

## Table of Proposed Class EA Amendments – Transit (Version 2, September 30, 2019)

#	Section	Current Text <b>Revisions in Red</b>	Proposed Amendment <b>Revisions in Red</b>	Rationale
<b>T1</b>	Appendix 1	<p>6. Installation, construction or reconstruction of traffic control devices (i.e. signing, signalization) with no or minimal adverse environmental effects <b>Schedule A+</b></p> <p>7. Installation, construction or reconstruction of traffic control devices (i.e. signing, signalization) with the potential for some adverse environmental effects <b>Schedule C</b></p>	<p>6. Installation, construction or reconstruction of traffic control devices (i.e. signing, signalization) <b>Combine items and shift to Schedule A+</b></p>	<p>Impacts on the natural environment from this type of project are minimal. To be consistent with Roads, projects of this type should be classified as Schedule A+ which ensures the local community is advised and citizens have the opportunity to engage their municipal government.</p> <p>Schedule A+ activities are exempt from the EA Act. However, as discussed in A.1.2.2.2, the proponent needs to provide notice of these projects prior to proceeding. Notice for these types of projects should be provided to the general community (perhaps as part of the budget approval for the work) as well as specific notice to those directly impacted. This specific notice should include;</p> <ul style="list-style-type: none"> <li>- a description of the planned work,</li> <li>- identify how the work will impact the owner's property,</li> <li>- provide a schedule for the work and</li> <li>- explain how to obtain further information related to the work.</li> </ul> <p>Once the proponent recognizes that the activity is a Schedule A+ activity/project and provides notice, the proponent may proceed with the activity/project without any further notice or documentation</p>

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T2	Appendix 1	<p>9. Installation of safety projects (i.e. lighting, glare screens, safety barriers, energy attenuation) with no or minimal adverse environmental effects. <b>Schedule A+</b></p> <p>10. Installation of safety projects (i.e. lighting, glare screens, safety barriers, energy attenuation) with the potential for some adverse environmental effects. <b>Schedule C</b></p>	<p>9 Installation of safety projects (i.e. lighting, glare screens, safety barriers, energy attenuation). <b>Combine items and shift to Schedule A+</b></p>	<p>Impacts on the natural environment from this type of project are minimal. To be consistent with Roads, projects of this type should be classified as Schedule A+ which ensures the local community is advised and citizens have the opportunity to engage their municipal government.</p> <p>Schedule A+ activities are exempt from the EA Act. However, as discussed in A.1.2.2.2, the proponent needs to provide notice of these projects prior to proceeding. Notice for these types of projects should be provided to the general community (perhaps as part of the budget approval for the work) as well as specific notice to those directly impacted. This specific notice should include;</p> <ul style="list-style-type: none"> <li>- a description of the planned work,</li> <li>- identify how the work will impact the owner's property,</li> <li>- provide a schedule for the work and</li> <li>- explain how to obtain further information related to the work.</li> </ul> <p>Once the proponent recognizes that the activity is a Schedule A+ activity/project and provides notice, the proponent may proceed with the activity/project without any further notice or documentation</p>

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T3	Appendix 1	<p>13. Reconstruction of water crossing where the reconstructed facility will be for the same purpose, use, capacity and at the same location as the facility being reconstructed (capacity refers to hydraulic capacity). <b>Schedule A+</b></p> <p>14. Reconstruction of water crossing where the reconstructed facility will not be for the same purpose, use, capacity and at the same location as the facility being reconstructed (capacity refers to hydraulic capacity). <b>Schedule B</b></p>	<p>13. Reconstruction of water crossing where the reconstructed facility will be for the same purpose, use, capacity and at the same location as the facility being reconstructed <b>Remains Schedule A+</b></p> <p>14. Reconstruction of water crossing where the reconstructed facility will not be for the same purpose, use, capacity <b>or not</b> at the same location as the facility being reconstructed. <b>Remains Schedule B</b></p>	<p>The hydraulic capacity is no longer included as a trigger. Raising a bridge to match road grades or to meet minimum clearances above high water elevations or widening a bridge to reduce the impact on the shoreline should not trigger a higher level of assessment. With Roads, increasing the vehicle capacity is a trigger that requires a higher level of assessment. For this Transit section 'same purpose, use capacity' means where the objective and application remains unchanged and there is no substantial change in location – see D.1.3.1.</p>
T4	Appendix 1	<p>18. Reconstruction of linear components of a transit system for different vehicle technology where there is no change in footprint or general purpose traffic operations. <b>Schedule B</b></p>	<p>18. Reconstruction of linear components of a transit system for different vehicle technology where there is no change in footprint or general purpose traffic operations. <b>Shift from Schedule B to Schedule A+</b></p>	<p>With no change to footprint the impact on the natural environment is minimal. Schedule A+ which ensures the local community is advised and citizens have the opportunity to engage their municipal government.</p>

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T5	Appendix 1	<p>22. Construction of new stations not in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule A+</b></p> <p>23. Construction of new stations in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule B</b></p>	<p>22. Construction of new stations <b>that are located within a road allowance or are subject to Planning Act requirements. Remains Schedule A+</b></p> <p>23. Construction of new stations <b>that are not subject to Planning Act requirements Remains Schedule B</b></p>	<p>Amendment encourages coordination with Planning Act approvals. Projects that are not governed by a Planning Act approval process should follow the Schedule B process. Consistent with Road section.</p>
T6	Appendix 1	<p>24. Construction of new passenger pick-up/drop off areas (e.g. Kiss and Ride), and park and ride lots not in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule A+</b></p> <p>25. Construction of new passenger pick-up/drop off areas (e.g. Kiss and Ride), and park and ride lots in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural</p>	<p>24 Construction of new passenger pick-up/drop off areas (e.g. Kiss and Ride), and park and ride lots <b>that are located within a road allowance or subject to Planning Act requirements and complies with municipal and other requirements. Remains Schedule A+</b></p> <p>25 Construction of new passenger pick-up/drop off areas (e.g. Kiss and Ride), and park and ride lots <b>that are not subject</b></p>	<p>Amendment encourages coordination with Planning Act approvals. Projects that are not governed by a Planning Act approval process should follow the Schedule B process.</p>

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		heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule B</b>	to Planning Act requirements and complies with municipal and other requirements. <b>Remains Schedule B</b>	
<b>T7</b>	Appendix 1	<p>30. Construction of new maintenance facilities not in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule B</b></p> <p>31. Construction of new maintenance facilities in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule C</b></p>	<p>30 Construction of new maintenance facilities <b>provided project is subject to Planning Act requirements and complies with municipal and other requirements</b> <b>Shift to Schedule A+</b></p> <p>31 Construction of new maintenance facilities <b>that are not subject to Planning Act requirements and complies with municipal and other requirements</b> <b>Remains Schedule C</b></p>	To be consistent with Roads, projects of this type should be classified as Schedule A+ which ensures the local community is advised and citizens have the opportunity to engage their municipal government. The Planning Act requirements protect the natural environment.
<b>T8</b>	Appendix 1	32. Construction of new storage facilities not in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule A</b>	32 Construction of new storage facilities provided project is <b>subject to Planning Act requirements and complies</b> with municipal and other requirements. <b>Shift to Schedule A+</b>	To be consistent with Roads, projects of this type should be classified as Schedule A+ which ensures the local community is advised and citizens have the opportunity to engage their municipal government. The Planning Act requirements protect the natural environment.

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		<p>33. Construction of new storage facilities in or adjacent to residential land-use or an environmentally-sensitive area including natural heritage features, cultural heritage and archaeological resources, recreational or other sensitive land-uses. <b>Schedule B</b></p>	<p>33 Construction of new storage facilities <b>that are not subject to Planning Act requirements and complies</b> with municipal and other requirements. <b>Remains Schedule B</b></p>	
T9	Appendix 1	<p>34. Construction of new Transit System i.e. involving construction of new infrastructure. (For implementation of new transit services not requiring construction of new infrastructure i.e. using existing roads, see Project #2) <b>Schedule C</b></p>	<p>34. Construction of new Transit System <b>or new components on a new alignment for an existing transit system</b> i.e. involving construction of new infrastructure. (For implementation of new transit services not requiring construction of new infrastructure i.e. using existing roads, see Project #2) <b>Remains Schedule C</b></p> <p>35. Construction of new transit lanes for an existing transit service within an existing road allowance or utility corridor. <b>New item – Schedule B</b></p>	<p>Clarifies that new components on a new alignment for an existing system are included in Schedule C.</p> <p>New transit infrastructure within an existing road allowance is Schedule B. This is consistent with the Roads section where adding additional travel lanes are also Schedule B.</p>