



City of Windsor

Environmental Project Report (Draft)

East End Transit Terminal

November 2024 – 24-7953

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Acronyms, Abbreviations, and Definitions

AA	Archaeological Assessment
AM	Morning
City	City of Windsor
CLI-ECA	Consolidated Linear Infrastructure Environmental Compliance Approval
COTTFN	Chippewas of the Thames First Nation
DBH	Diameter at breast height
Dillon	Dillon Consulting Limited
EA	Environmental Assessment
EASR	Environmental Activity and Sector Registry
EPR	Environmental Project Report
ERCA	Essex Region Conservation Authority
ESA	Environmental Site Assessment
i.e.	id est (that is to say)
IGF	Information Gathering Form
KSPFN	Kettle and Stony Point First Nation
LOS	Level of service
m	Metre(s)
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of the Environment, Conservation and Parks
MECP Guide	Guide to Ontario's Transit and Rail Project Assessment Process
Minister	Minister of the Environment, Conservation and Parks

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MNR	Ministry of Natural Resources
PM	Afternoon
PPS	Provincial Policy Statement
PTTW	Permit to Take Water
ROW	Right-of-way
SAR	Species at Risk
TIS	Traffic Impact Study
TRPAP	Transit and Rail Project Assessment Process
WFCU	Windsor Family Credit Union
WIFN	Walpole Island First Nation

Executive Summary

The current East End Transit Terminal is located at the north end of Tecumseh Mall (7654 Tecumseh Road East, Windsor, Ontario). The current terminal does not provide enough capacity for imminent and future service enhancements as outlined in the Transit Windsor Master Plan, and therefore is not ideal for continued long-term occupation by Transit Windsor. The City plans to relocate the transit terminal to a currently undeveloped City-owned property at the northwest corner of the intersection of Tecumseh Road East and Lauzon Parkway.

This project is important for the continued operation of the City's transit system. The new terminal location will provide Transit Windsor an improved City-owned site to serve as a hub for transit operations in the east end of Windsor. Relocating the terminal near the current location is beneficial to maintain continuity of transit operations, ridership, and transit service for the many commercial and other land uses in this mixed-use centre.

The project is subject to the requirements of the Transit and Rail Project Assessment Process (TRPAP) as outlined in Ontario Regulation 231/08 under the *Environmental Assessment Act*. This report documents the recommended design, consultation completed, anticipated impacts, recommended mitigation measures, and commitments for future work.

The East End Transit Terminal is planned to include the following major features, which are subject to change as the detailed design process proceeds:

- A central waiting area including 3 to 4 bus shelters;
- A 1-storey drivers' rest building measuring approximately 8.5 metres by 15 metres;
- Transit Windsor staff parking spaces (12), including 1 accessible parking space and 1 electric vehicle charging station;
- A bike locker station with 3 stalls;
- An acoustic fence to be constructed along a portion of the west boundary of the site; and,
- Landscaping, decorative fencing, walkways, and sidewalks.

External consultation for this study included pre-planning activities to prepare for the TRPAP, a combined Notice of Commencement & Public Meeting, a Public Open House, and review of a draft version of this report. The Ministry of the Environment, Conservation and Parks (MECP) provided guidance on the need for a TRPAP, technical studies, and the consultation strategy. Further details on consultation activities, comments received, and project team responses are provided in the Consultation section of this report.

In general, the project is not anticipated to result in significant impacts with application of the mitigation recommended in this report, which include the following key measures:

- An acoustic fence is planned along a portion of the west boundary of the site to mitigate noise impacts to the residential dwelling west of the project location;
- Mitigation measures are recommended to address the low probability of Species at Risk occurring onsite, and continued consultation with MECP (as required) in this respect is recommended;
- Underground stormwater storage is planned to be provided for the 1-in-100-year storm event to address the impervious surface area that will be created onsite; and,
- Stormwater quality will be addressed by the installation of a standalone water quality chamber/unit prior to the site discharge to the Catherine Street storm sewer.

The project is proceeding through the City's Site Plan Control process, with further review and consultation with various City departments planned as detailed design proceeds. A building permit will also need to be obtained prior to construction.

This report is being issued for a 30 calendar day public comment period. Following the 30-day comment period, the MECP may issue a notice indicating either the project can proceed as outlined in this report, the project can proceed subject to conditions, or the proponent must conduct additional work. If the Minister does not issue one of these notices within 35 days of the end of the 30-day public comment period, the project can proceed as outlined in this report.

The final step of the TRPAP is for the proponent to issue a Statement of Completion, which is submitted to the MECP and posted on the proponent's website.

1.0 Introduction

The City of Windsor (City) retained Dillon Consulting Limited (Dillon) to complete the Transit and Rail Project Assessment Process (TRPAP) for the East End Transit Terminal. This project involves the relocation of the existing transit terminal at Tecumseh Mall to a new location.

1.1 Project Purpose

The current East End Transit Terminal is located at the north end of Tecumseh Mall (7654 Tecumseh Road East, Windsor, Ontario). The current terminal does not provide enough capacity for imminent and future service enhancements as outlined in the Transit Windsor Master Plan, and therefore is not ideal for continued long-term occupation by Transit Windsor. The City plans to relocate the transit terminal to City-owned property at the northwest corner of the intersection of Tecumseh Road East and Lauzon Parkway.

The purpose of this project is to provide Transit Windsor an improved City-owned location to serve as a hub for transit operations in the east end of Windsor. The new terminal is important for maintaining reliable transit service for the residents and businesses of Windsor. Moreover, having a dedicated space owned by the City will provide greater control for Transit Windsor and certainty for the future of its transit system.

1.1.1 Previous Studies

Prior to initiation of this TRPAP, the City and Transit Windsor reviewed alternative locations for the East End Transit Terminal. As part of this review, design requirements were identified based on planned growth and anticipated demand. Proximity to the existing facility was important to Transit Windsor and its customers, and was therefore a key factor in the site selection process.

Transit Windsor engaged in numerous discussions with business owners regarding the potential to co-locate the terminal within an existing commercial/retail property. These discussions were unsuccessful in identifying an existing business that could accommodate the terminal. Discussions with property owners of vacant properties

identified that the owner of 7310 Tecumseh Road East (an existing big-box retailer) was willing to sell the property to accommodate the terminal. This property is approximately 250 metres (m) from the existing Tecumseh Mall Transit Terminal and enables Transit Windsor to provide a terminal with enough bus capacity to accommodate current and future service. Further, the option to own the terminal location allows Transit Windsor to operate the terminal without the need for lease agreements and fees.

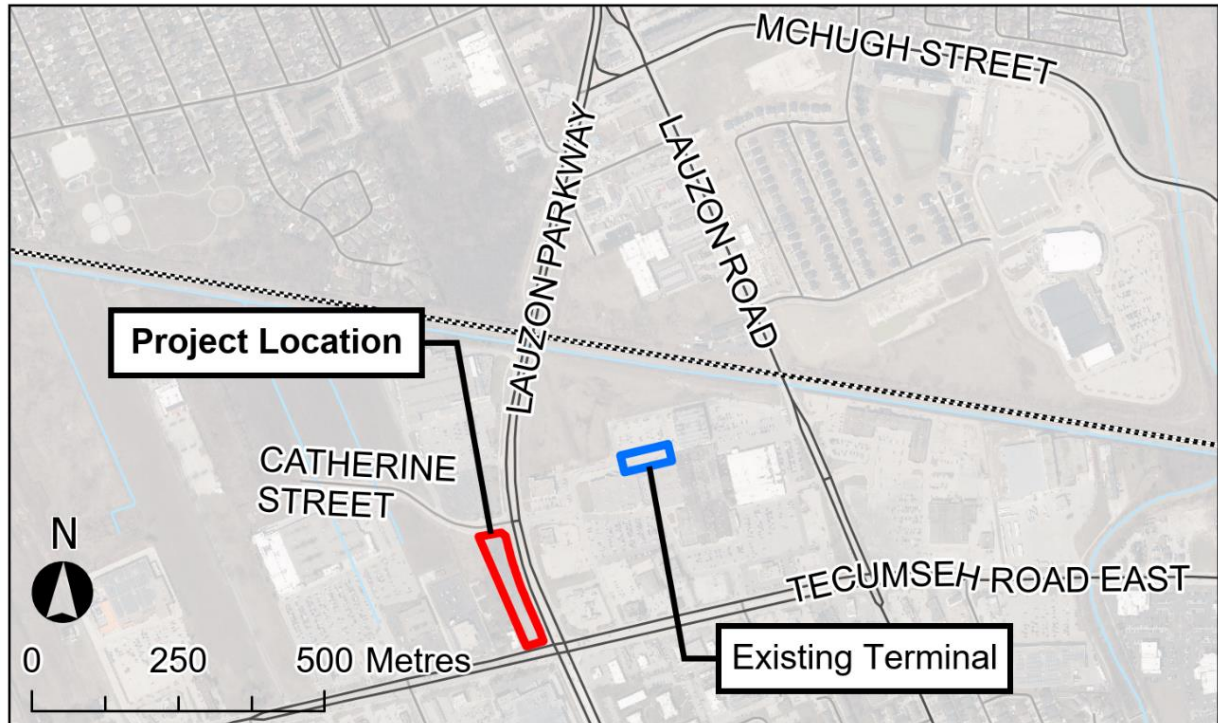
Following discussions with the property owner, Transit Windsor completed due diligence work to confirm that 7310 Tecumseh Road East was the most appropriate option for relocation of the terminal. With the site's proximity, availability for purchase, and the subsequent due diligence work, it was determined to be the most suitable option for relocating the East End Transit Terminal.

On November 28, 2022, City Council provided approval to proceed with Transit Support Projects, including the relocation of the East End Transit Terminal.

1.2 Project Location

The planned location for the East End Transit Terminal, at the northwest corner of the intersection of Tecumseh Road East and Lauzon Parkway in Windsor, is shown on **Figure 1**. This location is referred to as the project location, the site, or the East End Transit Terminal location throughout this report. The location of the existing terminal on the Tecumseh Mall property is also shown on **Figure 1** for reference.

Figure 1: Project Location



1.2.1 Study Area

In general, the study area for this TRPAP was limited to the project location (**Figure 2**). A broader study area was used for studies where impacts are anticipated to extend beyond the site (e.g., noise and air quality), or where an understanding of the broader context surrounding the site is required (e.g., land use and planning policy). In these cases, the study area is noted in the respective section of this report.

Figure 2: Study Area



LEGEND

-  Study Area
-  Railway
-  Major Road
-  Local Road
-  Watercourse

DATA PROVIDED BY MNRF

MAP CREATED BY: AEE

MAP CHECKED BY: GH

MAP PROJECTION: NAD 1983 UTM Zone 17N

0 10 20 30 40 Metres



PROJECT: 24-7953

STATUS: DRAFT

DATE: 2024-08-20

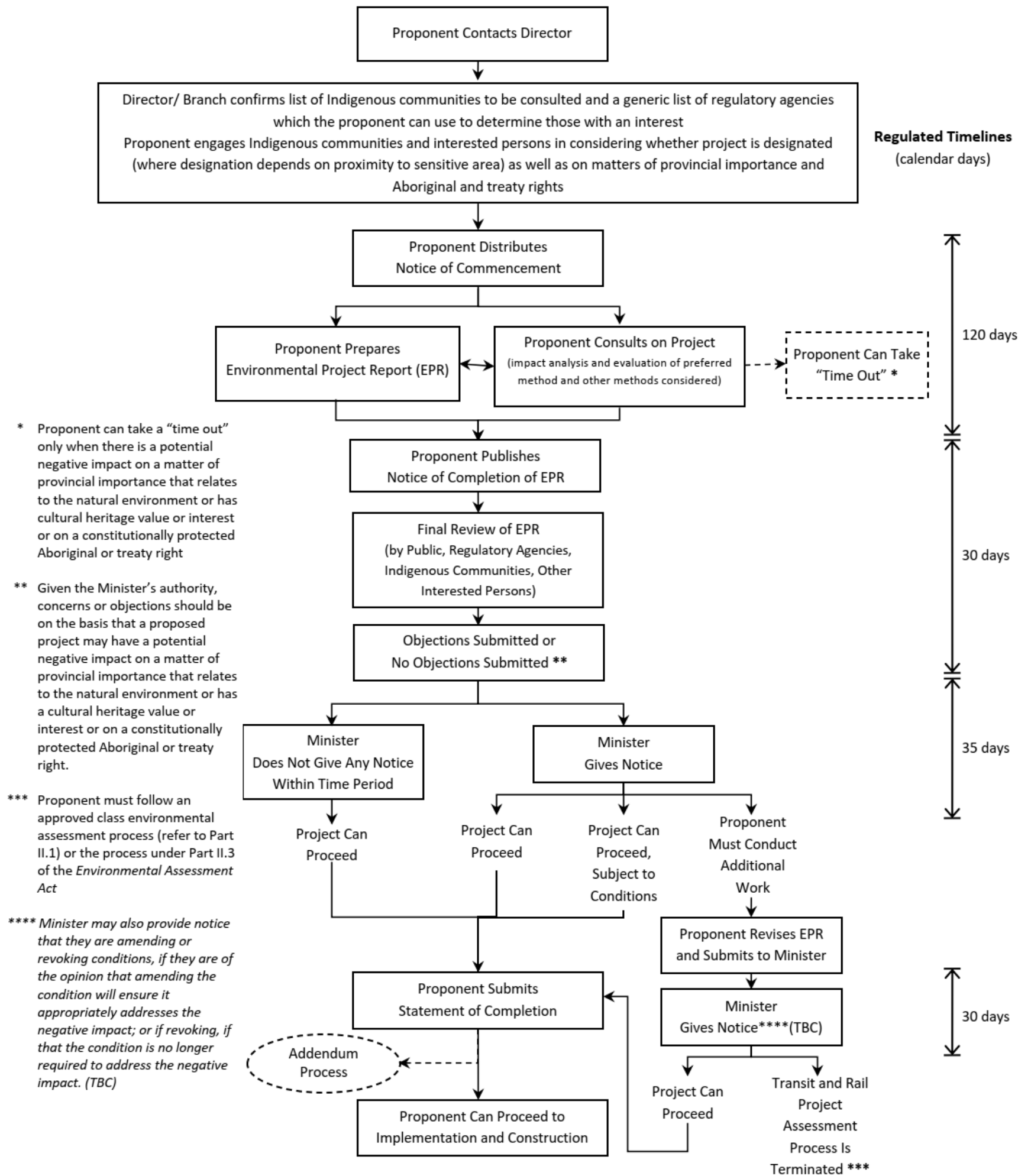
1.3 Transit and Rail Project Assessment Process

This project is subject to the requirements of the TRPAP as outlined in Ontario Regulation 231/08 (O. Reg. 231/08) under the *Environmental Assessment Act*. The TRPAP is a streamlined environmental assessment (EA) process that involves the assessment of predicted environmental effects and public consultation.

The document, “Guide to Ontario’s Transit and Rail Project Assessment Process” (Ministry of the Environment, Conservation and Parks [MECP] Guide, 2024) outlines the Ministry’s expectations for TRPAPs. Key steps in the process are illustrated in **Figure 3** and discussed below.

For further clarity, it is noted that O. Reg. 50/24 under the *Environmental Assessment Act* (Part II.3, Projects – Designations and Exemptions Regulation), sets out the transit and rail projects that are designated and exempted. O. Reg. 231/08 – Transit and Rail Project Assessment Process (the Transit and Rail Process Regulation) sets out the transit and rail project assessment process that must be followed for those projects that are conditionally exempted.

Figure 3: Outline of the TRPAP (Source: MECP Guide, 2024)



The initial “pre-planning” phase of the TRPAP involves reaching out to MECP, Indigenous communities, and agencies as required to help scope issues and prepare for the TRPAP. Further information on this phase is provided in **Section 2.1**.

Following pre-planning, the Notice of Commencement is issued to formally initiate the TRPAP. This Notice begins the regulated 120-day maximum timeline, within which the proponent must complete the TRPAP unless a “time out” is taken as described in **Figure 3**. During this period, consultation regarding the project is completed and the Environmental Project Report (EPR) is finalized.

Following completion of the TRPAP, a Notice of Completion of EPR is issued and the final report is made publicly available for a 30-day comment period. During this period, comments regarding the project or information in the report can be provided to the project team.

If during the 30-day comment period, comments cannot be resolved with the project team, a written submission can be provided to the Minister of the Environment, Conservation and Parks (Minister). All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance (natural/cultural environment) or Aboriginal rights.

Following the 30-day comment period, the Minister may issue a notice indicating one of the following to the proponent:

- The project can proceed as outlined in the EPR;
- The project can proceed subject to conditions; or,
- The proponent must conduct additional work.

If the Minister does not issue one of the above notices within 35 days of the end of the 30-day public comment period, the project can proceed as outlined in the EPR.

The final step of the process is for the proponent to issue a Statement of Completion, which is submitted to the MECP and posted on the proponent’s website.

1.3.1 Environmental Project Report

This EPR documents the following information as it relates to the East End Transit Terminal:

- Consultation completed to date;
- Existing conditions relevant to the project;
- The recommended design;
- Anticipated impacts of the project;
- Recommended mitigation measures to address impacts; and,
- Commitments for future work.

A draft version of this report was made available for an initial 30-day review by the public, regulatory agencies, and Indigenous communities. The purpose of that review was to gather initial comments that could be addressed in this final EPR.

This report is being made available for a further 30-day review by the public, regulatory agencies, Indigenous communities, and other parties as outlined in **Figure 3**.

Information that needs to be documented in an EPR is listed in Section 3.2.4 of the MECP Guide (2024). This information is listed in **Table 1**, along with references to where the information is found in this report.

Table 1: TRPAP Documentation Requirements

Topic	Location in this EPR
A statement of the purpose of the transit or rail project and a summary of any background information relating to the transit or rail project.	Section 1.1 and Section 3.0
A final description of the transit or rail project including a description of the preferred design method.	Section 4.0
A description of any other design methods that were considered once the project commenced the transit and rail project assessment process.	Not applicable
<ul style="list-style-type: none"> • Note: The requirements do not include setting out any alternatives considered during pre-planning as transit and rail project assessment process starts with a transit or rail 	

Topic	Location in this EPR
project and is focused on an impact assessment of that project.	
A map showing the site of the transit or rail project.	Figure 1
A description of the local environmental conditions at the site of the transit or rail project.	Section 3.0
A description of all studies carried out, including a summary of all data collected or reviewed and a summary of all results and conclusions.	Section 3.0 and Section 5.0
The assessments, evaluation, and criteria for any impacts of the preferred design method and any other design method (described above) that were considered once the project's transit and rail project assessment process commenced (does not include pre-planning work).	Section 5.0
A description of any proposed measures for mitigating any negative impacts the transit or rail project might have on the environment.	Section 5.0
If mitigation measures are proposed, a description of the proposal for monitoring or verifying the effectiveness of the mitigation measures.	Section 1.0
A description of any municipal, provincial, federal, or other approvals or permits that may be required.	Section 6.3
<p>A consultation record, including:</p> <ul style="list-style-type: none"> • A description of the consultations and follow up efforts carried out with interested persons, and Indigenous communities; • A list of the interested persons and Indigenous communities who participated in the consultations; • Summaries of the comments submitted by interested persons, and Indigenous communities; • A summary of any discussions with Indigenous communities including discussions of any potential impacts of the transit or rail project on constitutionally protected Aboriginal or treaty rights, and copies of all written comments submitted by Indigenous communities; and, 	Section 2.0 and Appendix A

Topic	Location in this EPR
<ul style="list-style-type: none"> A description of what the proponent did to respond to concerns expressed by interested persons, and Indigenous communities. 	

1.3.2 Matters of Provincial Importance

Proponents are required to consider and address potential negative impacts on matters of provincial importance as part of the TRPAP. The MECP Guide (2024) lists matters that may be relevant in determining provincial importance. These matters are listed in **Table 2**, which also includes comments regarding where the matters are discussed in this report (where applicable).

Table 2: Matters of Provincial Importance

Matters Potentially Relevant to Provincial Importance	Comments
A park, conservation reserve or protected area	Not applicable (none within study area)
Extirpated, endangered, threatened, or species of special concern and their habitat	Discussed in Section 3.2 and Section 5.2
A wetland, woodland, habitat of wildlife or other natural heritage area (e.g., prairie)	Discussed in Section 3.2 and Section 5.2
An area of natural or scientific interest (earth or life science)	Not applicable (none within study area)
A stream, creek, river or lake containing fish and their habitats	Discussed in Section 3.2.2
An area or region of surface water or groundwater or other important hydrological feature	Discussed in Section 3.2.2 and Section 3.2.3
Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.	Discussed in Section 3.4.3
Protected heritage property	Discussed in Section 3.3.2

Matters Potentially Relevant to Provincial Importance	Comments
Built heritage resources	Discussed in Section 3.3.2
Cultural heritage landscapes	Discussed in Section 3.3.2
Archaeological resources and areas of potential archaeological interest	Discussed in Section 3.3.1 and Section 5.3
An area designated as an escarpment natural area or an escarpment protection area by the Niagara Escarpment Plan under the Niagara Escarpment Planning and Development Act	Not applicable (none within study area)
Property within an area designated as a natural core area or natural linkage area within the area to which the Oak Ridges Moraine Conservation Plan under the Oak Ridges Moraine Conservation Act, 2001 applies	Not applicable (none within study area)
Property within an area described as a key natural heritage feature or a key hydrologic feature in the Protected Countryside by the Greenbelt Plan under the Greenbelt Act, 2005	Not applicable (none within study area)

1.3.3

Aboriginal or Treaty Rights

The MECP Guide (2024) notes the importance of considering and addressing potentially negative impacts to constitutionally protected Aboriginal or treaty rights during the TRPAP. Given the project's location within an urbanized area of Windsor, no impacts to Indigenous communities' hunting, fishing, or harvesting rights are anticipated.

Outreach to Indigenous communities as part of this study is documented in **Section 2.8** and **Appendix A**. This outreach included inquiries regarding interests or concerns of the Indigenous communities identified as having a potential interest in the project.

As outlined in **Section 2.8.3**, Chippewas of the Thames First Nation (COTTFN) provided comments on the draft EPR on November 18, 2024. The comments included concerns about natural environment impacts of the project and questions about the site selection process. A meeting was held with COTTFN on November 28, 2024 to discuss the comments, and a letter is being prepared to document the project team responses.

No other concerns regarding the project have been identified by Indigenous communities to date.

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2.0 Consultation

This section documents consultation completed throughout the TRPAP. Copies of all consultation materials are included in **Appendix A**.

2.1 Pre-Planning Activities

The activities described in this section were completed prior to initiating the TRPAP to determine the need for a TRPAP and plan for the process.

2.1.1 MECP Consultation

Due to uncertainty around whether a TRPAP would be required for this project, the project team contacted MECP regarding the need for a TRPAP in fall 2023. Ultimately, MECP advised that a TRPAP is required as the project location may be considered an environmentally sensitive area, as outlined in a letter dated April 12, 2024 (**Appendix A**).

The project team subsequently arranged to meet with MECP regarding the scope of the TRPAP, and requested MECP provide list of Indigenous communities and other parties who may be interested in the project. On April 30, 2024, the MECP provided a list of Indigenous communities who may be interested in the project, along with the MECP Guide (2024).

The project team met with MECP via video call on May 9, 2024. In advance of the meeting, MECP provided guidance via email regarding source water protection, Species at Risk (SAR), air quality, and climate change considerations. During the meeting, the following direction was provided:

- MECP was in agreement with the proposed approach for technical studies;
- MECP advised to consult with the Ministry of Natural Resources and Forestry (now Ministry of Natural Resources [MNR]), the Essex Region Conservation Authority (ERCA), and Indigenous communities prior to issuing the Notice of Commencement; and,
- MECP recommended issuing the draft EPR for review prior to or early in the TRPAP so comments and concerns can be addressed in the final version of the report.

The project team also provided the draft Notice of Commencement & Public Meeting for MECP's review prior to issuing it. Minor comments were received from MECP, which were addressed in a revised Notice of Commencement & Public Meeting that was issued as described in **Section 2.3**.

2.1.2 Pre-Notification Letters

Letters were sent to nearby landowners, MNR, ERCA, and the Indigenous communities included on the contact list to provide an initial opportunity for feedback prior to initiating the TRPAP.

The letters to nearby landowners were sent by the City on May 6, 2024. The letters advised of the plan to relocate the terminal to the project location, as well as planned facility features and next steps related to the TRPAP. Contact information for the City's Project Administrator was included in case the recipient had any questions. No questions or comments have been received from landowners to date.

The letters to MNR, ERCA, and the Indigenous communities were sent via email by Dillon on May 30, 2024. For Caldwell First Nation and Chippewas of the Thames First Nation, rather than sending emails, entries were created on the NationsConnect online consultation platform. NationsConnect was used throughout this study for consultation with these two nations as it is their preferred method of communication.

The letters included a brief description of the project and next steps as well as an offer to arrange a meeting to discuss the project if the recipient had questions or concerns. The letters to Indigenous communities also requested any information the respective communities could provide on how best to consult with them.

Responses from MNR and ERCA regarding the pre-notification letters are summarized below; communications with Indigenous communities are summarized in **Section 2.8**.

- MNR summarized its areas of interest in a letter dated May 30, 2024, and advised that unless the project is impacting any of these areas of interest, no further consultation was required. The project team responded via email on June 4, 2024 indicating it had reviewed the letter and did not anticipate the project would impact any of the areas of interest. MNR was subsequently removed from the contact list.
- ERCA replied by email on May 30, 2024 indicating it did not have any concerns or questions at the time, but requested to be notified as the project progresses. ERCA

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also requested only their general email address be used for future notifications. The contact list was updated accordingly.

2.2 Notification Procedures

Notices issued as part of the TRPAP were sent to the contact list, posted on the project webpage as outlined in the following sections. The City also used its social media accounts to advertise the project.

2.2.1 Contact List

The contact list for this study includes a total of 70 contacts, categorized as follows:

- Local representatives (Mayor and City Council);
- City staff (Chief Administrative Officer, City Clerk, and relevant managerial staff);
- ERCA;
- Provincial Ministries (Ministry of Citizenship and Multiculturalism [MCM] and MECP);
- Indigenous communities (listed in **Section 2.8.1**);
- Local property owners within approximately 100 m of the project location; and,
- Individuals who submitted comments or requested to be kept informed about the project.

2.2.2 Project Webpage

A project page was set up for this study within the Environmental Assessment Studies & Master Plans section of the City's website at the link below. The webpage was updated at key milestones during the TRPAP. The link to the webpage was included in notices issued as part of the TRPAP.

www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/transit-and-rail-project-assessment-process-east-end-transit-terminal

2.3 Notice of Commencement & Public Meeting

A Notice of Commencement & Public Meeting was issued to formally initiate the TRPAP. The notice introduced the project and advertised the Public Open House described in **Section 2.4**. The Notice also advised that the draft EPR would be made available for public review as described in **Section 2.5**.

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The Notice of Commencement & Public Meeting was distributed/advertised as follows:

- Dillon distributed the notice to the contact list on June 13, 2024;
- The City posted the notice on the project webpage on June 13, 2024;
- The notice was published in the Windsor Star on June 22, 2024;
- The City issued a media release on June 24, 2024; and,
- The City posted on its Facebook and Twitter accounts on June 25, 2024.

In response to the Notice of Commencement & Public Meeting, MECP sent an acknowledgement letter recommending that all technical reports be included in the draft EPR. MECP also requested to be kept informed if the timing for release of the draft EPR changed.

Three comments were received from members of the public in response to the Notice of Commencement & Public Meeting. Two members of the public requested the site plan drawing, which the project team subsequently posted on the project webpage on June 24, 2024. One individual called to request clarification about the project and ultimately indicated he had no concerns when the project team clarified what is planned.

No further comments have been received to date in response to the Notice of Commencement & Public Meeting.

2.4

Public Open House

The Public Open House was held from 4:00 to 6:00 p.m. on June 27, 2024 at the Windsor Family Credit Union (WFCU) Centre at 8787 McHugh Street, Windsor, Ontario. Drawings and information about the preferred design, anticipated impacts, mitigation measures, and next steps were displayed for viewing. Project team members were available to discuss the project and respond to comments and questions.

Discussions during the Public Open House were largely focused on the transit user experience. Some attendees expressed support for the project and highlighted the importance of the transit terminal. Others had questions regarding planned transit service improvements, which are outside the scope of this study but were responded to by Transit Windsor staff.

Specific comments were also provided regarding the location and design of the transit terminal. In addition, a total of 20 written comments were received from members of the public (primarily area residents and transit users) at and following the Public Open House. These comments were addressed in the Project Update Letter, which is discussed in **Section 2.6**.

2.5 Review of the Draft EPR

The draft EPR was posted on the project webpage on June 27, 2024, with comments requested by July 29, 2024. Reminder emails were sent to the agencies on the contact list on June 28, 2024 to advise that the draft EPR was available for review.

A total of 9 comments were received from agencies regarding the draft EPR:

- The MECP advised by email on July 10, 2024 that source water protection was properly addressed in the draft EPR;
- The ERCA advised via letter dated July 22, 2024 that it had no concerns with the project;
- The MCM recommended changes to the wording in **Section 5.3** to align with current legislation in a letter dated July 26, 2024. These changes have been applied.
- The MECP's SAR Branch provided comments via email on July 26, 2024. The project team responded to the comments on September 3, 2024.
 - Follow-up comments were received on behalf of the SAR Branch suggesting an update to the vegetation removal timing to avoid the active season for Butler's Gartersnake. The timing has been updated accordingly in **Section 5.2.1** and **Table 4**.
- The MECP's EA Branch provided comments via email on August 9, 2024. The project team responded to the comments on October 10, 2024 and sent a revised draft EPR for review by the EA Branch.
 - The EA Branch provided follow-up comments on October 30, 2024 noting a typo and advising that review of **Section 5.5** of the EPR would be deferred until the revised Air Quality Impact Assessment Report was received.
- The MECP's Air Compliance Engineer provided comments via email on August 30, 2024. The project team responded to the comments on November 4, 2024 and sent a revised Air Quality Impact Assessment Report (RWDI, November 2024) for review by MECP.

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- The MECP advised it was satisfied with the changes to the report and recommended the City consider follow-up monitoring to assess the effectiveness of the mitigation measures recommended in the report.
- The MECP's Senior Noise Engineer provided comments in a letter dated September 4, 2024. The project team responded to the comments on September 6, 2024 and on October 8, 2024, MECP confirmed that the Senior Noise Engineer had no further comments or concerns.

2.6 Notice of Issue

The project team issued a Notice of Issue on September 13, 2024 to pause the 120-day TRPAP consultation period. The notice was posted on the project webpage and sent via mail to the Director of the EA Branch at MECP.

On September 18, 2024, MECP acknowledged receipt of the Notice of Issue and requested that the project team reach out to discuss the resolution of outstanding comments prior to resuming the TRPAP.

2.7 Project Update

Following the comment deadline for the Public Open House and draft EPR, a Project Update was prepared to summarize public comments received and project team responses. The update included a summary that distilled the comments based on the topics raised and provided project team responses to each comment. It was also noted that a Notice of Issue had been issued to pause the TRPAP, as discussed in **Section 2.6**. A copy of the Project Update is included in **Appendix A**.

The Project Update was posted on the project webpage and distributed to the contact list on September 17, 2024. No further public or agency comments have been received to date.

2.8 Consultation with Indigenous Communities

O. Reg. 231/08 requires that proponents contact the Director of the MECP's EA Branch to help identify the Indigenous communities that may be interested in the project. As noted in **Section 2.1.1**, the MECP provided a letter listing Indigenous communities who

may be interested in the project on April 30, 2024 (**Appendix A**). These Indigenous communities are listed in **Section 2.8.1**.

Through issuance of the above-noted letter, MECP delegated the procedural aspects of consultation to the City. Procedural aspects of consultation that proponents are required to complete are outlined in Section 8(5) of O. Reg. 231/08 as follows:

As part of the consultation, the proponent shall discuss with each Indigenous community that may be interested in the transit or rail project,

(a) any existing aboriginal or treaty rights, as recognized and affirmed in section 35 of the Constitution Act, 1982, that are identified by the community as potentially being negatively impacted by the transit or rail project; and

(b) measures for mitigating potential negative impacts on the right referred to in clause (a), including any measures identified by the community.

Consultation with Indigenous communities throughout the TRPAP is summarized in the following sections. Detailed consultation records are provided in **Appendix A**, which includes a consultation log as well as copies of written correspondence.

2.8.1 Potentially Interested Indigenous Communities

The Crown's preliminary assessment of Aboriginal community rights, potential project impacts, and the identified communities found that the following communities should be included in the consultation process:

- Aamjiwnaang First Nation;
- Walpole Island First Nation/Bkejwanong Territory;
- Caldwell First Nation;
- Chippewas of Kettle & Stony Point First Nation;
- Chippewas of the Thames First Nation;
- Oneida Nation of the Thames First Nation;
- Munsee-Delaware Nation; and,
- Delaware Nation at Moraviantown.

The Indigenous communities listed above, in addition to the Southern First Nations Secretariat and Métis Nation of Ontario, were included on the contact list to receive notices throughout the study.

2.8.2 Pre-Notification

The project team sent pre-notification letters to the above-noted Indigenous communities and organizations on May 30, 2024 as noted in **Section 2.1.2**. Where no response was received, follow-up phone calls were placed on June 10, 2024 to confirm the letter was received and provide an additional opportunity for discussion. Three responses were received, as summarized below.

- Aamjiwnaang First Nation indicated the information was being forwarded to its Environment Department staff;
- Caldwell First Nation provided a general acknowledgement email indicating the NationsConnect submission was received by its Community KnowledgeKeeper;
- Chippewas of the Thames First Nation (COTTFN) indicated the project is located within the McKee Treaty Area to which COTTFN is a signatory, as well as the Big Bear Creek Additions to Reserve land selection area and COTTFN Traditional Territory. It was noted that at this point in the process, it is difficult to identify potential impacts without technical data to review, and it was requested that further information be shared when it becomes available. It was further noted that an invoice would be sent based on COTTFN's time to review the documentation.
 - The City sent a letter to COTTFN on June 26, 2024 advising that City policy does not allow for the provision of funding to any party to obtain their input as participation is voluntary.
- Chippewas of Kettle and Stony Point First Nation (KSPFN) provided updated contact information, which Dillon used to resend the pre-notification letter and update the contact list;
- Walpole Island First Nation/Bkejwanong Territory (WIFN) advised the letter was received but not yet reviewed and provided updated contact information, which Dillon used to update the contact list;
- Southern First Nations Secretariat advised the letter was received and there were no concerns at this time; and,

- Métis Nation of Ontario advised the letter was received and provided updated contact information which Dillon used to update the contact list.

2.8.3 Notice of Commencement & Public Meeting

The Notice of Commencement & Public Meeting was sent to the Indigenous communities and organizations listed in **Section 2.8.1** along with cover letters on June 13, 2024. The cover letters included an offer to arrange a meeting to discuss the project and any interest or concerns the recipient may have. Follow-up phone calls were placed with each community on June 28, 2024 to confirm the notice was received and note that the draft EPR was available for review on the project website.

One response was received in response to the Notice of Commencement & Public Meeting, from COTTFN. On June 21, 2024, COTTFN requested that the draft EPR be sent for review via NationsConnect when available. This request was sent via NationsConnect but no email notification was received by the project team from NationsConnect. On November 6, 2024, the project team phoned COTTFN to explain that this communication was not received at the time and offer to send the current version of the EPR for COTTFN's review.

The draft EPR was sent to COTTFN via NationsConnect on November 7, 2024, with comments requested by November 21, 2024. COTTFN provided comments on November 18, 2024 which included concerns about natural environment impacts of the project and questions about the site selection process. A meeting was held with COTTFN on November 28, 2024 to discuss the comments, and a letter is being prepared to document the project team responses.

2.8.4 Project Update

As noted in **Section 2.6**, a Project Update was posted on the project webpage and distributed to the contact list on September 17, 2024. An email was received from COTTFN on September 24, 2024 requesting that the Project Update be sent to COTTFN via the NationsConnect online consultation platform. In an email response on October 4, 2024, the project team clarified that the Project Update had also been sent via NationsConnect on September 17, 2024.

No further comments have been received from Indigenous communities to date regarding the project.

2.9 Municipal Consultation

Throughout the design process, reviews and input were provided by Transit Windsor and other City of Windsor departments as outlined below. Additionally, an update to City Council is tentatively planned for December 2024 to discuss the results of the study prior to issuing the final EPR for public comment.

The project is proceeding through the City's Site Plan Control process. During Stage 1 of the process, drawings and information about the project were circulated to various City departments and external agencies for review. Comments regarding the Stage 1 submission were provided in September 2023 and included:

- The requirement to complete a noise study for the project;
- Concerns about the proposed driveways and their impact on traffic flow in the area; and,
- A recommendation to provide a vegetative buffer setback from Lauzon Parkway including a dense planting of trees if possible.

The project team has continued to develop the design and has completed noise and traffic impact studies as outlined in **Section 5.1.2** and **Section 5.4.1**. The Stage 2 Site Plan Control submission is planned for fall 2024.

The design was presented to the City's Accessibility Department in August 2024. No concerns or revisions were raised. It was noted that the design must meet the Facility Accessibility Design Standards approved by Council and the Ontario Building Code accessibility requirements.

2.10 Notice of Completion of EPR

When the EPR is finalized, a Notice of Completion of EPR will be issued to advise of its availability for review and the 30 calendar day public comment period. The Notice is tentatively planned to be distributed as follows:

- Dillon will distribute the notice to the contact list on or about December 10, 2024;

- The City will post the notice on the project webpage on or about December 10, 2024;
- The notice will be published in the Windsor Star on or about December 10, 2024; and,
- The City will issue a media release including social media posts on or about December 10, 2024.

2.11**MECP Review and Statement of Completion**

There will be a further 35-day period in which MECP will review the project following the public comment period. During this period, MECP may issue one of the notices listed in **Section 1.3**. If following this period the project is clear to proceed, a Statement of Completion will be issued to MECP and posted on the project webpage.

3.0 Existing Conditions

Existing conditions at the project location were reviewed to support the design of the terminal and the assessment of project impacts. This section summarizes existing conditions at the project location as they relate to the TRPAP.

3.1 Socio-Economic Environment

This section discusses existing socio-economic conditions including land use and planning policy.

3.1.1 Existing Land Use

The project location is an undeveloped lot within a commercial area in the east end of Windsor. The surrounding area primarily consists of large format commercial land uses, including Tecumseh Mall to the east. Immediately west of the project location is an automotive service centre, and west of that is a single detached residential dwelling. There are two vacant lots on the south side of Catherine Street west of the project location.

As of the 2021 census, the Windsor census subdivision had a population of 229,660, a 5.7 percent increase from its 2016 population of 217,188 (Statistics Canada, 2021). The top industries in Windsor by labour force participation were manufacturing (20.4 percent), health care and social assistance (12.6 percent), and retail trade (10.7 percent). Most of the commuting in Windsor was done by car, truck, or van (93.1 percent), with public transit making up 2 percent of the commuting mode share.

3.1.2 Planned Development

The Current Development Applications page on the City's website was reviewed on June 5, 2024 to search for planned developments within 1 kilometre of the project location. One planned development was identified: A proposed 291-unit condominium approximately 850 m north of the project location, at 1460 Lauzon Road. Information on the City's website indicates a Zoning By-law Amendment and Official Plan Amendment are currently under review for this development proposal.

The City has advised that other vacant lands in the area surrounding the project location are also expected to be developed in the future. Further details about development in the area are not currently available.

3.1.3 Planning Policy

This section summarizes a review of provincial and municipal planning policy related to the project.

3.1.3.1 Provincial

The Ontario *Planning Act*, 1990 requires that planning decisions be consistent with the Provincial Policy Statement, 2020 (PPS). The PPS outlines the Government of Ontario’s policies on land use planning, including the efficient use and management of land and infrastructure, protection of the environment, and transportation infrastructure.

The PPS notes the importance of promoting transit and encouraging development in areas that are well served by transit. The PPS also requires that proponents consider significant provincial resources including natural heritage features, groundwater, surface water, archaeological resources, and built heritage resources. These considerations are discussed in **Section 3.2** and **Section 3.3**.

3.1.3.2 Municipal

The City of Windsor Official Plan (2012, as amended) outlines policies to guide planning and development throughout Windsor. The Official Plan outlines a vision for Windsor to be, “a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and collective pride of place.”

Similar to the PPS, the Official Plan emphasizes the importance of efficient transit and land use patterns, densities, and mixed uses that support transit. The Official Plan was reviewed to identify designated land uses, relevant transportation policies, and natural environment features at the project location and within in the immediate surrounding area. Relevant maps from the Official Plan (referred to as Schedules) are discussed below and included in **Appendix B**.

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The project location and surrounding area are designated Mixed Use Centre on Schedule D (Land Use), which provides for a range of uses focused on commercial development. This land use designation also provides for “medium and high profile” residential uses (i.e., generally between 14 and 58 metres tall) as well as institutional, recreational, and entertainment facilities. The criteria for locating Mixed Use Centres note the importance of providing public transportation in these areas.

The project location is also subject to the Secondary Plan for the Forest Glade North Planning Area (Chapter 6 in Volume 2 to the Official Plan). The Secondary Plan designates the project location and surrounding area as Mixed Use Centre and provides for a similar range of land uses as in the Official Plan designation described above. The Secondary Plan also notes that Catherine Street may be extended westward and southerly to connect to Tecumseh Road East, as shown in Schedule FGN-2 (Land Use Plan).

Lauzon Parkway is designated as a Class I Arterial Road and Tecumseh Road East is designated as a Class II Arterial Road on Schedule F (Roads and Bikeways). These types of roads are intended to carry high volumes of traffic with controlled access. As a Class I Arterial Road, direct access to properties is not permitted on Lauzon Parkway. As a Class II Arterial Road, direct access to properties from Tecumseh Road East is discouraged where other alternatives exist.

Catherine Street is designated as a Class I Collector Road in the Forest Glade North Secondary Plan, FGN-2 (Land Use Plan). This type of road is intended to carry moderate traffic volumes, and direct access may be permitted with some controls.

A “Recreationway” is shown along Lauzon Parkway in the area on Schedule B (Greenway System). The Recreationway extends along the west side of the Lauzon Parkway north of Tecumseh Road East. Recreationways are intended to provide for recreational movement within the City’s Greenway System. There is an existing multi-use pathway along the west side of Lauzon Parkway adjacent to the project location.

None of the following natural features are designated in the area within the Official Plan:

- Natural Heritage features or Linkages designated on Schedule B (Greenway System);

- Environmental Policy Areas designated on Schedule C (Development Constraint Areas); or,
- Natural Heritage features designated on Schedule D (Land Use).

3.2 Natural Environment

Existing terrestrial features, proximity to watercourses, and considerations related to source water protection are discussed in the following sections.

3.2.1 Terrestrial Ecosystems

A background information review and biological field survey were completed for the project location and in July 2023. The review and survey were completed by WSP and documented in a memo dated July 19, 2023 (**Appendix C**). Existing conditions outlined in the memo are discussed below.

The project location is an undeveloped lot that consists of woodland in the northern portion and a manicured grass area in the southern portion. The woodland is an early successional forest, primarily consisting of young Eastern Cottonwood (*Populus deltoides*) trees and Ash (*Fraxinus* Sp.). Invasive European Buckthorn (*Rhamnus cathartica*) was identified as abundant in parts of the understory. Further details on the trees onsite are provided in **Section 3.2.1.2**.

The adjacent property to the west is undeveloped land that is mostly mowed. This property was identified as a potential access point for wildlife entering or exiting the property. The remainder of the surrounding area is mostly built up, with one agricultural field to the north and a naturalized property approximately 400 m north of the project location. The project location is mostly isolated from surrounding natural areas, which “significantly reduces long term viability for species and cuts down on the overall diversity and species richness of the property.”

3.2.1.1 Species at Risk

The project location was screened for potential SAR and SAR habitat as part of the review and survey discussed in **Section 3.2**. The following SAR were identified as potentially present onsite and in close proximity based on a desktop review of publicly available data:

- Chimney Swift (*Chaetura pelagica*);
- Common Nighthawk (*Chordeiles minor*);
- Eastern Wood-Pewee (*Contopus virens*);
- Bobolink (*Dolichonyx oryzivorus*);
- Bald Eagle (*Haliaeetus leucocephalus*);
- Wood Thrush (*Hylocichla mustelina*);
- Red-headed Woodpecker (*Melanerpes erythrocephalus*);
- Eastern Meadowlark (*Sturnella magna*);
- Bank Swallow (*Riparia riparia*);
- Monarch (*Danaus plexippus*);
- Snapping Turtle (*Chelydra serpentina*);
- Blanding's Turtle (*Emydoidea blandingii*);
- Northern Map Turtle (*Graptemys geographica*);
- Eastern Foxsnake (*Pantherophis vulpinus* pop. 2);
- Butler's Gartersnake (*Thamnophis butleri*); and,
- Climbing Prairie Rose (*Rosa setigera*).

A site visit was complete by a WSP biologist on July 11, 2023 to augment the desktop review. A full sweep of the site was completed to review the existing vegetation, habitat features, and signs of SAR on the property. No SAR were identified. Based on observations during the site visit, each of the species was ranked for their probability of occurrence onsite on a scale that included high, moderate, low, and none.

The only SAR identified as having a moderate probability of occurrence at the project location were Monarch and Eastern Foxsnake. All other species listed above were identified as having low or no probability of occurrence as their preferred habitat does not occur or is extremely limited at the project location.

Monarch is a Special Concern species and therefore is not protected under the *Endangered Species Act*, 2007. While Monarch is Endangered under the federal *Species at Risk Act*, 2002, there are no requirements under this Act because the project is not on federal land.

Eastern Foxsnake is an Endangered species under the *Endangered Species Act*, 2007, and is therefore protected. A moderate probability indicates the species have limited

suitable habitat within the project location and may intermittently use it for foraging, migration, or movement.

Eastern Foxsnake was identified as having a moderate potential to occur at the project location due to historical occurrences within 1 kilometre of the property and potentially suitable habitat onsite. Potential snake hibernacula associated with buried concrete slabs onsite are identified on **Figure 4**.

Figure 4: Potential Species at Risk Habitat Features

340000



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

P:\2023\Projects\IM22104012_Tecumseh\GIS\IMXD\NaiSAR_Background.mxd

LEGEND Property Boundary Watercourse Potential Snake Hibernacula	NOTES: - Base data acquired from Land Information Ontario, 2021 - Imagery Obtained from ESRI Basemaps (April, 2022) - See associated SAR table for species lists		 Memo - 7310 Tecumseh Rd East, Windsor ON Species at Risk Habitat Features
	Datum: NAD83 Projection: UTM Zone 17N		

The memo notes that, “Due to its small size and high level of disturbance, the property would not support an isolated population of SAR snakes, there would be a requirement to have access to a larger and more contiguous natural area.” This access was identified as a challenge due to the property’s fragmentation from surrounding natural areas, being surrounded by busy roadways, parking lots, and commercial developments.

Following the screening outlined above, 11 targeted surveys for Eastern Foxsnake were completed by the City’s Biodiversity Coordinator between September 8 and October 12, 2023. The surveys are documented in a report dated October 13, 2023 (**Appendix D**). No evidence of snakes was identified during the surveys. Based on the site conditions, its lack of connectivity to surrounding natural areas, and the survey results, the probability of SAR snakes using the site was identified as minimal.

Although the project area may not support snake individuals, the area may still provide suitable sections of habitat that receive automatic protections under Section 9 of O. Reg. 832/21. Not all projects within regulated habitat require permits under the ESA as long as mitigation and avoidance measures are sufficient and the risk of impacting snake individuals is low.

3.2.1.2 Tree Inventory

An inventory of trees throughout the project area was completed in August 2023 and documented in an Arborist Report (Davey Resource Group, 2023). All trees with a diameter at breast height (DBH) greater than 10 centimetres were inventoried.

The forest was identified as mostly young (i.e., less than 50 years old), primarily consisting of Cottonwood trees (204 of the 240 trees that were inventoried). No Endangered tree species were observed.

3.2.2 Fish and Fish Habitat

There are no watercourses or waterbodies at the project location or near enough to require assessment from a fish and fish habitat perspective. The nearest mapped watercourse is approximately 150 m west of the site (**Figure 4**).

3.2.3 Source Water Protection

ERCA's online interactive mapping tool was reviewed on May 4, 2024 to identify constraints related to groundwater resources in the area. No concerns related to source water protection were identified. Specifically, the project location is not within a surface water intake protection zone, highly vulnerable aquifer, or a significant groundwater recharge area.

A map of the area from ERCA's interactive mapping tool is included in **Appendix E**.

3.3 Cultural Heritage Resources

The project location was reviewed for known or potential archaeological resources, built heritage resources, and cultural heritage landscapes, as outlined in the following sections.

3.3.1 Archaeological Resources

Stage 1-2 archaeological assessment (AA) was completed for the project location under Project Information Form P256-0791-2024. The Stage 1-2 AA Report was entered into the Ontario Public Register of Archaeological Reports by the MCM on May 2, 2024. The MCM's acceptance letter, and the Stage 1-2 AA Report (Stantec Consulting Ltd., April 2024) are included in **Appendix F**.

No archaeological resources were identified during the Stage 1-2 AA of the project location. Thus, in accordance with Section 2.2 and Section 7.8.4 of the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), no further archaeological assessment is recommended for the project location.

3.3.2 Built Heritage Resources and Cultural Heritage Landscapes

The project location was screened for known or potential built heritage resources and cultural heritage landscapes as part of this TRPAP. The screening was completed using the non-specialist checklist, Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes (Ministry of Tourism, Culture and Sport [now MCM], 2022).

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Based on the screening, there is low potential for built heritage resources and cultural heritage landscapes at the project location. Consequently, no further study is required with respect to built heritage resources and cultural heritage landscapes.

The completed checklist and associated correspondence are included in **Appendix G**.

3.4 Engineering

Engineering considerations related to the East End Transit Terminal are discussed below, including transportation, utilities, geotechnical conditions, contamination, and drainage.

3.4.1 Transit Operations

Transit Windsor operates 17 routes, including 4 regional routes that provide connections beyond the City of Windsor’s boundaries. The annual ridership for Transit Windsor services was 8,182,290 passengers as of 2018, as noted in the 2019 Transit Master Plan (Transit Windsor, 2019).

The Transit Master Plan describes the existing transit network as, “downtown focused,” and notes community feedback including inefficiencies, overcrowding, and low service frequencies. The Master Plan recommends several actions, which are grouped under the headings of policy updates, route network and operations, assets and infrastructure, sustainability and integrated mobility, and the brand. One of the recommendations is to upgrade and expand existing terminals including the East End Transit Terminal.

The East End Transit Terminal is currently located at the north end of the Tecumseh Mall property, which is on the east side of Lauzon Parkway north of Tecumseh Road East (**Figure 1**). The existing terminal serves as a transfer point for connecting transit routes and provides a rest area for transit operators. The terminal services 9 bus routes: 2 West, 10 North, 1C West, 4 West, 10 South, 518X West, 1C East, 4 East, and 418X West.

The existing Tecumseh Mall transit terminal is located approximately 250 m northeast of the project location. The transit system, including routes and terminals, is illustrated on the map in **Appendix H**.

3.4.2 Traffic

A Traffic Impact Study (TIS) was completed for the project location to understand existing traffic conditions and assess the impacts of the new transit terminal on the

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surrounding road network. The operational analysis in this study focused on the intersection of Lauzon Parkway and Catherine Street. Additional review of the intersection of Lauzon Parkway and Catherine Street is being completed and will be documented in the final EPR.

As part of the TIS, existing traffic count data was collected in the field on March 26, 2024, including cars, trucks, Transit Windsor buses, and pedestrians. Peak hour traffic analyses were prepared for the weekday morning (AM) and afternoon (PM) peak hours.

Currently, the intersection of Lauzon Parkway and Catherine Street operates at an excellent level of service (LOS A) overall in the AM peak hour and a good LOS (LOS B) overall in the PM peak hour. In the PM peak hour, the eastbound left-turn queues will exceed the 50-metre storage length with a 95th percentile queue of 65 metres. Minimal pedestrian activity was observed in the area.

3.4.3 Environmental Site Assessments

Phase 1 and 2 Environmental Site Assessments (ESAs) were completed for the project location for due diligence purposes to understand potential environmental liabilities. The Phase 1 and 2 ESAs were completed by RWDI AIR Inc. in August 2023 and September 2023, respectively.

The purpose of the Phase 1 ESA was to assess whether current/historical activities and land uses at the project location and surrounding lands have the potential to contaminate the property. A desktop review of historical documentation, an interview with a site representative, site reconnaissance, and an evaluation of the available data were complete as part of the Phase 1 ESA. Potentially contaminating activities associated with historical land uses were identified, and consequently a Phase 2 ESA was recommended.

The Phase 2 ESA included drilling three boreholes and installing groundwater monitoring wells within the boreholes. The soil from the boreholes was screened for contaminants in the field and selected samples were subject to laboratory testing based on field observations, soil vapour concentration, and/or proximity to potential sources of contamination. Groundwater was sampled from two of the three monitoring wells as the third did not yield sufficient water volumes for sample collection. The soil and

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groundwater analytical results for the tested parameters satisfied their respective Table 3 Industrial/Commercial/Community Standards.

3.4.4 Geotechnical

The Phase 2 ESA Report (RWDI AIR Inc., September 2023) identified that the overburden at the project location consisted of fine-to-medium-grained soils under the topsoil at the surface. The topsoil was generally made up of silty clay to clayey silt native soil.

The soils are anticipated to provide a suitable base for construction of the transit terminal. Geotechnical investigations are planned to be completed as part of the detailed design process for the transit terminal.

3.4.5 Drainage

The Phase 2 ESA Report (RWDI AIR Inc., September 2023) identified that based on available geologic mapping, the expected direction of shallow groundwater flow in the vicinity of the project location is northerly/northwesterly, toward the Detroit River.

There are City existing storm sewers within the Lauzon Parkway and Catherine Street right-of-ways (ROWs) on the east and north sides of the project location.

3.4.6 Utilities and Site Servicing

No utilities or servicing have been identified on the project site. The following utilities are available within adjacent road ROWs:

- Sanitary sewer along Catherine Street;
- Watermain along Catherine Street;
- Natural gas located in surrounding ROWs;
- Telecommunications along Lauzon Parkway and Tecumseh Road East; and,
- Hydro infrastructure along all adjacent ROWs.

Project Description

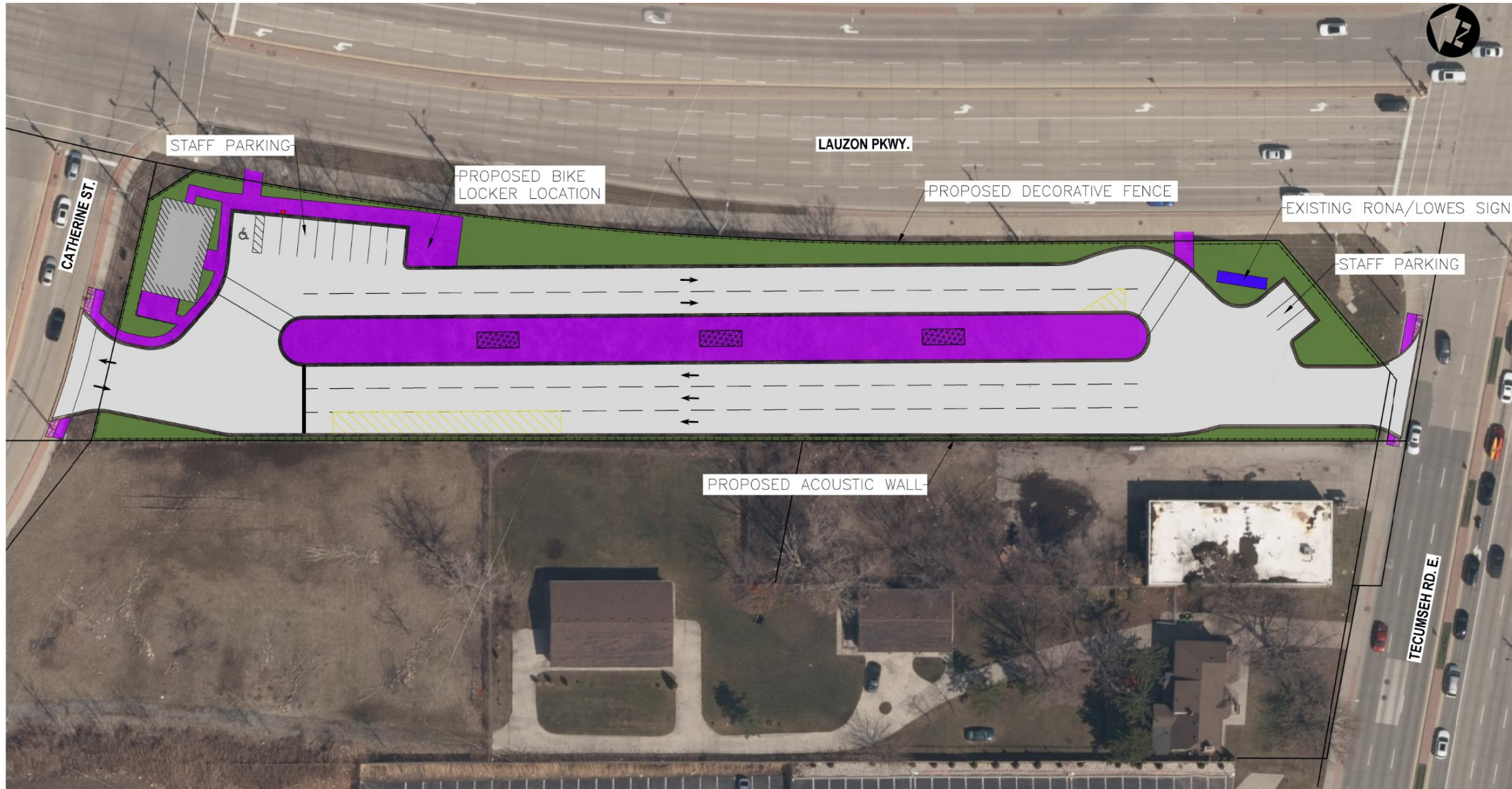
The East End Transit Terminal is planned to include the following major features, as illustrated on **Figure 5**:

- A central waiting area consisting of concrete sidewalk with 3 to 4 bus shelters;
- A 1-storey drivers' rest building measuring approximately 8.5 m by 15 m including lunchroom, washrooms, and a communications/electrical room;
- Transit Windsor staff parking spaces (12), including 1 accessible parking space and 1 electric vehicle charging station;
- A bicycle locker station with 3 stalls;
- Landscaped areas along the northern extents of the site;
- A decorative fence to be constructed along the east boundary of the site and portions of the north and south boundaries;
- An acoustic fence to be constructed along a portion of the west boundary of the site; and,
- Walkways and sidewalks connecting the various site components to each other and the surrounding sidewalks.

The terminal is designed for clockwise vehicular movements around the central waiting area/platform. The main access to the site is via a right-in/right-out driveway on the north boundary at Catherine Street. The southern access point will provide only right-in access and emergency exit onto Tecumseh Road East.

The design is subject to change as the detailed design process proceeds.

Figure 5: Site Plan



EAST END TRANSIT TERMINAL
CITY OF WINDSOR

PROPOSED SITE PLAN
FIGURE 01

	CONCRETE PAVEMENT		GRASSED LANDSCAPE		ELECTRIC CHARGING STATION
	CONCRETE SIDEWALK		TRANSIT STAFF FACILITY		ACOUSTIC WALL
	STAMPED CONCRETE		SHELTERS		DECORATIVE FENCE

File Location:
c:\pw\working\director\projects\2024\dillon_33mtb\dms31016\east terminal (figure for council).dwg
November, 27, 2024 2:11 PM

SOURCE: AERIAL MAPPING FROM GOOGLE EARTH PRO.

MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.
CREATED BY: MTB
CHECKED BY: CDP
DESIGNED BY: MTB

SCALE (22x34): 1:300
SCALE (11x17): 1:600



5.0

Impacts and Mitigation

Impact assessments were completed to identify potential positive and negative effects from construction and, where applicable, operation of the East End Transit Terminal. The criteria used in the impact assessment are described in **Table 3**. Further details on the methods employed for these assessments are provided in the respective technical reports, which are appended to this EPR as appropriate.

Table 3: Impact Assessment Criteria

Environmental Factor	Criteria
Socio-Economic Environment	<ul style="list-style-type: none"> • Alignment with planning policies • Potential effects on existing land uses, including noise and air quality
Natural Environment	<ul style="list-style-type: none"> • Potential effects on SAR and their habitat • Potential effects on vegetation communities • Potential effects on groundwater resources • Potential for erosion and sedimentation of surrounding lands
Cultural Heritage Resources ¹	<ul style="list-style-type: none"> • Potential effects on archaeological resources
Engineering	<ul style="list-style-type: none"> • Potential effects on traffic and transit operations • Potential for generating excess soil • Potential effects related to waste during construction • Planned changes to site drainage/stormwater • Potential impacts to existing utilities and need for additional utility connections or other site servicing

¹ As noted in **Section 3.3.2**, there is low potential for built heritage resources and cultural heritage landscapes at the project location. Consequently, no further study or impact assessment was required with respect to built heritage resources and cultural heritage landscapes.

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Measures to address potential negative impacts, including avoidance, mitigation, and/or compensation, are recommended in the following sections. Where net effects are anticipated, those are discussed in turn. A summary of anticipated impacts, mitigation measures, and commitments for future work including monitoring is provided in **Section 6.0** and **Section 7.0**.

5.1 Socio-Economic Environment

The project was reviewed for its alignment with planning policies as well as anticipated impacts to noise and air quality, as discussed in the following sections. The project location is owned by the City and therefore no private property acquisition is required.

5.1.1 Alignment with Planning Policies

As noted in **Section 2.1.2**, both provincial and municipal planning policies call for supporting transit and transit-oriented development. The City of Windsor Official Plan (2012, as amended) provides for a mix of uses at and surrounding the project location, with a focus on commercial development.

This project will provide a new location to replace the current Tecumseh Mall transit terminal which is no longer a viable location. The project thereby allows for continuity of reliable transit operations in the City's east end. Moreover, relocating the terminal within 250 m of the current location avoids potential impacts to the efficiency of transit operations as minimal routing changes will be required.

Keeping the terminal within the designated Mixed Use Centre surrounding Tecumseh Mall is also aligned with policies that call for transit-oriented development. The existing commercial uses in this area, most notably Tecumseh Mall, are understood to be major generators of transit trips. The land use designations within this area also provide for further commercial development and other uses that are expected to contribute to transit ridership as well as reduced reliance on automobiles.

5.1.2 Noise

A Noise Impact Study was completed by Pinchin Ltd. (June 2024; **Appendix I**) to assess the impacts of the project on the residential dwelling west of the project location. The study was focused on this residential dwelling because it is the only noise-sensitive land use in the area. Results indicate that without mitigation, the operation of the transit

terminal would result in noise impacts that exceed the applicable limits. To address this impact, an acoustic fence has been incorporated into the design as outlined in **Section 4.0**.

Construction of the East End Transit Terminal has the potential to affect the local ambient sound levels in the vicinity of the construction site. However, construction activities are variable depending on the stage of the construction, construction activities, and project schedule. To minimize noise and vibration impacts during the construction phase, best management practices should be incorporated into the construction contract. The following practices are recommended to mitigate construction-related noise impacts:

- Limit construction activities to daytime hours as possible, especially activities with high noise impact;
- Ensure that construction equipment is fitted with standard noise-damping devices such as mufflers or enclosures where possible;
- Discourage unnecessary idling of construction equipment; and,
- Perform regular vehicle maintenance and inspections on all project equipment, including replacement of old and worn parts.

Construction-related noise impacts are temporary in nature but are expected to be noticeable at times. While net effects cannot be completely avoided, noise impacts during construction are expected to be reasonable with application of the mitigation measures recommended above. It is anticipated construction on the site will be limited to the pre-approved City working hours of 7 a.m. to 7 p.m. Any work outside of these hours would require approval from City Council. If public complaints are received, they should be addressed as required.

5.1.3

Air Quality

An air quality impact assessment study was completed by RWDI to assess the impacts of the project on local air quality conditions. The Air Quality Impact Assessment Report (RWDI, November 2024) is included as **Appendix J**. The study area for this impact assessment consisted of lands within 500 m of the project location.

Anticipated air quality impacts during operation of the facility were identified using a dispersion model. The dispersion model predicts how emissions from vehicles within the

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project location will disperse and contribute to air pollutant concentrations within the study area.

All the modelled contaminants were below their applicable thresholds except nitrogen dioxide (NO₂) and benzo(a)pyrene. These two contaminants are predicted to exceed the applicable thresholds for the residential property immediately west of the site. The background concentrations of benzo(a)pyrene already exceed the threshold without the terminal, and therefore the exceedance cannot be prevented via mitigation.

The most significant contributor to the maximum predicted concentrations of NO₂ and benzo(a)pyrene at the residential property west of the site was vehicle idling. The acoustic fence that is proposed along a portion of the western site boundary may help to mitigate these impacts. The following additional mitigation measures are recommended to further mitigate potential impacts from operation of the terminal:

- Limit the duration of bus idling within the terminal;
- Maintain the transit vehicle fleet regularly; and,
- Update the transit vehicle fleet regularly.

No additional mitigation measures are recommended for the operation phase, beyond those that are already in place through phased-in federal regulations for on-road vehicle and engine emissions. These regulations are expected to reduce NO₂ and other tailpipe emissions beyond the 2026 horizon year used to model emission factors in the assessment.

The net emissions from the project compared to the regional provincial emissions of greenhouse gas CO₂e are insignificant (assumed to be close to 0 percent) as the facility is replacing an already existing transit terminal in the same area. Therefore, the project is not expected to have a net impact on the regional air quality.

Construction phase impacts were addressed qualitatively in the air quality impact assessment study. Construction activities involve heavy equipment that generates air pollutants and dust; however, these impacts are temporary in nature. The emissions are highly variable, difficult to predict, and depend on the specific activities that are taking place and the effectiveness of the mitigation measures.

To minimize potential air quality impacts during construction, the construction tendering process should include requirements for implementation of an Air Quality

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Management Plan. This plan would set out best management practices for construction, which may include:

- Use of reformulated fuels, emulsified fuels, exhaust catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks to reduce emissions from construction equipment;
- Regular cleaning of construction sites and access roads to remove construction-caused debris and dust;
- Dust suppression on unpaved haul roads and other traffic areas susceptible to dust, subject to the area being free of sensitive plant, water, or other ecosystems that may be affected by dust suppression chemicals;
- Covered loads when hauling fine-grained materials;
- Prompt cleaning of paved streets/roads where tracking of soil, mud, or dust has occurred;
- Tire washes and other methods to prevent trucks and other vehicles from tracking soil, mud, or dust onto paved streets or roads;
- Covered stockpiles of soil, sand, and aggregate, as necessary; and,
- Compliance with posted speed limits and, as appropriate, further reductions in speeds when travelling on unpaved surfaces.

While net effects to air quality cannot be completely avoided, anticipated impacts of the project are considered acceptable with application of the mitigation measures recommended above.

5.2 Natural Environment

This section discusses project impacts on natural environment features including terrestrial ecosystems and SAR, and associated mitigation measures.

The project will remove the existing natural features throughout most of the project location. As explained in **Section 3.0**, the project location does not contain designated natural heritage features and the likelihood of SAR occurring onsite has been assessed as low. Net effects to the natural environment are therefore limited to non-significant vegetation removal and impacts to wildlife habitat. These effects are considered minor and are typical for greenfield development.

5.2.1

Species at Risk

The following general mitigation measures are recommended to avoid or minimize impacts to SAR with potential to occur in the area:

- Work activities that require vegetation removal should be undertaken outside of the breeding bird window (i.e., no vegetation removals from **late March to late August**). If vegetation removal is planned during the breeding bird window, the following provisions are recommended:
 - Within 48 hours prior to vegetation removal, a qualified biologist should conduct a migratory bird nest search of the area to determine that active migratory bird nests are not observed within or in proximity to the work area;
 - If breeding birds and/or active nests are encountered during project works, work should not continue in the location of the nest until after August 31, or as soon as it has been determined by a qualified biologist that the young have left the nest.
- Felling/removal of trees with the potential to support roosting bats should be undertaken outside of the active season for bats (i.e., no felling/removal of trees greater than 10 centimetres DBH from **April 1 to October 31**);
- A qualified biologist should be present on site while any habitat features are being removed;
- All on-site personnel should have SAR awareness training including identification and encounter protocols; and,
- If a SAR is found during project activities, and does not have existing species-specific mitigation, work should stop immediately and the MECP should be consulted to move forward.

In addition to the mitigation measures outlined above, the City plans to install two bat boxes to provide additional habitat in the area. The intent is for one bat box to be installed at the East End Transit Terminal site and another to be installed within a nearby naturalized area such as the Little River Corridor.

An Information Gathering Form (IGF) was submitted to MECP on July 8, 2024 to provide information for MECP to determine whether the proposed activity is likely to contravene the relevant sections of the *Endangered Species Act*, 2007. In response to the IGF, MECP provided comments on August 9, 2024 (**Appendix A**). A response was sent to MECP on September 3, 2024, and additional mitigation measures are included

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below as recommended. If additional mitigation measures are determined to be required through further consultation with respect to the IGF, those measures should be incorporated into the construction plans.

The following species-specific mitigation measures are recommended to address the potential for Eastern Foxsnake or Butler's Gartersnake to occur onsite:

- Vegetation clearing should not occur within the active period for Eastern Foxsnake (**April 1 to October 31**) nor Butler's Gartersnake (**March 15 to November 30**). If vegetation clearing during the active period for either species (i.e., **March 15 to November 30**) is planned, the following provisions are recommended:
 - Exclusion fencing should be installed along the northern boundary and western boundary of the woodlot (FODM8-3) prior to March 15 and maintained until vegetation removal is completed;
 - Exclusion fencing should be installed in general accordance with the guidelines detailed in the Species at Risk Branch Best Practices Technical Note on Reptile and Amphibian Exclusion Fencing (MNR, 2013). Recognizing that studies completed to date do not indicate the site provides Eastern Foxsnake habitat, although the above-noted guidelines call for fencing that is at least 2 m high for Eastern Foxsnake, shorter fencing may be implemented if wildlife sweeps are completed prior to vegetation removal.
- Work areas, machinery, and equipment should be visually inspected each day prior to commencement or when moving to new locations, throughout the active period for Eastern Foxsnake and Butler's Gartersnake (**March 15 to November 30**). This should include a thorough walkthrough of the work area and searching any brush piles, logs, or rock piles.
 - Construction equipment that is left idle for over one hour or is parked overnight in the active period should be inspected for the presence of Eastern Foxsnake or Butler's Gartersnake before (re)ignition. This visual examination should include all lower components of the machinery, including operational extensions and running gear.
- If Eastern Foxsnake or Butler's Gartersnake are encountered in the construction area, work should be suspended until the animal is out of harm's way. If the species persists in the work area, a person qualified to handle the species should be contacted to relocate the animal.

5.2.2 Tree Removals

To compensate for tree removals that are required for this project, the City will be planting new trees offsite with a replacement ratio of approximately 3 new trees for each 1 tree removed. This replacement ratio was determined based on a site-specific review by the City's Forestry staff of the trees identified onsite.

5.2.3 Groundwater

Groundwater dewatering is not anticipated to be required as there is no basement planned for the buildings, and the storm sewers are relatively shallow. If the geotechnical investigation identifies a high groundwater table, the need for an Environmental Activity and Sector Registry (EASR) or Permit to Take Water (PTTW) will be reviewed during detailed design. Any required site dewatering is expected to be minor in nature, and well below the daily threshold of 50,000 litres per day.

5.2.4 Erosion and Sediment Control

Construction has the potential to result in erosion and sediment releases from the project location to surrounding lands. During the detailed design phase, erosion and sediment control measures will be developed where required to prevent/mitigate erosion and sediment releases during construction. No synthetic plastic erosion and sediment control netting or fencing should be used due to the risk of entanglement/injury/death of reptiles.

5.3 Cultural Heritage Resources

As noted in **Section 3.3**, the project location does not exhibit archaeological potential and has low potential to contain built heritage resources and cultural heritage landscapes. Mitigation measures in the event of unexpected discovery of archaeological resources are outlined below.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*, 1990. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*, 1990.

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The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

5.4 Engineering

This section outlines engineering-related constraints and impacts associated with the project.

5.4.1 Traffic and Transit Operations

As noted in **Section 3.4.2**, a TIS was completed for this project, focusing on the intersection of Lauzon Parkway and Catherine Street. Additional review of the intersection of Lauzon Parkway and Catherine Street is being completed and will be documented in the final EPR.

In addition to the peak hour traffic analyses noted in **Section 3.4.2**, the following was explicitly considered in the TIS:

- Review of any impacts to the northbound left turn queues at the Lauzon Parkway and Catherine Street intersection;
- Review of the ability for buses to enter the East End Transit Terminal from Catherine Street; and,
- Confirmation of the sufficiency of the East End Transit Terminal driveway location.

One horizon year (2030), corresponding to 5 years after the anticipated build-out year for the East End Transit Terminal (late 2025), was assessed. Various planned service improvements were factored into the study based on information provided by Transit Windsor.

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As noted in **Section 3.1.2**, vacant lands in the area surrounding the project location are expected to be developed in the future but details on these potential developments are not currently available. The need for additional roadway and intersection improvements to address potential future development in the area is planned to be reviewed as part of a separate study.

With the reallocation of bus traffic from Tecumseh Mall to the new transit terminal, the intersection of Catherine Street and Lauzon Parkway is expected to operate as follows for the future (2030) scenario:

- A good LOS (LOS B) overall in the AM peak hour; and,
- A satisfactory level of service (LOS C) overall in the PM peak hour.

However, the eastbound left-turn movement from Catherine Street is still anticipated to exceed the available storage length in the PM peak hour.

The TIS recommends signage and pavement markings (hatching) at the planned East End Transit Terminal driveway on Catherine Street. These measures would help limit the number of times the driveway is blocked by eastbound vehicles queued at the Lauzon Parkway and Catherine Street intersection, providing easier opportunities for bus drivers to access the transit terminal.

The above TIS recommendations are subject to further review by the City's Transportation Planning and Traffic Operations Divisions considering other potential future projects planned in the area. It is anticipated additional roadway and intersection improvements will be required in the near future to accommodate future development in the area. As other anticipated area improvements proceed, a more fulsome TIS for the area is planned to identify required roadway improvements.

5.4.2 Excess Soil

The project is expected to generate excess soil that cannot be managed onsite due to space constraints. Management of excess soil should be addressed during detailed design in accordance with O. Reg. 406/19 and the following MECP guidance documents:

- Management of Excess Soil – A Guide for Best Management Practices (2014); and,
- Rules for Soil Management and Excess Soil Quality Standards (2022).

5.4.3 Waste Management

During construction, waste materials may be generated from construction crews. All waste generated during construction must be disposed of in accordance with MECP requirements. Waste management procedures should be developed during the detailed design phase and included in the construction contract.

5.4.4 Drainage and Stormwater Management

The project will result in increased impervious surface area onsite, from primarily treed/vegetated to primarily hardscape. As a result, onsite detention of stormwater is planned in addition to a sewer outlet.

As construction will be required on Catherine Street as a part of the project, it is anticipated the site outlet sewer will be connected to the existing sewer on Catherine Street. Stormwater quality will be addressed by the installation of a standalone water quality chamber/unit prior to the site discharge to the Catherine Street storm sewer.

Based upon the anticipated site features, a conservatively high value for site imperviousness was used to approximate the required site storage. An approximate required storage volume of 286 cubic metres was calculated to accommodate the 1-in-100-year storm event. The intent is for this water to be stored in underground chambers approximately 96 m long by 5 m wide.

The stormwater storage requirements will be confirmed as part of detailed design when the total site imperviousness is determined. Should the site storage requirements increase during detailed design, the volume of onsite storage can be increased to accommodate the needs.

A Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA) is expected to be required for the planned stormwater management (SWM) improvements. The CLI-ECA will be obtained as part of detailed design.

5.4.5 Utilities and Site Servicing

The transit terminal will be connected to surrounding utilities and site servicing including sanitary sewer, watermain, telecommunications, and hydro infrastructure. Consultation with utility companies and internal City departments has been initiated and will continue throughout detailed design.

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Climate Change

The MECP guide “Considering Climate Change in the Environmental Assessment Process” was reviewed as part of this TRPAP. As noted in this document, it is important to consider a project’s potential impact on climate change as well as the impact of climate change on the proposed project.

Construction will require production of building materials and use of energy for their transport to the site as well as the construction activities themselves, which will produce greenhouse gas emissions. Given the relatively small scale of the transit terminal, it is not anticipated that the project will result in significant climate change impacts. Although vegetation will be removed to accommodate the project, trees will be replanted elsewhere to compensate for this loss as outlined in **Section 5.2.2**.

The impact of the project on greenhouse gas emissions was assessed as part of the Air Quality Impact Assessment (**Appendix J**). Overall, net emissions from the transit terminal were identified as, “insignificant in relation to provincial totals,” because the facility is replacing an existing transit terminal in the same area (RWDI, 2024). Since the building will be electrically heated, greenhouse gas emissions will be limited.

Relocating the transit terminal will allow transit service to continue operating, which provides benefits in terms of reducing personal automobile usage. As noted in **Section 5.1.1**, keeping the terminal in a designated Mixed Use Centre provides additional benefits for transit ridership and availability of transit for future development in the area.

As noted in **Section 4.0**, the design of the terminal includes an electric vehicle charging station and bicycle locker stations. These amenities will help support sustainable options for transportation to the terminal. Additionally, LED lighting is planned to be used for the terminal to improve energy performance.

Climate change is anticipated to result in more extreme weather events which could include more frequent storms with heavy rains and periods of drought. Use of the 1-in-100-year storm event for sizing the stormwater storage onsite (**Section 5.4.4**) is beneficial in terms of the transit terminal’s resiliency to climate change impacts. SWM for the site will be designed based on the Windsor/Essex Region Stormwater Manual (2024) and the MECP Stormwater Management Planning and Design Manual (2003).

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6.0 Commitments for Future Work

This section outlines commitments for future work to be completed prior to construction start.

6.1 Future Consultation

The following consultation is planned as part of the detailed design phase:

- Continued consultation with various City departments as part of the Site Plan Control process;
- Continued consultation with MECP with respect to the IGF and potential permitting requirements under the *Endangered Species Act*; and,
- Continued consultation with utility companies and relevant City departments regarding utilities and site servicing.

6.2 Recommended Additional Studies

The following additional design studies are recommended:

- Further site soil testing and analysis should be completed as required to address the requirements of O. Reg. 406/19; and,
- The stormwater storage requirements will be confirmed as part of detailed design when the total site imperviousness is determined.

6.3 Anticipated Permits and Approvals

It is anticipated the following permits and approvals will need to be obtained prior to construction start:

- Potential *Endangered Species Act* permitting, to be confirmed by MECP in response to the IGF;
- The need for an EASR or PTTW for groundwater dewatering should be confirmed during detailed design;
- CLI-ECA for site stormwater management improvements;
- Site Plan Approval from the City's Planning Division; and,
- A Building Permit from the City's Building Department.

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6.4 Potential Design Changes

As noted in **Section 4.0**, this project is subject to refinement during detailed design. For example, there may be a need to adjust the site layout as a result of the additional consultation, design studies, or permits and approvals listed in the previous sections.

Only design changes that result in environmental impacts that cannot be addressed by the mitigation measures outlined in this report require additional approval under O. Reg. 231/08. If additional approval under O. Reg. 231/08 is required, the EPR Addendum Process outlined in **Section 6.4.1** must be followed.

6.4.1 EPR Addendum Process

If a change is made to the project that is inconsistent with this EPR after the Statement of Completion is issued, an EPR Addendum is required. The EPR Addendum must include the following information, as outlined in Section 15 (1) of O. Reg. 231/08:

- A description of the change;
- The reasons for the change;
- The proponent's assessment and evaluation of any impacts that the change might have on the environment;
- A description of any measures proposed by the proponent for mitigating any negative impacts that the change might have on the environment; and,
- A statement of whether the proponent is of the opinion that the change is a significant change to the transit or rail project, and the reasons for the opinion.

If the proponent is of the opinion that the change is significant, the EPR Addendum is subject to a 30-day public comment period followed by a 35-day Minister review period. In this case, a Notice of EPR Addendum must be issued to the following contacts:

- MECP (Director of the EA and Permissions Branch and Regional Director);
- Every property owner within 30 m of the site change;
- Indigenous communities (updated list provided by MECP);
- Any other person who, in the opinion of the proponent, may be interested in the change to the transit or rail project; and,
- Every person who has submitted a written request to be kept informed about the TRPAP.

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The process and considerations for objections to the proposed changes are similar to the procedures for an EPR, as summarized in **Section 1.3**. A detailed description of the EPR Addendum process is included in Section 15 of O. Reg. 231/08.

6.5 Summary of Environmental Concerns and Commitments

A summary of potential impacts of the project, recommended mitigation measures, and monitoring activities, is presented in **Table 4**.

Table 4: Summary of Environmental Concerns and Commitments

Environmental Factor	Criterion	Issue/Potential Impact	Recommended Mitigation/ Protection/ Monitoring
Socio-Economic Environment	Construction Noise	Construction has the potential to affect the local ambient sound levels in the vicinity of the construction site.	<p>To minimize noise and vibration impacts during the construction phase, best management practices should be incorporated into the construction contract. The following practices are recommended to mitigate construction-related noise impacts:</p> <ul style="list-style-type: none"> • Limit construction activities to daytime hours as possible, especially activities with high noise impact; • Ensure that construction equipment is fitted with standard noise-damping devices such as mufflers or enclosures where possible; • Discourage unnecessary idling of construction equipment; • Perform regular vehicle maintenance and inspections on all project equipment, including replacement of old and worn parts; • If public complaints are received, they should be addressed as required.
	Operational Noise	Without mitigation, the operation of the transit terminal would result in noise impacts to the adjacent residence that exceed the applicable limits.	An acoustic fence has been incorporated into the design, to be constructed along a portion of the west boundary of the site.
	Construction Air Quality	Construction activities involve heavy equipment that will temporarily generate air pollutants and dust.	<p>An Air Quality Management Plan should be prepared by the contractor to set out best management practices for construction, which may include:</p> <ul style="list-style-type: none"> • Use of reformulated fuels, emulsified fuels, exhaust catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks to reduce emissions from construction equipment; • Regular cleaning of construction sites and access roads to remove construction-caused debris and dust; • Dust suppression on unpaved haul roads and other traffic areas susceptible to dust, subject to the area being free of sensitive plant, water, or other ecosystems that may be affected by dust suppression chemicals; • Covered loads when hauling fine-grained materials; • Prompt cleaning of paved streets/roads where tracking of soil, mud, or dust has occurred; • Tire washes and other methods to prevent trucks and other vehicles from tracking soil, mud, or dust onto paved streets or roads; • Covered stockpiles of soil, sand, and aggregate, as necessary; and, • Compliance with posted speed limits and, as appropriate, further reductions in speeds when travelling on unpaved surfaces.

Environmental Factor	Criterion	Issue/Potential Impact	Recommended Mitigation/ Protection/ Monitoring
	Operational Air Quality	<p>Emissions from vehicles within the project location will contribute to air pollutant concentrations in the surrounding area.</p> <p>All the modelled contaminants were below their applicable thresholds except nitrogen dioxide (NO₂) and benzo(a)pyrene, which are predicted to exceed the applicable thresholds for the residential property immediately west of the site. The most significant contributor to the maximum predicted concentrations of NO₂ and benzo(a)pyrene at the residential property west of the site was vehicle idling.</p>	<ul style="list-style-type: none"> • The acoustic fence that is proposed along a portion of the western site boundary may help to mitigate air quality impacts on the adjacent residential property. • The following additional mitigation measures are recommended to further mitigate potential impacts from operation of the terminal: <ul style="list-style-type: none"> ○ Limit the duration of bus idling within the terminal; ○ Maintain the transit vehicle fleet regularly; and, ○ Update the transit vehicle fleet regularly.
Natural Environment	SAR	<p>Construction has the potential to harm or temporarily harass SAR which could be present on the site; namely, breeding birds, bats, Eastern Foxsnake, and Butler’s Gartersnake.</p>	<p>The following general mitigation measures are recommended to avoid or minimize impacts to SAR with potential to occur in the area:</p> <ul style="list-style-type: none"> • Work activities that require vegetation removal should be undertaken outside of the breeding bird window (i.e., no vegetation removals from late March to late August) If vegetation removal is planned during the breeding bird window, the following provisions are recommended: <ul style="list-style-type: none"> ○ Within 48 hours prior to vegetation removal, a qualified biologist should conduct a migratory bird nest search of the area to determine that active migratory bird nests are not observed within or in proximity to the work area; ○ If breeding birds and/or active nests are encountered during project works, work should not continue in the location of the nest until after August 31, or as soon as it has been determined by a qualified biologist that the young have left the nest. • Felling/removal of trees with the potential to support roosting bats should be undertaken outside of the active season for bats (i.e., no felling/removal of trees greater than 10 centimetres DBH from April 1 to October 31); • A qualified biologist should be present on site while any habitat features are being removed; • All on-site personnel should have SAR awareness training including identification and encounter protocols; and, • If a SAR is found during project activities, and does not have existing species-specific mitigation, work should stop immediately and the MECP should be consulted to move forward. <p>The following species-specific mitigation measures are recommended to address the potential for Eastern Foxsnake or Butler’s Gartersnake to occur onsite:</p>

Environmental Factor	Criterion	Issue/Potential Impact	Recommended Mitigation/ Protection/ Monitoring
			<ul style="list-style-type: none"> • Vegetation clearing should not occur within the active period for Eastern Foxsnake (April 1 to October 31) nor Butler’s Gartersnake (March 15 to November 30). If vegetation clearing during the active period for either species (i.e., March 15 to November 30) is planned, the following provisions are recommended: <ul style="list-style-type: none"> ○ Exclusion fencing should be installed along the northern boundary and western boundary of the woodlot (FODM8-3) prior to March 15 and maintained until vegetation removal is completed; <ul style="list-style-type: none"> • Exclusion fencing should be installed in general accordance with the guidelines detailed in the Species at Risk Branch Best Practices Technical Note on Reptile and Amphibian Exclusion Fencing (MNR, 2013). Recognizing that studies completed to date do not indicate the site provides Eastern Foxsnake habitat, although the above-noted guidelines call for fencing that is at least 2 m high for Eastern Foxsnake, shorter fencing may be implemented if wildlife sweeps are completed prior to vegetation removal. ○ Work areas, machinery, and equipment should be visually inspected each day prior to commencement or when moving to new locations, throughout the active period for Eastern Foxsnake and Butler’s Gartersnake (March 15 to November 30). This should include a thorough walkthrough of the work area and searching any brush piles, logs, or rock piles. <ul style="list-style-type: none"> ○ Construction equipment that is left idle for over one hour or is parked overnight in the active period should be inspected for the presence of Eastern Foxsnake or Butler’s Gartersnake before (re)ignition. This visual examination should include all lower components of the machinery, including operational extensions and running gear. • If Eastern Foxsnake or Butler’s Gartersnake are encountered in the construction area, work should be suspended until the animal is out of harm's way. If the species persists in the work area, a person qualified to handle the species should be contacted to relocate the animal.
	Vegetation	Existing trees and other vegetation throughout the site will be removed as part of the project.	To compensate for tree removals that are required for this project, the City will be planting new trees offsite with a 1:1 replacement ratio.
	Groundwater	Dewatering is not anticipated but may be required for construction.	If the geotechnical investigation identifies a high groundwater table, the need for an EASR or PTTW will be reviewed.
	Erosion and Sedimentation	Construction has the potential to result in erosion and sediment releases from the project location to surrounding lands.	During the detailed design phase, erosion and sediment control measures will be developed where required to prevent/mitigate erosion and sediment releases during construction.
Cultural Heritage Resources	Archaeological Resources	There is potential unexpected discovery of archaeological resources during construction.	<ul style="list-style-type: none"> • Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act, 1990. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act, 1990.

Environmental Factor	Criterion	Issue/Potential Impact	Recommended Mitigation/ Protection/ Monitoring
			<ul style="list-style-type: none"> The <i>Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33</i> requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the <i>Ontario Heritage Act</i>.
Engineering	Traffic and Transit Operations	There is potential for the transit terminal driveway to be blocked by eastbound vehicles queued at the Lauzon Parkway and Catherine Street intersection.	<p>The TIS recommends the following roadway modifications, subject to further review by the City's Traffic Operations Division:</p> <ul style="list-style-type: none"> Pavement markings to allow westbound vehicles on Catherine Street to bypass buses waiting to turn into the East End Transit Terminal; and, Signage and pavement markings (hatching) at the new East End Transit Terminal driveway on Catherine Street to help limit the number of times the driveway is blocked by eastbound vehicles queued at the Lauzon Parkway and Catherine Street intersection.
	Excess Soil	The project is expected to generate excess soil that cannot be managed onsite.	<p>Management of excess soil should be addressed during detailed design in accordance with O. Reg. 406/19 and the following MECP guidance documents:</p> <ul style="list-style-type: none"> Management of Excess Soil – A Guide for Best Management Practices (2014); and, Rules for Soil Management and Excess Soil Quality Standards (2022).
	Waste Management	Waste materials may be generated from construction crews.	<ul style="list-style-type: none"> All waste generated during construction must be disposed of in accordance with MECP requirements; and, Waste management procedures should be developed during the detailed design phase and included in the construction contract.
	Stormwater Management	The project will result in increased impervious surface area onsite, from primarily treed/vegetated to primarily hardscape.	Onsite detention of stormwater is planned in addition to a sewer outlet. Stormwater quality will be addressed by the installation of a standalone water quality chamber/unit prior to the site discharge to the Catherine Street storm sewer.
	Utilities and Site Servicing	Connections to surrounding utilities and site servicing including sanitary sewer, watermain, natural gas, telecommunications, and hydro infrastructure will be required.	Consultation with utility companies and internal City departments has been initiated and will continue throughout detailed design.

Monitoring

To monitor the implementation and effectiveness of the environmental mitigation measures and provisions recommended in this report, a contract administrator should be retained by the City to:

- Prepare a monitoring plan prior to project construction to communicate mitigation and monitoring activities that aim to prevent negative impacts;
- Inspect and monitor construction environmental work;
- Monitor conformance with permits, approvals, and associated contract requirements; and,
- Evaluate whether changes proposed by the contractor meet the intent of the mitigation measures and reflect prevailing conditions onsite.

The monitoring plan should outline the responsibilities of monitoring activities, including timing and frequency of monitoring activities and compliance reporting.