

Amended MCEA Appendix 1 – Project Schedules

Roads

New Project Descriptions	Replace Existing Project Descriptions	Notes
Schedule A		
<p>New1 All operational and maintenance activities associated with roads and related surface infrastructure</p>	<p>1 Normal or emergency operation and maintenance of linear paved facilities cycling lanes/facilities & multi-purpose paths, sidewalks, parking lots and related facilities located within or outside existing rights- of-way 2 Shaping and cleaning existing roadside ditches 4 Gravel replacement and reshaping on existing roads 6 Plowing and sanding 10 Snow and de-icing operations that comply with MOE’s Guideline B-4 “Snow Disposal and De-icing Operations in Ontario”</p>	<p>The existing clauses do not cover all maintenance and operational activities (weed spraying, install/maintain signs etc). A general all-inclusive statement should be used rather than attempting to list all possible activities.</p> <p>No projects shifted schedule</p>
<p>New2 Establish, rehabilitate and operate all road related facilities located outside a road allowance provided project conforms to Planning Act requirements and with municipal and other requirements</p>	<p>7 Stockpiling sand, gravel and fill 8 Stockpiling of de-icing material at existing service facility where stockpiling has previously taken place 9 Initial stockpiling of de-icing material at existing service facility Schedule B 14 Construction of new parking lots not associated with a building <9.5m=A >9.5m=B 16 Establishment of a roadside park or picnic area 37 Expansions, improvements and modifications to existing patrol yard and maintenance facilities where land acquisition is required provided project conforms to Planning Act requirements and with municipal and other requirements. 38 Establish new patrol yards or maintenance facilities provided project conforms to planning Act requirements and with municipal and other requirements.</p>	<p>The existing clauses may not cover all possible projects. A general all-inclusive statement is used rather than attempting to list all possibilities. Existing projects 9 and 14 shift from Schedule A and B to A+. Work outside road allowance is covered by other approvals like Planning Act. Cost does not measure environmental risk. Specific legislation now regulates de-icing material.</p>

<p>New3 Construction of all roads and related infrastructure which are required as a specific condition of a Planning Act approval or authorize by reg 586/06</p>	<p>23 Construction of local roads which are required as condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road. [Note – Reference to “local” roads refers to roadway function not municipal jurisdiction. See definition in Glossary of Municipal Class EA.] 36 Projects planned and approved under Ontario Regulation 586/06 (see Section A.2.10.4 of Municipal Class EA)</p>	<p>Notes – All roads (not just local roads) are included. When the Planning Act approval specifically requires a project the environmental impacts of the project are considered through the planning process and there are no options that can be considered as part of an MCEA process</p>
<p>New4 Repairs and maintenance to all bridges, grade separations, ferry docks, and active transportation bridges or over/under passes</p>	<p>NA</p>	<p>Existing Schedules do not address repairs and maintenance for bridges. These projects should be captured.</p>

<p>Schedule A+</p>	<p>5 All construction, rehabilitation or alteration to roads and related infrastructure in an existing road allowance that does not increase continuous lanes of travel for vehicles.</p> <p>3 Construction or removal of sidewalks or multi-purpose paths or cycling facilities within existing or protected rights-of-way A to A+</p> <p>5 a) Urban: Resurfacing, with no change to horizontal alignment b) Urban: Patching and frost heave treatment c) Rural: Resurfacing, patching and frost heave treatment with no change to horizontal alignment</p> <p>11 Streetscaping (e.g. decorative lighting, sidewalk improvements, benches, landscaping not part of another project).</p> <p>12 a) Construction of localized operational improvements at specific locations b) Installation of guide rails</p> <p>13 Installation, construction or reconstruction of traffic control devices (e.g. signing, signalization) <9.5m=A >9.5m=B Prior agreement</p> <p>15 Installation of safety projects (e.g. lighting including “high mast”, grooving, glare screens, safety barriers, energy attenuators) <2.4m=A >2.4m=B Prior agreement</p> <p>17 Culvert repair and replacement where the capacity of the culvert is not increased beyond the minimum municipal standard or the capacity required to adequately drain the area, whichever is greater, and where there is no change in drainage area A to A+</p> <p>18 Construction of a new culvert or increase culvert size due to change in the drainage area</p> <p>19 Reconstruction where the reconstructed road or other linear paved facilities (e.g. HOV lanes) will be for the same purpose, use, capacity and at the same location (e.g. addition or reduction of cycling lanes/facilities or parking lanes, provided no change in the number of motor vehicle lanes)</p> <p>22 Redesignation of a Linear Paved Facility through signage or pavement marking modifications (i.e. not requiring physical construction beyond localized operational improvements)</p>	<p>Notes – The existing clauses are numerous and can be confusing or not cover all appropriate projects. (road diet, etc). A general all-inclusive statement should be used rather than attempting to list all possible projects. The only trigger for a higher level of assessment is an increase in travel lanes. Changes to culvert size or drainage area are addressed by their ECA approval. No EA process is required for property purchase. If the proponent acquires property to widen a road allowance through another process (negotiation with owner or planning policies for minimum width of road allowances) then the project to construct within the altered road allowance is A+.</p>
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	<p>described in activity No.12 above):</p> <ul style="list-style-type: none"> • addition or removal of parking or turning lane markings on an existing roadway • conversion of one-way or two-way streets • redesignation of existing General Purpose Lane (GPL) or on-street parking to High Occupancy Vehicle (HOV) or cycling lanes/facilities; vice versa: <ul style="list-style-type: none"> • addition or removal of cycling lanes/facilities <p>New Construction or removal of sidewalks, multi-purpose paths or cycling facilities including water crossings outside existing right-of-way</p> <p>32 Construction of noise barriers, i.e. structures such as walls and berms or a combination of the two</p> <p>33 New fence installations not associated with another project A to A+</p> <p>34 Utility removal, modification or relocation for safety or aesthetic purposes A to A+</p> <p>39 Retirement of existing roads and road related facilities</p> <p>40 Retirement of existing laneways</p>	<p>Projects 33 and 34 are shifted from Schedule A to A+ to provide notice to impacted residents.</p>
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<p>New6 Reconstruction of all bridges, grade separations, ferry docks (including structures for active transportation or agriculture) where there is no increase to the vehicle capacity and where there is no cultural heritage value or, where there is cultural heritage value, the cultural heritage features are protected or replicated. Determination of cultural heritage value will be in accordance with a screening checklist endorsed by the Ministry of Tourism, Culture and Sport (MTCS) and posted on the MCEA web site.</p>	<p>Replace Existing 24 Reconstruction of a water crossing where the reconstructed facility will be for the same purpose, use, capacity and at the same location. (Capacity refers to either hydraulic or road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks. 31 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old which after appropriate evaluation is found not to have cultural heritage value. Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website.</p>	<p>Notes – The existing checklist will be revised in consultation with MTC. Increasing the hydraulic capacity to convey or larger flow or limit the impact to the shoreline is covered by other approvals and should not be a trigger for a higher level of assessment</p>
<p>New7 New active transportation or agricultural bridges or over/under passes</p>	<p>28 Construction of underpasses or overpasses for pedestrian, cycling, recreational or agricultural use <2.4m=B >2.4m=C</p>	<p>Facilities for active transportation should be assigned a lower schedule as the impacts of the project are less than facilities for vehicles. Other approvals will ensure natural features are protected. A+ notice will ensure public participation.</p>

Schedule B		
<p>New8 Construction, rehabilitation or alteration to roads and related infrastructure substantially in an existing road allowance that increases continuous lanes of travel for vehicles</p>	<p>20 Reconstruction or widening where the reconstructed road or other linear paved facilities (e.g. HOV lanes will not be for the same purpose, use, capacity or at the same location (e.g. additional motor vehicle lanes, continuous centre turn lane) <2.4m=B >2.4m=C</p>	<p>Existing vs New road allowance used as trigger rather than cost.</p>
<p>New9 Reconstruction of all bridges, grade separations or ferry docks that increases the vehicle capacity or does not protect or replicate the existing cultural heritage value. Determination of cultural heritage value will be in accordance with a screening checklist endorsed by the Ministry of Tourism, Culture and Sport (MTCS) and posted on the MCEA web site</p>	<p>25 Reconstruction of a water crossing where the reconstructed facility will not be for the same purpose, use, capacity or at the same location. (Capacity refers to either hydraulic or road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks. <2.4m=B >2.4m=C</p> <p>30 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old, which after appropriate evaluation is found to have cultural heritage value. Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website. <2.4m=B >2.4m=C</p>	<p>The existing checklist will be revised in consultation with MTC. Increasing the hydraulic capacity to convey larger flow or limit the impact to the shoreline is covered by other approvals and should not be a trigger for a higher level of assessment. Regardless of cost, these projects should be Schedule B</p>

Schedule C		
New11 Establish a new road allowance and construction of new roads, including expressways, and related infrastructure that are not included in an approval under the Planning Act.	21 Construction of new roads or other linear paved facilities (e.g. HOV lanes) <2.4m=B >2.4m=C	Existing vs New road allowance used as trigger rather than cost.
New12 Construction of new bridges, grade separations, or ferry docks	Replace Existing 26 Construction of new water crossings. This includes ferry docks. <2.4m=B >2.4m=C 27 Construction of new grade separations <9.5m=B >9.5m=C 29 Construction of new interchanges between any two roadways, including a grade separation and ramps to connect the two roadways <9.5m=B >9.5m=C	New facilities warrant a full analyses