

## HERITAGE ASSESSMENT

A detailed **Cultural Heritage Assessment Report** has been prepared to identify and assess the cultural heritage landscapes (CHLs) and built heritage resources (BHRs) found within and adjacent to the study area, and to identify general mitigation recommendations for affected BHRs and CHLs with respect to the proposed undertaking. Heritage Planners from the Town of Niagara-on-the-Lake and City of St. Catharines were consulted to obtain information regarding heritage resources.

### RESULTS

The following mitigation measures will be implemented to address known and potential impacts:

- **QEW Garden City Skyway (existing bridge):** A Cultural Heritage Documentation Report (CHDR) comprising photographs for the provincially listed bridge will be prepared prior to construction to provide a record of the Garden City Skyway and its context prior to construction. A Strategic Conservation Plan will be prepared as mandated under the *Ontario Heritage Act Standards and Guidelines for Conservation of Provincial Heritage Properties*, for the conservation of the existing structure with its heritage features and attributes.
- **Homer Cemetery:** The construction Contractor will be prohibited from entering or using the cemetery lands during construction.
- **49 and 61 Queenston Road:** As these BHRs are anticipated to be directly impacted (removed) as part of the proposed undertaking, property-specific Cultural Heritage Evaluation Reports (CHERs) and Heritage Documentation Reports will be prepared during Detail Design and will include mitigation recommendations. A description of Queenston Road illustrated with photographs will be included as part of the assessment of the contextual value of the properties.
- **All BHRs and CHLs:** Anticipated impacts (direct and indirect) will be reviewed during Detailed Design for any design refinements that may warrant additional mitigation.

### For additional information:

Please review the Cultural Heritage Assessment Report available in the binders on the tables.

# NOISE AND VIBRATION

## NOISE

A noise analysis was undertaken which assessed the noise impact associated with the Preferred Alternative and identified the need for noise mitigation throughout the study area. The noise analysis followed the Ministry of Transportation Environmental Guide for Noise (October 2006).

## RESULTS

The change in future noise levels at the Outdoor Living Areas (OLAs) with and without the proposed works is anticipated to range from 0 dB to 2.4 dB (increase).

Future noise levels with the proposed works at the OLAs are anticipated to range from 57.4 dBA to 66.7 dBA. For comparison:

Sound Level		Comparable to:
Human Perception	dBA	
Loud	75	Near edge of a major highway
	70	Inside automobile at 60 km/h
	65	Normal human speech (unraised voice) at 1 m (3 ft) distance
Moderate	60	Typical background noise levels in a large department store

Where the future “Build” scenario is predicted to exceed 65 dBA, a review of noise barriers determined that new or additional barriers are not currently technically and/or economically feasible.

The following mitigation measures will be implemented to address anticipated construction related impacts:

- Idling of construction equipment will be kept to a minimum and construction equipment will be maintained in good working order to reduce noise resulting from construction activities.
- Construction works will be completed in accordance with local noise bylaws and any corresponding exemptions. As warranted, noise bylaw exemptions will be sought prior to construction.
- If complaints regarding construction noise arise during construction, they will be investigated according to the provisions of the MTO Environmental Guide for Noise.

## VIBRATION

A preliminary vibration assessment has been completed which concluded that vibration from construction is not anticipated to affect buildings in the area surrounding the Garden City Skyway. Further assessment will be completed during the Detail Design and construction phases of the project.

### For additional information:

Please review the Noise Impact and Screening Level Vibration Assessment Report available in the binders on the tables.

## IMPACTED PROPERTY / PROPERTY ACQUISITION PROCESS



### **What properties are impacted?**

Properties that are impacted by the project have been identified. Owners with impacted property have been notified by mail.



### **What if my property is impacted?**

If you are unclear of how your property is impacted or would like further information regarding what the impacts may be, please speak with the Project Team.



### **When will property acquisition occur and how will I be compensated?**

Property acquisition typically occurs two to three years before construction starts. Compensation is based on fair market value.

If you have questions regarding the property purchasing process, please speak with the Ministry of Transportation Property representative in attendance at this PIC. Alternatively, you may submit your comments or questions to the Project Team for follow up after this PIC.

# SUMMARY OF ENVIRONMENTAL EFFECTS AND MITIGATION

The Project Team has incorporated environmental mitigation in preliminary design of the Preferred Alternative. In addition, the following general mitigation measures will be implemented:

Potential Effect to:	Proposed Mitigation
<b>Socio Economic Environment</b>	
Property	<ul style="list-style-type: none"> <li>Minimize property access disruptions during construction.</li> <li>Minimize nuisance impacts (e.g. noise, air quality) during construction.</li> <li>Negotiate with impacted property owners to provide fair market value for property required for this project.</li> </ul>
Traffic Operations	<ul style="list-style-type: none"> <li>The construction staging plan will minimize impacts to road users and ensure a safe work zone during the construction phase.</li> <li>Advance signage will notify motorists of construction.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Idling of construction equipment will be kept to a minimum and construction equipment will be maintained in good working order to reduce noise resulting from construction activities.</li> <li>Construction works will be completed in accordance with local noise bylaws and any corresponding exemptions. As warranted, noise bylaw exemptions will be sought prior to construction.</li> <li>If complaints regarding construction noise arise during construction, they will be investigated according to the provisions of the MTO Environmental Guide for Noise.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>In accordance with MTO's General Conditions of Contract, steps shall be taken as may be necessary to control dust resulting from the construction works such that it does not:               <ul style="list-style-type: none"> <li>Affect traffic;</li> <li>Enter surface waters; or</li> <li>Escape beyond the right-of-way to cause a nuisance to residents, businesses, or utilities.</li> </ul> </li> <li>Air Quality assessment for the proposed works will be provided in the TESR.</li> </ul>
Land Use / Greenbelt	<ul style="list-style-type: none"> <li>Land use impacts have been considered and minimized through the preliminary design.</li> <li>Implementation of mitigation measures (e.g. property, traffic operations, noise, air quality, landscaping) will also reduce impacts to existing adjacent land uses.</li> <li>The proposed works are consistent with the intent of the provincial Greenbelt Plan.</li> </ul>
<b>Cultural Environment</b>	
Archaeological Resources	<ul style="list-style-type: none"> <li>A Stage 1 Archaeological Assessment was completed, yielding three areas of archaeological potential across the corridor. A Stage 2 Archaeological Assessment will be completed for those areas during Detail Design.</li> <li>If any archaeological resources are discovered during construction, work in the area will stop and the appropriate authorities (e.g. Ministry of Tourism, Culture and Sport) will be contacted.</li> </ul>
Built Heritage and Cultural Heritage Landscapes	<ul style="list-style-type: none"> <li>Mitigation measures for all heritage resources identified in the impacted areas will be implemented as outlined in the Cultural Heritage Assessment Report (copy available in binders on tables) and noted on the display regarding the Heritage Assessment.</li> <li>Conservation of the existing Garden City Skyway heritage features and attributes, with future completion and implementation of a Strategic Conservation Plan.</li> <li>The new bridge will be designed to be sympathetic to the heritage value of the existing Garden City Skyway.</li> <li>Cultural heritage landscape features including views and vistas to the existing bridge will be identified and conserved where possible.</li> </ul>
<b>Natural Environment</b>	
Surface Water and Groundwater	<ul style="list-style-type: none"> <li>Erosion and sediment control measures will be implemented to control any potential indirect impacts to surface water and local infiltration of surface water to groundwater.</li> <li>Drainage/Stormwater Management plans will be developed and implemented.</li> <li>If it is determined during Detail Design that a Permit to Take Water (PTTW) is required from the Ministry of the Environment for the proposed works, a PTTW will be obtained prior to construction. The PTTW will address mitigation requirements for groundwater dewatering.</li> </ul>
Fish and Fish Habitat	<ul style="list-style-type: none"> <li>All works will be completed in compliance with the Fisheries Act and the MTO/DFO/OMNR Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Should in-water works be required, construction timing constraints will be applied to avoid in-water work during sensitive lifecycle activities for fish.</li> </ul>
Terrestrial Ecosystems (Vegetation)	<ul style="list-style-type: none"> <li>All works will be completed in compliance with the provincial <i>Endangered Species Act</i> and federal <i>Species at Risk Act</i>, as applicable.</li> <li>Vegetation removals will be limited to those required for construction.</li> <li>Exposed surfaces will be re-stabilized and re-vegetated as soon as possible following disturbance by construction works.</li> </ul>
Terrestrial Ecosystems (Wildlife)	<ul style="list-style-type: none"> <li>All works will be completed in compliance with the provincial <i>Endangered Species Act</i> and federal <i>Species at Risk Act</i>, as applicable. Any wildlife encountered during construction will be allowed to move away from the construction area on its own if at all possible.</li> <li>All works will be completed in compliance with the <i>Migratory Birds Convention Act</i>.</li> </ul>
Waste and Contamination	<ul style="list-style-type: none"> <li>Works will be completed in accordance with the <i>Environmental Protection Act</i>.</li> <li>Excess materials will be managed in accordance with the Ontario Provincial Standard Specification 180 (OPSS 180), General Specification for the Management of Excess Materials.</li> <li>All construction materials and debris will be removed and appropriately disposed of following construction.</li> </ul>
Landscaping	<ul style="list-style-type: none"> <li>Vegetation removals will be limited to those required for construction.</li> <li>Landscape assessment for the proposed works will be provided in the TESR.</li> </ul>

Additional details regarding anticipated impacts and proposed mitigation will be provided in the Transportation Environmental Study Report (see the **Next Steps** display).

## NEXT STEPS

After this Public Information Centre, the following will be carried out:

- Review the comments received and respond to any questions.
- Finalize the Preliminary Design.
- Submit the Transportation Environmental Study Report (TESR) for public review at the end of 2014 or early 2015.
- The TESR will be made available for a 30-day public review period. A public notice will be published in local newspapers, posted on the project website, and mailed/emailed to individuals included on the study contact list. The notice will indicate the timing of the TESR public review period and locations where the TESR will be available for review.
- Proceed to Detail Design.



### **When will construction start?**

The timing of construction commencement is subject to completing this Class EA study, obtaining all approvals, acquiring all required properties, completing Detail Design, and availability of funding. Following completion of the current Class EA study, the Ministry of Transportation (MTO) looks forward to proceeding with the subsequent Detail Design phase which will help the MTO better determine the timing of construction.

Construction is currently not in MTO's five (5) year program; however, this five year program is reviewed every year.

## PLEASE COMPLETE A COMMENT SHEET

Would you like to be included on the study mailing list? Do you have questions or comments regarding the study? Please let us know your thoughts by completing a Comment Sheet.

Completed sheets can either be dropped in the box provided or submitted by mail or email to either of the following Project Team members:

**Mr. Bill Cung, P. Eng.**

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**Please provide comments by July 3, 2014.**

**Thank you for attending!**

Information presented today will also be available online at:

[www.qewgcs.ca](http://www.qewgcs.ca)

### FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

*Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in study documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. You are encouraged to contact the MTO Project Team if you have questions or concerns regarding the information presented.*