



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS Fall Update

**Start Time 1:30 pm
September 27, 2021**



Paul Knowles, P.Eng., is the MEA's MCEA Advisor. He graduated from Queen's University as a Civil Engineer and worked in the private sector for 9 years before joining the Town of Carleton Place as Town Engineer in 1989. His involvement with the Municipal Engineers Association (MEA) and the Municipal Class Environment Assessment (MCEA) began shortly thereafter. In 1993, Paul was promoted to CAO for Carleton Place but continued his engineering work and remained very active with the MEA as a Board member (2008 – 2018) and as its President in 2017,

Throughout the years, Paul has been involved in all aspects of the MCEA document, including all re-writes and amendments. Paul officially retired from Carleton Place at the end of 2018 but is continuing to work with MEA as its MCEA Advisor, delivering training programs and pursuing improvements to the MCEA process

Update Topics

- Amendment to the MCEA
 - Process and timing for approval of amendment
 - Revisions to the amendment since submission in September 2019
- New PIOR Process
 - How the new process works
 - After one year – has new process been successful?
- Regulation that will Replace the MCEA
 - MECP's plans for EA reform
 - MEA's submission and advice for a new regulation
 - What will likely change? What will likely remain the same?
- Air Quality Assessments
 - Do Air Quality Assessments add value in the MCEA process?
- Upcoming Training Opportunities
 - Detailed explanation of amendment to MCEA – Four sessions
 - How to complete the MCEA process
 - Ask an Expert

EA Reform

MEA Encouraged EA Reform for
MANY Years

MEA Goals

- Re-Organize Projects
- Part II Order Request Process



EA Reform

April 2019 – Discussion Papers

- Immediate Short-Term Fixes
 - Exempt Low Risk Projects
 - Timelines for PIIORs

- Modernize EA Program

EA Reform

June 2019 – More Homes More Choice Act

- Reduce Number of Projects Eligible
Schedule A & A+ Exempt
- Scope MECP's Review of PIOR
Limits Scope
- Delegate/Prompt Decisions for PIOR -
Deadline

EA Reform

- June 2019 – Encouraged Amend Class EAs
- Sept 2019 – Amendment to MCEA Submitted



EA Reform

- June 2019 – Encouraged Amend Class EAs
- Sept 2019 – Amendment to MCEA Submitted
- July 2020 – Amendment Posted for Comment
- July 2020 – COVID-19 Economic Recovery Act
 - PIIOR for Aboriginal or Treaty Rights Only
 - New Regulation(s) to Replace MCEA
- Sept 2020 – Responses to Comments to MECF



EA Reform

- 2021
 - Revisions to Amendment
 - Indigenous Consultation
 - New MCEA Manual

EA Reform

Indigenous Consultation

- Schedule B/C shift to A+ Gap – impacts to archaeological resources and burial sites
 - MECP proposal – Screening process to qualify for Schedule A+
 - Potential or Known archaeological resources
 - Archaeological assessments
 - Impacts? Mitigation?
- MECP seeking Indigenous input by Aug 31/21

EA Reform

New MCEA Manual

- Numerous Changes
- Re-type new format
- Clean version for MECP approval
- Final version – Companion Guide and Photos

New MCEA Manual

Climate Change Conclusions

The proponent should avoid including specific detailed design features in the EA analysis, particularly if these specific design features can be readily incorporated with any of the selected alternatives. Instead, the EA analysis should focus on factors that contribute to selecting the best alternative solution.

Exercise caution when committing to design details in the ESR as this limits options during detailed design

The proponent would also decide what weighting the climate change criteria would carry relative to the other criterion in the decision matrix. The outcome of these considerations would result in proponent commitments through recommendations in the Phase 2 Report or Environmental Study Report to address adaption measures in the implementation of the preferred project (i.e. Phase 5 – design and construction of the Municipal Class EA)

Air quality is a...refer to CGN-A.1.7

In summary, climate change considerations need to be incorporated into the Municipal Class EA process but these must be scaled appropriately to be practically applied for the types of projects completed under the Class EA process.

MCEA Companion Guide

CGN - A.1.7: MECP CODES OF PRACTICE & CLIMATE CHANGE

In recent years, there has become an expectation to include consideration of air quality with a complex Air Quality Impact Assessment (AQIA) in many MCEA projects. The following items have often been recommended to be included in a typical AQIA:

- Description of the study area and proposed undertaking.
- Description.....



EA Reform

- ?? – Minister Approved Amendment
 - Complete Indigenous Consultation
 - Government Timetable/Decision
- ?? – MEA Publishes New MCEA Manual
- ?? – Companion Guide included into Manual

Revisions to Amendment

Significant Interest in MCEA Amendment

288 Comments

Municipalities, Consultants, Stakeholders
(Indigenous, Associations)

147 Pages – Comments and MEA Response

Many Comments Supportive

Some Helpful Suggestions for Improvements

Some Concerns

Revisions to Amendment

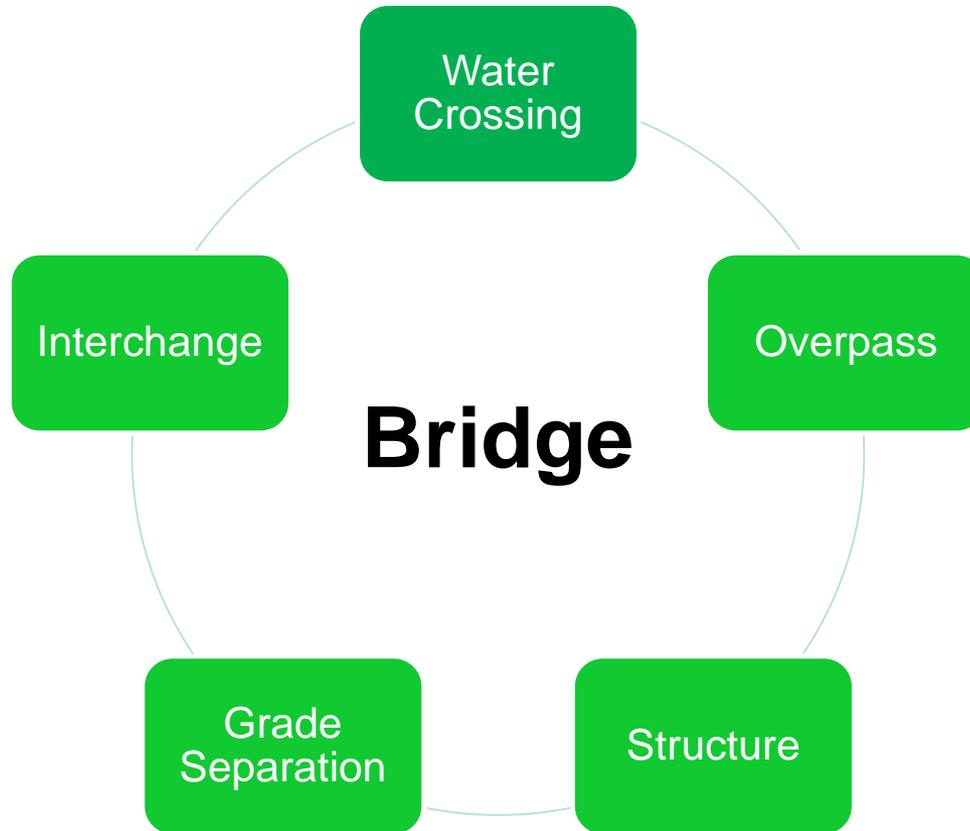
14a Construction of local roads **and any bridges located on these local roads** which are required as a specific condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road. [Note – Reference to “local” roads refers to roadway function not municipal jurisdiction. See definition in Glossary of Municipal Class EA]

14b. Construction **or re-construction** of a **collector or arterial road and any bridge located on the collector or arterial road** that is required as a specific 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

Schedule A



Revisions to Amendment



Revisions to Amendment

Glossary - Following CSA-S6-00

BRIDGE means a structure that provides a roadway or walkway for the passage of vehicles, pedestrians, cyclists across an obstruction or gap and has a span greater than 3 m where structure includes structures that would be commonly called a bridge, culver (>3m), overpass, underpass, interchange, grade separation, water crossing or ferry dock and obstruction includes obstructions that would be commonly called water/river, roads, railways, pathways, natural areas or other features where is it desirable for vehicles, pedestrians and cyclists to be able to cross above the obstruction

Revisions to Amendment

Glossary

Environmentally Significant Area means the area has one or more of the following environmental qualities:

- It is home to rare or endangered plants or animals.
- It is large, diverse and relatively undisturbed which many plants and animals need to survive and reproduce.
- It contains rare, unusual or high quality landforms that help us understand how Toronto's landscape formed.
- It provides important ecological functions that contribute to the health of ecosystems beyond their boundaries, such as serving as a stopover location for migratory wildlife.

Revisions to Amendment

Municipal Servicing Site has not been added to the glossary.

Municipal Servicing Site has been **deleted** from items 5a, 5b, 7a, 8, 14, 16, 22 and replaced with “or are located on the existing pumping station site or on municipally owned lands adjacent to the existing pumping station site where the lands are not in an environmentally sensitive area” or equivalent wording.



Revisions to Amendment

Specific Projects Identified as Schedule A+

- Center Turning Lane
- Roundabouts
- Traffic Calming
- Retaining Walls

Revisions to Amendment

76 Construction of the following infrastructure provided the infrastructure is required as a specific condition of approval on a consent, site plan, plan of subdivision or condominium which will come into effect under the Planning Act prior to the construction of the facility.

- Construction of stormwater management facilities, including LID features
- Establish **a new wastewater system including private treatment provided all works are contained on-site or**, extend, or enlarge a sewage collection system and all necessary works to connect the system to an existing sewage outlet
- Establish, **a new water system including a new private well or other water supply provided all works are contained on-site or** extend or enlarge water distribution system and all necessary works to connect the system to an existing system

Revisions to Amendment

- 29. Reconstruction or alteration of a bridge or the grading adjacent to it when the structure is over 40 years old. **Apply the Municipal Bridge Checklist developed with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and posted on the MEA website to determine project schedule.**
- 33. Reconstruction or alteration of a bridge or the grading adjacent to it when the structure is over 40 years old. **Apply the Municipal Bridge Checklist developed with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and posted on the MEA website to determine project schedule.**

Schedule A+ or C

Revisions to Amendment

22a. Retirement of existing roads and road related facilities including bridges. **If a bridge is to be removed, apply the Municipal Bridge Checklist developed with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and posted on the MEA website to determine if project schedule should be Schedule A+ or C**

Revisions to Amendment

Water/Wastewater attach to bridge

Note – the alteration of a bridge which is over 40 years old by using it to support water or wastewater infrastructure must be evaluated and found not to have cultural heritage value or, where there is cultural heritage value, the cultural heritage features are protected or replicated to the satisfaction of MHSTCI. Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and posted on the MEA website

Revisions to Amendment

A.3.5.3 Public Notices

Revised A.3.5.3 to add “**or standard procedure**” as some municipalities may not use a formal bylaw for the notices.

Add “**Stakeholders and specifically Indigenous communities are to be consulted during the development of a new notification process for MCEA notices.**”

Revisions to Amendment

- 39a Establish flow equalization tankage **for sanitary sewage** or a hauled waste receiving station in existing sewer system or at existing sewage treatment plants, or at existing pumping stations for influent and/or effluent control where no property acquisition is required.

Shift from Schedule B to Schedule A+

- 39b Establish flow equalization tankage **for sanitary sewage** or a hauled waste receiving station in existing sewer system or at existing sewage treatment plants, or at existing pumping stations for influent and/or effluent control where property acquisition is required.

Schedule B

Revisions to Amendment

Detention tanks/ponds for sanitary or combined sewage are significant storage facilities where sewage flows from major rain events are stored until released for treatment. As such, these projects should not be grouped with stormwater facilities in items 22 or 23. Instead, MEA proposed to add the following items:

39c Replace or expand detention tanks/ponds for sanitary or combined sewage where no additional property is required

Schedule A+

39d Replace or expand detention tanks/ponds for sanitary or combined sewage where additional property is required

Schedule B

39e Establish new detention tanks/ponds for sanitary or combined sewage

Schedule B

Revisions to Amendment

LID features constructed by a developer on property outside an existing road allowance etc are covered. However, if a municipality does need to acquire property for an LID feature then it should be Schedule B.
MEA proposes:

20a Establish new or modify, retrofit or improve LID features **within an existing road allowance or an existing utility corridor**, provided they are subject to an ECA.

Schedule A+

20b Establish new or modify, retrofit or improve LID features **where property acquisition is required**.

Schedule B

Revisions to Amendment

26 Construct new or modify, retrofit or improve existing retention/detention facility or infiltration system for the purpose of stormwater quality control where **active** chemical or biological treatment or disinfection is included, including outfall to receiving water body

Remains Schedule C

21 Modify, retrofit, or improve a retention/detention facility including outfall or infiltration system for the purpose of stormwater quality control. **Passive** biological treatment through the establishment of constructed wetlands is permitted.

Remains Schedule A+

Revisions to Amendment

MECP directed amendments

Wording provided by MECP to:

Section A.2.8 (PIIOR process)

Section A.1.5.2 (Amending process)



Questions?

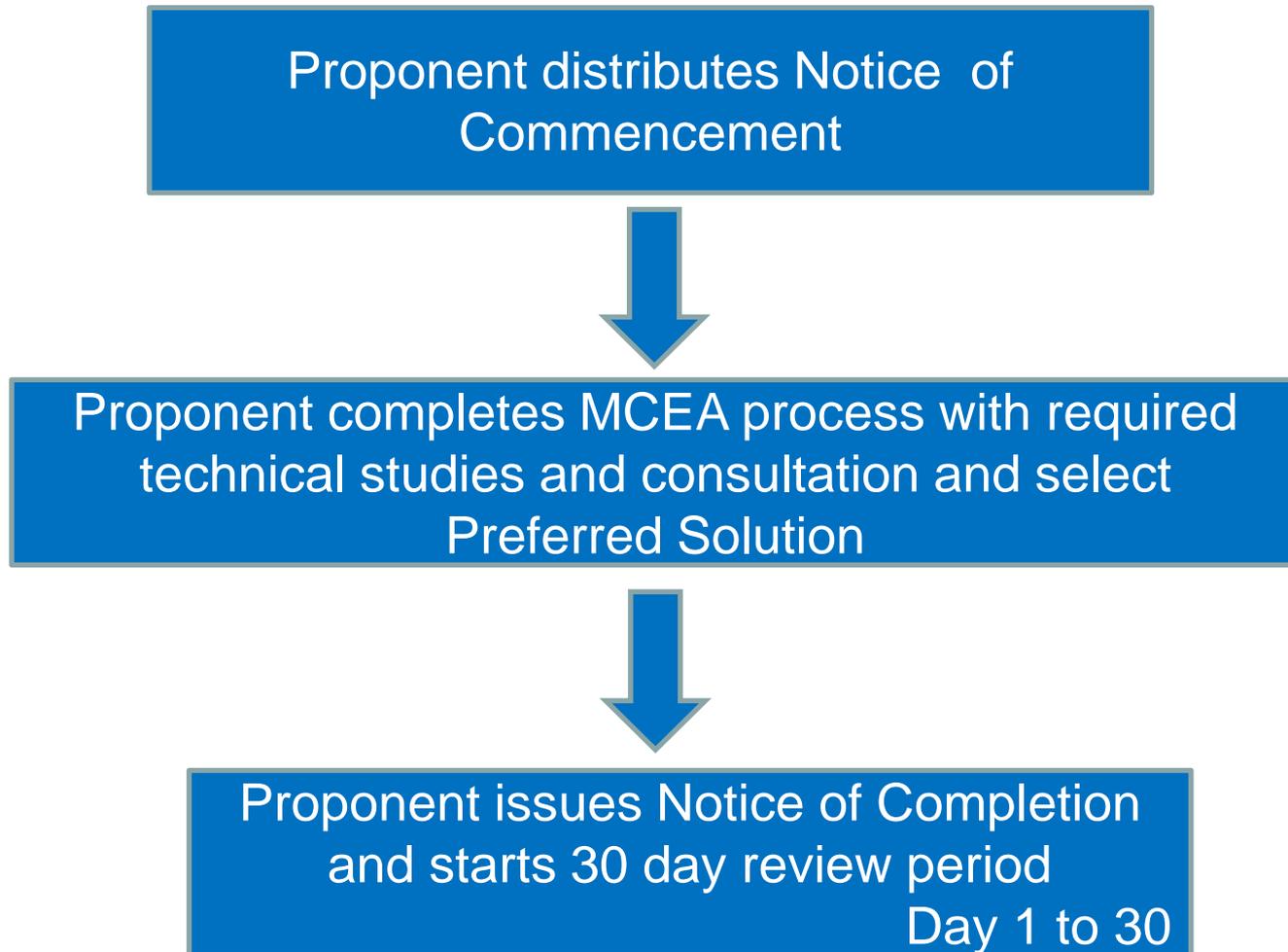
A.2.8 PIOR Process

Unresolve Concerns

- ~~Bump Ups~~ ~~PIORs~~ now known as s.16 orders
- Requests for s.16 orders restricted to adverse impacts on constitutionally protected Aboriginal or treaty right
- Separate opportunity for MECP to (on their own initiative) consider MCEA project.

Process to Resolve Concerns identified after Notice of Completion

Resolve Concerns identified after Notice of Completion





Notice of Completion

Interested persons may provide written comments to our project team by DATE. All comments and concerns should be sent directly to PROPONENT CONTACT at the COMPANY/MUNICIPALITY.

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), **only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights.** Requests on other grounds will not be considered.



Proponent issues Notice of Completion and starts 30 day review period

Day 1 to 30



Concerns submitted to MECP that relate to Aboriginal or treaty rights. This is a formal request for a s.16 order

Any concerns that are submitted to the proponent within the 30 day review period

No Concerns submitted during 30 day review period

Proponent issues Notice of Completion and starts 30 day review period
Day 1 to 30



Concerns submitted to MECP that relate to Aboriginal or treaty rights. This is a formal request for a s.16 order

Any concerns that are submitted to the proponent within the 30 day review period

No Concerns submitted during 30 day review period



Use of PIOR form discontinued
MECP will request information and meet Proponent explain how concerns addressed

Proponent issues Notice of Completion and starts 30 day review period

Day 1 to 30

Concerns submitted to MECP that relate to Aboriginal or treaty rights. This is a formal request for a s.16 order

Any concerns that are submitted to the proponent within the 30 day review period

No Concerns submitted during 30 day review period

Proponent works with MECP to resolve concerns. Project cannot proceed until Minister issues a decision on request for s.16 order

Proponent issues Notice of Completion and starts 30 day review period

Day 1 to 30

Concerns submitted to MECP that relate to Aboriginal or treaty rights. This is a formal request for a s.16 order

Any concerns that are submitted to the proponent within the 30 day review period

No Concerns submitted during 30 day review period

Proponent reviews and responds to all concerns. Document concerns and responses and have them available to provide to MECP upon request



Concerns/Responses

- Encourage use of MEA form to submit concerns
- Proponent's process to review concerns
- Who will respond
- Refer to how/where concern addressed
- Explain mitigation measures
- Offer commitments during design
- Respond in timely manner
- Phrase response to be complete

Municipal Class Environmental Assessment Outstanding Concerns Form



The Municipal Engineers Association (MEA) developed the Municipal Class Environmental Assessment (MCEA) process to provide municipalities with a consultative approval process for routine projects with predictable, manageable environmental impacts. Stakeholders are expected to;

- Participate in the consultation opportunities provided to the public within the MCEA process
- Engage in discussions with the proponent to try to address and resolve concerns

The [Proponent] has now completed the MCEA process and issued the Notice of Completion for [Project Name]. While the Ministry of Environment, Conservation and Parks maintains the authority to issue an order related to this project, there is no appeals process. Instead, outstanding concerns are to be submitted to [Proponent] as indicated below using this form for final consideration. This form must be received by [Date].

1) Describe how and when you raised your concerns with the proponent and the proponent's response

2) Describe what concerns remain outstanding and why these concerns could not be resolved through discussions with [Proponent]

3) My unresolved concerns relate to:

- potential environment impacts
- the adequacy of the process for the Municipal Class EA
- other (specify)

Describe

3) My unresolved concerns relate to:

- potential environment impacts
- how the project is significantly different from other projects in its class
- the adequacy of the process for the Class Environment Assessment

Proponents must comply with the EA Act

Failure to follow the MCEA is to not comply with EA Act

MECP responsible to enforce compliance with EA Act

- Separate process from considering concerns

4) Describe the outcome you seek to address your concern.

Additional information is attached

All personal information included in your request – such as name, address, telephone number and property location – is collected, under the authority of section 30 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 this information is collected for the purpose of a public record, the protection of personal information provided in the Freedom of Information and Protection of Privacy Act (FIPPA) does not apply (s.37). **Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential**

I hereby declare that, to the best of my knowledge, the information contained in this form and the information submitted in support of this form is complete and accurate.

Name		Signature
	Date	
<input type="checkbox"/>	Individual	
<input type="checkbox"/>	On behalf of Person/Group	
	(specify) _____	
<input type="checkbox"/>	Other (specify) _____	

Unit	Street Number and Name
------	------------------------

PO Box	City/Town	Province
	Country Postal Code	

Telephone	Email
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Proponent issues Notice of Completion and starts 30 day review period

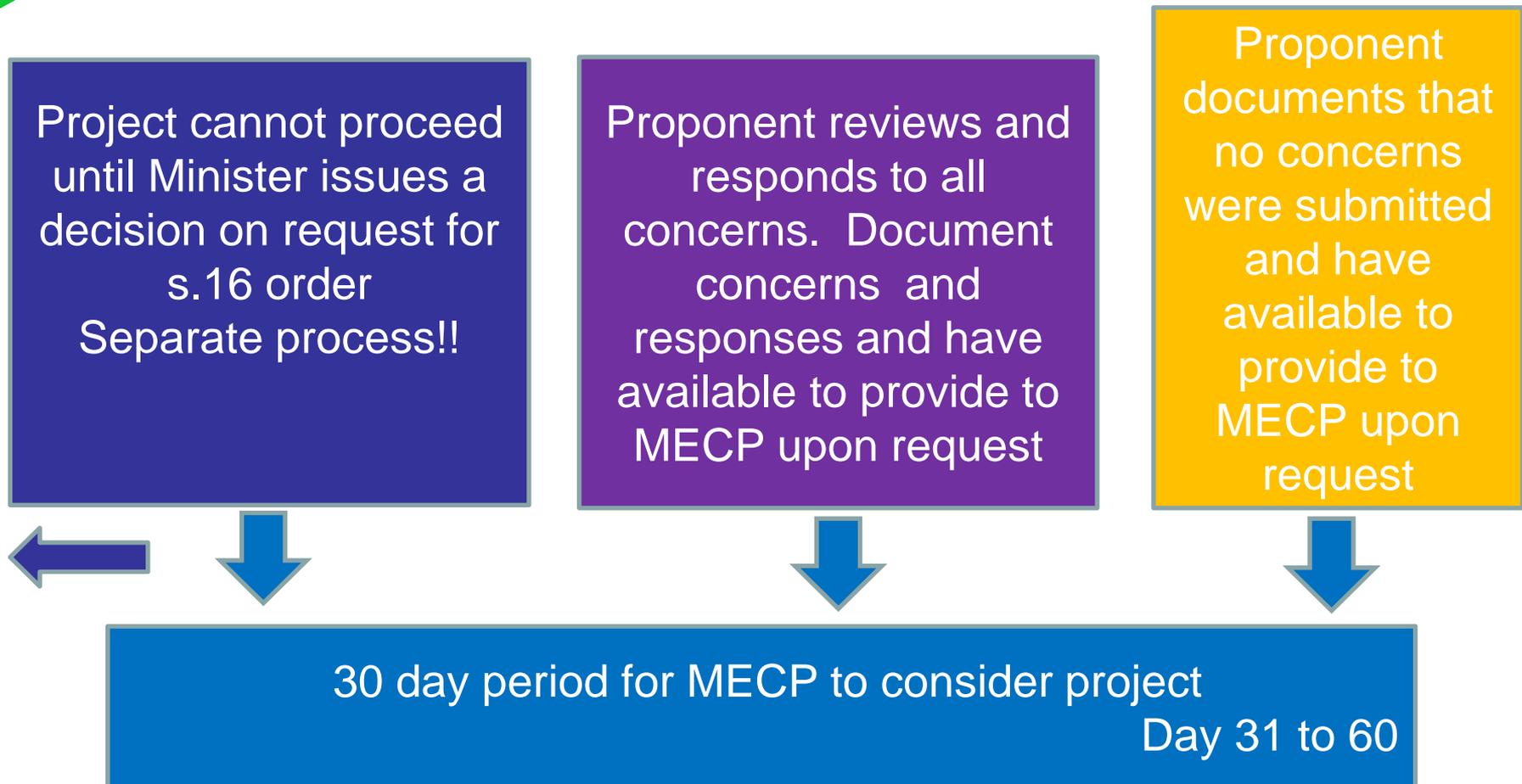
Day 1 to 30

Concerns submitted to MECP that relate to Aboriginal or treaty rights. This is a formal request for a s.16 order

Any concerns that are submitted to the proponent within the 30 day review period

No Concerns submitted during 30 day review period

Document that no concerns were submitted and have available to provide to MECP upon request





30 day period for MECP to consider project
Day 31 to 60



MECP does NOT issue
an Order or Notice or
issues a letter
authorized proceeding



Director issues Notice
and may request
Proponent provide info
within X days



Minister issues
s.16 Order



Project
Can
Proceed *

* Provided any s.16 order
request is resolved



30 day period for MECP to consider project
Day 31 to 60



MECP does NOT
issue Order or
Notice or issues a
letter authorized
proceeding

Director issues Notice
and may request
Proponent provide
info within X days

Minister issues a s.16
Order



Project
Can
Proceed *

Proponent completes a
Comprehensive EA



Project
Can
Proceed *
with
Conditions

* Provided any s.16 order
request is resolved

30 day period for MECP to consider project
Day 31 to 60



Director issues Notice of Proposed Order



Further 30 day period for Minister to issue s.16 order
Date of Notice + 30 days

30 day period for MECP to consider project
Day 31 to 60

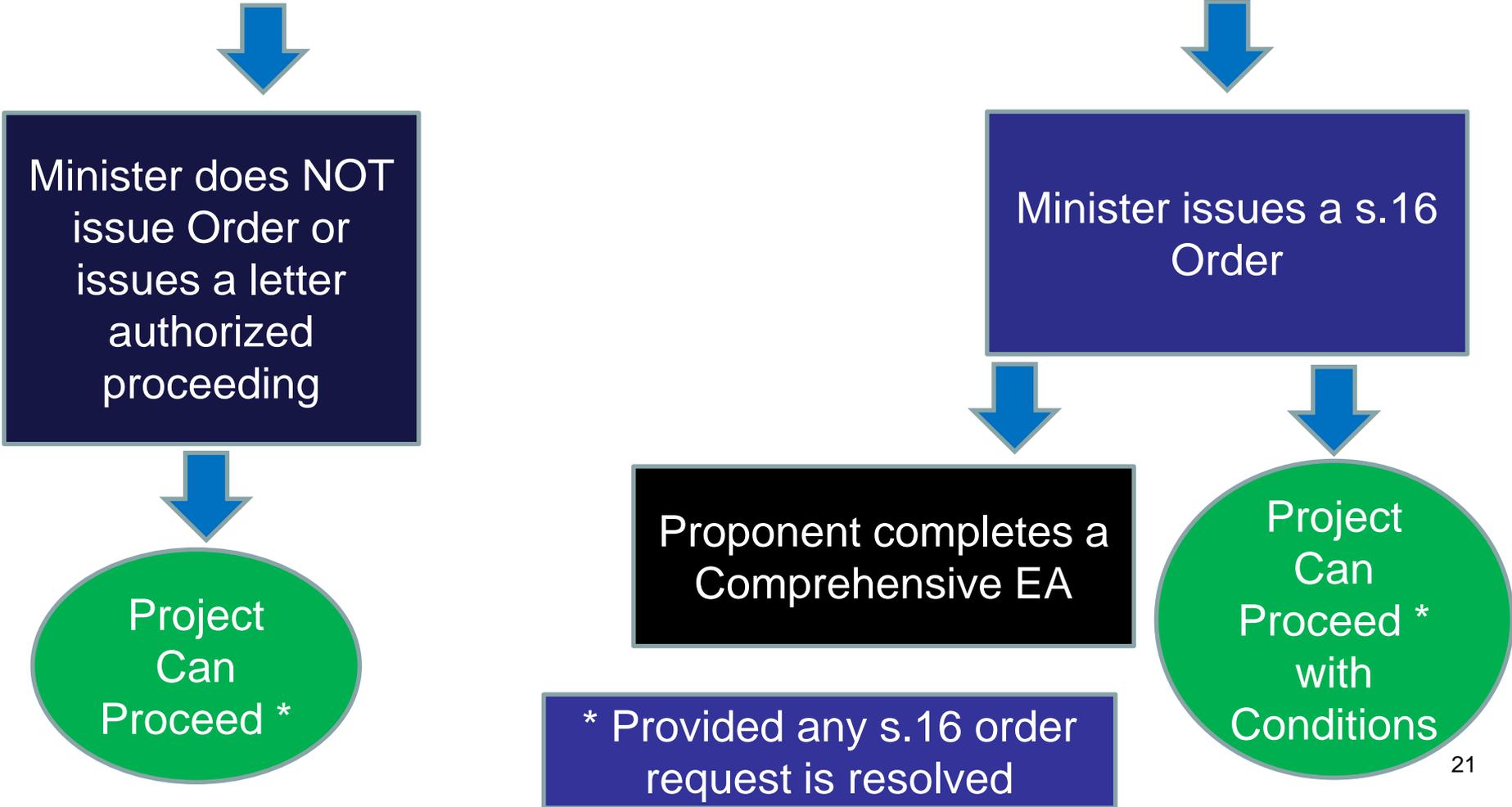
Director issues Notice and does request
Proponent provide info within X days

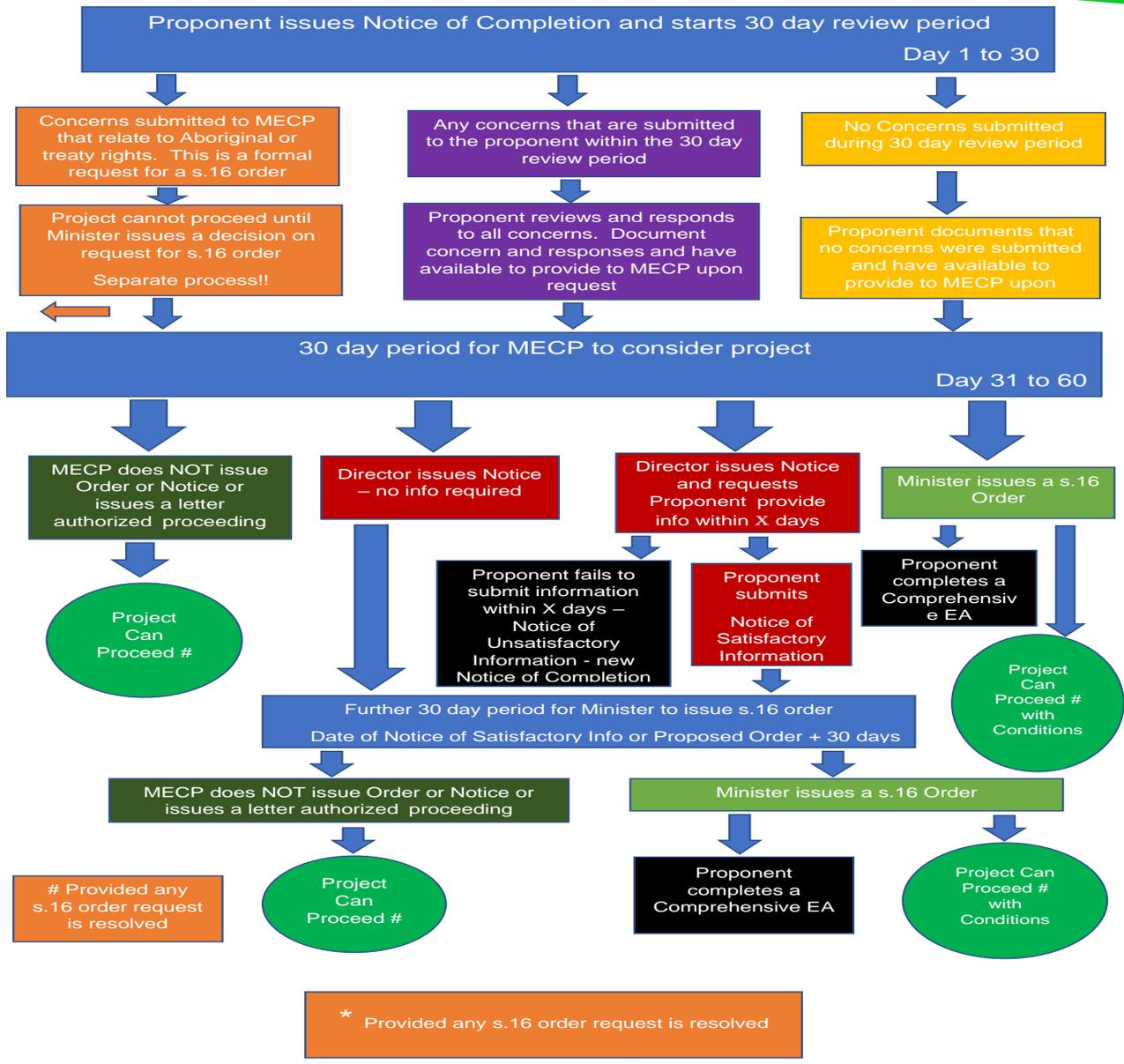
Proponent fails to submit information within X
days – Notice of Unsatisfactory Information -
new Notice of Completion

Proponent submits
info - Notice of
Satisfactory Info

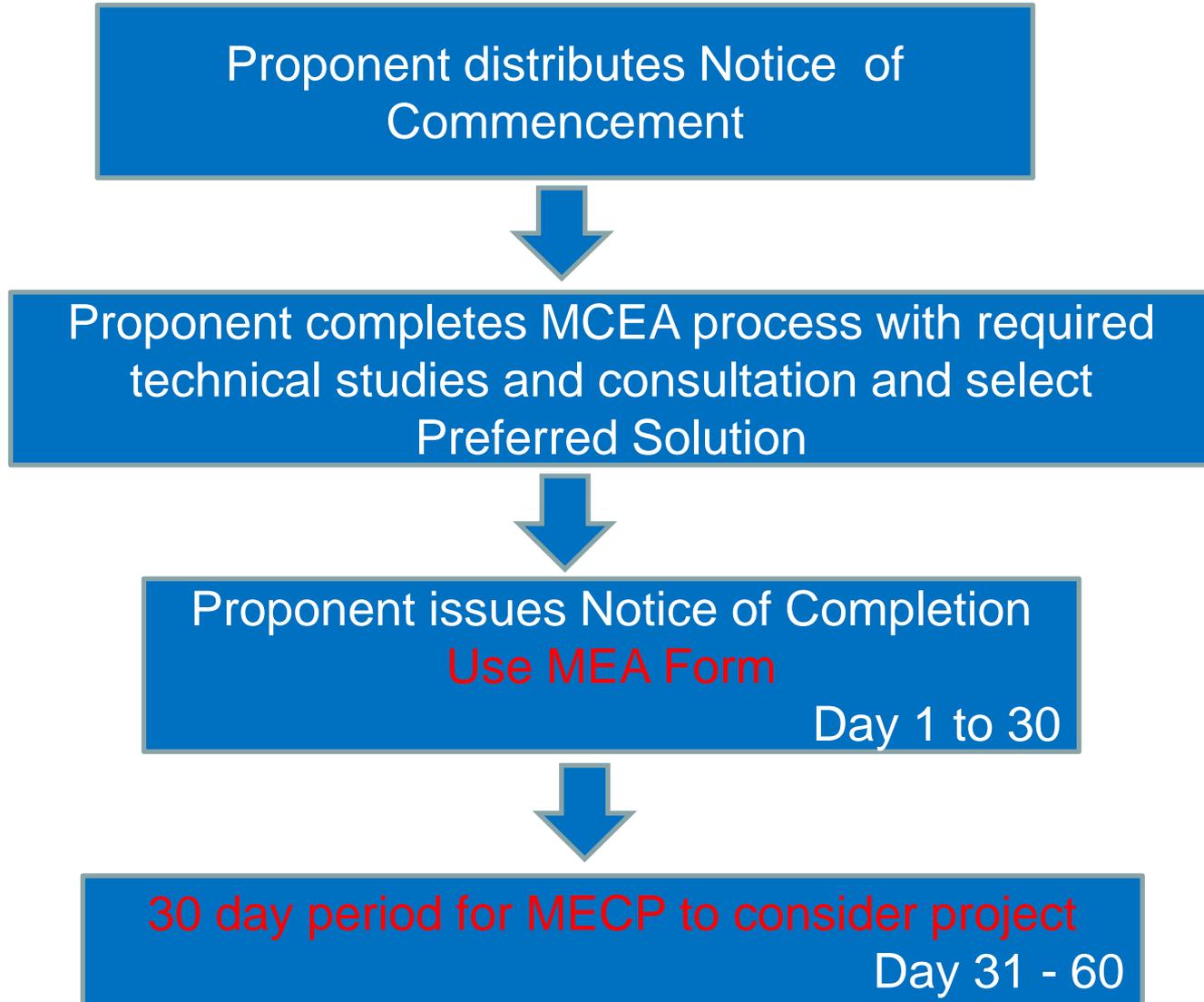
Further 30 day period for Minister to issue s.16 order
Date of Notice + 30 days

Further 30 day period for Minister to issue s.16 order
Date of Notice of Satisfactory Info or Proposed Order+ 30 days





Resolve Concerns identified after Notice of Completion





Questions?

New Regulation(s) to replace MCEA

- Standardize various Class EAs
- Project List (otherwise exempt)
- COVID-19 Economic Recovery Act



Project List

- On List - Subject EA (regulation) Process
 - Regardless of Proponent
- Not on List – Not Subject (Exempt)
- Projects in Schedule B and C

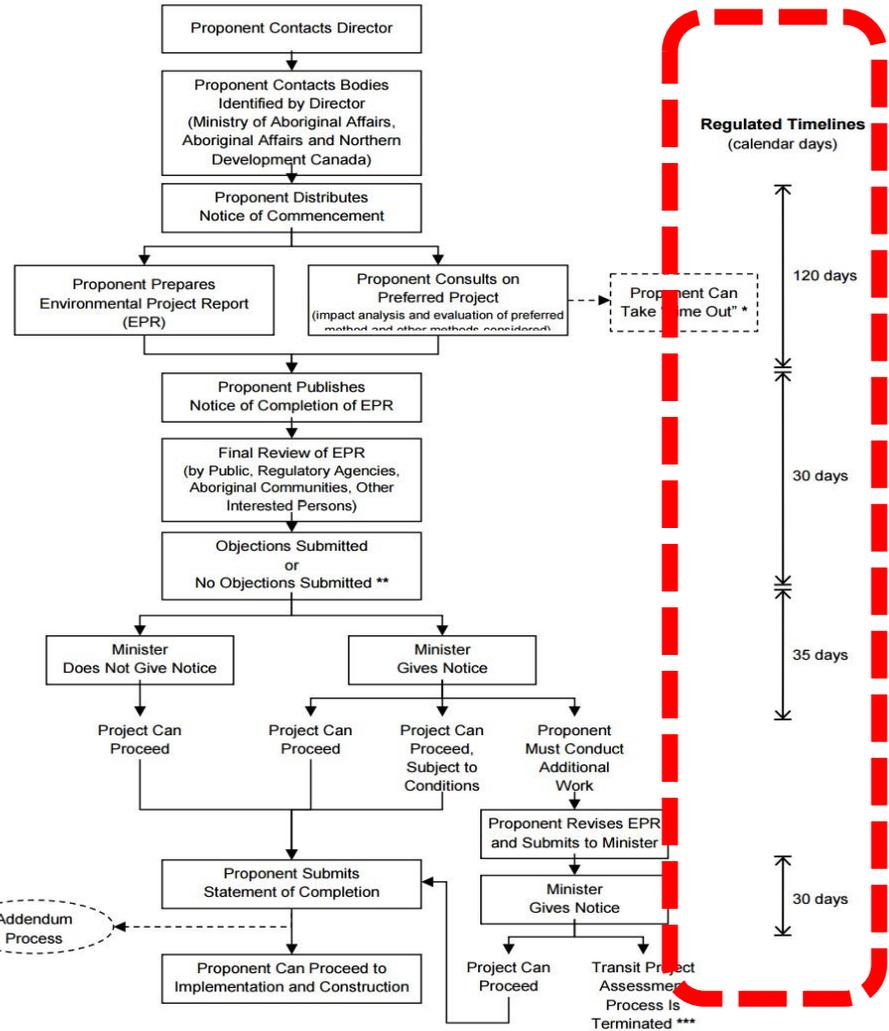
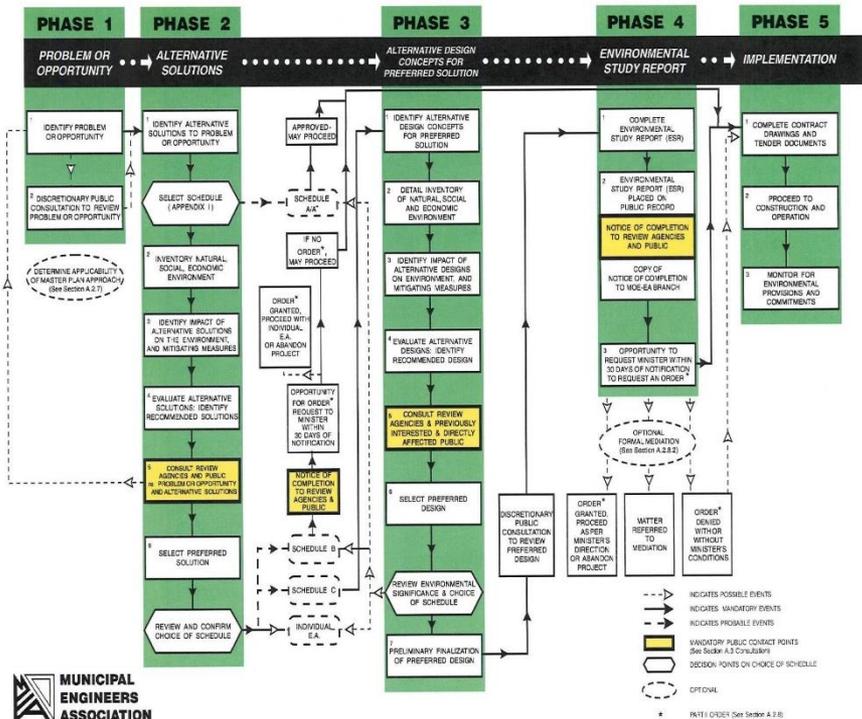


Project List

- Projects in Schedule B and C
 - Application to Private Sector
 - Roads – in parks, at waste site, private (industrial)
 - Pumping Station – internal pumps in buildings
 - Wells – private house, apartments
 - Shoreline Work – developer, private homeowner
 - Bridges – culverts > 3.0m on industrial site
 - Critical that Definitions are Appropriate

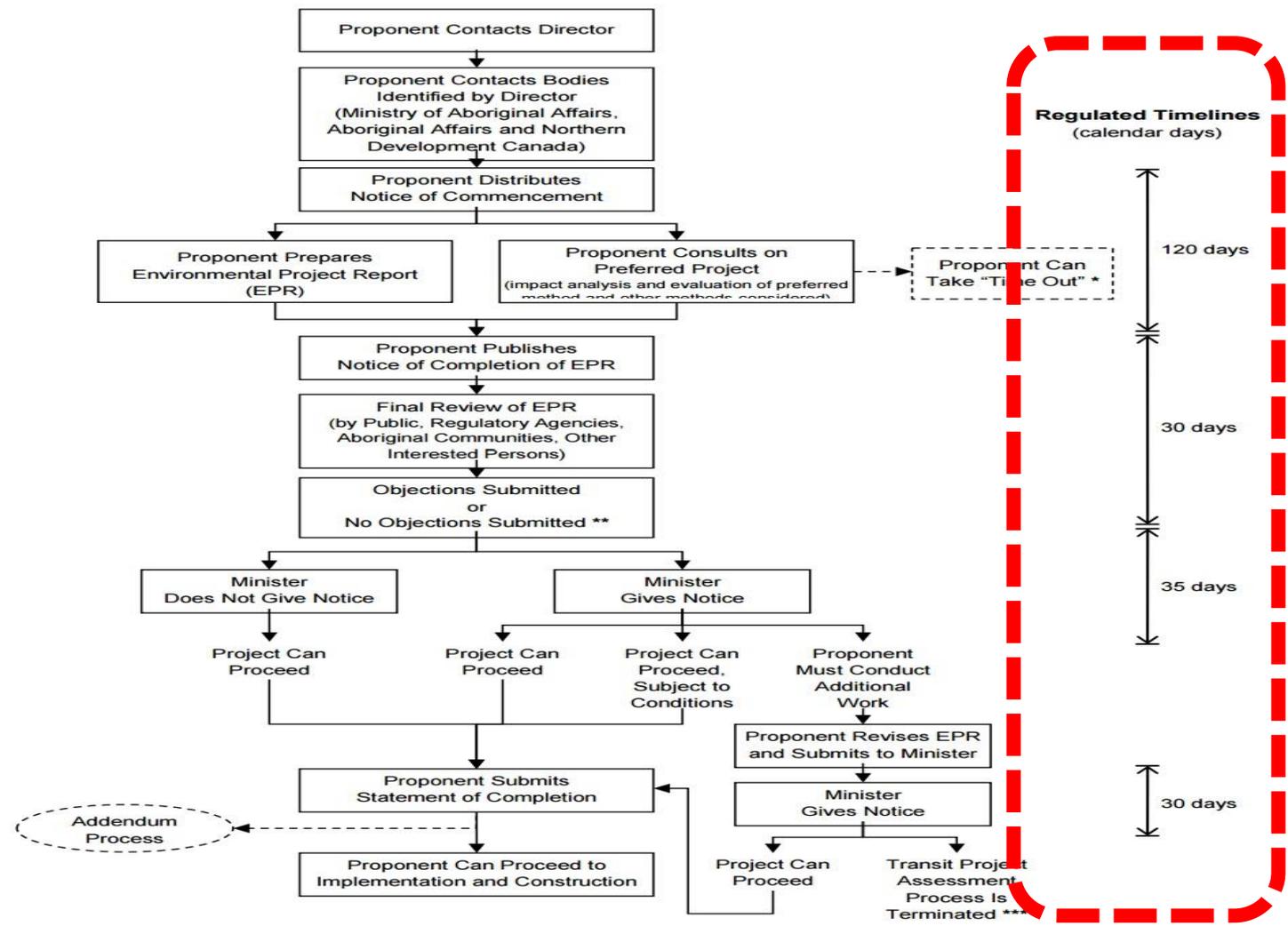
MCEA vs O Reg 231/08

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





MCEA vs O Reg 231/08



Pre-Planning Activities

Before starting the transit project assessment process:

- Contact the ministry to obtain the name of a ministry representative who can assist, coordinate, or provide guidance about potential/expected requirements of the transit project assessment process (project officer from the Environmental Approvals Branch)
- Prepare a consultation plan(s)/strategy(ies) and seek input on the best methods for consulting with Aboriginal communities, adjacent property owners, regulatory agencies, municipalities
- Start pre-notification and pre-consultation activities with Aboriginal communities, adjacent property owners, regulatory agencies, municipalities
- Identify potential issues that may be considered provincially important
- Identify issues that may be of particular interest to Aboriginal communities
- Identify potential federal environmental assessment and other federal regulatory requirements
- Respond to issues and concerns that may be raised during pre-consultation
- Provide opportunities for Aboriginal communities, adjacent property owners, regulatory agencies, municipalities to review any draft methodologies, approaches, results of any studies, documentation, etc.



Pre-Planning Activities

- Conduct studies in respect of the transit project (see section 3.4, What types of studies would be required for a public transit project?)
 - Identify existing baseline environmental conditions
 - Identify environmental and land use constraints
 - Identify project-specific location or alignment
 - Identify parking strategies, infrastructure, construction staging, land requirements
 - Identify station, stop, intermodal locations
 - Identify other alternative methods considered (e.g. different design alignments)
 - Identify how the transit project fits in with existing and future land uses, connects with other existing and future transportation facilities/services
 - Identify expected environmental impacts (both positive and negative) and proposed measures to mitigate potential negative impacts

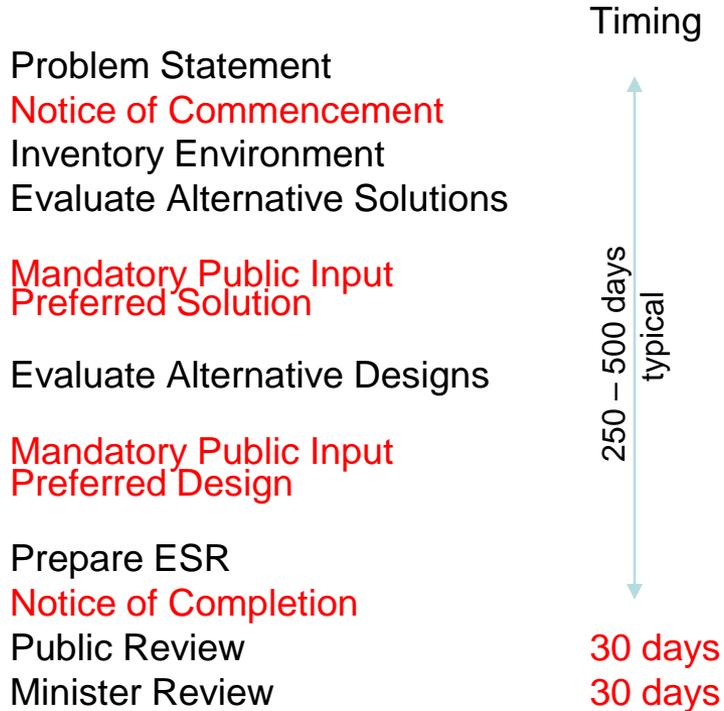


Pre-Planning Activities

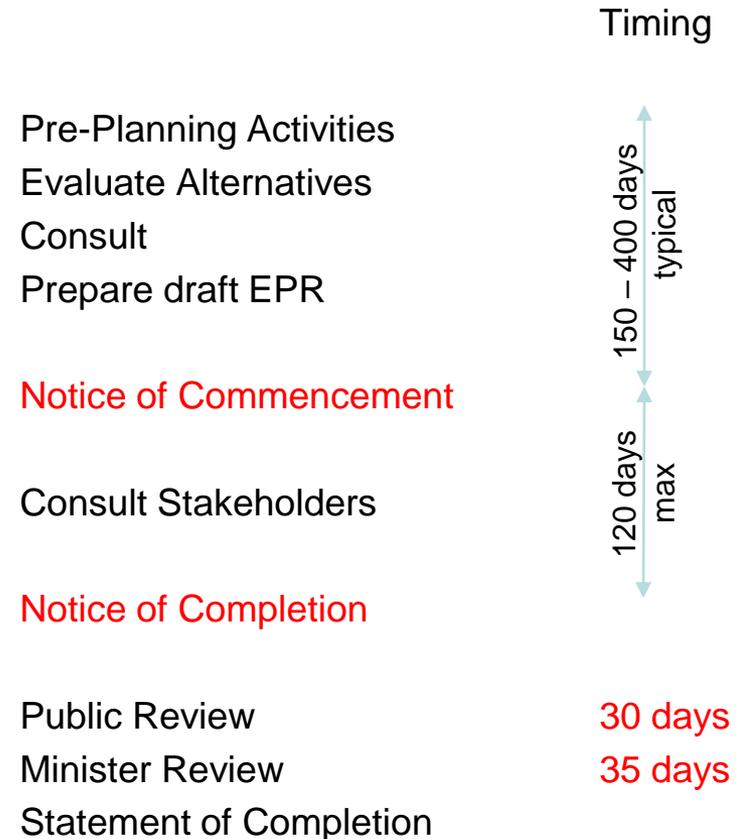
- Explain and document why a potential negative impact may or may not be a negative impact on a matter of provincial importance or on a constitutionally protected Aboriginal or treaty right
- Prepare a preliminary draft of the Environmental Project Report and provide to persons who may be interested, including Aboriginal communities, adjacent property owners, regulatory agencies, municipalities
- Prepare a proposed project schedule for conducting the transit project assessment process, identifying opportunities for interested persons (Aboriginal communities, adjacent property owners, regulatory agencies, municipalities) to review and comment on any impact assessment documentation and design mitigation measures prepared by the proponent
- Go to municipal council with a draft Environmental Project Report
- Establish a transit project website

MCEA vs O Reg 231/08

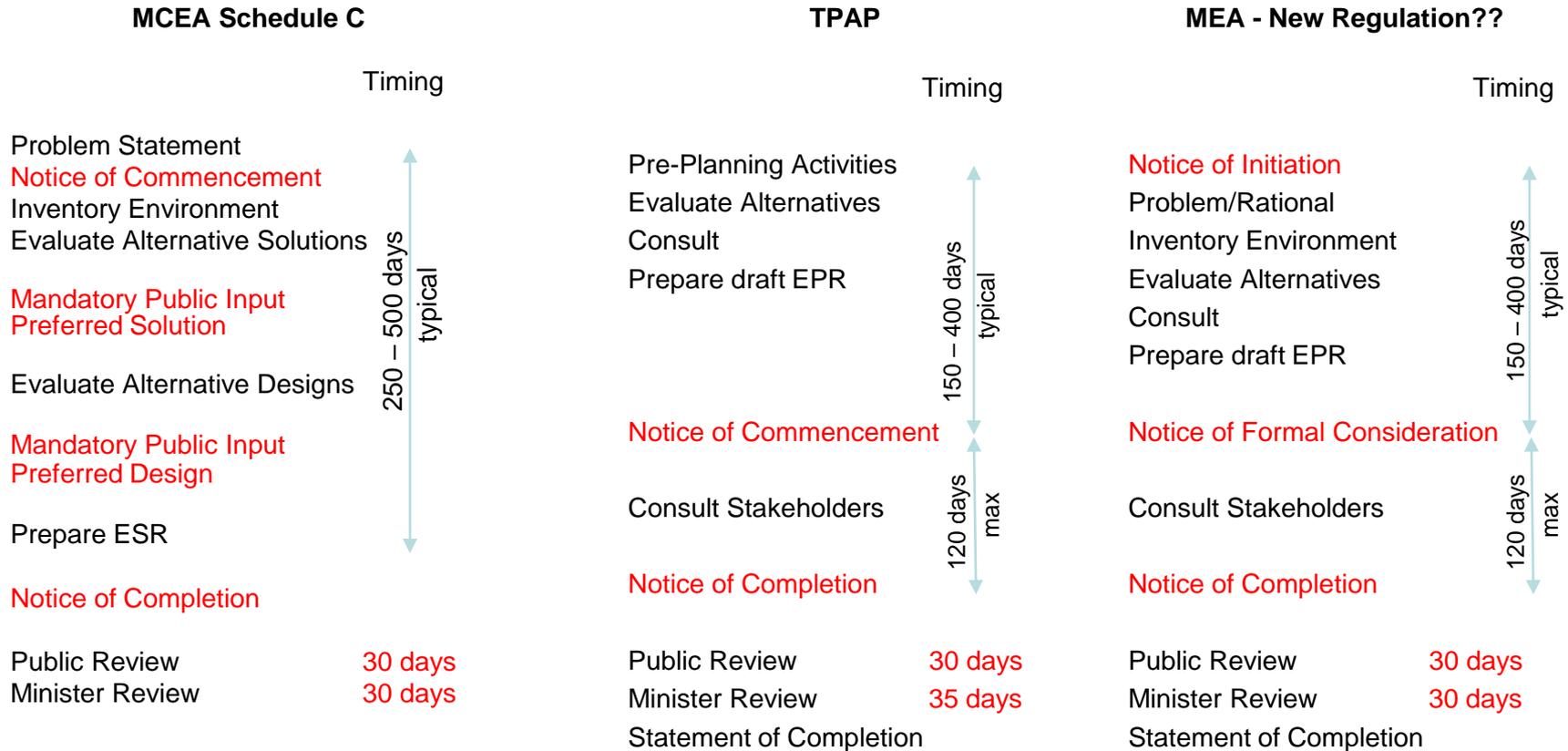
MCEA Schedule C



O Reg 231/08



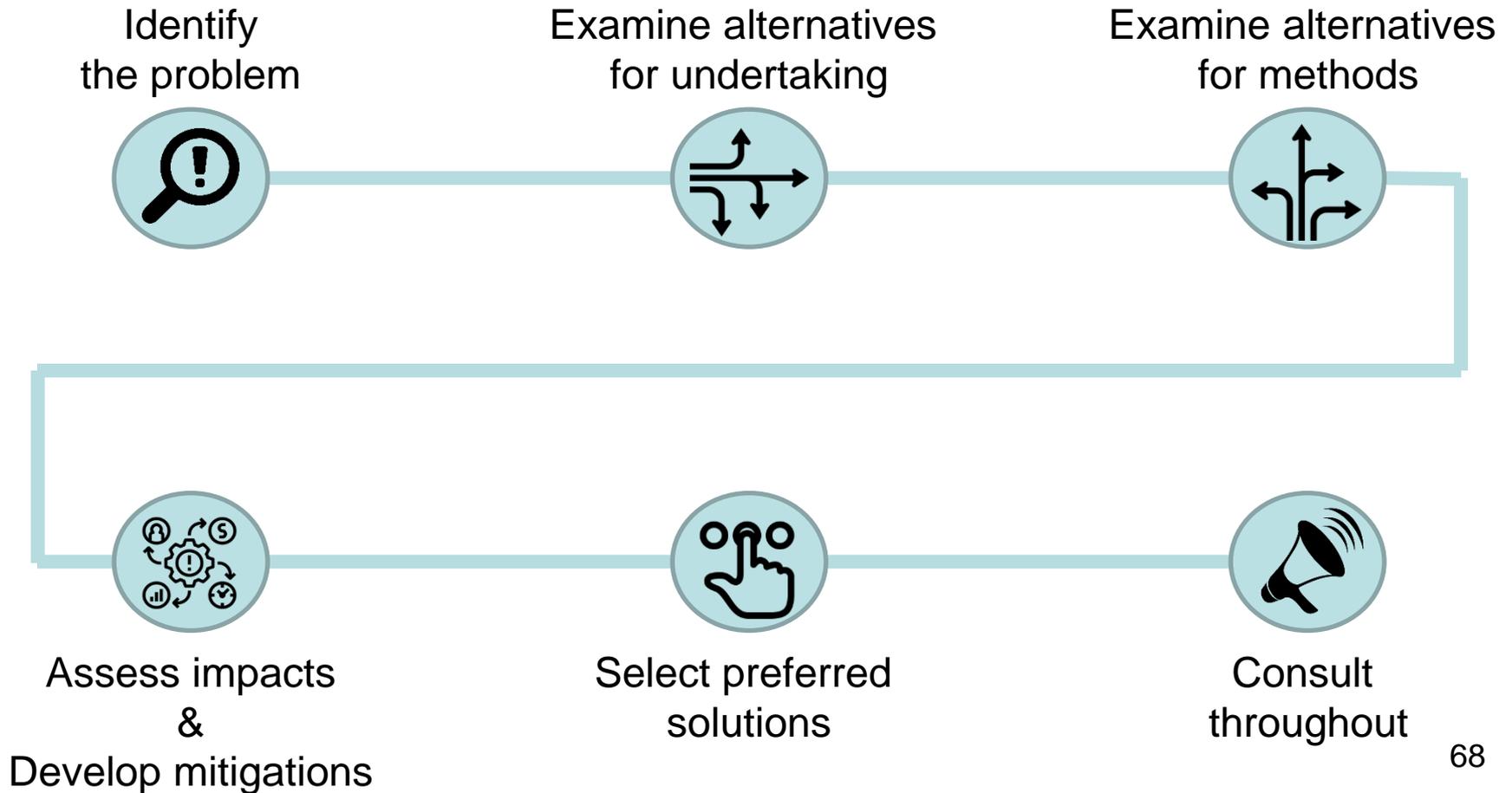
MCEA vs TPAP vs New Reg



Principles of Good EA Planning

- Consult affected parties **early**
- Maintain **consultation** throughout process
- Consideration of reasonable **range of alternatives**
- Consideration of **effects** on all aspects of environment
- Systematic **evaluation** of alternatives
- **Documentation** – traceability

MCEA follows General Model



Questions?



Air Quality Impact Assessments

- MECP expectation that AQIA part of MCEA process for road expansion
- Recent questions
 - Expectation for AQIA content (MECP complex study)
 - Value of AQIA to MCEA process

AQIA – Case Study 1

Project – New East-West Road Corridor (Highway 6 to Brant Street) Air Quality Assessment Final Report August 2009 - Hamilton
New arterial road and widening of existing arterial roads to six lanes

Excerpts from AQIA

“predicted air quality that was not considered to be significant when compared to the air quality impacts predicted for the future no-build scenario”

“impact of doubling the heavy truck volumes on the air quality of the selected receptors was not predicted to be significant”

AQIA – Case Study 1

Conclusions

- 1) The AQIA was not a factor that contributed to the selection of the Preferred Solution or the Preferred Design
- 2) The AQIA did not contribute or recommend any mitigation measures
- 3) The AQIA demonstrated that there were no significant differences in air quality between Scenario 2 (do nothing) and Scenario 3 (Preferred Alternative). In more general terms, air quality remains the same regardless how traffic is distributed among roads in an area.
- 4) The AQIA demonstrated that doubling the heavy truck volumes would not significantly impact air quality

AQIA – Case Study 2

Project – Langstaff Road York Region January 2020
Widen/improve existing arterial road up to six lanes and
new grade separation connection

Excerpts from AQIA

*“it is evident that the proposed improvements to
Langstaff Road have insignificant impacts on nearby
receptors”*

AQIA – Case Study 2

Conclusions

- 1) The AQIA was not a factor that contributed to the selection of the Preferred Solution or the Preferred Design
- 2) The AQIA did not contribute or recommend any mitigation measures
- 3) The AQIA demonstrated that there were no significant differences in air quality between analysis alternatives

AQIA – Case Study 3

Project – Bayview Ave York Region August 2017

Widen/improve existing arterial road to six lanes and include transit lanes

Excerpts from AQIA

- “were no additional days on which exceedances occurred for PM10 and 2 additional days on which exceedances occurred for TSP when compared to background concentrations, which is less than 1% of the time. Mitigation measures are not warranted”

AQIA – Case Study 3

Conclusions

- 1) The Air Quality Assessment was not a factor that contributed to the selection of the Preferred Solution or the Preferred Design. The Air Quality Assessment completed as part of the Bayview Avenue EA was based on the preferred design. During the EA Study, MECP recognized the overall regional approach to climate change and air quality and the Project Team proceeded with a scoped air quality assessment.
- 2) The Air Quality Assessment demonstrated that there were no significant differences in air quality as a result of the proposed improvements on Bayview Avenue.
- 3) The Air Quality Assessment did not contribute or recommend any mitigation measures. However, typical best practices such as dust control should be implemented during construction.

AQIA – Case Study 4

Project – McCowan Road York Region May 2021

Widen/improve existing arterial road to six lanes including HOV lanes and active transportation facilities

Excerpts from AQIA

“the impact on overall air quality in the region is expected to be negligible.”

AQIA – Case Study 4

Conclusions

- 1) The AQIA was not a factor that contributed to the selection of the Preferred Solution or the Preferred Design
- 2) The AQIA did not contribute or recommend any mitigation measures

AQIA – Case Study 5

Project – Mid Block Arterial Road Whitby March 2021
Construct a new east-west arterial road, from Cochrane Street to Thornton Road

Excerpts from AQIA

“the proposed project will not have negative impact on the study area for the build 2031 scenario”

AQIA – Case Study 5

Conclusions

- 1) The AQIA was not a factor that contributed to the selection of the Preferred Solution or the Preferred Design
- 2) The AQIA did not contribute or recommend any mitigation measures

AQIA – Case Study 6

Project – Burnhamthorpe Road West Mississauga
January 2020

Widen existing arterial road to four lanes

Excerpts from AQIA

“concentrations are similar between the 2017 Existing and 2041 Future Build scenarios, with little or no increase occurring as a result of the project. Mitigation measures are not warranted”

AQIA – Case Study 6

Conclusions

- 1) The AQIA was not a factor that contributed to the selection of the Preferred Solution or the Preferred Design
- 2) The AQIA did not contribute or recommend any mitigation measures

AQIA – Case Study 7

Project – Ninth line from Eglinton Ave to Derry Road
Mississauga April 2021

Widen existing arterial road

Excerpts from AQIA

- *“The contribution from the roadway emissions to the combined concentrations was small. Mitigation measures are not warranted”*

AQIA – Case Study 7

Conclusions

- 1) The AQIA was not a factor that contributed to the selection of the Preferred Solution or the Preferred Design
- 2) The AQIA did not contribute or recommend any mitigation measures
- 3) The AQIA demonstrated that there were no significant differences in air quality between analysis alternatives

Air Quality Impact Assessments

Reviewed recent AQIAs and **consistently** found

- The AQIA was **not a factor** that contributed to the selection of the Preferred Solution or the Preferred Design.
- The AQIA did **not contribute** to or recommend any mitigation measures
- The AQIA demonstrated that there were **no significant differences** in air quality between the analysed alternatives. In more general terms, air quality remains the same regardless how traffic is distributed among roads in an area.

Air Quality Impact Assessments

- MEA does not support allocating time, funds and effort unless the result adds value to the MCEA process
- MEA **Proposed** New Companion Guide section
- MEA advice and MECF expectations need to align

Air Quality Impact Assessments

Proposed New Companion Guide section

Rather than complex study rely on consistent findings from other AQIA include statements like the following in their MCEA documentation.

- *Earlier complex AQIA for other similar projects have consistently demonstrated that there were no significant differences in air quality between Future No-Build (do nothing) and Future Build (Preferred/Considered Alternatives). In more general terms, air quality remains the same regardless how traffic is distributed among roads in an area.*
- *Earlier complex Air Quality Assessments for other similar projects have demonstrated that doubling the heavy truck volumes would not significantly impact air quality.*

Air Quality Impact Assessments

Proposed New Companion Guide section

Measures to mitigate impacts to air quality were not warranted, the proponent may wish to consider including the following in the EA documentation;

- *Typical best practices (such as dust control) during construction to mitigate impacts to air quality*
- *Adding streetscaping/trees where possible along the project. It is commonly understood that trees and other planting can improve air quality. The inclusion of trees and other plantings may mitigate the perceived (but not actual) impact of the road project*
- *Outline existing policies that will improve air quality such as promoting the use of electric vehicles, active transportation, transit and greening the community*



WEBINAR

Effective Consultation – COVID	April 23/20
Heritage Bridge Checklist	May 13/20
Consultation Expectations for Schedule A+ Projects	June 24/20
Approval of Roads & W/WW with Planning Act	TBD
Amendment Appendix 1 – Roads	TBD
Amendment Appendix 1 – W/WW	TBD
Amendment Appendix 1 – Transit	TBD
Amendment Part A (PIIOR process)	TBD
Project List and New Regulation	TBD



Introduction to MCEA

October 12 to 14, 2021 - 1:30pm to 3:30pm (Webinar)

REGISTRATION IS OPEN

Learn what the Class EA process is all about from an instructor who has conducted many such planning exercises since the inception of the Municipal Class EA over 20 years ago.

- Discover how the Municipal Class EA planning process works, and how it can be your best friend in bringing a project from concept through construction.
- Discover how the process, that may at first seem complex, is really quite easy to follow and use. Learn why and how this planning process is “owned” by the municipality rather than the government, and how flexible the process can be.
- Acquire knowledge on how you get to decide how to use the MCEA process to plan your own projects.
- Discover how you can manage the planning process to suit your projects, through devices like how to develop a Problem Statement, and how to evaluate alternatives.
- Also learn about the planning work going forward to amend and streamline the MCEA process.

Questions?

www.MunicipalEngineers.on.ca/Resources/Ask-An-Expert.html

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