

Table of Proposed Class EA Amendments – Appendix 1 Roads (Version 1, Date August 30/19)

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|------------|--|---|---|
| R1 | Appendix 1 | <p>1 Normal or emergency operation and maintenance of linear paved facilities cycling lanes/facilities & multi-purpose paths, sidewalks, parking lots and related facilities located within or outside existing rights-of-way</p> <p>2 Shaping and cleaning existing roadside ditches</p> <p>4 Gravel replacement and reshaping on existing roads</p> <p>6 Plowing and sanding</p> <p>10 Snow and de-icing operations that comply with MECP’s Guideline B-4 “Snow Disposal and De-icing Operations in Ontario</p> <p>7 Stockpiling sand, gravel and fill</p> <p>8 Stockpiling of de-icing material at existing service facility where stockpiling has previously taken place</p> <p>17 Culvert repair and replacement where the capacity of the culvert is not increased beyond the minimum municipal standard or the capacity required</p> | <p>1 Normal or emergency operation and maintenance of bridges, linear paved facilities, cycling lanes/facilities & multi-purpose paths, sidewalks, parking lots and related facilities located within or outside existing rights- of-way</p> <p>2 Shaping and cleaning existing roadside ditches</p> <p>3 Gravel replacement and reshaping on existing roads</p> <p>4 Plowing and sanding</p> <p>5 Snow and de-icing operations that comply with MECP’s Guideline B-4 “Snow Disposal and De-icing Operations in Ontario</p> <p>6 Stockpiling sand, gravel and fill</p> <p>7 Stockpiling of de-icing material at existing service facility that comply with MECP’s Guideline B-4 “Snow Disposal and De-icing Operations in Ontario</p> <p>8 Culvert repair and replacement where the capacity of the culvert is not increased beyond the minimum municipal standard or the capacity required to adequately drain the area,</p> | <p>Items will remain Schedule A but be re-numbered and grouped under the heading Operational and Maintenance Activities. Bridges added to clarify they are included in the first item.</p> <p>Companion Guide will include the following comments; Operational and maintenance activities are those activities that keep the infrastructure in good condition and safe for the intended use by the public. Related surface infrastructure includes sidewalks, pathways, streetscape features, lighting, signage, landscaping/trees and any other infrastructure located in the road allowance.</p> <p>Clause 1 is intended to be all-inclusive and capture all operational and maintenance activities. This group of projects can be summarized by All operational and maintenance activities associated with roads and related surface infrastructure.</p> <p>If a proponent is uncertain how to classify a particular activity or project, the proponent should review all clauses in this Appendix 1. If the proposed activity or project could be considered an Operations or Maintenance activity and it is not specifically included in any clause in Appendix 1 then Ontario Regulation 334/90 applies and the activity or project is exempt from the EA Act provided the cost is less than \$3.5m</p> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|-----------|------------|---|--|--|
| | | to adequately drain the area, whichever is greater, and where there is no change in drainage area SCHEDULE A | whichever is greater, and where there is no change in drainage area REMAINS SCHEDULE A | As of June 2019, Schedule A activities are deemed exempt from the EA Act. Once the proponent recognizes that the activity is exempt, the proponent may proceed with the activity without any notice or documentation. |
| R2 | | 9 Initial stockpiling of de-icing material at existing service facility SCHEDULE B | DELETED – INCLUDED WITH ITEM 7 | This item will be re-numbered and grouped under the heading Operational and Maintenance Activities . This item is currently listed as a Schedule B. However, since this item was originally written and classified the province has issued Guideline B-4 “Snow Disposal and De-icing Operations in Ontario”. Compliance with this guideline covers the technical requirements. Planning Act compliance ensures the salt is stored at location where the use is permitted and Source Water Protection regulations protect drinking water. It should be an operational decision to select where to stockpile salt that does not benefit from public input so this has been shifted to Schedule A. |
| R3 | Appendix 1 | 16 Establishment of a roadside park or picnic area 37 Expansions, improvements and modifications to existing patrol yard and maintenance facilities where land acquisition is required provided project conforms to Planning Act requirements and with municipal and other requirements. 38 Establish new patrol yards or maintenance facilities provided | 9 Establishment of a roadside park or picnic area 10 Expansions, improvements and modifications to existing patrol yard and maintenance facilities where land acquisition is required provided project is subject to Planning Act requirements and complies with municipal and other requirements. 11 Establish new patrol yards or maintenance facilities provided project is subject to Planning Act | Items will remain Schedule A but be re-numbered and grouped under the heading Road Related Facilities . Companion Guide will include the following comments; Road related facilities that are located outside a road allowance are those facilities that support the operation of the road system and the users of the road system. This includes patrol yards, maintenance facilities, parking facilities, rest areas/parks, electric vehicle charging stations and operational activities such as stockpiling material and storing snow hauled from roads. In addition, these facilities must meet the setback and buffering criteria established and conform with local Planning Act requirements like the zoning bylaw and site plan approvals. |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|------------|---|--|--|
| | | <i>project conforms to planning Act requirements and with municipal and other requirements</i> SCHEDULE A | <i>requirements and complies with municipal and other requirements.</i> REMAINS SCHEDULE A | As of June 2019, Schedule A activities are deemed exempt from the EA Act. Once the proponent recognizes that the activity is a Schedule A the proponent may proceed with the activity without any notice or documentation |
| R4 | Appendix 1 | 14 Construction of new parking lots not associated with a building SCHEDULE A if <\$9.5m and SCHEDULE B if >\$9.5. | 12 Construction of new parking lots not associated with a building ALL SCHEDULE A | This item will be re-numbered and grouped under the heading Road Related Facilities . This item is currently listed as Schedule A if <\$9.5m and Schedule B if >\$9.5. The value of the project does not really relate to the environmental risk and should not be used as a criteria for classification of the project. Planning Act compliance ensures environmental factors are considered and public participation in the decision so all new parking lots are now classified as Schedule A. |
| R5 | Appendix 1 | 36 Projects planned and approved under Ontario Regulation 586/06 (see Section A.2.10.4 of Municipal Class EA) SCHEDULE A | 13 Projects planned and approved under Ontario Regulation 586/06 (see Section A.2.10.4 of Municipal Class EA) REMAINS SCHEDULE A | Item will remain Schedule A but be re-numbered and grouped under the heading Other Approvals . |
| R6 | Appendix 1 | 23 Construction of local roads which are required as condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road. [Note – Reference to “local” roads refers to roadway function not municipal jurisdiction. See definition in Glossary of Municipal Class EA.] | 14 Construction of all roads which are required as a specific condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road. REMAINS SCHEDULE A | Item remains Schedule A and is re-numbered and grouped under the heading Other Approvals but is amended. There are two problems with the former clause 23. First, only local roads are included. Yet, if the details of a collector road or an arterial road are included in the Planning Act approvals then an EA process is a complete waste of effort. All issues would have already been considered and there would be no ability to consider alternatives. Second, the current wording allows the construction of a local road as long as it is simply identified as a condition of development. Sometimes the conditions attached to the |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|---------|----------------------------------|--|---|
| | | <p>SCHEDULE A</p> | | <p>planning act approval are very general – for example “Construct a road that provides adequate access to the development project”. The details are then determined during the detailed design process. In this case, the local road can be constructed without any consideration of the natural environment and without any opportunity for public input.</p> <p>To correct these two problems, the amended clause applies to all roads but only if the roads are specifically described in the planning application so they can be fully evaluated and presented for comment at the planning act public meetings.</p> <p>Local roads within a subdivision have always been considered Schedule A projects. However, for collector or arterial roads associated with development there are currently several ways to obtain EA approval.</p> <ol style="list-style-type: none"> 1) Follow the Schedule B (expanded road) or C (new road) MCEA process to consider alternatives, seek input and select preferred solution. This is often the approach when the new/expanded road is reasonably long through an area with multiple owners and if the traffic on this road will be from the entire community and not primarily from adjacent development. This commonly would be a municipal project perhaps funded by Development Charges and completed in advance of adjacent development applications. Alternatively, the Schedule B or C process for these collector or arterial roads could be completed concurrent with adjacent planning applications. |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|---------|----------------------------------|--|--|
| | | | | <p>2) Rely on Ontario Regulation 345/93 exemption. For road expansions, the municipality could allow the Developer to be the proponent of the project, and the Developer could expand a municipal collector or arterial road (Schedule B) and the project would be exempt. Before allowing a Developer to be the proponent and expand a municipal road the municipality needs to ensure there are sufficient controls included in the Planning Act approval to ensure the Developer is delivering a satisfactory facility.</p> <p>3) Use amended clause to classify the project as Schedule A. To qualify, the new or expanded collector/arterial road needs to be specifically described in the planning application. This means the location needs to be defined (for example by showing the road allowance property on a draft plan of subdivision) and the details of the road (cross section) considered during the Planning Act application by both the public and in the environmental inventory studies. A road illustrated with a line on a Schedule to the Official Plan does not sufficiently define a new road to qualify for classification as a Schedule A project. Furthermore the municipality must be satisfied that the propose road will provide the required function in the road system. The municipality must also ensure that there are sufficient controls in the Planning Act approval (specific clauses in the draft conditions) to ensure that the defined road is constructed. This approach is appropriate where the new/expanded</p> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|------------|---|--|--|
| | | | | <p>road is reasonably short and constructed primarily to service adjacent development.</p> <p>As of June 2019, Schedule A activities are deemed exempt from the EA Act. Once the proponent recognizes that the activity is a Schedule A the proponent may proceed with the activity without any notice or documentation</p> |
| R7 | Appendix 1 | <p>5 a) Urban: Resurfacing, with no change to horizontal alignment b) Urban: Patching and frost heave treatment c) Rural: Resurfacing, patching and frost heave treatment with no change to horizontal alignment 11 Streetscaping (e.g. decorative lighting, sidewalk improvements, benches, landscaping not part of another project). 12 a) Construction of localized operational improvements at specific locations b) Installation of guide rails 18 Construction of a new culvert or increase culvert size due to change in the drainage area 19 Reconstruction where the reconstructed road or other linear paved facilities (e.g. HOV lanes)</p> | <p>15 a) Urban: Resurfacing, with no change to horizontal alignment b) Urban: Patching and frost heave treatment c) Rural: Resurfacing, patching and frost heave treatment with no change to horizontal alignment 16 Streetscaping (e.g. decorative lighting, sidewalk improvements, benches, landscaping not part of another project). 17 a) Construction of localized operational improvements at specific locations including roundabouts b) Installation of guide rails 19 Reconstruction where the reconstructed road or other linear paved facilities (e.g. HOV lanes) will be for the same purpose, use, capacity and at the same location (e.g. addition or reduction of cycling</p> | <p>Items will remain Schedule A+ but be re-numbered and grouped under the heading Reconstruction of Roads with No Increase to Travel Lanes. Minor clarifications have been included to highlight that roundabouts are considered a localized operational improvement, decreasing vehicle travel lanes is permitted and bridges are included when retiring a road Companion Guide will include the following comments;</p> <p>The existing clauses are numerous and can be confusing or not cover all appropriate projects. (A road diet – deleting lanes and constructing a roundabout are examples that have now been included). This group of projects can be summarized by All Construction, rehabilitation or alteration to roads and related infrastructure in an existing road allowance that does not increase continuous lanes of travel for traffic.</p> <p>Note - No EA process is required for property purchase. If the proponent acquires property to widen a road allowance through another process (negotiation with owner or planning policies for minimum width of road allowances) then the</p> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|---------|--|---|---|
| | | <p>will be for the same purpose, use, capacity and at the same location (e.g. addition or reduction of cycling lanes/facilities or parking lanes - no change to motor vehicle lanes)</p> <p>22 Redesignation of a Linear Paved Facility through signage or pavement marking modifications (i.e. not requiring physical construction beyond localized operational improvements described in activity No.12 above):</p> <ul style="list-style-type: none"> • addition or removal of parking or turning lane markings on an existing roadway • conversion of one-way or two-way streets • redesignation of existing General Purpose Lane (GPL) or on- street parking to High Occupancy Vehicle (HOV) or cycling lanes/facilities; vice versa: <ul style="list-style-type: none"> • addition or removal of cycling lanes/facilities <p>New Construction or removal of sidewalks, multi-purpose paths or</p> | <p>lanes/facilities or parking lanes - motor vehicle lanes may decrease but not increase)</p> <p>20 Redesignation of a Linear Paved Facility through signage or pavement marking modifications (i.e. not requiring physical construction beyond localized operational improvements described in activity No.12 above):</p> <ul style="list-style-type: none"> • addition or removal of parking or turning lane markings on an existing roadway • conversion of one-way or two-way streets • redesignation of existing General Purpose Lane (GPL) or on- street parking to High Occupancy Vehicle (HOV) or cycling lanes/facilities; vice versa: <ul style="list-style-type: none"> • addition or removal of cycling lanes/facilities <p>New Construction or removal of sidewalks, multi-purpose paths or cycling facilities including water crossings outside existing right-of-way</p> <p>21 Construction of noise barriers, i.e. structures such as walls and berms or a combination of the two</p> | <p>project within the altered road allowance is A+ provided there is no increase to continuous lanes of travel for traffic.</p> <p>If a proponent is uncertain how to classify a particular activity or project, the proponent should review all clauses in this Appendix 1. If the proposed activity or project is not specifically included in any clause in Appendix 1 then Ontario Regulation 334/90 applies and the activity or project is exempt from the EA Act provided the cost is less than \$3.5m. However, if the project or activity could be considered an 'Reconstruction of a Road, does not increase the lanes of travel for vehicles and is similar to those identified here then the project should be classified as Schedule A+.</p> <p>As of June 2019, Schedule A+ activities are deemed exempt from the EA Act. However, as discussed in A.1.2.2.2, the proponent needs to provide notice of these projects prior to proceeding. Notice for these types of projects should be provided to the general community (perhaps as part of the budget approval for the work) as well as specific notice to those directly impacted. This specific notice should include;</p> <ul style="list-style-type: none"> - a description of the planned work, - identify how the work will impact the owner's property, - provide a schedule for the work and - explain how to obtain further information related to the work. <p>Once the proponent recognizes that the activity is a Schedule A+ activity/project and provides notice, the proponent may proceed with the activity/project without any further notice or documentation</p> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|-----------|------------|--|---|--|
| | | <p>cycling facilities including water crossings outside existing right-of-way</p> <p>32 Construction of noise barriers, i.e. structures such as walls and berms or a combination of the two</p> <p>39 Retirement of existing roads and road related facilities</p> <p>40 Retirement of existing laneways</p> <p>SCHEDULE A+</p> | <p>22 Retirement of existing roads and road related facilities including bridges</p> <p>23 Retirement of existing laneways</p> <p>REMAINS SCHEDULE A+</p> | |
| R8 | Appendix 1 | <p>3 Construction or removal of sidewalks or multi-purpose paths or cycling facilities within existing or protected rights-of-way</p> <p>34 Utility removal, modification or relocation for safety or aesthetic purposes</p> <p>33 New fence installations not associated with another project.</p> <p>SCHEDULE A</p> | <p>24 Construction or removal of sidewalks or multi-purpose paths or cycling facilities within existing or protected rights-of-way</p> <p>25 Utility removal, modification or relocation for safety or aesthetic purposes</p> <p>26 New fence installations not associated with another project</p> <p>SHIFT TO SCHEDULE A+</p> | <p>Items are re-numbered and grouped under the heading Reconstruction of Roads with No Increase to Travel Lanes</p> <p>Items are currently listed as Schedule A. Consultation with adjacent owners would be appropriate prior to proceeding with the project so projects are now classified as Schedule A+.</p> |
| R9 | Appendix 1 | <p>13 Installation, construction or reconstruction of traffic control devices (e.g. signing, signalization).</p> <p>SCHEDULE A IF <\$9.5M AND SCHEDULE B IF >\$9.5.</p> <p>15 Installation of safety projects (e.g. lighting including “high mast”, grooving, glare screens,</p> | <p>27 Installation, construction or reconstruction of traffic control devices (e.g. signing, signalization).</p> <p>28 Installation of safety projects (e.g. lighting including “high mast”, grooving, glare screens, safety barriers, energy attenuators)</p> <p>SHIFT TO SCHEDULE A+</p> | <p>Items are re-numbered and grouped under the heading Reconstruction of Roads with No Increase to Travel Lanes</p> <p>Items are currently classified Schedule A or B depending upon the value of the project. The value of the project does not really relate to the environmental risk and should not be used as a criteria for classification of the project. Regardless of cost, these projects pose little risk to the</p> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|------------|--|--|--|
| | | safety barriers, energy attenuators) SCHEDULE A IF <\$2.4M AND SCHEDULE B IF >\$2.4. | | natural environment. Consultation with those directly impacted is covered by the Schedule A+ process. |
| R10 | Appendix 1 | 24 Reconstruction of a water crossing where the reconstructed facility will be for the same purpose, use, capacity and at the same location. (Capacity refers to either hydraulic or road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks. SCHEDULE A+ | 29 Reconstruction of a water crossing where the reconstructed facility will be for the same purpose, use, capacity and at the same location. (Capacity refers to road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks. REMAINS SCHEDULE A+ | Item will remain Schedule A+ but be re-numbered and grouped under the heading Reconstruction of Bridges with No Increase to Travel Lanes . The hydraulic capacity is no longer included as a trigger. Raising a bridge to match road grades or to meet minimum clearances above high water elevations or widening a bridge to reduce the impact on the shoreline should not trigger a higher level of assessment. |
| R11 | | 31 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old which after appropriate evaluation is found not to have cultural heritage value. Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website SCHEDULE A+ | 30 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old which, after appropriate evaluation, is found not to have cultural heritage value or, where there is cultural heritage value, the cultural heritage features are protected or replicated to the satisfaction of MTCS . Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website. | Item will remain Schedule A+ but be re-numbered and grouped under the heading Reconstruction of Bridges with No Increase to Travel Lanes . Minor clarification has been included to ensure the project includes plans to protect any heritage aspects of the bridge, |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|------------|--|--|---|
| | | | REMAINS SCHEDULE A+ | |
| R12 | Appendix 1 | 28 Construction of underpasses or overpasses for pedestrian, cycling, recreational or agricultural use SCHEDULE A IF <\$2.4M AND SCHEDULE B IF >\$2.4. | 31 Construction of new or reconstruction or alteration of existing underpasses or overpasses or bridges for pedestrian, cycling, recreational or agricultural use SHIFT TO SCHEDULE A+ | <p>This item will be included under the heading Non-Vehicle Bridges. Items are currently classified Schedule A or B depending upon the value of the project. The value of the project does not really relate to the environmental risk and should not be used as a criteria for classification of the project</p> <p>Most active transportation bridges cost <\$2.4m so have been Schedule A projects. Rather than no consultation or process whatsoever for less costly projects and a regimented Schedule B process for more costly projects, all projects are designated now classified Schedule A+.</p> <p><i>Active transportation has minimal ongoing environmental impacts, certainly less than vehicles. Environmental impacts during construction are managed by grading, drainage, erosion control and stormwater management plans and the shoreline permits that are required from the conservation authority. Consultation with those directly impacted is covered by the Schedule A+ process. See section A.1.2.2 for Schedule A+ expectations and section A.2.1.1 related to project complexity.</i></p> <p>As of June 2019, Schedule A+ activities are deemed exempt from the EA Act. However, as discussed in A.1.2.2.2, the proponent needs to provide notice of these projects prior to proceeding. Notice for these types of projects should be provided to the general community (perhaps as part of the budget approval for the work) as well as specific notice to those directly impacted. Directly impacted people will include those adjacent to the project and people that are</p> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|------------|---|--|--|
| | | | | <p>expected to regularly travel over the bridge. This specific notice should include;</p> <ul style="list-style-type: none"> - a description of the planned work and the expected impact on active transportation routes, - identify how the work will impact adjacent owner's property, - provide a schedule for the work, and - explain how to obtain further information related to the work. <p>Once the proponent recognizes that the activity is a Schedule A+ activity/project and provides notice, the proponent may proceed with the activity/project without any further notice or documentation.</p> |
| R13 | Appendix 1 | <p>20 Reconstruction or widening where the reconstructed road or other linear paved facilities (e.g. HOV lanes) will not be for the same purpose, use, capacity or at the same location (e.g. additional motor vehicle lanes, continuous centre turn lane) SCHEDULE B IF <\$2.4M AND SCHEDULE C IF >\$2.4.</p> | <p>32 Reconstruction or widening where the reconstructed road or other linear paved facilities (eg HOV lanes) will include additional lanes for vehicle travel but will remain at the same location ALL SCHEDULE B</p> | <p><i>This item will be included under the heading</i> Reconstruction of Roads with Increase to Travel Lanes <i>The value of the project does not really relate to the environmental risk and should not be used as a criteria for classification of the project. Instead, impact to property and adding vehicle travel lanes are used as a criteria for assessing impact. If the road allowance needs to be substantially altered (the area of the road allowance for the project increased by more than 10%) then there is a substantial impact that should be assessed by following the Schedule C process. Otherwise, this item must now follow the Schedule B process. However, regardless of the size/cost of the project (greater or less than \$2.4m) or the Schedule of the project (Schedule B or C) the alternatives presented during the EA process need to include sufficient detail to allow the public and agencies to determine the</i></p> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|------------|---|---|---|
| | | | | <i>detailed impacts of the project and be satisfied with mitigation measures. For these projects, cross sections and plans that show the features to be included in the project should be presented to the public/agencies for comment</i> |
| R14 | Appendix 1 | 25 Reconstruction of a water crossing where the reconstructed facility will not be for the same purpose, use, capacity or at the same location. (Capacity refers to either hydraulic or road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks SCHEDULE B IF <\$2.4M AND SCHEDULE C IF >\$2.4 | 33 Reconstruction of a water crossing where the reconstructed facility will not be for the same purpose, use, capacity but remains at the same location. (Capacity refers to road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks ALL SCHEDULE B | This item will be included under the heading Reconstruction of Bridges with Increase to Travel Lanes . The hydraulic capacity is no longer included as a trigger. Raising a bridge to match road grades or to meet minimum clearances above high water elevations or widening a bridge to reduce the impact on the shoreline should not trigger a higher level of assessment. <i>The value of the project does not really relate to the environmental risk and should not be used as a criteria for classification of the project. Instead, the vehicle capacity of the bridge and the location of the bridge are used as the criteria for assessing impact. These projects must now follow the Schedule B process. However, regardless of the size/cost of the project (greater or less than \$2.4m) or the Schedule of the project (Schedule B or C) the alternatives presented during the EA process need to include sufficient detail to allow the public and agencies to determine the details of the impacts of the project and be satisfied with mitigation measures.</i> |
| R15 | Appendix 1 | 30 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old, which after appropriate evaluation is found to have cultural heritage value. Determination of cultural heritage value will be in accordance with a | 34 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old, which after appropriate evaluation is found to have cultural heritage value but the heritage features will not be protected . Determination of cultural heritage | This item will be included under the heading Reconstruction of Bridges with Increase to Travel Lanes . <i>The value of the project does not really relate to the environmental risk and should not be used as a criteria for classification of the project. Instead the cultural heritage value of the bridge is used as the criteria for assessing impact. These projects must now follow the Schedule C process to ensure design alternatives are considered.</i> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|------------|------------|---|---|---|
| | | screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website. SCHEDULE B IF <\$2.4M AND SCHEDULE C IF >\$2.4. | value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website. ALL SCHEDULE C | |
| R16 | Appendix 1 | 21 Construction of new roads or other linear paved facilities (e.g. HOV lanes) SCHEDULE B IF <\$2.4M AND SCHEDULE C IF >\$2.4 | 35 Construction of new roads or other linear paved facilities (e.g. HOV lanes) ALL SCHEDULE C | This item will be included under the heading New Roads and Expressways . <i>The value of the project does not really relate to the environmental risk and should not be used as a criteria for classification of the project. Instead, impact to property is used as a criteria for assessing impact. If the road allowance new or needs to be substantially altered (the area of the road allowance for the project increased by more than 10%) then there is a substantial impact that should be assessed by following the Schedule C process. New infrastructure such as this must now follow the Schedule C process regardless of the size/cost of the project (greater or less than \$2.4m). The alternatives presented during the EA process need to include sufficient detail to allow the public and agencies to determine the details of the impacts of the project and be satisfied with mitigation measures</i> |
| R17 | Appendix 1 | No current item | 36 Reconstruction or expansion of and existing expressway SCHEDULE C | This item will be included under the heading New Roads and Expressways . Expressways are not addressed in the current document. A proponent needs to follow the individual EA process for the construction of an entirely new expressway. However, the reconstruction or expansion (including realignment) of an existing expressway can be approved by following the Schedule C process. |
| R18 | Appendix 1 | 26 Construction of new water crossings. This includes ferry docks. | 37 Construction of new water crossings. This includes ferry docks. | This item will be included under the heading New Bridges . <i>The value of the project does not really relate to the environmental risk and should not be used as a criteria for</i> |

| Number | Section | Current Text Revisions in Red | Proposed Amendment Revisions in Red | Rationale |
|--------|---------|---|---|--|
| | | <p>SCHEDULE B IF <\$2.4M AND SCHEDULE C IF >\$2.4</p> <p>27 Construction of new grade separations</p> <p>SCHEDULE B IF <\$9.5M AND SCHEDULE C IF >\$9.5M.</p> | <p>38 Construction of new grade separations</p> <p>ALL SCHEDULE C</p> | <p><i>classification of the project. As new infrastructure, these projects warrant a full analysis during the EA process. These projects must now follow the Schedule C process.</i></p> |

R19

Appendix 1

SCHEDULES

~~STATUS OF MUNICIPAL ROAD PROJECTS UNDER THE CLASS ENVIRONMENTAL ASSESSMENT~~

~~The following schedules are intended to assist proponents in understanding the status of various projects. **The types of projects and activities listed are intended generally to be categorized into Schedules A, A+, B and C with reference to the magnitude of their anticipated environmental impact.** In specific cases however, a project may have a greater environmental impact than indicated by the Schedule and in such instances the proponent may, at its discretion, change the project status by elevating it to a higher schedule. Consequently, in selecting the appropriate project schedule, it must be recognized that level of complexity will vary depending on the nature of the project. This is discussed in Section A.2.1.1. **Given the varying levels of complexity, the divisions among Schedules A, A+, B and C projects are therefore often not distinct.** While the Class EA document defines the minimum requirements for the environmental assessment planning, the proponent is responsible for “customizing” it to reflect the complexities and needs of a specific project.~~

~~The foregoing should be considered not only at the outset of project planning but as one proceeds through the process and reviews / confirms the project schedule.~~

~~Key considerations when screening potential effects are outlined in Appendix 3 and include requiring property, affecting watercourses, affecting fisheries, affecting significant natural heritage features (e.g. woodlots and wetlands), or having impacts which are considered significant to your community.~~

~~For example, a project may be a Schedule A or A+. It may, however, have potential major impacts such as requiring property, removing trees, affecting watercourses, affecting fisheries, or having impacts which are~~

Introduction section updated to reflect changes introduced by Bill 108 and mesh with amended project descriptions.

~~considered significant in your community. Accordingly, while it may technically be a Schedule A or A+, the proponent should carefully consider the appropriateness of that selection, since it would likely be more appropriately carried out as a Schedule B or C.~~

~~Take, for example, the redesignation of an existing general purpose lane as a High Occupancy Vehicle (HOV) lane. This could be accomplished with the installation of low cost traffic control devices and as such could be considered as a Schedule A+ project. However, the potential changes to general traffic patterns could be significant and could have effects on adjacent businesses or communities and as such should perhaps be considered as a Schedule B or C project.~~

~~A proponent may elect to undertake an individual environmental assessment should the magnitude of the project, the anticipated environmental impact of the project or its controversial nature warrant it. **Following the selection of the most appropriate schedule, the proponent is encouraged to document their rationale for the selection.**~~

~~In selecting the most appropriate Schedule, proponents should bear in mind the requirement to plan large or extended projects in their entirety. Projects, for example, which are to be implemented in stages over an extended period of time shall be planned in their entirety at the time when the first stage is to be undertaken and **shall not be broken up, or piecemealed, into smaller components.**~~

~~**The Schedules shall be viewed inclusively in order to ensure that the correct schedule is selected. The proponent shall review all applicable schedules to ensure the correct choice of Schedule. In cases where components of a single project fall within more than one Schedule, the more rigorous Schedule shall apply.**~~

~~**Overlap Between EA Approvals:**~~

~~Where two or more components of a project are not covered entirely within either the roads schedules or the water and wastewater schedules it will be necessary to plan the project under the more rigorous of the schedules. For example, a project consisting of a new road crossing a new dyke could not be planned in its entirety under either the roads or the water and wastewater schedules. In such cases, the proponent shall plan the project in accordance with all applicable requirements but may document the planning process in one Project File or ESR.~~

**SCHEDULES
STATUS OF MUNICIPAL ROAD PROJECTS UNDER THE CLASS ENVIRONMENTAL
ASSESSMENT**

The following schedules are intended to assist proponents in understanding the status of various projects. **The types of projects and activities listed are intended generally to be categorized into Schedules A, A+, B and C with reference to the magnitude of their anticipated environmental impact.** In specific cases however, a project may have a greater environmental impact than indicated by the Schedule and in such instances the proponent may, at its discretion, add additional steps or change the project status by elevating it to a higher schedule. Consequently, in selecting the appropriate project schedule, it must be recognized that level of complexity will vary depending on the nature of the project. Given the varying levels of complexity, the divisions among Schedules A, A+, B and C projects are therefore often not distinct. While the Class EA document defines the minimum requirements for the environmental assessment planning, the proponent is responsible for “customizing” it to reflect the complexities and needs of a specific project. The proponent should refer to Section A.2.1.1. for guidance in selecting the appropriate Schedule and customizing the process to fit the project and the community.

The foregoing should be considered not only at the outset of project planning but as one proceeds through the process and reviews / confirms the project schedule.
Key considerations when screening potential effects are outlined in Appendix 3 and include requiring property, affecting watercourses, affecting fisheries, affecting significant natural heritage features (e.g. woodlots and wetlands), or having impacts which are considered significant to your community.

The Schedules shall be viewed inclusively in order to ensure that the correct schedule is selected. The proponent shall review all applicable schedules to ensure the correct choice of Schedule. In cases where components of a single project fall within more than one Schedule, the more rigorous Schedule shall apply. Proponents are encouraged to refer to the associated Companion Guide section for an explanation of each project definition and advise related to those activities/project types.

| | | | |
|--|--|--|--|
| | | <p>Overlap Between EA Approvals: <u>Where two or more components of a project are not covered entirely within either the roads schedules, the water and wastewater schedules or the transit schedules, it will be necessary to plan the project under the more rigorous of the schedules. For example, a project consisting of a new road crossing a new dyke could not be planned in its entirety under either the roads, transit or the water and wastewater schedules. In such cases, the proponent shall plan the project in accordance with all applicable requirements but may document the planning process in one Project File or ESR.</u></p> <p>▲ The decision to proceed under one set of schedules rather than another, shall not be open to challenge nor be grounds for a request for a Part II Order.</p> <p>Background Studies: Background Studies are exempt from the Class EA process.</p> | |
|--|--|--|--|

Formatted: Font: (Default) BDBKA A+ Arial

Formatted: Default, Left