

Municipality of Clarington

Grady Drive Extension over Foster Creek, Newcastle

Municipal Class EA Schedule 'B' Project File

December 2019

C14-0162

Submitted by:

CIMA Canada Inc

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Section 1 Project Background

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Section 1 Project Background

The Municipality of Clarington (the 'Municipality') completed a Municipal Class Environmental Assessment (MCEA) for the extension of Grady Drive over Foster Creek in the community of Newcastle, Clarington (Figure 1). The extension of Grady Drive is intended to provide an east-west collector road connection through northern Newcastle. As a collector road, Grady Drive is intended to provide continuous traffic movement (typically 1,000-5,000 Average Annual Daily Traffic vehicles, or AADT) between the Foster and North Village neighbourhoods at a posted speed of 50 km/h. The 23 m - 26 m right-of-way cross-section can accommodate local public transit, but not Regional transit. Separate cycling lanes and sidewalks on both sides of the roadway are the preferred design options for this type of road. A collector road should be sensitive to its context and include streetscaping and lighting treatments. The need for this road is documented in prior planning studies reviewed below.

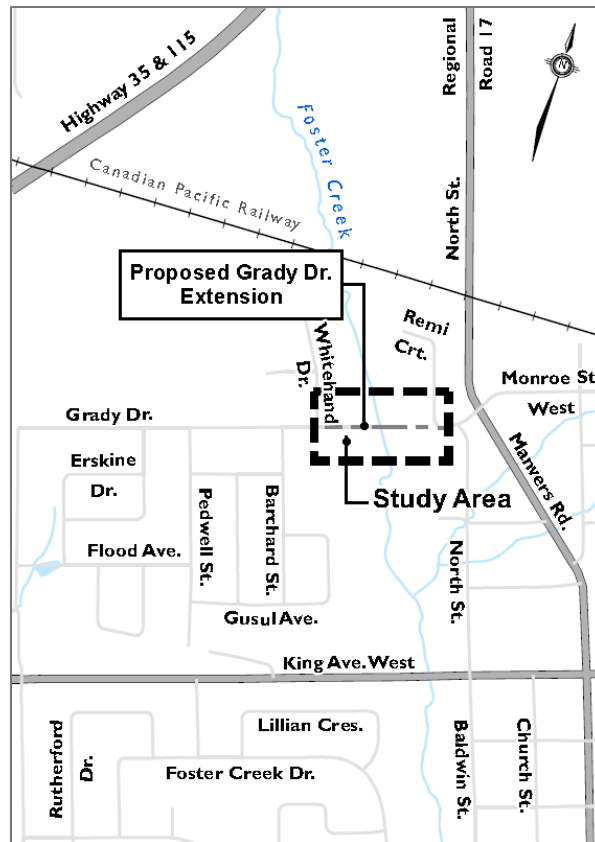


Figure 1: Study Area – Proposed Grady Drive Extension over Foster Creek

Municipality of Clarington Official Plan (July 2016)

The Municipality of Clarington’s Official Plan sets the structural and policy framework for growth and development in the Municipality. The Official Plan is a living document and is regularly updated through a consultative process that includes opportunity for public input and review.

The Foster Creek Neighbourhood is identified in the Clarington Official plan and is located west of Foster Creek between Highway 2 and the Canadian Pacific Railway Line. It is located within the Newcastle Village Urban Area (Figure 2). A crossing of Foster Creek has been identified as an important road connection since the early 1980s in the original Town of Newcastle Official Plan.

Clarington Official Plan Amendment 107 shows that Grady Drive should serve as an east-west collector road to the arterial Regional Road 17 (North Street/Manvers Road).

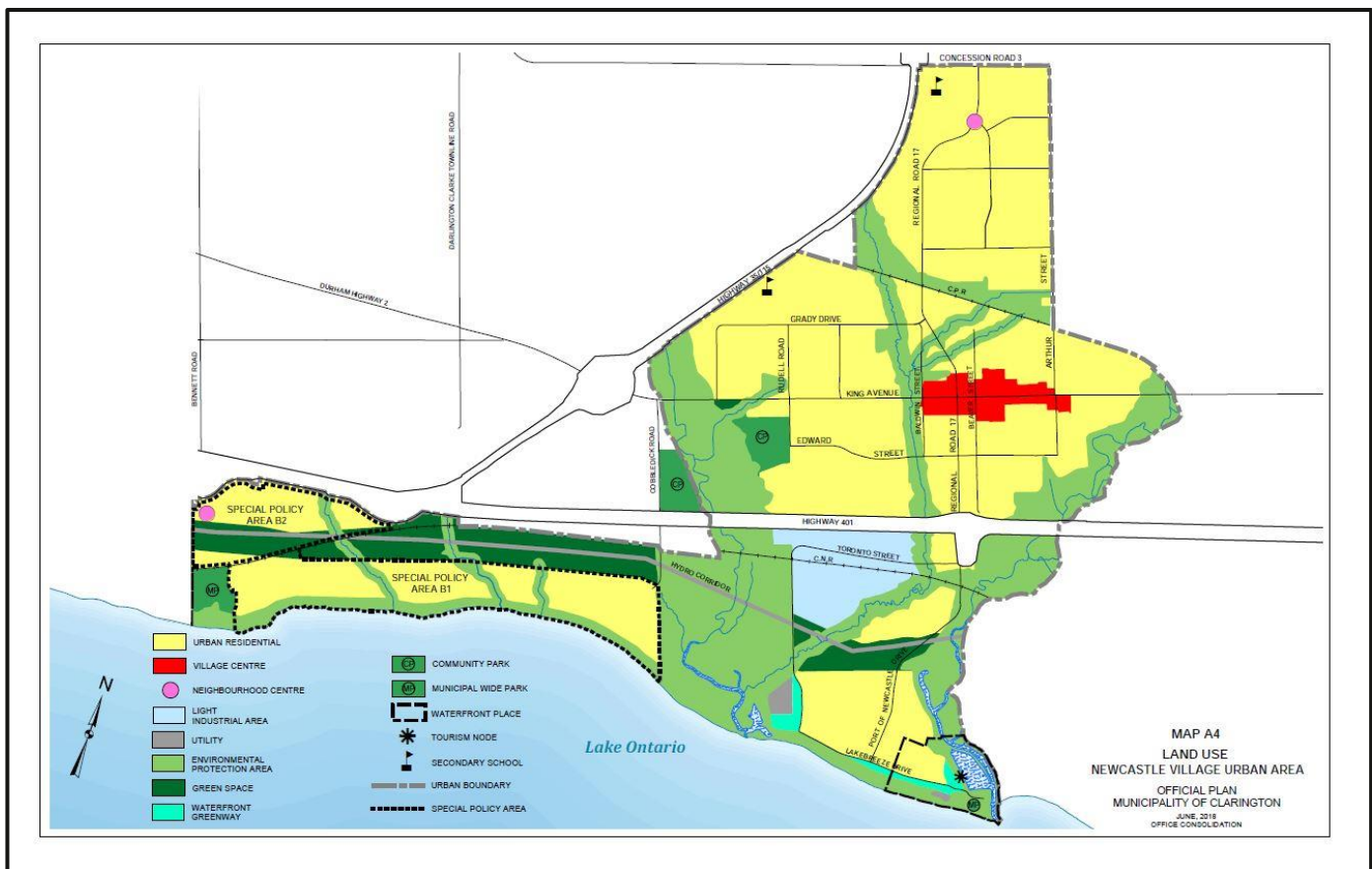


Figure 2 – Official Plan, Municipality of Clarington

The Official Plan includes schematic transportation maps that depict the existing and future planned road network for Clarington. The Transportation Network Roads and Transit Map J4 conceptually shows a future Collector Road extending Grady Drive over Foster Creek. (Figure 3).

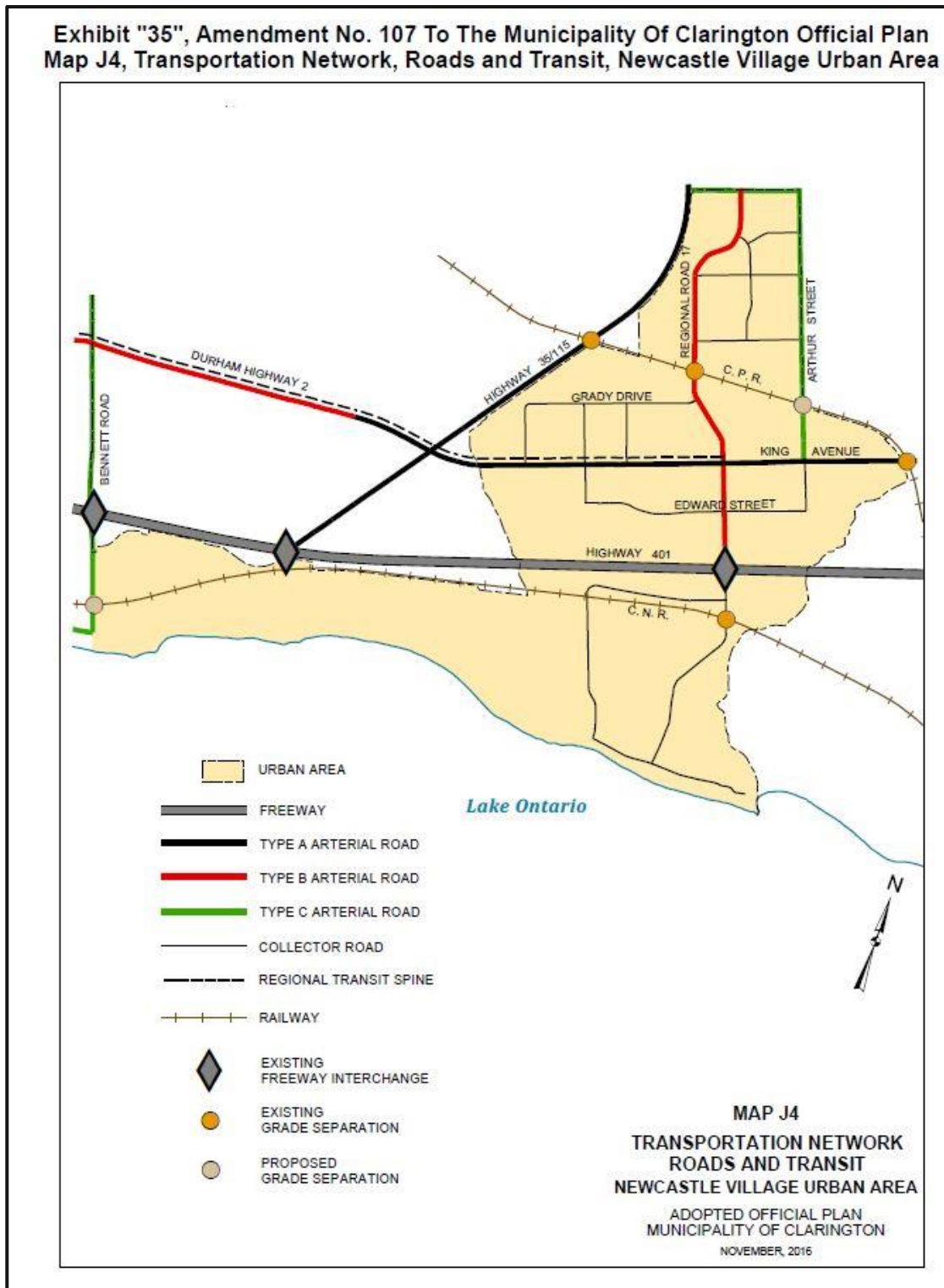


Figure 3 – Map J4 – Transportation Network Roads and Transit – Newcastle Village Urban Area

Foster Creek Neighbourhood Plan (2001-2006)

Neighbourhood design plans, according to Policy 9.4.2. of the Clarington Official Plan, are created to provide a conceptual outline for future growth and development within an entire neighbourhood. This report bridges the gap between broader planning goals and the more refined details of engineering and landscape plans. The design objectives for the Foster Creek Neighbourhood Plan were to protect and enhance the natural features, develop a strong community linkage and to create a distinct, attractive community with lots of greenspace. Through this plan, the main collector roads were confirmed as Pedwell Street (north-south) and Grady Drive (east-west).

Public meetings were held in September 2001 and November 2002 and confirmed the crossing location and that environmental mitigation methods would be finalized once the design of the crossing structure was confirmed.

Clarington Transportation Master Plan (CTMP)

The CTMP provides a comprehensive assessment of Clarington's transportation system infrastructure and policy needs to the year 2031. The need for east-west routes was emphasized in public comments received for the development of the CTMP, especially in Newcastle. It was also noted that the Foster Creek Trail is the only proposed north-south link in the Durham Regional Trail network and thus must be maintained within the design of the crossing structure.

Gartner Lee Ltd. And Greenland International Consulting Inc. Foster Creek Subwatershed Planning Study (2001)

In 2001, the Foster Creek Subwatershed Planning Study was completed in response to a submission of a neighbourhood design plan by Robert Stevens and Kiradaar Investments. The design plan comprised a large area identified as the Foster Creek Neighbourhood in the Clarington Official Plan. The Official Plan requires that a subwatershed plan be prepared prior to municipal approval of the design plan.

The goal of any subwatershed plan is to balance development opportunities with ecological protection. This report identified resource management objectives for aquatic and terrestrial habitat, surface and groundwater functions, soil and land resources and wildlife corridors and linkages.

The report concluded that there are two areas of core habitat within the watershed and Foster Creek is an important connector providing a link between the two core areas. The proposed crossing location of Grady Drive is at the widest part of the corridor and could severely constrict the corridor if not designed well. The study recommended retaining a 100 m wide corridor or to the limits of natural vegetation, whichever is larger.

Gartner Lee Ltd. And Greenland International Consulting Inc. Environmental Impact Study (2001)

In 2001, an Environmental Impact Study was completed in conjunction with the Subwatershed Planning Study for the Foster Creek Neighbourhood in Newcastle. The study also looked specifically at the Grady Drive crossing. The study determined that the extension does constrict the corridor to about 100 m and proposed the following mitigation measures to limit the impacts to the wildlife corridor:

- Any creek work must use natural channel design principles
- Crossing structure must facilitate the movement north-south through the valley
- Disturbed vegetation must be rehabilitated using native species plantings

The Study determined that the wildlife is characteristic of a near-urban environment and should therefore be tolerant of the proposed development in the Study Area. A fish survey was also completed for the Study, and it was determined that both warm and cold water fish species inhabit Foster Creek.

In terms of Hydrology, the Study confirmed that development of this site will have an insignificant effect on the amount of groundwater recharge to the subwatershed. The onsite tributary provides a small contribution to the recharge of Wilmot Creek. Given the capacity of Wilmot, this small amount will have no effect on the rate of recharge for the area. The Town of Newcastle is fully serviced from lake water supply, and therefore a small loss of groundwater recharge, will not affect current or future water supplies for the community.

The recommendations of this study included, SWM facilities and outfalls, computer modelling to determine the design of the bridge and any additional culvert enlargements, replacement of disturbed vegetation with native species and minimize the impediment of the bridge on wildlife passage.

Stage 1-2 Archaeological Assessment (AA) of the Grady Drive Extension (2007)

In 2007, a Stage 1-2 Archaeological Assessment of the Grady Drive Extension was completed by Archeoworks Inc. in response to a background review that concluded seven (7) archaeological sites where within a 2 km radius of the Study Area. The Study used field assessments and reviewed historical documents and databases. It was confirmed that the Study Area has no archaeological remains and is to be considered free from archaeological concerns.

Hydrotechnical Memo (2015)

This Hydrotechnical Memo was completed in 2015 by AECOM for the Municipality of Clarington and the Ganaraska Conservation Authority. The memo outlines the approach and assumptions that were used to create the updated Regulatory flood line model for the main branch of the Foster Creek watershed

within the community of Newcastle. The update also allowed for accurate modelling of the impacts associated with the proposed Grady Drive extension over Foster Creek.

This report concluded that a Regional Storm could overtop the proposed road depending on whether a low profile or high-profile option was chosen.

High Profile Option

- The high-profile option allows for a sag west of the crossing, providing an overland flow route to the proposed stormwater management facility on the south side of Grady Drive.
- This roadway profile requires a large structure to allow for conveyance of all flow return events
- A larger span provides more watercourse erosion tolerance (allowing softer bank treatments), and provides sufficient width for the passage of terrestrial wildlife and recreational trails
- Conversely, the higher profile and flatter approach grades enlarge the footprint of the road embankment on the valley floor, and add to construction cost and complexity
- Various structure alternatives were considered for the high profile option.

Low Profile Option

- The low-profile option reduces the footprint of the road embankment on the valley floor and allows for conveyance of larger events to be passed over the roadway as weir flow, while flows from smaller storms are passed through a smaller culvert
- The low-profile could be constructed with lower complexity and lower potential cost than other configurations
- The vertical alignment does not accommodate a design speed greater than 50 km/hr, nor does it comply with the Municipality's design criteria for collector roads
- Various structure alternatives were considered for the low profile option.

After considering all options, the 12 m high profile crossing structure was selected, as it did not have overtopping of water and allowed for the passage of fish, water, wildlife and pedestrians.

Geotechnical Investigation (2008)

The Geotechnical Investigation was completed in 2008 by V.A. Wood Associates Limited. The purpose of the study was to determine the subsurface conditions and soil properties for the preliminary design of the foundations for the Foster Creek crossing and roadway. Recommendations were provided for fill composition and compaction, thickness of asphalt and stability analysis. The permanent ground water table was also determined to be at a depth of approximately 1.7m below grade at the creek valley and rises to about 4 meters below grade toward the top of slope.

The full report is included as a separate document to this Project File.

Traffic Impact Study – Foster Creek Neighbourhood (2008)

In 2008, UMA Engineering Ltd. completed a traffic study update for proposed Foster Creek North Subdivision. The original study was completed by UMA in 2007, however required further investigations requested by the Region of Durham. The updated study assessed the traffic operations near the proposed subdivision, estimated the future traffic volumes and assessed impact to the future roadways and intersections. The findings confirmed that the proposed Grady Drive and Rudell Road would provide for sufficient access connections to accommodate the traffic demands in the area. Traffic calming measures, such as curb extensions, were recommended to discourage the use of Grady as a short-cut for vehicles and to help increase pedestrian safety.

Transportation Study – North Village Newcastle (2008)

In 2008, Sernas Transtech completed a transportation study update for the proposed North Village Neighbourhood Plan for Smooth Run Developments and Brookfield Homes. The purpose of this study was to determine the anticipated traffic volume created by the proposed development and assess the impact on roadways in the area.

The study determined that there were 15-25 trips going in and out of Grady Drive from Regional Road 17 each morning and evening. The study predicted that by 2021 there could be between 45-70 trips during these times. A recommendation for future intersection analysis was also suggested once the development is completed to confirm the type of traffic control necessary for the neighbourhood.

Previous public input from residents has raised concerns for the increase in traffic and noise resulting from the proposed Grady Drive Extension.

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Section 2

Municipal Class Environmental Assessment Process

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Section 2 Municipal Class Environmental Assessment Process

The provincial *Environmental Assessment Act* provides a mechanism for review and assessment of potential environmental impacts of public sector projects. The *Act* applies to any plan, project or activity carried out by, or on behalf of, a public body. Under Part II.1 of the *Act*, it is recognized that public sector undertakings can often be grouped into types or 'classes' of routine projects, where the likely environmental effects are known or predictable.

Governing bodies or professional organizations may propose a streamlined approach to the Ministry of Environment, Conservation and Parks (MECP) for conducting Environmental Assessments (EA) for a particular 'class' of project or activity. If approved by the MECP, the streamlined approach can be used for that specific kind of EA.

In the mid-1990s, municipalities recognized that many of their infrastructure projects were routine in nature, with predictable impacts, and known mitigation measures. On behalf of municipalities, the Municipal Engineers' Association (MEA) conducted a risk assessment on common municipal projects and developed a list of projects that are considered low risk. The MEA obtained approval in 1998 from the MECP to draft the Municipal Class Environmental Assessment (MCEA) process for these low risk projects.

The most recent version of the MCEA process (2015) includes lists of project types that are covered by the process and are considered low risk. If a municipal project meets the definition of one of the listed project types, the streamlined MCEA process can be used for that project.

There are four types or 'schedules' of projects covered under the MCEA process, with unique planning requirements for each. Projects are classified into the appropriate schedule based on anticipated level of environmental impact, and for some projects, anticipated construction costs. The project schedule determines the planning and design phases that must be followed. Phases of the MCEA process are shown on Figure 5.

Schedule A projects are minor operational and improvement projects that may proceed without assessment once Phase 1 of the MCEA process is complete (i.e. the problem is reviewed, and a solution is confirmed).

Schedule A+ projects are limited in scale, have minimal potential for adverse environmental impacts, and require no documentation. However, the public is to be advised of the project prior to implementation.

Schedule B projects have potential for some environmental impact, and therefore must proceed through the first two phases of the MCEA process. These projects identify and assess alternative solutions to the problem, inventory impacts, and select a preferred solution. They also include contact with relevant agencies and affected members of the public.

Schedule C projects have potential for significant environmental impact, or significant public interest, and therefore require more detailed study, public consultation and documentation. These projects must complete all phases of the MCEA.

The proposed extension of Grady Drive over Foster Creek was reviewed against the list of project types in the MCEA. Based on the limited potential for environmental impact and an anticipated construction cost of less than \$2.4M, Schedule 'B' was selected for this study.

As a Schedule B project, the study includes Phases 1 and 2 of the MCEA process. The required steps are as follows:

Phase 1: Problem or Opportunity

- Step 1. Identification and description of the problem or opportunity
- Step 2. Discretionary public consultation

Phase 2: Alternative Solutions

- Step 1. Identification of alternative solutions to the problem
- Step 2. Preparation of a physical description of the area where the project is to occur, and a general inventory of the natural, social, cultural and economic environments
- Step 3. Identification of the magnitude of the net positive and negative effects of each alternative solution
- Step 4. Evaluation of all reasonable alternative solutions, taking into consideration the environmental factors previously identified
- Step 5. Consultation with review agencies and the public to solicit comment and input
- Step 6. Selection or confirmation of the preferred solution

At the end of a Schedule 'B' MCEA study, the municipality is required to provide project documentation to the public and stakeholders in the form of a Project File. A formal report is not required, as it is expected that Schedule 'B' projects are straightforward, and detailed technical investigations and analyses are not needed to arrive at a preferred solution.

Section A.4 of the MCEA manual outlines documentation requirements for a Project File. The manual states that the Project File shall be organized chronologically in such a way as to clearly demonstrate that the appropriate steps in Phases 1 and 2 have been followed. The Project File is to include:

- Background to the project and earlier studies
- The nature and extent of the problem or opportunity, to explain the source of the concern or issue and the need for a solution

- Description / inventory of the environment
- The alternative solutions considered, and the evaluation process followed to select the preferred solution
- Follow-up commitments, including any monitoring necessary
- The public consultation program employed and how concerns raised have been addressed
- A complete record of all activities associated with the planning of the project, such as:
 - Correspondence
 - Copies of notices, letters, bulletins relating to public consultation
 - Memoranda to file explaining the proponent's rationale in developing stages of the project
 - Copies of reports prepared by consultants and others

This Project File for the Grady Drive Extension MCEA provides all of the information as listed above, organized into sections as outlined in the index.

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA

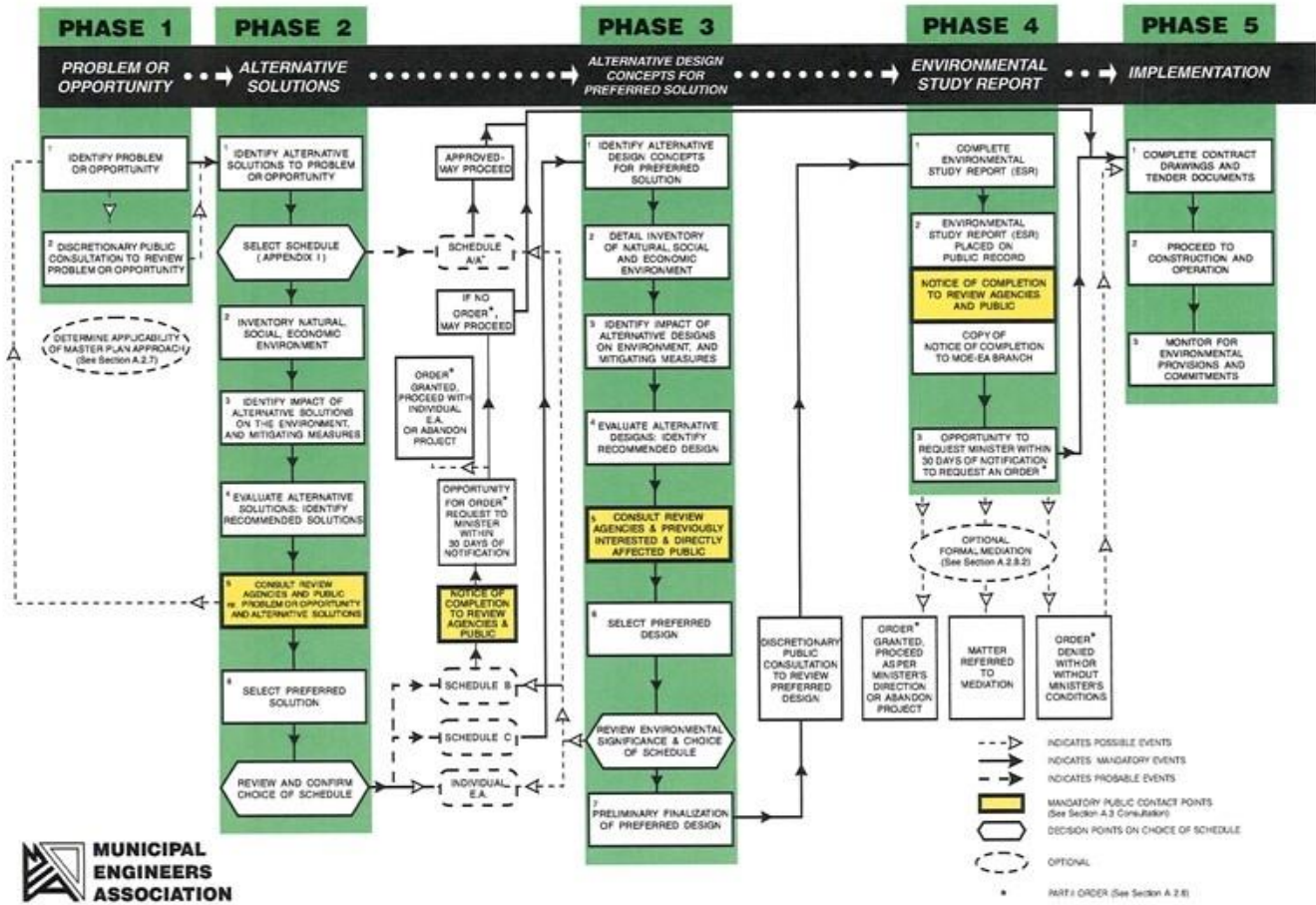


Figure 4. Municipal Engineers' Association Class Environmental Assessment Process

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Section 3 Opportunity Statement



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Section 3 Opportunity Statement

Grady Drive is designated as a Collector Road. These types of roads are meant to connect the flow of traffic between local roads and arterial roads, distribute moderate amounts of traffic among neighbourhoods, provide local transit stops for public transportation, as well as accommodate active transportation routes including cycling, and pedestrian facilities.

Grady Drive is intended to provide continuous traffic movement between the Foster and North Village neighbourhoods. The 23 m – 26 m right-of-way cross-section can accommodate local public transit, cycling lanes and sidewalks. In the Municipality of Clarington's Official Plan (2016, Map J4), Grady Drive is identified as continuous from Rudell Road to Regional Road 17. In the Clarington Transportation Master Plan (CTMP), the need for east-west routes were emphasized, especially in the Community of Newcastle.

The Grady Drive extension has been studied in planning documents and has been proposed for many years, as a way to further service the existing neighbourhood as well as the larger community of Newcastle as a whole. The purpose of this study is to ensure that the community is adequately serviced and allows for growth in accordance with the Official Plan, while protecting and mitigating the surrounding environmentally sensitive features.

A summary of the opportunities is as follows:

- Provide walkable transit connections to new and existing communities
- Provide additional capacity to the road network for the redistribution of traffic
- Improve EMS response times
- To provide a crossing structure to accommodate water, fish, wildlife, vehicular traffic and pedestrians

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Section 4 Existing Environment



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Section 4 Existing Environment

To support the Municipal Class Environmental Assessment (MCEA) study, background information was collected from prior planning studies, and additional studies were undertaken to update information where needed. Based on available information and the studies conducted for this MCEA, existing environmental conditions were determined. As per the *Environmental Assessment Act*, the environment is comprised of natural, social, cultural, and economic factors. The summary provided below follows the structure recommended in Section B.1 (Municipal Road Projects – Key Considerations) and B.3 (Municipal Road Projects – Environment) of the MCEA document (MEA, 2015).

Land-Use Planning

The proposed Grady Drive extension connects the Foster and North Village neighbourhoods by crossing Foster Creek. Both neighbourhoods are designated urban residential. This land-use is outlined in the Clarington Official Plan (2016) which is consistent with the existing planning documents at the regional (e.g. Durham Regional Official Plan) and provincial (e.g. Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe) levels.

Planning documents such as the Clarington Official Plan (2016) and the Foster Creek Neighbourhood Plan (2001-2006) show that Grady Drive is a key part of the grid road network in the Newcastle area as the primary east-west collector road to the arterial Regional Road 17 (North Street/Manvers Road).

Natural Environment / Natural Heritage Features

As part of the EA process, a Natural Environment Report was completed to document existing conditions related to natural heritage features present within the study area. Available existing natural heritage information was reviewed, and field investigations were completed to confirm findings.

The span of the proposed Grady Drive extension crosses Foster Creek, which is part of the Natural Heritage System and an Environmental Protection Area in the Municipality of Clarington Official Plan. Development and site alteration are prohibited in Environmental Protection Areas, with an exception for transportation and utility infrastructure. Provided the need for the infrastructure has been demonstrated in an Environmental Assessment and there is no reasonable alternative, transportation infrastructure can be constructed through the Natural Heritage System. If deemed necessary, the planning and design of infrastructure should minimize the negative effects on the Natural Heritage System by using only native plants for landscaping and improving or restoring wildlife and recreational linkages. It should also be noted that Foster Creek Valley is identified as an urban trail in the Official Plan, and its planning and development should also minimize impacts on the Natural Heritage System.

Coinciding with the Environmental Protection Area is the Foster Creek floodplain. Work within the floodplain requires approval from the local Conservation Authority, which requires that all options cannot increase flood levels as a result of floodplain interference.

Within the Region of Durham's Official Plan, the study area is identified as a Key Natural Heritage and Hydrologic Feature within an urban area. Key Natural Heritage and Hydrologic features are components of the Greenlands System, a continuous system of open spaces weaving through and between urban and rural systems. The purpose of the Greenlands system is to ensure ecological health and protect significant flora and fauna habitat. The proposed extension does not fall within the list of restricted activities within these systems and with the proposed mitigation measures, no negative impacts to the features or functions are expected.

A Species at Risk (SAR) screening was completed for the Study Area and no rare species were identified. A [REDACTED] was recorded in the study area, however, it was determined to [REDACTED] by the Ministry of Natural Resources and Forestry. There is the potential for various bat species, [REDACTED] [REDACTED] to be present in the Study Area.

CIMA+ conducted a stream assessment and records sightings of White Sucker and Cyprinids and noted historically that both warm and cold water fisheries have been observed in Foster Creek. As such, both warm and cold water spawning periods must be respected during construction.

Key mitigation measures recommended through the Natural Environment Report included:

- Installation of long span arch culvert and roadway signs to allow for safe wildlife passage, including large mammals. The culvert should use natural substrates, account for high water conditions and allow for sufficient riparian habitat. This culvert must consider the degree of openness to accommodate larger wildlife.
- Construction works must be planned to minimize the duration of instream work. In-water construction must occur from July 1st to September 15th to avoid periods of fish spawning.
- Site preparation must occur outside of March 1st to October 31st to protect critical life stages of wildlife.
- Erosion and sediment control plans must be developed as well as a spill management plan.
- Native tree and shrub species should be used during re-vegetation.
- The *Clean Equipment Protocol for Industry* should be followed during construction to help stop the spread of invasive species.

The full report is included as a separate document to this Project File.

Social Environment

Flooding Impacts and Emergency Access

Foster Creek is a warm-water creek with a surrounding floodplain, which is part of the Natural Heritage System, and the crossing must be planned to minimize its environmental impacts. Work within the floodplain requires approval from the Ganaraska Conservation Authority. This requires that flood levels do not increase as a result of floodplain interference or if increased, must be contained within the valley and not impact private property or emergency access due to overtopping of the roadway.

Flooding issues occur at two downstream crossings of Foster Creek: King Street and Edward Street. Both structures cause overtopping of the road in a Regional storm condition, therefore the Grady Drive crossing of Foster Creek would provide an alternative emergency services access point in those conditions.

Foster Creek is noted as having a bankfull width of 5 m, so any structure proposed is preferred to be at least 1.5-2x the bankfull width to account for any erosion. This is especially important if a trail will be included in future designs.

Public Transit and Active Transportation

The Municipality of Clarington's Official Plan (2016) describes the Connected Transportation System (Section 19) with a goal to facilitate the movement of people and goods by means of an integrated, accessible, safe and efficient transportation system.

The proposed Grady Drive extension provides an opportunity to design a multi-use path (MUP) for both pedestrian and cyclist accommodation, along with public transit use. This MUP would provide opportunity for active transportation between the two neighbourhoods and decreases the amount of residential traffic as it provides the residents with an alternative option for travel.

Recreational Trails

The Foster Creek Trail is a designated Regional Trail in the Durham Region Trail Network (2018) and as an urban trail in the Clarington Official Plan (2016). The Durham Regional Trail Network map shows the proposed Foster Creek Trail going north-south through the area of the proposed Grady Drive extension.

The Foster Creek Trail has the option to connecting with the potential MUP at the Grady Drive crossing and would create an opportunity for residents to access the trail at an additional location.

Cultural Heritage

Ontario's cultural heritage includes archaeological resources, built heritage resources, and cultural heritage landscapes. The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)

(formerly the Ministry of Tourism, Culture and Sport) checklists for evaluating heritage potential were reviewed.

An Archaeological Assessment was completed in 2007 by Archeoworks Inc. This study was in response to other archaeological sites that were discovered within 2 km of the area. The 2007 study confirmed that the Study Area for the Grady Drive extension has no archaeological remains and is to be considered free from archaeological concerns.

In addition, after consulting with the Municipality of Clarington's Built Heritage Inventory, no built heritage resources were identified within the Study Area.

As stated previously, the full Stage 1-2 Archaeological Assessment (2007) is appended to this Project File as a separate report.

Indigenous Communities

The Aboriginal and Treaty Rights Information System (ATRIS) and the MECP were consulted to determine which Aboriginal communities should be consulted as part of this project. Ten Aboriginal communities were identified as potentially having an interest in the project, and all were provided information on the project by mail and/or email.

Curve Lake First Nation requested a Special Consultation Framework for this Study, as it is within their Territory. Concerns were raised by the Community, and the project team reached out and addressed the concerns as well as provided further background information. Refer to the Public Consultation Records Report provided as a separate document to this Project File for more information about the Indigenous communities identified and contacted as a part of this project.

Economic Environment

A preliminary cost estimate was developed for the proposed extension of Grady Drive. The estimated capital cost for construction was \$2.4M, which will be funded through the Development Charges collected from developers in each new residential dwelling in Clarington. The DC funds are pooled into one account for 'roads and related' projects.

Utilities/Services

Communication services, underground hydro services, storm and sanitary sewers, watermains and Enbridge Gas lines exist on the East side of the proposed road extension.

Source Protection

The drinking water for residents in Ontario is mainly drawn from the Great Lakes, large rivers and lakes. Water is drawn from these sources through an intake pipe and flows to a water treatment system. Protecting an intake pipe involves protecting the surrounding water and land. This protection area is called an Intake Protection Zone (IPZ). The area around the intake pipe is determined through a variety of factors including how long it would take any contamination or material to flow downstream to the intake pipe.

The proposed Grady Drive Extension is categorized as an IPZ 2. This means that the area may contribute to water intake within a 2-hour time of travel and requires adherence to policies such as road salt application. The area is also within a Highly Vulnerable Aquifer (HVA) and these areas are similarly susceptible to contamination such as road salt.

The Municipality of Clarington and the Ganaraska Region Conservation Authority (GRCA) have Salt Management / Monitoring Plans in place to help mitigate the effects of road salt on the natural environment, while at the same time ensuring municipality roads are safe for drivers and pedestrians. Key practices with this plan include:

- Washing all equipment in an area that all water is intercepted and does not directly enter into the environment
- Electronic spreader controls to allow for better control of the rate of salt application
- All storage areas and transfer areas are kept in good repair and have impermeable floors
- All maintenance staff will have the required training on when and how to apply salt
- Excess snow from snow removal will be stored at preselected sites that will be monitored throughout the winter to ensure run off or groundwater contamination is not occurring

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Section 5 Alternative Solutions and Evaluation



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Section 5 Alternative Solutions and Evaluation

For this MCEA study, three alternative design solutions were considered in response to the opportunities outlined in section 3. As per the *Environmental Assessment Act*, a proposed project must be compared against the 'Do Nothing' scenario along with all other reasonable alternatives. In this case, the physical constraints of the corridor and the confirmed alignment of the extension limit the reasonable alternatives available.

Do Nothing Alternative

The "Do Nothing" alternative considers the effects of not making any changes, or keeping the road network as is, instead of making changes to address the stated problems and opportunities. The 'Do Nothing' scenario is useful for comparing effects to other alternatives, and for verifying whether proposed changes would present a positive outcome when weighed against no change.

If no extension to Grady Drive is constructed, there will be additional cost to creating capacity and connections elsewhere to service development planned for the community of Newcastle. The 'Do Nothing' option would also limit possibilities for vehicle distribution, transit and active transportation connections. Air pollution would be comparatively worse than extending Grady Drive due to an increasing number of vehicles using the area with no additional capacity for them, leading to congestion and idling at existing intersections.

'Do Nothing' does not address access, mobility and capacity requirements of the area. Leaving the transportation network as is, regardless of the growth expected in the community, is not consistent with the policies set out for this area.

Alternative #1 – Allow Only Water to Pass

Alternative #1 was developed as an option to allow conveyance of the 100-year flows, minimize the footprint of the road embankment on the valley floor and allow for conveyance of larger events to be passed over the roadway as weir flow. Consisting of a 9.0 m span concrete culvert (Quick Span) with a minimum soffit of 92.5 m under a low road profile, this crossing structure configuration provides a structure that represents the minimum hydraulic opening required to mitigate floodplain impacts, while allowing for up to 0.3 m of overtopping depth. The larger span culvert can be prefabricated for quicker installation and is intended to provide a structure that can accommodate the bankfull width of 5 m, allow for aquatic passage and a minor natural planform movement of the watercourse.

Alternative #2 – Allow Water and Wildlife to Pass

Alternative #2 was developed as an option that would allow for conveyance of all flow return events, accommodate the bankfull width for aquatic passage and provide sufficient width in the overbank that would provide the passage of terrestrial wildlife. Consisting of a 9.8 m span by 3.8 m high arch concrete structure with a soffit elevation of 93.66 m under a high road profile, this crossing structure configuration can accommodate the bankfull width of 5 m and aquatic movement in the watercourse. This crossing alternative would also have sufficient width to accommodate an area that would be dry under normal low flow conditions, to provide the passage of terrestrial wildlife. The sizing of the structure is also intended to allow passage of the Regulatory storm event with no upstream impacts.

Alternative #3 – Allow Water, Wildlife and People to Pass

Alternative #3 was developed as an option that would allow for conveyance of all flow return events, accommodate the bankfull width for aquatic passage, provide sufficient width in the overbank that would allow passage of terrestrial wildlife and pedestrian linkage. Consisting of a 12.8 m span by 3.8 m high arch long span concrete structure with a soffit elevation of 93.66 m, this crossing structure configuration can accommodate the bankfull width of 5 m and aquatic movement in the watercourse. This crossing alternative would also have sufficient width to accommodate an area that would be dry under low flow conditions, to provide the passage of terrestrial wildlife and pedestrians. The sizing of the structure is also intended to allow passage of the Regulatory storm event with no upstream impacts.

Evaluation of the Alternatives

The alternatives were evaluated qualitatively based on an assessment of effects to the social, natural, cultural, and economic environments. The evaluation is presented in Table 1.

Table 1. Evaluation of Alternatives

Evaluation Criteria	Do Nothing	Alternative #1 – Allow Only Water to Pass	Alternative #2 – Allow Water and Wildlife to Pass	Alternative #3 – Allow Water, Wildlife and People to Pass
Social Environment				
Flood depth over road (EMS access)	N/A	0.30m	No Overtopping – all water passes under	No Overtopping – all water passes under
Flooding impacts to private properties	No Change	1 Property	0 Properties	0 Properties
Grading impacts to private properties	No Change	0 Properties	0 Properties	0 Properties
Multi-use trail accommodation underneath bridge	Does not allow for active transportation connections between communities	Does not allow for active transportation connections between communities	No accommodation for a multi-use trail, however a pedestrian path is possible; provides less opportunity for active transportation	Yes; new active transportation facilities are possible
Natural Environment and Climate Change				
Impact to the Natural Heritage System	No Change	Approximately 5,331 m ² footprint within valley system	Approximately 5,439 m ² footprint within valley system (this is greater because of higher profile [4% vs 5% slope] compared to Alternative #1)	Approximately 5,403 m ² footprint within valley system
Effect on natural channel form	No Change	Most constrictive – longest length and narrowest span	Less constrictive – shortest length and intermediate span	Least constrictive – shortest length and widest span
Impact to aquatic habitat	No Change	Impact to approximately 36 linear metres of aquatic habitat resulting from the span length	Impact to approximately 18 linear metres of aquatic habitat resulting from the span length	Impact to approximately 18 linear metres of aquatic habitat resulting from the span length
Wildlife corridor accommodation	No Change	0.60 – this is the minimum openness ratio (OR) for large mammals (target > 1.00); minimum height required is 2m	1.98 – this excess all design parameters for large mammals (nearly doubling target OR of 1.00); minimum (2m) and target (3m) height are exceeded	2.60 – this further exceeds all design parameters for large mammals compared to Alternative #2, however human use of the corridor may discourage daytime use by wildlife
Cultural Environment				
Effect on cultural heritage resources	There are no archeological concerns, or any listed or designated heritage properties, landscapes, or districts located along this extension.	There are no archeological concerns, or any listed or designated heritage properties, landscapes, or districts located along this extension.	There are no archeological concerns, or any listed or designated heritage properties, landscapes, or districts located along this extension.	There are no archeological concerns, or any listed or designated heritage properties, landscapes, or districts located along this extension.
Effect on Aboriginal Treaty rights	No issues of concern with respect to Aboriginal treaty rights have been identified to date.	No issues of concern with respect to Aboriginal treaty rights have been identified to date.	No issues of concern with respect to Aboriginal treaty rights have been identified to date.	No issues of concern with respect to Aboriginal treaty rights have been identified to date.

Evaluation Criteria	Do Nothing	Alternative #1 – Allow Only Water to Pass	Alternative #2 – Allow Water and Wildlife to Pass	Alternative #3 – Allow Water, Wildlife and People to Pass
Economic Environment				
Capital Costs	No costs associated with option	\$2.2M	\$2.2M	\$2.4M
Operations and maintenance costs	No new costs	New cost associated with operation and maintenance of 200m of new road	New cost associated with operation and maintenance of 200m of new road	New cost associated with operation and maintenance of 200m of new road
Overall Assessment	Not Preferred	Not Preferred	Not Preferred	Preferred

Description of the Preferred Solution

Alternative #3 was selected as the preferred solution. An illustration of the proposed design is provided on Figure 4 and the plan and profile of the proposed design is provided on Figure 6. A description of the main design features is provided below.

Design Criteria

Table 2 provides a summary of the basic design criteria that are proposed for the extension of Grady Drive over Foster Creek.

Table 2. Design Criteria

Criteria	Proposed Design
Classification	Collector Road
Posted Speed	50km/h
Design Speed	60km/h
AADT	454 morning, 452 evening
Minimum Radius (Standard Crossfall)	150 m
Minimum Stopping Sight Distance	75-85m
Minimum 'K' Value – Crest	K10
Minimum 'K' Value – Sag (Comfort control)	K8
Minimum 'K' Value – Sag (Headlight control)	Illuminated
Maximum Grade	5%
Minimum Grade	0.50%
Standard Crossfall	2%
Lane Width	5.0m
Boulevard Width	3.5 m
Maximum Slopes (Desired)	3:1 (4:1)
Sidewalk Width	1.5m
Standard Median Width	5.0 m / 1.7m
R.O.W. Width Minimum	26 m

Traffic Control

To further investigate the transportation impacts of the Grady Drive extension and to update previous studies, a traffic assessment was conducted by CIMA+ Transportation Engineers to estimate the anticipated vehicular use of the proposed expansion of Grady Drive, assess the travel time between the origins and destinations, and to recommend mitigation measures to reduce the amount of cut-through traffic. Key findings from this assessment are as follows:

- It was determined that a two-way total of 454 vehicles during the AM peak and 452 vehicles during the PM peak are expected to use the Grady Drive Extension.
- Recommendation to reduce delays at intersection with arterial roadways in the study area in order to make routes other than Grady Drive more attractive for drivers
- Recommendation to consider traffic calming measures such as roadway narrowing along Grady Drive, and implementing a full closure at the north end of North Street. This would eliminate the possibility of cut-through traffic on North Street, however could cause more traffic to use George Street West and Wilmot Street, both residential streets. This side-effect could in turn be mitigated by prohibiting right-turns from Regional Road 17 onto these streets.

The full report is included as a separate document to this Project File.

Additional Traffic Studies and Calming Measures

Through consultation with the Region of Durham and the Municipality of Clarington, traffic calming measures will be designed to limit vehicle speed and increase pedestrian safety. Measures are anticipated to include medians and raised planters, similar to the existing measures along Grady Drive. The type of calming measures and locations will be determined at the detailed design stage.

To determine traffic signalization and other capacity improvements, a Transportation Needs Analysis Study (TNAS) is recommended to be completed for the community. The TNAS will need to consider the impacts of the proposed development on the transportation system beyond the limits of the secondary plan. The analysis needs to consider the traffic impacts along the Regional Road 17 corridor between King Avenue (Regional Highway 2) and Concession Road 3 as well as the surrounding road network, under ultimate development conditions. Ultimate development conditions will include background traffic growth plus the full build-out of the other proposed subdivisions in Newcastle, including those on the west side of Foster Creek. The ultimate conditions will include the connection of Grady Drive across Foster Creek.

The TNAS must evaluate traffic impacts at the intersection of Regional Road 17 and Grady Drive/North Street/Monroe Street West with specific consideration for trips along Grady Drive generated by the location of the secondary and elementary schools. The Kawartha Pine Ridge District School Board (KPRDSB) and the Peterborough Victoria Northumberland and Clarington Catholic District School Board (PVNCCDSB) must be consulted with regard to anticipated school locations, student population and catchment areas.

The TNAS must also identify warrants for future signalization, auxiliary lanes and other capacity related improvements.

Hydrology

Ganaraska Conservation Authority (GRCA) requires that any significant increase in Regulatory flood levels be confined to the valley lands and occur within the portion of Foster Creek North Neighbourhood that are owned by the current development proponents. Specifically, water surface elevation changes

at the property line located immediately upstream of the proposed watercourse crossing will not be permitted.

Alternative #3 meets MTO design criteria for freeboard, clearance and relief flow depth, with no water level impacts for the 2-year through 100-year and Regional design events. The recommended stone sizing for erosion protection is 450 mm depth of R-50 rock gradation, based on a 100-year velocity of 1.20 m/s.

At detailed design, the modelling may require further refining based on the final geometry of the proposed structure.

The full assessment is included as a separate document to this Project File.

Active Transportation Facilities

Sidewalks will be constructed on both sides of the proposed extension to provide an alternative mode of transportation within the community and promote active transportation.

Alternative #3 allows for both pedestrian and cyclist multi-use paths (MUPs) to be designed underneath the crossing. A MUP facilitates the flow of non-vehicular traffic for use by those walking, cycling or participating in other methods of active transportation. This would also provide a linkage to the Region's proposed Foster Creek Trail.

Utilities and Servicing

A new 300 mm watermain and hydro line will be constructed at the same time as the proposed roadway extension and will be coordinated with the Region of Durham and Elexicon at the detailed design stage. Additional storm, watermain, sanitary, gas, and communication services may be required to service potential future lots adjacent to Grady Drive extension on the east side. Any existing utilities on the east side may be subject to relocation to accommodate the extension of Grady Drive.

Illumination

Illumination design will be based on the Municipality of Clarington's pending LED lighting requirements and standards, which was established to support the Municipality's LED conversion program. The illumination design will meet or exceed all Illumination Engineering Society (RP-8-14) requirements.

In addition, the street lighting will only be installed on the north side of the roadway to limit light penetration into the surrounding environment and residential areas. If necessary, light shields could also be used to further help limit the amount of light pollution being emitted.

Landscape Design

Native species will be used in the restoration plan, post construction, consisting of trees, shrubs and native seed mixes. The restoration plans are to include trees to help sequester carbon, reduce urban heat impact, prevent the spread of invasive species and thereby promote longevity of asphalt pavement. All trees lost through construction are to be replaced.

The addition of plantings will also serve as natural buffer for any additional noise from the roadway.

Stormwater Management

The storm sewers were analyzed using a storm sewer design sheet. A 5-year Yarnell storm was used for the analysis, as per Municipality of Clarington guidelines. The flow in Foster Creek at Grady Drive during a 5-year storm is 2.89 m³/s. This proposed increase in flow due to the proposed roadway is 57 L/s, representing a 2% change in flow in the watercourse. Therefore, no quantity control measures are recommended. An OGS unit is recommended to be installed to provide enhanced (80% TSS removal) water quality treatment. The drainage area to the OGS unit will be 2.39 ha, with a weighted runoff coefficient of 0.52. Preliminary sizing recommends Hydroworks Hydroguard 5, or equivalent.

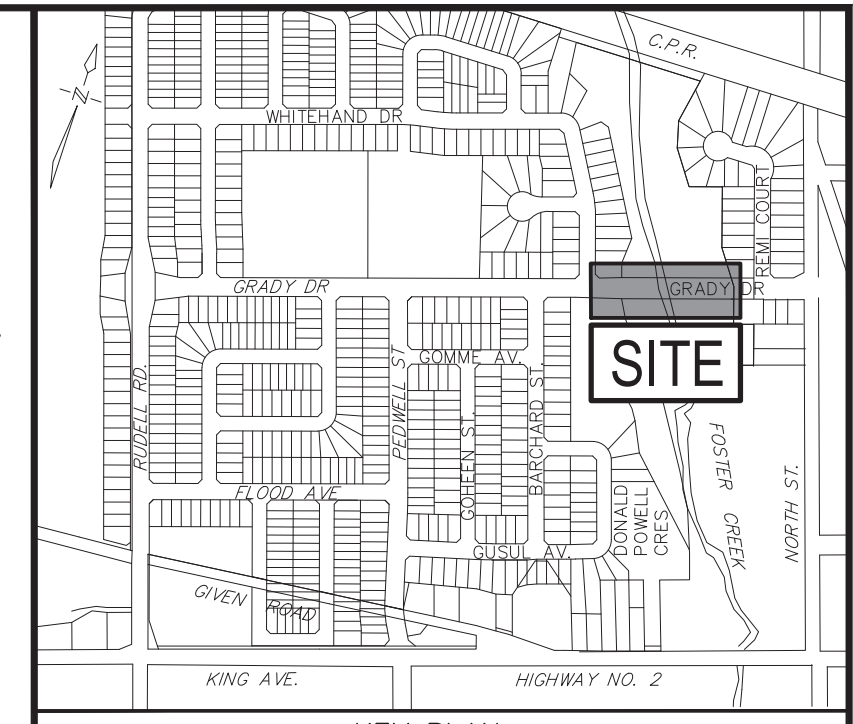
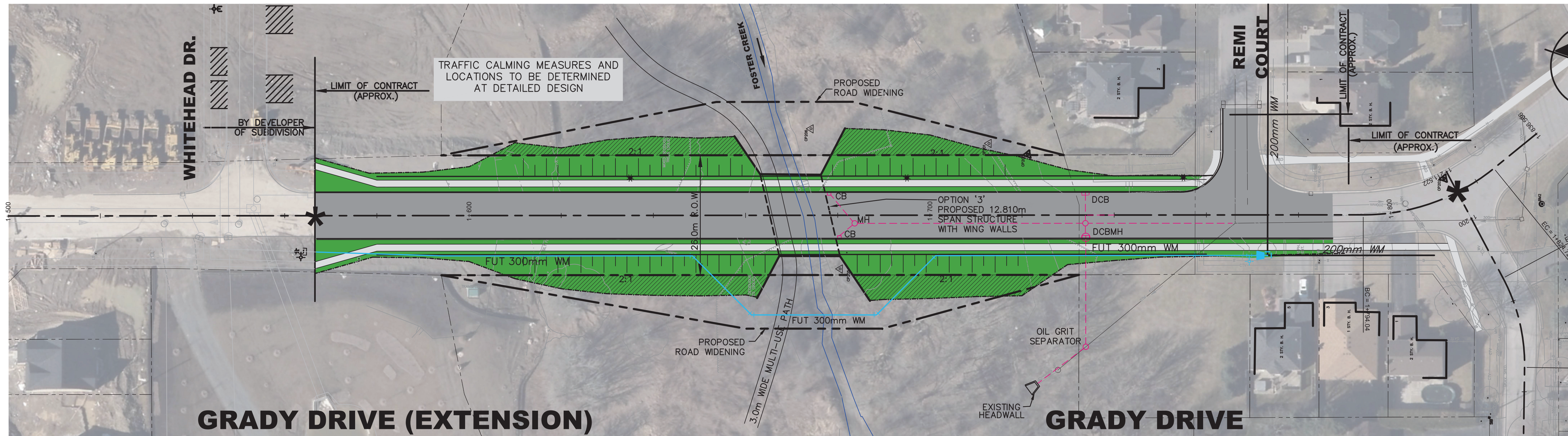
The full assessment is included as a separate document to this Project File.

Economic Costs

The higher profile and flatter approach of Alternative #3, enlarges the footprint of the road embankment on the valley floor and thus will marginally add to the construction cost and complexity. Alternative #3 is the costlier option, however it satisfies all requirements from the Conservation Authority and the Environmental Impact Studies (flood levels, passage of animals, passage of pedestrians and accommodates the watercourse / fish passage).

Figure 5. Conceptual sketch of the Preferred Solution: Alternative #3





LEGEND

- POTENTIAL FOR FUTURE TRAFFIC CALMING
- PROPOSED STORM
- PROPOSED WATERMAIN
- GRADING LIMIT
- PROPERTY LINE
- GRADING ON PRIVATE PROPERTY

BM 1 92.464
TOP OF SPIKE IN HYDRO POLE AT #102 NORTH STREET.

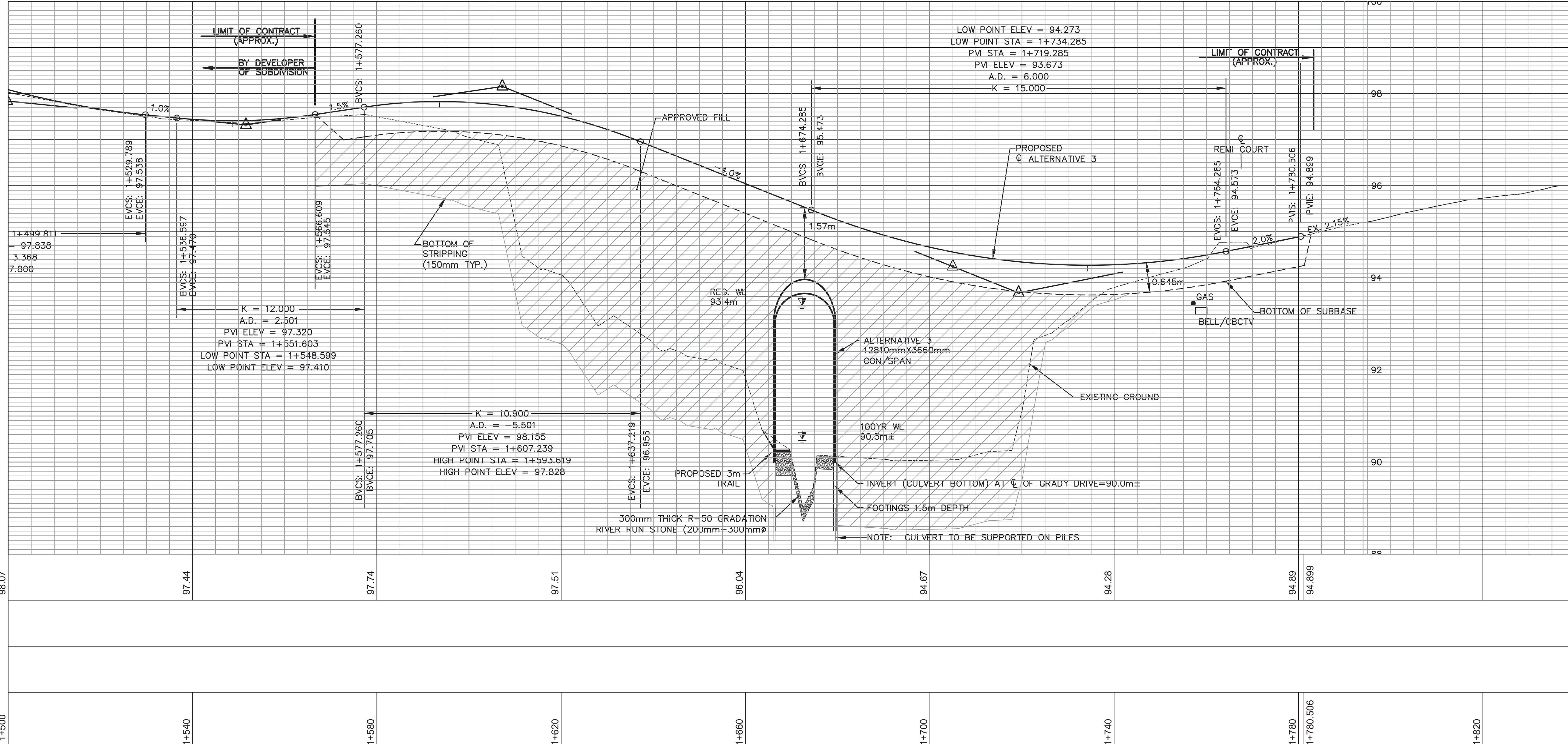
BM 2 95.836
TOP OF SPIKE ON HYDRO POLE AT EAST CORNER NORTH STREET AND GRADY DRIVE.

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IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE MUNICIPALITY BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.



No.	DATE	BY	ISSUES / REVISIONS
2.	27/11/19	RC	ISSUED FOR ESR
1.	18/07/19	RC	ISSUED TO REGION OF DURHAM FOR REVIEW

Clarrington

PROJECT:
GRADY DRIVE EXTENSION

SCHEDULE 'B' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

DRAWING:
PLAN AND PROFILE ALTERNATIVE 3 (PREFERRED)
FROM STA. 1+500 TO STA. 1+780

DRAWN BY: L. MAY	CHECKED BY: P. TURNER	PROJECT C14-0162
DESIGNED BY: R. CRESSMAN	APPROVED BY: W. McCRAE	DRAWING No. 3
SCALE: HORIZ. 1:500 VERT. 1:50	DATE: JUNE 2017	

2: C:\cma\c14\projects\c14-0162\c14-0162-drawings and sheets\10-10-19\10-10-19-0162_Sheets.dwg

6

Section 6 Public Consultation

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Section 6 Public Consultation

Stakeholders and Project Notices

A stakeholder list was compiled for the project, representing all parties that were expected to have an interest or regulatory authority over some portion of the project. The stakeholder list was comprised of members of the public, adjacent property owners, government review agencies, municipal staff, Indigenous Communities, and any other organizations or individuals that expressed an interest in the project. The stakeholder list is provided with the Public Consultation Records document, issued under separate cover in this Project File.

Project Notices and Advertisements

As part of the public consultation process, formal notices and advertisements were published and distributed to the project stakeholders. Specifically, the Notice of Study Commencement was mailed to all stakeholders. In addition, the Notice was posted on the Municipality of Clarington's website, Twitter account and Facebook Account. The notice was also published in the local newspaper, 'Clarington This Week'. Copies of the notice and advertisements are provided with the Public Consultation Records document, issued under separate cover in this Project File.

Public Information Package

A Public Information Package (PIP) for the project was issued concurrently with the Notice of Study Commencement on August 16th, 2017 to introduce the study, provide background information on prior studies, communicate the planning process, present the alternatives being considered, and solicit public feedback. The PIP was available on the Municipality of Clarington's website, and hard copies were mailed to stakeholders upon request.

A comment form was also provided to allow opportunity for the public to give input on the project. A fillable version of the comment form was also available on Municipality of Clarington's website. The complete PIP and comments received from stakeholders are provided with the Public Consultation Records document, issued under separate cover in this Project File.

Correspondence Record Summary

Correspondence with all stakeholders was tracked throughout the project. A summary of key issues is provided in Table 3, and measures to address the issues raised by stakeholders are summarized in Section 7 of this Project File. Full transcripts of correspondence are provided with the Public Consultation Records document, issued under separate cover in this Project File.

Table 3. Key Issues Raised by Stakeholders

Stakeholder	Key Issues Raised
Local Citizen	Concerned over construction activities, increase in traffic, streetlighting and compensation.
Local Citizen	Concerned with volume and speed of traffic and safety of the residents.
Ministry of Natural Resources and Forestry	Potential for Species at Risk in the area; requirement of field surveys.
Local Citizen	Requested copies of the Public Information Materials be emailed for review.
Peterborough Victoria Northumberland and Clarington Catholic District School Board	Confirmed no new schools are planned at this time and provided approximate servicing area.
Ministry of Tourism Culture and Sport (Now known as the Ministry of Heritage, Sport, Tourism and Culture Industries)	Provided information on Cultural Heritage and Archaeological potential in the area.
Veridian Connections (Now known as Elexicon)	Provided updated contact information.
Ganaraska Region Conservation Authority	Confirmed flood plain mapping for the study.
Ministry of Environment, Conservation and Parks	Confirmed receipt of Notice of Commencement.
Local Citizen	Recently purchased home and was concerned over increase in noise and traffic.
Local Citizen	Supported project for reduced traffic flow on Pedwell St. as well as an alternate access to North St. Supported Alternative #3.
Local Citizen	Supported Alternative #3 as it promotes development of trail system.

Stakeholder	Key Issues Raised
Local Citizen	Supported Alternative #3 – only concern was the volume of traffic and children playing in the area.
Local Citizen	Concern over too many vehicles driving at high speeds. Requested more schools to be build. Supported Alternative #3 if extension goes through.
Local Citizen	Questioned need for bridge.
Local Citizen	Supported bridge installation as it is part of the approved council plan. Provides EMS access.
Local Citizen	Did not see the need for the bridge. Concerned over increase in vehicles. Did not believe enough information supported the bridge being built.
Local Citizen	Concerned over cost of bridge.
Local Citizen	Supported Alternative #3. Main concern was traffic calming on North St.
Durham Region Cycling Club – Clarington Bike Friendly	Supported Grady Drive extension as it supports Active Transportation in Newcastle.
Local Citizen	Concerned over increase in traffic. Wanted to see traffic control for children’s safety.
Local Citizen	Concerned over congestion and traffic accidents.
Local Citizen	Concerned over cost, believed more study was necessary and there could be other options.
Local Citizen	Concerned over traffic on North Street.
Local Citizen	Concerned over traffic on North Street.

Stakeholder	Key Issues Raised
Local Citizen	Did not support bridge and believed compensation should be provided to residents.
Kawartha Pine Ridge School District	Confirmed approximate size and plan for potential school in the area.
Curve Lake First Nation	Project is within their Territory. Special Framework required.
Hiawatha First Nation	Confirmed receipt of Notice of Commencement and Public Information Centre.
Mississauga's of Scugog Island First Nation	Requested Notices be sent via e-mail.
Regional Municipality of Durham	Requested more information on Traffic Study and provided recommendations for future studies.

Consultation with Indigenous Communities

Projects conducted under the Municipal Class Environmental Assessment (MCEA) have a requirement for consultation with Indigenous Communities. Indigenous Communities must be made aware of the project and afforded opportunities to provide comments.

The Municipality of Clarington followed the Aboriginal consultation recommendations provided by the Ministry of Environment, Conservation and Parks (MECP), and the process is summarized here.

The project team conducted a search of the Aboriginal and Treaty Rights Information System (ATRIS) to determine which Indigenous communities might have an interest in the project. Previous Indigenous consultation lists from other Municipality of Clarington projects were also reviewed.

Notification of the project was mailed to the elected leadership of every identified Indigenous community for the project area (refer to project stakeholder list).

The MECP also recommends that a preliminary assessment checklist be completed to identify potential Indigenous community interests and rights. The checklist was completed, and no indicators were identified.

Full details of consultation with Indigenous communities is provided with the Public Consultation Records document, issued as a separate document to this Project File.

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Section 7 Commitments and Monitoring



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Section 7 Commitments and Monitoring

Throughout the Municipal Class Environmental Assessment (MCEA) study, subjects of interest were identified by the team and stakeholders, which are relevant to the planning, design, and construction of this project. Table 4 outlines the Municipality of Clarington commitments as it relates to this project.

Table 4. Planning, Design, and Construction Commitments

Subjects of Interest Identified During the EA	Action Taken during Project Planning	Measures to be Incorporated into Design	Measures to be Implemented during Construction	Relevant Correspondence Record #
Transportation Improvements and Traffic Operations	<p>The proposed Grady Drive extension is designated as a 'collector' road – collector roads are intended to distribute traffic among neighbourhoods, be continuous with other roads in the network, provide local transit stops and accommodate cycling & pedestrians.</p> <p>The extension is intended to provide an additional east-west transportation option in Newcastle and create needed capacity in the road network to support future growth.</p> <p>School Boards were also contacted to confirm any plans for new schools and/or potential bussing requirements.</p>	<p>Traffic calming measures are to be incorporated into the design to help control vehicle speed and increase safety of the residents.</p> <p>Transportation Needs Assessment Study (TNAS) Study to be completed during the detailed design stage.</p>	<p>Advance notice of traffic management plans will be provided to residents and business owners before construction commences.</p>	1, 2, 4, 5, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 37
Source Water Protection	<p>Mapping for the Central Lake Ontario Source Protection Area was reviewed, and it was confirmed that the proposed extension is within an Intake Protection Zone (IPZ) 2 and in an area of High Aquifer Vulnerability.</p>	<p>Must incorporate the Municipality's salt practices for road maintenance into the design.</p>	<p>An emergency spill response kit, including the appropriate absorbency materials, will be on site at all times and in the event that a spill occurs. Proper containment clean-up and reporting, in accordance with provincial requirements, is required.</p>	8
Climate Change	<p>The Province's Guide for Consideration of Climate Change in Environmental Assessments was reviewed. The proposed works were reviewed to identify the effects of the project on climate change, the effects of climate change on the project, and means of minimizing negative effects during project design.</p>	<p>The proposed storm sewer will be sized utilizing the Municipality of Clarington's 5-year storm. The structure crossing has been sized to convey the Regional (Hurricane Hazel) storm event. As such, the watercourse crossing is resilient to potential climate change because it is already sized to a very high standard. During detailed design check the resilience</p>	<p>Construction equipment is to be kept in good working order with approved emission controls in place. The <i>Clean Equipment Protocol for Industry</i> should be followed during construction.</p> <p>Work is to be planned efficiently to reduce overall length of construction time and need for heavy equipment.</p>	8

Subjects of Interest Identified During the EA	Action Taken during Project Planning	Measures to be Incorporated into Design	Measures to be Implemented during Construction	Relevant Correspondence Record #
	<p>The effects of climate change such as future flooding conditions, were considered in the evaluation of stormwater management measures.</p> <p>A review of intensity-duration-frequency (IDF) parameters based on Global Climate Models was completed to assess the impact on drainage and stormwater management infrastructure. Future rainfall intensity, duration and frequency (IDF) may be affected by climate change.</p>	<p>of the proposed storm sewer infrastructure based on predicted IDF curves.</p> <p>Restoration plans are to include trees to help sequester carbon, reduce urban heat impact, and thereby promote longevity of asphalt pavement. All trees lost through construction are to be replaced with native species.</p>		
Planning and Policy	<p>Federal, Provincial, Regional, and Local Plans and Policies were reviewed as they pertain to the study area.</p> <p>Policy conformance is summarized in Table 5.</p>	Refer to the 'Policy Conformance' section after this table.	Refer to the 'Policy Conformance' section after this table.	
Air Quality, Dust, and Noise	<p>There will be an overall increase in volume of traffic with time due to population growth, and therefore a potential increase in vehicle emissions. However, the proposed works will improve traffic flow, reduce congestion, and reduce potential idling time on surrounding streets and associated intersections. Therefore, a net improvement to air quality is expected.</p> <p>There will be an increase in noise during construction and once roadway is opened to traffic.</p>	<p>As part of the road design, sidewalks will be included to encourage Active Transportation modes and reduce the reliance on vehicles. Public transit will also be able to use the new extension providing residents an alternative to driving. Restoration landscaping will be designed to include vegetation that contributes to improvements in air quality and provide a buffer for noise mitigation.</p> <p>A multi use path will be designed to pass underneath the crossing and will provide another alternative to driving.</p> <p>Refer to the measures listed for 'Climate Change'.</p>	<p>Refer to the measures listed for 'Climate Change'.</p> <p>Construction will adhere to the Municipality's noise by-laws as it relates to working hours.</p> <p>Machinery will be kept in a state of good repair and have noise mitigation devices and appropriate exhaust controls where required.</p> <p>Dust suppressants will be used as necessary to control dust on the site during construction.</p>	1, 10
Ecosystem Protection and Restoration	To document existing conditions related to natural heritage features present within the study area, available existing natural heritage information was reviewed.	A culvert will be designed with natural substrates, wide enough for mammal species to pass alongside the watercourse maintaining a linkage across the	In-water construction will occur outside of MNR timing windows for fish spawning. In-water construction must occur during the July 1 st to March 31 st warm water work window to protect critical life stages of warm water	3

Subjects of Interest Identified During the EA	Action Taken during Project Planning	Measures to be Incorporated into Design	Measures to be Implemented during Construction	Relevant Correspondence Record #
	<p>Foster Creek valley was identified as a wildlife corridor so any structure crossing the valley must maintain this function and allow for wildlife passage.</p>	<p>study area. Signage will also be incorporated to warn drivers of potential wildlife crossings.</p> <p>The proposed road extension will require removal of trees. The landscape design / restoration plan is to include native tree species to replace removals and supplement the existing trees to ensure future canopy growth.</p> <p>Trees recommended for removal will be replaced by tree species appropriate to the location.</p>	<p>aquatic species. Instream construction timing window is June 15th to September 15th for cold water systems.</p> <p>Instream works will also be conducted in an area isolated from the active channel and fish and wildlife will be salvaged from the area prior to construction by a qualified professional. Fish passage must always be maintained.</p> <p>Tree removal and site preparation for construction should occur before March 1st or after October 31st to protect habitat of amphibians, reptiles, [REDACTED], mammals and migratory birds during critical life stages, to comply with the regional nesting period of April 15th to August 15th and comply with provincial and federal legislation. Potential roosting and maternity trees for bats will need to be identified in the project area before vegetation removal and site preparation activities start.</p> <p>During construction the area should be checked for snakes and turtles. They are highly migratory and workers should be aware of their nesting period between May 15th and August 15th.</p> <p>A biologist/botanist will need to delineate the Reed Canary Grass and Garlic Mustard population limits prior to work. If plant specimens need to be removed and disposed of, best management practices from the Ontario Invasive Plant Council should be implemented by the contractor.</p> <p>Grade changes and construction activities that could cause soil compaction will be kept away from trees as much as possible. If roots will be damaged by</p>	

Subjects of Interest Identified During the EA	Action Taken during Project Planning	Measures to be Incorporated into Design	Measures to be Implemented during Construction	Relevant Correspondence Record #
			<p>excavation equipment, roots will be cut cleanly with sharp pruning tools.</p> <p>If branches are likely to hang in the way of passing equipment, the branches will be pruned by a qualified arborist to avoid tearing and undue injury to the tree.</p> <p>Equipment and materials will not be stored near trees, and equipment will not be left idling where exhaust could burn foliage.</p> <p>Materials moved during construction activities should not be stockpiled where they can adversely affect drainage patterns and be a minimum of 30 m from the watercourse. Stockpiles should also be stabilized during any inclement weather events.</p>	
Surface Water	<p>A hydraulic study was completed to determine the preferred span width and profile over Foster Creek. Foster Creek is noted as having a bankfull width of 5m, so the structure proposed is preferred to be at least 1.5-2x the bankfull width to account for any erosion.</p> <p>A stormwater assessment was completed to assess impacts on water quality and quantity.</p>	<p>A larger span provides more watercourse erosion tolerance (allowing softer bank treatments)</p> <p>Sediment and erosion control measures, such as a silt fence, must be incorporated into the detailed design.</p> <p>An oil grit separator will be installed to provide enhanced water quality controls.</p>	<p>Sediment and erosion controls will be detailed on the contract drawings and monitored regularly during construction. Excess sediment will be removed as required to ensure that controls remain functioning.</p>	3
Groundwater	<p>A geotechnical investigation was completed for the study area to examine subsurface conditions and determine soil properties for design and construction. Refer to the Geotechnical Investigation report included with this Project File under separate cover.</p>	<p>A series of filtered sumps and pumps will be needed to dewater groundwater seepage for excavation of the bridge foundation which is expected to extend below the groundwater levels.</p> <p>A hydrogeology study will be undertaken to confirm the need and extent of dewatering to construct footings, to ensure groundwater resources are not</p>	<p>A dewatering plan will be detailed on the contract drawings and monitored regularly during construction.</p> <p>A spills management plan will be developed, which will include measures for spill control, spill reporting, and spill containment.</p> <p>Direction will be provided in the contract documents for stockpiling of materials, monitoring of leaks, location of</p>	8

Subjects of Interest Identified During the EA	Action Taken during Project Planning	Measures to be Incorporated into Design	Measures to be Implemented during Construction	Relevant Correspondence Record #
	Groundwater conditions in open boreholes were observed during and upon completion of drilling. Groundwater was encountered at 1.7 m below ground surface.	impacted. Construction dewatering of more than 400,000 L/day is subject to a Permit to Take Water, while water taking of 50,000 L/day to 400,000 L/day is to be registered through the Environmental Activity and Sector Registry (EASR).	refueling areas, and best management practices for pollution prevention.	
Contaminated Soils	No high-risk uses have been documented in the study area, and no significant soil contamination is expected in the study area.	Environmental exemptions exist for road projects where the standards are exceeded solely because a substance has been used on a highway for the purpose of keeping the highway safe for traffic under conditions of snow or ice or both. Soil chemical analysis will be undertaken to confirm contaminant levels and disposal options.	For any soils that are to be moved off-site, testing will be conducted to determine contaminant levels and appropriate disposal options, consistent with Part XV.1 of the <i>Environmental Protection Act</i> and O. Reg. 153/04.	
Excess Materials Management	A geotechnical investigation was conducted for the study area, and it provided limited information on soil suitability for re-use.	A detailed soil analysis will be undertaken along with the Geotech report during the detailed design phase to determine if the soil can be reused or must be taken off site. Calculations of soil quantities that will not be reused on-site will be completed, and an excess materials plan will be developed (if required). The plan (if required) will be completed in accordance with the MECP's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014).	If an Excess Soil Management Plan is required, management of excess materials on and off site will follow the plan prepared during the design process. All waste generated during construction will be disposed of in accordance with MECP guidelines.	
Servicing and Facilities	Detailed design plans for the proposed works are to be circulated to all potential utility providers, to identify existing and future plant within or near the study area.	Coordinate road design with the plans for a new 300 mm watermain with the Region of Durham so construction can occur at the same time as the roadway extension.	Implement specific utility protection measures identified by each agency through the design process.	7

Subjects of Interest Identified During the EA	Action Taken during Project Planning	Measures to be Incorporated into Design	Measures to be Implemented during Construction	Relevant Correspondence Record #
	<p>The Region's sewer and water infrastructure departments were contacted to determine if any existing or future servicing was in place or planned for the study area.</p>	<p>Plans are to be coordinated with Hydro One for hydro utility crossings.</p> <p>Maintain correspondence with utility providers to ensure proposed design does not interfere with any servicing</p>		
<p>Mitigation and Monitoring</p>	<p>Existing condition assessments were completed to identify potential environmental risks and propose suitable mitigation measures. The approach proposed for this project focuses on prevention and minimization of impacts, and restoration of affected areas.</p> <p>Appropriate mitigation and monitoring recommendations were made for the design, construction, and post-construction phases of the project.</p>	<p>Include all measures identified in this table.</p>	<p>Monitoring of all mitigation measures will occur regularly throughout construction.</p> <p>All construction-related mitigation measures will be incorporated into contract documents and communicated to contractors to ensure that all environmental standards are met.</p>	
<p>Consultation with Indigenous Communities</p>	<p>Indigenous communities were identified through the process recommended by the MECP and contacted throughout the Class EA process. Correspondence records and a summary of consultation is provided in the Consultation Records document provided under separate cover with this Project File.</p>	<p>No issues raised requiring mitigation measures.</p>	<p>If a burial site is discovered, the police or coroner will be immediately notified, as well as the Registrar of Cemeteries at the Ministry of Consumer Services. Indigenous communities on the stakeholder list will also be contacted.</p>	<p>28, 34</p>
<p>Class EA Process</p>	<p>The proposed works triggered the Municipal Class Environmental Assessment (MCEA) process.</p> <p>The planning process for the MCEA was followed and documented in this Project File.</p> <p>Policy conformance and permit requirements are summarized separately in this section of the Project File.</p>	<p>None required.</p>	<p>None required.</p>	<p>9</p>
<p>Cultural Heritage Protection</p>	<p>Ministry of Heritage, Sport, Tourism and Culture Industries (formerly the Ministry of Tourism, Culture and Sport) checklists for evaluating heritage potential were reviewed.</p>	<p>None required.</p>	<p>Should previously undocumented archaeological resources be discovered during construction, the person discovering the archaeological resources will cease</p>	<p>6, 28</p>

Subjects of Interest Identified During the EA	Action Taken during Project Planning	Measures to be Incorporated into Design	Measures to be Implemented during Construction	Relevant Correspondence Record #
	<p>Archaeological study completed in 2007, confirmed the Study Area is free from archaeological concerns.</p> <p>The evaluation of potential for built heritage resources confirmed that there are no registered heritage buildings in the study area. Therefore, no built heritage assessment was required.</p>		<p>alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>.</p> <p>If a burial site is discovered, the police or coroner will be immediately notified, as well as the Registrar of Cemeteries at the Ministry of Consumer Services. Indigenous communities on the stakeholder list will also be contacted.</p>	
Private Property and Business Impacts	<p>Contact information for private property and business owners within the study area was obtained, and project notification / information was sent these contacts for review and comment. Comments were received from interested parties and were circulated to the study team for review and action.</p>	Refer to the measures listed for 'Air Quality, Dust and Noise', and 'Transportation Improvements and Traffic Operations'.	Refer to the measures listed for 'Air Quality, Dust and Noise', and 'Transportation Improvements and Traffic Operations'.	

Based on the preferred solution selected through the Municipal Class Environmental Assessment, the legislation and policies listed in Table 5 apply.

Table 5. Review of Legislation / Policy Conformance

Legislation / Policy / Plan	Project Conformance
Growth Plan for the Greater Golden Horseshoe	<p>The planning and preliminary design of the proposed road improvements is consistent with the Transportation Policies of the Plan. Specifically, the road design was selected to:</p> <p>From Policy 3.2.2 – Transportation - General</p> <ul style="list-style-type: none"> • Provide connectivity for people and goods • Offer transportation choices, including active transportation • Provide for the safety of the road users • Accommodate the needs of motorists, pedestrians, cyclists
<i>Fisheries Act</i>	<p>The project will be required to be screened under the Department of Fisheries and Oceans self-assessment tool as it requires work in and near water.</p>
Provincial Policy Statement	<p>The planning and preliminary design of the proposed road improvements is consistent with the Transportation, Natural Heritage, and Cultural Heritage policies of the Statement. Specifically, the road design:</p> <ul style="list-style-type: none"> • Provides a facility that is safe, efficient, and appropriate for the neighbourhood needs • Supports active transportation • Protects natural features and functions • Avoids disruption to cultural and built heritage
<i>Environmental Assessment Act</i>	<p>Project planning was conducted under the MECP approved Municipal Class Environmental Assessment process, as required under the <i>Act</i> for municipal infrastructure projects.</p>
<i>Environmental Protection Act</i>	<p>For any soils that are to be moved off-site during construction, testing will be conducted to determine contaminant levels and appropriate disposal options, consistent with Part XV.1 of the <i>Act</i> and O.Reg. 153/04.</p>

Legislation / Policy / Plan	Project Conformance
<i>Conservation Authorities Act</i>	The Study Area is within an area regulated by Ganaraska Region Conservation Authority (GRCA) under O.Reg. 168/06: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. A permit from GRCA under O. Reg. 168/06 will be sought.
<i>Clean Water Act</i>	Study Area is within an Intake Protection Zone 2. The Municipality's Salt Management Plan is in place and contains provisions to ensure that the project is not a significant drinking water threat.
<i>Ontario Heritage Act</i>	No cultural heritage resources are present in the study area. If previously undocumented archaeological resources are discovered during construction, the person discovering the archaeological resources will 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 Act.
<i>Ontario Water Resource Act</i>	Dewatering of the site will be required for this project. Water takings related to road construction purposes are eligible for registration in the Environmental Activity Sector Registry if taking more than 50,000 L /day to 400,000 L/day. If water taking does not meet that criteria, a Permit to Take Water (PTTW) will be required.
Durham Region Official Plan	Staff at the Region of Durham has reviewed the preliminary design to ensure that all relevant transportation policies of the Official Plans have been addressed.
Municipality of Clarington Official Plan	Staff at the Municipality of Clarington has reviewed the preliminary design to ensure that all relevant transportation policies of the Official Plan have been addressed.

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Section 8

Key Activities, Decisions and Project Timeline



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Section 8 Key Activities and Project Timeline

Table 6 provides an outline of the key project activities that occurred throughout the Municipal Class Environmental Assessment (MCEA) process, and the anticipated construction timeline for the project.

Table 6. Timeline of Key Project Activities

Date	Key Activity / Decision
July 5, 2017	Pre-consultation with known stakeholders begins to assess scope of issues for the project.
August 16, 2017	'Notice of Study Commencement and Public Comment Invited' issued to the public. First round of project advertisements in the local newspaper and online. Public Information Package made available on-line and in hard copy upon request.
September 13, 2017	Public Information Centre held at Newcastle & District Recreation Complex.
September 27, 2017	Commenting period for reviewing the Public Information Package closes.
December 2019	'Notice of Study Completion' issued to the public.
January 2020	Commenting period for reviewing the Project File closes.
January 2020	Detailed Design to be initiated.
2020 and beyond	Tender for project to be open for bidding.
2020 and beyond	Anticipated timing for construction to begin.

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Section 9

Information on the Appeal Process



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Section 9 Appeal Process to Change the Project Status

If you have serious concerns about the project, it is your obligation to contact the Municipality of Clarington as early as possible to discuss these concerns. If an acceptable resolution cannot be found, you may submit a project review request to the Ministry of Environment, Conservation and Parks (MECP). This is called a Part II Order request, which is so-named because it invokes Part II of the *Environmental Assessment Act*, allowing the Minister to elevate the project to a higher level of study if warranted. **It is important to note that this form of appeal does not allow the Minister to stop the project.** For a Municipal Class Environmental Assessment project, the Minister only has the power to require the Municipality of Clarington to undertake a higher level of assessment before the project can proceed.

Overview

The Municipal Class Environmental Assessment process includes consultation activities that allow for concerns to be identified and resolved through the course of project planning. In some circumstances however, issues may be raised that cannot be easily accommodated. In cases where concerns are raised, it is the Municipality's obligation to use all reasonable means available to them to resolve these concerns. In circumstances where interested persons, Aboriginal communities, or government agencies feel that the project needs to be made subject to more rigorous planning, a Part II Order request to the MECP can be made.

The Part II Order is a legal mechanism whereby the status of a project can be elevated to a higher level of review, up to and including an Individual Environmental Assessment. According to section 16 of the *Environmental Assessment Act*, the Minister may require the Municipality to comply with Part II of the *Act*, which invokes completion of a higher level of assessment before proceeding with a project. Under this same section of the *Act*, the Minister may also deny the Part II Order request and instead impose modifying conditions on the project.

Any interested persons, Aboriginal communities, or government agency may request the Minister to issue a Part II Order **within the public review period** for a Municipal Class Environmental Assessment. The public review period is defined as 30 calendar days after the date of the Notice of Study Completion.

To ensure that the Municipality's evaluation of environmental impacts and their proposed mitigating measures are fully understood by all stakeholders, members of the public expressing concerns should not make a request for a Part II Order until planning is complete. **Requests for a Part II Order made before the 30-day public review period will be considered by the Minister to be premature.**

The Part II Order Request

- As of July 1st, 2018, a Part II Order Request Form must be used to request a Part II Order. The Part II Order Request Form is available online on the Forms Repository website (<http://www.forms.ssb.gov.on.ca/>) by searching “Part II Order” or “012-2206E” (the form ID number).
- Must be made after all of the planning is complete (after the Notice of Completion is issued and within the specified review period outlined in the Notice) so that all of the potential environmental effects and impact management measures are understood.
- Must not be made for the sole purpose of delaying, stopping or frustrating the planning and implementation of a project (such requests will not be considered).
- Must focus on potential environmental effects of the project or the Municipal Class Environmental Assessment process, and not on decisions made outside the study (for example, land use planning decisions made under the *Planning Act* or issues related to municipal funding of projects).
- Must not raise issues that are not related to the project.
- Should be withdrawn promptly by the requester if the Municipality has satisfied the concerns of the requester.

Detailed Steps of the Process

- 1. An interested person, Aboriginal community, or government agency with a concern about a project must bring the concern to the attention of the Municipality.**

Members of the public having concerns about the potential environmental effects of a project or the planning process being followed have a responsibility to bring their concerns to the attention of the Municipality early in the planning process, when the Municipality has greater flexibility to accommodate changes in the project.

The Municipality has the discretion of determining whether they need to delay or extend the completion of their project to allow for discussions with stakeholders to address outstanding issues. The Municipality can also voluntarily elevate the status of the project from a Schedule B to a Schedule C process or to an Individual Environmental Assessment.

- 2. If reasonable concerns relevant to the project cannot be resolved by the Municipality, the interested persons, Aboriginal communities, or government agencies may formally request that the Municipality elevate the project to a higher level of assessment, such as a Schedule C process or an Individual Environmental Assessment.**

3. If the Municipality is unwilling to elevate the project to a higher level of assessment or determines that such an elevation is inappropriate, the interested persons, Aboriginal community, or the government agency with the concern, may submit a Part II Order request within 30 days of the Notice of Completion date.

The Part II Order request must be made in writing to the Minister using the Part II Order Request Form available online from the MECP, with copies sent to the Environmental Assessment and Permissions Branch and the Municipality. Addresses are provided at the end of this document. The Part II Order request must be received by the Ministry within the 30-day comment period following issuance of the Notice of Completion. The request must include the name, address and contact information of the requester and clearly indicate that a request for a Part II Order is being made. The project name and Municipality must also be clearly identified.

In your Part II Order Request, you must explain your concerns as they relate to:

- Environmental impacts of the project and their significance
- The adequacy of the planning process
- The availability of other alternatives to the project (where appropriate as some projects may not have any alternative)
- The adequacy of the public consultation program and the opportunities for public participation
- The involvement of the requester in the planning of the project
- The nature of the specific concerns which remain unresolved
- Details of any discussions held between the requester and the proponent
- The benefits of requiring the proponent to undertake a higher level of assessment
- Any other important matters considered relevant.

Please note that all personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the MECP for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* and is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information that is submitted will become part of a public record that is available to the general public unless a request is made that personal information remain confidential. For more information, the Ministry's Freedom of Information and Privacy Coordinator can be contacted at 416-327-1434.

4. **The Environmental Assessment and Permissions Branch will advise the Municipality within 10 working days of the receipt of a Part II Order request and will provide the Municipality with an opportunity to address the issues raised in the Part II Order request. The Municipality will have the option of advising the Director of the Environmental Assessment and Permissions Branch in writing if they are prepared to voluntarily carry out a higher level of assessment or an Individual EA. The Director of the Environmental Assessment and Permissions Branch would then advise the requester that the higher level of assessment will be carried out, which would negate the need for further review of the Part II Order request.**

The review of any Part II Order requests by the Environmental Assessment and Permissions Branch will commence after the end of the 30-day comment period following issuance of the Notice of Completion, and upon receipt of all necessary and satisfactory information from the requester, the Municipality, other government agencies and/or interested persons.

The Environmental Assessment and Permissions Branch may consult with other government agencies and/or other interested persons during the review of a Part II Order request. The Environmental Assessment and Permissions Branch may also request additional documentation from the Municipality or the requester. Within a minimum target of 45 days of receiving all necessary information, the Environmental Assessment and Permissions Branch will review the information and prepare a recommendation for the Minister's consideration. The Environmental Assessment and Permissions Branch will focus on the issues associated with the request, the review of the documentation, and the Municipality's response.

The Municipality can continue discussions with requesters during the Ministry review period of the Part II Order request as long as the Environmental Assessment and Permissions Branch is notified in writing and a reasonable timeframe is set for those discussions (e.g. 30-days). The requester shall not unreasonably delay the project in this regard. If longer periods of time are required to continue discussions, the Municipality and the Ministry will have to consider if the project needs to be withdrawn and whether the notices need to be reissued.

Should the Ministry review period for the Part II Order be extended, the start of timelines for the review of any Part II Order request by the Environmental Assessment and Permissions Branch will be deferred accordingly. If the Municipality satisfies the concerns of the requester, it is the requester's responsibility to withdraw the request for a Part II Order as soon as possible. Such withdrawals should be in writing to the Minister and should be copied to the Municipality and the Environmental Assessment and Permissions Branch. The Director of the Environmental Assessment and Permissions Branch may accept and may act upon such withdrawals on behalf of the Minister.

The Minister's Decision

As part of the decision-making process, the Minister will consider the information submitted by the Municipality, the person requesting the Part II Order and any interested persons, Aboriginal community, or government agency the Minister chooses to consult before making a decision. The Minister will also consider the evaluation criteria for Part II Order requests found in subsection 16(4) of the *Environmental Assessment Act* and other matters that the Minister may consider appropriate, including:

- The purpose of the *Environmental Assessment Act*
- Extent and nature of public concern
- Potential for significant adverse environmental effects
- Need for broader consideration of alternatives by the Municipality
- Consideration of urgency
- Participation of the requester in the planning process
- Nature of request (i.e. substantiation of claims that suggest that the project differs from other similar projects)
- Degree to which public consultation and dispute resolution have taken place
- Any reasons given by a person who requests the order
- The mediator's report, if any
- The timeliness of the request and the timeliness of the requester raising the issues and/or concerns with the proponent
- Ministry's Statement of Environmental Values
- Any other important matters as the Minister considers appropriate

If the Minister issues a Part II Order, then he/she shall give notice, with reasons, to the Municipality, the person requesting the Part II Order, and to any other interested persons, Aboriginal community, or government agency as the Minister considers appropriate. The Municipality must then adhere to the Order to pursue implementation of the project.

If the Minister refers the matter to mediation then he/she shall give notice, with reasons, to the Municipality, the person(s) requesting the Part II Order, and to any other interested persons, Aboriginal community, or government agency as the Minister considers appropriate. When referring a matter to mediation, section 8 of the *Environmental Assessment Act* will apply, including: the appointment of one or more neutral persons to act as mediators; the preparation of a report by the mediator to the Minister

within 60 days of appointment; and payment of the fees and reasonable expenses of the mediators by the Municipality.

If the Minister denies the Part II Order with or without conditions, he/she shall give notice, with reasons, to the person requesting the Part II Order, the Municipality and to any other interested persons, Aboriginal community, or government agency as the Minister considers appropriate. The Municipality can then continue to plan and implement the project. Any conditions which the Minister might apply to the decision to deny the Part II Order request must be adhered to by the Municipality when implementing the project.

Contact information

If you want to submit a Part II Order Request, it must be made in writing to the Minister using the Part II Order Request Form available online from the MECP, with copies sent to the Environmental Assessment and Permissions Branch and the Municipality. Addresses are provided at the end of this document. The request must be received by the Ministry within the 30-day comment period following the Notice of Study Completion.

Office of the Minister of the Environment, Conservation and Parks

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Email: minister.mecp@ontario.ca

Director, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks
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Municipality of Clarington

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