



Clarington

H A R D Y
S T E V E N S O N
A N D A S S O C I A T E S

CIMA+

**Public Information Centre No. 1
Port Granby Project End Use Transportation
Network
Municipal Class Environmental Assessment**

April 21, 2021
7:00 PM

PROJECT BACKGROUND AND CONTEXT

- A Long Term Waste Management Facility (LTWWMF) was constructed in Port Granby, Ontario to isolate, store, and clean-up low-radioactive waste that is contained within soils near the shore of Lake Ontario.
- As part of the clean-up and management of the LTWWMF at Port Granby, there is an agreement between the Federal Government and the Municipality of Clarington for the construction, maintenance and use of municipal roads.
- As the termination of the lease of the road approaches, the **Municipality wishes to determine what the best way to address LTWWMF operations as well as potential improvements to the road network** through the completion of a Municipal Class Environmental Assessment (EA) for the Port Granby Project End Use Transportation Network.

PROBLEM AND OPPORTUNITY STATEMENT

At the termination of the lease agreement for Elliott Road between the Municipality and the Government of Canada, the Municipality has the option to request removal of the road works between the facility and Concession Road 1, initiate closure of the road, or re-establish the road as a public roadway.

In addition to Elliott Road, there are alternate routes to the facility that could be used to access the site in the long-term and improve the Port Granby transportation network as a whole.

The Municipality needs to make the decision on what happens to Elliott Road and how access to the LTWMF will be facilitated in the long-term with consideration for the functionality of the local transportation network and within the context of safe continued operation and end use of the Port Granby facility.

STUDY PROCESS

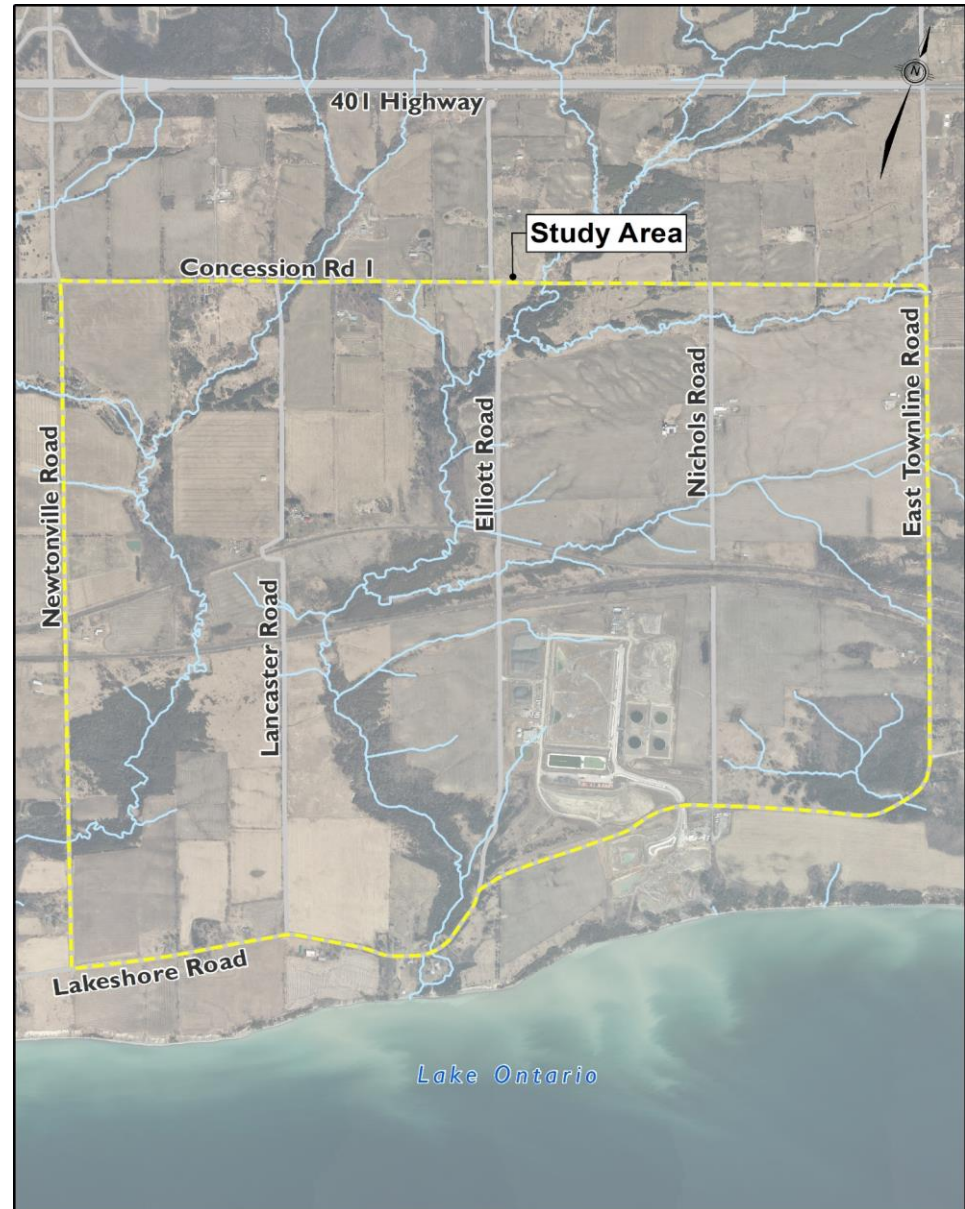
The Municipal Class EA is a planning and design process approved by the Ministry of the Environment, Conservation and Parks to meet the requirements of the *Ontario Environmental Assessment Act*.

This Study follows the Class EA process for **Schedule 'B'** projects and will complete Phases 1 to 2 as outlined below:



STUDY AREA

The study area is bounded by Concession Road 1 to the north, East Townline Road to the east, Lakeshore Road to the south and Newtonville Road to the west and is also tied to the Highway 401 interchange at Newtonville Road.



COMPLETED ENVIRONMENTAL ASSESSMENT

- An EA completed in 2007 in support of the LTWMF studied the likely environmental effects of the Port Granby Project on six (6) environmental components relative to baseline (existing) environmental conditions and the likely effects of the environment on the Port Granby Project.
 - Atmospheric Environment
 - Geology and Groundwater Environment
 - Aquatic Environment
 - Terrestrial Environment
 - Human Health and Safety
 - Socio-economic Environment
- The area enclosed by the solid red line in the Figure on the following page was evaluated under the Environmental Assessment completed for the Port Granby Project in 2007.

2007 COMPLETED ENVIRONMENTAL ASSESSMENT

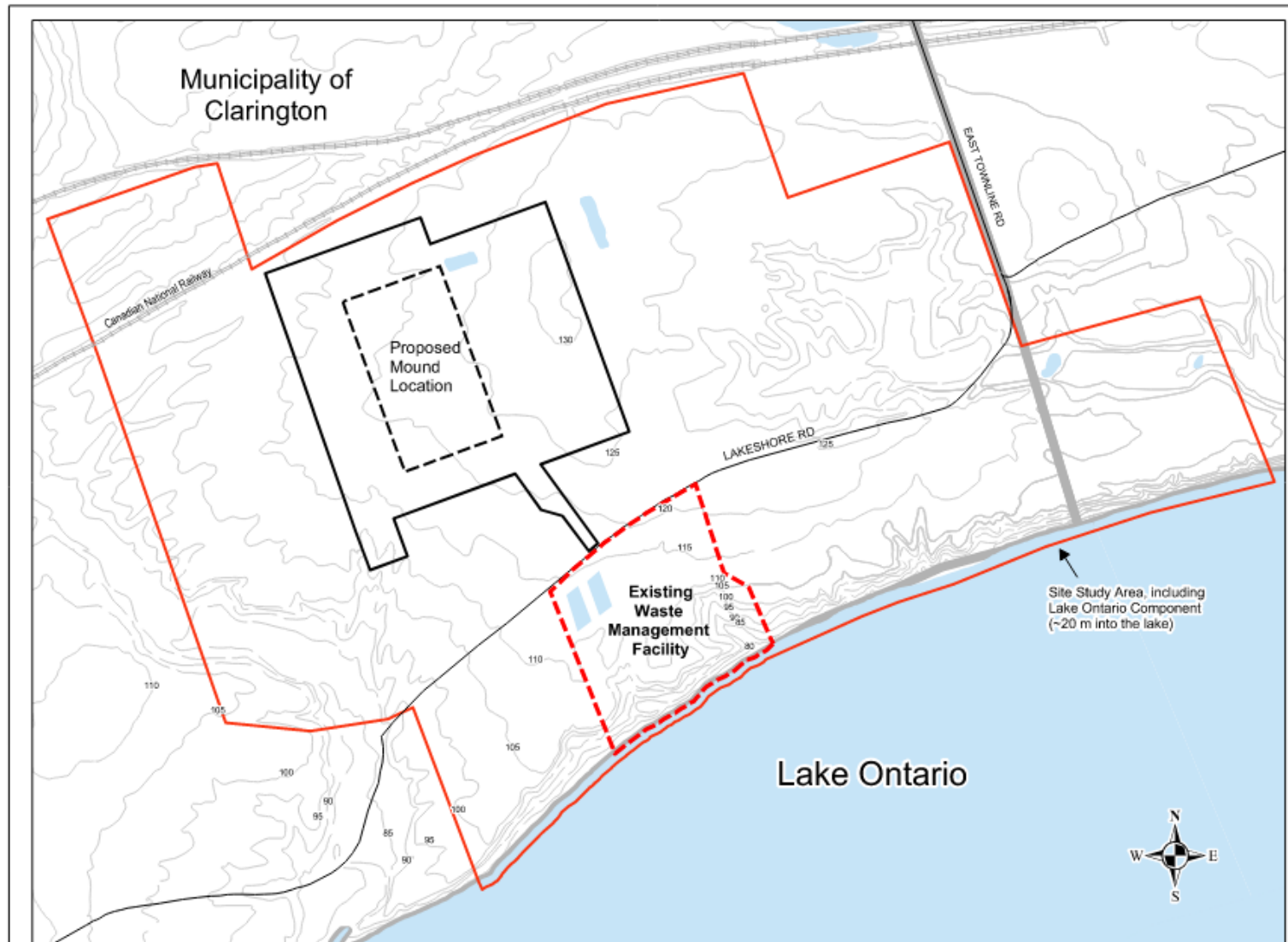


Figure 2.3-3
Site Study Area
 Port Granby Project
 Environmental Assessment

Legend

- Municipal Boundary
- Roads
- Railway
- Contour Lines (masl)
- Proposed Long-term Waste Management Facility
- Site Study Area
- Existing Waste Management Facility
- Proposed Mound Location
- Waterbody



REFERENCE

NRVIS Base data supplied by MNR(1998)
 Data reprojected to UTM NAD83
 Produced by Golder Associates under Licence
 with the Ontario Ministry of Natural Resources
 © Queen's Printer for Ontario, 2006

Date: May 2006



2007 COMPLETED ENVIRONMENTAL ASSESSMENT

- The assessment of likely environmental effects on the Project yielded the following results:
 - Geology and Groundwater Environment – No significant effect from the LTWMF.
 - Aquatic Environment – Limited potential for consequential effects.
 - Terrestrial Environment – No potential lasting and measurable effects.
 - Atmospheric Environment – No predicted changes that would have consequential effect on the Project.
 - Human Health and Safety – No potential effects.
 - Socio-economic Environment – No potential effects.
- All residual adverse effects identified were evaluated and found to be *not significant* when taking into consideration recommended mitigation measures for each effect.

LONG-TERM MANAGEMENT PLAN

- The Port Granby Project will be moving into the Maintenance and Monitoring Phase (Phase 3). This Phase will involve maintenance and monitoring activities to confirm the site continues to be effective and safe. CNL is therefore required to access the waste management facility long-term.
- Current Access Agreements
 - Nichols Road South
 - Agreement between the Federal Government and the Municipality of Clarington for use of Nichols Road by CNL to access environmental monitoring locations.
 - Elliott Road North and South
 - Leased by the Municipality of Clarington to the Government of Canada for use by CNL to access environmental monitoring locations.
 - The expiry on the current agreement is in April 2022.

OTHER ON-GOING CONSIDERATIONS

- Monitoring Locations
 - One (1) drainage water sampling location is accessed via Nichols Road.



Figure 2 – Monitoring Sample Locations Accessed From Nichols Road

OTHER ON-GOING CONSIDERATIONS

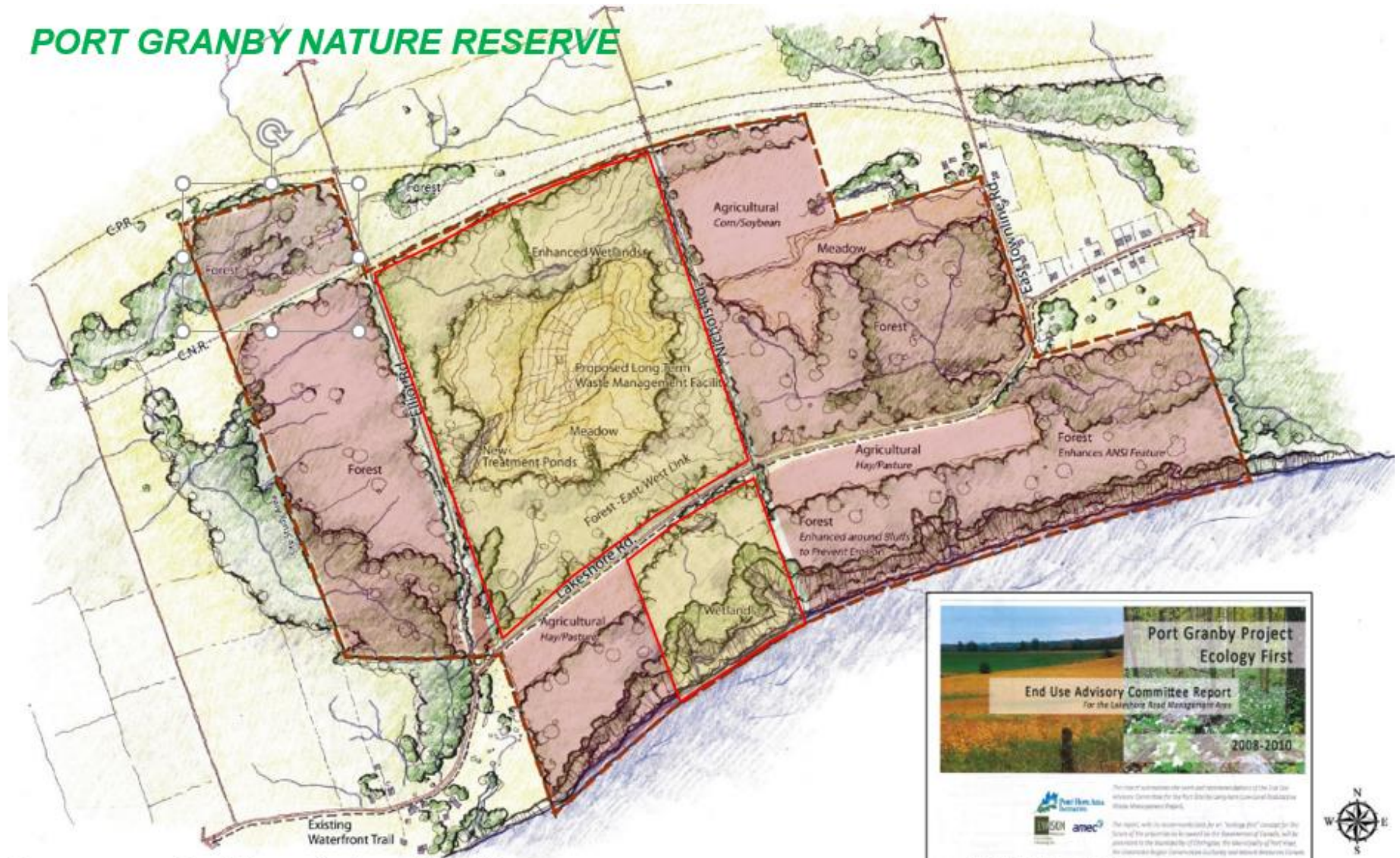
- Monitoring Locations
 - Four (4) soil monitoring locations are accessed by Nichols and/or Elliott Road.



Figure 3 – Monitoring Sample Locations Accessed From Elliott Road

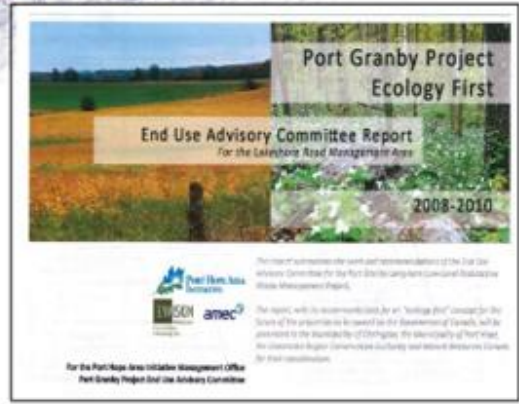
OTHER ON-GOING CONSIDERATIONS

PORT GRANBY NATURE RESERVE



Government of Canada Land Holdings

Project Lands Surplus Lands



CURRENT ROUTE AND EXISTING CONDITIONS

- Traffic associated with the LTWMF currently accesses the site from Concession Road 1 on Elliott Road.
- Since the Municipality leased a portion of Elliott Road to the Federal Government for use on this project, the portion of Elliott Road currently in use south of Concession Road 1 has been reconstructed from a local farm road to a road of similar standard as municipal roads.



Elliott Road at Concession Road 1 looking South
– Google Earth Imagery 2014



Elliott Road approaching Concession Road 1 from the North
looking South – Google Earth Imagery 2011

ESTIMATED DAILY TRAFFIC VOLUMES FOR THE LTWMF WWTP

Vehicle Type	Estimate Volume	Purpose
Regular Vehicles	6-10	Operations and maintenance staff.
Couriers	1-2	Deliveries.
Transport Trailers	1-2	Bulk material delivery or pickup.

*Subject to change pending operational demands.

ALTERNATIVE SOLUTIONS

Alternative planning solutions have been developed at this stage to address the problem statement:

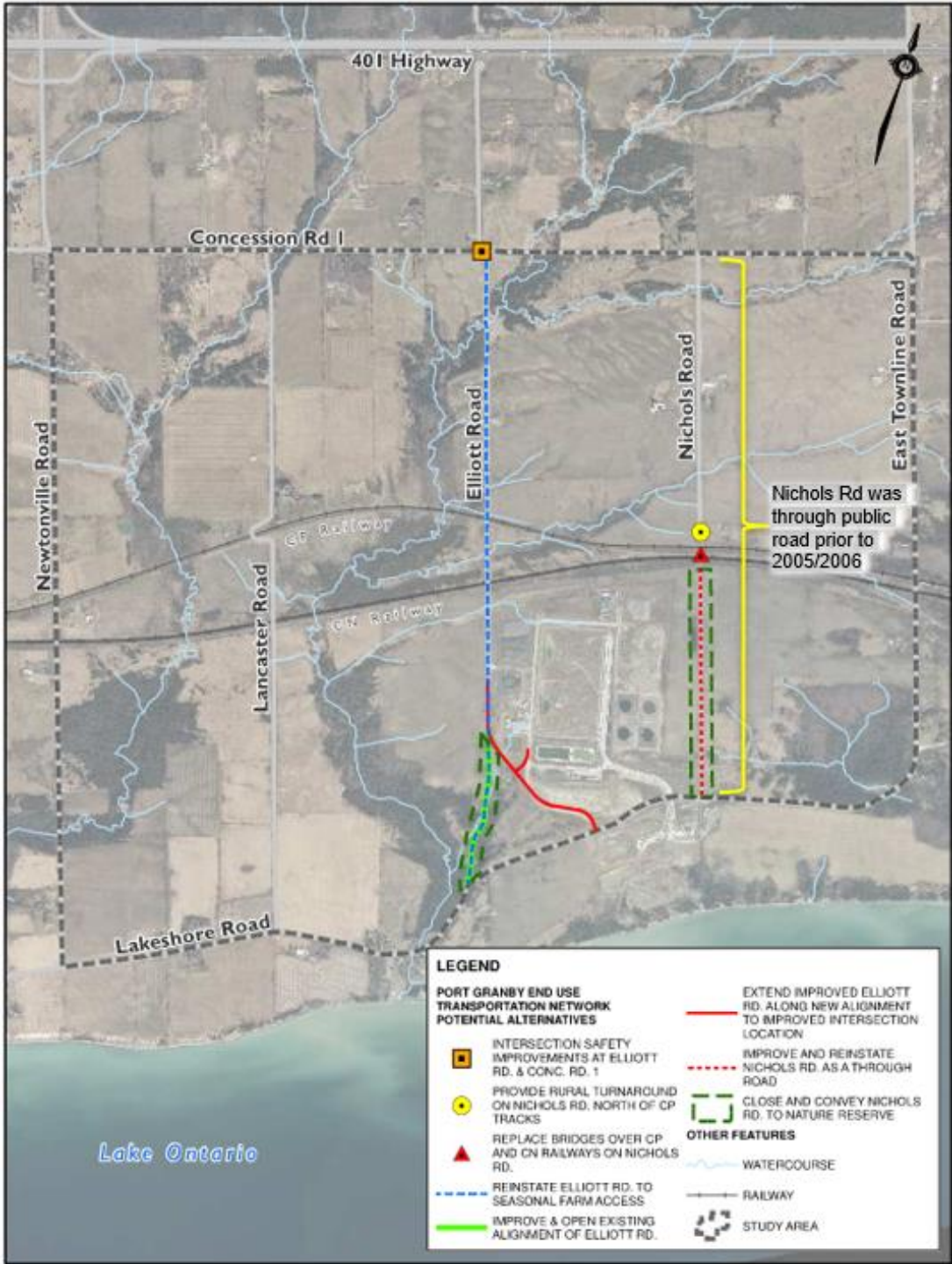
- 1. Do Nothing - Maintain Current Access Route – Elliott Road North / Concession Road 1 w/ Safety Improvements**
- 2. Improve Elliott Road to Lakeshore Road (Old or New Alignment) and Open to Public w/ access to LTWMF**
- 3. Reinstate Elliott Road to former Farm Access Road with Main Access to LTWMF from Lakeshore Road**
- 4. Improve Nichols Road and Revise Site Access Route with Main Access to LTWMF from Lakeshore Road**

ALTERNATIVE ROUTE SOLUTIONS

Alternative / Route	Impacts		
	Length (km)	Number of Properties Passed	Number of Homes Passed
Elliott Rd / Conc. 1 / Newtonville Rd	3.9	25	9
South Ent. / Lakeshore Rd / Newtonville Rd	5.9	39	22
South Ent. / Lakeshore Rd / Nichols Rd / Conc 1 / Newtonville Rd	7.6	32	14



ROAD NETWORK PROJECT OPTIONS FOR IMPROVED FUNCTIONALITY OF THE PORT GRANBY TRANSPORTATION NETWORK



CONCESSION ROAD 1 AND ELLIOTT ROAD INTERSECTION



Aerial Image of the Concession Road 1 and Elliott Road Intersection – Google Earth Imagery 2018

- Intersection improvements to correct sightline issues are required if Elliott Road is provided for public use as part of the Port Granby road network.



Elliott Road approaching Concession Road 1 from the North looking South – Google Earth Imagery 2011



Concession Road 1 approaching Elliott Road from the West looking East – Google Earth Imagery 2014

ELLIOTT ROAD



Elliott Road at Concession Road 1 looking South – Google Earth Imagery 2014

- Possible need for secure, gated access from the north and south and coordination of deliveries and with first responders if existing site access route is maintained.



Elliott Road at Lakeshore Road looking North – Google Earth Imagery 2014

- Enhancement of existing Elliott Road alignment between the LTWMF and Lakeshore Road or design and construction of alternate alignment and intersection at Lakeshore Road to achieve municipal road standards.

NOTED BENEFITS/IMPACTS TO ELLIOTT ROAD

- No sharp bends making the route more easily navigated by transport trucks.
- It is a component of the existing route used to access the facility. Continued use would reduce potential for confusion in future and the probability of future deliveries not finding the site.
- The existing southern portion of Elliott Road between the LTWFMF and Lakeshore Road passes through heavily forested lands.
- Light and noise pollution from public use of Elliott Road



Aerial Image of Elliott Road between
Concession Road 1 and Lakeshore Road
– Google Earth Imagery 2018

NICHOLS ROAD

- Nichols Road will continue to be used by CNL staff to access monitoring site locations.
- Gate, signage and maintenance should be clarified and in compliance with roads agreement.
- Existing 3 Phase aerial hydro line
- Access to maintain hydro plant would be required



Aerial Image of Nichols Road between CNR crossing and Lakeshore Road – Google Earth Imagery 2018



Nichols Road at rail crossing looking South – 2014



Nichols Road at Lakeshore Road looking Northwest – Google Imagery 2014

NICHOLS ROAD CN and CP RAIL CROSSING

- The existing Nichols Road rail crossing may be of historic significance. Significance of the truss bridge should be considered prior to planning of any future works.

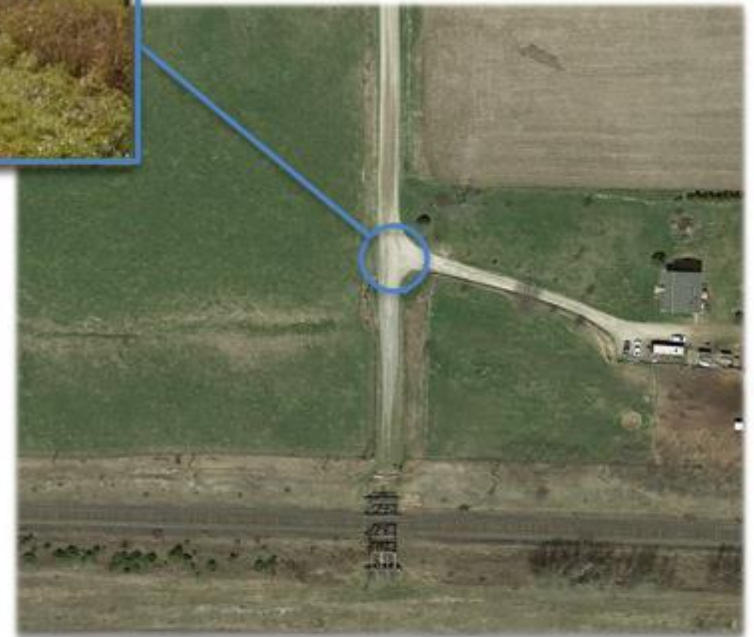


Nichols Road rail crossing east elevation – 2014

NICHOLS ROAD TURNAROUND



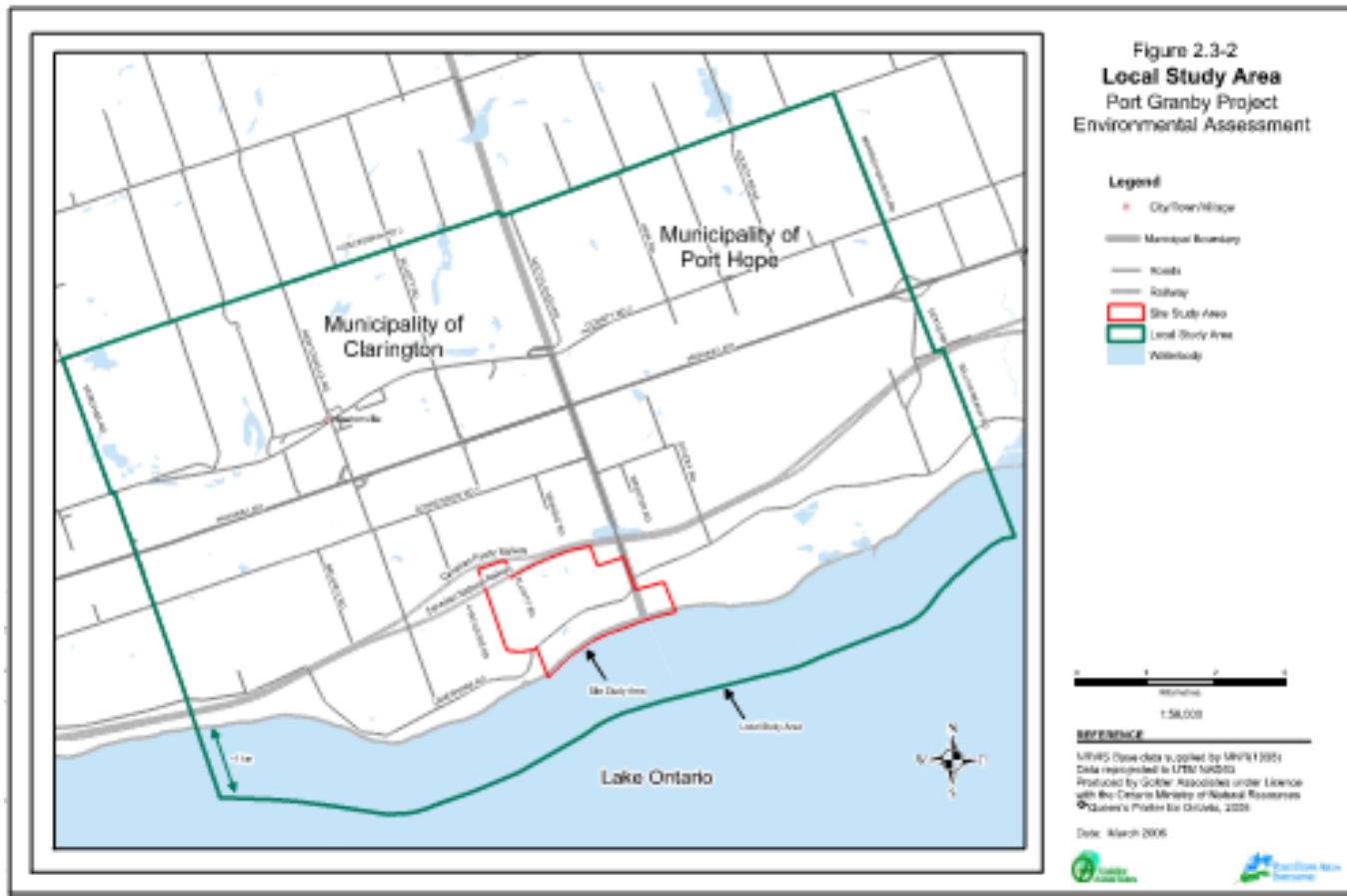
Nichols Road approaching the existing rail crossing looking South – Google Imagery 2011



Aerial Image of Nichols Road immediately North of the existing rail crossing – Google Earth Imagery 2018

POSSIBLE ADDITIONAL PRELIMINARY ENVIRONMENTAL ASSESSMENT

- The preferred alternative road network project determined through this initial stage may or may not require further assessment depending on if impacts/solutions are outside of existing Rights of Way



EMERGENCY SERVICES RESPONSE

We have engaged Clarington EMS and asked for lessons learned from Mock Emergency

- Multiple access points
- Current direction is access via Lakeshore Road
- Wind Direction may play a role
- Impact on potential rail incident (unrelated to LTWMF)
- Additional information provided once we hear back from Clarington EMS

NEXT STEPS

- Assessment based on comments received from the public and other stakeholders as well as public safety and other potential impacts of various alternatives.
- Review and confirm preferred planning solution
- Develop alternative design concept(s)
- Complete detailed evaluation of preferred alternative
- Public Information Centre No.2
- Prepare and File Project Report

Please complete a comment sheet and submit all comments by **May 14, 2021**:

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