



Regional Municipality of Halton

**Addendum to the Britannia Road (Regional Road
6) Transportation Corridor Improvements -
Environmental Study Report, 2014 (Regional
Road 25 to Highway 407)
(Project IDs 7333, 7334, 7335 and 6802)**

January 2017

**Public Works
Infrastructure Planning and Policy**

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Appendix A – Notice of Filing of Addendum

1 Introduction and Background

1.1 Background

The Halton Region Transportation Master Plan (2031) – The Road to Change developed a Region-wide transportation strategy to service population and employment growth to 2031, based on the approved 2011 Best Planning Estimates. The master plan identified the need to address transportation capacity issues along the Britannia Road (Regional Road 6) corridor from Tremaine Road (Regional Road 22) to Highway 407, within the Town of Milton.

Subsequently, Halton Region undertook a Schedule “C” - Municipal Class Environmental Assessment (Class EA) Study to consider a wide range of options for transportation and safety improvements within this corridor, including widening the roadway to a four (4) or six (6) lane cross-section, with active transportation improvements (multi-use trail and on-road bike lanes), as well as intersection improvements. An Environmental Study Report (ESR) for the Britannia Road Transportation Corridor Improvements was completed in 2014 which fully documented the Municipal Class EA planning / consultation processes including the identification of the preferred alternative recommended as part of the Municipal Class EA Study (**Figure 1 – Study Area**).

The ESR outlined the preferred alternative and conceptual design for the ultimate six lane configuration of Britannia Road from Tremaine Road (Regional Road 22) to Highway 407 and incorporated phasing to achieve this configuration. The phasing outlined widening from two (2) to four (4) lanes from Regional Road 25 to Highway 407 starting in 2014 and a further widening from four (4) to six (6) lanes starting in 2028. Britannia Road from Tremaine Road (Regional Road 22) to Regional Road 25 was identified to be widened from two (2) to six (6) lanes starting in 2014.

The ESR was completed on October 9, 2014 and placed on public record for a thirty (30) day public review period. During the review period, four (4) Part II Order requests were received. One (1) request was subsequently withdrawn on March 21, 2016. On May 30, 2016, the Minister of Environment and Climate Change did not order Halton Region to comply with Part II of the Environmental Assessment (EA) Act and undertake an Individual Environmental Assessment for Britannia Road to address the remaining three (3) requests.

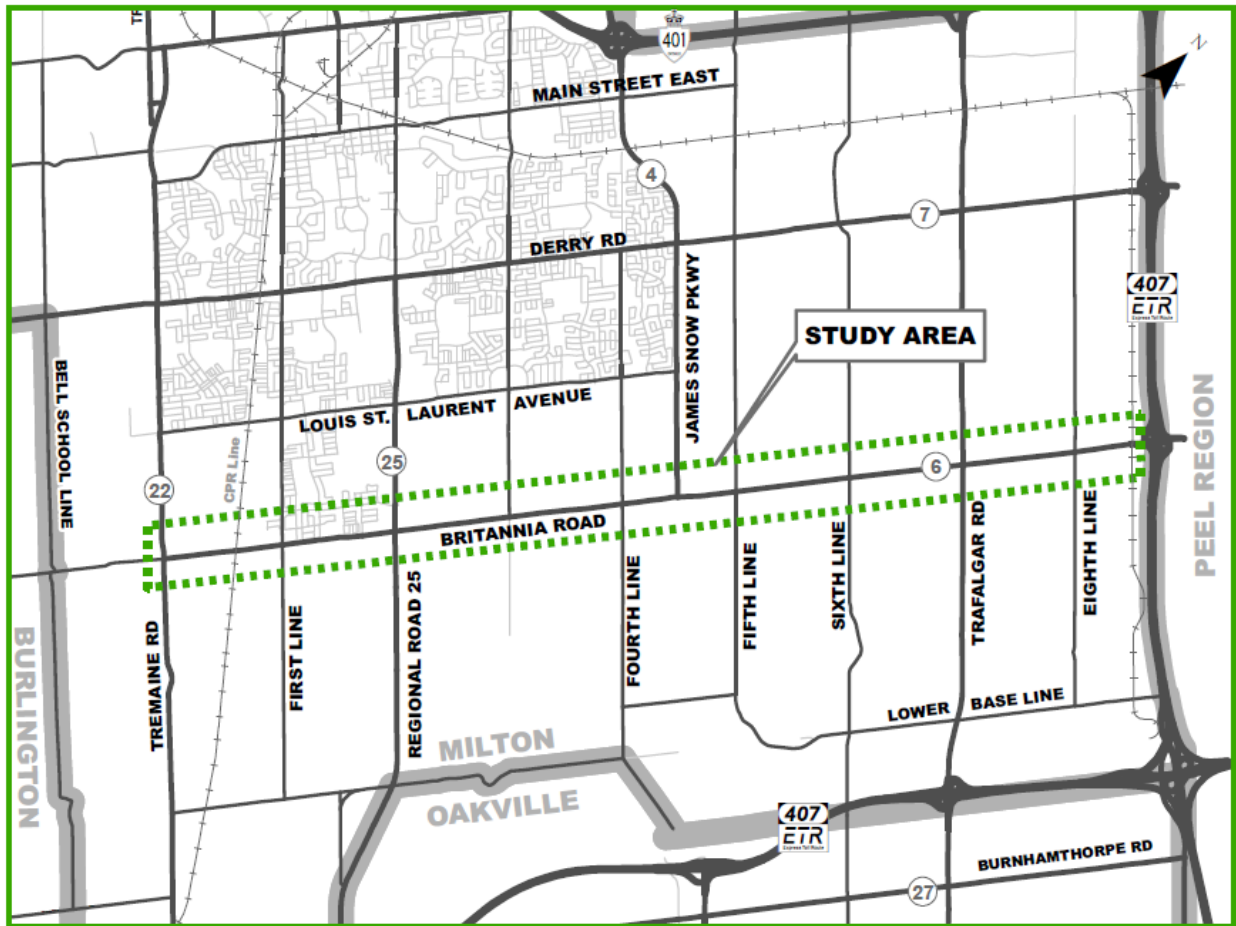


Figure 1: Study Area of Britannia Road Corridor Improvements Environmental Study Report, 2014

1.2 Rationale for this Addendum

The ESR completed in 2014 encompassed the ultimate six lane configuration for the entire length of Britannia Road from Tremaine Road to Highway 407. The ESR outlined a staged widening of Britannia Road from Regional Road 25 to Highway 407 into two phases, from two (2) to four (4) lanes starting in 2014 and from four (4) to six (6) lanes in 2028. At that time, the ESR addressed the ultimate six lane configuration and it was envisioned that there would be a significant period of time between the first and second phase of construction in this corridor.

The implementation of the preferred alternative was delayed to mid-2016 while awaiting a decision from the Minister of the Environment and Climate Change regarding the Part II Order requests. Accordingly, it is anticipated that the detailed design and approvals required to initiate construction will take two (2) years and the construction period will be two-three (2-3) years due to several creek crossings. Thus, the widening from two (2) to four (4) lanes will be now not be completed until 2021, with the next phase of construction planned to start 7 years later in 2028. In addition, since the time of the ESR filing, the pattern of growth in the vicinity of the Britannia Road corridor known as the Boyne Secondary Plan has not proceeded as anticipated.

By phasing the construction over two (2) phases, phase one ending in 2021 (widening from two (2) to four (4) lanes) and the second phase (widening from four (4) to six (6) lanes) starting in 2028, the community in the vicinity of Britannia Road will essentially have been under construction/disruption, for nearly a decade. In addition, when the next phase of construction on Britannia Road is scheduled to commence, a greater number of residents will be impacted by the construction activity given the growth in the area.

Accordingly, in this addendum, the Region is seeking to maintain an adequate level of service to support growth in travel demand in this corridor and minimize construction disruption impacts to the community by removing the phasing of construction as previously outlined in the ESR.

This document is an addendum to the Environmental Study Report for the Britannia Road (Regional Road 6) Transportation Corridor Improvements, 2014. The addendum is to be read in conjunction with the ESR. The addendum applies to Britannia Road from Regional Road 25 to Highway 407 thus the consultation process undertaken through the addendum process is focused in this area as show in **Figure 2**.

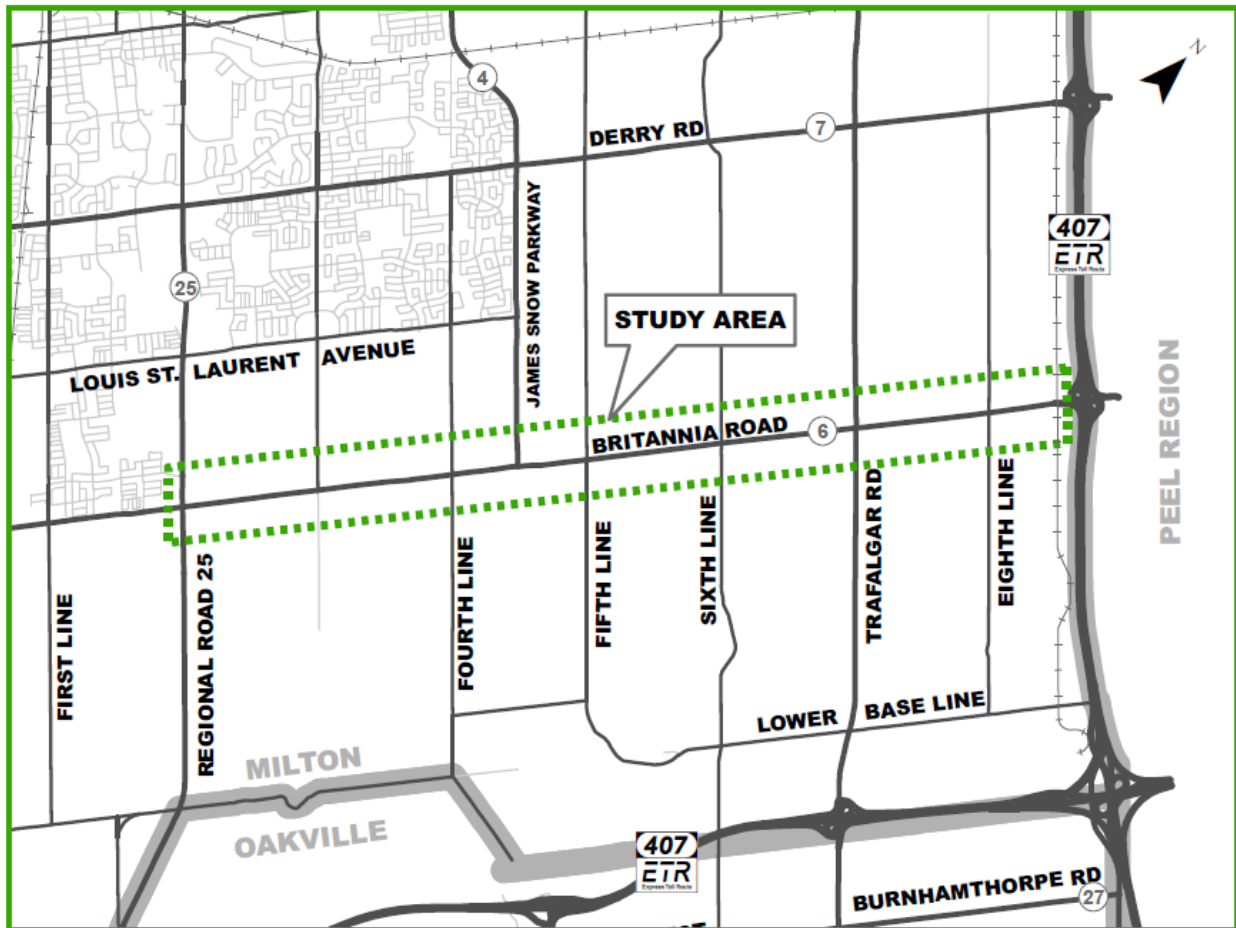


Figure 2: Study Area Subject to the Addendum

2 Class Environmental Assessment Process

2.1 Municipal Class EA Study Addendum Process

The Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 & 2015) states “any significant modifications to the project or change to the environmental setting for the project which occurs after the filing of the ESR shall be reviewed by the proponent and an addendum documenting the basis for the changes to the ESR and revised recommendations shall be prepared”.

Accordingly, Halton Region has initiated a public consultation process (as outlined below) and prepared an addendum report for public and agency review which details the proposed significant modification to the Britannia Road corridor construction phasing. The addendum process allows the Halton Project Team to re-evaluate the phasing for the original preferred solution in the ESR with consideration given to new information or circumstances. In the addendum process, the Britannia Road corridor construction phasing was reassessed from a transportation/technical, social, natural and economic environment perspective.

Specifically, this addendum report will:

- Identify and re-evaluate the corridor phasing of Britannia Road between Regional Road 25 and Highway 407;
- Identify and evaluate potential transportation/technical, social, economic and natural environment impacts and any mitigative requirements as a result;
- Document the Municipal Class EA addendum process; and
- Provide commitment to further consultation and refinements associated with Detailed Design and project implementation.

The key changes documented in the Addendum Report are:

- Phasing the four (4) and six (6) lane corridor improvements phases into one single construction phase for the widening to six (6) lanes (Anticipated start of construction: Fall 2018)

A Notice of Filing of Addendum will be issued and the addendum report will be placed on the public record for a 30-day review period. It is the intent of this 30-day review period to resolve any outstanding concerns regarding the project with the Region. If issues cannot be resolved with the Region, an individual or party may request that the Ontario Ministry of the Environment and Climate Change (MOECC) make an order for the project to comply with Part II of the Environmental Assessment Act, which requires the completion of an individual environmental assessment, by submitting a written request to the MOECC. If no Part II Order requests are received within the 30-day review period, the project will proceed through to design and construction/implementation.

3 Study Basis

3.1 Problem / Opportunity Statement

The scope of this Addendum Report is to review how the potential transportation/technical, social, economic and natural environments would be impacted by a change to phasing the construction of Britannia Road to its ultimate six lane configuration and provide a preferred construction phasing strategy for the corridor.

3.2 Regional Official Plan Amendment 38 and Transportation Master Plan

On December 16, 2009, Halton Regional Council adopted Regional Official Plan Amendment No. 38 (ROPA 38) incorporating the results of Sustainable Halton Official Plan Review process, defining how and where Halton would grow from 2006 to 2031. The amendments incorporated into ROPA 38 provided a framework to managing growth in the Region with population growth from 456,000 to 780,000 people and employment growth from 218,000 to 390,000 by 2031.

The 2011 Halton Region Transportation Master Plan – The Road to Change, was completed to support the implementation of ROPA 38 based on the Region’s approved Best Planning Estimates (June, 2011). The 2011 Transportation Master Plan took a sustainable and integrated approach to address transportation network needs and incorporated multiple modes of transportation (such as active transportation and transit) to accommodate population and employment growth across the Region to 2031.

Through the Transportation Master Plan, corridor improvements were identified for Britannia Road (Regional Road 6) between Regional Road 25 and Highway 407. Specifically, widening of Britannia Road from two (2) to four (4) lanes from Regional Road 25 to Trafalgar Road starting in 2014 and two (2) to four (4) lanes from Trafalgar Road to Highway 407 starting in 2015. The construction of the ultimate configuration of six (6) lanes was planned to commence in 2028.

The widening of Britannia Road from Tremaine Road (Regional Road 22) to Regional Road 25 was planned to be widened from two (2) to six (6) lanes immediately.

3.3 Britannia Road (Regional Road 6) Transportation Corridor Improvements - Environmental Study Report, 2014

Since the completion of the 2011 Transportation Master Plan, the Region is systemically undertaking the necessary Municipal Class EA Studies to fulfill the requirements under the Environmental Assessment Act for each corridor. For improvements to a corridor such as Britannia Road, the Municipal Class EA planning is a Schedule “C” study, requiring the preparation of an Environmental Study Report which considers alternative design concepts for the preferred solution (i.e. fulfills Phases One (1) through Four (4) of the Municipal Class EA process).

The preferred solution for Britannia Road from Regional Road 25 to Highway 407 was to widen the road ultimately to six (6) lanes about the existing centreline with some minor adjustments to mitigate impacts (shifts to the alignment north and south) with existing features, where required, as well as relocating the road to the south to by-pass the community of Omagh as shown in **Figure 3**.

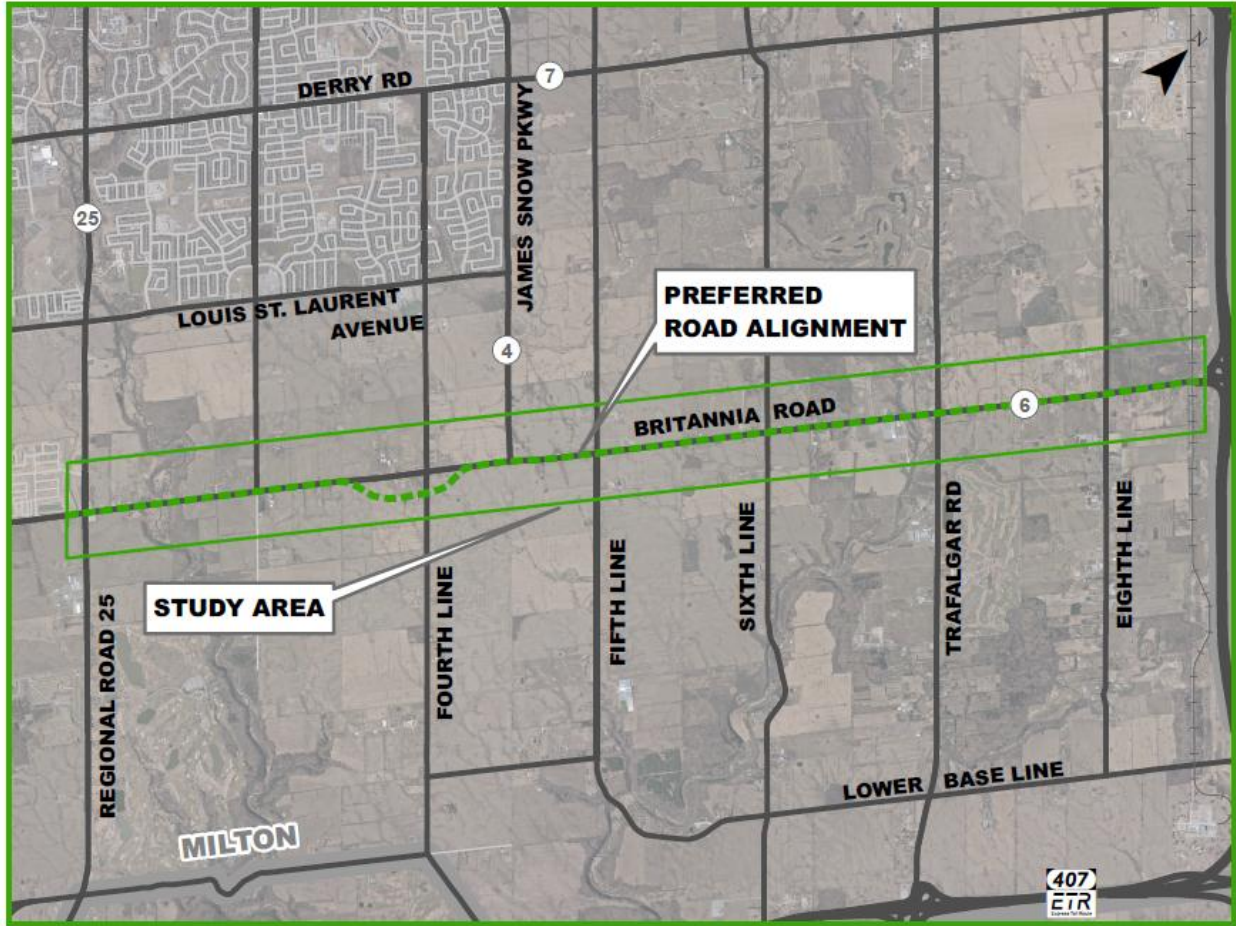


Figure 3: Study Area Subject to the Addendum with Omagh Realignment

The ESR maintained the phasing of construction from the 2011 Transportation Master Plan with widening of Britannia Road from two (2) to four (4) lanes from Regional Road 25 to Trafalgar Road starting in 2014 and two (2) to four (4) lanes from Trafalgar Road to Highway 407 starting in 2015. The construction of the ultimate configuration of six (6) lanes would commence in 2028. However, the completion of the ESR was delayed due to several Part II Order requests. The Minister's decision regarding these requests was received in 2016, impacting the timing of implementation of corridor improvements, as previously noted.

4 Existing Conditions Assessed Through the ESR

4.1 Environmental Impacts

As part of the Municipal Class EA Study process the existing and future conditions within the Britannia Road corridor study area was considered in detail with respect to the following:

- Transportation/Technical
- Socio-economic Environment
- Natural Environment
- Stormwater Management
- Hydraulics and Fluvial Geomorphology
- Geotechnical Environment
- Cultural Heritage Environment

The baseline information is documented in the Environmental Study Report (2014). All technical parameters evaluated in the ESR was based on the ultimate 6-lane configuration with staged implementation, to four (4) and then six (6) lanes, as previously noted and serves as the basis for the following discussion. The following sections provide key highlights from the Environmental Study Report.

4.1.1 Transportation/Technical

Roadway Performance and Safety

A review of existing traffic conditions was undertaken to evaluate current operational performance and collision history. With consideration of the existing traffic conditions, various corridor improvement alternatives were assessed for their ability to meet corridor level of service, technical geometric standards, 2031 travel demands and consistency with Halton Region's planning objectives as identified in the 2011 Transportation Master Plan. As well, each alternative considered further improvements to road continuity and road safety (operating vehicle speed, intersections, rail crossings, etc.) for all users.

Multi-Modal Transportation

Each corridor improvement alternative assessed its ability to accommodate alternative modes of travel, including transit, cyclists, and pedestrians.

4.1.2 Social-Economic and Cultural Environment

Land Use

The Town of Milton's Official Plan (2008) provides the policies with regard to land use planning and a framework for growth management. The lands adjacent to Britannia Road are part of the Boyne Survey Secondary Plan area, rural agricultural and post 2021, Urban Expansion Area land (as per Regional Official Plan Amendment 38).

Noise

Through the ESR, a noise assessment was completed to assess the impacts of the proposed road improvements of the preferred ultimate six lane configuration. A total of sixty-three (63) noise sensitive area (NSA) receptors were analyzed, as documented in the ESR. MOECC requires that the future noise levels with the proposed improvements resulting in a greater than 5 dBA increase over future noise levels without improvements require noise mitigation. Of the 63 receptor locations (NSAs) that were analyzed, noise mitigation was only warranted for the property on the north side of Britannia Road, immediately west of Fourth Line. To reduce the future noise impact, a sound barrier is recommended. The location, height and alignment will be finalized during detailed design. The Region of Halton Noise Abatement

Policy for regional roads indicates that for local improvement or retrofit noise walls, a daytime sound exposure of 60 dBA is the objective for outdoor amenity areas. The noise assessment in the ESR indicated that the NSAs within the study area are below or within the 60 dBA limit.

As future subdivisions are developed along the corridor, noise analysis in accordance with current statutes and regulations will be required. Recommendations for mitigation measures and inclusion of noise warning clauses would be part of the planning application approval process. This is outside the scope of the ESR.

The noise assessment in the ESR was based on the ultimate six lane configuration.

4.1.3 Natural Environment

General

The study area is located along the Britannia Road corridor area east of Regional Road 25 and west of Highway 407. The following highlights some of the findings from the ESR. For a complete list of features considered through the Municipal Class EA study, refer to the ESR document.

The area is drained by Sixteen Mile Creek and its tributaries. The study area is contained within three subwatersheds of Sixteen Mile Creek: the West Branch, the Lower Middle Branch and the East-Lisgar Branch. There are several watercourse crossings. These watercourses and related aquatic resources were assessed under the ultimate six lane configuration as part of the ESR.

Tree Inventory

A total of 221 trees were surveyed and assessed within 40 meters north and south of Britannia Road. A detailed list of all trees surveyed is included in the ESR documentation. Of the 31 tree species that were recorded, 21 were native and 10 non-native species. The majority of the trees recorded are species native to southern Ontario with the non-native considered invasive species. These conditions were assessed under the ultimate six lane configuration as part of the ESR.

Wetlands

The ESR notes the existence of two wetlands which were identified near the intersection of Britannia Road and Eighth Line: a meadow marsh within the Eastern Woodland and another within a cleared area. These features were assessed under the ultimate six lane configuration as part of the ESR.

Geology

The study area is located within the Peel Plain physiographic region, a till plain consisting of clayey silt to silty clay which has been modified by a veneer of clay. Approximately 1 km east and west of Trafalgar Road, the roadway crosses a localized tract of sandy soil over till. The geotechnical investigation documented in the ESR was based on the ultimate six lane configuration.

Wildlife

Federally, Provincially and Regionally significant bird species, fauna, aquatic species, wood lots and wildlife habitat were assessed through the ESR. Wildlife impacts were assessed under the ultimate six lane configuration as part of the ESR.

Vegetation

Vegetation was inventoried and considered for the six lane configuration as part of the ESR. The MNR reported no records for flora species at risk within the study area. The exception being within the branches of the Sixteen Mile Creek where all regionally significant floral species were located within the cultural meadow community. Refer to the ESR document for details.

Archaeological Resources

A Stage 1 Archaeological Study was undertaken as part of the ESR. The study concluded that, while the Britannia Road right-of-way has been heavily disturbed, there may be archaeological potential beyond the

road in the undisturbed lands. Stage 2 Assessment is recommended as part of the detailed design in areas where the improvements would encroach on undisturbed lands. These considerations were assessed under the ultimate six lane configuration as part of the ESR.

5 Discussion of Alternatives Considered

The ESR outlined the preferred design for the ultimate six lane configuration of Britannia Road from Tremaine Road to Highway 407 and incorporated phasing to achieve this configuration. The phasing outlined widening from two (2) to four (4) lanes from Regional Road 25 to Highway 407 starting in 2014 and further widening from four (4) to six (6) lanes starting in 2028.

Due to approval delays with the original ESR and changes to the patterns of development in the area, two alternatives were assessed to address the construction strategy to the ultimate 6 lanes configuration, namely:

- Alternative 1: **Phased** - Construct all structures and features for the six lanes configuration and pave four (4) lanes immediately, add two (2) additional lanes in 2028; and
- Alternative 2: **Ultimate** - Construct six (6) lane configuration without phasing.

5.1 Description of Alternatives

5.1.1 Alternative 1: Phased – Construct All Structures for the six (6) lane Configuration and widen to four (4) lanes Immediately and add two (2) Additional lanes in 2028

The Phased solution is to proceed with a widening from two (2) to four (4) lanes from Regional Road 25 to Highway 407 immediately, including the construction of all structures for the ultimate six lane configuration. This would include locating the multi-use paths, utilities and drainage system(s) in the ultimate location. Further widening of the road corridor from four (4) to six (6) lanes would be initiated in 2028.

5.1.2 Alternative 2: Ultimate – six (6) lane Configuration Without Phasing

The ultimate solution is to proceed with widening from two (2) to six (6) lanes from Regional Road 25 to Highway 407 immediately.

6 Recommended Preferred Alternative

6.1 Evaluation of Alternatives

The evaluation of the two (2) alternatives described in Section 6.0 was completed using similar criteria as was adopted in the original ESR. The goal of the evaluation was to evaluate the change in phasing for the subject portion of the Britannia Road and confirm that it meets the requirements of the problem statement while minimizing transportation/technical, social, natural and economic environment impacts as mandated through the Municipal Class Environmental Assessment process.

An evaluation table was developed to provide a summary of the comparative alternative evaluation and to identify a recommended preferred alternative for phasing for public review and comment. The evaluation table is presented in **Table 1**.

6.2 Description of the Preferred Alternative Design

The key features of the preferred alternative design remain consistent with the design documented in the ESR, less the staged implementation between a four (4) lane cross section (interim) and ultimate six (6) lane cross section configuration.

As shown in **Figure 4**, the typical cross section for the ultimate six (6) lane configuration (47 m right-of-way) includes, but is not limited to, the following:

- 6 x 3.5m through lanes
- 2 x 1.8m dedicated on-road bicycle lanes
- 2 x 3.0m off-road multi-use paths
- 5.0m centre median/two-way left-turn lane
- 3.0 boulevards
- Continuous raised centre median

Further details of the conceptual design for the Britannia Road corridor are fully documented in the ESR. It should be noted that, in some cases along the Britannia Road alignment, the typical cross section has been modified to minimize property impacts at certain constrained areas along the corridor as documented in the ESR. It should be noted that further refinements will be reviewed as part of detailed design, including consultation with impacted property owners. Refer to Section 8 regarding Implementation.

6.3 Recommendation of Preferred Alternative

Based on the above assessment, proceeding with Britannia Road widening from two (2) lanes to the ultimate six (6) lane configuration from Regional Road 25 to Highway 407 immediately (Alternative 2) was selected as the preferred alternative.

6.4 Capital Costs

The total estimated capital cost as outlined in the 2017 Budget for the improvements to Britannia Road between Regional Road 25 and Highway 407 from two (2) to six (6) lanes is approximately \$129 million (total project cost).

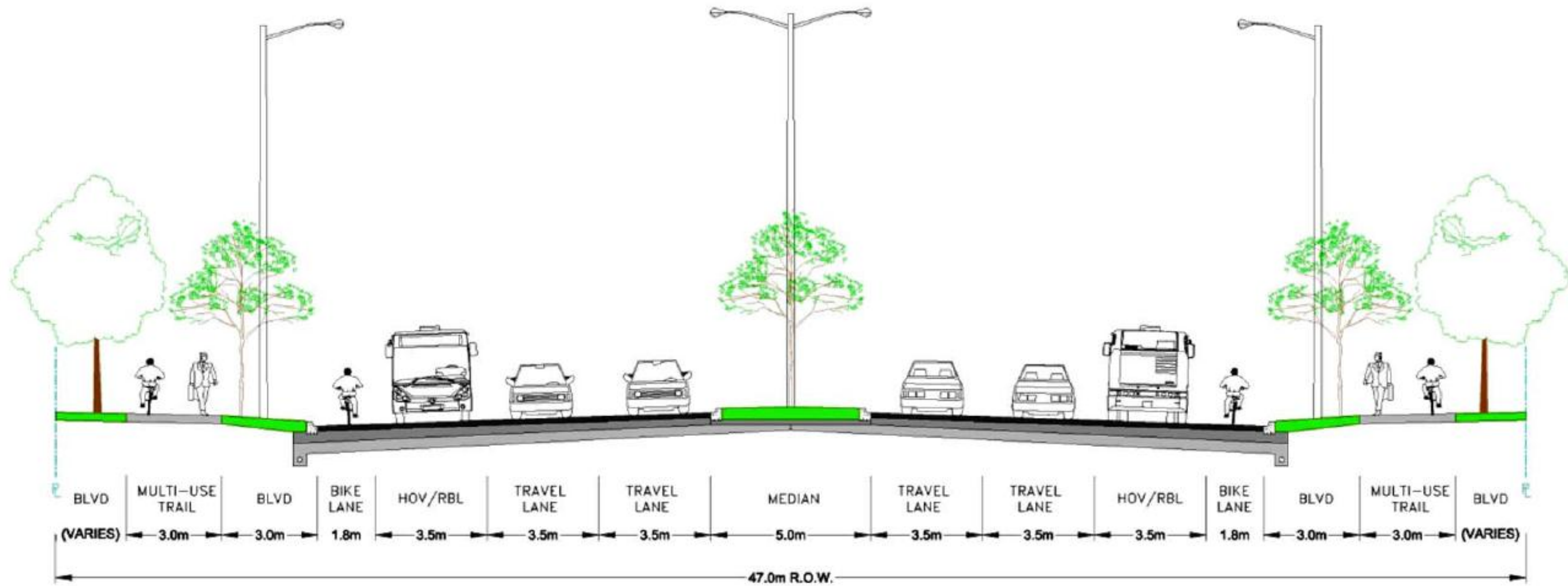
Table 1: Evaluation of Alternatives for Phasing the Britannia Road Corridor (Regional Road 25 to Highway 407)

CATEGORY	CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2
		PHASED (Construct structures to 6-lane configuration, pave 4 lanes now, add 2 additional lanes in 2028)	ULTIMATE (Widen from 2 lanes to 6-lane configuration without phasing)
Transportation/ Technical	Roadway Performance Roadway Safety Other Modes Network Continuity Commercial Vehicles Emergency Services Planning Objectives Utility Relocations Construction and Property Costs	<ul style="list-style-type: none"> ✓ Meets technical objectives of the study (e.g. roadway geometrics, capacity requirements) ✓ Accommodates alternative modes of travel (e.g. transit, cyclists, pedestrians) ✓ Addresses requirements of commercial and EMS vehicles ✓ Meets the transportation corridor objective for additional capacity and improved network continuity of the TMP <ul style="list-style-type: none"> • Utility relocations required • Multiple phases to construct the ultimate six lanes requires additional capital costs, due to the following relocation and/or modification(s) to infrastructure: <ul style="list-style-type: none"> - Concrete curbs / storm sewers - On-road active transportation infrastructure - Right-turn lanes - Pavement markings / signage - Re-grading and paving residential driveways and commercial accesses - Intersection modifications and signal infrastructure 	<ul style="list-style-type: none"> ✓ Meets technical objectives of the study (e.g. roadway geometrics, capacity requirements) ✓ Accommodates alternative modes of travel (e.g. transit, cyclists, pedestrians) ✓ Addresses requirements of commercial and EMS vehicles ✓ Meets the transportation corridor objective for additional capacity and improved network continuity of the TMP <ul style="list-style-type: none"> • Utility relocations required ✓ Significant capital cost savings with respect to a single phase related to: <ul style="list-style-type: none"> - Ultimate location for items such as concrete curbs, storm sewers, manholes, on-road active transportation infrastructure, right-turn lanes and pavement markings (i.e. no throw-away costs) - Re-grading and paving of residential driveways and commercial accesses only required once - Intersection modifications and/or reconfiguration will not require future modification to signal infrastructure • Administrative cost economies of scale related to: <ul style="list-style-type: none"> - Single contract eliminates need for multiple tenders - Project management and contract administration
Natural Environment	Vegetation Impact Wildlife and Habitat Impact Special Designation Areas Fish Community/Habitat Ground Water Impacts Surface Water Impacts Air Quality Natural Hazards	<p>Potential impacts to terrestrial natural heritage features are not anticipated to be significant as the proposed road alignment shifts away from more sensitive natural heritage features. Potential impacts include:</p> <ul style="list-style-type: none"> ✓ Limited impacts to significant wildlife habitat (i.e. Western woodland) ✓ Limited impacts to flora and vegetation communities at East and Main Branch of Sixteen Mile Creek X Impacts to roadside trees (e.g. removals, damage, etc.) ✓ Limited (≤10 m) amount of wetland removed in meadow marsh communities located along the north portion of the corridor between Eighth Line and the Eastern Woodland west of Highway 407, and the south portion of the corridor at crossing nos. 2 and 3. • Salt and light impacts as a result of increased traffic ✓ Impacts to Bobolink include removal of no more than 10m of edge habitat <p>The greatest potential for impacts are to the two permanent watercourses (Main and East branches of Sixteen Mile Creek) and include:</p> <ul style="list-style-type: none"> • Removal of vegetation from riparian areas; • Downstream sedimentation, and; • Addition of deleterious substances into the watercourse. <p>Impacts to seasonal and contributing habitat would be limited to the removal of vegetation from riparian areas.</p> <ul style="list-style-type: none"> • Potential reduction in air quality resulting from the proposed road widening would be mitigated through air quality management initiatives identified in the Transportation Master Plan (2031) – The Road to Change (identified in Section 8.2.4) • Impacts from natural hazards (e.g. flooding and erosion due to road widening) would be mitigated 	<p>Potential impacts to terrestrial natural heritage features are not anticipated to be significant as the proposed road alignment shifts away from more sensitive natural heritage features. Potential impacts include:</p> <ul style="list-style-type: none"> ✓ Limited impacts to significant wildlife habitat (i.e. Western woodland) ✓ Limited impacts to flora and vegetation communities at East and Main Branch of Sixteen Mile Creek X Impacts to roadside trees (e.g. removals, damage, etc.) ✓ Limited (≤10 m) amount of wetland removed in meadow marsh communities located along the north portion of the corridor between Eighth Line and the Eastern Woodland west of Highway 407, and the south portion of the corridor at crossing nos. 2 and 3. • Salt and light impacts as a result of increased traffic ✓ Impacts to Bobolink include removal of no more than 10m of edge habitat <p>The greatest potential for impacts are to the two permanent watercourses (Main and East branches of Sixteen Mile Creek) and include:</p> <ul style="list-style-type: none"> • Removal of vegetation from riparian areas; • Downstream sedimentation, and; • Addition of deleterious substances into the watercourse. <p>Impacts to seasonal and contributing habitat would be limited to the removal of vegetation from riparian areas.</p> <ul style="list-style-type: none"> • Potential reduction in air quality resulting from the proposed road widening would be mitigated through air quality management initiatives identified in the Transportation Master Plan (2031) – The Road to Change (identified in Section 8.2.4) • Impacts from natural hazards (e.g. flooding and erosion due to road widening) would be mitigated

CATEGORY	CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2
		PHASED (Construct structures to 6-lane configuration, pave 4 lanes now, add 2 additional lanes in 2028)	ULTIMATE (Widen from 2 lanes to 6-lane configuration without phasing)
		<ul style="list-style-type: none"> • Results in two disruptions to the natural environment with respect to construction impacts such as erosion and sediment control 	<ul style="list-style-type: none"> ✓ A single phase for construction results in a one-time disruption to the natural environment
Socio-Economic Environment	Direct Property Impacts Compatibility with Area Land Uses Business Access Impact Noise Impact Illumination Impact Visual/Aesthetic Impact Construction Disruption	<ul style="list-style-type: none"> ✓ Adjusted ROW and alignment reduces impacts to adjacent properties. Property impacts would be shared/mitigated between both sides of the roadway corridor ✓ Noise levels are not expected to exceed 60 dBA on noise sensitive areas adjacent to the existing corridor • Potential for visual intrusion and illumination impacts on properties adjacent to the existing corridor would be minimized • Temporary disruption (noise, access, dust) to residents adjacent to the roadway corridor due to construction. <p>X Multiple community disruptions to adjacent residents during two phases of construction, including:</p> <ul style="list-style-type: none"> - Noise from construction - Dust / mud-tracking - Wells and/or septic beds - Driveways / accesses - Road restrictions - Temporary road closures - Intersection delay(s) 	<ul style="list-style-type: none"> ✓ Adjusted ROW and alignment reduces impacts to adjacent properties. Property impacts would be shared/mitigated between both sides of the roadway corridor ✓ Noise levels are not expected to exceed 60 dBA on noise sensitive areas adjacent to the existing corridor • Potential for visual intrusion and illumination impacts on properties adjacent to the existing corridor would be minimized • Temporary disruption (noise, access, dust) to residents adjacent to the roadway corridor due to construction <p>✓ One-time community disturbance to adjacent residents due to construction, including:</p> <ul style="list-style-type: none"> - Noise from construction - Dust / mud-tracking - Wells and/or septic beds - Driveways / accesses <p>✓ Minimized community disruption related to construction, including:</p> <ul style="list-style-type: none"> - Road restrictions - Temporary road closures - Intersection delay(s)
Cultural Environment	Effects on Archaeological, Cultural Landscape and/or Built Heritage Resources	<ul style="list-style-type: none"> • Potential archaeological impacts in previously undisturbed areas to be determined via a Stage 2 Archaeological Assessment during detailed design ✓ Least amount of impacts to cultural heritage landscape and built heritage resources 	<ul style="list-style-type: none"> • Potential archaeological impacts in previously undisturbed areas to be determined via a Stage 2 Archaeological Assessment during detailed design ✓ Least amount of impacts to cultural heritage landscape and built heritage resources
RECOMMENDATION		NOT RECOMMENDED	RECOMMENDED

LEGEND:		
✓ Most Preferred	• Somewhat Preferred	x Least Preferred

Figure 4: Typical 6-Lane Configuration Cross Section (47m R.O.W.) of Britannia Road Corridor (Regional Road 25 to Highway 407)



7 Public and Agency Consultation

As part of the consultation program, the public and agencies were notified of this addendum to the Environmental Study Report for the Britannia Road (Regional Road 6) Transportation Corridor Improvements. The following section summarizes the public consultation activities carried out. The intent was to inform the public and review agencies of the addendum.

7.1 Public and Agency Notification

This Addendum Report and its appendices contain all the requirements of an addendum to the ESR. This addendum report was made available for a 30-day public review period. The Notice of Filing of Addendum was issued on January 5, 2017.

The Notice has been prepared in accordance with Municipal Class EA procedures and identifies the preferred alternative. A copy of the Notice of Filing of Addendum advertisement is provided in **Appendix A**. A Notice has been mailed to the property owners adjacent to Britannia Road from Regional Road 25 to Highway 407.

7.1.1 Agencies

A Notice of Filing of Addendum letter was mailed to the following parties:

- Ministry of the Environment and Climate Change
- Ministry of Municipal Affairs and Housing
- Ministry of Tourism, Culture and Sport
- Ministry of Natural Resources and Forestry
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Aboriginal Affairs
- Ministry of Transportation
- Infrastructure Ontario
- Environment Canada
- Fisheries and Oceans Canada
- Conservation Halton
- 407 ETR
- Canadian Pacific Railway
- First Nations, and
- Various Utility Organizations.

The intent of the letter was to inform each party of the Addendum process and to provide access to the Addendum Report and to solicit input.

7.1.2 Summary of Comments and Concerns

All comments received from the public and agencies during the review period will be documented and considered during this Addendum process.

7.2 Addressing Public Concerns

Following the mailing and advertisement posting of the Notice of Filing of Addendum, any comments received within the 30-day review period (January 5, 2017 to February 6, 2017) will be addressed in writing by a member of the project team.

7.3 Addressing Agency Concerns

Agency concerns will be taken into consideration during this Addendum process.

8 Implementation

Upon completion of the Municipal Class EA Study Addendum process, the project may proceed to Phase 5, Implementation, subject to finalization of the 30-day review period and assuming no Part II Order request is received.

During implementation of the project, detailed design and any further technical studies will be undertaken to refine the conceptual alignment of the corridor and there will be an opportunity to review the design at a Public Information Centre.

8.1 Implementation Requirements (Permits and Approvals)

As documented in the ESR (Table 10-1), the following potential permits/approvals will be required from the following regulatory agencies during detailed design for the ultimate six lane configuration of Britannia Road from Regional Road 25 and Highway 407, as outlined in **Table 2**.

Table 2: (Table 10-1 from ESR) Permits and Approvals

REGULATORY AGENCY	LEGISLATION	PERMIT/APPROVAL	COMMENTS
Federal Government			
Fisheries and Oceans Canada (DFO)	Fisheries Act	Authorization for the Harmful Alteration, Disruption or Destruction of Fish Habitat	Will require preparation of a Fish Habitat Compensation and Mitigation Plan.
Provincial Government			
Ministry of the Environment	Ontario Environmental Assessment Act	Schedule 'C' Class EA (Municipal Engineer's Association Class EA)	Satisfactory completion of EA requirements is a prerequisite for obtaining most other approvals.
	Ontario Water Resources Act	Permit to Take Water	Required if >50,000 L/d of surface or groundwater taken, includes temporary dewatering during construction.
	Environmental Protection Act	Environmental Compliance Approval	Required prior to construction to ensure that the proposed works comply with MOECC guidelines for the design of sanitary sewage systems, storm sewer systems and water systems.
Ministry of Natural Resources	Endangered Species Act	Permit under Section 17(2)(c)	May be required due to potential for adverse effects on Silver Shiner. Silver Shiner is currently under assessment and could be added to Schedule 1 of the federal Species at Risk Act (SARA). If this is the case, a permit may be required under that legislation for crossings 7 and 15.
	Fish and Wildlife Conservation Act	A License to Collect Fish for Scientific Purposes	Removal of fish during installation of cofferdams for culvert extensions.
	Endangered Species Act	Permit under Section 17(2)(c)	May be required due to potential to damage or destroy habitat for Bobolink, which was recorded at locations adjacent to agricultural fields.
	Endangered Species Act	Permit under Section 17(2)(c)	May be required due to potential to damage or destroy habitat for Barn Swallow (two barns south-east of the Britannia Road/Fourth Line intersection, which provides nesting habitat).
Ministry of Tourism & Culture	Ontario Heritage Act	Section 48	It is an offence under Sections 48 and 69 of the Ontario Heritage Act to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the

REGULATORY AGENCY	LEGISLATION	PERMIT/APPROVAL	COMMENTS
			Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.
	Ontario Heritage Act	Required under Environmental Assessment Act	'Environment', as defined in the EA Act includes: c) the social, economic and cultural conditions that influence the life of humans, or a community, and; d) any building, structure, machine or other device or thing made by humans.
Ministry of Labour	Construction Projects Regulation (O.Reg. 213/91)	Notice of Project	Required before construction commences.
Ministry of Infrastructure	Ontario Environmental Assessment Act	Category "B" Class EA Process for Realty Activities Other Than Electricity Projects (Approved 2004, Amended September 11, 2008)	Required to be completed prior to acquisition of land from Infrastructure Ontario.
Ministry of Transportation	Public Transportation and Highway Improvement Act	Encroachment Permit	Required if the proposed works are within the limits of a provincial highway right-of-way (Highway 407) and/or have the potential to interfere with the land within the limits of the highway or any structure forming a part of the highway.
Conservation Halton	Development and Interference with Wetlands and Alterations to Shorelines and Watercourses	Permit under Regulation ON. Reg.162/06	Permits are required for any site alteration or development within an area regulated under Ontario Regulation 162/06. CH permits will be required to support road widening and culvert modifications for all crossings within the study limits, with the exception of crossings 10, 12, and 13. However, permits will not be required for the grading works associated with the optional redirection of flows within the unregulated portions of the channels north of Britannia Road, as per the Boyne Survey Secondary Plan. Although one submission may be made to address multiple works within the regulated area, a separate permit will be required for works within the regulated area associated with each watercourse crossing, which could include the construction of new stormwater management outfalls, culvert replacements, grading, and relocation of utilities.
Local and Regional Governments			
Town of Milton	Noise Control By-law (16-84)	Exemption	Required to allow construction works outside of normal hours (9 pm to 7 am) and on weekends.
Town of Milton	Ontario Building Code	Building Permit	Required if temporary site trailers or other facilities are erected on-site.
Halton Region	Tree Bylaw	Permit	Required to remove trees on Region-owned property (i.e., within road right-of-way).

8.2 Detailed Design Commitments

As part of the Municipal Class EA process recommended mitigation and monitoring measures were outlined in the ESR for the ultimate six (6) lane configuration. In addition to the mitigation measures a number of commitment for detailed design were documented. The key areas considered included the following:

- Transportation/Technical
- Hydraulics and Stormwater Management (SWM)
- Socio-Economic
- Natural Environment
- Cultural Heritage

The detailed mitigation and monitoring is documented in the ESR. The following provides key highlights from the ESR.

Transportation/Technical

- Develop a Traffic Management Plan (TMP) to maintain vehicular access during construction

Hydraulics and Stormwater Management (SWM)

- Confirm SWM design including bridge/culvert sizing, future SWM pond outlets/locations and watercourse alignments
- Complete hydrogeological studies for Sixteen Mile Creek East and main Branch structure to determine impacts from dewatering and interruptions to base flow

Socio-Economic

- Complete detailed property requirements to implement preferred (six lane) design including property acquisition

Natural Environment

- Complete additional spring/summer Vegetation Inventory within the zone of impact within the Main and East Branches of Sixteen Mile Creek
- Undertake necessary tree preservation and protection measures
- Assess need for completing an Information Gathering form (IGF)
- Complete IGF at southern bypass within the Community of Omagh for possible Barn Swallow breeding, including barns, culverts and other suitable nesting structures
- Choose appropriate construction access lanes and staging area(s) based on final design/construction plans to avoid riparian areas
- Incorporate Enhanced Wildlife Crossing structures where required
- Complete a Sediment and Erosion Control Plan for each watercourse crossing
- Consult with CH and DFO related to construction activities at watercourse crossings and obtain required approvals.
- Consider opportunities for creating or enhancing riparian plantings within the ROW that adheres to the Region's Tree-Canopy Replacement Policy of Regionally Owned Lands
- Confirm cold water fisheries timing window for work on tributaries draining to the Sixteen Mile Creek East Branch
- All culverts should be open-bottomed and utilize natural substrate

Cultural Heritage

- Undertake a Stage 2 Archaeological Assessment in accordance with the recommendations of the Stage 1 Assessment
- Completion of a resource-specific heritage impact assessment or documentation report for built heritage resources and cultural heritage landscapes (as per recommendations in ESR cultural Heritage Assessment Report)
- Conduct heritage documentation activities for the three historical settlements that will be impacted by the proposed road widening

Discussions have taken place with property owners who raised specific design concerns through the initial study process to refine the details of the design. Halton Region is committed to continuing to work with members of the community through the design process and will host a Public Information Centre at approximately 60% design.

8.3 Implementation Schedule

At the conclusion of the public review process and subject to no Part II Order requests, the detailed design activities will proceed. The following sets out the proposed project schedule:

- January 5, 2017 – File Municipal Class EA Addendum Report and start 30 Day Public Review Period (ending February 6, 2017)
- January/February, 2017 – Address any public comments and complete the Addendum process
- Winter / Spring, 2017 – Initiate Detailed Design
- Fall, 2018 – Commence Construction
- 2018 - 2021 – Complete Construction

9 Conclusions and Recommendation

To mitigate the impact of construction on the residents along Britannia Road from Regional Road 25 to Highway 407 and maintain an adequate level of service within this corridor, it is recommended that the construction proceed as a single phase with detailed design commencing immediately and start of construction anticipated to start in Fall 2018. While the construction may encompass a number of contracts, the intent is that the road will be widened to the six lane configuration as a single phase rather than an intermediate configuration of four (4) lanes now, followed by six (6) lanes in 2028.

This addendum report and its appendices fulfill all of the requirements of the Municipal Class Environmental Assessment process. This report was made available for public review. The Notice of Filing of Addendum was issued on January 5, 2017. The Notice has been prepared in accordance with Municipal Class EA procedures and identifies the construction of the ultimate six lane configuration in a single construction phase.

The Notice solicits written comments from interested parties within 30 days of issuance of the Notice and identifies that if concerns arise regarding this project, which cannot be resolved in discussion with the Region, a person or party may request that the Minister of Environment and Climate Change review the status of the project and rule on whether a Part II Order is required. This order would require the Region to comply with Part II of the Environmental Assessment Act, which addresses individual environmental assessments.

If all comments can be addressed during the review period and no Part II requests have been received, the Region will have therefore complied with requirements of the Environmental Assessment Act and can proceed with the design and construction phases of the project, subject to appropriate approvals.

Appendix A
Notice of Filing of Addendum

NOTICE OF FILING OF ADDENDUM

**Britannia Road (Regional Road 6) Transportation Corridor
Improvements from Regional Road 25 to Highway 407
(Wards 1, 6, and 7, Town of Milton)**

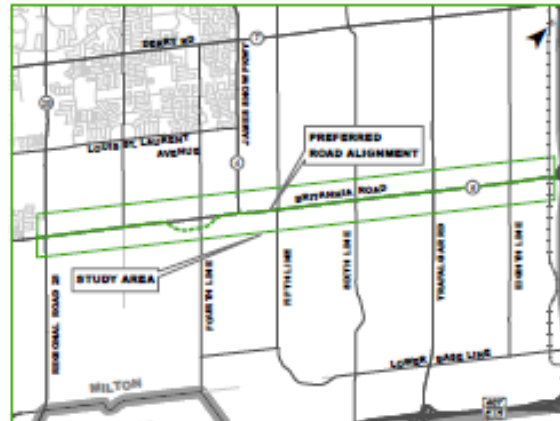
In 2014, Halton Region completed a Schedule 'C' Municipal Class Environmental Assessment (MCEA) Study for proposed improvements to Britannia Road (Regional Road 6) from Tremaine Road (Regional Road 22) to Highway 407, within the Town of Milton. The study was completed in accordance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007, 2011 & 2015), which is approved under the Ontario Environmental Assessment Act.

The purpose of the study was to recommend a preliminary preferred design to best address road safety and travel demand along the Britannia Road corridor to 2031. The recommended preferred design included the widening of Britannia Road to six (6) lanes from Tremaine Road to Regional Road 25 (starting in 2014) and a phased widening to four (4) lanes from Regional Road 25 to Highway 407 (starting in 2014) and then to six (6) lanes (starting in 2028). Halton Region filed the Environmental Study Report (ESR) for the Britannia Road MCEA Study in October, 2014. During the 30-day review period, four (4) Part II Order Requests were received. One request was withdrawn in March, 2016 and the three remaining Part II Order requests were subsequently denied by the Ministry of Environment and Climate Change in May, 2016.

Accordingly, the implementation of the preferred alternative was delayed and the period of time between the construction phases to widen to four (4) lanes and subsequently to six (6) lanes on Britannia Road (Regional Road 6) from Regional Road 25 to Highway 407 has been significantly shortened. As the first construction phase is proposed to commence in 2018 and the next construction phase will be initiated in 2028, the community in the vicinity of Britannia Road (Regional Road 6) will essentially have been under construction for nearly a decade. In addition, since the time of the ESR filing, the pattern of growth in the vicinity of the Britannia Road corridor known as the Boyne Secondary Plan has not proceeded as anticipated.

Through this addendum, the Region is seeking to maintain an adequate level of service to support growth in travel demand in this corridor and minimize construction disruption impacts to the community by removing the phasing of construction as previously outlined above. As such, the Addendum is recommending Britannia Road (Regional Road 6) from Regional Road 25 to Highway 407 be widened in a single construction phase from two (2) to six (6) lanes starting in 2018. Please note that only the phasing changes proposed in the Addendum are open for review.

By this Notice, an Addendum is being placed on the public record for review in accordance with the requirements of the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, amended 2007, 2011 & 2015). Subject to comments received as a result of this Notice, and the receipt of all necessary approvals, Halton Region intends to proceed with detailed design and construction as documented in the Addendum. The Addendum report will be available for public review until Monday, February 6, 2017, on the Region's website: halton.ca/eaprojects and at the following locations:



**Regional Municipality of Halton
Clerk's Department**

1151 Bronte Road
Oakville, ON L6M 3L1
Tel: (905) 825-6000
Monday – Friday:
8:30 a.m. – 4:30 p.m.

**Town of Milton
Clerk's Department**

150 Mary Street
Milton, ON L9T 6Z5
Tel: (905) 878-7252
Monday – Friday:
8:30 a.m. – 4:30 p.m.

Further information may be obtained from:

**Ms. Melissa Green-Battiston, P. Eng.
Supervisor Transportation Planning**

Infrastructure Planning & Policy
Halton Region
1151 Bronte Road, Oakville
ON L6M 3L1
Tel: (905) 825-6000, ext. 7623
melissa.green-battiston@halton.ca

If concerns arise regarding the proposed modification to the project that cannot be resolved through discussions with Halton Region, a person or party may request that the Minister of the Environment and Climate Change make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a "Part II Order"). This request must be received in writing within the above prescribed 30 calendar day review period by the Minister, at the address listed below and copied to Ms. Melissa Green-Battiston at Halton Region. If no request is received on or before the end of the review period, the Region will proceed with detailed design and construction of the project as documented in the Addendum.

The Ministry/Minister of the Environment and Climate Change
77 Wellesley Street West, 11th Floor
Toronto, ON M7A 2T5

A copy of the request must also be sent to the Halton Regional Clerk.

This notice was first issued on Thursday, January 5, 2017.