aboriginal consultation may be required prior to MOI granting access to MOI lands or undertaking other activities. The requirement for Aboriginal consultation may be triggered given Aboriginal or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Aboriginal consultation will be assessed by MOI.

Prior to the use of MOI lands, MOI must first meet any duty to consult obligations that may be triggered by the proposed use of MOI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MOI lands would be involved.

MOI will evaluate the potential impact of your proposed project on Aboriginal and treaty rights. MOI may assess that the Crown's Duty to Consult (DTC) requires consultation of Aboriginal communities. Proponents should discuss with IO whether MOI will require consultation to occur and if so, which communities should be consulted.

Where MOI determines that Aboriginal consultation is required, MOI will formally ask you to consult or continue to consult with Aboriginal peoples at the direction of MOI.

On behalf of MOI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Aboriginal communities.

If consultation has already occurred, IO strongly encourages you to provide complete Aboriginal consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to publically releasing the Notice of Completion for the assessment undertaken under the MOI PW Class EA.

INSTRUCTION NOTE 2

Requirements of the MOI Public Work Class Environmental Assessment

MOI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assess undertakings that affect MOI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MOI lands. IO will work with you to ensure that all of the MOI undertakings or activities related to the use of MOI lands are identified, that the appropriate Category of undertaking is used and a monitoring and report back mechanism is established to ensure that MOI's obligations are met.

The completion of another environmental assessment process that assesses the undertakings related to MOI lands may satisfy MOI's obligations under the Public Work Class EA. You will be required to work with IO to determine the most appropriate approach to meeting the Public Work Class EA obligations for undertakings related to MOI lands on a case by case basis.

Where it is decided that the assessment of undertakings related to MOI lands can be assessed as part of the environmental assessment being undertaken by the proponent then it is likely that the following provisions will be required:

- that the environmental assessment documents set out that one process will be relied on by both the proponent and MOI to evaluate their respective undertakings and meet their respective obligations to assess the potential impacts of their undertakings;
- that the proponent's description of the undertaking to be assessed include all of the MOI undertakings related to the use or access to MOI lands (see Glossary of Terms);
- the associated EA Category from the Public Works Class EA be identified and met by the environmental assessment (see Figure 22. Category Listing Matrix and/or Tale 2.1 EA Category Identification Table);
- that the proponent's environmental assessment indicate that MOI would be relying on the proponent's assessment to satisfy MOI's obligations under the *Environment Assessment Act*;
- establish a monitoring and report back mechanism to ensure that any obligations of MOI resulting from the assessment will be met; and

An environmental assessment consultation plan be developed to ensure that all stakeholders required to be consulted regarding the undertakings on the MOI lands are consulted

Other Due Diligence Requirements

There may also be other additional due diligence requirements for the use of MOI lands in the proposed project. These may include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up

- Survey
- Title Search
- Species at Risk Survey(s)
- Appraisal

INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists.

Archaeological due diligence is required for any proposed project on MOI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MOI lands.

IO has two in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Aboriginal material (ion Aboriginal villages and burials sites) can be assessed.

To support both the Public Work Class EA and MOI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Aboriginal people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Aboriginal resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that you project timelines include adequate time and resources to address MOI due diligence obligations, including internal government approvals. All costs associated with meeting MOI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of archaeological assessment, all reporting criteria and formatting, and any other license requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
 - Archival research and non-intrusive site visit
- Stage 2 Property Assessment

- In-field systematic pedestrian survey or test pitting and reporting
 -
- Stage 3 Site-specific Assessment
 - Limited excavation to determine site significance and size
 - Field works and reporting
- Stage 4 Site mitigation
 - Through either avoidance/protection or excavation Field work 4 to 8 weeks
 - Develop summary report
 - MTCS review – expedited review of summary report 6 weeks
 - Final report
 - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance

INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties.

Cultural heritage due diligence will be required for any proposed project on MOI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MOI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MOI lands. This will help to determine if the MOI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MOI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help identify any required reports.

Should MOI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MOI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time and resources to address MOI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MOI's heritage obligations are the responsibility of the proponent.

January 30, 2017

Attention: Mr. P. Grace
Director, Land Transactions, Hydro Corridors and Public Works
Infrastructure Ontario
1 Dundas Street St. W, Suite 2000
Toronto, ON M5G 2L5

Re: Hamilton Light Rail Transit (LRT) Project – Response to EA Notice

In response to your letter dated January 6, 2017, requesting information about the potential use of Infrastructure Ontario (IO) lands for the Hamilton LRT project, we have reviewed the information you have provided with respect to the requirements of IO regarding this project.

We can confirm that based on the current project design, no lands owned or controlled by IO have been identified as being required for the project at this time.

We trust this provides the information you require. Please feel free to contact us should you require any further information.

Sincerely,



Paul Johnson
Director, LRT Project Coordination
Light Rail Transit Office | City of Hamilton
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WORKPLAN FEEDBACK SUBMISSION
Hamilton Light Rail Transit
Environmental Project Report (Task 17)

TO: Dennis Fletcher, Steer Davies Gleave
DATE: February 22, 2017
SUBJECT: Review of Draft EPR and Appendices, submitted Jan 16, 2017
PREPARED BY:

MOECC

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
1.	General Comments	Reading the Addendum it is not clear what was completed in the 2011 TPAP process. Wherever possible explain/summarize the contents of the 2011 EPR instead of only referencing it. It is not an attached document and leaves readers missing critical information.	MOECC	Included 2011 EPR as Appendix A, with summary table of Potential Environmental Condition Changes, Mitigation, Net Effects and Monitoring.
2.	General Comments	Throughout the document there are references to A-line, as indicated through correspondence the A-line is not proceeding and should be removed.	MOECC	Removed
3.	General Comments	The MacNab reconfiguration is not proceeding through this process and therefore any references and sections for them should be provided as context and not part of this undertaking.	MOECC	Amended
4.	General Comments	Provide an ownership map, along with a breakdown of the hectares of property affected.	MOECC	Detailed measurements not available
5.	General Comments	Legends and details should be visible for the reader on all the figures and maps.	MOECC	Drawings enlarged
6.	General Comments	Discussion is required related to additional information and commitments to address an approach to potential impacts and mitigation on heritage resources.	MOECC	

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
CHAPTER 1				
7.	1.2	The changes to the project considered significant are listed stating all the items that were not addressed in the Hamilton LRT 2011 EPR, it would be helpful if there was also a summary of what was addressed and approved in the 2011 EPR.	MOECC	Included. See item #1
8.	Figure 1-2	When Figure 1-2 is revised to remove the A-line it is recommended to highlight that the Frid Street Extension is related to the Operations, Maintenance and Storage Facility (OMSF) site. This is not clear up front in the document. This could also be addressed in the text.	MOECC	amended
9.	1.3.1	Section 1.3.1 contains a lot of information. This section would benefit from one or several maps indicating detailed areas discussed for the B-line.	MOECC	Map references included
CHAPTER 2				
10.	2.4.1	Section 2.4.1 could also benefit from associated mapping.	MOECC	Map references included
11.	Figure 2-8	Figure 2-8 is too small to see the legend and the details.	MOECC	enlarged
12.	Figure 2-9	Figure 2-9 is also too small to see the details.	MOECC	enlarged
CHAPTER 4				
13.	4.6.1	<p>In Section 4.6.1 states that the compensation of existing tree loss and replacement will be specified in the Landscape Plan, developed during the detailed-design phase of the project.</p> <p>MOECC would like to see a commitment in the addendum to compensate tree loss at a net benefit during the detailed design phase.</p>	MOECC	Included commitment, “Wherever possible, tree loss will be compensated at a net benefit during the detailed design phase.” within document section 4.6.1 and table 4.12.
14.	Figure 4-11	Figure 4-11 Frid Street Extension Re-alignment - Plan and Profile, incomplete.	MOECC	amended

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
15.	4.8	Section 4.8 Summary of Potential Impacts, Proposed Mitigation Measures, Monitoring and Future Work - is recommended to add a summary of the 2011 TPAP Commitments or provide an appendix with this information.	MOECC	Included. See item #1
CHAPTER 5				
16.	5.11	In Section 5.11 - please include a commitment to inform First Nations communities of any future relevant Stage 1 and Stage 2 Archaeological Assessment findings	MOECC	Included commitment in Section 5.11.
17.	5.2.3	In Section 5.2.3, PIC #2 Responses is left blank.	MOECC	amended
18.	General Comments	The social media section has information missing.	MOECC	Amended
19.	General Comments	Affected property owners section refers to additional meetings that were requested. Please list the additional meetings/concerns raised.	MOECC	List added to Appendix D
20.	General Comments	Were any comments submitted in writing? Please clarify in Appendix D or in TPAP.	MOECC	Clarified in EPR and detailed in Appendix D
21.	5.7	Section 5.7 describes a meeting with MOECC to discuss the addendum that did not take place.	MOECC	Statement was an error - removed
CHAPTER 6				
22.	6.2	Section 6.2 references the 2011 EPR. This does not help the reader understand the approvals and permits required. Please list and fill out this section accordingly or provide an appendix.	MOECC	2011 EPR to be appended as Appendix A – note provided in this section
23.	6.6	Section 6.6 Environmental Disciplines is left blank. This should be completed prior to submitting.	MOECC	To be added
24.	6.6	Section 6.6 is left blank. Future commitments to Environmental Disciplines should be completed.	MOECC	To be added
25.	6.7.9	Commitments to future works related to heritage components should be stated in Section 6.7.9 (i.e. Metrolinx' commitment to protecting heritage properties where possible).	MOECC	To be added

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
26.	6.7.9	Section 6.7.9 states "commitments for properties with direct and indirect impacts are currently being identified". At minimum the impacts should be identified at a high level in the TPAP.	MOECC	To be added

MTCS

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
1.	General Comments	<p>The 2011 B-Line LRT was designed to run within the roadway and did not appear to require the demolition or removal of buildings along the corridors. Section 4.2 of the 2011 Approved EPR (p 4-8) states that during the preliminary design process it was identified that 80 properties will have impacts on access to their site, or impacts to their frontages. The two properties that will experience significant impacts are at the proposed terminal stations at McMaster University and Eastgate Square (refer to Design Plates in Appendix A.1. Some of the impacts may require full acquisition of the parcels affected.</p>	MTCS	Noted
2.	Section 4.3.2	<p>A number of properties along the corridor will have impacts on access to their site, or impacts to their frontages. Additionally, some may require full acquisition of the parcels affected, such as the OMSF site or the proposed terminal stop at Queenston Circle, as well as properties along the corridor. Property impacts near LRT stops and at the proposed CP Rail underpass east of Gage Avenue may require demolition of buildings. In the current preferred design, approximately 250 properties are affected, including approximately 86 properties where there is a potential building impact...</p> <p>Based on our review of EPR design plans and discussions with Metrolinx we understand “potential building impact” to mean demolition of the buildings. In some areas, the proposed project re-design requires the demolition of several buildings adjacent to one another and in certain areas within the same city block. 2 of 9</p> <p>The 2011 technical cultural heritage study for the 2011 approved EPR identified all or some of the areas where extensive building demolition is to occur as being “streetscapes” (i.e. cultural heritage landscapes) with some degree of cultural heritage value or interest. Metrolinx has advised that evaluations to determine the Cultural Heritage Value or Interest (CHVI) of these properties are currently underway. As we have previously advised, the evaluations should consider these properties both individually and within the context of the overall landscape (streetscape).</p> <p>We look forward to receiving the additional technical studies for review when they are completed. Please be aware that we may have additional comments after our review. In addition, we would appreciate being provided with a list and mapping of the properties where building demolition is proposed.</p>		<p>Noted</p> <p>Noted</p>

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
3.	General Comments	Meanwhile, we recommend the Draft EPR Addendum be revised to clearly articulate the extent to which the proposed re-design will result in the likely demolition or significant alteration of cultural heritage resources (CHRs), including built heritage resource and cultural heritage landscapes. Given the extent of proposed building demolitions and for clarity, we suggest including a rationale for re-designed plan and why impacts are unavoidable.	MTCS	Information Available in EPR Appendix C-11
4.	General Comments	the Stage 1 archaeological assessment (AA) completed in 2009 by Archaeological Services Inc. for the B-Line LTR corridor concluded that while the roadways themselves had been previously disturbed and retained no archeological potential, several areas immediately adjacent remain undisturbed and retain archaeological potential. Further archeological assessment (Stage 2 AA and Stage 3 AA if warranted by the Stage 2) is required for those areas. Given the extent of impact outside the right-of way, and consistent with our previous advice, the Draft EPR Addendum must reference the 2009 Stage 1 AA and its recommendations.	MTCS	EPR amended to include reference
5.	General Comments	se be aware that McMaster University is a property designated by the municipality under Part IV of the Ontario Heritage Act (By-Law No.08-002). Property boundaries run immediately adjacent to the public right of ways (including sidewalks) along Main St West and Cootes Drive. This being the case, if any of the McMaster property is to be impacted by the LRT/bus terminal, a Heritage Permit from the City of Hamilton may be required. We suggest that the City of Hamilton's heritage planning staff be contacted and the appropriate revisions made to the Draft EPR Addendum.	MTCS	Noted
6.	General Comments	The 2011 approved EPR did not include this grade separation. Metrolinx has advised that based on further review of the potential operational impacts on the LRT and safety risks, and discussions with CP Rail, the decision was made to include the grade separation as part of the EPR Addendum. The 2011 technical heritage study identified properties in the vicinity of the grade separation as being part of streetscape i.e. cultural heritage landscape (CHL 21), but did not anticipate impacts. Metrolinx has advised that evaluations to determine CHVI of these properties are currently underway and we look forward to receiving them when completed.	MTCS	Noted
7.	General Comments	Archaeology: The 2009 Stage 1 AA for the B-Line identified an area in the vicinity of the Queenston Terminus as retaining archaeological potential. The required archeological assessments (Stage 2 AA and Stage 3 AA if warranted by the Stage 2) must be completed for this area.	MTCS	Noted
8.	General Comments	6. Operations, Maintenance and Storage Facility (OMSF) AND 6. Frid Street Extension The preferred location for the OMSF is in the vicinity of Chatham Street and Frid Street east of Longwood Road. This location is near 606 Aberdeen Avenue (former Westinghouse Industrial property). We understand that a Cultural Heritage Evaluation Report (CHER) is being undertaken to determine	MTCS	CHER included in EPR Appendix C-11

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
		whether the property has CHVI. Both the results of the CHER and the potential impacts should be included in the EPR Addendum. •		
9.	General Comments	Archaeology: A Stage 1 archaeological assessment was undertaken for the OMSF site. MTCS records indicate that AA report was submitted to the Ministry on February 9, 2017 but we still need to review it. Please be aware that the archaeology review officer may have additional comments when reviewing it.	MTCS	Noted
10.	11. General Comments	The EPR Addendum should clearly state that this AA pertains only to the OMSF site and not to other components of the LTR project.	MTCS	Noted
12.	13. General Comments	Proposed changes to the MacNab Transit Terminal are to close the MacNab access and to reconfigure the terminal to provide access to or from Main Street and James Street only. Details of the reconfigured terminal are not included in the Draft EPR Addendum. From a cultural heritage perspective every property (building) on the city block bounded by MacNab to the west, King Street West to the north, James Street to the east and Main Street West to the south is either designated by the municipality or included in the City's Heritage Inventory. Numerous additional properties in the immediate vicinity are also designated or included in the City's Heritage Inventory. The EPR Addendum should be revised to clearly identify the existing cultural heritage conditions of the MacNab Transit Terminal, and appropriately consider potential impacts, if any.	MTCS	No specific changes to MacNab Terminal are proposed at this time. Changes identified during detailed design phases will be addressed, as appropriate, in a separate EPR addendum
CHAPTER 1				
14.	1.3.1 Study Area (p1-2)	The Addendum Study Area is divided into three areas where physical changes are proposed, yet five section areas are listed. Please clarify and revise accordingly.	MTCS	Amended
CHAPTER 2				
15.	2.0 Update to Project Description (p 2-2 to 2-10)	The Addendum Study Area is divided into three areas where physical changes are proposed, yet five section areas are listed. Section 2.0 (see below) describes at least 9 key components. Further to our comment on section 1.3.1, for clarity and readability the project components should be consistent throughout the EPR Addendum. Section 2.0 describes the following key components: 1. B-Line 2. A-Line (Removed from this project) 3. McMaster University Terminal	MTCS	Restructured consistent with Ch. 1

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
		4. CP Rail Crossing 5. Queenston Terminus 6. MacNab (Terminal) Reconfiguration 7. High-Order Pedestrian Connection to Hamilton GO Centre 8. Operations, Maintenance and Storage Facility (OMSF) 9. Frid Street Extension Please clarify and revise accordingly.		
16.	2.3 “Rapid, Reliable and Safe” Design Approach (p2-1 to 2-2)	The last two bullet points (top of p 2-2) refer to a “need for land and property acquisition” to accommodate platforms and turn lanes. The Draft EPR Addendum should clearly state where the proposed project design will result in demolition of buildings.	MTCS	Comment added, cross-referencing property impacts description
CHAPTER 3				
17.	3.3 Cultural Environment General Comments	For readability and clarity we suggest dividing into appropriate subheadings to address each of the study area sections (see 1.3.1 Study Area (p1-2) and or section 2.0)	MTCS	Resource addresses are grouped together under subheadings which divide the corridor.
18.	3.3 Cultural Environment General Comments	Since B-Line is a lengthy corridor it could be further divided into smaller segments. For clarity and readability maps showing the cultural heritage resources in relation to the corridor could be attached.	MTCS	Resources addresses will be grouped together under subheadings which divide up the corridor. Please review technical reports within the appendices for maps showing the cultural heritage resource in relation to the corridor.
19.	3.3 Cultural Environment General Comments	The existing cultural heritage conditions include all recognized, designated, identified (e.g. “listed”) properties, as well as those identified by the previous (2011) and current (2016) technical studies which are currently being undertaken.	MTCS	Comment not a question
20.	3.3 Cultural Environment General Comments	The CHSR provides only “raw data”. The EPR Addendum must include the results of the CHERS that are currently being undertaken.	MTCS	Included within Table 3-11, 4-9 and 4-10.

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
21.	3.3.1 Archaeological Resources (p 3-26)	<p>Refers ONLY to the Dec 2016 Stage 1 AA. for the OMSF site. In fact two previous Stage 1 AA undertaken for B-Line and A-Line. All AA reports, their outcomes and recommendations must be referenced (usually stated in the Executive Summary).</p> <p>NOTE: the Stage 1 AA for the B-Line recommended a Stage 2 AA in identified areas.</p>	MTCS	<p>Three Stage 1 AA's were previously undertaken, including 2009, 2012 and 2013. The 2012 report covers the A-Line, which is no longer part of this addendum scope.</p> <p>The 2009 and 2013 findings are summarized within the EPR. The EPR Addendum is intended to cover new scope.</p> <p>(2009) Stage 1 Archaeological Assessment Rapid Transit Initiative, City of Hamilton, Ontario. [P264-077-2009],</p> <p>(2012) Stage 1 Archaeological Assessment Background Study and Property Inspection Hamilton Rapid Transit A-Line City of Hamilton, Ontario. [P057-654-2010 and P094-109-2011].</p>

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
				(2013) Stage 1 Archaeological Assessment, Stage 1 Background Study and Property Inspection, Hamilton RT B-Line Maintenance and Storage Facility and Associated Spur Line Corridor, Class Environmental Assessment Study, Former Township of Barton, Wentworth County, City of Hamilton, Ontario. [P094-160-2012].
22.	3.3.1 Archaeological Resources	The information included in this section is largely the research and historical background portion from the Stage 1 AA report. While it is required in the AA it does not address the existing conditions of the study area. The pertinent details of the AA are usually captured in the Executive Summary.	MTCS	Removed research and historical background.
23.	3.3.1 Archaeological Resources	<p>For readability and clarity we suggest deleting the current text, and including only the salient portions of the technical studies as it relates to the project, including:</p> <ul style="list-style-type: none"> • study undertaken – who, when, why • results (Areas of potential?) • recommendations (further AA or not) <p>We offer the following sample text: <i>“A Stage 1 AA was undertaken on [date] by [consultant archaeologist] for [state property]. A Stage 1 AA consists of . . . and its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g. Stage 2-4) as necessary.”</i></p> <p>Then include the outcomes and recommendations of the report (e.g. as in Executive Summary)</p>	MTCS	This information was reorganized within the section to reflect the proposed structure.
24.	3.3.2 Built Heritage and Cultural Heritage Landscapes (p 3.29)	For readability and clarity, we suggest dividing this section into subheadings to address each of the study area section areas (see 1.3.1 Study Area (p1-2)). Since B-line corridor is lengthy, it should be further sub-divided into readable sections. A map would help to add clarity.	MTCS	Resource addresses are grouped together under subheadings which divide up the corridor.

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
25.		Under the TPAP, protected heritage properties, built heritage resources and cultural heritage landscapes i.e. properties that have been evaluated using the criteria in Ontario Regulation 9/06 and 10/06 and that have determined to have cultural heritage value or interest. We understand that additional evaluations are currently being undertaken. The results of these technical studies must be included in the EPR Addendum.	MTCS	The results are populated within Table-3-11: Summary of the Cultural Heritage Existing Conditions.
26.		The existing cultural heritage conditions of each study section areas, even they will not be impacted by the proposed project. For example, the proposed GO High- Order Pedestrian Connection which extends along Hughson St from the Hamilton Centre GO Station to King Street is flanked by designated and listed properties. This is also the case for the MacNab Bus Terminal	MTCS	Comments added
27.		Similar to the comments above for archaeological resources, this section should be revised to include ONLY the salient data/information from the technical studies. It is not necessary to reproduce report in full since it is appended to the EPR Addendum. Instead, we suggest the introductory paragraph or two referring to the technical studies that were done, when, by whom and their purpose. As we have stated the results of the CHER must be included.	MTCS	Introductory paragraphs include a description of the process and studies conducted and the remaining information includes the results of CHERs.
28.	Screening Outcomes (p 3-37)	Under the TPAP, the EPR Addendum must identify properties with cultural heritage value or interest, regardless of ownership. The four categories of possible outcomes reflect a Metrolinx internal Interim Heritage Management process. It does not address the TPAP. If these categories are to remain in the EPR Addendum, we suggest including a description of what they mean. For example, <ul style="list-style-type: none"> • “potential PHP” is a property owned by Metrolinx that has potential CHVI; • “conditional HP” is a property that has potential CHVI, not currently owned by MX, but may be acquired by MX as a result of the project; • “Adjacent Lands” are recognized and/or protected heritage properties that adjoin the study area corridor but that will not be impacted by the project [you may want to add a sentence explaining why this is important to identify]; • “Non-Heritage Property” is a property identified in the screening but one that does not meet any screening criteria 	MTCS	Noted – information included in EPR tables
29.	3.3.3 Cultural Heritage Evaluations (p 3-37) *****	We suggest adding a paragraph to explain the basis for determining which properties are evaluated [it seems that not all properties meeting the screening criteria (with potential CHVI) are evaluated]. This section could also tie in any difference/discrepancies/gaps between the CHSR and the 2011 CH report.	MTCS	Amended
30.		When available, only a summary of the outcome of the evaluation should be included. For example, <i>“606 Aberdeen Ave was evaluated and determined to have CHVI (or not, as the case may be). The results of the evaluation were confirmed by the MX Heritage Committee on [date] and a Decision Form . . .”</i>	MTCS	amended
31.	606 Aberdeen Ave (p 3-38)	Include only the outcome of the evaluation, e.g. <i>606 Aberdeen Ave was determined to have CHVI under O. Reg 9/06 (or 10/06 as the case may be). As MX Heritage Committee has reviewed the CHER and confirmed the evaluation on [date]</i> 2. Community Interest–states “Engagement to consider opinion of the subject site. . . .”.	MTCS	Terms amended

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
		<p>It is not clear what this section is intended to address please clarify and/or re-word as necessary.</p> <p>3. the last paragraph states: “The research and analysis for this property as a basis for evaluating the site’s potential heritage significance has demonstrated through limited municipal and community engagement that the property is considered to hold significant heritage value.</p> <p>a) The meaning/intention of the sentence is not clear. Please clarify.</p> <p>b) Use terminology that is consistent with the OHA, Provincial S&Gs, PPS etc. For example:</p> <ul style="list-style-type: none"> • Use the term “property” instead of “site” • Use “potential cultural heritage value or interest” instead of “potential heritage significance” • Use by “cultural heritage value or interest” instead of “significant heritage value” <p>Note: In the Provincial S&GS context the term “significance”</p>		
32.	List of properties being evaluated (p 3-38)	This list is also on p 3-37. Likely an editing/drafting error	MTCS	Amended
33.	Table 3-15 Approved One-way conversions . . (3-38)	It looks like this table should be moved to a different section of the report. It is not related to Heritage	MTCS	Amended
CHAPTER 4				
34.	4.4 Cultural Environment (p 4-12 to 4-24)	<p>General comment</p> <p>1. For clarify and readability we recommend that this section be divided by subheading to address the varying impacts for different study area sections.</p> <p>2. Overall the purpose of this section is to identify potential project impacts to the cultural heritage environment, and state how those impacts will be avoided or mitigated.</p> <p>This section should clearly describe and articulate the potential project impacts. For example, it seems that some sections of the B-Line corridor will result in the demolition of a number of buildings adjacent to one another and on the same city block. Other sections, such as the B-Line through the “International Village” will result in no impacts outside the existing roadway. Perhaps the Draft EPR Addendum can address the different designs being proposed.</p>	MTCS	Noted
35.	4.4.1 Archaeology (p 4-12) Paragraph 1.	Reference to the AA report should be in the body of the report and not as a footnote.	MTCS	Amended
36.	4.4.1 Archaeology	<p>There are <u>three Stage 1 AA</u> reports for this TPAP. The current EPR Addendum refers only to the Stage 1 AA completed in 2016 for the OMSF. The OMSF site does not require further AA.</p> <p>Stage 1 AA for A-Line (ASI 2012) – identified archaeological potential within the sturdy corridor, and recommended Stage 2 and possibly Stage 3, for identified areas.</p>	MTCS	Appendix #1 contains the 2011 EPR document and commitments table for reference. EPR

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
		<p>Stage 1 AA for B-Line (ASI 2009) – identified archaeological potential and recommended Stage 2 for identified areas.</p> <p>FYI –each Stage 1 AA includes a map that shows areas of potential being the areas where further AA (i.e. Stage 2 or more) is required. Suggest attaching the maps to the EPR Addendum.</p>		commitments remain in effect. The EPR Addendum includes new commitments for areas not previously studied.
37.	Construction/Operations Impact	<p>The text must reflect the specific outcomes and recommendations of each Stage 1 AA. This information is typically included in the Executive Summary.</p> <p>As suggested in the previous comment, include the AA map in the EPR Addendum.</p>	MTCS	<p>See previous response.</p> <p>Map included in Appendix and referenced on EPR</p>
38.	Mitigation Measures and Net Effects	The current is the standard general commitment for “accidental” finds. This text should remain in the EPR Addendum. However, it does not take the place of specific mitigation measures and net effects. The specific outcomes and recommendations of each AA must also be included (see previous comment).	MTCS	See previous response.
39.	Monitoring/Future Work	<p>This sections states, “During construction, a licensed archaeologist should be on site to monitor earthworks in areas exhibiting archaeological potential”.</p> <p>1. Commitment for future work must be specific and be consistent with the recommendation in the archaeological report. Monitoring during construction is rarely recommended and then only in specific instances.</p> <p>2. MTCS’s advice is to complete all required AA (Stage 2 and Stage 3 if recommended by the Stage 2AA) as early as possible in the planning stages of projects. We understand that in some cases MX may not have Permission to Enter onto privately owned properties, but as we have previously advised, best efforts should be made to complete additional stages of AA. Waiting until construction to address archaeological concerns (as with monitoring) can result in costly delays to your construction schedule.</p> <ul style="list-style-type: none"> 3. Commitments for future work must be specific, consistent with the recommendatio 	MTCS	<p>Noted</p> <p>Noted</p>
40.	4.4.2 Built Heritage and Cultural Landscapes (p4-12 to)	For consistency and accuracy, change title to Built Heritage and Cultural Heritage Landscapes . Ideally, titles for Section 3.3.3 and 4.4.2 should read: “Built Heritage Resources and Cultural Heritage Landscapes”	MTCS	Edited
41.	4.4.2 Built Heritage and Cultural Landscapes Paragraph 1 and 2	Similar to comments above for Archaeological Resources reports referenced should be included and described in the body of the report and not as a footnote.	MTCS	All technical reports for each discipline were described within the body of the report and a footnote was included with the proper document citation.

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
42.	4.4.2 Built Heritage and Cultural Landscapes Paragraph 1 and 2	In addition to the CHSR, two previous cultural heritage reports, one for B-Line and one for A-Line were completed in 2011. The EPR Addendum must be clear about the information and address possibly inconsistencies between the reports.	MTCS	Previous cultural heritage reports were reviewed during the preparation of the 2017 CHSR (ASI), contained within the EPR Addendum appendices. The EPR Addendum is intended to present the main findings for new scope.
43.	Construction/Operation Impacts	<p>The EPR Addendum must describe anticipated impacts of the project, in general and describe the anticipated impacts to the identified cultural heritage resources (CHR).</p> <p>Suggest a general introductory paragraph describing general impacts, then a table/chart describing specifically anticipated impacts to each identified CHR.</p> <p>For example, it could say something like, <i>“In some sections of B-Line [specify which sections] the proposed design is a centre LRT with traffic lanes. This will require the existing roadway to be widened by xxx feet/meters and will require the removal/demolition of buildings etc.</i></p> <p><i>For A-Line along James St N the LRT has been designed . . .to ensure only the existing roadway will be impacted etc.”</i></p>	MTCS	<p>Direct and indirect impacts are described for all properties</p> <p>All references to A-Line are removed from the main EPR document.</p>
44.	Mitigation Measures and Net Effects	While the high-level statements in this section can remain, they do not take the place of specific mitigation measures that must be included to address each identified CHR.	MTCS	To be included within Table 4-9 and 4-10.
45.	Monitoring/Future Work	<p>This section states: <i>“Based on the results of vibration studies, appropriate conservation plans should be developed, including but not limited to building/and or façade stabilization measures or development of appropriate setbacks”.</i></p> <p>This is not an appropriate commitment for future work. Vibration effects/damage are just one possible (negative) impact to a CHR. The EPR Addendum must describe all possible impacts to CHRs, and consider and describe appropriate and specific mitigation measures.</p>	MTCS	Comments included

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
46.	Table 4-5: B-Line LRT Corridor Screening Outcomes (p4-13 to 4-23)	The EPR should provide outcomes of the cultural heritage evaluations.		Added to tables in Chapter 3 and Chapter 4
47.	Cultural Heritage Screening	Appears to be duplication of 3.3.3 and in any event out of place in the Impacts section of the EPR Addendum. Suggest removing it.	MTCS	Removed.
48.	Direct Impacts and Mitigation Measures (p4-23)	No information provided	MTCS	Current information added
49.	Indirect Impacts and Mitigation Measures (p 4-24)	No information provided	MTCS	Current information added
50.	Summary of Potential Impacts and Mitigation Measures (p 4-24)	No information provided Given to number of properties and the amount of information, you might consider having only two tables, one for Direct Impacts and the other for Indirect Impacts, but including the four column headings of the Summary table.	MTCS	Current information added Suggested table structure added
51.	Summary of Potential Impacts and Mitigation Measures (p 4-24)	Under the Summary heading you could include a paragraph or two of commitments.	MTCS	Included in Chapter 6
CHAPTER 5				
52.	5.2.2 Public Open House and Online Consultation #2 (5-2)	<i>The focus of PIC #2 was to identify modifications to the present the environmental effects of the proposed changes to the project and proposed mitigation.</i> Since the PIC has already taken place and another is not planned for this project, we are not providing specific comment at this time. However, we would like to work with Metrolinx to develop language for PIC/consultation presentations for future projects to address the cultural heritage component of the TPAP.	noted	Noted
CHAPTER 6				
53.	Table of Contents (p 6-1)	Please use correct and consistent terminology. Change title to “Built Heritage <u>Resources</u> and Cultural <u>Heritage</u> Landscapes”	MTCS	Amended

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
54.	6.4 Property Acquisition (p 6-1)	<p>This section states, “. . . <i>The preliminary property requirements will also be confirmed during the detailed-design phase of the study</i>”</p> <p>Some of the properties being acquired have been identified as potential CHRs, and in some cases buildings/structures on those properties will be demolished. The extent of acquisition for those properties must be identified during the TPAP, or there must be a clear commitment to inform and consult with MTCS, the City’s Heritage Planning Staff and the MHC.</p>	MTCS	included
55.	6.7.8 Cultural Environment-Archaeology (p6-2)	The commitments to Future Work must be consistent with those in section 4 of this EPR Addendum. See comments above	MTCS	amended
56.	6.7.9 Built Heritage and Cultural Landscapes (p 6-1)	Use consistent and correct terminology: it should read: “Built Heritage <u>Resources</u> and Cultural <u>Heritage</u> Landscapes”	MTCS	amended

HCA

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
1.	General Comments	<p>Our main area of concern in this regard is the proposed Operations Maintenance and Storage Facility. The EPR Addendum details that the proposed development on the site will be located outside of the HCA regulated area, however, the scale of the mapping makes it difficult to determine the extent of the development proposed and if there is any potential impact to the buried watercourse in this area.</p> <p>As part of the next steps in this project, HCA staff would request that we be circulated the detailed design for this area and supporting reports (e.g. stormwater management plan).</p>	HCA	Included the following text, within section 4.2.7 and table 4-7 Summary of Potential Environmental Condition Changes, Mitigation, Net Effects and Monitoring , <i>“During the development of the stormwater management plan and detailed-design, the Hamilton Conservation Authority (HCA) should be consulted; in order to review proximity and potential impacts to buried watercourse at the OMSF location.”</i>

MNRF

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
1.	General Comments	In order to minimize disturbance to barn swallows that are assumed to be nesting in the adjacent Canadian Drawn Steel Company buildings and that were observed foraging within the OMSF lands, it is recommended that site alterations within the suitable foraging areas of the subject lands be scheduled to avoid critical times when the barn swallow are carrying out key life processes relating to breeding, nesting and rearing. The period of greatest energy demand for a swallow is during nestling rearing. This barn swallow active season usually starts around the beginning of May and ends around the end of August.	MNRF	See response to item #3.
2.	General Comments	As noted within the Draft EPR Addendum, MNRF should be contacted directly to discuss threatened, endangered or extirpated species protected under the ESA that are observed within the limits of disturbance to ensure that activities remain compliant with the Act. Furthermore, the Ministry encourages you to report all sightings of rare species (animals and plants), natural and wildlife concentration areas in Ontario to the Natural Heritage Information Centre (NHIC). It would be appreciated if you could report the sightings of butternut, chimney swift, and barn swallow using the Rare Species Reporting Form to the NHIC. For information on how to report these sightings, please refer to the following website; https://www.ontario.ca/page/report-rare-species-animals-and-plants .	MNRF	Included within section 4.2.4 <i>Monitoring/Future Work, and table 4-7 Summary of Potential Environmental Condition Changes, Mitigation, Net Effects and Monitoring.</i> “MNRF should be contacted directly to discuss threatened, endangered or extirpated species protected under the ESA that are observed within the limits of disturbance to ensure that activities remain compliant with the Act. Furthermore, the Ministry requests reporting all sightings of rare species (animals and plants), natural and wildlife concentration areas in Ontario to the Natural Heritage Information Centre (NHIC), using the Rare Species Reporting Form to the NHIC. For information on how to report these sightings, please refer to the following website; https://www.ontario.ca/page/report-rare-species-animals-and-plants .”

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
CHAPTER 6				
3.	Section 6.2 Potential Permitting Requirements	“Three species listed under the Ontario Endangered Species Act list have been identified to have either known sightings or habitat in and in close proximity to the proposed study area. These species include; Butternut, Chimney Swift and Little Brown Myotis.” MNRF staff note that Barn Swallow (threatened) should also be included in this list as it was documented foraging within the OMSF lands, and potentially nesting within the adjacent Canadian Drawn Steel Company buildings.	MNRF	<p>updated</p> <p>Included text within section 6.7.3, Commitments to Future Work, “A <i>detailed Species at Risk assessment should be undertaken during the detailed-design component of the study for Chimney Swift and Bats and Barn Swallows.</i>”</p> <p><u>Barn Swallows</u></p> <p><i>“In order to minimize disturbance to barn swallows it is recommended that site alterations within the suitable foraging areas of the OMSF lands be scheduled to avoid critical times when the barn swallow are carrying out key life processes relating to breeding, nesting and rearing. This barn swallow active season usually starts around the beginning of May and ends around the end of August.”</i></p>

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
4.	6.7.2 Vegetation and Vegetation Communities	Section 6.7.2 of the Draft EPR Addendum notes that a “focused butternut/health assessment survey should be conducted as part of the tree inventory during detailed-design.” A targeted butternut/health assessment survey is strongly recommended to ensure that the proposed undertaking will not contravene the Endangered Species Act, 2007 (ESA). The assessment survey should include the vegetative areas of the OMSF and Cathedral Park, in addition to other treed areas within the influence zone of construction. MNRF staff suggests that the survey area includes suitable vegetative areas located within a minimum of a 50 m setback from the limits of disturbance.	MNRF	<p>Included the following language within the table 4-7 Summary of Potential Environmental Condition Changes, Mitigation, Net Effects and Monitoring.</p> <p><i>“It is recommended that the tree inventory (AECOM, 2017) and assessment of all trees that are to be affected by the proposed work be reviewed during detail design, including a focused Butternut/health assessment.”</i></p> <p><i>“The Butternut assessment survey should include the vegetative areas of the OMSF and Cathedral Park, in addition to other treed areas within the influence zone of construction, and the survey area includes suitable vegetative areas located within a minimum of a 50 m setback from the limits of disturbance.”</i></p>

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
5.	6.7.3 Wildlife and Wildlife Habitat	Section 6.7.3 of the Draft EPR Addendum notes that a “detailed Species at Risk assessment should be undertaken during the detailed-design component of the study for Chimney Swift and Bats.” The Ministry strongly recommends targeted species at risk surveys for chimney swift and bats if the activities associated with the proposed undertaking have the potential to impact any of these species or their habitat (e.g. building removal). A management biologist at the local MNRF district office should be contacted prior to undertaking bat surveys to ensure that they align with our most recent district approved survey protocols. You may contact David Denyes, Management Biologist out of the Guelph District Vineland office by email at David.Denyesh@ontario.ca.	MNRF	Included commitment within section 4.2.4 and 6.7.3 <i>“A management biologist at the local MNRF district office should be contacted prior to undertaking bat surveys to ensure that they align with the most recent district approved survey protocols. David Denyes, is the current Management Biologist out of the Guelph District Vineland office and can be reached by email at David.Denyesh@ontario.ca.”</i>

MTO

#	ITEM	COMMENTS	SUBMITTED BY	SDG RESPONSE
1.		<p>The 'Appendix A Plan and Profile with Cross-Sections' has an updated fly over drawing from 2016 of the proposed new structure, but doesn't show the base plan of the 403 underneath.</p> <p>A clear plan & cross sections of the new bridges are required in order to make more accurate comments.</p>	MTO	To be provided
2.		The only drawings I can find that show the new 'line B' bridge crossing the 403 are in Appendix F, the plan and profile drawings from 2011. They do show the pier locations and you can approximate the span distances based on the chainage, but the angled piers are not in alignment with our roadway	MTO	To be provided
3.		A3.Appendix-A.2-Plan-and-Profiles-sheets-1-11 Are these the most up to date drawings?	MTO	updated
4.		Please provide the structural GA drawings of the proposed new and reconstructed structures for MTO review.	MTO	TO be provided