



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS Update to MEA

**Start Time 9:45 am
November 24, 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 PIIOR
Limits Scope
- Delegate/Prompt Decisions for PIIOR -
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

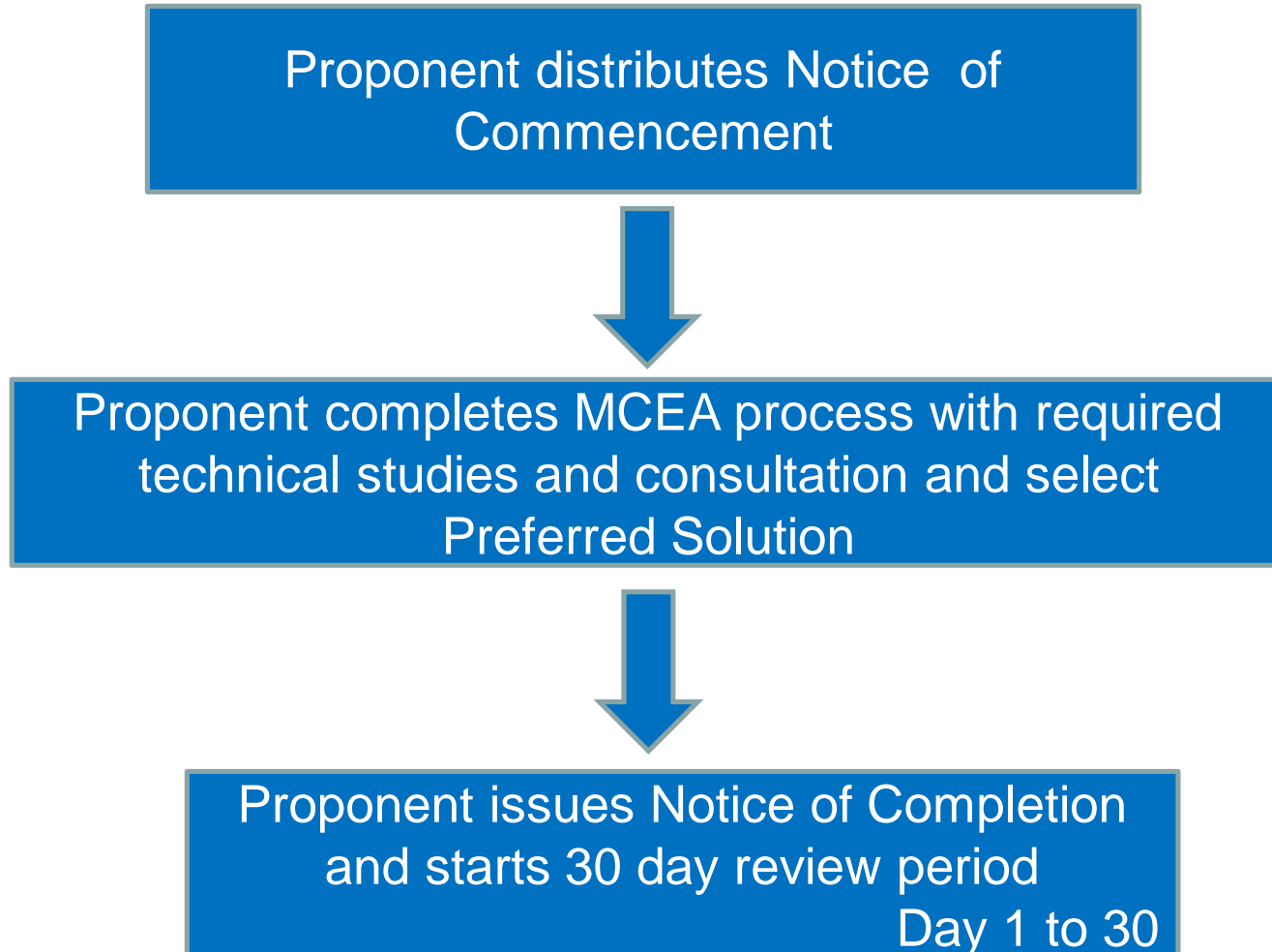
Some Concerns

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



Success of New Process

Project Type		Number of Project	Number of Notices or Orders
Roads	Schedule A+	8	None
	Schedule B	36	None
	Schedule C	61	None
	Master Plan	18	None
Water/Wastewater	Schedule A+	2	None
	Schedule B	50	None
	Schedule C	6	None
	Master Plan	26	None
Total		177	None

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

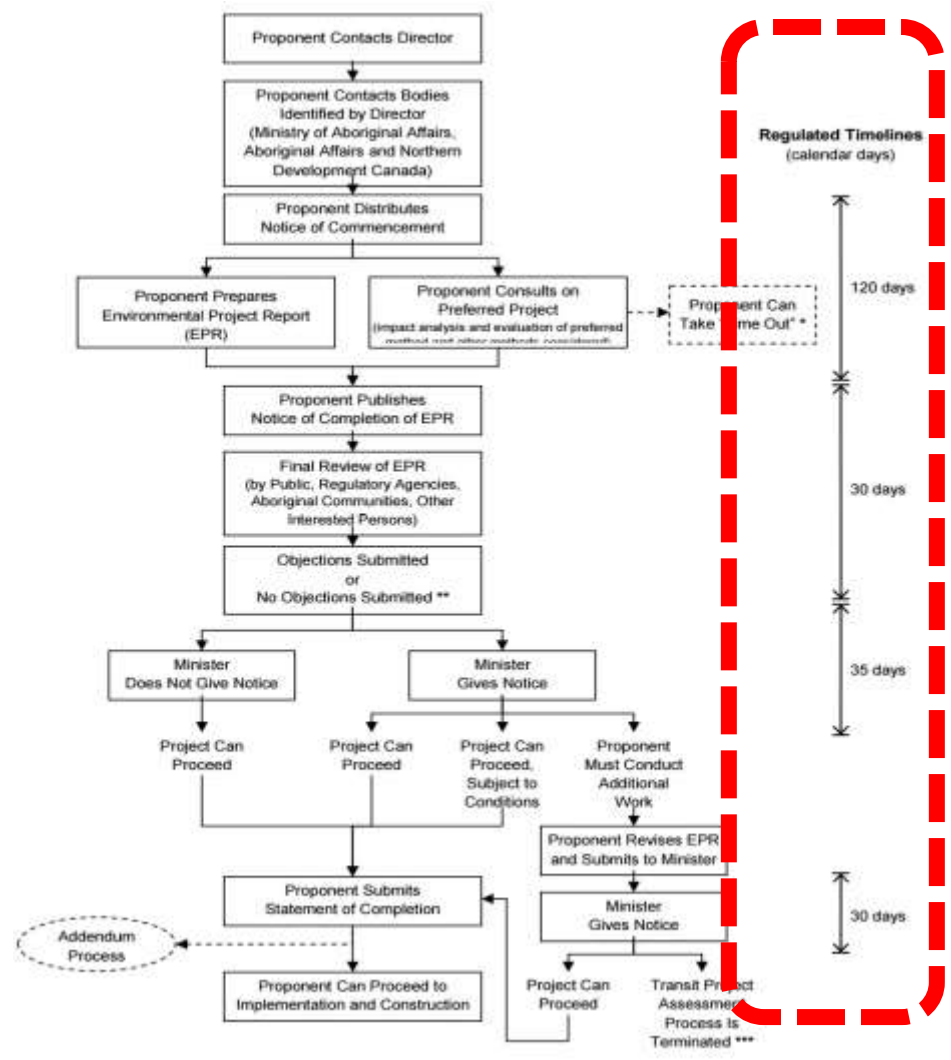
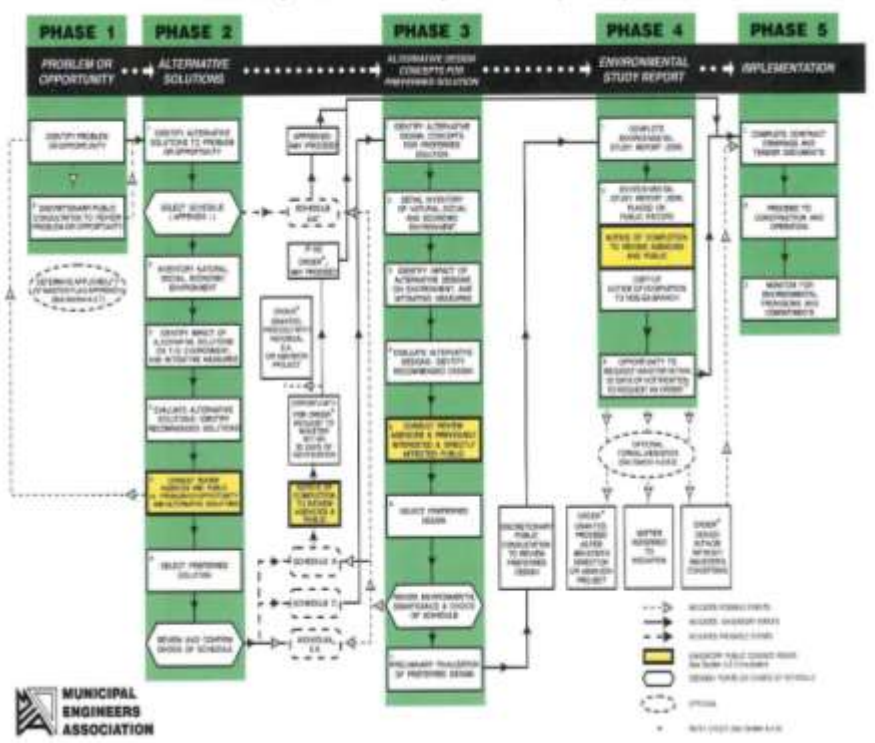
Project List

- 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



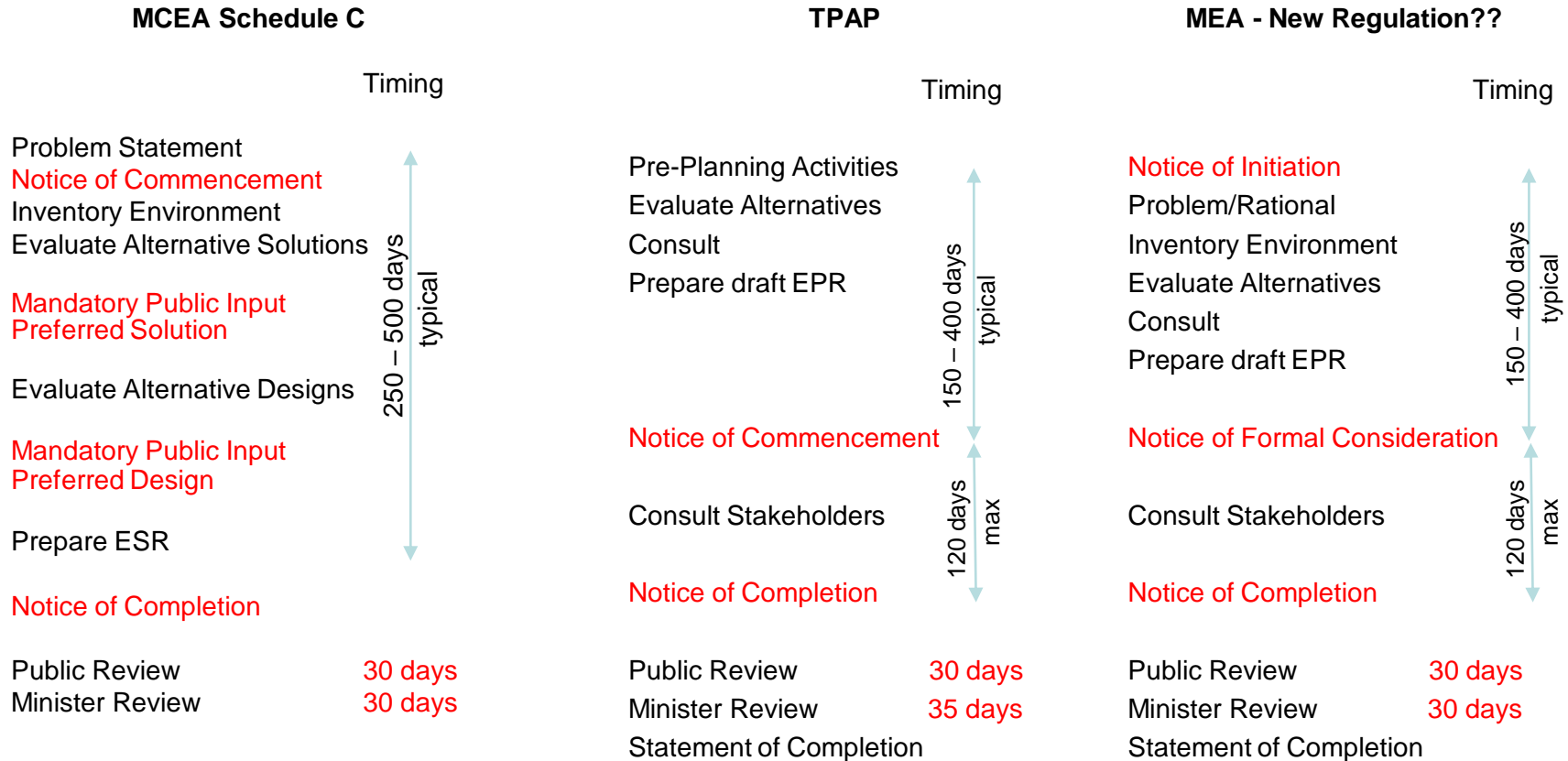
MCEA vs O Reg 231/08

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

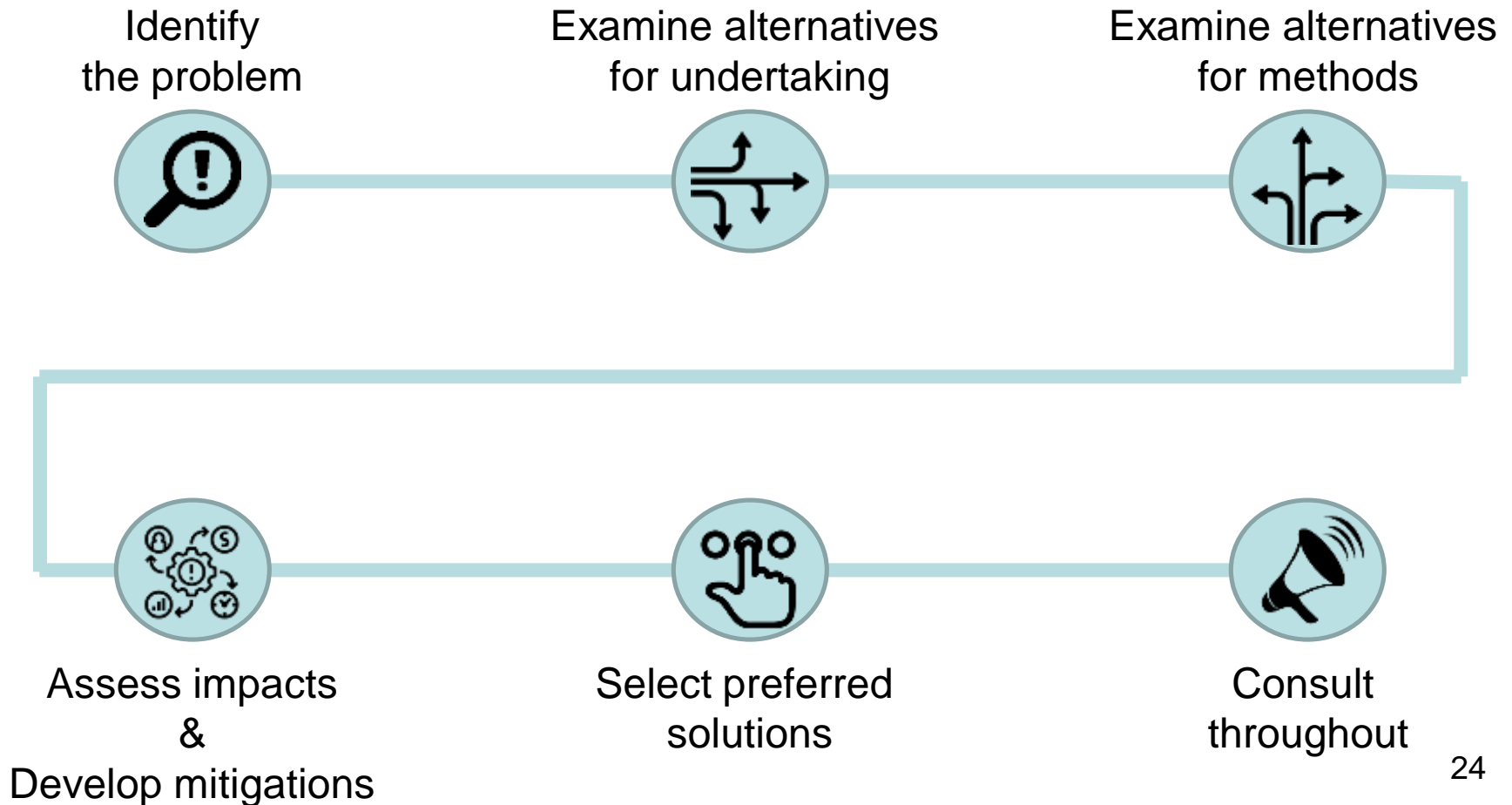


Addendum Process

MCEA vs TPAP vs New Reg



MCEA follows General Model



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 MECPP expectations need to align
(discussions continue)
- Comments from those with AQIA experience?

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 and provide other benefits. 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

Questions?

<https://municipalengineers.on.ca/resources/ask-an-expert.html>

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