



*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. 2  
Port Granby Project End Use  
Transportation Network  
Municipal Class Environmental  
Assessment**

March 3, 2022  
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.

# 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.

# SUMMARY OF PIC #1

- PIC #1 was held online on April 21<sup>st</sup>, 2021
- Key comments / concerns raised by the public comments:
  - Option #1 was preferred by most people as they do not want trucks using Lakeshore Road as the main route;
  - Land owners will need access to their properties from Elliott Road;
  - Concern over increased traffic and speeding if Elliott Road is made a through road; and
  - Residents do not want any further disruption or cost implications.
  - MOC identifies extension of Elliott Road to Lakeshore Road as a benefit to improved transportation network but would also add to maintenance costs for 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.



# 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



# 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 / <u>Newtonville Rd</u>	3.9	25	9
South Ent. / Lakeshore Rd / <u>Newtonville Rd</u>	5.9	39	22
South Ent. / Lakeshore Rd / Nichols Rd / Conc 1 / <u>Newtonville Rd</u>	7.6	32	14



# CLARINGTON RESPONSE

## **Emergency Services**

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

- Requirement of 2 access points
- Main route is via Lakeshore Road with the alternative route being via Elliott Road

## **Public Works**

- Improved transportation network with added north/south alternative
- Added maintenance costs with added road section
- CP underpass does not meet current design standards

# ALTERNATIVE SOLUTIONS EVALUATION

Table 1 Port Granby Transportation Network Evaluation Criteria

Evaluation Criteria	Measures
<b>Transportation</b>	
<b>Traffic Operations</b>	Possibility of detour routes to the highway; truck volumes; speeding issues; LTWMF access; road safety
<b>Active Transportation</b>	Pedestrian and Cyclist infrastructure
<b>Emergency Access</b>	Timing and access
<b>Natural Environment</b>	
<b>Environmentally Sensitive Areas</b>	Significant woodlands, wetlands, protection areas
<b>Species at Risk (SAR)</b>	Habitat or potential SARs in the area
<b>Stormwater Management</b>	
<b>Stormwater Management</b>	Quality and quantity control
<b>Groundwater</b>	Dewatering for bridge construction
<b>Climate Change</b>	Greenhouse gases; flood risks
<b>Healthy Communities</b>	
<b>Air Quality</b>	Vehicle emissions
<b>Noise</b>	Vehicles, trucks access LTWMF

# ALTERNATIVE SOLUTIONS EVALUATION

Evaluation Criteria	Measures
<b>Socio-Economic Environment</b>	
<b>Archaeology / Cultural and Build Heritage</b>	Burial sites or artifacts; Heritage properties or structures
<b>Land Use / Property Access / Impacts</b>	Farm access / resident access/ property acquisition
<b>Aesthetics</b>	Streetscaping / Views of residents/ illegal dumping
<b>Constructability / Engineering</b>	
<b>Utilities</b>	Relocations
<b>Contaminated Soils</b>	Waste Disposal sites
<b>Geometry</b>	Design Standards
<b>Construction Staging</b>	Detours / Rerouting / Closures/ Railway Impacts
<b>Construction Cost</b>	Dollar Value
<b>LTWFM Security</b>	Changes to security of the site (entrances, gates, etc.)

# ALTERNATIVE SOLUTIONS EVALUATION

Table 2 - Port Granby Transportation Network – Detailed Evaluation and Assessment

Criteria	Option #1 – Do Nothing (just safety improvements)	Option #2 – Improve Elliott Road to Lakeshore Road	Option #3 – Reinstate Elliott Road to Farm Access and use Lakeshore Rd.	Option #4 – Improve Nichols Road and Revise Site Access from Lakeshore Rd.
Transportation Rating				
Natural Environment Rating				
Stormwater Management Rating				
Healthy Communities Rating				
Socio-Economic Environment Rating				
Constructability / Engineering Rating				
Summary				
Recommendation	Preferred	Not Preferred	Not Preferred	Not Preferred

Very Low Impact (Most Positive)	Fairly Low Impact	Medium/Ambivalent Impact	Fairly High Impact	Very High Impact (Least Positive)

# PREFERRED ALTERNATIVE SOLUTION

Do Nothing – Maintain current configuration with safety improvements

## **Intersection Improvements**

- Option 1 – Improve visibility with profile modifications to Concession Road 1 and Elliott Road
- Option 2 – Utility modifications to remove hazard from roadside and shorten guiderail – improving sight lines
- Consideration for intersection lighting during detailed design.
- Cul-de-sac – Nichols Road north of CPR
- Address long term access to private lands off of Elliott Road
- \$350,000-\$500,000 estimated cost

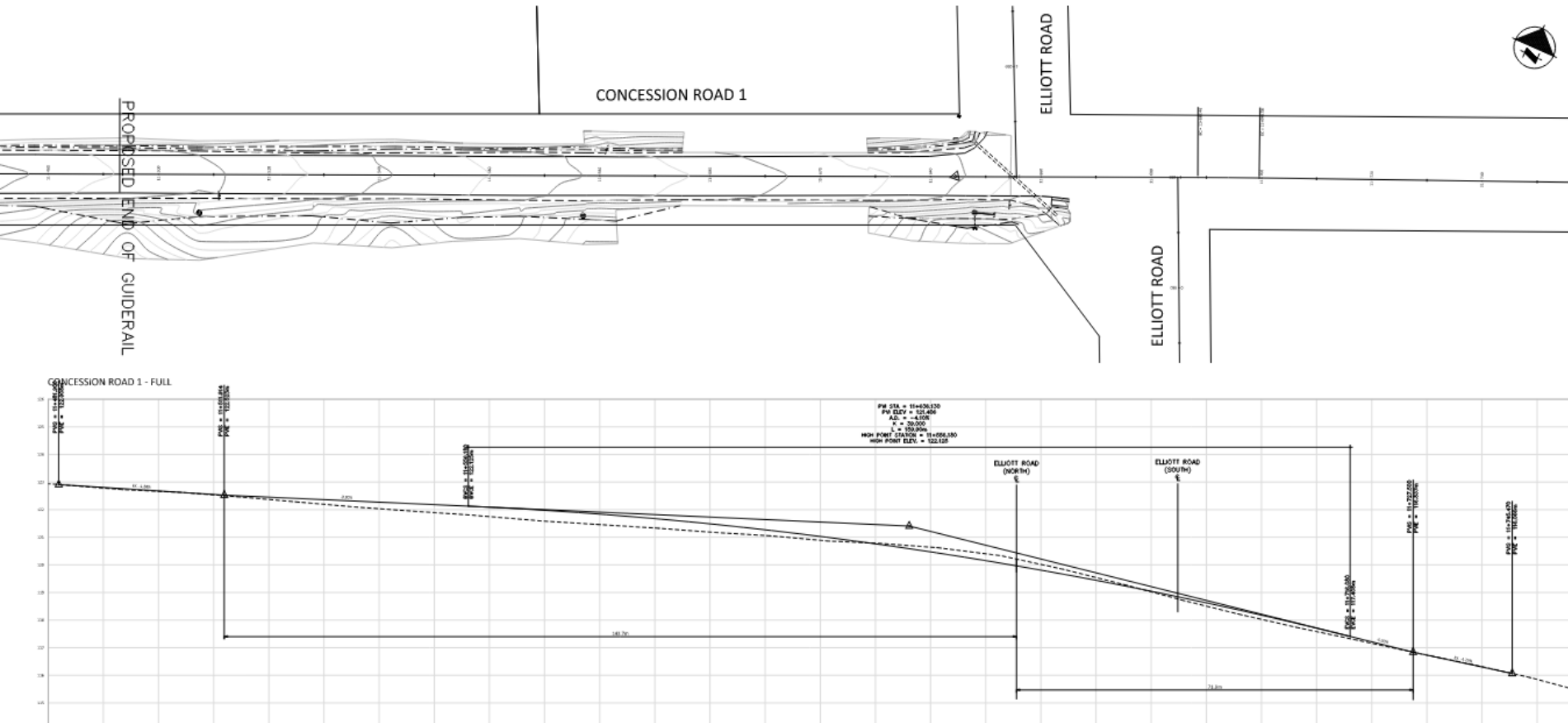
# PREFERRED ALTERNATIVE SOLUTION





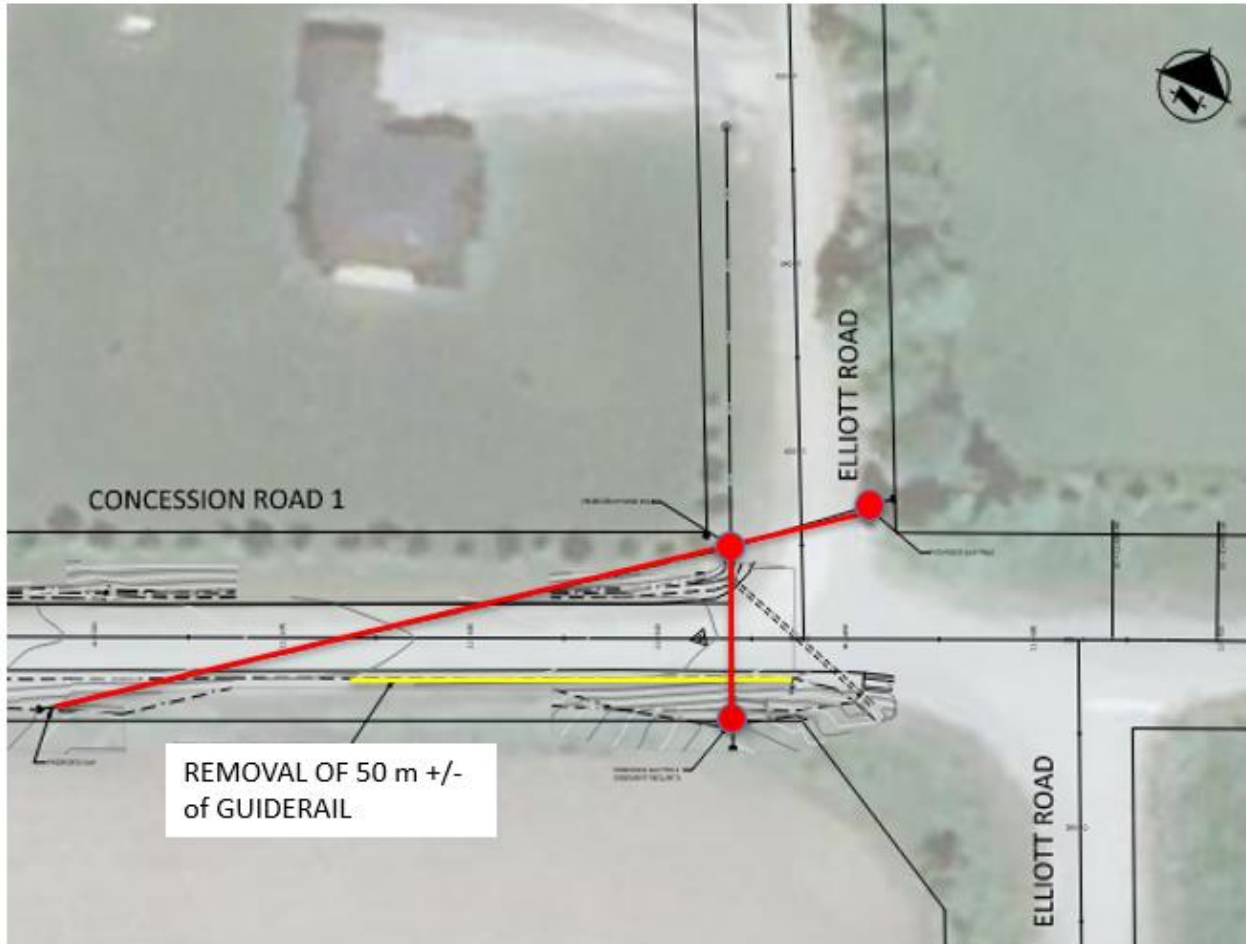
# PREFERRED ALTERNATIVE SOLUTION

## Profile Modifications to Improve Sight Lines



# PREFERRED ALTERNATIVE SOLUTION

## Removal of Hazard and Guiderail to Improve Sight Lines



# PREFERRED ALTERNATIVE SOLUTION

## Cul-de-Sac at Nichols Road



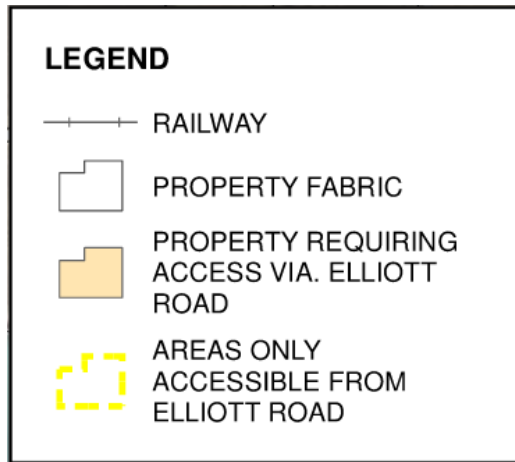
# PREFERRED ALTERNATIVE SOLUTION

## Cul-de-Sac at Nichols Road



# PREFERRED ALTERNATIVE SOLUTION

## Continued Access to Private Lands



## NEXT STEPS

- Assessment based on comments received from the public and other stakeholders based on PIC #2.
- Finalize preferred design concept
- Finalize and File Project Report
- Circulate Notice of Completion

Please complete a comment sheet and submit all comments by **March 17, 2022:**

**Kevin Heathcote, P.Eng.**

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