

**Municipality of Clarington**

# **Port Granby Project End Use Transportation Network**

**Schedule 'B' Municipal Class Environmental Assessment  
Project File Report**

Date: May 2023

C14-0004

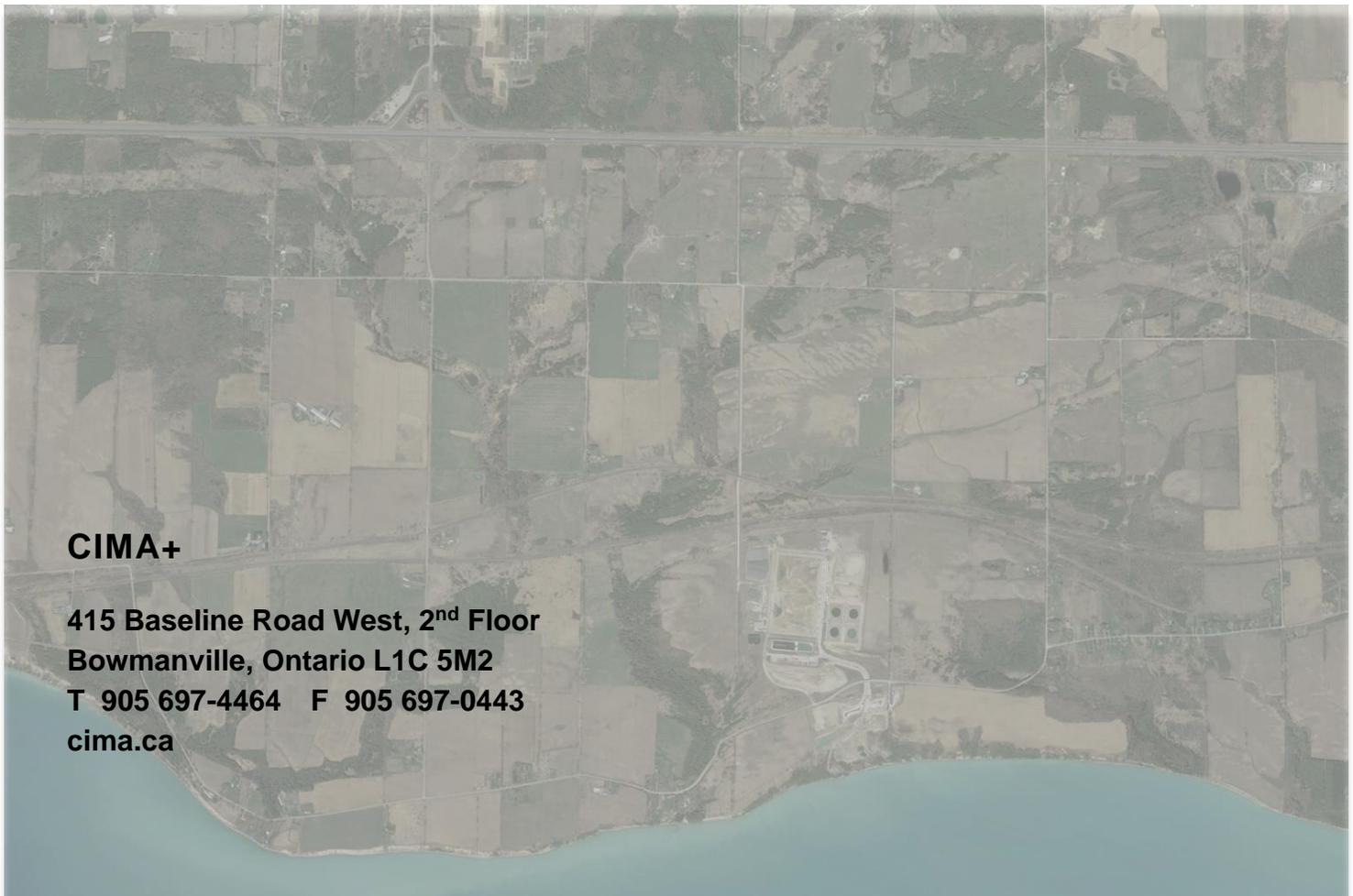
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## Municipality of Clarington

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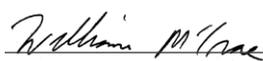
Project no C14-0004

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## Executive Summary

The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both Municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects. The Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. In order to determine what the best way is to address Long-Term Waste Management Facility (LTWMF) operations and potential improvements to the road network, the Municipality completed this Municipal Class Environmental Assessment (MCEA). 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. The LTWMF currently relies upon Elliott Road as the access route to the facility. 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 Elliott Road between the facility and Concession Road 1, initiate closure of the road, or re-establish the road as a public roadway. CIMA+ reviewed 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. In total, four (4) options were considered: do nothing (just safety improvements), improve Elliott Road to Lakeshore Road, reinstate Elliott Road for farm access and use Lakeshore Road, and improve Nichols Road and revise site access from Lakeshore Rd. Based on various evaluation criteria, it was determined that doing nothing and making some safety improvements at the intersection of Concession Road 1 and Elliott Road was the preferred solution. Recommendations on the scope of detailed design for the safety improvements are presented in Section 6 of this report. The public was engaged throughout the study. Public Information Centres (PICs) 1 and 2 were held on April 21, 2021, and March 3, 2022, respectively. The comments from those PICs and how they were addressed are summarized in Section 7 of this report. Potential environmental impact, mitigation methods and additional commitments beyond this MCEA are summarized in Section 8 of this report.

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## 1 Introduction and Study Area

The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both Municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects. A Long-Term Waste Management Facility (LTWMF) was constructed in Port Granby, Ontario to isolate, store and clean-up low-radioactive waste that is contained within the soils near the shore of Lake Ontario.

Within the framework of this agreement the Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently Elliott Road from Concession Road 1 to the facility entrance is leased to Canada. At the termination of the Elliott Rd. lease, the Municipality has the option to request removal of the road works between the facility and Concession Rd 1, initiate closure of the road, or re-establish the road as a public highway.

In order to determine what the best way to address LTWMF operations as well as potential improvements to the road network, the Municipality completed this Municipal Class Environmental Assessment (MCEA) for the transportation network of Port Granby. 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. (**Figure 1**).



Figure 1: Study Area

## 2 Municipal Class Environmental Assessment Process

The provincial *Environmental Assessment Act* provides a mechanism for review and assessment of potential environmental impacts of public sector projects. The *Act* applies to any plan, project or activity carried out by, or on behalf of, a public body. Under Part II.1 of the *Act*, it is recognized that public sector undertakings can often be grouped into types or ‘classes’ of routine projects, where the likely environmental effects are known or predictable.

Governing bodies or professional organizations may propose a streamlined approach to the Ministry of Environment, Conservation and Parks (MECP) for conducting Environmental Assessments (EA) for a particular ‘class’ of project or activity. If approved by the MECP, the streamlined approach can be used for that specific kind of EA.

In the mid-1990s, municipalities recognized that many of their infrastructure projects were routine in nature, with predictable impacts, and known mitigation measures. On behalf of municipalities, the Municipal Engineers’ Association (MEA) conducted a risk assessment on common municipal projects and developed a list of projects that are considered low risk. The MEA obtained approval in 1998 from the MECP to draft the Municipal Class Environmental Assessment (MCEA) process for these low-risk projects.

The most recent version of the MCEA process (2015) includes lists of project types that are covered by the process and are considered low risk. If a municipal project meets the definition of one of the listed project types, the streamlined MCEA process can be used for that project.

There are four types or ‘schedules’ of projects covered under the MCEA process, with unique planning requirements for each. Projects are classified into the appropriate schedule based on anticipated level of environmental impact, and for some projects, anticipated construction costs. The project schedule determines the planning and design phases that must be followed. Phases of the MCEA process are shown on **Figure 2**.

**EXHIBIT A.2. MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS**

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

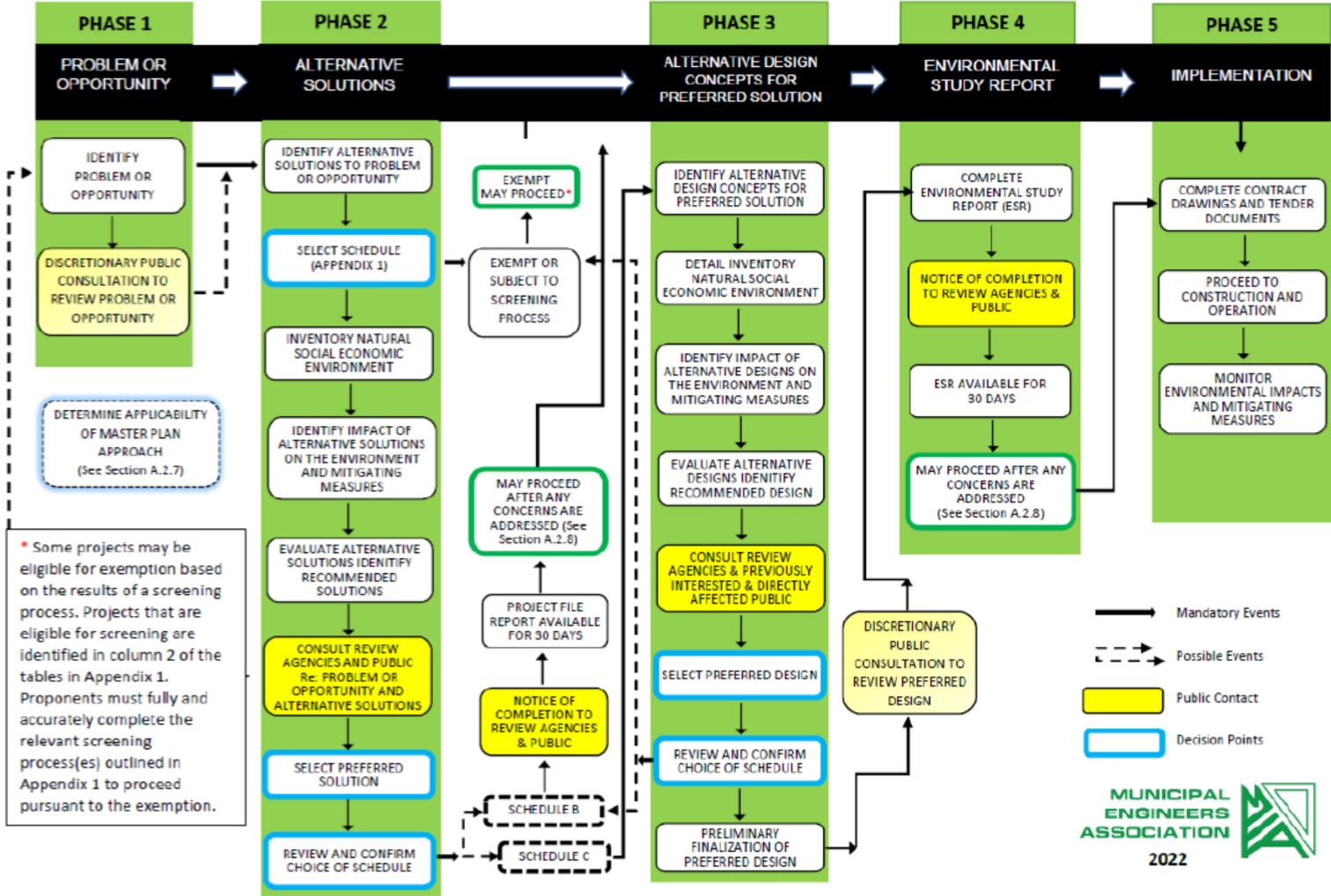


Figure 2: Municipal Class EA Planning and Design Process

**Schedule A** projects are minor operational and improvement projects that may proceed without assessment once Phase 1 of the MCEA process is complete (i.e., the problem is reviewed, and a solution is confirmed).

**Schedule A+** projects are limited in scale, have minimal potential for adverse environmental impacts, and require no documentation. However, the public is to be advised of the project prior to implementation.

**Schedule B** projects have potential for some environmental impact, and therefore must proceed through the first two phases of the MCEA process. These projects identify and assess alternative solutions to the problem, inventory impacts, and select a preferred solution. They also include contact with relevant agencies and affected members of the public.

**Schedule C** projects have potential for significant environmental impact, or significant public interest, and therefore require more detailed study, public consultation and documentation. These projects must complete all phases of the MCEA.

The study of the future of the Port Granby Project End Use Transportation Network was reviewed against the list of project types in the MCEA. Based on the limited potential for environmental impact and an anticipated construction cost less than \$3.5M, a Schedule 'B' EA was selected for this study.

As a Schedule B project, the study includes Phases 1 and 2 of the MCEA process. The required steps are as follows:

#### **Phase 1: Problem or Opportunity**

- Step 1. Identification and description of the problem or opportunity
- Step 2. Discretionary public consultation

#### **Phase 2: Alternative Solutions**

- Step 1. Identification of alternative solutions to the problem
- Step 2. Preparation of a physical description of the area where the project is to occur, and a general inventory of the natural, social, cultural and economic environments
- Step 3. Identification of the magnitude of the net positive and negative effects of each alternative solution
- Step 4. Evaluation of all reasonable alternative solutions, taking into consideration the environmental factors previously identified

Step 5. Consultation with review agencies and the public to solicit comment and input

Step 6. Selection or confirmation of the preferred solution

At the end of a Schedule 'B' MCEA study, the Municipality is required to provide project documentation to the public and stakeholders in the form of a Project File. A formal report is not required, as it is expected that Schedule 'B' projects are straightforward, and detailed technical investigations and analyses are not needed to arrive at a preferred solution.

## 2.1 Project File Report

Section A.4 of the MCEA manual outlines documentation requirements for a Project File. The manual states that the Project File shall be organized chronologically in such a way as to clearly demonstrate that the appropriate steps in Phases 1 and 2 have been followed. The Project File is to include:

- Background to the project and earlier studies
- The nature and extent of the problem or opportunity, to explain the source of the concern or issue and the need for a solution
- Description / inventory of the environment
- The alternative solutions considered, and the evaluation process followed to select the preferred solution
- Follow-up commitments, including any monitoring necessary
- The public consultation program employed and how concerns raised have been addressed
- A complete record of all activities associated with the planning of the project, such as:
  - Correspondence
  - Copies of notices, letters, bulletins relating to public consultation
  - Memoranda to file explaining the proponent's rationale in developing stages of the project
  - Copies of reports prepared by consultants and others

This Project File for the Port Granby End Use Transportation Network provides all of the information as listed above, organized into sections as outlined in the index.

The Project File Report for this study is available for a 30-calendar day public comment period commencing on May 18, 2023 and ending on June 18, 2023. A Notice of Study

Completion was published to announce the public comment period (further detailed in Section 1.2.2).

This Project File Report has been placed on the public record during the COVID-19 pandemic. At this time, exceptional measures are being employed by various levels of government to curb the pandemic. Due to these measures, the Project File Report is not being provided in 'hard copy' for public viewing at centralized locations. Interested members of the public may view the document on the Municipality's website. Should a member of the public request a hard copy of the Project File Report, the Municipality will assess how this might be prepared and delivered in a manner that is consistent with current public health agency and government direction regarding public protection.

## 2.2 Notice of Completion

The Project File Report for this study is available for a 30-calendar day public comment during which comments/concerns can be submitted. The comment period was announced with the publication of the Notice of Study Completion. As detailed in the notice, interested persons may provide written comments to the project team by June 18, 2023. All comments and concerns should be sent directly to Kevin Heathcote at the Municipality of Clarington.

### **Kevin Heathcote, P.Eng.**

Capital Works Supervisor  
Planning and Infrastructure Services Department  
Municipality of Clarington  
Tel.:(905) 623-3379 ext. 2302  
Email: [KHeathcote@clarington.net](mailto:KHeathcote@clarington.net)

## 2.3 Section 16 Order

The Municipal Class EA process includes an appeal provision. The Minister of the Environment, Conservation and Parks has the authority and discretion to make an Order under Section 16 of the Environmental Assessment Act.

A Section 16 Order may require that the proponent of a project going through a Class Environmental Assessment (Class EA) process:

- Submit an application for approval of the project before they proceed. This is generally referred to as an Individual Environmental Assessment (Individual EA).
- Meet further conditions in addition to the conditions in the Class EA. This could include conditions for: further study, monitoring and/or consultation

The Minister can also refer a matter in relation to a Section 16(6) Order request to mediation.

Before making an Order, the minister must consider the factors set out in Section 16(5) of the Environmental Assessment Act. If a Section 16 Order request is made, the project proponent cannot proceed with the project until the minister makes a decision on the request. If the minister makes a Section 16 Order, the proponent may only proceed with the project if they follow the conditions in the Order.

Note, Section 16 Order requests were previously known as Part II Order requests.

### Reasons for Requesting an Order

A concerned party may ask the minister to make a Section 16(6) Order if:

- they have outstanding concerns that a project going through a Class EA process may have a potential adverse impact on constitutionally protected Aboriginal and treaty rights;
- they believe that an Order may prevent, mitigate or remedy this impact.

A Section 16(6) Order request cannot be made to simply delay or stop the planning and implementation of a project that is going through a Class EA process. Prior to making a Section 16(6) Order request, the concerned party should first try to resolve any concerns directly with the project proponent, in this case, the Municipality of Clarington.

### Timing for an Order Request

During the 45-day public comment period, anyone can review the documentation, submit any comments or concerns to the proponent, and request a Section 16(6) Order

To request a Section 16 Order for a project, on the grounds that an Order may prevent, mitigate or remedy potential adverse impacts on constitutionally protected, Aboriginal and treaty rights, a concerned party must make the request before the public comment period is complete.

### How to make a request

To submit a Section 16(6) Order request, the following information must be provided:

- name, address and email address;
- project name;
- proponent name;
- what kind of Order is being requested i.e., a request for additional conditions or a request for an individual environmental assessment;

- details about the concerns about potential adverse impacts on constitutionally protected Aboriginal or treaty rights and how the proposed Order may prevent, mitigate or remedy the identified adverse impacts;
- whether the concerned party belongs to, represents or has spoken with an Indigenous community who's constitutionally protected Aboriginal or treaty rights may be adversely impacted by the proposed project;
- whether the concerned party has raised their concerns with the proponent, the proponent's response (if any) and why the concerns could not be resolved with the proponent;
- any other information to support the request.

Section 16 Order requests are made to the Minister of Environment, Conservation and Parks and the Director of Environmental Assessment Branch:

Minister

Ministry of the Environment, Conservation and Parks

777 Bay Street, 5th Floor

Toronto ON M7A 2J3

[Minister.mecp@ontario.ca](mailto:Minister.mecp@ontario.ca)

Director

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

135 St. Clair Avenue West, 1st Floor

Toronto ON M4V 1P5

[EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

There is no appeal of the Minister's decision with respect to a Section 16 Order. If the request for a Section 16(6) Order is denied by the Minister, the proponent can proceed with the project. If the Minister makes an Order, the proponent may only proceed with the project if they follow the conditions in the Order.

The above discussion is intended as an overview of the process only. For more information and specific instruction, please visit:

<https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

### 3 Project Background

Since 1980, studies to find suitable solutions for management of the low-level radioactive waste in the Port Hope and Port Granby areas had been underway. As part of the Government of Canada's commitment to respond to the cleanup and local, long-term, safe management of the historic low-level radioactive waste in Port Granby and Port Hope Ontario, the Port Hope Area Initiative (PHAI) was created. Guiding the Initiative is *An Agreement for the Cleanup and the Long-Term Safe Management of Low-level Radioactive Waste Situate in the Town of Port Hope, the Township of Hope and the Municipality of Clarington*. This agreement was initially executed in 2001 and was amended in December 2009. As part of this initiative, the Port Granby Project was established.

The Port Granby Project is comprised of three (3) phases:

1. Phase 1 – The Planning Phase (completion of the EA and regulatory approvals)
2. Phase 2 – The Construction and Development Phase (construction of the LTWMF and remediation of the legacy PG WMF site)
3. Phase 3 – The Maintenance and Monitoring Phase (long-term care and monitoring requirements)

Canadian Nuclear Laboratories (CNL), a subsidiary of Atomic Energy of Canada Limited (AECL), is the Federal Operating Agency responsible for implementing the PHAI and is responsible for the day-to-day operations of the site.

The Port Granby LTWMF is located approximately 1 km north of Lake Ontario, 1 km northeast of the Hamlet of Port Granby and about 15 km west of the Municipality of Port Hope. The site itself, is bounded by Lakeshore Road to the south, the Canadian National Railway line to the North, Elliott Road to the west and Nichols Road to the east.

#### 3.1 2007 Environmental Assessment

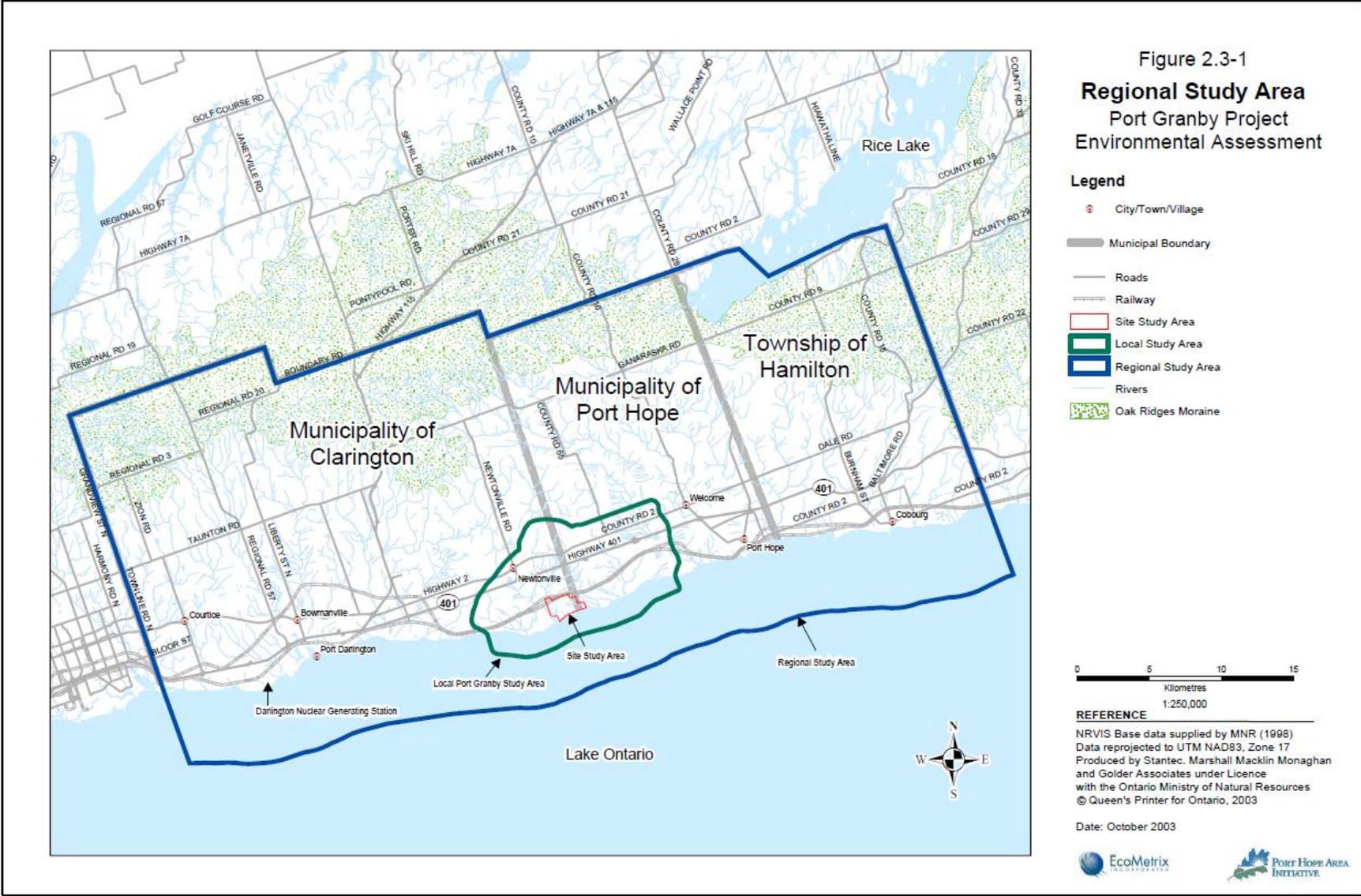
In 2007, PHAI completed an EA for the Port Granby Project. This study examined the likely environmental effects of the Port Granby Project on six (6) environmental components relative to baseline (existing) environmental conditions. The six (6) components were:

1. Atmospheric Environment
2. Geology and Groundwater Environment
3. Aquatic Environment
4. Terrestrial Environment
5. Human Health and Safety
6. Socio-Economic Environment

The study areas depicted in **Figure 3** were evaluated under the Environmental Assessment completed for the Port Granby Project in 2007. The Study Areas were:

1. The **Regional Study Area** – made up of the Municipality of Clarington, Municipality of Port Hope and the Township of Hamilton. It also extends approximately 5 km into Lake Ontario.
2. The **Local Study Area** – made up of the southern portion of the Municipality of Clarington, the southwestern portion of the Municipality of Port Hope and extends approximately 1 km into Lake Ontario.
3. The **Site Study Area** - is made of the Port Granby property owned by Cameco Corporation. It included the existing waste management facility and the long-term waste management facility sites and also extended 20 m in Lake Ontario.

Figure 3: 2007 EA Study Area



The assessment of likely environmental effects on the Project yielded the following results:

- Geology and Groundwater Environment – No significant effect from the LTWMF.
- Aquatic Environment – Limited potential for consequential effects.
- Terrestrial Environment – No potential lasting and measurable effects.
- Atmospheric Environment – No predicted changes that would have consequential effect on the Project.
- Human Health and Safety – No potential effects.
- Socio-economic Environment – No potential effects.

All residual adverse effects identified were evaluated and found to be not significant when taking into consideration recommended mitigation measures for each effect.

### **3.2 Port Granby Nature Reserve: Realizing the Vision (2015)**

The *Port Granby Nature Reserve: Realizing the Vision*, was a collaborative report completed by the Municipality of Clarington, the Municipality of Port Hope, Ganaraska Region Conservation Authority (GRCA) and the Government of Canada. This group would like to see the transfer of ownership of the surplus of federally owned lands around the Port Granby facility to local agencies for ecological restoration, enhancement and protection.

The Port Granby lands contain several natural heritage features and offer a high quality of diverse habitats for plants and animals, especially migrating birds and butterflies. The shorecliffs located in this area are not found anywhere else along the shores of Lake Ontario. The area also contains a section of the Great Lake Waterfront Trail.

## **4 Study Area Needs**

As previously described in Section 1 of this Project File Report, a Long-Term Waste Management Facility (LTWMF) was constructed in Port Granby, Ontario to isolate, store and clean up low radioactive waste that is contained within the soils near the shore of Lake Ontario. As part of the clean-up and management of the LTWMF at Port Granby, Elliott Road from Concession 1 Road to the facility entrance is currently leased to the Government of Canada.

The clean up of the Port Granby site is moving into the Maintenance and Monitoring Phase (Phase 3). This phase requires maintenance and environmental monitoring activities to confirm that the site continues to operate safely. To complete Phase 3 works, Canadian Nuclear Laboratories (CNL) will require access to the LTWMF. Currently CNL has two (2) access agreements in place to access the facility:

1. Nichols Road South – Agreement between the Federal Government of Canada and the Municipality of Clarington for the use of Nichols Road by CNL to access environmental monitoring locations.
2. Elliott Road North and South – Leased by the Municipality of Clarington to the Government of Canada for use by CNL to access the facility and environmental monitoring locations.

The above road lease agreements are set to expire at the end of April 2024 and the Municipality wishes to determine the best way to address LTWMF operations as well as potential improvements to the road network. To do this the Municipality must consider the following in their decision for the road network:

- The future role of Elliott Road south of the facility;
- The future role of Nichols Road east of the facility;
- The potential ultimate end use of the surrounding lands as a Nature Reserve;
- Emergency access requirements for the Port Granby Wastewater Treatment Plant (PGWWTP);
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites; and
- Other items that may be important to local residents or other road users.

## 4.1 Planning Context

The provincial and municipal planning and policy context was also considered in assessing the existing infrastructure needs of the study area. The provincial and municipal policy framework guides infrastructure, land use planning, and strategic investment decisions to support Municipality growth and transportation objectives. The identification of study area problems and opportunities and the assessment of the study's need and justification were carried out with due consideration of the planning framework to ensure that the Recommended Plan is consistent with the policies and objectives of the various levels of government.

### 4.1.1 Provincial Planning Context

#### ***Places to Grow Act & Growth Plan***

The *Places to Grow Act*, 2005 provides the legal framework necessary to implement the Province's vision for managing growth within the Greater Golden Horseshoe (GGH). The *Act* enables the government to plan for population growth, economic expansion and the protection of the environment, agricultural lands and other resources in a coordinated and strategic manner. The Growth Plan for the Greater Golden Horseshoe was prepared under the *Places to Grow Act*. Originally prepared in 2006, the Growth

Plan was updated in 2020 to reflect growth planning to 2051, guiding decisions on transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage, and resource protection.

Section 3.2 of the Growth Plan provides the infrastructure policies to support sustainable growth. While the Growth Plan should be considered in its entirety, the policies that are particularly relevant to the Port Granby Class EA are excerpted below:

#### Growth Plan Section 3.2.1 Integrated Planning

- Planning for new or expanded infrastructure will occur in an integrated manner and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate.

#### Growth Plan Section 3.2.2 Transportation - General

- Transportation system planning, land use planning, and transportation investment will be coordinated to implement this Plan.
- The transportation system within the GGH will be planned and managed to:
  - provide connectivity among transportation modes for moving people and for moving goods;
  - offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;
  - be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles; and
  - offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.
- In the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.

#### Growth Plan Section 4.2.10 Climate Change

- Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016 that will include:
  - supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;

- reducing dependence on the automobile and supporting existing and planned transit and active transportation;
- assessing infrastructure risks and vulnerabilities and identifying actions and investments to address these challenges; and
- undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development.

### **Provincial Policy Statement (2020)**

The Provincial Policy Statement (PPS) is issued under the *Planning Act* and supports the Growth Plan in providing policy direction for the use and management of land and infrastructure while protecting the environment and resources. Sections of the PPS that are applicable to the planning of transportation infrastructure include:

- Part IV Vision for Ontario's Land Use Planning System – land development should be optimized to promote efficient use of land, resources and public investment in infrastructure and public service facilities. The supporting transportation infrastructure is to provide choices and promote increased use of active transportation as well as transit before other modes of travel.
- Part V Policies – transportation systems should be safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. A multimodal transportation system is to provide connectivity within and amongst the transportation systems

#### **4.1.2 Municipality of Clarington Official Plan (2018)**

The Municipality's Official Plan (OP) guides and manages development within the Municipality of Clarington to the year 2031. The goal of the Municipality's transportation system as described in the OP (excerpted from Section 19.1.1) is to facilitate the movement of people and goods by means of an integrated accessible, safe and efficient transportation system providing a full and practical range of mobility options.

#### **4.1.3 Clarington Transportation Master Plan (2016)**

The Clarington Transportation Master Plan (CTMP) is a planning document that provides an assessment of the long-term transportation system and provides guidance on the improvement of Clarington's transportation network over the next 20 years and beyond. The purpose of the plan is to create a coordinated, integrated, realistic and accessible multi modal transportation system. The Municipality's vision is to provide

healthy, safe and convenient travel choices so that people and goods can move efficiently around Clarington.

## 4.2 Study Area Conditions

To support the Municipal Class Environmental Assessment (MCEA) study, existing environmental conditions were determined based on available information and the studies conducted for this MCEA. As per the *Environmental Assessment Act*, the environment is comprised of natural, social, cultural and economic factors.

### 4.2.1 Land-Use Planning

The Study Area is located in a rural area of Clarington with a few residential dwellings. Under the Municipality's OP, the Port Granby Project is identified as Special Policy Area A, Prime Agricultural, Waterfront Greenway and has areas designated as Environmental Protection Areas (**Figure 4**). The Special Policy Area designation identifies lands owned by the Federal Government of Canada. Under the OP, Special Policy Areas are areas where there is a need to provide increased clarity regarding the intent of the future uses of these lands.

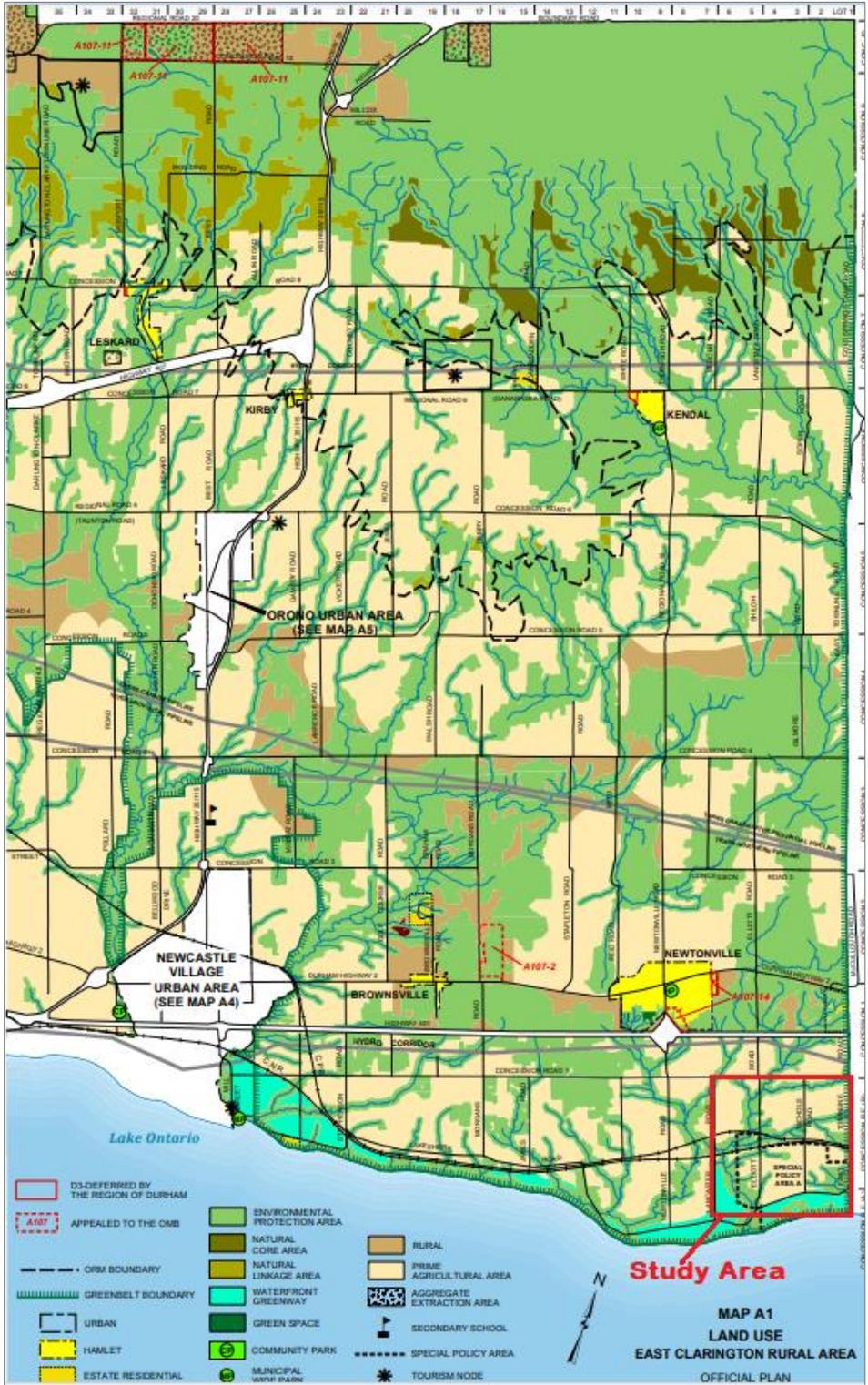


Figure 4: Land-Use – Map A1 Municipality of Clarington OP

## **4.2.2 Cultural Heritage / Archaeological Resources**

### **4.2.2.1 Prehistoric Heritage Resources (circa 11,000 BC to A.D. 1600)**

As part of the 2007 EA, prehistoric archaeological and built heritage resources were reviewed and it was determined that there are no registered archaeological sites nor designated heritage buildings or cultural landscape heritage resources located within the area of the Port Granby LTWMF.

### **4.2.2.2 Historic Heritage Resources (circa A.D. 1600 to 1950)**

As part of the 2007 EA, a Stage 1 and 2 Heritage Resource Assessment were completed and no archeological or heritage resources were found. Therefore, it was determined that there are no known heritage resources within the study area.

## **4.2.3 Natural Environment/Natural Heritage Features**

### **4.2.3.1 Aquatic Environment**

The study area includes the watersheds of Bouchette Point Creek, West Lake Ontario and Port Granby Creek. Sampling and analysis for the 2007 EA confirmed the majority of watercourses in the Port Granby study area provide coldwater fish habitat. The watercourses also serve as spawning and nursery habitat for migratory Lake Ontario species including rainbow trout, Chinook salmon, coho salmon and white sucker. The streams can also support resident coldwater fisheries for brown trout. East Port Granby Creek was determined to not support fish.

### **4.2.3.2 Physiography, Geology and Groundwater**

The local study area is located within the Iroquois physiographic region.

As described in the 2007 EA, the surficial geology for the local study area is primarily glacial lake deposits of sand and gravel with sandy silt to sand till.

The residents in the area rely on private water wells as municipal groundwater is not available for the local study area.

### **4.2.3.3 Terrestrial Environment**

#### **Vegetative Communities**

As described in the 2007 EA, most of the vegetation in the local study area is agricultural (cash crop, hay meadows and pastures) and natural vegetation (open grassy). In total, 47 vegetation communities, 23 different vegetation community types and 240 plant species were identified in the local study area. No Federally, Provincially or Municipally rare vegetation communities were identified.

## **Wildlife Communities**

During the field studies for the 2007 EA identified 11 mammal species, 65 bird species, 5 amphibian species and 1 reptile species. All these species were considered typical of the environment, and none were considered rare or uncommon.

## **Wildlife Habitat**

The project area showed a mosaic of habitats which included a range from open fields to wood areas, which are all typically associated with the cultural landscape of the Region. The only specialized habitat identified in the 2007 field investigations, was specialized bird habitat associated with cavity trees that could provide nesting opportunities.

### **4.2.4 Transportation**

#### **4.2.4.1 Railways**

The Canadian Pacific Railway (CPR) and the Canadian National Railway (CNR) have tracks located to the north of the LTWMF. The tracks cross all north-south roads within the study area and at the crossing of Elliott Road there is a level crossing which can cause traffic queuing.

#### **4.2.4.2 Roadways**

The west end of the Study Area is bounded by Newtonville Road, running north-south which connects to Highway 401.

The southern end of the Study Area is bounded by Lakeshore Road, running east-west, which is a local Municipal Road and also serves as part of the Waterfront Trail System. Lakeshore Road is also used as the main access point for emergency services should there be an emergency at the LTWMF.

The northern end of the Study Area is bounded by Concession Road 1 running east-west. Trucks utilize this route to gain access to and from the highway to the LTWMF. The roadway has several steep profile changes that make sightlines difficult when turning off Elliott Road onto Concession Road 1.

The eastern end of the Study Area is bounded by the Nichols Road running north-south. Currently there is no way to travel over/across the trailways tracks as the railway overpass bridges have been removed.

Within the Study Area is Elliott Road, which runs north-south. This road serves as the main access route to the LTWMF and as a secondary access for emergency services if Lakeshore Road is unavailable for any reason.

#### **4.2.4.3 Active Transportation**

As stated above, Lakeshore Road is identified as part of the Waterfront Trail System within the Clarington Official Plan and is considered a bicycle / hiking route. There is no official active transportation infrastructure (bicycle lanes, sidewalks, multi-use paths, etc.) within the study area.

#### **4.2.5 Social / Economic Environment**

The Port Granby area is rural and agricultural in nature with a few residences located within the vicinity of the LTWMF. Some owners have operational farms and thus active farming does occur within the study area. Many families have lived in the area for a number of generations and enjoy the quiet nature of the rural community.

#### **4.2.6 Utilities / Services**

Hydro One Networks has poles located on Nichols Road (south of railway tracks) and along Lakeshore Road.

The LTWMF has forcemains, a discharge line, secondary containment pipe and drain valve chambers located within the study area, including beneath Lakeshore Road. The facility also uses hydro poles to house the fibre line and SCADA infrastructure.

There are also hydro poles that run along the south side Concession Road 1 and the North end of Elliott Road.

### **4.3 Maintenance and Monitoring Plan – Phase 3 of the Port Granby Project**

Phase 3 of the Port Granby Project is Site and Facility Maintenance and Monitoring. As part of this phase, the Site and Facility Maintenance and Monitoring (SFMM) Plan was developed to detail the long-term care requirements of the Port Granby Project. It documents the inspection, monitoring and maintenance activities required to ensure the protection of human health and the environment and the continued operation of the LTWMF and the greater Port Granby site.

As part of this phase, the maintenance and monitoring phase is broken down into three (3) stages:

1. The Early Life (Year 1 to 15)
2. The Mid-Life (Years 15 to 150)
3. The Late Life (Years 150 and onwards)

Phase 3 will be reviewed annually per protocols to ensure the monitoring methods and parameters are still valid.

## 5 Problem / 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, keep the roadway as is, 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 (Phase 3).

## 6 Alternative Solutions

Phase 1 of the Municipal Class EA process involves the identification of transportation problems and opportunities to be addressed by the study and is detailed in Section 4. The following section details Phase 2 of the Municipal Class EA process, which involves the identification of alternative solutions to address the problems and opportunities by considering the existing environment and evaluating a range of possible alternative solutions to establish the preferred solution.

### 6.1 Description of Alternative Solutions

Four (4) alternative solutions were identified to address the problem/opportunity statement for the Port Granby Transportation Network:

1. Do Nothing – maintain current access route – Elliott Road North / Concession Road 1 (with safety improvements);
2. Improve Elliott Road to Lakeshore Road (Old or New Alignment) and open to public with access to the Long-Term Waste Management Facility (LTWMF);
3. Reinstate Elliott Road to former farm access road with main access to LTWMF from Lakeshore Road; or
4. Improve Nichols Road and revise site access route with main access to LTWMF from Lakeshore Road.

The Do-Nothing Solution (Option #1) can be seen on the map below (**Figure 5**). Safety improvements will be included as part of this option to meet current road safety standards.



**Figure 5: Alternative Solution #1 – Do Nothing**

The three (3) other alternative options can be seen on the map below (Figure 6).

Alternative / Route	Impacts		
	Length (km)	Number of Properties Passed	Number of Homes Passed
Elliott Rd / Conc. 1 / Newtonville Rd	3.9	25	9
South Ent. / Lakeshore Rd / Newtonville Rd	5.9	39	22
South Ent. / Lakeshore Rd / Nichols Rd / Conc 1 / Newtonville Rd	7.6	32	14



**Figure 6: Alternative Solutions #2-4**

## 6.2 Evaluation of Alternative Solutions

The alternative solutions were assessed using a range of criteria developed to guide the assessment process so that transportation planning, technical and environmental (socio-economic, community and cultural heritage) conditions are factored into the final recommendation. The evaluation criteria used in the assessment of the alternative solutions is provided in **Table 1** and the detailed evaluation is provided in **Table 2**.

**Table 1: Evaluation Criteria**

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

Criteria	Measures
Land Use / Property Access / Impacts	Farm and resident access/ property acquisition
Aesthetics	Streetscaping / Views / illegal dumping
<b>Constructability / Engineering</b>	
Utilities	Relocations
Contaminated Soils	Waste Disposal sites
Geometry	Design Standards
Construction Staging	Detours / Closures/ Railway Impacts
Construction Cost	Dollar Value
LTWMF Security	Changes to security of the site (entrances, gates, etc.)

**Table 2: Detailed Evaluation and Assessment of Alternatives**

Legend:

				
<b>Very Low Impact (Most Preferred)</b>	<b>Fairly Low Impact</b>	<b>Medium/Ambivalent Impact</b>	<b>Fairly High Impact</b>	<b>Very High Impact (Least Preferred)</b>

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.
<b>Transportation</b>				
Traffic Operations	Does not provide additional north/south route in Port Granby.	Provides additional north/south route in Port Granby in case of detour or bad weather conditions on Newtonville Road. Speeding could become a concern on the through road. Increased safety and operational concerns at CP Rail underpass if open to the public.	Does not provide additional north/south route in Port Granby. Service vehicles and staff will need to pass-through built-up area of Port Granby to access LTWMF. Reduced quality of access to private lands adjacent to Elliott Road	Provides additional north/south route in Port Granby in case of detour or bad weather conditions in Newtonville Road. Speeding could become a concern on the through road. Visibility may be a concern at bridges crossing CPR and CNR as meeting current standards may be challenging or cost prohibitive.
Active Transportation	Does not provide any active transportation infrastructure to the area.	Provides an additional north/south route for cyclists. Bike Lanes could also be considered on existing road cross section.	Does not provide any active transportation infrastructure to the area.	Provides an additional north/south route for cyclists. Bike Lanes could also be considered but would require widened road platform.
Emergency Access	Provides emergency allowance from both south and north of the LTWMF. The property has the low-level radiation hazard as well several hazards at the Water Treatment Facility (Chemical and Propane). Must maintain 2 access points.	Provides emergency allowance from both south and north of the LTWMF. The property has the low-level radiation hazard as well as several other hazards at the Water Treatment Facility (Chemical and Propane). Must maintain 2 access points.	Does not maintain 2 access points: Only provides access for emergency vehicles from Lakeshore Road. Could be an issue if the wind is blowing any hazardous materials south.	Does not maintain 2 access points: Only provides access for emergency vehicles from Lakeshore Road. Could be an issue if the wind is blowing any hazardous materials south.
<b>Transportation Rating</b>				

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.
<b>Natural Environment</b>				
Environmentally Sensitive Areas	No changes to road, therefore no permanent impact to environmentally Sensitive Areas	Minimal loss of natural vegetation as road corridor crosses disturbed areas resulting from development of the LTWMF.	Reinstatement of previous narrower gravel road with added topsoil, seeded grass area and tree planting therefore there would be an increase of natural vegetation	Minimal loss of natural vegetation as road is in establish road corridor.
Species at Risk (SAR)	No new road, therefore, no potential for impact to habitat of SAR	Minimal effect, as the corridor would be skirting the northern edge of SAR habitat	No new road, therefore, no potential for impact to habitat of SAR	No new road, therefore, no potential for impact to habitat of SAR
<b>Natural Environment Rating</b>				
<b>Stormwater Management</b>				
Stormwater Management	No improvements	Added runoff with additional paved section	Reduced runoff with removal of asphalt surface	New ditch will allow water to flow more easily South, added runoff with additional pavement
Groundwater	No changes	Increase hard surface reduce infiltration, potential for road salt infiltration	Allow for more infiltration due to the removal of asphalt	Increase hard surface reduce infiltration, potential for road salt infiltration. Dewatering may also be required for the construction of the bridges over the railway lines.
Climate Change	Requires the least amount of work	Marginal amount of effort and resources to extend road	Large amount of effort and resources to remove functioning road/access	Requires significant work including two new bridges Reduces potential connectivity Nature Reserve
<b>Stormwater Management Rating</b>				
<b>Heathy Communities</b>				
Air Quality	No Changes	Local redistribute local trips but no change to airshed	Local redistribute local trips but no change to airshed	Local redistribute local trips but no change to airshed

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.
Noise	Noise levels would remain as is with no additional public traffic using Elliott Road.	Increased vehicle traffic from the public using the through road.	Increased truck traffic on Lakeshore Road.	Increased truck traffic on Lakeshore Road and increased vehicle traffic from the public using the through road.
<b>Heathy Communities Rating</b>				
<b>Socio-Economic Environment</b>				
Archaeology / Cultural and Build Heritage	No effect on archaeological resources. Train bridge would have to be investigated for heritage purposes.	No effect on archaeological resources. Train bridge would have to be investigated for heritage purposes.	No effect on archaeological resources. Train bridge would have to be investigated for heritage purposes.	No effect on archaeological resources. Train bridge would have to be investigated for heritage purposes.
Land Use / Property Access / Impacts	Property owners will still require access to their properties on Elliott Road. Intersection of Elliott Road and Concession 1 Road will need to be modified for sightline issues and could impact properties. Cul-de-sac to be created on Nichols Road	Property owners will still require access to their properties on the south end of Elliott Road. Cul-de-sac to be created on Nichols Road	Spending money to remove a functioning road to cut off access may have negative public impacts Cul-de-sac to be created on Nichols Road	Property owners will still require access to their properties on Elliott Road. Driveway on Nichols Road will no longer be used as a turnaround. Does not allow for Nature Reserve to be built
Aesthetics	Nothing changes so no impact	With a through road, it reduces illegal dumping compared to dead end. Current berm located west and northwest of WWTP was to provide a visual barrier to the public. There will be no such visual barrier along the Elliott Road extension.	Removing infrastructure has negative public image Will reinstate road as the rural farm access road it was in the past	Impacts to existing trees with improved road construction would reduce tree canopy south of railways.
<b>Socio-Economic Environment Rating</b>				

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.
<b>Constructability / Engineering</b>				
Utilities	Hydro Pole at intersection of Elliott Rd and Conc. Rd. 1. The fibre line for the EGGC pump station I&C/SCADA is also on the pole line and will require access for maintenance. Height of wires could also be an issue. Work would include improvements to the street lighting to Municipal standard.	Work would include improvements to the street lighting to Municipal standard. Forcemain, discharge line and drain valve chamber will require access for maintenance.	Forcemain, discharge line and drain valve chamber will require access for maintenance. No streetlight upgrades would be required.	Work would include improvements to the street lighting to Municipal standard. Forcemain, discharge line and drain valve chamber will require access for maintenance.
Contaminated Soils / Soil Management	Minimal impact – use on site and import new granulars	Material could remain on site	Disposal site for materials will be required. May be able to salvage and reuse granular material	Disposal site for materials will be required.
Geometry / Engineering	Improved site lines	CP Rail underpass does not meet current road design standards	Property access would be reverted to be passable by farm equipment	With close proximity of rail crossings, it may be cost prohibitive to meet current road standards
Construction Staging	Can be completed with localized lane closures.	Intersection work on Lakeshore Rd Construction traffic in close proximity to LTWMF. Can be completed with localized lane closures.	Intersection work on Lakeshore Rd can be completed with localized lane closures.	Coordination of Flagging for construction of bridges over railways can be challenging. No train delays or reduction in operating speeds permitted by railways
Construction Cost	Adding cul-de-sac on Nichols Rd and improving Concession Rd 1 intersection - \$350K	Improve intersection at Lakeshore Rd and Elliott, new cul-de-sac on Nichols Rd, improving Concession Rd 1 intersection, clearing and grubbing - \$1.89M	Improve intersection at Lakeshore Rd and Elliott, new cul-de-sac on Nichols Rd, improving Concession Rd 1 intersection - \$630K	Coordination and cost-sharing with Railways to rebuild bridges. They would have to be upgraded to current standards. New through road - \$3M
LTWMF Security	No change to security operations.	Require new gate at current site access	Removal of security (gates, etc.) at Elliott Road and Conc. 1 Rd.	Require new gate closer to site
<b>Constructability / Engineering Rating</b>	●	◐	○	◑

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.
<b>Overall</b>				
<b>Summary</b>				
<b>Recommendation</b>	Preferred	Not Preferred	Not Preferred	Not Preferred

### 6.3 Preferred Solution

1. Based on the results of the assessment and evaluation analysis and evaluation presented in **Table 2, Alternative #1 – Do Nothing (just safety improvements)** is preferred. As part of this option the primary access to the LTWMF from Highway 401 will continue to be Newtonville Road to Concession Road 1 and then south on Elliott Road. Under this alternative Elliott Rd. will continue to be leased to the federal government with requirements for on-going maintenance and provision for continued access for adjacent property owners. The following improvements will be included and/or considered by the Municipality Improve the visibility of the intersection of Elliott Road and Concession 1 Road through profile modifications to the road or removal of guiderail and boulevard grading to open up sightlines (**Figure 7**);

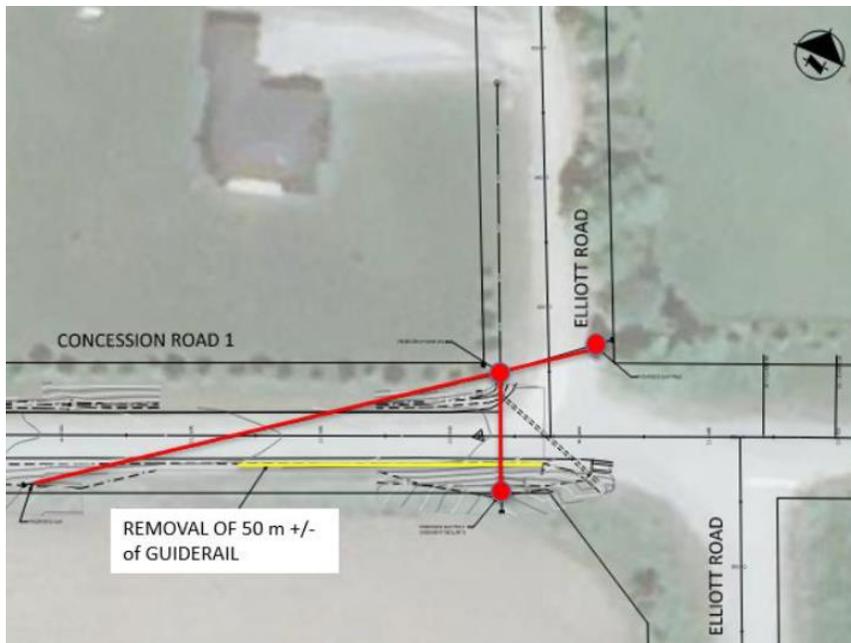


**Figure 7: Sightline Issues at Concession 1 Road and Elliott Road (looking east on Concession 1 Road)**

2. Utility modifications (i.e., relocations or burying hydro) to remove hazard from roadside (**Figure 8**) and shorten guiderail (**Figure 9**) at the intersection of Elliott Road and Concession Road 1 which will also improve sightlines;



**Figure 8: Overhead Utilities at intersection of Elliott Road and Concession Road 1 (looking northwest)**



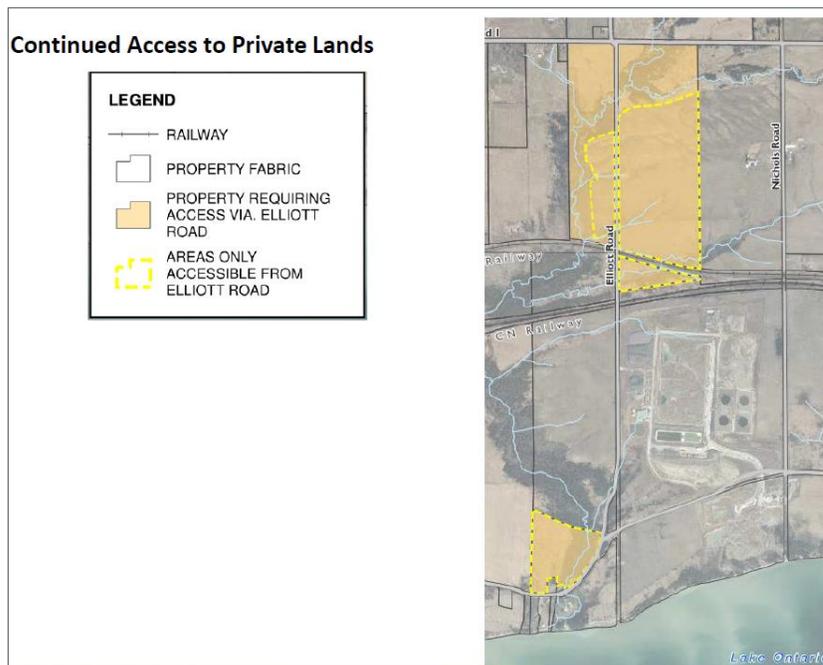
**Figure 9: Removal of Guiderail at Elliott Road and Concession 1 Road.**

3. During detailed design, the Municipality will consider traffic lights at the intersection of Elliott Road and Concession 1 Road, however, traffic lights in rural low volume locations can actually lead to a decrease in safety and more serious collisions.
4. Implementation of a cul-de-sac at Nichols Road just north of the railway tracks to allow for turn-around area for drivers (**Figure 10**); and



**Figure 10: Possible cul-de-sac on Nichols Road.**

5. Access to private lands (farms) off Elliott Road – both north and south (**Figure 11**).



**Figure 11: Private lands requiring access**

## 7 Consultation

### 7.1 Key Points of Contact

External agencies, utilities, emergency service providers, residents and Indigenous communities were contacted directly at key milestones during the Municipal Class EA Study to provide input to the study and feedback on the decision-making process. This contact list was updated throughout the study based on feedback received throughout the study. The key points of contact are listed in **Table 3** and the contact list (Stakeholder List) is provided in **Appendix A**.

Members of the public were made aware of the study through notifications in the local newspaper (Clarington This Week) and through the Municipality’s social media accounts (Twitter and Facebook). Everyone was invited to contact the project team to join the project mailing list. Members of the public requesting to be on the mailing list received direct notification of subsequent study milestones. Copies of the Study Notices and advertisements are provided in **Appendix B**.

A dedicated project webpage was established through the Municipality of Clarington’s website at the outset of the study. Project updates were uploaded to the website as the study progressed.

Project website: <https://www.clarington.net/portgranbyroadnetwork/>

**Table 3: Key Points of Contact**

Date	Notification	Purpose
<p><b>Notice of Study Commencement</b> <b>January 14, 2021</b></p>	<ul style="list-style-type: none"> <li>• Project Webpage Created – January 5, 2021</li> <li>• Streamlined EA Project Information Form sent to MECP – January 14, 2021</li> <li>• Notice sent to contacts on the mailing list – January 14, 2021</li> <li>• Social Media Accounts (Facebook and Twitter) – January 14, 2021</li> <li>• Clarington This Week – January 22, 2021</li> <li>• Indigenous Communities – March 3, 2021</li> </ul>	<p>To introduce and invite participation in the study and to request preliminary comments.</p>

Date	Notification	Purpose
<p><b>Public Information Centre #1</b> <b>April 21, 2021</b></p>	<ul style="list-style-type: none"> <li>• Notice sent to contacts on the mailing list – April 6, 2021</li> <li>• Indigenous Communities – April 6, 2021</li> <li>• Social Media Accounts (Facebook and Twitter) – April 14, 2021, and April 20, 2021</li> <li>• Project Webpage – April 6, 2021</li> </ul>	<p>To notify and invite interested parties participate in the first virtual Public Information Centre held on April 21, 2021, from 7pm to 9pm via Microsoft Teams.</p>
<p><b>Public Information Centre #2</b> <b>March 3, 2022</b></p>	<ul style="list-style-type: none"> <li>• Project Webpage – February 23, 2022</li> <li>• Notice sent to contacts on the mailing list – February 24, 2022</li> <li>• Indigenous Communities – February 24, 2022</li> <li>• Newspapers – weeks of February 23, 2021, and February 28, 2021.</li> <li>• Social Media Accounts (Facebook and Twitter) – March 2, 2022</li> </ul>	<p>To notify and invite interested parties participate in the first virtual Public Information Centre held on March 3, 2022, from 7pm to 9pm via Microsoft Teams.</p>
<p><b>Notice of Study Completion</b> <b>May 18, 2023</b></p>	<ul style="list-style-type: none"> <li>• Notice emailed to contacts May 18, 2023</li> <li>• Notice mailed via Canada post to local resident on the week of May 15, 2023</li> <li>• Indigenous Communities – emailed on May 18, 2023</li> <li>• Project Webpage – posted on May 18, 2023</li> <li>• Social Media Accounts (Facebook and Twitter) – May 18, 2023</li> <li>• Notice published in Clarington This Week on May 18, 2023 and May 25, 2023.</li> </ul>	<p>To announce completion of the Class EA Study and notify interested parties of the 30-calendar day comment period for the Project File Report.</p>

## 7.2 Public Information Centre #1 – April 21, 2021

The first of two virtual Public Information Centres (PIC) was held on April 21, 2021, via Microsoft Teams. A link to the PIC meeting and call-in phone number were included on the Notice of PIC and on the Municipality's website.

The purpose of the first PIC was to provide stakeholders and interested members of the public an opportunity to view study information, including project background, key issues, the Municipal Class EA process, and alternative solutions being proposed. The format of the PIC was a live presentation of a PowerPoint slide deck followed by a Q&A session to provide attendees the chance to ask questions and comment on what was presented.

Twenty-one (21) people signed into the presentation. The PIC was recorded, and all presentation materials were posted on the project webpage on the Municipality's website for review by the public on April 26, 2021.

All comments received from the presentation were noted and a comment form was posted on the project webpage. A question sheet was also posted on the Municipality's website to gather other additional information to aid the project team in evaluating of the alternative solutions.

The public was encouraged to provide input as it would be important in the evaluation process for the alternatives. While comments are always welcomed by the project team, comments specific to PIC #1 were requested to be submitted by May 14th, 2021, to allow the project team to review and respond accordingly.

A detailed summary can be found in the PIC #1 Summary Report in **Appendix C**.

## 7.3 Public Information Centre #2 – March 3, 2022

The second of two virtual Public Information Centres (PIC) was held on March 3, 2022, via Microsoft Teams. A link to the PIC meeting and call-in phone number were included on the Notice of PIC and on the Municipality's website.

The purpose of the second PIC was to provide stakeholders and interested members of the public an opportunity to view the summary of comments received from PIC #1, evaluation of the alternative solutions being proposed, selection of the preferred solution, high level design concepts and next steps in the study. The format of the PIC was a live presentation of a PowerPoint slide deck followed by a Q&A session to provide attendees the chance to ask questions and comment on what was presented.

Twenty-two (22) people signed into the presentation. The PIC was recorded, and all presentation materials were posted on the project webpage on the Municipality's website for review by the public on March 7, 2021.

The public was encouraged to provide input as it would be important in the evaluation process for the alternatives. While comments are always welcomed by the project team, comments specific to PIC #2 were requested to be submitted by March 17, 2022, to allow the project team to review and respond accordingly.

A detailed summary can be found in the PIC #2 Summary Report in **Appendix C**.

## 7.4 Indigenous Communities Engagement

In correspondence dated February 18, 2021, the Ministry of the Environment, Conservation and Parks (MECP) identified the following Indigenous Communities to be engaged for this project:

- Chippewas of Rama First Nation
- Chippewas of Georgina Island
- Beausoleil First Nations (Chimnissing)
- Mississaugas of the Scugog Island First Nation
- Hiawatha First Nation
- Alderville First Nation
- Curve Lake First Nation
- Huron-Wendat Nation (only if there are potential archaeological impacts)

All study notices were sent to the Communities listed above, however no comments were received in response to the notices or subsequent follow up. Copies of the original correspondence are provided in **Appendix D**. The Municipality commits to continuing outreach and engagement with all Indigenous Communities that may have interest in the study area during Detailed Design. All future correspondence will be documented and submitted with any subsequent applications to the MECP.

## 7.5 External Agency and Stakeholder Consultation

A list of relevant technical agencies was assembled at the beginning of the study. External 'agencies' (including regulator/review agencies, utilities and emergency service providers) were first notified of the study via email informing them of the commencement of the study and soliciting their comments. This list can be found in **Appendix A – Stakeholder List**.

A summary of external agency comments is provided in **Table 4** and copies of the original correspondence can be found in **Appendix D**.

**Table 4: Summary of Key External Agency Correspondence**

Agency	Comments Received	Course of Action
<b>Provincial Agency</b>		
Ministry of Environment, Conservation and Parks (MECP)	<ul style="list-style-type: none"> <li>• Provided expectations of study process for Schedule 'B' MEA Class EA</li> </ul>	<ul style="list-style-type: none"> <li>• Schedule 'B' MEA Class EA process followed for the study</li> </ul>
Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	<ul style="list-style-type: none"> <li>• Confirmed that under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.</li> <li>• All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Cultural Heritage information and recommendations from the 2007 EA study were incorporated into this EA study.</li> </ul>
<b>Municipal Stakeholders</b>		
Public Works Department	<ul style="list-style-type: none"> <li>• Confirmed preferences of the continued use of Elliott Road for access to the LTWMF.</li> <li>• Noted the extension of Elliott Road would be beneficial for the transportation network in Port Granby.</li> </ul>	<ul style="list-style-type: none"> <li>• No action required.</li> </ul>
<b>Emergency Services</b>		
Clarington EMS	<ul style="list-style-type: none"> <li>• Confirmed 2 access points are required for access to the facility.</li> </ul>	<ul style="list-style-type: none"> <li>• No action required.</li> </ul>
<b>Utilities</b>		
Trans-Northern Pipeline	<ul style="list-style-type: none"> <li>• Confirmed TNP has no assets in the study area.</li> </ul>	<ul style="list-style-type: none"> <li>• No action required.</li> </ul>
Hydro One Telecom	<ul style="list-style-type: none"> <li>• Hydro One Telecom has no infrastructure in the study area.</li> </ul>	<ul style="list-style-type: none"> <li>• No action required.</li> </ul>
Hydro One Networks	<ul style="list-style-type: none"> <li>• Confirmed Hydro One would be ok with the closure of Nichols Road as long as they can get to their pole locations for maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>• Project Team contact Hydro One as it was determined they have distribution lines along Nichols Road.</li> <li>• Project Team noted the requirement for access along Nichols Road for Hydro One.</li> </ul>
<b>Interested Stakeholders</b>		
Canadian National (CN) Rail	<ul style="list-style-type: none"> <li>• None.</li> </ul>	<ul style="list-style-type: none"> <li>• Project Team reached out to CN Rail several times in 2021 to assist in the evaluation of alternative solutions and potential impacts to the railway, however no response was received.</li> </ul>
Canadian Pacific Railway	<ul style="list-style-type: none"> <li>• CP Railway does not want to construct or maintain road-over-rail bridges and is open to relinquish right to the Municipality pending further discussions and agreements.</li> </ul>	<ul style="list-style-type: none"> <li>• Project Team reached out to CP Rail to assist in the evaluation of alternative solutions and potential impacts to the railway.</li> <li>• Project Team noted CP Rail's preference and comments.</li> </ul>

Agency	Comments Received	Course of Action
Port Granby Nature Reserve (PGRN) Alliance Working Group	<ul style="list-style-type: none"> <li>• Believes the choice between reopening Nichols Road to traffic, south of the rail line or keeping it closed to traffic should be evaluated for its overall impact on providing a larger contiguous natural space.</li> <li>• Future access to the PGRN was anticipated to be very limited, as such, there is no demand for road access being generated from the proposed end-use. Access was contemplated as being from Lakeshore Road and by the Waterfront Trail, with the possibility of a trail to the lake on the Nichols Road right-of-way south of Lakeshore Road. The only other access necessary would be for emergency and fire services, for maintenance/management of the proposed nature reserve, and for limited seasonal farm equipment access to agricultural lands at the north end of Nichols Road south of the rail line and on the south side Lakeshore Road.</li> <li>• With respect to maintaining access on Elliott Road or Nichols Road for other uses (e.g., walking, cycling), if road access is not required, the PGRN proposal envisions limited and controlled public access in certain areas east of the Port Granby Project lands with access being off Lakeshore Road. Where access must be maintained along Nichols Road to monitoring locations and to maintain the hydro plant, design considerations should consider the installation of barriers to control unauthorized access.</li> </ul>	<ul style="list-style-type: none"> <li>• No further action required.</li> </ul>
Canadian Nuclear Laboratories (CNL)	<ul style="list-style-type: none"> <li>• CNL provided the following concerns / considerations to the Project Team: <ul style="list-style-type: none"> <li>– The forcemains, discharge line, and drain valve chamber(s) will be on Municipal Land. Concern with access for maintenance. Also, are their concerns for a contamination/release event on Municipal Lands post-remediation? At the design stage, a secondary containment pipe was installed beneath Lakeshore Road to reduce the potential for a release to contaminate public lands. This approach/ requirement is abandoned if the land is transferred, and long sections of piping are on Municipal Land.</li> <li>– Current berm located west and northwest of WWTP was to provide a visual barrier to the public. There will be no such visual barrier along the Elliott Road extension. Is this an issue? If a berm is installed, material will likely have to be sourced.</li> <li>– The Elliott road extension configuration will still have to provide tractor-trailer access to the WWTP (e.g., adequate road width and turning radii).</li> <li>– The hydro pole line from Lakeshore to the WWTP is on the south side of the access road – and will be on Municipal Land post land transfer. <ul style="list-style-type: none"> <li>▪ The fibre line for the EGGC pump station I&amp;C/SCADA is on the pole line. Access and maintenance are concern/issue.</li> <li>▪ Height of wires may be an issue.</li> <li>▪ The lighting is adequate for Site needs/requirements but are not up to a Municipal Road standard.</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team noted these concerns, and they were taken into consideration.</li> </ul>

Agency	Comments Received	Course of Action
The Great Lakes Waterfront Trail (Waterfront Regeneration Trust) Clarington Active Transportation Durham Region Cycling Coalition	<ul style="list-style-type: none"> <li>Members wanted the Project Team to consider a rest area on the north side of Lakeshore Road at the junction of the unused portion of Nichols Road.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team noted this idea and confirmed that it would work with both the road network review and the nature reserve proposal.</li> </ul>

## **8 Potential Environmental Impacts, Proposed Mitigation and Commitments to Further Work**

The preferred solution has incorporated specific measures to mitigate potential negative impacts, where possible. Where impacts cannot be entirely avoided, mitigation recommendations for review and commitments for further work during detailed design and/or construction have been developed.

### **8.1 Socio-Economic Environment**

#### **8.1.1 Land Use**

The preferred solution is considered compatible with the existing and future land use in the study area and the Municipality's Official Plan.

Engaging the surrounding property owners during the Class EA study greatly contributed to the development of a meaningful and relevant design plan and resulted in a high level of local support for the project.

#### **8.1.2 Private Properties**

In order for the sight lines to be improved at the intersection of Concession Road 1 and Elliot Road, there may need to be some adjustments to the features within private property to ensure adequate visibility. In particular, there exists a rock garden/slope on the northwest corner of this intersection, which currently appears to impair visibility between motorists travelling eastbound on Concession Road 1 and south on Elliott Road. This rock garden/slope will need to be surveyed and evaluated in the detailed design stage to determine what adjustments would be required to achieve adequate safety. Negotiation with the property owner would also be required. Additionally, some re-grading of the sloping along the south side of Concession Road 1 may impact private property west of Elliott Road. The Municipality will continue to consult with the property owner to facilitate this work. Final property and utility pole relocation requirements will be confirmed during Detailed Design. The Municipality of Clarington will continue to consult with the affected property owner and property acquisition will be in accordance with the Municipality's realty policies and procedures.

#### **8.1.3 Noise**

Noise Sensitive Areas in the project study include private residences and outdoor living areas (backyards, patios, etc.). As the preferred option was the Do-Nothing option, there is not expected to be any changes in the noise levels in the project area.

## **Construction Noise**

The potential for construction noise issues will be reviewed further during Detailed Design when the construction methodology and schedule are fully developed.

Construction activities will conform to the Municipality of Clarington's Noise By-Laws. In the Contract Documents, there shall be an explicit indication that Contractors are expected to comply with all applicable requirements of the contract and local noise by-laws. Enforcement of noise control by-laws is the responsibility of the Municipality for all work done by Contractors.

All equipment shall be properly maintained to limit noise emissions. As such, all construction equipment will be operated with effective muffling devices that are in good working order.

### **8.1.4 Climate Change Considerations**

The Ministry of the Environment and Climate Change's (MOECC) (now MECP) guide titled Consideration of Climate Change in Environmental Assessment in Ontario sets out ministry expectations and supports the province's Climate Change Action Plan by outlining climate change considerations for environmental assessment studies. The guide notes that 'climate consideration' within a project means: 1) that consideration has been given to methods to reduce greenhouse gas emissions; and 2) developing a design that is more resilient to future changes in climate and helps maintain the ecological integrity of the local environment in the face of a changing climate.

Considering how a project may contribute to climate change through its greenhouse gas emissions or its effects on the natural landscape is important to the planning process as it allows proponents to consider climate mitigation measures to avoid, minimize, or offset such effects.

### **Corporate Climate Change Adaption Plan**

The Municipality of Clarington is committed to protecting the environment. As part of this commitment, in 2021 the Clarington Council approved the Clarington Corporate Climate Action Plan (CCCAP). This plan included over 115 actions that the Municipality is going to take to respond to the threat of Climate Change. Seven goals were developed:

1. Reduce corporate greenhouse gas (GHG) emissions;
2. Maintain public and workplace health and safety;
3. Minimize risks to building and properties;
4. Strengthen the resilience of Municipal infrastructure;
5. Protect ecosystems and biodiversity;
6. Minimize disruption to corporate operations and services; and

## 7. Build community resilience.

The goals and adaptation actions of the Plan have been factored into the project-specific climate considerations discussed below.

### **Consideration of Climate Change Factors in this EA Study**

As documented in the evaluation of alternatives in **Section 6.2**, the preferred solution will not require the construction of a new road and thus will not increase the impervious area in the project area and will therefore not increase runoff. The preferred solution will not impact any environmentally sensitive areas or SARs in the area. The access route chosen is the shortest of the 4 alternatives considered resulting in the least travelled distance and lowest GHG emissions related to long term operation of the Port Granby Facilities. Also, since construction for the preferred option is minimal (just safety improvements) there will be less GHG released into the atmosphere.

### **Resiliency Planning Within This Project**

Resiliency planning in this project involves these aspects:

- The Detailed Design and Contract Package should include construction mitigation and best practices including Erosion and Sediment Control, measures to manage extreme weather events during construction (e.g., management of construction site drainage, dewatering capabilities etc.).
- Action to reduce direct or indirect greenhouse gas emissions during construction and maintenance of the project. The Municipality can look for bidders to demonstrate good environmental stewardship practices for the management of construction projects through the following:
  - A documented environmental or environmental, health & safety (EHS) policy statement endorsed by senior management;
  - A documented environmental, EHS, and/or vehicle fleet management system or program;
  - Third-party review of environmental or environmental, health & safety system or program (e.g., ISO 14001 certification, E3 Fleet Rating);
  - A documented program for reducing idling for company vehicles and sub-contractor vehicles; and
  - Documentation that demonstrates that vehicle fleets, including sub-contractor fleets, contain vehicles that are model year 2004 or later that conform to the federal On-Road Vehicles and Engine Emission Regulations (SOR/2003-2).

### **8.1.5 Air Quality During Construction**

While the construction for the Do-Nothing solution will be minimal, dust is the primary contaminant of concern. Other contaminants including NOx and VOC's may be emitted from equipment used during construction activities. Due to the temporary nature of construction activities, there are no air quality criteria specific to construction activities. However, the Environment Canada "Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities" document provides several mitigation measures for reducing emissions during construction activities. Mitigation techniques discussed in the document include material wetting or use of chemical suppressants to reduce dust, use of wind barriers, and limiting exposed areas which may be a source of dust and equipment washing. It is recommended that these best management practices be followed during construction of the roadway to reduce any air quality impacts that may occur. It is noted that MECP recommends that non-chloride dust suppressants be applied. MECP also recommends referring to the following publication in developing dust control measures: Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment Canada. March 2005.

## **8.2 Natural Environment**

While the Do-Nothing option is not expected to have any significant impacts to the natural environment, the following mitigation measures are recommended for construction:

### **8.2.1 Vegetation**

The extent of encroachment into the adjacent natural features should be limited as much as possible to minimize impacts on the feature/natural vegetation. Vegetation protection should be outlined on specification drawings in detailed design. Protection should be implemented to ensure encroachment within the adjacent natural features is restricted to the identified construction footprint.

Vegetation that does not require removal for purposes of the construction will be protected through the installation and maintenance of temporary vegetation protection measures (e.g., temporary fencing). Appropriate vegetation clearing techniques will be used (e.g., felling trees away from retained natural areas). Unnecessary traffic, dumping and storage of materials over tree roots will be avoided.

The areas of vegetation to be cleared and the adjacent areas to be retained will be clearly delineated, to minimize unnecessary vegetation effects and avoid incidental effects as a result of temporary stockpiling, debris disposal and access.

## 8.2.2 Wildlife

It is the responsibility of the Municipality to ensure that Species at Risk are not killed, harmed, or harassed, and that their habitat is not damaged or destroyed through the proposed activities to be carried out on site. If the proposed activities cannot avoid impacts protected species and their habitats, then the Municipality will need to apply for an authorization under the *Endangered Species Act* (ESA).

In Detailed Design, the SAR Screening that was undertaken during the Class EA study should be updated/refined for the proposed road footprint and immediately adjacent areas. The results of the screening should be reviewed with MECP staff to confirm the potential need for targeted SAR surveys and future mitigation/compensation and approval implications. Based on the field investigations from the 2007 EA, it is recommended that any trees being removed be checked for cavities as these trees can be considered nesting habitat for birds and bats.

No work is permitted to proceed that would result in the destruction of active nests (nests with eggs or young birds), or the wounding or killing of birds, of species protected under the *Migratory Birds Convention Act*, 1994 and/or Regulations under that Act.

Ensure that timing constraints are applied to avoid vegetation clearing (including grubbing) during the breeding bird season for tree nesting. Generally, a timing window of April 1 to August 31 be applied. It should be noted that occasionally bird species will precede or exceed the approximate breeding bird season window. Migratory bird species that use structures for nesting often commence nesting later and may continue nesting beyond the above period.

Wildlife exclusion fencing may be considered to keep wildlife out of the construction zone, particularly in areas adjacent to natural habitat features e.g., fencing to prevent movement of amphibians and reptiles into the construction zone.

In the event that an animal encountered during construction does not move from the construction zone and construction activities are such that continuing construction in the area would result in harm to the animal, all activities will stop, and the Contract Administrator will be notified.

In the event that a SAR or possible SAR is found in the construction area, all construction that could potentially harm the animal will cease immediately and the Contract Administrator will be notified. The Contract Administrator will then contact the MNRF SAR Biologist for direction, as these animals are protected under the ESA (2007).

### **8.3 Utilities**

Impacted utilities are further detailed in Section 4.2.6. All utilities and their locations within the study area shall be confirmed in Detailed Design and, if required, a protection plan or utility relocation will be completed. At a minimum, it has been identified that relocation of Hydro Poles (number to be confirmed) will be required as part of the undertaking.

### **8.4 Traffic Management During Construction**

If necessary, a construction staging and traffic management plan will be developed and communicated to area residents well in advance of execution. Communication would typically involve a direct mailout to all residents and information posted on the Municipality's website.

Emergency vehicle access will be maintained at all times.

### **8.5 Monitoring**

As stated in Section 4, the clean up of the Port Granby site is moving into the Maintenance and Monitoring Phase (Phase 3). This phase requires maintenance and environmental monitoring activities to confirm that the site continues to operate safely. With this phase underway, the Municipality will be able to closely monitor any changes within the project site and adjust / mitigate where necessary.

# A

## **Appendix A: Stakeholder List**

Municipality of Clarington  
Port Granby Project End Use Transportation Network  
Stakeholder List

Stakeholder Group	Organization Name	First	Last	Title	Address	City	Province	Postal Code	Phone Number	Email
Indigenous Community	Alderville First Nation	Dave	Mowat	Chief	11696 Second Line Road	Roseneath	ON	K0K 2X0	905-352-2011	<a href="mailto:dmowat@alderville.ca">dmowat@alderville.ca</a>
Indigenous Community	Alderville First Nation	Dave	Simpson	Consultation Coordinator	11696 Second Line Road	Roseneath	ON	K0K 2X0	905-352-2011	<a href="mailto:consultation@alderville.ca">consultation@alderville.ca</a>
Indigenous Community	Beausoleil	Joanne	Sandy	Chief	11 O'Gemaa Miikaan	Christian Island	ON	L9M 0A9	705-247-2051	<a href="mailto:consultation@chimissing.ca">consultation@chimissing.ca</a>
Indigenous Community	Chippewas of Rama First Nation	Edward (Ted)	Williams	Chief	5884 Rama Road, Suite 200	Rama	ON	L3V 6H6	705-325-3611	<a href="mailto:chief@ramafirstnation.ca">chief@ramafirstnation.ca</a>
Indigenous Community	Chippewas of Rama First Nation	Samantha	Craig-Curnow	Associate General Counsel, Legal	5884 Rama Road, Suite 200	Rama	ON	L3V 6H6	705-325-3611, ext. 1289	<a href="mailto:consultation@ramafirstnation.ca">consultation@ramafirstnation.ca</a>
Indigenous Community	Chippewas of Georgina Island	Donna	Big Canoe	Chief	R.R.#2 Box N-13	Sutton West	ON	L0E 1R0	705-437-1337	<a href="mailto:donna.bigcanoe@georginaisland.com">donna.bigcanoe@georginaisland.com</a>
Indigenous Community	Chippewas of Georgina Island First Nation	Sylvia	McCue	Lands Manager	R.R.#2 Box N-13	Sutton West	ON	L0E 1R0	705-437-3614	<a href="mailto:sylvia.mccue@georginaisland.com">sylvia.mccue@georginaisland.com</a>
Indigenous Community	Curve Lake First Nation	Emily	Whetung-MacInnes	Chief	22 Winookeedaa Road	Curve Lake	ON	K0L 1R0	705-657-8045	
Indigenous Community	Curve Lake First Nation	Kaitlin	Hill	Lands and Resources Consultation Liaison	22 Winookeedaa Road	Curve Lake	ON	K0L 1R0	705-657-8045, ext. 222	<a href="mailto:KaitlinH@curvelake.ca">KaitlinH@curvelake.ca</a>
Indigenous Community	Curve Lake First Nation	Julie	Kapryka	Lands and Resources Consultation Liaison	22 Winookeedaa Road	Curve Lake	ON	K0L 1R0	705-657-8045	<a href="mailto:juliek@curvelake.ca">juliek@curvelake.ca</a>
Indigenous Community	Hiawatha First Nation	Laurie	Carr	Chief	123 Paudash Street	Hiawatha	ON	K9J 0E6	705-295-4421	<a href="mailto:chiefcarr@hiawathafn.ca">chiefcarr@hiawathafn.ca</a>
Indigenous Community	Hiawatha First Nation	Tom	Cowie	Lands/Resource Consultation	123 Paudash Street	Hiawatha	ON	K9J 0E6	705-295-4421 ext. 216	<a href="mailto:tcowie@hiawathafn.ca">tcowie@hiawathafn.ca</a>
Indigenous Community	Hiawatha First Nation	Sean	Davison	Lands/Resource Consultation	123 Paudash Street	Hiawatha	ON	K9J 0E6	705-295-4421 ext. 215	<a href="mailto:sdavison@hiawathafn.ca">sdavison@hiawathafn.ca</a>
Indigenous Community	Mississaugas of Scugog Island First Nation	Kelly	LaRocca	Chief	22521 Island Road	Port Perry	ON	L9L 1B6	905-985-3337	<a href="mailto:info@scugogfirstnation.com">info@scugogfirstnation.com</a>
Indigenous Community	Mississaugas of Scugog Island First Nation	Tom	Turoczi	Community Consultation Specialist	22521 Island Road	Port Perry	ON	L9L 1B6	905-985-3337 ext. 229	<a href="mailto:consultation@scugogfirstnation.com">consultation@scugogfirstnation.com</a> <a href="mailto:tturoczi@scugogfirstnation.com">tturoczi@scugogfirstnation.com</a>
Indigenous Community	Williams Treaty First Nation	Karry	Sandy-Mackenzie	Barrister & Solicitor	8 Creswick Court	Barrie	ON	L4M 2J7	705-792-5087	<a href="mailto:k.a.sandy-mckenzie@rogers.com">k.a.sandy-mckenzie@rogers.com</a>
Indigenous Community	Huron-Wendat Nation	Dominic	Ste-Marie	Conseiller en gestion du territoire	255 place Chef Michel Laveau	Wendake	QC	G0A 4V0	(418) 843-3767	<a href="mailto:Dominic.Sainte-Marie@wendake.ca">Dominic.Sainte-Marie@wendake.ca</a>
Federal Agency	Canadian Nuclear Laboratories	Susan	Baillie	Project Transition Team Lead, Program Office					905-885-8830 ext. 41305	<a href="mailto:susan.baillie@cnl.ca">susan.baillie@cnl.ca</a>
Federal Agency	Environment Canada and Climate Change	Sandro	Leonardelli	Manager, EA Section	4905 Dufferin Street	Toronto	ON	M3H 5T4	416-739-5858	<a href="mailto:Sandro.Leonardelli@canada.ca">Sandro.Leonardelli@canada.ca</a>
Interested Party	Durham SustainAbility	Glenda	Gies	Treasurer - Clarington	126 Water Street, Unit 3	Port Perry	ON	L9L 1B9	905-985-3279	<a href="mailto:info@sustain-ability.ca">info@sustain-ability.ca</a>
Interested Party	South East Clarington Ratepayers' Association	Frances	Brooks	V.P. SECRA, Hope Township, Member, East Use Advisory Committee						
Interested Party	South East Clarington Ratepayers' Association	Luanne	Hill							
Interested Party	South East Clarington Ratepayers' Association	Maria	Kordas-Fraser	SECRA Representative, PHAI Citizens Liason Group						
Interested Party	South East Clarington Ratepayers' Association	Gerry	Mahoney	Pres. SECRA, Port Granby						
Provincial Agency	Ministry of Northern Development, Mines, Natural Resources and Forestry	Maria	Jawaid	District Planner	50 Bloomington Road	Aurora	ON	L4G 0L8	289-380-6817	<a href="mailto:maria.jawaid@ontario.ca">maria.jawaid@ontario.ca</a>
Provincial Agency	Ganaraska Region Conservation Authority	Ken	Thajer	Planning and Regulations Coordination	2216 County Road 28	Port Hope	ON	L1A 3V8	905-885-8173, ext. 245	<a href="mailto:kthajer@grca.on.ca">kthajer@grca.on.ca</a>
Interested Party	Ganaraska Forest Recreational User Committee c/o GRCA	Ed	Van Osch	Forest Recreation Technician, GRCA	2216 County Road 28	Port Hope	ON	L1A 3V8	905-885-8173 ext. 325	<a href="mailto:evanosch@grca.on.ca">evanosch@grca.on.ca</a>
Provincial Agency	Infrastructure Ontario, Development Planning, Realty Portfolio Planning	Nandor	Gortva	Senior Planner	1 Dundas Street West, Suite 2000	Toronto	ON	M5G 2L5	416-212-4929	<a href="mailto:Nandor.Gortva@infrastructureontario.ca">Nandor.Gortva@infrastructureontario.ca</a>
Provincial Agency	Ministry of the Environment, Conservation and Parks			Director, Environmental Approvals Branch	135 St. Clair West, 1st Floor	Toronto	ON	M4V 1L5	416-314-7213	<a href="mailto:moeccpermissions@ontario.ca">moeccpermissions@ontario.ca</a>
Provincial Agency	Ministry of the Environment, Conservation and Parks	Trevor	Bell	Regional Environmental Planner	5775 Yonge Street, 8th Floor	Toronto	ON	M2M 4J1	437-770-3731	<a href="mailto:trevor.bell@ontario.ca">trevor.bell@ontario.ca</a>
Provincial Agency	Ministry of Tourism, Culture and Sport	Dan	Minkin	Heritage Planner - Culture Services Unit	401 Bay Street, Suite 1700	Toronto	ON	M7A 0A7	416-314-7147	<a href="mailto:dan.minkin@ontario.ca">dan.minkin@ontario.ca</a>
Municipality	Municipality of Clarington	Willie	Woo	Regional Councillor Wards 3 & 4	40 Temperance Street	Bowmanville	ON	L1C 3A6	905-623-3379 ext. 2003	<a href="mailto:wwoo@clarington.net">wwoo@clarington.net</a>
Municipality	Municipality of Clarington	Margaret	Zwart	Councillor Ward 4	40 Temperance Street	Bowmanville	ON	L1C 3A6	905-623-3379 ext. 2003	<a href="mailto:mzwart@clarington.net">mzwart@clarington.net</a>
Municipality	Municipality of Clarington	Adrian	Foster	Mayor	40 Temperance Street	Bowmanville	ON	L1C 3A6	905-623-3379 ext. 2005	<a href="mailto:mavor@clarington.net">mavor@clarington.net</a>
Municipality	Regional Municipality of Durham	Ian	McVey	Manager of Sustainability	605 Rossland Road East	Whitby	ON	L1N 6A3	905-668-7711	<a href="mailto:Ian.McVey@durham.ca">Ian.McVey@durham.ca</a>
Railway	Canadian National Railway	Michael	Vallins	Manager, Public Works	1 Administration Road P.O. Box 1000	Concord	ON	L4K 1B9	(416) 529-0167	<a href="mailto:Michael.Vallins@cn.ca">Michael.Vallins@cn.ca</a>
Railway	Canadian National Railway	Dimeji	Olawuwo							<a href="mailto:Oladimeji.Olawuwo@cn.ca">Oladimeji.Olawuwo@cn.ca</a>
Railway	Canadian Pacific Railway	Jack	Carello	Manager, Utilities and Flagging - Engineering	1290 Central Parkway W., Suite 800	Mississauga	ON	L5C 4R3	905-803-3417	<a href="mailto:Jack_carello@cpr.ca">Jack_carello@cpr.ca</a>
Emergency Services	Emergency and Fire Services	Mariano	Perini	Fire Chief	2340 Highway 2	Bowmanville	ON	L1C 6C8	905-623-5126	<a href="mailto:MPerini@clarington.net">MPerini@clarington.net</a>
Emergency Services	Durham Regional Police	PC Dave	Ricard	East Division Traffic Safety Coordinator					905-579-1520, 1629	<a href="mailto:DRICARD@drps.ca">DRICARD@drps.ca</a>

Municipality of Clarington  
Port Granby Project End Use Transportation Network  
Stakeholder List

Stakeholder Group	Organization Name	First	Last	Title	Address	City	Province	Postal Code	Phone Number	Email
School Board	Kawartha Pine Ridge District School Board	Cathy	Abraham	Trustee, Municipality of Clarington	1994 Fisher Drive	Peterborough	ON	K9J 6X6	905-987-1833	<a href="mailto:cathy_abraham@kprdsb.ca">cathy_abraham@kprdsb.ca</a>
School Board	Kawartha Pine Ridge District School Board	Paul	Brown	Trustee, Municipality of Clarington	1994 Fisher Drive	Peterborough	ON	K9J 6X6	905-987-1833	
School Board	Peterborough Victoria Northumberland and Clarington Catholic District School Board	Kevin	MacKenzie	Trustee, Municipality of Clarington	1335 Landsdowne Street West	Peterborough	ON	K9J 7M3	289-356-7838	<a href="mailto:kmackenzie@pvnccdsb.on.ca">kmackenzie@pvnccdsb.on.ca</a>
School Board	Peterborough Victoria Northumberland and Clarington Catholic District School Board	Joshua	Glover	Trustee, Municipality of Clarington	1335 Landsdowne Street West	Peterborough	ON	K9J 7M3	905-447-1722	<a href="mailto:joglover@pvnccdsb.on.ca">joglover@pvnccdsb.on.ca</a>
Utility	Bell Canada	Lisa	Perego	Specialist Network Provisioning	15 Victoria Street	Oshawa	ON	L1H 8W9	905-433-3054	<a href="mailto:lisa.perego@bell.ca">lisa.perego@bell.ca</a>
Utility	Rogers Communications	Triden	Balasingham	System Planner	301 Marwood Drive	Oshawa	ON	L1H 1J4	416-935-5173	<a href="mailto:triden.balasingham@rci.rogers.com">triden.balasingham@rci.rogers.com</a>
Utility	Telus	Frederic	Sua	Design Specialist II - Access Engineering	22nd Floor, 25 York Street	Toronto	ON	M5J 2V5	647-837-9112	<a href="mailto:frederic.sua@telus.com">frederic.sua@telus.com</a>
Utility	Zayo	Doug	Daniels	Project Supervisor, Network Engineering, Outside Plant	50 Worcester Rd.	Etobicoke	ON	M9W 5X2	416-645-7627	<a href="mailto:doug.daniels@zayo.com">doug.daniels@zayo.com</a>
Utility	Ruralwave (FiberCast)	Grant	Uuldrivcks	System Planner	16 Cable Rd.	Fenelon Falls	ON	K0M 1N0	705-341-3835	<a href="mailto:grant.uuldrivcks@rci.rogers.com">grant.uuldrivcks@rci.rogers.com</a>
Utility	Hydro One Telecom	Mike	Aruta	Support Manager, Telecom Operations					416-240-6846	<a href="mailto:Michael.Aruta@HydroOne.com">Michael.Aruta@HydroOne.com</a>
Utility	Hydro One Networks Inc.			Central FBC Planning	45 Sarjeant Drive	Barrie	ON	L4M 5N5		<a href="mailto:CentralFBCplanning@HydroOne.com">CentralFBCplanning@HydroOne.com</a>
Utility	Enbridge Gas Inc.									<a href="mailto:notifications@enbridge.com">notifications@enbridge.com</a>
Utility	Enbridge Pipelines Inc.	Chris	Pincombe	Lands and ROW Administrator, Eastern Region	1086 Modeland Road Bldg. 1050 1st Floor	Sarnia	ON	N7S 6L2	519-333-6753	<a href="mailto:chris.pincombe@enbridge.com">chris.pincombe@enbridge.com</a>
Utility	TC Energy			Land Crossings	450 1st Street SW	Calgary	AB	T2P 5H1	1-877-872-5177	<a href="mailto:crossings@transcanada.com">crossings@transcanada.com</a>
Utility	Trans-Northern Pipeline				45 Vogel Road	Richmond Hill	ON	L4B 3P6		<a href="mailto:landroeast@tnpi.ca">landroeast@tnpi.ca</a>
Utility	Elexicon Energy	Faisal	Habibullah	Manager, Planning and Standards	55 Taunton Road East	Ajax	ON	L1T 3V3	905-427-9870 ext. 4289	<a href="mailto:fhabibullah@elexiconenergy.com">fhabibullah@elexiconenergy.com</a>
Interested Party	Waterfront Regeneration Trust				4195 Dundas Street West, Suite 327	Toronto	ON	M8X 1Y4	416-943-8080	<a href="mailto:info@wrtrust.com">info@wrtrust.com</a>
Interested Party	Ontario Heritage Trust				10 Adelaide Street East	Toronto	ON	M5C 1J3	416-325-5000	
Interested Party	Agricultural Advisory Committee of Clarington	Faye	Langmaid	Manager of Special Projects	40 Temperance Street	Bowmanville	ON	L1C 3A6	905-623-3379 ext. 2407	<a href="mailto:flangmaid@clarington.net">flangmaid@clarington.net</a>
Interested Party	Clarington Active Transportation and Safe Roads Advisory Committee	Kristin	Bullied	Continuous Improvement Representative	40 Temperance Street	Bowmanville	ON	L1C 3A6	905-623-3379 ext. 2301	<a href="mailto:KBullied@clarington.net">KBullied@clarington.net</a>
Interested Party	Clarington Active Transportation and Safe Roads Advisory Committee	Jim	Boate							<a href="mailto:jim.boate@sympatico.ca">jim.boate@sympatico.ca</a>
Interested Party	Clarington Heritage Committee	Sarah	Allin	Planner II	40 Temperance Street	Bowmanville	ON	L1C 3A6	905-623-3379 ext. 2419	<a href="mailto:sallin@clarington.net">sallin@clarington.net</a>
Interested Party	Durham Environmental Advisory Committee			DEAC chair c/o Regional Planning Division	605 Rossland Road East	Whitby	ON	L1N 6A3	905-668-7711	<a href="mailto:amanda.bathe@durham.ca">amanda.bathe@durham.ca</a>
Interested Party	Durham Region Field Naturalists	Lois	Gillette	President	Box 54031, King Street E.	Oshawa	ON	L1H 1A9		<a href="mailto:DRFN1955@hotmail.com">DRFN1955@hotmail.com</a>
Public					4576 Lakeshore Road	Newcastle	ON	L1B 1L9		
Public					4679 Lakeshore Road	Newcastle	ON	L1B 0H2		
Public					4679 Lakeshore Road	Newcastle	ON	L1B 0H2		
Public					4679 Lakeshore Road	Newcastle	ON	L1B 0H2		
Public					4570 Lakeshore Road	Newcastle	ON	L0A 1M0		
Public					4548 Lakeshore Road	Newcastle	ON	L1B 10H1		
Public					4548 Lakeshore Road	Newcastle	ON	L1B 10H1		
Public					4673 Con. Rd. 1	Newcastle	ON	L1B 0E3		
Public					4617 Lakeshore Road	Newcastle	ON			
Public					4646 Lakeshore Road	Newcastle	ON			
Public										
Public					4685 Concession 1 Road	Newcastle	ON			
Public										

# B

## **Appendix B: Study Notices and Advertisements**

## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects

Within the framework of this agreement the Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently Elliott Road from Concession Road 1 to the facility entrance is leased to Canada. At the termination of the Elliott Rd. lease, the Municipality has the option to request removal of the road works between the facility and Concession Rd 1, initiate closure of the road, or re-establish the road as a public highway. The Municipality needs to make this decision within the context of safe continued operation and end use of the Port Granby facility considering the functionality of the local transportation network including the following:

- The future role of Elliott Road south of the facility
- The future role of Nichols Road east of the facility
- The potential ultimate end use of the surrounding lands as a Nature Reserve
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP)
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites.
- Other Items that may be important to local residents or other road users

There will be public consultations regarding the study and information on the consultations will be released as the study progresses. For more information about this project, visit <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp> .If you have any questions or concerns, please contact one of the following individuals listed below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

Under the Freedom of Information and *Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on January 14<sup>th</sup>, 2021.

## Notice of Public Information Centre #1

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





## Public Information Centre #1

A virtual Public Information Centre (PIC) is being held to provide members of the public, Indigenous Communities, Agencies and stakeholders with an opportunity to review the study background, existing conditions, problems and opportunities, alternative solutions, and the next steps in the study.

**Date: April 21, 2021**

**Time: 7:00 PM to 9:00 PM**

**Meeting Access: Visit Project Web Site and Click on the Link**

### [Port Granby End Use Transportation Network MCEA PIC#1](https://www.clarington.net/portgranbyroadnetwork/)

The PIC format will include a virtual presentation providing project background, future needs, opportunities, constraints, several potential options to consider and will conclude with a Question-and-Answer period. The presentation will commence shortly after 7:00 PM and will be recorded and posted on the Municipality's website for viewing on April 22, 2021 at the following link: <https://www.clarington.net/portgranbyroadnetwork/>.

An online question and comment sheet will be available on the project website for those interested in submitting their comments to the project team. Public input received from the PIC will be used to confirm the preferred solution. We kindly ask that you please submit comments by May 14, 2021, and direct questions to either of the project managers below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

Should you require alternative arrangements to review this information, please contact one of the above project team members and they can make those arrangements.

## Project Updates

Visit the project website (<https://www.clarington.net/portgranbyroadnetwork/>) to learn more about the study, find links to notices and other related content. More information will be uploaded to this website as the project progresses.

Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on April 06, 2021.

## Notice of Public Information Centre #2

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





## Public Information Centre #2

A virtual Public Information Centre (PIC) is being held to provide members of the public, Indigenous Communities, Agencies and stakeholders with an opportunity to review the study background, alternative solutions, evaluation of alternative solutions, selection of the preferred solution and the next steps in the study.

**Date: Thursday March 3, 2022**

**Time: 7:00 PM to 9:00 PM**

**Meeting Access: Click on the Link below or Visit the Project Webpage**

**Meeting Link: [Port Granby End Use Transportation Network MCEA PIC#2](https://www.clarington.net/portgranbyroadnetwork/)**

The PIC format will include a virtual presentation and will conclude with a Question-and-Answer period. The presentation will commence shortly after 7:00 PM and will be recorded and posted on the Municipality's website for viewing on March 4, 2022 at the following link:

<https://www.clarington.net/portgranbyroadnetwork/> .

An online question and comment sheet will be available on the project website for those interested in submitting their comments to the project team. We kindly ask that you please submit comments related to the PIC material by **March 17, 2022**, and direct questions to either of the project managers below:

Kevin Heathcote, P. Eng.  
Capital Works Supervisor  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2302  
Fax: 905-623-9282  
KHeathcote@clarington.net

Ron Albright, P. Eng.  
Project Director, Associate Partner  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
ron.albright@cima.ca

Should you require alternative arrangements to review this information, please contact one of the above project team members and they can make those arrangements.

## Project Updates

Visit the project website (<https://www.clarington.net/portgranbyroadnetwork/>) to learn more about the study, find links to notices and other related content. More information will be uploaded to this website as the project progresses.

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on February 24, 2022.

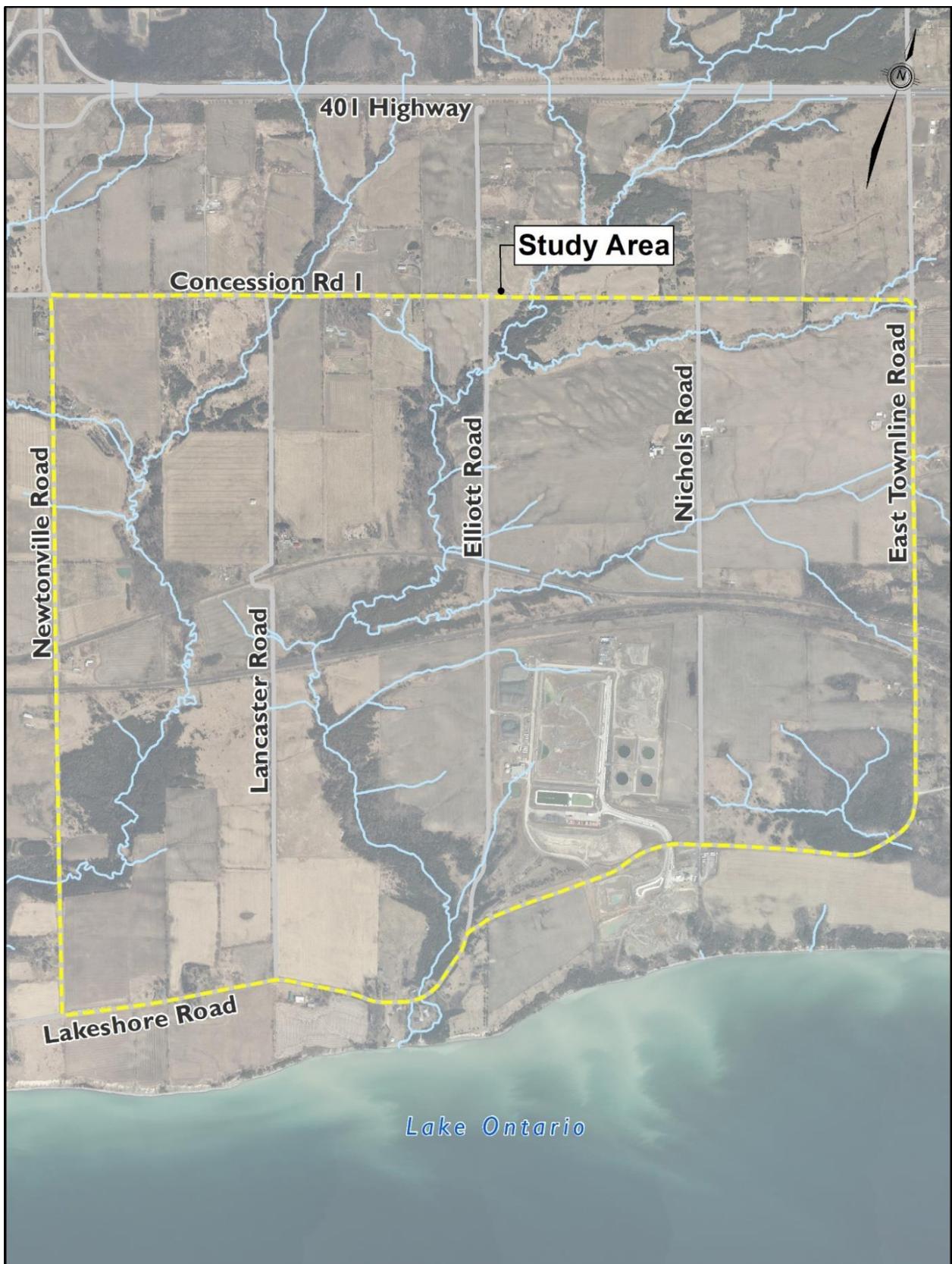
## Notice of Study Completion

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington has completed a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA was completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





The preferred solution is to keep the transportation network in the area as it is now with the implementation of some minor improvements, including improvements to sight lines at the Concession Road 1/Elliott Rd intersection and a formalize turnaround north of the railway tracks on Nichols Road. For more detail, a Project File Report has been prepared to document the planning and decision-making process for the study. By this Notice, the report is being placed on the public record for a 30-calendar day public comment period from and including, May 18, 2023 to June 18, 2023 on the project website (<https://www.clarington.net/portgranbyroadnetwork/>).

### Comments and Contacts

Interested persons may provide written comments to the project contacts within the 30-calendar day comment period. All comments and concerns should be sent directly to the Municipality Project Manager and Consultant Project Manager listed below by **June 18, 2023**.

Kevin Heathcote, P. Eng.  
Capital Works Supervisor  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2302  
KHeathcote@clarington.net

Will McCrae, P. Eng.  
Vice-President  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6901  
Will.McCrae@cima.ca

### Section 16 Order

In addition, a request may be made to the Ministry of 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. Requests should include the requester contact information and full name for the Ministry. The request should be sent by June 18, 2023 in writing or by email to both the following contacts, as well as the project team contacts noted above:

#### **Minister of the Environment, Conservation and Parks**

Ministry of the Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto, ON M7A 2J3  
minister.mecp@ontario.ca

#### **Director,**

Environmental Assessment Branch  
Ministry of the Environment, Conservation and Parks  
135 St. Clair Ave. W., 1st Floor  
Toronto, ON M4V 1P5  
EABDirector@ontario.ca

If no order request is received the project will proceed to design and construction as outlined in the planning documentation. Please visit the Ministry's website for more information on requests for orders under section 16 of the Environmental Assessment Act.

#### **If there are any concerns about the accessibility of this information, please contact Clarington's Accessibility Coordinator at 905-623-3379 ext. 2131**

Under the *Municipal Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, any personal information such as name, address, telephone number and property location included in a submission may become part of the public record for this matter and will be released, if requested, to any person, unless otherwise stated in the submission.

**Notice issued on: May 18, 2023**

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## NEWS

## Clarington considers Port Granby road network

Road to new long-term waste mound could be closed or become public

By [Jennifer O'Meara](#) Clarington This Week

Friday, January 22, 2021

Clarington wants to know how local roads around the Port Granby Project could best serve the community.

The [Port Granby Project](#) moved approximately 1.3 million tonnes of [historic low-level radioactive waste from the receding shore of Lake Ontario to an above-ground mound](#) on stable land 700 metres north from the shoreline. The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). In November, Canadian Nuclear Laboratories (CNL) announced it had [finished the excavation and transfer of the Port Granby waste to the new long-term waste management facility](#).

Clarington and the federal government negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently, Clarington leases the municipal Elliott Road from Concession Road 1 to the facility entrance to the federal government.

When the Elliott Road lease ends, Clarington can request removal of the road between the facility and Concession Road 1 and initiate closure of the road – or re-establish the

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To make this decision Clarington needs to consider the possible end-use of the Port Granby facility. After the storage mound is capped and the lands outside the mound deemed safe, the Clarington and Port Granby residents have asked the federal government to create a nature preserve on the land.

The municipality also needs to consider the local transportation network, including:

- The future role of Elliott Road, south of the facility.
- The future role of Nichols Road, east of the facility.
- Emergency access requirements for the Port Granby Waste Water Treatment Plant.
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the treatment plant to external licensed receiving sites.

## Related content

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Construction starts on low-level radioactive waste management facility in southeast Clarington

Port Granby shore cle waste

- Other issues that may be important to local residents or other road users.

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network

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During the study, Clarington will host public consultations and more information will be released to the public as it becomes available.

Residents with questions or comments can contact Sean Bagshaw, Clarington Manager of Infrastructure ([SBagshaw@clarington.net](mailto:SBagshaw@clarington.net) or call 905-623-3379 ext. 2320) or Ron Albright, CIMA+ Project Director [Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca) or call 905-697-4464 ext. 6929.

## Headlines newsletter

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*Jennifer O'Meara is a reporter for Metroland Media Group's Durham Region Division. She can be reached at [jomeara@durhamregion.com](mailto:jomeara@durhamregion.com). Follow her on [Twitter](#) and [DurhamRegion.com](#) on [Facebook](#)*

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Municipality of Clarington...

Thu 1/14/2021 8:30 am EST

Notice of Commencement: The Municipality is undertaking a Schedule 'B' Municipal Class Environmental...



Impressions 1,410

Reach 1,376

Engagements 24

Engagement Rate (per Impre... 1.7%



@ClaringtonON

Thu 1/14/2021 8:30 am EST

Notice of Commencement: The Municipality is undertaking a Schedule 'B' Municipal Class Environmental...



Impressions 600

Potential Reach 7,138

Engagements 15

Engagement Rate (per Impre... 2.5%



# Clarington considers future of Elliott Road



Elliott Road before PHAI construction



Elliott Road after PHAI construction

The Municipality of Clarington is undertaking an Environmental Assessment (EA) to investigate how its local transportation network can best serve the community as the Port Granby Project nears completion.

As part of the PHAI, substantial upgrades to Elliott Road were completed in 2013 to allow for transportation of clean construction materials to the long-term waste management facility.

The Legal Agreement between the Government of Canada and Clarington specifies that once the Port Granby Project is complete and the road is no longer required, Clarington has several options: request removal of the road between the facility and Concession Road 1; initiate closure of the road; or re-establish the road as a public highway.

The EA includes public consultation and information sharing; once the process is complete, CNL will work with Clarington to implement the chosen option.

For more information visit [www.clarington.net](http://www.clarington.net).



The clean construction material trucking route for the Port Granby Project was chosen by the local community during the consultation phase. Clarington is proposing to extend Elliott Road to Lakeshore Road for public traffic.



Historic Waste Program Management Office  
Tel: 905.885.0291 • Fax: 905.885.9344 • PHAI.ca • info@phai.ca



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**Municipality of Clarington**

Wed 4/14/2021 8:30 am EDT

Clarington is holding a virtual Public Meeting on Wednesday, April 21, from 7 to 9 p.m. regarding the Port Granby...



Impressions	5,090
Reach	4,588
Engagements	113
Engagement Rate (per Impre...	2.2%



**@ClaringtonON**

Wed 4/14/2021 8:30 am EDT

Clarington is holding a virtual Public Meeting on Wednesday, April 21, from 7 to 9 p.m. regarding the Port Granby...



Impressions	549
Potential Reach	7,467
Engagements	15
Engagement Rate (per Impre...	2.7%

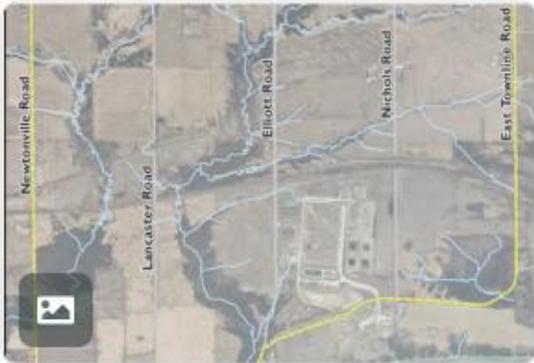




**Municipality of Clarington...**

Tue 4/20/2021 8:30 am EDT

Clarington is holding a virtual Public Meeting on Wednesday, April 21, from 7 to 9 p.m. regarding the Port Granby...



**Impressions** 1,169

**Reach** 1,136

**Engagements** 14

**Engagement Rate (per Impre...** 1.2%



**@ClaringtonON**

Tue 4/20/2021 8:30 am EDT

Clarington is holding a virtual Public Meeting on Wednesday, April 21, from 7 to 9 p.m. regarding the Port Granby...



**Impressions** 682

**Potential Reach** 7,295

**Engagements** 21

**Engagement Rate (per Impre...** 3.1%





**Municipality of Claring...**

Thu 2/24/2022 10:14 am EST

Join the Public Information Centre on March 3, 2022, at 7 p.m. to learn more about the solutions and next steps f...



Impressions 927

Reach 927

Engagements ⓘ 21

Engagement Rate (per Impression) 2.3%



**@ClaringtonON**

Thu 2/24/2022 10:14 am EST

Join the Public Information Centre on March 3, 2022, at 7 p.m. to learn more about the solutions and next steps f...



Impressions 360

Potential Reach 7,617

Engagements ⓘ 8

Engagement Rate (per Impression) 2.2%





**Municipality of Claring...**

Wed 3/2/2022 10:14 am EST

Join the Public Information Centre on March 3, 2022, at 7 p.m. to learn more about the solutions and next steps f...



Impressions 1,213

Reach 1,200

Engagements ⓘ 24

Engagement Rate (per Impression) 2%



**@ClaringtonON**

Wed 3/2/2022 10:14 am EST

Join the Public Information Centre on March 3, 2022, at 7 p.m. to learn more about the solutions and next steps f...



Impressions 292

Potential Reach 7,628

Engagements ⓘ 2

Engagement Rate (per Impression) 0.7%





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## Port Granby Municipal Class Environmental Assessment – Public Information Centre #2

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Posted on Wednesday, February 23, 2022

The Municipality of Clarington is examining how local community roads in the Port Granby area will serve the community once the cleanup of historic low-level radioactive waste is complete and the project enters the final phase. The Municipality follows the Schedule "B" Municipal Class Environmental Assessment (EA) to investigate the road network as outlined by the Municipal Engineers Association's Municipal Class EA.

Join us for a virtual public information centre to review background information on the study. Review the proposed alternate solutions and evaluations, discuss the preferred solution, and learn about the next steps in this study.

### **Public Information Centre #2**

Thursday, March 3, 2022, from 7 to 9 p.m. Join the meeting at [www.clarington.net/PortGranbyMeeting](http://www.clarington.net/PortGranbyMeeting).

The meeting will include a virtual presentation and will end with a question and answer period. The presentation will start at 7 p.m. and will be recorded. The recording will be available on March 4, 2022, at [www.clarington.net/PortGranbyRoadNetwork](http://www.clarington.net/PortGranbyRoadNetwork). You can also submit your comments on the project web page by March 17, 2022, or contact the project managers:

Kevin Heathcote, P. Eng.  
Capital Works Supervisor  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
905-623-3379 ext. 2302

Fax: 905-623-9282  
[kheathcote@clarington.net](mailto:kheathcote@clarington.net)

Ron Albright, P. Eng.  
Project Director, Associate Partner  
CIMA+  
415 Baseline Road West, 2nd Floor  
Bowmanville, ON L1C 5M2  
905-697-4464 ext. 6929  
Fax: 905-697-0443  
[ron.albright@cima.ca](mailto:ron.albright@cima.ca)

If you require the information or study in an alternate format, please contact one of the project managers to make arrangements.



## Project Updates

To learn more about the study, find links to notices, and other related content, visit [www.clarington.net/PortGranbyRoadNetwork](http://www.clarington.net/PortGranbyRoadNetwork). More information will be uploaded to this website as the project progresses.

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number, and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

---

## Contact Us

Municipality of Clarington

40 Temperance Street  
Bowmanville, ON L1C 3A6

T: [905-623-3379](tel:905-623-3379)  
TTY: [1-844-790-1599](tel:1-844-790-1599)

# C

## Appendix C: PIC Summary Reports

**The Municipality of Clarington**

# **Public Information Centre #1 Summary Report**

**Port Granby End Use Transportation Network Schedule 'B'  
MCEA**

Monday, May 17, 2021

C14-0004

## **CIMA+**

415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
T 905 697-4464 F 905 697-0443  
cima.ca

## **Contact**

Ron Albright, P.Eng.  
ron.albright@cima.ca  
T 905 697-4464 ext. 6929



Engineering for **people**

## The Municipality of Clarington

### PIC #1 Summary Report

Port Granby End Use Transportation Network Schedule 'B' MCEA

Project no. C14-0004

PREPARED BY:

  
\_\_\_\_\_  
Elysia Friedl

VERIFIED BY:

  
\_\_\_\_\_  
Ron Albright, P.Eng.

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Appendix C: Comment Forms

Appendix D: Question Forms

Appendix E: Meeting Minutes

## 1 Introduction

Through the existing Hardy Stevenson and Associates Ltd. (HSAL) contract to provide Municipal Peer Review services on the Port Hope Area Initiative Port Granby Project to the Municipality of Clarington (Municipality), CIMA Canada Inc. (CIMA+) and HSAL are to conduct a Schedule 'B' Municipal Class Environmental Assessment (EA) Study for the Port Granby Project end use transportation network.

As part of this EA study, the project team held the first Virtual Public Information Centre (PIC) on Wednesday April 21<sup>st</sup>, 2021. The purpose of this report is to summarize the PIC and the comments received from the public and other stakeholders.

## 2 Notice of Public Information Centre #1

A Notice of PIC #1 was prepared to inform the public, agencies, stakeholders, and Indigenous Communities of the opportunity to review the project and provide input to the project team. The Notice of PIC #1 outlined the purpose of the meeting and identified the time, date, and format for the PIC. The Notice invited public comments on the study by either attending the virtual PIC or contacting the project team via an online comment form or email.

The Notice was posted on the project webpage on the Municipality's website and advertised in "Clarington This Week" and the "Orono Weekly Times" newspapers the week of April 12<sup>th</sup>, 2021. The Notice was also posted on the Municipality's Twitter and Facebook accounts on April 20<sup>th</sup>, 2021.

The Notice was emailed to agencies, stakeholders, interested residents, Indigenous Communities, and property owners within the Study Area as shown in **Figure 1**. A copy of the Notice is included in **Appendix A**.



Figure 1: Map Showing the EA Study Area

### 3 Summary of PIC #1

The PIC was held virtually on Microsoft Teams on Wednesday April 21<sup>st</sup>, 2021 from 7:00 PM to 9:00 PM. The format of the PIC was a live presentation, followed by a question-and-answer session. A copy of the PIC presentation slides is provided in **Appendix B**, and a summary of the key themes covered were:

- Project Background and Context
- Problem and Opportunity Statement
- Study Process
- Study Area
- 2007 Environmental Assessment
- Long-Term Management Plan
- Other Ongoing Considerations
- Current Route and Existing Conditions
- Estimated Daily Traffic Volumes
- Alternative Route Solutions
- Road Network Project Options for Improved Functionality
- Concession Road 1 and Elliott Road Intersection
- Elliott Road
  - Noted Benefits / Impacts to Elliott Road
- Nichols Road
  - Nichols Road CN and CP Rail Crossing
  - Nichols Road Turnaround
- Possible Additional Preliminary EA
- Emergency Services Response
- Next Steps

Twenty-one (21) people signed into the presentation. The PIC was recorded, and all presentation materials were posted on the project webpage on the Municipality's website for review by the public on April 26<sup>th</sup>, 2021.

### 4 Summary of Comments and Responses

All comments received from the presentation were noted and a comment form was posted on the project webpage. Comment forms received by the project team are provided in **Appendix C**.

A question sheet was also posted on the Municipality's website to gather other additional information to aid the project team in evaluating of the alternative solutions. Completed question forms received by the project team are provided in **Appendix D**.

The public was encouraged to provide input as it would be important in the evaluation process for the alternatives. While comments are always welcomed by the project team, comments specific to PIC #1 were requested to be submitted by May 14<sup>th</sup>, 2021 to allow the project team to review and respond accordingly.

The following provides a summary of the key comments received during the PIC process:

### **Traffic Operations / Road Safety**

- Reconstruct Nichols Road and then create an access from Nichols Road into the facility from the east.
- Option #1 was preferred by most residents that provided comments (maintain current access route).
- Concern over opening Elliott Road to Lakeshore Road.
- Concern over increased traffic to the area.
- Need to consider access to farms.
- Most residents do not want to see truck traffic using Lakeshore Road as it is narrow and winding.
- Resident would like another option to access Highway 401 in the winter, as Newtonville Road can have bad driving conditions.
- Concern over dead-end roads in the area that lead to illegal dumping activities.
- Need to consider improving sightlines at Concession Road 1 and Elliott Road.

### **Active Transportation**

- Consideration of a bicycle route on Lakeshore Road.
- Lakeshore can be dangerous for pedestrians because of narrow shoulders and blind corners.

### **General Comments**

- Residents do not want any further disruption to the area or cost implications.

A more detailed list of questions and project team answers are provided in the Meeting Minutes in **Appendix E**.

## **5 Conclusion**

The PIC was an opportunity to hear comments from the public on the existing conditions, problems identified within the study area, and alternative planning solutions.

All comments received will be reviewed by the project team and considered in the selection of the preferred solution. A second PIC is planned for later in 2021 to present and receive feedback for the preliminary preferred alternative and associated design concepts.

# A

## **Appendix A: Notice of PIC #1**

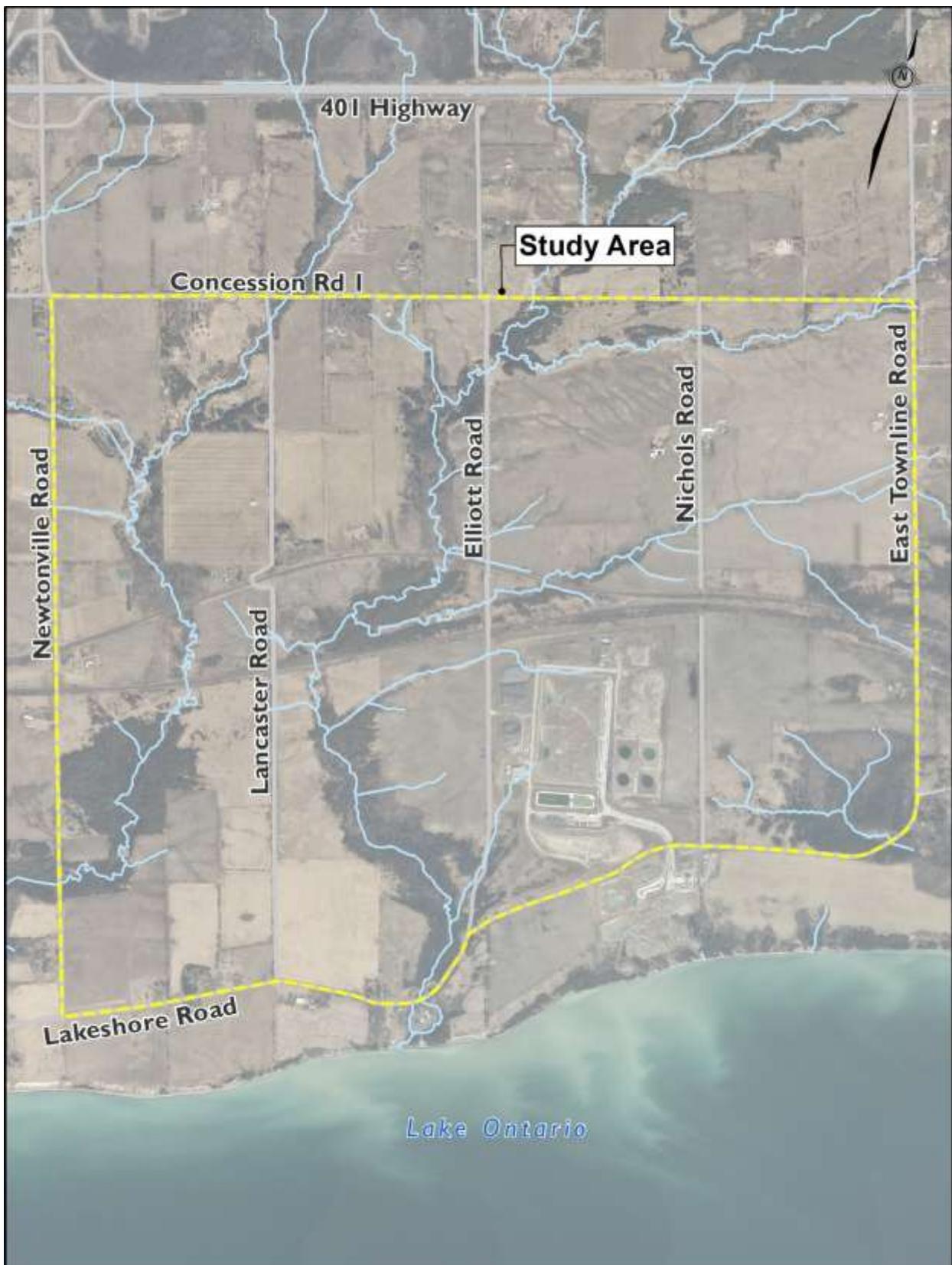
## Notice of Public Information Centre #1

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





## Public Information Centre #1

A virtual Public Information Centre (PIC) is being held to provide members of the public, Indigenous Communities, Agencies and stakeholders with an opportunity to review the study background, existing conditions, problems and opportunities, alternative solutions, and the next steps in the study.

**Date: April 21, 2021**

**Time: 7:00 PM to 9:00 PM**

**Meeting Access: Visit Project Web Site and Click on the Link**

### [Port Granby End Use Transportation Network MCEA PIC#1](https://www.clarington.net/portgranbyroadnetwork/)

The PIC format will include a virtual presentation providing project background, future needs, opportunities, constraints, several potential options to consider and will conclude with a Question-and-Answer period. The presentation will commence shortly after 7:00 PM and will be recorded and posted on the Municipality's website for viewing on April 22, 2021 at the following link: <https://www.clarington.net/portgranbyroadnetwork/>.

An online question and comment sheet will be available on the project website for those interested in submitting their comments to the project team. Public input received from the PIC will be used to confirm the preferred solution. We kindly ask that you please submit comments by May 14, 2021, and direct questions to either of the project managers below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

Should you require alternative arrangements to review this information, please contact one of the above project team members and they can make those arrangements.

## Project Updates

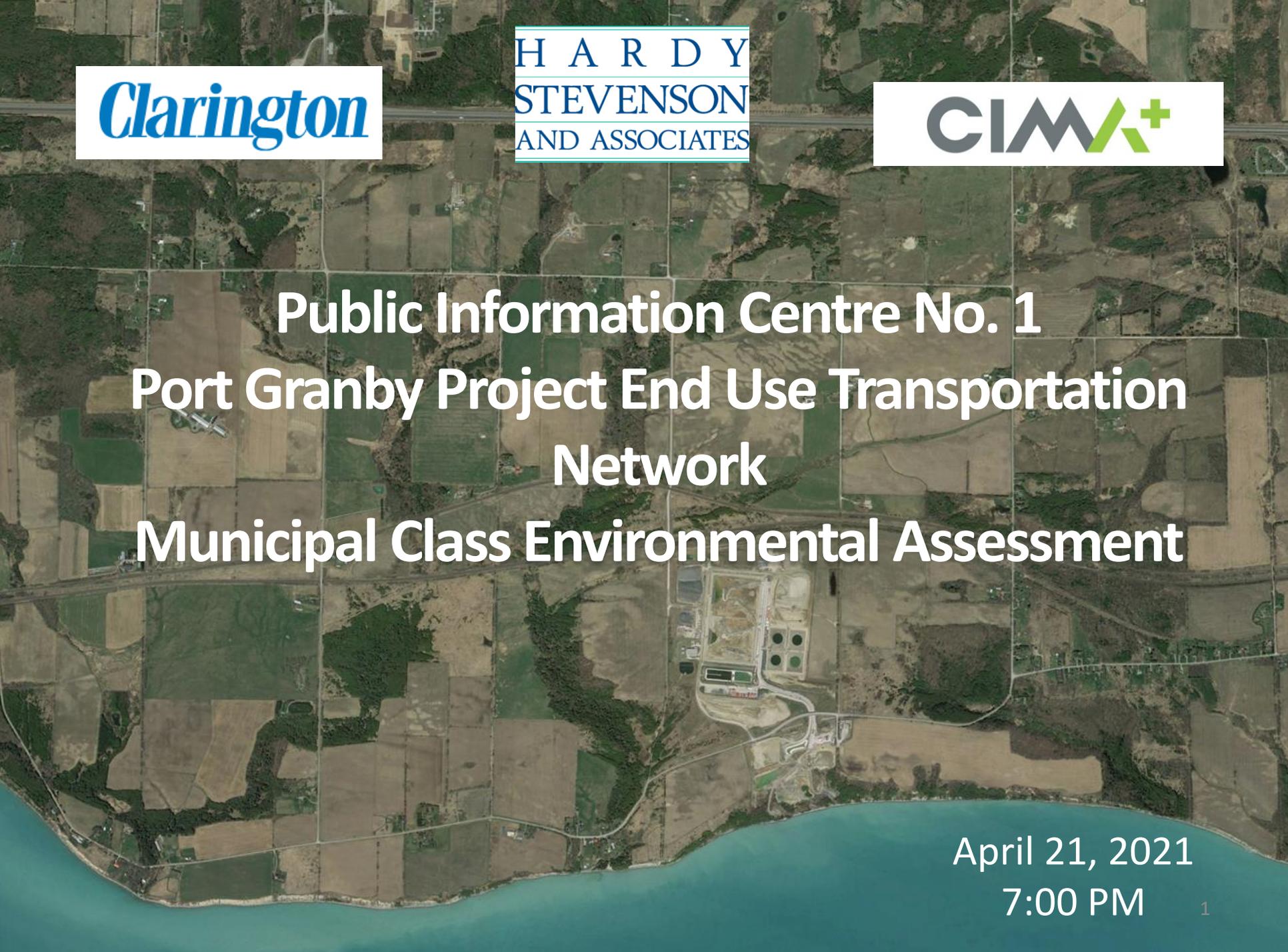
Visit the project website (<https://www.clarington.net/portgranbyroadnetwork/>) to learn more about the study, find links to notices and other related content. More information will be uploaded to this website as the project progresses.

Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on April 06, 2021.

# B

## **Appendix B: PIC #1 Presentation Slides**



*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. 1  
Port Granby Project End Use Transportation  
Network  
Municipal Class Environmental Assessment**

April 21, 2021  
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.

# 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.



# COMPLETED ENVIRONMENTAL ASSESSMENT

- An EA completed in 2007 in support of the LTWMF studied the likely environmental effects of the Port Granby Project on six (6) environmental components relative to baseline (existing) environmental conditions and the likely effects of the environment on the Port Granby Project.
  - Atmospheric Environment
  - Geology and Groundwater Environment
  - Aquatic Environment
  - Terrestrial Environment
  - Human Health and Safety
  - Socio-economic Environment
- The area enclosed by the solid red line in the Figure on the following page was evaluated under the Environmental Assessment completed for the Port Granby Project in 2007.

# 2007 COMPLETED ENVIRONMENTAL ASSESSMENT

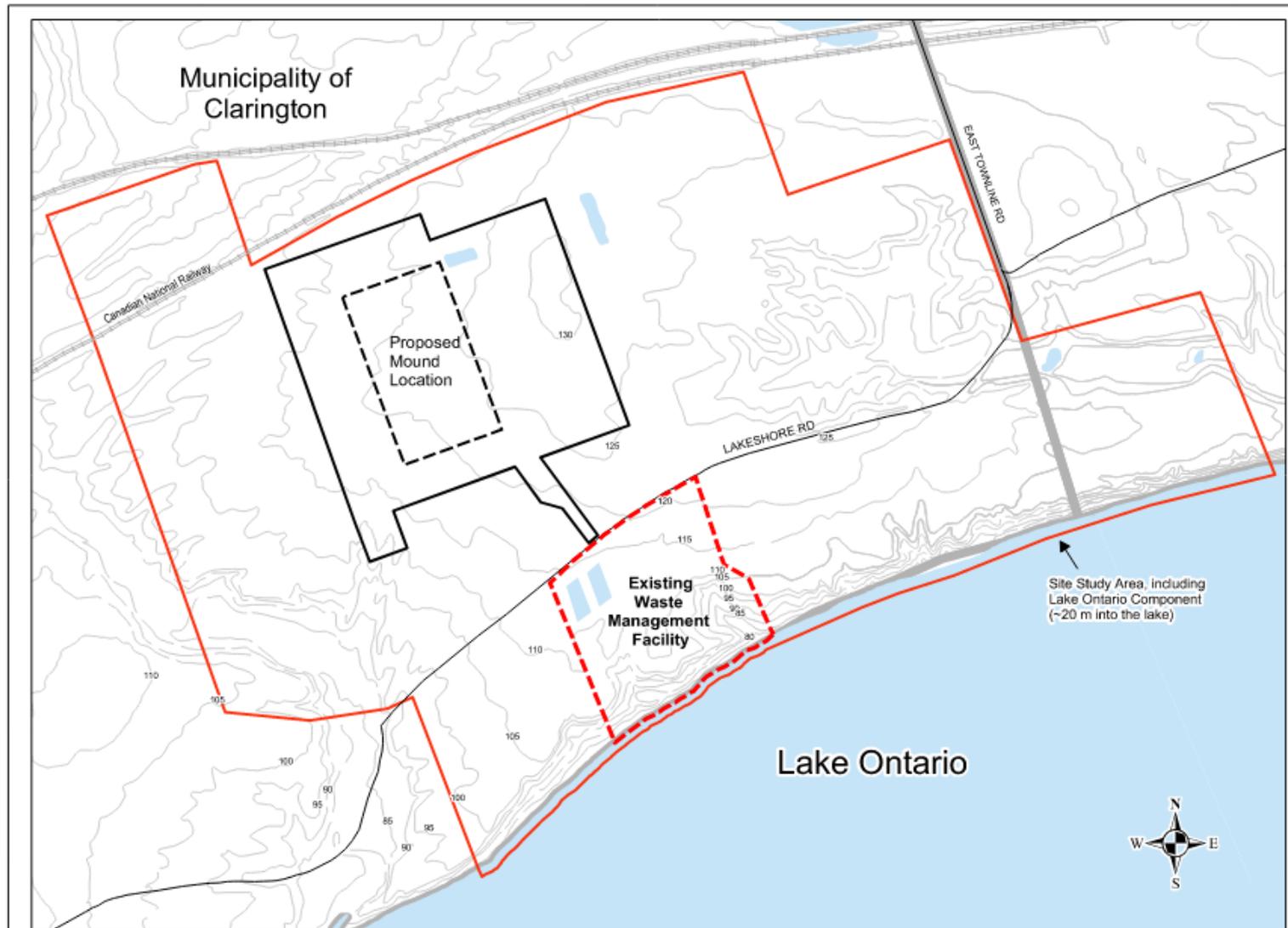
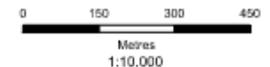


Figure 2.3-3  
**Site Study Area**  
 Port Granby Project  
 Environmental Assessment

**Legend**

- Municipal Boundary
- Roads
- Railway
- Contour Lines (masl)
- Proposed Long-term Waste Management Facility
- Site Study Area
- Existing Waste Management Facility
- Proposed Mound Location
- Waterbody



**REFERENCE**

NRVIS Base data supplied by MNR(1998)  
 Data reprojected to UTM NAD83  
 Produced by Golder Associates under Licence  
 with the Ontario Ministry of Natural Resources  
 © Queen's Printer for Ontario, 2006

Date: May 2006



# 2007 COMPLETED ENVIRONMENTAL ASSESSMENT

- The assessment of likely environmental effects on the Project yielded the following results:
  - Geology and Groundwater Environment – No significant effect from the LTWMF.
  - Aquatic Environment – Limited potential for consequential effects.
  - Terrestrial Environment – No potential lasting and measurable effects.
  - Atmospheric Environment – No predicted changes that would have consequential effect on the Project.
  - Human Health and Safety – No potential effects.
  - Socio-economic Environment – No potential effects.
- All residual adverse effects identified were evaluated and found to be *not significant* when taking into consideration recommended mitigation measures for each effect.

# 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.

# OTHER ON-GOING CONSIDERATIONS

- Monitoring Locations
  - One (1) drainage water sampling location is accessed via Nichols Road.



Figure 2 – Monitoring Sample Locations Accessed From Nichols Road

# OTHER ON-GOING CONSIDERATIONS

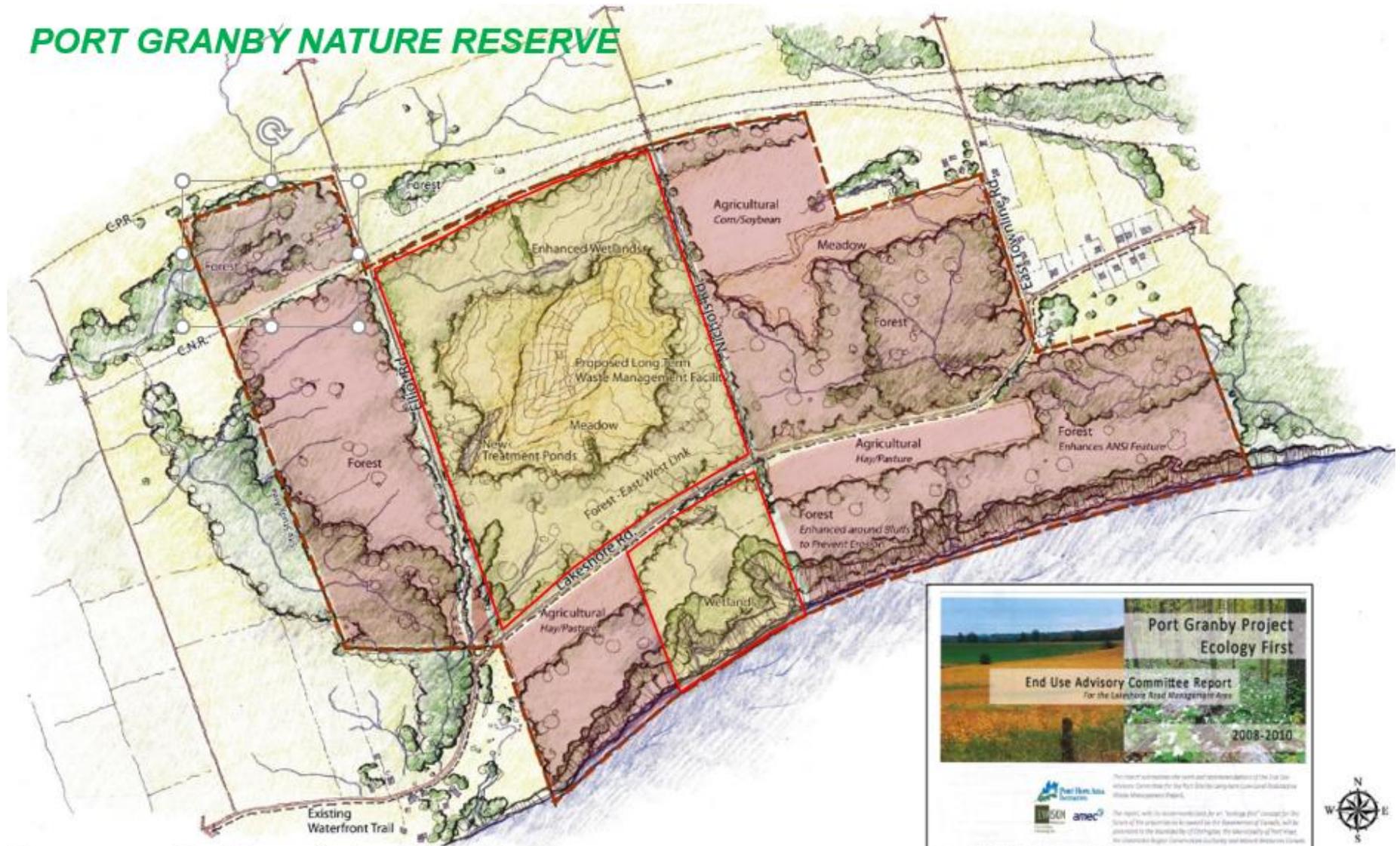
- Monitoring Locations
  - Four (4) soil monitoring locations are accessed by Nichols and/or Elliott Road.



Figure 3 – Monitoring Sample Locations Accessed From Elliott Road

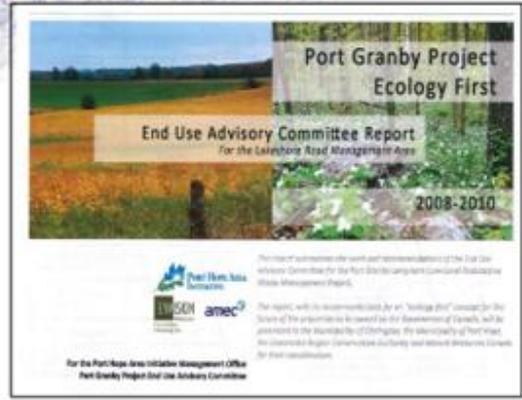
# OTHER ON-GOING CONSIDERATIONS

## PORT GRANBY NATURE RESERVE



Government of Canada Land Holdings

Project Lands     Surplus Lands



# 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

# ESTIMATED DAILY TRAFFIC VOLUMES FOR THE LTWMF WWTP

Vehicle Type	Estimate Volume	Purpose
Regular Vehicles	6-10	Operations and maintenance staff.
Couriers	1-2	Deliveries.
Transport Trailers	1-2	Bulk material delivery or pickup.

\*Subject to change pending operational demands.

# ALTERNATIVE SOLUTIONS

Alternative planning solutions have been developed at this stage to address the problem statement:

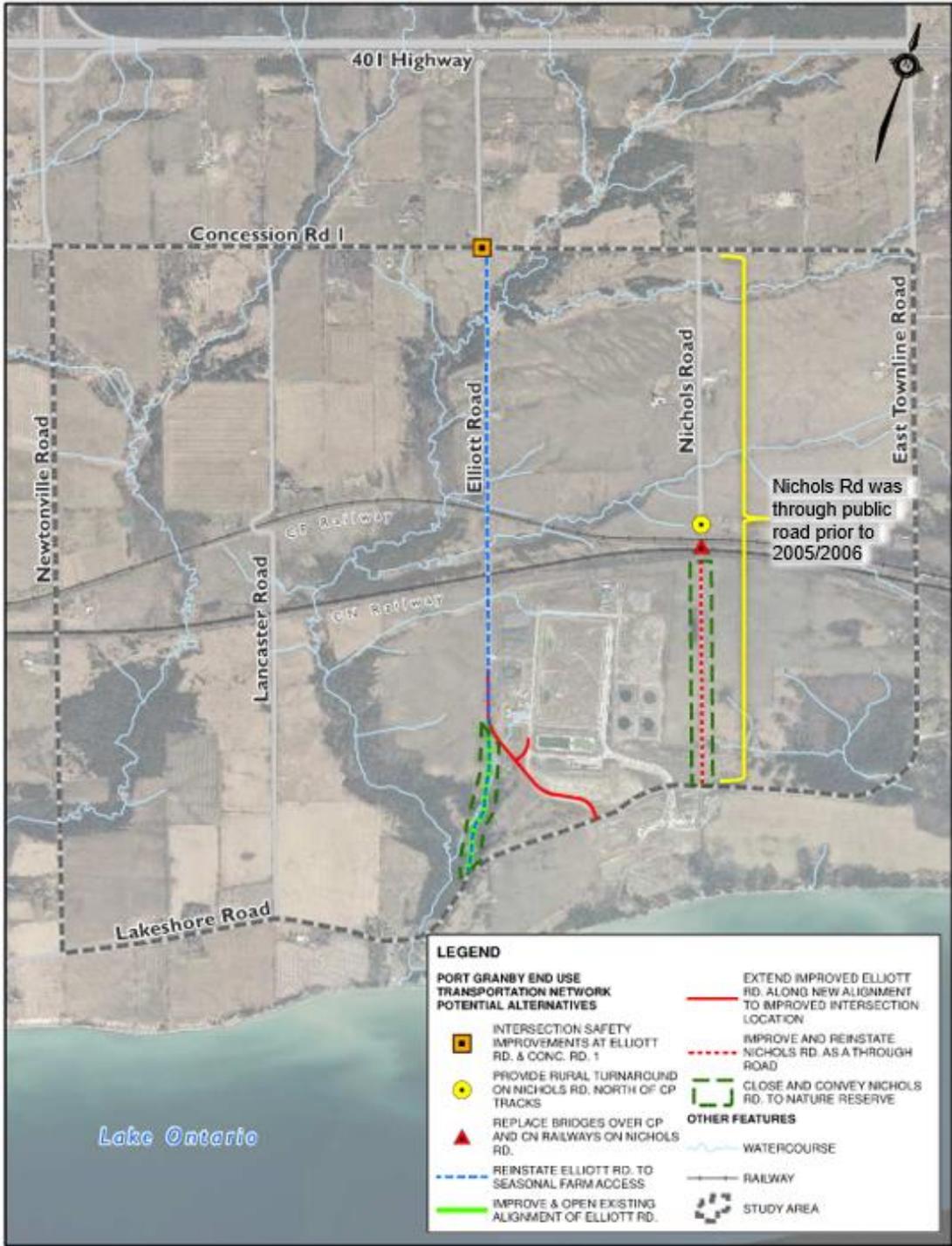
- 1. Do Nothing - Maintain Current Access Route – Elliott Road North / Concession Road 1 w/ Safety Improvements**
- 2. Improve Elliott Road to Lakeshore Road (Old or New Alignment) and Open to Public w/ access to LTWMF**
- 3. Reinstate Elliott Road to former Farm Access Road with Main Access to LTWMF 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 / Newtonville Rd	3.9	25	9
South Ent. / Lakeshore Rd / Newtonville Rd	5.9	39	22
South Ent. / Lakeshore Rd / Nichols Rd / Conc 1 / Newtonville Rd	7.6	32	14



# ROAD NETWORK PROJECT OPTIONS FOR IMPROVED FUNCTIONALITY OF THE PORT GRANBY TRANSPORTATION NETWORK



# CONCESSION ROAD 1 AND ELLIOTT ROAD INTERSECTION



Aerial Image of the Concession Road 1 and Elliott Road Intersection – Google Earth Imagery 2018

- Intersection improvements to correct sightline issues are required if Elliott Road is provided for public use as part of the Port Granby road network.



Elliott Road approaching Concession Road 1 from the North looking South – Google Earth Imagery 2011



Concession Road 1 approaching Elliott Road from the West looking East – Google Earth Imagery 2014

# ELLIOTT ROAD



Elliott Road at Concession Road 1 looking South – Google Earth Imagery 2014

- Possible need for secure, gated access from the north and south and coordination of deliveries and with first responders if existing site access route is maintained.



Elliott Road at Lakeshore Road looking North – Google Earth Imagery 2014

- Enhancement of existing Elliott Road alignment between the LTWMF and Lakeshore Road or design and construction of alternate alignment and intersection at Lakeshore Road to achieve municipal road standards.

# NOTED BENEFITS/IMPACTS TO ELLIOTT ROAD

- No sharp bends making the route more easily navigated by transport trucks.
- It is a component of the existing route used to access the facility. Continued use would reduce potential for confusion in future and the probability of future deliveries not finding the site.
- The existing southern portion of Elliott Road between the LTWFMF and Lakeshore Road passes through heavily forested lands.
- Light and noise pollution from public use of Elliott Road



Aerial Image of Elliott Road between  
Concession Road 1 and Lakeshore Road  
– Google Earth Imagery 2018

# NICHOLS ROAD

- Nichols Road will continue to be used by CNL staff to access monitoring site locations.
- Gate, signage and maintenance should be clarified and in compliance with roads agreement.
- Existing 3 Phase aerial hydro line
- Access to maintain hydro plant would be required



Aerial Image of Nichols Road between CNR crossing and Lakeshore Road – Google Earth Imagery 2018



Nichols Road at rail crossing looking South – 2014



Nichols Road at Lakeshore Road looking Northwest – Google Imagery 2014

# NICHOLS ROAD CN and CP RAIL CROSSING

- The existing Nichols Road rail crossing may be of historic significance. Significance of the truss bridge should be considered prior to planning of any future works.

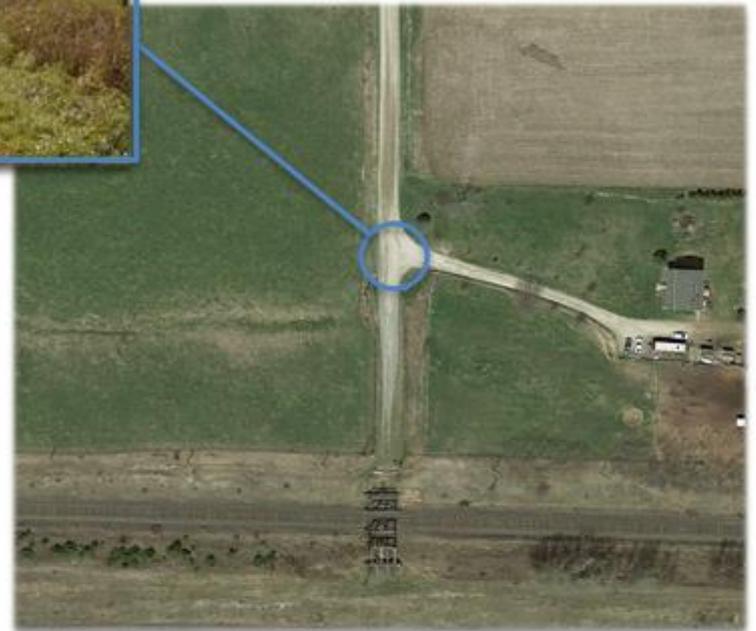


Nichols Road rail crossing east elevation – 2014

# NICHOLS ROAD TURNAROUND



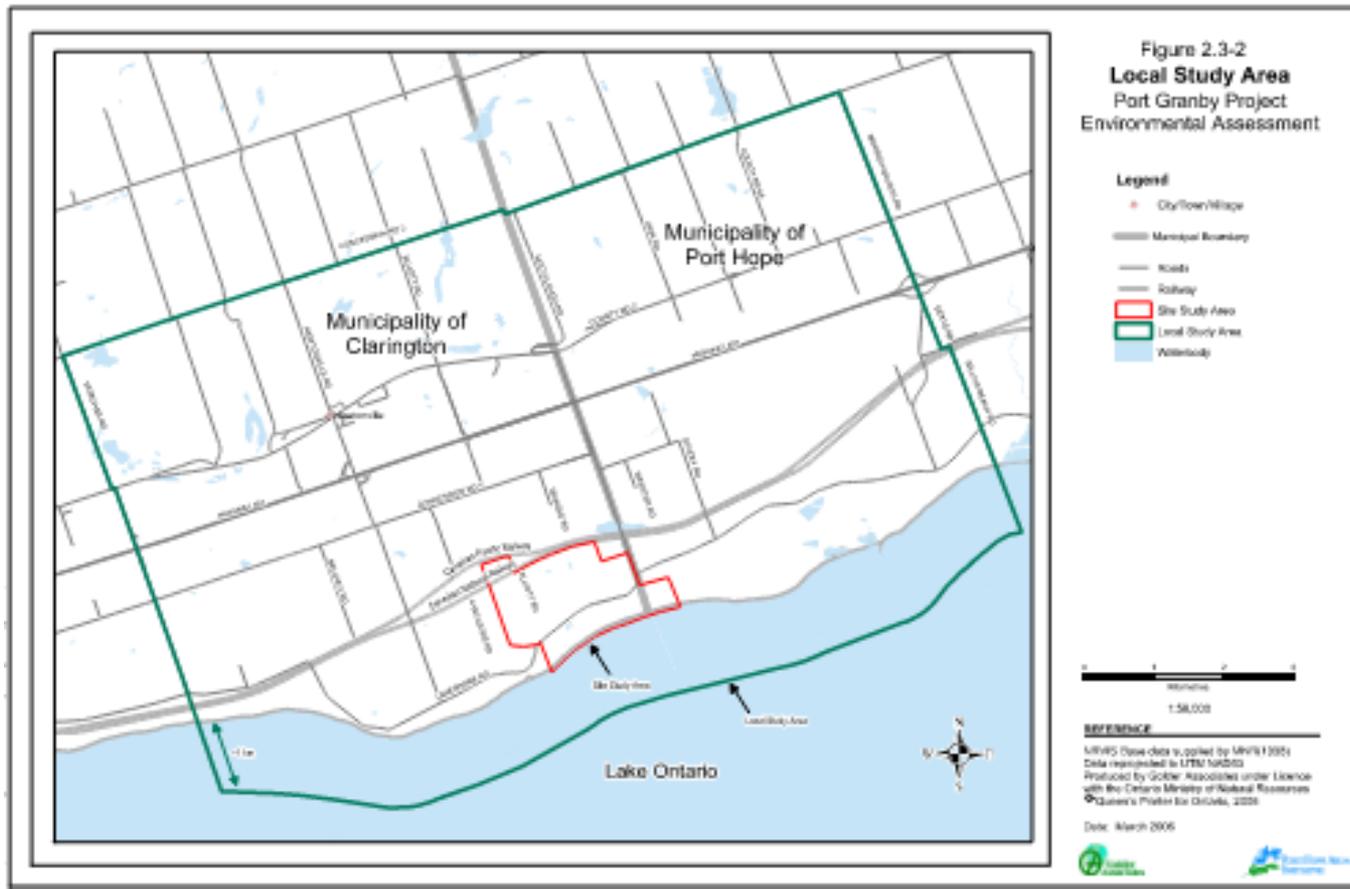
Nichols Road approaching the existing rail crossing looking South – Google Imagery 2011



Aerial Image of Nichols Road immediately North of the existing rail crossing – Google Earth Imagery 2018

# POSSIBLE ADDITIONAL PRELIMINARY ENVIRONMENTAL ASSESSMENT

- The preferred alternative road network project determined through this initial stage may or may not require further assessment depending on if impacts/solutions are outside of existing Rights of Way



# EMERGENCY SERVICES RESPONSE

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

- Multiple access points
- Current direction is access via Lakeshore Road
- Wind Direction may play a role
- Impact on potential rail incident (unrelated to LTWMF)
- Additional information provided once we hear back from Clarington EMS

## NEXT STEPS

- Assessment based on comments received from the public and other stakeholders as well as public safety and other potential impacts of various alternatives.
- Review and confirm preferred planning solution
- Develop alternative design concept(s)
- Complete detailed evaluation of preferred alternative
- Public Information Centre No.2
- Prepare and File Project Report

Please complete a comment sheet and submit all comments by **May 14, 2021**:

**Sean Bagshaw, P.Eng.**

Manager of Infrastructure  
Public Works Department  
Municipality of Clarington  
40 Temperance St.  
Bowmanville, ON L1C 3AC  
Phone: 905-623-3379, 2320  
Email: SBagshaw@clarington.net

**Ron Albright, P.Eng.**

Project Director  
CIMA+  
415 Baseline Rd. W. 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Email: Ron.Albright@cima.ca

# C

## **Appendix C: Comment Forms**







# D

## Appendix D: Question Forms

## Municipal Class Environmental Assessment for the Port Granby Project End Use Transportation Network

Public Information Centre #1 - Wednesday April 21, 2021

### QUESTION SHEET

1. Which of the presented options would be your preferred option, and why?

- PREFER OPTION 1 (DO NOTHING & MAINTAIN CURRENT ACCESS ROUTE)  
- THERE IS A PERFECTLY GOOD ACCESS ROUTE FROM BOTH NORTH & SOUTH SIDES OF THE FACILITY  
- LESS COST & LESS DISRUPTION

2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?

LEAVE SOUTH PORTION AS IT IS NOW - DO NOT OPEN IT TO LAKESHORE

3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?

CONCERN OVER TRAFFIC CONTINUING AND INCREASED NEGATIVE PROPERTY VALUE & STIGMATIZATION OF THE NEIGHBOURHOOD + WATERFRONT

4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.

PLEASE CONSIDER A BICYCLE ROUTE ALONG LAKESHORE ROAD PASSING THE SITE FOR SAFETY AND AESTHETICS

5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

- NO BENEFIT
- INCREASED TRAFFIC
- POSSIBLE ROAD RACING OF THE NEW PUBLIC ROAD
- UNNECESSARY EXPENSE

6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

NO IMPACT

7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

PLEASE USE THE EXISTING 2 ACCESS POINTS

8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

PLEASE CONTINUE WITH THE STEWARDSHIP PLAN TO MINIMIZE THE EFFECTS OF THE PROJECT & CAMOUFLAGE THE SITE ITSELF

Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Sean Bagshaw, P.Eng.  
Manager of Infrastructure, Municipality of Clarington  
SBagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca

**Municipal Class Environmental Assessment for the Port Granby Project End Use  
Transportation Network**

**Public Information Centre #1 - Wednesday April 21, 2021**

**QUESTION SHEET**

**1. Which of the presented options would be your preferred option, and why?**

My preferred option would be the first one. I want Elliott road to remain the way it is with the south end closed to public access. The yellow gate prevents vehicles from driving up the road and littering. It is a very nice walking path. I wouldn't want to see it disturbed (eg removal of trees). The yellow gate also keeps it safer (prevents vehicles from parking out of sight there).

**2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?**

Yes, I would like to have access to Elliott Road by foot and bicycle from Lakeshore Road to 1st Concession. I'm ok with leaving it the way it is now too although it would be nice if the gate at the south end of the paved part of Elliott Rd could be opened (or a people/bike gate installed) so we don't have to walk through the corn field to get to 1st concession from Lakeshore Rd (or perhaps a path at the east side of the cornfield).

**3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?**

I don't want traffic for the facility to go along Lakeshore road. In many places it is very narrow and winding and busy with people walking and riding their bikes especially in the summer. Also, if Elliott Rd was made into a through road, then the intersection at Lakeshore would have to be relocated which would mean tearing down trees etc.

**4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.**

1) If the level rail road crossing on Elliott Rd is a concern (eg. train blocking EMS access) perhaps a bridge could be built over the tracks.

2) Another transportation route could be Newtonville Rd, east along 1st Concession, south along Nicols Rd and then a road directly into the facility from Nicols Rd which would avoid travel along Lakeshore Rd. A bridge would have to be built over the tracks but unlike Elliott Rd there wouldn't be any height restrictions on the vehicles. (Elliott Rd has a subway under the tracks). Also Nicols rd is already a straight road with good intersections.

5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

If it was opened up I would be concerned about the extra traffic along Lakeshore rd and Elliott road. We enjoy walking along Elliott rd which presently has no traffic because it is closed. Lakeshore is a dangerous rd to walk along since there is no shoulder, the road is narrow, and is very windy with blind corners. There may also be concerns with people dumping garbage again. "Improving" Elliott Rd would require tearing down a lot trees and digging up a lot of soil. Elliott Road is very close to the village of Port Granby which would be bad for construction and traffic.

6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

No

7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

1) As stated previously, Elliott rd with a bridge over the level railroad tracks.

2) If Nicols Rd was made into a through road from 1st Concession to Lakeshore with a road going from it to the LTWMF, the environmental monitoring could be accessed directly from the Facility rather than driving along Lakeshore road and then up Nicols. Also, the Nicols Rd access from 1st Concession could be used with no concern about trains and the road is straight from top to bottom. Perhaps the north part of Elliott Rd (as it is now) could be the main entrance since it is a shorter route, with Nicols Rd as the secondary entrance if one is required.

8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

No

Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Sean Bagshaw, P.Eng.  
Manager of Infrastructure, Municipality of Clarington  
SBagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca

## Municipal Class Environmental Assessment for the Port Granby Project End Use Transportation Network

Public Information Centre #1 - Wednesday April 21, 2021

### QUESTION SHEET

1. Which of the presented options would be your preferred option, and why?

- I WOULD LIKE YOU TO USE  
THE EXISTING ROADS  
- WE WERE PROMISED NO TRAFFIC  
ON LAKE SHORE RD

2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?

OK

3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?

THIS IS A FARMING COMMUNITY  
AND DON'T WANT  
COMMERCIAL TRAFFIC

4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.

RETURN TO ORIGINAL CONDITION

5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

INCREASED TRAFFIC

6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

NO

7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

ELLIOTT RD VIA CON # 1  
NICHOLS RD VIA CON # 1

8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Sean Bagshaw, P.Eng  
Manager of Infrastructure, Municipality of Clarington  
SBagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca



**Municipal Class Environmental Assessment for the Port Granby Project End Use  
Transportation Network**

**Public Information Centre #1 - Wednesday April 21, 2021**

**QUESTION SHEET**

1. Which of the presented options would be your preferred option, and why?

Option 1, its the least disruptive to the environment and the community. Only  
However, I don't think the road should be a through road. I don't see the pu  
My second choice would be the use of Nichols rd.

2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the  
road by foot or bicycle?

Yes, it's a wonderful place to run and a lot of the local women enjoy walking

3. What is your greatest concern with the existing and potential future transportation network serving  
the Port Granby Area? What opportunities do you see?

Maintaining the quiet of Port Granby, ie avoiding additional traffic on Lakesho  
Additionally, ensuring there are trails/paths available for the public to use

4. Are there other Transportation improvements not presented at the PIC that you would like to be  
considered? Tell us why.

Currently it's not possible to completely run Elliott rd due to a gate. I'm havi

5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

Loss of my favorite running route would be my greatest concern. The potential

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6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

No.

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7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

Currently Newtonville rd. to Lakeshore due to a lack of infrastructure on Elliot (

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8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

The intersection of Lakeshore and Elliot has poor sight lines. Just walking alo

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Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Sean Bagshaw, P.Eng.  
Manager of Infrastructure, Municipality of Clarington  
SBagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca

## Municipal Class Environmental Assessment for the Port Granby Project End Use Transportation Network

Public Information Centre #1 - Wednesday April 21, 2021

### QUESTION SHEET

1. Which of the presented options would be your preferred option, and why?

DO NOT 'OPEN UP' Southern portion of Elliott Rd.  
South of current entrance to waste site  
Leave southern portion in its current natural  
state - use roadway through waste site to  
access Lakeshore ONLY for Emergency + Safety vehicles

2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?

Southern portion of Elliott Rd should be left in 'natural'  
state - should our municipality require a 'secondary' access route  
to the site it should be 'Emergency' only - NO commercial vehicles

3. What is your greatest concern with the existing and potential future transportation network serving

the Port Granby Area? What opportunities do you see? Our residents have waited many

years for construction to be completed, we were 'assured' by  
our council that Elliott Road would never be a thoroughfare  
should a secondary access be required for safety - it  
should be 'Emergency Services' only - all other use  
(concession and northern part of Elliott Rd - now paved)

4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.

our community has been 'clear' throughout the  
consultation process - WE DO NOT WANT IMPROVED  
TRANSPORTATION - we were promised, and wish a  
return to our quiet (no traffic) community. We have  
had enough of bureaucratic 'busy bodies' helping  
NOT ONE BUREAUCRAT lives within 2 miles  
of our site BUT all seem to know what is good  
for us, less ask that they consider 'additional'  
transportation routes 'around their homes and  
neighbourhoods and leave us alone.

5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

Absolutely No benefit to our neighborhood.

It would simply create a 'speedway' for youths to gather for racing and parties.

6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

No

7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

Stay with current access - i.e. Concession 1 and Elliott Rd paved portion to access site.

A secondary, for Emergency Vehicles Only access can be developed where the current access road runs between both 'old' + 'new' sites off Lakeshore Rd.

8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

We chose to live in our community for its quiet and pastoral way of life - we wish to keep it that way. For some people who wish to live in a 'busy and paved' environment (e.g. engineers) we suggest they choose Courville, Ottawa + Toronto for their homes. 'Pave it all' to your hearts delight.

Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Sean Bagshaw, P.Eng.  
Manager of Infrastructure, Municipality of Clarington  
SBagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca



**Municipal Class Environmental Assessment for the Port Granby Project End Use  
Transportation Network**

**Public Information Centre #1 - Wednesday April 21, 2021**

**QUESTION SHEET**

**1. Which of the presented options would be your preferred option, and why?**

Improve Elliott Road to Lakeshore Road (New Alignment) and Open to Public w/ access to LTWMF

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**2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?**

Yes

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**3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?**

Only one all year access from Port Granby and surroundings to Highway 401 via Newtonville road. Opportunity to build a second access.

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**4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.**

Improvements to Newtonville road south of Concession 1.

This road was used initially by the Port Granby Project vehicles for several months and deteriorated as a result

Alternate access to the LTWMS site in case of emergency and primary road closure

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5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

Concerns: None

Benefits: Alternate access to 401 from Lakeshore in addition to Newtonville road

Distribution of westbound traffic from Port Hope area to Hwy 401 between 2 roads

6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

No

7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

Elliott road south via Concession 1 from teh 401/Newtonville exit

8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

Widen Lakeshore road in the area it intersects wiht Elliott orad (existing and planned)

Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Sean Bagshaw, P.Eng.  
Manager of Infrastructure, Municipality of Clarington  
SBagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca



**Municipal Class Environmental Assessment for the Port Granby Project End Use  
Transportation Network**

**Public Information Centre #1 - Wednesday April 21, 2021**

**QUESTION SHEET**

**1. Which of the presented options would be your preferred option, and why?**

I would prefer the 'do nothing' option. Leave the current paved section for access to the facility, and keep Lakeshore Road for use only in emergency situations.

**2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?**

Absolutely. Elliott road is very nice to walk down.

**3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?**

Leaving Elliott road as it is, and not as a through road, does make me a little concerned about illegal dumping. However, I think the yellow gate at the south entrance has been a great help to that, as it prevents access by unauthorized vehicles.

**4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.**

I discussed this with my family, and we arrived at the same conclusion. Is it possible that a small access road could be built between Nichols Road and the East side of the facility? That way, Lakeshore Road would not need to be accessed, and it would solve the issue of any trains stopping on the tracks and blocking access to the site.

5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

I am most concerned of the increase in traffic. Lakeshore Road is already a very busy road. There have been accidents in the past at the corner where Elliott Road and Lakeshore Road meet. Having an additional road entrance there would be a mistake, I believe. The greatest benefit would be to have an additional road to use in times of bad weather, or if Lakeshore Road/Newtonville road is otherwise inaccessible.

6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

No.

7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

Continue to use the current Elliott Road for servicing and maintenance. Use Lakeshore Road in rare cases of emergency.

8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

No.

Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Sean Bagshaw, P.Eng.  
Manager of Infrastructure, Municipality of Clarington  
SBagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca

## Municipal Class Environmental Assessment for the Port Granby Project End Use Transportation Network

Public Information Centre #1 - Wednesday April 21, 2021

### QUESTION SHEET

1. Which of the presented options would be your preferred option, and why?

Option 1 - This response covers 3 resident households (Rosemarie Tishnisky, Stan Tishnisky & Lorr/Brian Graham). This preferred option would be easiest and most convenient for us ensuring minimal traffic & peacefulness for all routes considered.

2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?

Yes, we would still want access by foot and bicycle for our family.

3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?

Greatest concern would be having a lot of traffic and it is of most importance to us to keep the area as peaceful & quiet for local residents and wild life

4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.

No, less traffic the better.

5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road?

What would you consider as the greatest benefit?

The greatest concern would be traffic from public  
as opposed to local residences.

6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?

Very minimally

7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?

through the preferred option 1. If a second route is  
required, we'd suggest using Nichols Rd directly to the  
facility

8. Do you have advice or observations to share about how to improve roads running east and west through the study area?

Please return comments to one of the Project Managers below by May 14th, 2021. Should you require additional space, please provide on a separate document or in an e-mail.

Jean Bagshaw, P.Eng.  
Manager of Infrastructure, Municipality of Clarington  
Bagshaw@clarington.net

Ron Albright, P.Eng.  
Project Director, CIMA+  
ron.albright@cima.ca

## Municipal Class Environmental Assessment for the Port Granby Project End Use Transportation Network

Public Information Centre #1 - Wednesday April 21, 2021

### QUESTION SHEET

1. Which of the presented options would be your preferred option, and why?

Keep Elliott Rd open to the public from Con 1 to Lakeshore via new alignment. Keep Elliott Rd from site area to Lakeshore a 'goat path' the way it exists now. Improve Nichols Road  Keep it as it is now - a farm road, but either way, have the Bridges rebuilt.

2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?

Yes, perhaps paint a line running from Con 1 to the site (for walkers, cycling), or a chain link fence beside the paved road from Con 1 south to the site. Put cement pillars at the entrance

3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?

Living at Newtonville + Lakeshore roads the less traffic the better. I'd prefer vehicles (any), going to the site via Con 1 + Elliott Rd. to prevent motorized vehicles from entering

4. Are there other Transportation improvements not presented at the PIC that you would like to be considered? Tell us why.

Local residents drive to/from their homes on roads in and around the 'study area'. We also walk/bicycle these roads. Having the road surfaces maintained/paved, is mandatory. Yes I understand Newtonville Rd is undergoing resurfacing soon. Elliott Rd N, which has very few homes was beautifully paved, as is Morgan Rd (Lakeshore to Con 1). Whereas Concession 1, West of Newtonville is in great need of road repair!  
East Townline, north to Con 1 needs resurfacing, as does Con 1 West of East Townline Rd.

# E

## Appendix E: Meeting Minutes



# Meeting Minutes

**Meeting:** Public Information Centre #1

**Project:** Port Granby End Use Transportation Network MCEA

**Date and Time:** Wednesday April 21<sup>st</sup>, 2021 at 7pm

**Location:** Microsoft Teams

**Facilitators:** Sean Bagshaw, Municipality of Clarington  
Dave Hardy, Hardy Stevenson & Associates Ltd.  
Lauren Wingham-Smith, Hardy Stevenson & Associates Ltd.  
Ron Albright, CIMA+  
Will McCrae, CIMA+  
Elysia Friedl, CIMA+

Note: Please advise author immediately of any errors or omissions.

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## Discussion Topics

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### 1. Introduction

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|-----|--|
| 1.1 | Dave Hardy introduced himself and welcomed everyone to the virtual Public Information Centre (PIC) for the Port Granby Transportation Network Municipal Class Environmental Assessment (EA).   |
| 1.2 | Dave informed the attendees of the order of events of the PIC and kindly asked everyone to turn off their cameras and mute all mics until the question-and-answer session. He also notified all attendees that the meeting was being recorded and would be posted on the Municipality's website. |

### 2. Purpose of the Public Information Centre

- |     |   |
|-----|---|
| 2.1 | The purpose of the PIC is to provide the public the opportunity to learn about the decisions the Municipality needs to make, and for the Municipality to learn about the public's views and opinions. |
| 2.2 | This meeting was convened because the Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (MCEA) to investigate how the                                 |

## Discussion Topics

local transportation network can best serve the community as the Port Granby Project enters end use operations, and they want the public's feedback for the proposed options.

### 3. Project Team

3.1	<p>The Municipality is responsible for the roads network, and the Municipality Class EA. On the call are:</p> <ul style="list-style-type: none"> <li>• Sean Bagshaw, Manager of Infrastructure, Public Works Department</li> <li>• Amy Burke Acting Manager – Special Projects, Planning Services Department</li> </ul>
3.2	<p>CIMA+ is engaged by Clarington to undertake the MCEA work. On the call from CIMA+ are:</p> <ul style="list-style-type: none"> <li>• William McCrae, Vice President, Roads &amp; Bridges, Ontario</li> <li>• Ron Albright, Project Director</li> <li>• Elysia Friedl, Environmental Professional</li> </ul>
3.3	<p>Hardy Stevenson &amp; Associates Ltd. (HSAL), represented by:</p> <ul style="list-style-type: none"> <li>• Dave Hardy, President, Hardy Stevenson and Associates Limited</li> <li>• Lauren Wingham-Smith, Project Engineer</li> </ul>
3.4	<p>Canadian Nuclear Laboratories (CNL) staff:</p> <ul style="list-style-type: none"> <li>• Jordan Wilson, Project Lead, Construction</li> <li>• Bill Daly, Manager, Public Communications &amp; Programs</li> <li>• Susan Bailie, Project Transition Team Lead, Program Office</li> <li>• Dave Smith, Vice-President, Business Operations, CFO</li> </ul>
3.5	<p>Atomic Energy of Canada Ltd. (AECL) staff:</p> <ul style="list-style-type: none"> <li>• Robert Keeler, Senior Technical Advisor</li> </ul>
3.6	<p>CNL and AECL staff were on hand as stakeholders, and attendees were asked to keep comments on the current study, not the clean-up project.</p>

### 4. Health and Safety Moment

4.1	<p>Will McCrae discussed the importance of being vigilant whilst driving this time of year. The weather can change over night as seen today with the late snowfall. Many people have already changed their tires over to their summer tires, and it is important to take your time and make sure you are driving safely.</p>
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### 5. Prepared Questions

## Discussion Topics

5.1	<p>The project team kindly asked attendees to consider the following questions and provide their comments to the project team via the question sheets posted on the Municipality's website or through email/phone calls to the project managers.</p> <ol style="list-style-type: none"> <li>1. Which of the presented options would be your preferred option, and why?</li> <li>2. If the preferred solution is to close Elliott Road to through traffic, would you still want access to the road by foot or bicycle?</li> <li>3. What is your greatest concern with the existing and potential future transportation network serving the Port Granby Area? What opportunities do you see?</li> <li>4. Are there other Transportation improvements not presented at the PIC tonight that you would like to be considered? Tell us why.</li> <li>5. What would be your greatest concern if Elliott Road was improved and opened up to Lakeshore Road? What would you consider as the greatest benefit?</li> <li>6. Has the current closure of Nichols Road between Lakeshore Road and Concession Road 1 impacted your typical travel in the area that you may have taken in the past?</li> <li>7. The Long-Term Waste Management facility will need access over the long term for servicing, emergency response vehicles and environmental monitoring. Given your knowledge of the area, what road options will best allow this to occur?</li> <li>8. Do you have advice or observations to share about how to improve roads running east and west through the study area?</li> </ol>
<h2>6. Main Presentation</h2>	
6.1	<p>Ron Albright presented the main PIC slides which have been posted on the Municipality's website for review and attached at the end of these minutes.</p>
<h2>7. Open Q&amp;A Session</h2>	
7.1	<p>Residents want to ensure that whatever option is chosen, does not affect their farm operations or access to their properties.</p> <p><b>Project Team Response:</b> The team will ensure everyone has access to their properties no matter what option is preferred.</p>
7.2	<p>Inquiry regarding the end of the road lease with the Federal Government.</p> <p><b>Project Team Response:</b> The lease ends in April 2022.</p>
7.3	<p>Concern regarding dead-end roads (specifically Nichols) and that they will lead to increased illegal activities such as dumping of garbage. Residents would prefer a through road to avoid this issue.</p>

## Discussion Topics

	<p><b>Project Team Response:</b> If the roadways are not opened again, then the idea is to transfer the lands to the Nature Reserve to reduce access to the lands.</p>
7.4	<p>Many residents supported the current set-up of Elliott Road (with the realignment north of Lakeshore Road), as it would not make sense to rip up the asphalt.</p> <p><b>Project Team Response:</b> The project team noted this for the evaluation of the options.</p>
7.5	<p>It was pointed out that the old alignment of Elliott Road created an unsafe curve at the intersection with Lakeshore Road, and this should be avoided.</p> <p><b>Project Team Response:</b> The project team noted this for the evaluation of the options.</p>
7.6	<p>A resident pointed out that Newtonville Road can be very unsafe in the winter and another north-south option to get to Lakeshore Road from Highway 401 would be a good alternative.</p> <p><b>Project Team Response:</b> The team noted this and agreed adding another alternative for travel would be an asset to the network.</p>
7.7	<p>Concern that the CP Rail bridge on Elliott Road could create issues as it is narrow and if people don't slow down it could cause accidents. It could also affect an emergency response to the facility.</p> <p><b>Project Team Response:</b> The team noted that any reconstruction or modification of the roadway would include bringing it to current road standards for the area. The current design included for some "layby" areas on both sides of the bridge to allow for vehicles to stop and wait safely while opposing traffic went through the bridge opening which is too narrow to accommodate 2 lanes of traffic. Other safety measures would be reviewed should the opening of Elliott as a through road be selected as the preferred alternative.</p>
7.8	<p>Question regarding the status of the CN and CP bridges on Nichols Road. Would Nichols south of the tracks be a public road, or for CNL access only? What would be the surface quality of the roadway?</p> <p><b>Project Team Response:</b> The intent would be for it to be a public opened road and the surface would be brought up to rural standards.</p>
7.9	<p>Residents would like to avoid the transport trucks using Lakeshore Road when transporting materials to and from the facility. Many cyclists use this route. Concerns over the safe handling of the materials and how many trucks would be going to and from the WTP.</p> <p><b>Project Team Response:</b> The Team can't say for certain as monitoring and studies will be ongoing for the next 2 years to confirm waste haulage from the site, but CNL has</p>

## Discussion Topics

	provided some preliminary truck traffic estimates. These estimates are shown in a table on slide 14 of the presentation.
7.10	<p>Inquiry regarding the rank and prioritization of the options.</p> <p><b>Project Team response:</b> these criteria will be created over the course of establishing a preferred alternative. The criteria will be based on items such as environmental impact, human health and safety factors, traffic impacts, cost, engineering feasibility, property impacts, etc.</p>
7.11	<p>What would be the sightline improvements at Elliott Rd and Conc. Rd. 1?</p> <p><b>Project Team response:</b> These improvements will be established over the course of the design, but could include items such as, realignment of Elliott Rd, and regrading.</p>

## 8. Summary of Actions and Next Steps

8.1	The project team would like all comments and feedback to be submitted by May 14 <sup>th</sup> , 2021 to allow the project team to review and proceed with the evaluation of the alternative routes.
8.2	A second PIC will be held in July 2021 to further inform the public about the design options and study progress.
8.3	The Municipality thanked everyone for their attendance and feedback.

End of Minutes.

Elysia Friedl, CIMA+

Lauren Wingham-Smith, HSAL

Encl: PDF of PIC Presentation Slides

**The Municipality of Clarington**

# **Public Information Centre #2 Summary Report**

**Port Granby End Use Transportation Network Schedule 'B'  
MCEA**

Friday, March 18, 2022

C14-0004

## **CIMA+**

415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
T 905 697-4464 F 905 697-0443  
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## **Contact**

Ron Albright, P.Eng.  
ron.albright@cima.ca  
T 905 697-4464 ext. 6929



Engineering for **people**

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## List of Appendices

- Appendix A: Notice of PIC #1
- Appendix B: PIC #2 Presentation Slides

## 1 Introduction

Through the existing Hardy Stevenson and Associates Ltd. (HSAL) contract to provide Municipal Peer Review services on the Port Hope Area Initiative Port Granby Project to the Municipality of Clarington (Municipality), CIMA Canada Inc. (CIMA+) and HSAL are to conduct a Schedule 'B' Municipal Class Environmental Assessment (EA) Study for the Port Granby Project end use transportation network.

As part of this EA study, the project team held the first Virtual Public Information Centre (PIC) on Wednesday April 21<sup>st</sup>, 2021, and the second virtual PIC on Thursday March 3, 2022. The purpose of this report is to summarize the second PIC and the comments received from the public and other stakeholders.

## 2 Notice of Public Information Centre #2

A Notice of PIC #2 was prepared to inform the public, agencies, stakeholders, and Indigenous Communities of the opportunity to review the project and provide input to the project team. The Notice of PIC #2 outlined the purpose of the meeting and identified the time, date, and format for the PIC. The Notice invited public comments on the study by either attending the virtual PIC or contacting the project team via an online comment form or email.

The Notice was posted on the project webpage on the Municipality's website and advertised in "Clarington This Week" and the "Orono Weekly Times" newspapers the weeks of February 23<sup>rd</sup>, 2022, and February 28<sup>th</sup>, 2022. The Notice was also posted on the Municipality's Twitter and Facebook accounts on March 2<sup>nd</sup>, 2022.

The Notice was emailed to agencies, stakeholders, interested residents, Indigenous Communities, and property owners within the Study Area as shown in **Figure 1**. A copy of the Notice is included in **Appendix A**.



Figure 1: Map Showing the EA Study Area

### 3 Summary of PIC #2

The PIC was held virtually on Microsoft Teams on Thursday March 3<sup>rd</sup>, 2022, from 7:00 PM to 9:00 PM. The format of the PIC was a live presentation, followed by a question-and-answer session. A copy of the PIC presentation slides is provided in **Appendix B**, and a summary of the key themes covered were:

- Project Background and Context
- Long-term Management Plan
- Summary of PIC #1
- Problem and Opportunity Statement
- Study Process
- Study Area
- Current Route and Existing Conditions
- Alternative Solutions
- Alternative Route Solutions
- Clarington Response
- Alternative Solutions Evaluation
- Preferred Alternative Solution
  - Safety Improvements – profile modifications and removal/shortening of guiderail
  - Cul-de-sac at Nichols Road
  - Continued access to private lands
- Next Steps

Twenty-two (22) people signed into the presentation. The PIC was recorded, and all presentation materials were posted on the project webpage on the Municipality's website for review by the public on March 7, 2022.

### 4 Summary of Comments and Responses

All comments received from the presentation were noted and a comment received via email were reviewed and summarized in this report.

The public was encouraged to provide input as it would be important in the evaluation process for the alternatives. While comments are always welcomed by the project team, comments specific to PIC #1 were requested to be submitted by March 17<sup>th</sup>, 2022, to allow the project team to review and respond accordingly.

The following table provides a summary of the key comments received during the PIC process and the project team's response:

Comment / Question / Concern	Project Team Response
<b>Traffic Operations / Road Safety</b>	
Concern of speeding on Elliott Road and if speed bumps would be considered.	Due to the rural nature of the road, it is not typical to have speed bumps installed as they would not be expected and could lead to unsafe road conditions.
Interest on the access to Nichols Road south of the railway tracks.	The project team confirmed that the south end of Nichols Road would remain gated to the public, but access will be granted for monitoring activities and maintenance crews.
Question regarding the south end of Elliott Road connecting to Lakeshore Road.	The current configuration of the south-end of Elliott Road will remain as is. For the properties that have access off Elliott Road to the south, will have continued access through the gate.
If any improvements are planned for the widening under the CPR tracks.	There are no plans to upgrade the roadway or widen it at this time. Emergency responders are able to use the roadway if necessary and it can accommodate standard large vehicles.
Residents would like public access on Elliott Road for walking, biking and non-motorized uses.	The Project Team noted this comment and will take it under consideration as the study is completed.
Inquiry on if East Townline Road and Concession Road 1 will be resurfaced as they are quite rough in shape.	East Townline Road between Lakeshore Road and Concession Road 1 will be resurfaced this year (including slurry seal next year). Concession 1 Road from East Townline Rad to Elliott Road slated for resurfacing no earlier than 2026/2027. Upgrades on Concession 1 Road between Elliott Road and Newtonville

	Road will be reviewed as the Port Granby LTWMF reaches Phase C.
<b>Environmental Comments</b>	
Timeline for the monitoring of the area, especially the stream.	Monitoring activities will continue throughout the site after this stage in the clean-up, but the project team was not aware of the exact requirements. CNL staff confirmed they would provide further information to the resident after the PIC.
<b>General Comments</b>	
Timeline for the replacement of culverts on Elliott Road.	While not part of this study, Clarington will commence works to replace the culverts in Summer 2022 once the fish restriction windows allow.
Several residents were pleased that the Do-Nothing option was selected as the preferred option.	Noted by the project team.

## 5 Conclusion

The PIC was an opportunity to hear comments from the public on the selection of the preferred solution. A Project File Report will be prepared and placed on public record for 30 calendar days later in Spring 2022.

# A

## **Appendix A: Notice of PIC #2**

## Notice of Public Information Centre #2

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





## Public Information Centre #2

A virtual Public Information Centre (PIC) is being held to provide members of the public, Indigenous Communities, Agencies and stakeholders with an opportunity to review the study background, alternative solutions, evaluation of alternative solutions, selection of the preferred solution and the next steps in the study.

**Date: Thursday March 3, 2022**

**Time: 7:00 PM to 9:00 PM**

**Meeting Access: Click on the Link below or Visit the Project Webpage**

**Meeting Link: [Port Granby End Use Transportation Network MCEA PIC#2](https://www.clarington.net/portgranbyroadnetwork/)**

The PIC format will include a virtual presentation and will conclude with a Question-and-Answer period. The presentation will commence shortly after 7:00 PM and will be recorded and posted on the Municipality's website for viewing on March 4, 2022 at the following link:

<https://www.clarington.net/portgranbyroadnetwork/> .

An online question and comment sheet will be available on the project website for those interested in submitting their comments to the project team. We kindly ask that you please submit comments related to the PIC material by **March 17, 2022**, and direct questions to either of the project managers below:

Kevin Heathcote, P. Eng.  
Capital Works Supervisor  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2302  
Fax: 905-623-9282  
KHeathcote@clarington.net

Ron Albright, P. Eng.  
Project Director, Associate Partner  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
ron.albright@cima.ca

Should you require alternative arrangements to review this information, please contact one of the above project team members and they can make those arrangements.

## Project Updates

Visit the project website (<https://www.clarington.net/portgranbyroadnetwork/>) to learn more about the study, find links to notices and other related content. More information will be uploaded to this website as the project progresses.

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on February 24, 2022.

# B

## **Appendix B: PIC #2 Presentation Slides**



*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.

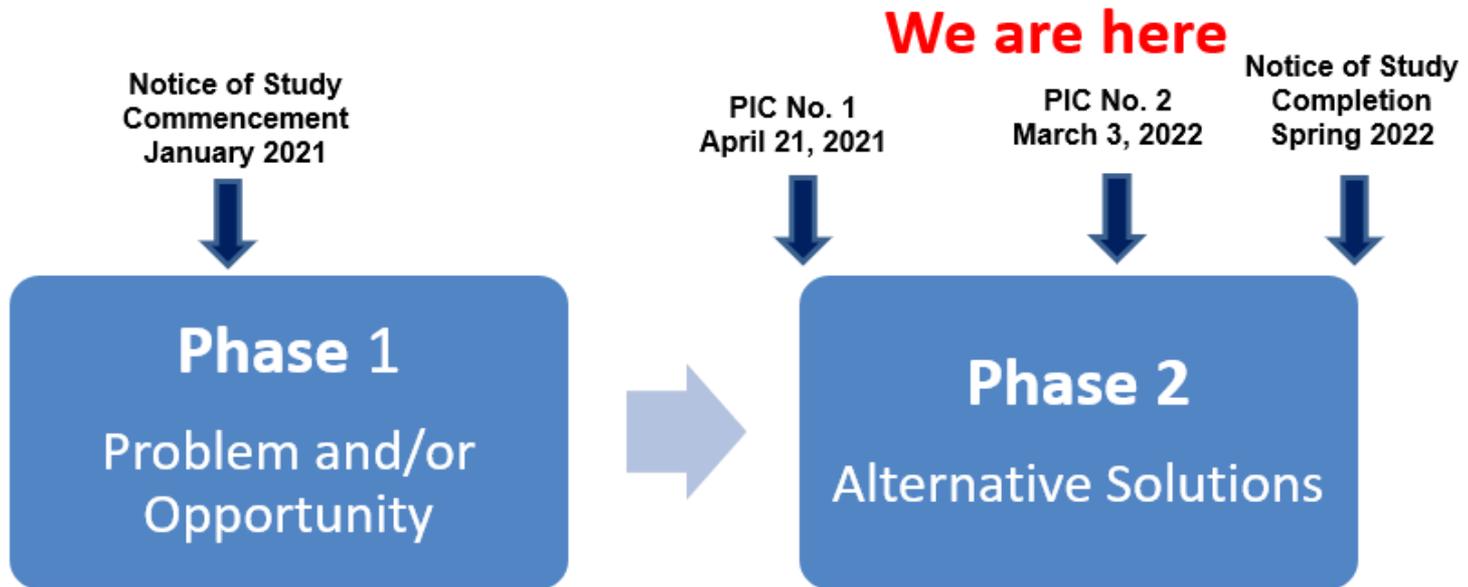
In addition to Elliott Road, there are alternate routes to the facility that could be used to access the site in the long-term and improve the Port Granby transportation network as a whole.

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				
Heathy 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**

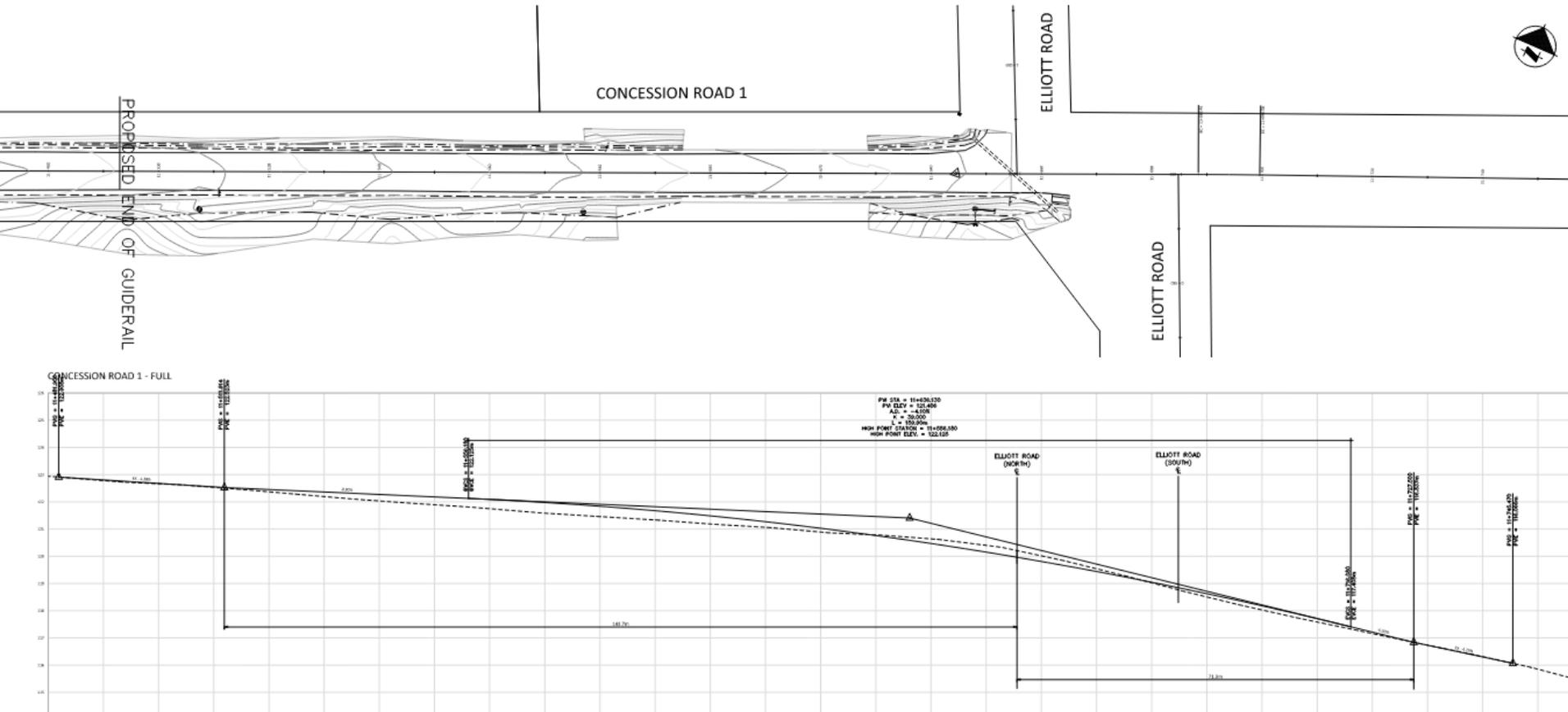
- Option 1 – Improve visibility with profile modifications to Concession Road 1 and Elliott Road
- Option 2 – Utility modifications to remove hazard from roadside and shorten guiderail – improving sight lines
- Consideration for intersection lighting during detailed design.
- Cul-de-sac – Nichols Road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

# PREFERRED ALTERNATIVE SOLUTION



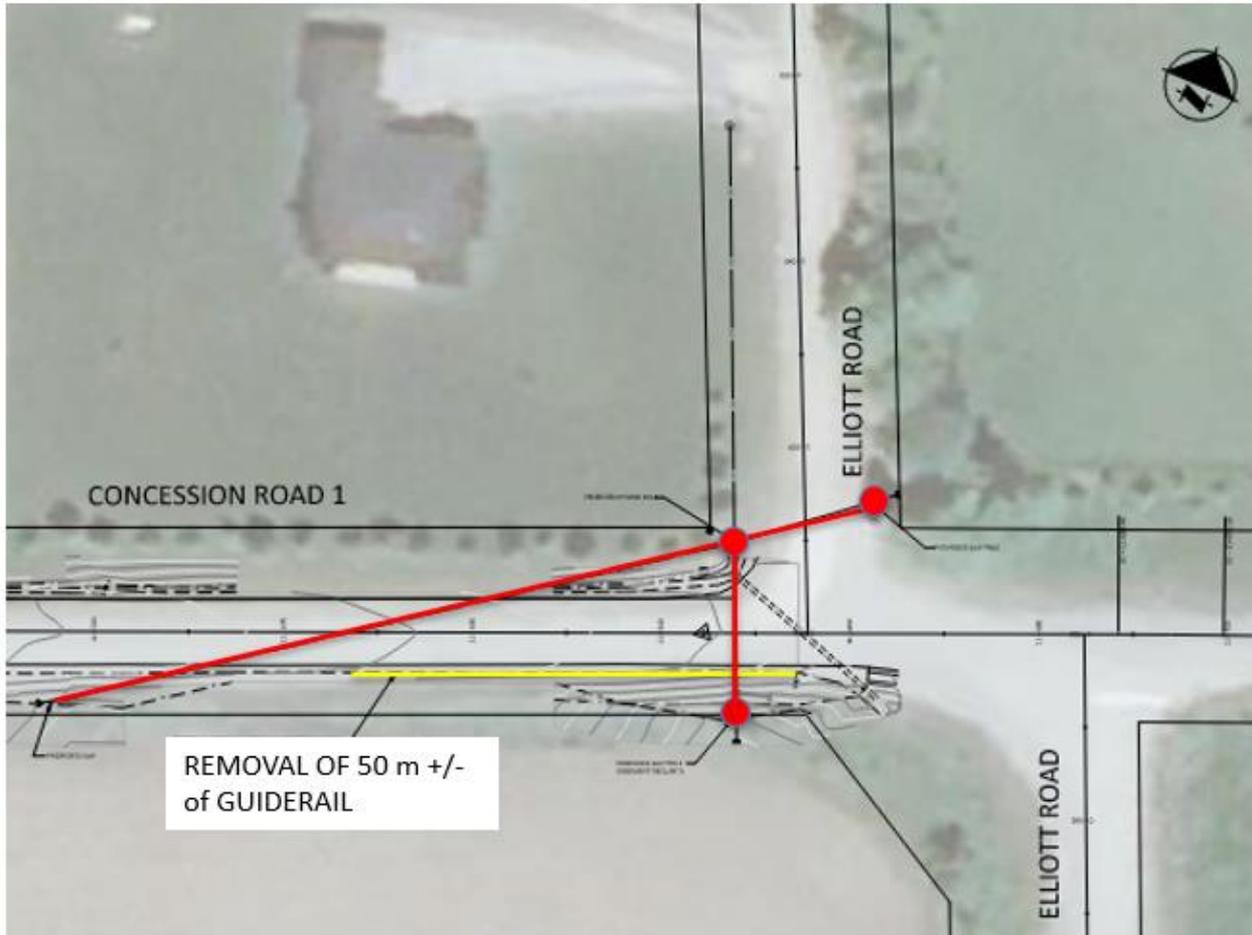
# PREFERRED ALTERNATIVE SOLUTION

## 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



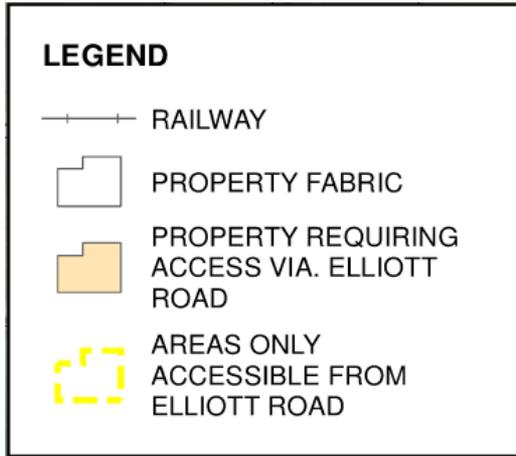
# PREFERRED ALTERNATIVE SOLUTION

## 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.**

Capital Works Supervisor  
Public Works Department  
Municipality of Clarington  
40 Temperance St.  
Bowmanville, ON L1C 3AC  
Phone: 905-623-3379, 2302  
Email: [KHeathcote@clarington.net](mailto:KHeathcote@clarington.net)

**Ron Albright, P.Eng.**

Project Director, Partner  
CIMA+  
415 Baseline Rd. W. 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Email: [Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)

# D

## **Appendix D: Copies of Original Correspondence**

# Clarington

March 1<sup>st</sup>, 2021

Alderville First Nation – Administration Office  
11696 Second Line Road  
Roseneath, Ontario K0K 2X0

## SENT VIA EMAIL

**Attention: Dave Simpson, Consultation Coordinator**

RE: Port Granby Project End Use Transportation Network MCEA, Port Granby  
Ontario, Schedule 'B' Municipal Class Environmental Assessment (MCEA)  
Notice of Study Commencement

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

The study is being conducted in compliance with the Schedule 'B' Municipal Class Environmental Assessment (Class EA) process set out by the Municipal Engineers' Association, and as required under the *Environmental Assessment Act*. The study will define the problem, identify alternative solutions, analyze and evaluate each alternative based on potential impacts to the natural, social and economic environments, and propose a preferred solution.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality of Clarington wishes to ensure that these consultations happen in a meaningful way.

If you wish to provide comments at any time during this study, we request they be directed to one of the Project Managers listed below.

Sincerely,

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Rd. W., 2nd Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

The Corporation of the Municipality of Clarington, 40 Temperance Street, Bowmanville, ON L1C 3A6  
1-800-563-1195 | Local: 905-623-3379 | info@clarington.net | [www.clarington.net](http://www.clarington.net)

## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects

Within the framework of this agreement the Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently Elliott Road from Concession Road 1 to the facility entrance is leased to Canada. At the termination of the Elliott Rd. lease, the Municipality has the option to request removal of the road works between the facility and Concession Rd 1, initiate closure of the road, or re-establish the road as a public highway. The Municipality needs to make this decision within the context of safe continued operation and end use of the Port Granby facility considering the functionality of the local transportation network including the following:

- The future role of Elliott Road south of the facility
- The future role of Nichols Road east of the facility
- The potential ultimate end use of the surrounding lands as a Nature Reserve
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP)
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites.
- Other Items that may be important to local residents or other road users

There will be public consultations regarding the study and information on the consultations will be released as the study progresses. For more information about this project, visit <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp>. If you have any questions or concerns, please contact one of the following individuals listed below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A8  
Phone: 905-823-3379, 2320  
Fax: 905-823-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-897-4464, 8929  
Fax: 905-897-0443  
Ron.Albright@cima.ca

Under the Freedom of Information and *Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on January 14<sup>th</sup>, 2021.

**From:** [Elysia Friedl](#)  
**To:** [consultation@alderville.ca](mailto:consultation@alderville.ca)  
**Cc:** [Bagshaw, Sean](#); [Ron Albright](#)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre  
**Date:** Tuesday, April 6, 2021 3:21:00 PM  
**Attachments:** [Port Granby Project Notice of PIC\\_Final.pdf](#)

---

Good Afternoon,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 1 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Wednesday April 21st, 2021  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Junior Environmental Professional

T 905-807-4484 ext. 6030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

**NOTICE – Please be advised that because of COVID-19, I am currently working from home. Please communicate by email.**



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CANADA 2019

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---

**From:** Verhoog, Catherine <[cverhoog@clarington.net](mailto:cverhoog@clarington.net)>  
**Sent:** Wednesday, March 3, 2021 2:22 PM  
**To:** [consultation@alderville.ca](mailto:consultation@alderville.ca)  
**Cc:** [SBagshaw, Sean](mailto:SBagshaw@clarington.net); [Bullied, Kristin](mailto:KBullied@clarington.net); [Ron Albright](mailto:RonAlbright@cima.ca)  
<[Ron Albright](mailto:RonAlbright@cima.ca)>; [William McCrae](mailto:WilliamMcCrae@cima.ca) <[William McCrae](mailto:WilliamMcCrae@cima.ca)>  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Study Commencement

---

**EXTERNAL EMAIL**

ATTN: Mr. Dave Simpson

Good Afternoon Mr. Simpson,

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality wishes to ensure that these consultations happen in a meaningful way.

Please see the attached correspondence for details of this study, and instructions on how to provide comments at any time during this study.

Kindest regards,

**Catherine Verhoog**

Project Administration Clerk

Public Works Department

Municipality of Clarington

40 Temperance Street, Bowmanville, ON L1C 3A6

905-623-3379 ext. 2308 | 1-800-563-1195

[www.clarington.net](http://www.clarington.net)

**From:** [Elysa Friedl](#)  
**To:** [consultation@aldersville.ca](mailto:consultation@aldersville.ca)  
**Cc:** [Heathcote, Kevin](#); [Ron Albright](#)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre #2  
**Date:** Thursday, February 24, 2022 9:27:00 AM  
**Attachments:** C14-0004-Port Granby Project Notice of PIC2\_Final.pdf

---

Good Morning,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 2 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Thursday March 3<sup>rd</sup>, 2022  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Project Coordinator, Infrastructure

T 905-697-4464 ext-6939  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA  
**NOTICE – Please be advised that because of COVID-19, I am currently working from home. Please communicate by email.**



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CANADA 2021

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CONFIDENTIALITY WARNING This email is confidential. If you are not the intended recipient, please notify the sender immediately and delete it in its entirety.

---

# Clarington

March 1<sup>st</sup>, 2021

Beausoleil First Nation  
11 O'Gemaa Miikaan  
Christian Island, Ontario L9M 0A9

## SENT VIA EMAIL

**Attention: Jane Copegog, Lands Manager**

RE: Port Granby Project End Use Transportation Network MCEA, Port Granby  
Ontario, Schedule 'B' Municipal Class Environmental Assessment (MCEA)  
Notice of Study Commencement

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Sincerely,

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Rd. W., 2nd Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

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## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.



# Clarington

The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects

Within the framework of this agreement the Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently Elliott Road from Concession Road 1 to the facility entrance is leased to Canada. At the termination of the Elliott Rd. lease, the Municipality has the option to request removal of the road works between the facility and Concession Rd 1, initiate closure of the road, or re-establish the road as a public highway. The Municipality needs to make this decision within the context of safe continued operation and end use of the Port Granby facility considering the functionality of the local transportation network including the following:

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- The future role of Nichols Road east of the facility
- The potential ultimate end use of the surrounding lands as a Nature Reserve
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP)
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites.
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Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-823-3379, 2320  
Fax: 905-823-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-897-4464, 6929  
Fax: 905-897-0443  
Ron.Albright@cima.ca

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This notice was first issued on January 14<sup>th</sup>, 2021.

**From:** [Elysia Friedl](mailto:Elysia.Friedl@clarington.net)  
**To:** [jcopegog@chimissing.ca](mailto:jcopegog@chimissing.ca)  
**Cc:** [Bagshaw, Sean](mailto:Bagshaw, Sean); [Ron Albright](mailto:Ron.Albright@clarington.net)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre  
**Date:** Tuesday, April 6, 2021 3:21:00 PM  
**Attachments:** [Port Granby Project Notice of PIC\\_Final.pdf](#)

---

Good Afternoon Ms. Copegog,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 1 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Wednesday April 21st, 2021  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Junior Environmental Professional

T 905-807-4484 ext. 8030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

**NOTICE – Please be advised that because of COVID-19, I am currently working from home. Please communicate by email.**



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CANADA 2019

---

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---

**From:** Verhoog, Catherine  
**Sent:** March 3, 2021 2:29 PM  
**To:** [jcopegog@chimissing.ca](mailto:jcopegog@chimissing.ca)  
**Cc:** Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>; Bullied, Kristin <[KBullied@clarington.net](mailto:KBullied@clarington.net)>;  
[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca); [will.mccrae@cima.ca](mailto:will.mccrae@cima.ca)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Study Commencement

Good Afternoon Ms. Copegog,

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality wishes to ensure that these consultations happen in a meaningful way.

Please see the attached correspondence for details of this study, and instructions on how to provide comments at any time during this study.

Kindest regards,

**Catherine Verhoog**

Project Administration Clerk  
Public Works Department  
Municipality of Clarington  
40 Temperance Street, Bowmanville, ON L1C 3A6  
905-623-3379 ext. 2308 | 1-800-563-1195  
[www.clarington.net](http://www.clarington.net)

**From:** [Elysa Friedl](#)  
**To:** [kspegoo@chimiseing.ca](mailto:kspegoo@chimiseing.ca)  
**Cc:** [Heathcote, Kevin](#); [Ben Albright](#)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre #2  
**Date:** Thursday, February 24, 2022 9:27:00 AM  
**Attachments:** C14-0004-Port Granby Project Notice of PIC2\_Final.pdf

---

Good Morning,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 2 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Thursday March 3<sup>rd</sup>, 2022  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSHA FRIEDL  
Project Coordinator, Infrastructure

T 905-697-4454 ext-6030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA  
**NOTICE – Please be advised that because of COVID-19, I am currently working from home. Please communicate by email.**



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Best Employer  
CANADA 2021

---

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---

**From:** [Ron Albright](#)  
**To:** [Bagshaw, Sean](#)  
**Cc:** [William McCrae](#); [Brake, Stephen](#); [Elysa Friedl](#)  
**Subject:** RE: Port Granby End Use "Notice of Commencement"  
**Date:** Wednesday, January 27, 2021 3:44:10 PM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image007.jpg](#)  
[image008.jpg](#)  
[image009.jpg](#)  
[image010.jpg](#)

---

Thanks Sean we will had this to the Project File and add Jim as an interested party.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



T 905 697-4464 ext. 6929 M 905-260-2676  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

[Notice to our customers on the COVID-19](#)



---

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---

---

**From:** Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
**Sent:** Wednesday, January 27, 2021 3:33 PM  
**To:** Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
**Cc:** William McCrae <[Will.McCrae@cima.ca](mailto:Will.McCrae@cima.ca)>; Brake, Stephen <[SBrake@clarington.net](mailto:SBrake@clarington.net)>  
**Subject:** FW: Port Granby End Use "Notice of Commencement"

**EXTERNAL EMAIL**

Hi Ron,

Please see below regarding coordination of Jim's request with the nature reserve.

Regards,  
Sean

---

**From:** Burke, Amy <ABurke@clarington.net>  
**Sent:** January 27, 2021 3:00 PM  
**To:** Bagshaw, Sean <SBagshaw@clarington.net>; Langmaid, Faye <flangmaid@clarington.net>  
**Subject:** RE: Port Granby End Use "Notice of Commencement"

Hi Sean,

This is a really interesting proposal. I would suggest that it fits with both the road network review and the nature reserve proposal. While all signs so far have been positive in terms of support for the land transfer and nature reserve, we do not have a formal commitment. Considering this as part of the road network review ensure capture and consideration irrespective of the outcome of the proposal.

Regarding the consideration of park areas, the short answer is that the proposal envisions the lands that are acquired being rehabilitated and restored to their natural area. However, the proposal does speak to incorporating a more formalized section of the WFT and possibly also giving consideration to a viewing platform at the south end of Nichols Road. A type of cycle rest stop may incorporate well into this idea. Planning in the proposal is at a very general level. Discussions and planning for the amenities that may be part of the reserve would be part of future discussion with the advisory committee that would be formed and the public, once an agreement and both Council and Federal government approval has been given for the divestment and proceeding with the establishment of the reserve.

I hope this helps,  
Amy

---

**From:** Bagshaw, Sean  
**Sent:** January 27, 2021 1:59 PM  
**To:** Burke, Amy <ABurke@clarington.net>; Langmaid, Faye <flangmaid@clarington.net>  
**Subject:** FW: Port Granby End Use "Notice of Commencement"

FYI – see attached from Jim Boate. I'm sure if this fits better with the Nature Reserve initiative or the road network review. Will the nature reserve include any park areas, or is it all to be naturalized?

Regards,  
Sean

---

**From:** Bagshaw, Sean  
**Sent:** January 27, 2021 1:46 PM  
**To:** jim boate <jim.boate@sympatico.ca>  
**Cc:** Brake, Stephen <SBrake@clarington.net>; Brezina, Robert <RBrezina@clarington.net>; Marlene Koehler <mk@wrtrust.com>; Ron Albright <Ron.Albright@cima.ca>; Rick Stockman <rickstockman@rogers.com>; Durham Region Cycling Coalition <durhamrcc@gmail.com>; William McCrae <Will.McCrae@cima.ca>  
**Subject:** RE: Port Granby End Use "Notice of Commencement"

Hi Jim,  
Thank you for providing this suggestion. We will add you to our interested party list, and keep you informed as we move through the process.

Regards,  
Sean

---

**From:** jim boate <[jim.boate@sympatico.ca](mailto:jim.boate@sympatico.ca)>  
**Sent:** January 27, 2021 12:23 PM  
**To:** Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
**Cc:** Brake, Stephen <[SBrake@clarington.net](mailto:SBrake@clarington.net)>; Brezina, Robert <[RBrezina@clarington.net](mailto:RBrezina@clarington.net)>; Marlaire Koehler <[mk@wrtrust.com](mailto:mk@wrtrust.com)>; Rick Stockman <[rickstockman@rogers.com](mailto:rickstockman@rogers.com)>; Durham Region Cycling Coalition <[durhamrcc@gmail.com](mailto:durhamrcc@gmail.com)>; Jim Boate <[jim.boate@sympatico.ca](mailto:jim.boate@sympatico.ca)>  
**Subject:** Port Granby End Use "Notice of Commencement"

EXTERNAL



To Sean Bagshaw  
Manager Infrastructure  
Municipality of Clarington

CC: Steve Brake Rob Brezina

Port Granby PHAI Notice of Commencement MCEA Project

To investigate how the local transportation network at the Port Granby Project can best serve the community.

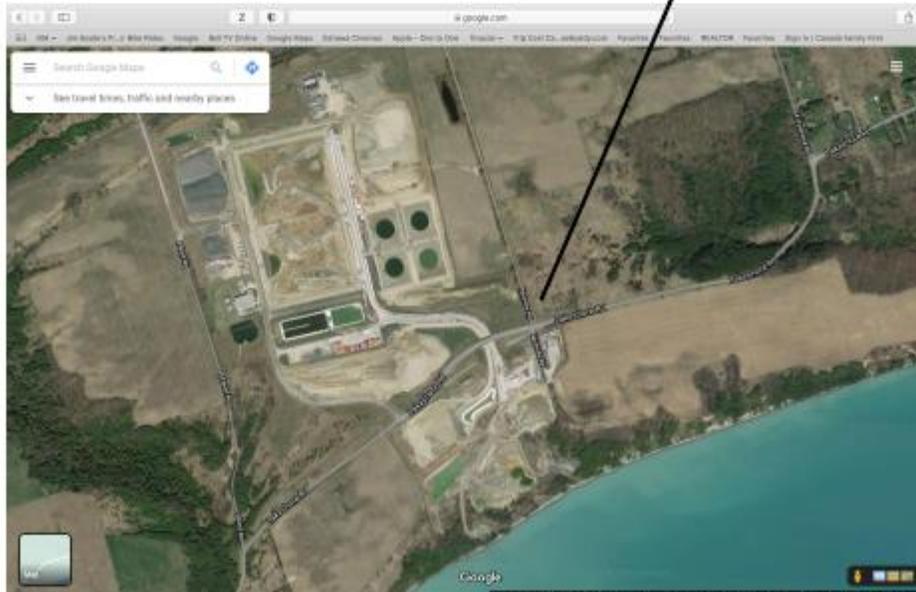
The Great Lakes Waterfront Trail (Waterfront Regeneration Trust)  
Clarington Active Transportation  
Durham Region Cycling Coalition

Would suggest that the future role of Nichols Road east of the facility include a rest area as pictured below. This rest area would be installed on the north side of the Lakeshore Road at the junction of the unused Nichols Road.

The rest area should include a covered cement pad and picnic table and bicycle repair stand. A history information board explaining the PHAI Port Granby project, an introduction/welcome sign to the Municipality of Clarington and a GLWT sign high lighting Clarington's WFT and Greenbelt Route.

The pictures below are of a trail users rest area in north Whitby located on a connection to the Greenbelt route.

Jim Boate,  
CATSRC



# Clarington

March 1<sup>st</sup>, 2021

Chippewas of Georgina Island  
R.R.#2 Box N-13  
Sutton West, Ontario L0E 1R0

## SENT VIA EMAIL

### Attention: Sylvia McCue, Lands Manager

RE: Port Granby Project End Use Transportation Network MCEA, Port Granby  
Ontario, Schedule 'B' Municipal Class Environmental Assessment (MCEA)  
Notice of Study Commencement

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

The study is being conducted in compliance with the Schedule 'B' Municipal Class Environmental Assessment (Class EA) process set out by the Municipal Engineers' Association, and as required under the *Environmental Assessment Act*. The study will define the problem, identify alternative solutions, analyze and evaluate each alternative based on potential impacts to the natural, social and economic environments, and propose a preferred solution.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality of Clarington wishes to ensure that these consultations happen in a meaningful way.

If you wish to provide comments at any time during this study, we request they be directed to one of the Project Managers listed below.

Sincerely,

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Rd. W., 2nd Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

The Corporation of the Municipality of Clarington, 40 Temperance Street, Bowmanville, ON L1C 3A6  
1-800-563-1195 | Local: 905-623-3379 | info@clarington.net | [www.clarington.net](http://www.clarington.net)

# Clarington

## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to clean up historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects

Within the framework of this agreement the Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently Elliott Road from Concession Road 1 to the facility entrance is leased to Canada. At the termination of the Elliott Rd. lease, the Municipality has the option to request removal of the road works between the facility and Concession Rd 1, initiate closure of the road, or re-establish the road as a public highway. The Municipality needs to make this decision within the context of safe continued operation and end use of the Port Granby facility considering the functionality of the local transportation network including the following:

- The future role of Elliott Road south of the facility
- The future role of Nichols Road east of the facility
- The potential ultimate end use of the surrounding lands as a Nature Reserve
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP)
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites.
- Other Items that may be important to local residents or other road users

There will be public consultations regarding the study and information on the consultations will be released as the study progresses. For more information about this project, visit <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp>. If you have any questions or concerns, please contact one of the following individuals listed below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A8  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

Under the Freedom of Information and *Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on January 14<sup>th</sup>, 2021.

**From:** [Elysia Friedl](mailto:Elysia.Friedl@clarington.net)  
**To:** [sylvia.mccue@georginaisland.com](mailto:sylvia.mccue@georginaisland.com)  
**Cc:** [Bagshaw, Sean](mailto:Bagshaw_Sean@clarington.net); [Ron Albright](mailto:Ron.Albright@clarington.net)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre  
**Date:** Tuesday, April 6, 2021 3:20:00 PM  
**Attachments:** [Port Granby Project Notice of PIC\\_Final.pdf](#)

---

Good Afternoon Ms. McCue,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 1 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Wednesday April 21st, 2021  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Junior Environmental Professional

T 905-607-4484 ext. 6030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

**NOTICE – Please be advised that because of COVID-19, I am currently working from home. Please communicate by email.**



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---

---

**From:** Verhoog, Catherine <cverhoog@clarington.net>  
**Sent:** Wednesday, March 3, 2021 2:36 PM  
**To:** [sylvia.mccue@georginaisland.com](mailto:sylvia.mccue@georginaisland.com)  
**Cc:** [Bagshaw, Sean](mailto:Bagshaw_Sean@clarington.net); [Bullied, Kristin](mailto:Bullied_Kristin@clarington.net); [Ron Albright](mailto:Ron.Albright@clarington.net); [Ron Albright](mailto:Ron.Albright@cima.ca); [Elysia Friedl](mailto:Elysia.Friedl@cima.ca); [William McCrae](mailto:William.McCrae@cima.ca)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Study Commencement

**EXTERNAL EMAIL**

Good Afternoon Ms. McCue,

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality wishes to ensure that these consultations happen in a meaningful way.

Please see the attached correspondence for details of this study, and instructions on how to provide comments at any time during this study.

Kindest regards,

**Catherine Verhoog**

Project Administration Clerk  
Public Works Department  
Municipality of Clarington  
40 Temperance Street, Bowmanville, ON L1C 3A6  
905-623-3379 ext. 2308 | 1-800-563-1195  
[www.clarington.net](http://www.clarington.net)

**From:** [Elysa Friedl](mailto:Elysa.Friedl)  
**To:** [sylvia.mccusid@georgiainland.com](mailto:sylvia.mccusid@georgiainland.com)  
**Cc:** [Heathcote, Kevin](#); [Ron Albright](#)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre #2  
**Date:** Thursday, February 24, 2022 9:27:00 AM  
**Attachments:** [C14-0004-Port Granby Project Notice of PIC2\\_Final.pdf](#)

---

Hello,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 2 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Thursday March 3<sup>rd</sup>, 2022  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
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**Time:** 7:00 p.m. to 9:00 p.m.

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Thank you,

---

ELYSIA FRIEDL  
Project Coordinator, Infrastructure

T 905-697-4454 ext. 6938  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA  
**NOTICE – Please be advised that because of COVID-19, I am currently working from home. Please communicate by email.**



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---

# Clarington

March 1<sup>st</sup>, 2021

Chippewas of Rama First Nation  
5884 Rama Road, Suite 200  
Rama, Ontario L3V 6H6

## SENT VIA EMAIL

**Attention: Sharday James, Community Consultation Worker**

RE: Port Granby Project End Use Transportation Network MCEA, Port Granby  
Ontario, Schedule 'B' Municipal Class Environmental Assessment (MCEA)  
Notice of Study Commencement

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Sincerely,

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Rd. W., 2nd Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

The Corporation of the Municipality of Clarington, 40 Temperance Street, Bowmanville, ON L1C 3A6  
1-800-563-1195 | Local: 905-623-3379 | [info@clarington.net](mailto:info@clarington.net) | [www.clarington.net](http://www.clarington.net)

## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

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Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A8  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 8929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

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This notice was first issued on January 14<sup>th</sup>, 2021.

**From:** [Elysia Friedl](mailto:Elysia.Friedl@ramafirstnation.ca)  
**To:** [shardayj@ramafirstnation.ca](mailto:shardayj@ramafirstnation.ca)  
**Cc:** [Bagshaw, Sean; Ron Albright](mailto:Bagshaw, Sean: Ron Albright)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre  
**Date:** Tuesday, April 6, 2021 3:20:00 PM  
**Attachments:** [Port Granby Project Notice of PIC\\_Final.pdf](#)

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Thank you,

---

ELYSIA FRIEDL  
Junior Environmental Professional

T 905-607-4464 ext. 6030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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---

**From:** Verhoog, Catherine  
**Sent:** March 3, 2021 2:34 PM  
**To:** [consultation@ramafirstnation.ca](mailto:consultation@ramafirstnation.ca)  
**Cc:** Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>; Bullied, Kristin <[KBullied@clarington.net](mailto:KBullied@clarington.net)>; Ron.Albright@cima.ca; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; will.mccrae@cima.ca  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Study Commencement

ATTN: Sharday James, Community Consultation Worker

Good Afternoon,

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality wishes to ensure that these consultations happen in a meaningful way.

Please see the attached correspondence for details of this study, and instructions on how to provide comments at any time during this study.

Kindest regards,

**Catherine Verhoog**

Project Administration Clerk  
Public Works Department  
Municipality of Clarington  
40 Temperance Street, Bowmanville, ON L1C 3A6  
905-623-3379 ext. 2308 | 1-800-563-1195  
[www.clarington.net](http://www.clarington.net)

\_\_\_\_\_

\_\_\_\_\_

**From:** [Elysa Friedl](#)  
**To:** [shirley@ramwellstrawick.ca](mailto:shirley@ramwellstrawick.ca)  
**Cc:** [Henthote, Kevin](#); [Ron Albright](#)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre #2  
**Date:** Thursday, February 24, 2022 9:27:00 AM  
**Attachments:** [C14-0004-Port Granby Project Notice of PIC2\\_Final.pdf](#)

---

Good Morning,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 2 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** **Thursday March 3<sup>rd</sup>, 2022**  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** **7:00 p.m. to 9:00 p.m.**

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Project Coordinator, Infrastructure

T 905-697-4464 ext-6930  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA  
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**From:** [Ron Albright](#)  
**To:** [Elysia Friedl](#)  
**Subject:** FW: Pre-PIC meeting  
**Date:** Tuesday, March 8, 2022 1:33:03 PM  
**Attachments:** [image001.png](#)

---

Can you add this to our project file for port granby

**RON ALBRIGHT, P. Eng.**  
Director, Associate Partner / Infrastructure – Municipal Engineering

T 905-697-4464 ext. 6929 M 905-260-2676  
415 Baseline Road West, 2<sup>nd</sup> Floor, Bowmanville L1C 5M2

---

**From:** Bailie, Susan <[susan.bailie@cni.ca](mailto:susan.bailie@cni.ca)>  
**Sent:** March 3, 2022 3:06 PM  
**To:** Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
**Subject:** RE: Pre-PIC meeting

**EXTERNAL EMAIL**

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Hi Ron

We will need to operate the plant until we are no longer required to treat the water from the East Gorge Collector System. Leachate volumens from the LTWMF are anticipated to be very low and could need shipped off site for treatment occasionally for many years to come.

Historical documents estimated that the required water quality in the EG will be obtained after approximately 10 years but currently we only have a few months of sampling and would need to have a few years of sampling built up to see if we were trending towards that. We don't have enough data to make that call yet but our current plans have it in operation for 10 more years, placed into a hold state for a couple of years and then decommissioned.

These timescales are all very subjective to the water quality that we will see in the coming years, it could be less but could also be well beyond this. Similarly, the accumulation of leachate from the LTWMF could stop earlier than expected.

Sorry I don't have more definitive answers but we are so early into this phase of the project. Let me know if you have any additional questions

Thanks  
Susan

289-987-0965

**Susan Bailie**

*Project Transition Manager (A)*

Historic Waste Program Management Office

Canadian Nuclear Laboratories

*CNLLNC\_signature\_block*



---

**From:** Ron Albright [<mailto:Ron.Albright@cima.ca>]

**Sent:** March 3, 2022 2:58 PM

**To:** Bailie, Susan <[susan.bailie@cnl.ca](mailto:susan.bailie@cnl.ca)>

**Subject:** [External] RE: Pre-PIC meeting

Hi Susan. I couldn't track down your phone number so e-mail it is.

Just wondering what the length of time you are estimating that the Water Treatment Plant will be in operation, at least where it will require ongoing regular access. This question may come up in the next phase of this work with regards for how long the Elliott Road Access will be required. This time frame may form part of a future lease agreement if that is the route that is chosen. Thanks.

**RON ALBRIGHT, P. Eng.**

Director, Associate Partner / Infrastructure – Municipal Engineering

T 905-697-4464 ext. 6929 M 905-260-2676

415 Baseline Road West, 2<sup>nd</sup> Floor, Bowmanville L1C 5M2

---

## Elysia Friedl

---

**From:** William McCrae  
**Sent:** Tuesday, December 15, 2020 12:59 PM  
**To:** Elysia Friedl; Ron Albright  
**Cc:** Sean Baqshaw  
**Subject:** Fwd: Designs for Elliot Rd Extension

**Categories:** Correspondence Records

FYI.

Sent from my iPhone

Begin forwarded message:

**From:** "Baillie, Susan" <susan.baillie@cnl.ca>  
**Date:** December 15, 2020 at 12:49:44 PM EST  
**To:** William McCrae <Will.McCrae@cima.ca>  
**Cc:** "Wilson, Jordan" <jordan.wilson@cnl.ca>, "Smith, David W. (PH)" <david.smith@cnl.ca>, "Keeler, Robert (AECL)" <robert.keeler@cnl.ca>  
**Subject:** Designs for Elliot Rd Extension

OFFICIAL USE ONLY / À USAGE EXCLUSIF

Hi Will

As we get near the end of the project we need to make provisions to allow for the possible extension of Elliott Rd and the transfer of land to the Municipality, this would include having access roads to the WWTP in a long term condition, moving the fence line and reducing the footprint of the licensed site.

In preparation for this, a number of potential concerns have arisen, I have listed them below. They may have been already considered but we welcome your thoughts.

Have the plans progressed from MoC for the EA or the road designs? Has MoC taken the concerns below into consideration when creating their design? Is there any new information you are able to share with us on this?

Concerns/Considerations:

1. The forcemains, discharge line, and drain valve chamber(s) will be on Municipal Land. Concern with access for maintenance. Also, are there concerns for a contamination/release event on Municipal Lands post-remediation? At the design stage, a secondary containment pipe was installed beneath Lakeshore Road to reduce the potential for a release to contaminate public lands. This approach/ requirement is abandoned if the land is transferred and long sections of piping are on Municipal Land.
2. Current berm located west and northwest of WWTP was to provide a visual barrier to the public. There will be no such visual barrier along the Elliott Road extension. Is this an issue??
  - a. If a berm is installed, material will likely have to be sourced.

3. The Elliott road extension configuration will still have to provide tractor-trailer access to the WWTP (e.g. adequate road width and turning radii).
4. The hydro pole line from Lakeshore to the WWTP is on the south side of the access road – and will be on Municipal Land post land transfer.
  - a. The fibre line for the EGGC pump station I&C/SCADA is on the pole line. Access and maintenance concern/issue.
  - b. Height of wires may be an issue.
  - c. The lighting is adequate for Site needs/requirements, but are not up to a Municipal Road standard.

Many thanks  
Susan

Susan Bailie  
*Project Transition Team Lead, Program Office*  
Historic Waste Program Management Office  
Canadian Nuclear Laboratories  
905 885 8830 ext. 41305



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**Elysia Friedl**

---

**From:** Heathcote, Kevin <KHeathcote@clarington.net>  
**Sent:** Tuesday, October 19, 2021 12:20 PM  
**To:** Michael Vallins; Dimeji Olawuwo  
**Cc:** Elysia Friedl; William McCrae; Lauren Wingham-Smith; Dave Hardy; Ron Albright; Ricciardi, Tony; Brake, Stephen  
**Subject:** URGENT - RE: Port Granby End Use Transportation Network EA - Railways  
**Importance:** High

**EXTERNAL EMAIL**

Hi Michael / Dimeji,

I hope all is well.

I am following up on the requests below regarding the Port Granby End Use Transportation Network EA. Can you please take a few minutes and provide a response to the questions below by no later than **Friday, October 29<sup>th</sup>, 2021**? As Ron mentions, the railways are a vital part of the overall network and we cannot move forward in the EA process without your input. To date, CNR is the last outstanding stakeholder.

1. What additional work, both physically and legally, would be required to completely clean up and close your crossing at Nichols Road in the Municipality of Clarington?
2. What would be the cost to replace the wooden structures at Nichols Road?
3. What would be the average annual maintenance costs for the railway for both minor and major maintenance considered over a 40 year period?

As a background refresher, Ron Albright (now with CIMA+) is leading the Port Granby End Use Transportation Network EA which is looking at the road network around the Port Granby low-level radioactive waste management site. One of the alternatives we are considering is whether we can eliminate the need for replacing the Nichols Rd bridges by upgrading other routes. This would be contingent on cost sharing with CPR and CNR, with the intent of a beneficial solution for all parties. The EA notice is on our website here: <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp>.

If it would be easier to set up a call to discuss in more detail, please feel free to contact me and I will coordinate a virtual meeting.

Thank you in advance for your attention to the matter and we look forward to the continued collaboration on both MOC and CN initiatives.

Regards,

Kevin Heathcote, P.Eng.  
Capital Works Supervisor  
Public Works

Municipality of Clarington  
40 Temperance Street, Bowmanville ON L1C 3A6  
905-623-3379 ext. 2302 | 1-800-563-1195 | 905-431-2630  
[www.clarington.net](http://www.clarington.net)

---

**From:** Ron Albright <Ron.Albright@cima.ca>  
**Sent:** Wednesday, August 18, 2021 10:25 AM  
**To:** Michael Vallins <Michael.Vallins@cn.ca>  
**Cc:** Heathcote, Kevin <KHeathcote@clarington.net>; Elysia Friedl <Elysia.Friedl@cima.ca>; William McCrae <will.mccrae@cima.ca>; Lauren Wingham-Smith <laurenwinghamsmith@hardystevenson.com>; Dave Hardy <davehardy@hardystevenson.com>  
**Subject:** URGENT - RE: Port Granby End Use Transportation Network EA - Railways

---

**EXTERNAL**

---

Can you please take a moment to respond to the e-mail below. As the railways are a vital part of the overall network we cannot move forward without your input.

Thank you.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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**From:** Ron Albright  
**Sent:** July 5, 2021 9:56 AM

To: Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
Cc: Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; William McCrae <[Will.McCrae@cima.ca](mailto:Will.McCrae@cima.ca)>; Lauren Wingham-Smith <[laurenwinghamsmith@hardystevenson.com](mailto:laurenwinghamsmith@hardystevenson.com)>; 'Dave Hardy' <[davehardy@hardystevenson.com](mailto:davehardy@hardystevenson.com)>  
Subject: RE: Port Granby End Use Transportation Network EA - Railways

Hi Michael. I hope all is well. We are approaching our second Public Information Centre for this Environmental Assessment and would like to be able to have full input from all key stakeholders in the project, CNR being one of them. Considering the potential importance of either CNR providing a replacement bridge or establishing that one is not required it is key that we hear back from the railway in order to assess this portion of the project considerations.

It is important that we have CNR responses included in our project file.

If you could please take a few minutes to review and respond to the questions provided that would be appreciated.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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From: Ron Albright  
Sent: June 7, 2021 8:52 AM  
To: Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
Cc: Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; William McCrae <[Will.McCrae@cima.ca](mailto:Will.McCrae@cima.ca)>; Lauren Wingham-Smith <[laurenwinghamsmith@hardystevenson.com](mailto:laurenwinghamsmith@hardystevenson.com)>; 'Dave Hardy' <[davehardy@hardystevenson.com](mailto:davehardy@hardystevenson.com)>  
Subject: RE: Port Granby End Use Transportation Network EA - Railways

Good morning Michael. As we move through the next phase of the Environmental Assessment it is important we have the input from all of the key stakeholders in this project of which CNR is one of them. Could you please review the 3 questions from the March 25, 2021 e-mail and provide CN's answer as best you can at this point. This will assist us in going through our evaluation matrix for the various solutions being considered to determine the preferred solution.

Thank you Michael.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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From: Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
Sent: Thursday, March 25, 2021 3:31 PM  
To: Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>; 'Jennifer Benedict' <[Jennifer.Benedict@cpr.ca](mailto:Jennifer.Benedict@cpr.ca)>  
Cc: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Subject: FW: Port Granby End Use Transportation Network EA - Railways

**EXTERNAL EMAIL**

Hi Michael and Jennifer,

I believe you have spoken with Ron Albright previously about the wood bridges that were removed at the Nichols Rd crossing east of Newtonville Rd. Ron is now working at Cima and he is leading the Port Granby End Use Transportation Network EA which is looking at the road network around the Port Granby low-level radioactive waste management site. One of the alternatives we are considering is whether we can eliminate the need for replacing the Nichols Rd bridges by upgrading other routes.

This would be contingent on cost sharing with CPR and CNR, with the intent of a beneficial solution for all parties. The EA notice is on our website here: <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp>

Can you please review Ron's email below and provide the requested information to support our assessment of alternatives?

Thank you.

Regards,

Sean Bagshaw, P.Eng.  
Manager of Infrastructure  
Public Works  
Municipality of Clarington  
40 Temperance Street, Bowmanville ON L1C 3A6  
905-623-3379 ext. 2320 | 1-800-563-1195 | 289-385-6245  
[www.clarington.net](http://www.clarington.net)

---

From: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Sent: March 25, 2021 2:58 PM  
To: Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
Cc: William McCrae <[will.mccrae@cima.ca](mailto:will.mccrae@cima.ca)>; Lauren Wingham-Smith <[laurenwinghamsmith@hardystevenson.com](mailto:laurenwinghamsmith@hardystevenson.com)>; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; Dave Hardy <[davehardy@hardystevenson.com](mailto:davehardy@hardystevenson.com)>  
Subject: Port Granby End Use Transportation Network EA - Railways

---

**EXTERNAL**

---

Hi Sean. As we go through this process and when we start evaluating the alternatives we will need to know a few things from the Railways in order to properly complete assessment and weighting. Could you please follow up with both CN (Michael Vallins) and CP (Jennifer Benedict) and ask the following few questions:

4. What additional work, both physically and legally, would be required to completely clean up and close your crossing at Nichols Road in the Municipality of Clarington?
5. What would be the cost to replace the wooden structures at Nichols Road?
6. What would be the average annual maintenance costs for the railway for both minor and major maintenance considered over a 40 year period?

Will or Sean if there are any other questions you think are required please add them. This information will assist us between PIC #1 and #2.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering

**Elysia Friedl**

---

**From:** Ron Albright  
**Sent:** Wednesday, August 18, 2021 11:03 AM  
**To:** Elysia Friedl  
**Cc:** Dave Hardy; William McCrae; Lauren Wingham-Smith; Heathcote, Kevin  
**Subject:** FW: URGENT - RE: Port Granby End Use Transportation Network EA - Railways

I will review later today/tonight

Elysia please file in our project file

Thanks

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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**From:** Jennifer Benedict <Jennifer\_Benedict@cpr.ca>  
**Sent:** August 18, 2021 11:00 AM  
**To:** Ron Albright <Ron.Albright@cima.ca>  
**Subject:** RE: URGENT - RE: Port Granby End Use Transportation Network EA - Railways

**EXTERNAL EMAIL**

Hi Ron,

I hope you're doing well. I'm very sorry to hear about Sean and wanted to send my condolences.

I unfortunately don't have the answer to the questions below as there is not enough information about what is being proposed. I've done my best to answer the questions, but CP would need more information. I believe the intent of the questions is to determine CP's potential contribution to a new bridge or alternate alignment but these are all hypothetical costs.

- What additional work, both physically and legally, would be required to completely clean up and close your crossing at Nichols Road in the Municipality of Clarington? **This is minimal. I believe the CP structure still needs to be fully removed. If Clarington wishes to permanently relinquish the rights to cross or relocate the to an alternate location, there is a legal agreement that I can prepare and it would need to be filed with the Canadian Transportation Agency.**
- What would be the cost to replace the wooden structures at Nichols Road? **I'm not sure the intent of this question. Normally the Road Authority would prepare a design and estimates based on the proposed structure and approach CP with a cost-sharing proposal. If CP had to replace the structure in-kind, we would use the most economical pre-fabricated timber structure available and would do the work using our own crews. Our contribution to a modern structure would be the "in-kind" value with the difference paid by Clarington.**
- What would be the average annual maintenance costs for the railway for both minor and major maintenance considered over a 40 year period? **If CP is responsible for the maintenance, we do it in-house and the costs are minimal. I cannot put a value to this without having more information and CP doesn't track life-cycle maintenance costs.**

CP is not in the business of constructing or maintaining road-over-rail structures and our preference would be that Clarington take on responsibility for a new road and relieve CP of the obligations at Nichols Road. If Clarington would like to have a meeting to discuss the value of permanently relinquishing the rights to the Nichols Road bridge, I'd be happy to have a meeting but I wouldn't be able to commit to any capital contributions until I put together a business case for CP's executive team.

Jen



**Jennifer Benedict, P. Eng.**  
Assistant Director  
Public Works & Crossing Compliance  
C 416-995-0031

---

From: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>

Sent: Wednesday, August 18, 2021 10:25 AM

To: Jennifer Benedict <[Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)>

Cc: William McCrae <[Will.McCrae@cima.ca](mailto:Will.McCrae@cima.ca)>; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; Dave Hardy <[davehardy@hardystevenson.com](mailto:davehardy@hardystevenson.com)>; Lauren Wingham-Smith <[laurenwinghamsmith@hardystevenson.com](mailto:laurenwinghamsmith@hardystevenson.com)>; Heathcote, Kevin <[KHeathcote@clarington.net](mailto:KHeathcote@clarington.net)>

Subject: URGENT - RE: Port Granby End Use Transportation Network EA - Railways

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Can you please take a moment to respond to the e-mail below. As the railways are a vital part of the overall network we cannot move forward without your input.

Thank you.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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**From:** Ron Albright  
**Sent:** July 5, 2021 10:02 AM  
**To:** 'Jennifer Benedict' <[Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)>  
**Cc:** William McCrae <[Will.McCrae@cima.ca](mailto:Will.McCrae@cima.ca)>; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; 'Dave Hardy' <[davehardy@hardystevenson.com](mailto:davehardy@hardystevenson.com)>; Lauren Wingham-Smith <[laurenwinghamsmith@hardystevenson.com](mailto:laurenwinghamsmith@hardystevenson.com)>; Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
**Subject:** RE: Port Granby End Use Transportation Network EA - Railways

Hi Jennifer, I hope all is well. We are approaching our second Public Information Centre for this Environmental Assessment and would like to be able to have full input from all key stakeholders in the project, CNR being one of them. Considering the potential importance of either CPR providing a replacement bridge or establishing that one is not required it is key that we hear back from the railway in order to assess this portion of the project considerations.

It is important that we have CPR responses included in our project file.

I know that we had discussed CP's general agreement with various options considered but if you could please take a few minutes to review and respond to the questions provided that would be appreciated.

Thank you so much.

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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From: Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
Sent: March 25, 2021 3:31 PM  
To: Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>; 'Jennifer Benedict' <[Jennifer.Benedict@cpr.ca](mailto:Jennifer.Benedict@cpr.ca)>  
Cc: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Subject: FW: Port Granby End Use Transportation Network EA - Railways

**EXTERNAL EMAIL**

Hi Michael and Jennifer,

I believe you have spoken with Ron Albright previously about the wood bridges that were removed at the Nichols Rd crossing east of Newtonville Rd. Ron is now working at Cima and he is leading the Port Granby End Use Transportation Network EA which is looking at the road network around the Port Granby low-level radioactive waste management site. One of the alternatives we are considering is whether we can eliminate the need for replacing the Nichols Rd bridges by upgrading other routes. This would be contingent on cost sharing with CPR and CNR, with the intent of a beneficial solution for all parties. The EA notice is on our website here: <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp>

Can you please review Ron's email below and provide the requested information to support our assessment of alternatives?

Thank you.

Regards,

Sean Bagshaw, P.Eng.  
Manager of Infrastructure  
Public Works  
Municipality of Clarington  
40 Temperance Street, Bowmanville ON L1C 3A6  
905-623-3379 ext. 2320 | 1-800-563-1195 | 289-385-6245  
[www.clarington.net](http://www.clarington.net)

---

From: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Sent: March 25, 2021 2:58 PM  
To: Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
Cc: William McCrae <[will.mccrae@cima.ca](mailto:will.mccrae@cima.ca)>; Lauren Wingham-Smith <[laurenwinghamsmith@hardystevenson.com](mailto:laurenwinghamsmith@hardystevenson.com)>; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; Dave Hardy <[davehardy@hardystevenson.com](mailto:davehardy@hardystevenson.com)>  
Subject: Port Granby End Use Transportation Network EA - Railways

---

**EXTERNAL**

---

Hi Sean. As we go through this process and when we start evaluating the alternatives we will need to know a few things from the Railways in order to properly complete assessment and weighting. Could you please follow up with both CN (Michael Vallins) and CP (Jennifer Benedict) and ask the following few questions:

- What additional work, both physically and legally, would be required to completely clean up and close your crossing at Nichols Road in the Municipality of Clarington?
- What would be the cost to replace the wooden structures at Nichols Road?
- What would be the average annual maintenance costs for the railway for both minor and major maintenance considered over a 40 year period?

Will or Sean if there are any other questions you think are required please add them. This information will assist us between PIC #1 and #2.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



T 905 697-4464 ext. 6929 M 905-260-2676  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

[Notice to our customers on the COVID-19](#)

# Clarington

March 1<sup>st</sup>, 2021

Curve Lake First Nation  
22 Winookeedaa Road  
Curve Lake, Ontario K0L 1R0

## SENT VIA EMAIL

### Attention: Kaitlin Hill, Lands and Resources Consultation Liaison

RE: Port Granby Project End Use Transportation Network MCEA, Port Granby  
Ontario, Schedule 'B' Municipal Class Environmental Assessment (MCEA)  
Notice of Study Commencement

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

The study is being conducted in compliance with the Schedule 'B' Municipal Class Environmental Assessment (Class EA) process set out by the Municipal Engineers' Association, and as required under the *Environmental Assessment Act*. The study will define the problem, identify alternative solutions, analyze and evaluate each alternative based on potential impacts to the natural, social and economic environments, and propose a preferred solution.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality of Clarington wishes to ensure that these consultations happen in a meaningful way.

If you wish to provide comments at any time during this study, we request they be directed to one of the Project Managers listed below.

Sincerely,

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Rd. W., 2nd Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

The Corporation of the Municipality of Clarington, 40 Temperance Street, Bowmanville, ON L1C 3A6  
1-800-563-1195 | Local: 905-623-3379 | [info@clarington.net](mailto:info@clarington.net) | [www.clarington.net](http://www.clarington.net)

## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects

Within the framework of this agreement the Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently Elliott Road from Concession Road 1 to the facility entrance is leased to Canada. At the termination of the Elliott Rd. lease, the Municipality has the option to request removal of the road works between the facility and Concession Rd 1, initiate closure of the road, or re-establish the road as a public highway. The Municipality needs to make this decision within the context of safe continued operation and end use of the Port Granby facility considering the functionality of the local transportation network including the following:

- The future role of Elliott Road south of the facility
- The future role of Nichols Road east of the facility
- The potential ultimate end use of the surrounding lands as a Nature Reserve
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP)
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites.
- Other Items that may be important to local residents or other road users

There will be public consultations regarding the study and information on the consultations will be released as the study progresses. For more information about this project, visit <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp> .If you have any questions or concerns, please contact one of the following individuals listed below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

Under the Freedom of Information and *Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on January 14<sup>th</sup>, 2021.

**From:** [Elysia Friedl](mailto:Elysia.Friedl)  
**To:** [KaitlinH@curvelake.ca](mailto:KaitlinH@curvelake.ca)  
**Cc:** [Bagshaw, Sean](mailto:Bagshaw, Sean); [Ron Albright](mailto:Ron.Albright)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre  
**Date:** Tuesday, April 6, 2021 3:20:00 PM  
**Attachments:** [Port Granby Project Notice of PIC\\_Final.pdf](#)

---

Good Afternoon Ms. Hill,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 1 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Wednesday April 21st, 2021  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Junior Environmental Professional

T 905-807-4484 ext. 8030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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---

---

**From:** Verhoog, Catherine <cverhoog@clarington.net>  
**Sent:** Wednesday, March 3, 2021 2:38 PM  
**To:** KaitlinH@curvelake.ca  
**Cc:** Bagshaw, Sean <SBagshaw@clarington.net>; Bullied, Kristin <KBullied@clarington.net>; Ron Albright <Ron.Albright@cima.ca>; Elysia Friedl <Elysia.Friedl@cima.ca>; William McCrae <Will.McCrae@cima.ca>  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Study Commencement

**EXTERNAL EMAIL**

Good Afternoon Ms. Hill,

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality wishes to ensure that these consultations happen in a meaningful way.

Please see the attached correspondence for details of this study, and instructions on how to provide comments at any time during this study.

Kindest regards,

**Catherine Verhoog**

Project Administration Clerk  
Public Works Department  
Municipality of Clarington  
40 Temperance Street, Bowmanville, ON L1C 3A6  
905-623-3379 ext. 2308 | 1-800-563-1195  
[www.clarington.net](http://www.clarington.net)

**From:** [Elysia Friedl](mailto:Elysia.Friedl@courvillate.ca)  
**To:** [John.H@courvillate.ca](mailto:John.H@courvillate.ca); [Julink@courvillate.ca](mailto:Julink@courvillate.ca)  
**Cc:** [Heathcote\\_Kev@don.abright.com](mailto:Heathcote_Kev@don.abright.com)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre #2  
**Date:** Thursday, February 24, 2022 9:27:00 AM  
**Attachments:** [C14-0004-Port Granby Project Notice of PIC2\\_Final.pdf](#)

---

Hello,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 2 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Thursday March 3<sup>rd</sup>, 2022  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Project Coordinator, Infrastructure

T 905-697-4464 ext. 6930

415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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---

# Clarington

March 1<sup>st</sup>, 2021

Hiawatha First Nation  
123 Paudash Street  
Hiawatha, Ontario K9A 0E6

## SENT VIA EMAIL

### Attention: Tom Cowie, Lands Resource Consultation Liaison

RE: Port Granby Project End Use Transportation Network MCEA, Port Granby  
Ontario, Schedule 'B' Municipal Class Environmental Assessment (MCEA)  
Notice of Study Commencement

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

The study is being conducted in compliance with the Schedule 'B' Municipal Class Environmental Assessment (Class EA) process set out by the Municipal Engineers' Association, and as required under the *Environmental Assessment Act*. The study will define the problem, identify alternative solutions, analyze and evaluate each alternative based on potential impacts to the natural, social and economic environments, and propose a preferred solution.

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If you wish to provide comments at any time during this study, we request they be directed to one of the Project Managers listed below.

Sincerely,

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Rd. W., 2nd Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

The Corporation of the Municipality of Clarington, 40 Temperance Street, Bowmanville, ON L1C 3A6  
1-800-563-1195 | Local: 905-623-3379 | info@clarington.net | [www.clarington.net](http://www.clarington.net)

# Clarington

## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.



# Clarington

The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects

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- The future role of Nichols Road east of the facility
- The potential ultimate end use of the surrounding lands as a Nature Reserve
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP)
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites.
- Other Items that may be important to local residents or other road users

There will be public consultations regarding the study and information on the consultations will be released as the study progresses. For more information about this project, visit <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp>. If you have any questions or concerns, please contact one of the following individuals listed below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A8  
Phone: 905-823-3379, 2320  
Fax: 905-823-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-897-4464, 6929  
Fax: 905-897-0443  
Ron.Albright@cima.ca

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This notice was first issued on January 14<sup>th</sup>, 2021.

**From:** [Elysia Friedl](mailto:Elysia.Friedl)  
**To:** [tcowie@hiawathafn.ca](mailto:tcowie@hiawathafn.ca)  
**Cc:** [Bagshaw, Sean; Ron Albright](mailto:Bagshaw_Sean; Ron.Albright)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre  
**Date:** Tuesday, April 6, 2021 3:21:00 PM  
**Attachments:** [C14-0004-Port Granby Project Notice of PIC\\_Final.pdf](#)

---

Good Afternoon Mr. Cowie,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 1 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Wednesday April 21st, 2021  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Junior Environmental Professional

T 905-807-4484 ext. 8030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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---

**From:** Verhoog, Catherine <cverhoog@clarington.net>  
**Sent:** Wednesday, March 3, 2021 2:40 PM  
**To:** tcowie@hiawathafn.ca  
**Cc:** Bagshaw, Sean <SBagshaw@clarington.net>; Bullied, Kristin <KBullied@clarington.net>; Ron Albright <Ron.Albright@cima.ca>; Elysia Friedl <Elysia.Friedl@cima.ca>; William McCrae <Will.McCrae@cima.ca>  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Study Commencement

**EXTERNAL EMAIL**

Good Afternoon Mr. Cowie,

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality wishes to ensure that these consultations happen in a meaningful way.

Please see the attached correspondence for details of this study, and instructions on how to provide comments at any time during this study.

Kindest regards,

**Catherine Verhoog**

Project Administration Clerk

Public Works Department

Municipality of Clarington

40 Temperance Street, Bowmanville, ON L1C 3A6

905-623-3379 ext. 2308 | 1-800-563-1195

[www.clarington.net](http://www.clarington.net)

**From:** [Elysa Friedl](#)  
**To:** [lcrowie@hiwathafn.ca](mailto:lcrowie@hiwathafn.ca); [sdavison@hiwathafn.ca](mailto:sdavison@hiwathafn.ca)  
**Cc:** [Heathcote, Kevin](#); [Bon, AlBright](#)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre #2  
**Date:** Thursday, February 24, 2022 9:27:00 AM  
**Attachments:** [C14-0004-Port Granby Project Notice of PIC2\\_Final.pdf](#)

---

Good Morning,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 2 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Thursday March 3<sup>rd</sup>, 2022  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Project Coordinator, Infrastructure

T 905-607-4464 ext. 6930  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA  
**NOTICE – Please be advised that because of COVID-19, I am currently working from home. Please communicate by email.**



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---

**Elysia Friedl**

---

**From:** Ron Albright  
**Sent:** Tuesday, September 14, 2021 11:24 AM  
**To:** Elysia Friedl  
**Subject:** FW: Nichols Road - Lakeshore Road to CNR

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



T 905 697-4464 ext. 6929 M 905-260-2676  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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---

**From:** Joseph.Salomone@HydroOne.com <Joseph.Salomone@HydroOne.com>  
**Sent:** August 18, 2021 2:23 PM  
**To:** Ron Albright <Ron.Albright@cima.ca>  
**Subject:** RE: Nichols Road - Lakeshore Road to CNR

**EXTERNAL EMAIL**

Hey Ron,

As long as we can still get to our pole locations on Nichols Rd we would be ok with the closure.

Will barriers be put in place if so I would suggest a gate and Hydro One can double lock it.

Let me know what your plans are for the closure.

Thanks,

**Joe Salomone**

Supervising Distribution Technician  
Hydro One Networks - Bowmanville  
Cell: 905-955-0305  
Office: 905-713-1215 x2292  
[joseph.salomone@HydroOne.com](mailto:joseph.salomone@HydroOne.com)

---

From: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Sent: Wednesday, August 18, 2021 2:15 PM  
To: SALOMONE Joseph <[Joseph.Salomone@HydroOne.com](mailto:Joseph.Salomone@HydroOne.com)>  
Cc: GOWAN Greg <[greg.gowan@hydroone.com](mailto:greg.gowan@hydroone.com)>; William McCrae <[Will.McCrae@cima.ca](mailto:Will.McCrae@cima.ca)>  
Subject: Re: Nichols Road - Lakeshore Road to CNR

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

The Lakeshore Road item is separate from my Nichols road question. The Lakeshore Road Design was completed by AECOM and should have gone through necessary Relocation work. I will have one of my team members follow up with CNL and AECOM and get back to you.

Thanks

Ron Albright, P.Eng.  
Project Director  
CIMA+

Sent from my iPhone

On Aug 18, 2021, at 2:09 PM, [Joseph.Salomone@hydroone.com](mailto:Joseph.Salomone@hydroone.com) wrote:

**EXTERNAL EMAIL**

Hey Ron,

We had a technician onsite today meeting with someone from Environmental & Infrastructure Solutions. We were informed that a pole and some anchors are in conflict with the road relocations. Was a design completed by Hydro One?

If poles and anchors need to be relocated a design estimate be required. I think a site meet is in order to discuss the possible relocation and road closure options.

Thanks,

## Joe Salomone

Supervising Distribution Technician  
Hydro One Networks – Bowmanville  
Cell: 905-955-0305  
Office: 905-713-1215 x2292  
[joseph.salomone@HydroOne.com](mailto:joseph.salomone@HydroOne.com)

---

From: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Sent: Wednesday, August 18, 2021 1:54 PM  
To: GOWAN Greg <[greg.gowan@hydroone.com](mailto:greg.gowan@hydroone.com)>  
Cc: SALOMONE Joseph <[Joseph.Salomone@HydroOne.com](mailto:Joseph.Salomone@HydroOne.com)>  
Subject: Re: Nichols Road - Lakeshore Road to CNR

\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*

We are in the Environmental Assessment stage and evaluating options and Nichols Road Closure is one of the options.

Thanks Greg.

Thanks

Ron Albright, P.Eng.  
Project Director  
CIMA+

Sent from my iPhone

On Aug 18, 2021, at 1:50 PM, [greg.gowan@hydroone.com](mailto:greg.gowan@hydroone.com) wrote:

**EXTERNAL EMAIL**

Hi Ron,

I deal with Transmission assets and this looks like it's related to the distribution lines running along Nichols.

Joseph, do you have any insight on who will be able to assist Ron for next steps?

Thanks,

Greg Gowan  
Sr. Real Estate Coordinator

**Hydro One Networks Inc.**  
Cell: (416) 527-3487  
Email: [Greg.Gowan@HydroOne.com](mailto:Greg.Gowan@HydroOne.com)

---

From: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Sent: Wednesday, August 18, 2021 10:42 AM  
To: SALOMONE Joseph <[Joseph.Salomone@HydroOne.com](mailto:Joseph.Salomone@HydroOne.com)>; GOWAN Greg <[greg.gowan@hydroone.com](mailto:greg.gowan@hydroone.com)>  
Subject: Nichols Road - Lakeshore Road to CNR

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Hi Guys. We are undertaking some work for the municipality of Clarington related to the Port Granby Long Term Waste Facility (Low Level Radiative Waste) and one of the considerations is that the south have of Nichols Road would be closed. I was just wondering who the best person at Hydro One would be to speak to about that. Looks like you have a 3 phase line that runs up the road. Some arrangements would need to be made to allow Hydro One to continue maintenance and servicing of the line and those are the sorts of things I would be looking for input on.

Any assistance would be appreciated.

Thank you.

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering

<image001.jpg>

T 905 697-4464 ext. 6929 M 905-260-2676  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

[Notice to our customers on the COVID-19](#)

<image002.jpg>

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**Elysia Friedl**

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**From:** Azhar.Haque@HydroOne.com on behalf of hotosp@HydroOne.com  
**Sent:** Monday, March 1, 2021 2:08 PM  
**To:** Elysia Friedl  
**Subject:** FW: Notice of Study Commencement - Port Granby Project End Use Transportation Network Schedule 'B' MCEA  
**Attachments:** C14-0004-Port Granby Project End Use Notice of Commencement\_Final.pdf

**EXTERNAL EMAIL**

Please note that Hydro One Telecom does not have infrastructure (existing or planned) in the project area.

Thank you.

Azhar Haque  
Operations Services  
Hydro One Telecom Inc.  
65 Kelfield Street, Rexdale  
Ontario M9W 5A3  
[hotosp@hydroone.com](mailto:hotosp@hydroone.com)  
[www.HydroOneTelecom.com](http://www.HydroOneTelecom.com)

---

**From:** BRENNAN Bryan <Bryan.Brennan@HydroOne.com>  
**Sent:** Wednesday, February 24, 2021 2:19 PM  
**To:** ARUTA Michael <Michael.Aruta@HydroOne.com>; HOT OUTSIDE PLANT <hotosp@HydroOne.com>  
**Subject:** FW: Notice of Study Commencement - Port Granby Project End Use Transportation Network Schedule 'B' MCEA

---

**From:** Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>  
**Sent:** Wednesday, February 24, 2021 2:15 PM  
**Cc:** 'Bagshaw, Sean' <[SBaeshaw@clarington.net](mailto:SBaeshaw@clarington.net)>; Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
**Subject:** Notice of Study Commencement - Port Granby Project End Use Transportation Network Schedule 'B' MCEA

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Hello,

On behalf of the Municipality of Clarington, please find attached the Notice of Study Commencement for the Port Granby Project End Use Transportation Network Schedule 'B' MCEA.

If you have any questions after reviewing the materials, or wish to be removed from the contact list, please submit your comments to one of the Project Managers on the Notice and they will be addressed.

## Elysia Friedl

---

**From:** Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>  
**Sent:** Tuesday, April 18, 2023 4:30 PM  
**To:** Elysia Friedl; EA Notices to CRegion (MECP)  
**Cc:** Heathcote, Kevin; William McCrae; Dave Hardy; Battarino, Gavin (MECP); Duqas, Celeste (MECP)  
**Subject:** Port Granby End Use Transportation Network - Schedule B Municipal Class EA - draft Project File Report

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### EXTERNAL EMAIL

Good afternoon,

I have reviewed the draft Project File Report for the Port Granby Project End Use Transportation Network Schedule B Municipal Class EA, dated March 2023, in the Municipality of Clarington.

The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. The Municipality of Clarington and the Government of Canada have an agreement for the maintenance and use of municipal roads for the Port Granby Project. This Class EA was completed to determine the best way to address the transportation needs of the Long-Term Waste Management Facility (LTWMF) operations and potential improvements to the road network.

We understand that the preferred solution is the 'do nothing approach', i.e., maintain the current route for access to the LTWMF as is, with some minor safety improvements for the roadway.

I have no concerns with the project, and no comments to offer at this time. We look forward to receiving the Notice of Completion and the final report.

I would like to note for your awareness and so you can plan accordingly, that once the study is finalized, the project cannot proceed for at least 30 days following the end of the public review period provided for in the Notice of Completion. After that, the project can proceed, provided there are no Section 16 Order requests under consideration, and subject to any other permits and approvals that may be required.

Thank you for the opportunity to review the draft report. Feel free to contact me directly with any questions you may have.

Sincerely,

**Trevor Bell** | Regional Environmental Planner  
*Project Review Unit, Environmental Assessment Branch*  
*Ministry of the Environment, Conservation and Parks*  
5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1  
New Phone: 437-770-3731 | [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca)

**Elysia Friedl**

---

**From:** Elysia Friedl  
**Sent:** Monday, March 13, 2023 4:24 PM  
**To:** EA Notices to CRegion (MECP); Santano Carrasco, Mimi (MECP)  
**Cc:** Heathcote, Kevin; William McCrae; Dave Hardy  
**Subject:** Port Granby End Use Transportation Network. MCEA, Municipality of Clarington - Draft Project File for MECP Review  
**Attachments:** Clarington Port Granby EA\_Comments on Draft PFR.docx

Hello,

On behalf of the Municipality of Clarington and as requested in the MECP's Acknowledgement Letter dated February 18, 2021, please find below a link to a OneDrive Folder containing the draft Schedule 'B' Project File for the Port Granby End Use Transportation Network EA for the MECP's review.

 [Port Granby EA - Draft PFR 230313](#)

Please note the link does expire on March 28, 2023 so please download the files before that date.

To aid in the MECP's review, we have also attached a comment log template to this email.

We kindly ask that you submit comments by **April 13, 2023**.

Thank you,

---

ELYSIA FRIEDL  
Project Coordinator

T 905 697-4464 ext. 6930  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA



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Ministry of the Environment,  
Conservation and Parks

*Environmental Assessment Branch*

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto [ON M4V 1P5](#)  
Tel.: 416 314-8001  
Fax.: 416 314-8452

Ministère de l'Environnement, de la  
Protection de la nature et des Parcs

*Direction des évaluations  
environnementales*

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto [ON M4V 1P5](#)  
Tél. : 416 314-8001  
Téléc. : 416 314-8452



February 18, 2021

File No.: EA 01-06-05

Sean Bagshaw (BY EMAIL ONLY)  
Municipality of Clarington  
40 Temperance Street  
Bowmanville ON L1C 3A6

Re: **Port Granby Project End Use Transportation Network  
Municipality of Clarington  
Municipal Class EA – Road, Schedule B  
Response to Notice of Commencement**

Dear Sean Bagshaw,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the Municipality of Clarington (proponent) has indicated that the study is following the approved environmental planning process for a Schedule B project under the Municipal Class Environmental Assessment (Class EA).

The **updated (February 2021)** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

The following Williams Treaties Communities (with a copy to the Williams Treaties Coordinator Karry Sandy-Mackenzie):

- Chippewas of Rama First Nation
- Chippewas of Georgina Island
- Beausoleil First Nations (Chimnissing)
- Mississaugas of the Scugog Island First Nation
- Hiawatha First Nation
- Alderville First Nation
- Curve Lake First Nation

Other First Nations Communities:

- Huron-Wendat Nation (only if there are potential archeological impacts)

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "[Code of Practice for Consultation in Ontario's Environmental Assessment Process](#)". Additional information related to Ontario's Environmental Assessment Act is available online at: [www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments).

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information, including the MECP's expectations for EA report documentation related to consultation with communities.

The proponent must contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation with Indigenous communities or other stakeholders has reached an impasse
- A Part II Order request is expected on the basis of impacts to Aboriginal or treaty rights

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play should additional steps and activities be required.

---

A draft copy of the report should be sent directly to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments.

Please also ensure a copy of the final notice is sent to the ministry's Central Region EA notification email account ([eanotification.cregion@ontario.ca](mailto:eanotification.cregion@ontario.ca)) after the draft report is reviewed and finalized.

Should you or any members of your project team have any questions regarding the material above, please contact me at [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca).

Yours truly,

A handwritten signature in cursive script that reads "Emilee O'Leary".

Emilee O'Leary  
Regional Environmental Assessment Coordinator – Central Region

cc Katy Potter, Supervisor, Environmental Assessment Services, MECP  
Celeste Dugas, Manager, York Durham District Office, MECP  
Ron Albright, Consultant Project Team, CIMA+

Attach: Areas of Interest  
A Proponent's Introduction to the Delegation of Procedural Aspects of Consultation with  
Aboriginal Communities

## AREAS OF INTEREST (v. February 2021)

*It is suggested that you check off each section after you have considered / addressed it.*

### Planning and Policy

- Projects located in MECP Central Region are subject to [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2020\)](#). Parts of the study area may also be subject to the [Oak Ridges Moraine Conservation Plan \(2017\)](#), [Niagara Escarpment Plan \(2017\)](#), [Greenbelt Plan \(2017\)](#) or [Lake Simcoe Protection Plan \(2014\)](#). Applicable plans and the applicable policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- Additionally, if the project is located within the boundaries of the Lake Simcoe Protection Plan, we also strongly recommend that the project team review the information and resources available on the province's website related to protecting Lake Simcoe found here: <https://www.ontario.ca/page/protecting-lake-simcoe>, including the Lake Simcoe phosphorus reduction strategy.
- The [Provincial Policy Statement \(2020\)](#) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.
- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

### Source Water Protection

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. Given this requirement, please include a section in the report on source water protection.

- The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the "Map Legend" bar on the left. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Janet Ivey at [janet.ivey@cvc.ca](mailto:janet.ivey@cvc.ca). Please document the results of that consultation within the report and include all communication documents/correspondence.**

#### More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to [Conservation Ontario's website](#) where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in [section 1.1 of Ontario Regulation 287/07](#) made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

#### □ **Climate Change**

The document "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide) is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. Proponents should review this Guide in detail.

- **The MECP expects proponents of Class EA projects to:**
  1. Consider during the assessment of alternative solutions and alternative designs, the following:
    - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and

- b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

#### Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, a quantitative air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. A qualitative level of assessment is appropriate for this project, see next bullet.
- If a quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:
  - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
  - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
  - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
  - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#) report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

#### Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.

- Natural heritage and hydrologic features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.
  - Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
  - Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

#### □ Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at <https://www.ontario.ca/page/species-risk>.
- The Client's Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.
- For any questions related to subsequent permit requirements, please contact [SAROntario@ontario.ca](mailto:SAROntario@ontario.ca).

#### □ Surface Water

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process that includes:**
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
  - Watershed information, drainage conditions, and other relevant background information
  - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
  - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into

Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

#### Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.
- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

#### Excess Materials Management

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled "[On-Site and Excess Soil Management](#)" (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don't go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit <https://www.ontario.ca/page/handling-excess-soil>.

- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
  - All waste generated during construction must be disposed of in accordance with ministry requirements
- **Contaminated Sites**
- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites. We recommend referring to the [MECP's D-4 guideline](#) for land use considerations near landfills and dumps.
    - Resources available may include regional/local municipal official plans and data; provincial data on [large landfill sites](#) and [small landfill sites](#); Environmental Compliance Approval information for waste disposal sites on [Access Environment](#).
  - Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's [website](#)).
  - The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
  - Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.
- **Servicing, Utilities and Facilities**
- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.
  - The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.
  - Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
  - We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ **Mitigation and Monitoring**

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.
- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ **Consultation**

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).
- Please include the full stakeholder distribution/consultation list in the documentation.

□ **Class EA Process**

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. **The Master Plan should clearly indicate the selected approach for conducting the plan**, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the Environmental Assessment Act, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**
- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.
- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR

Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act*, 2019.

- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

#### **Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020**

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address (for projects in MECP Central Region, the email is [eanotification.cregion@ontario.ca](mailto:eanotification.cregion@ontario.ca)).

The public has the ability to request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek  
Ministry of Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
[minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

and

Director, Environmental Assessment Branch  
Ministry of Environment, Conservation and Parks  
135 St. Clair Ave. W, 1st Floor  
Toronto ON, M4V 1P5  
[EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

## A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

### DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts.

**Aboriginal communities** – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

**Consultation** – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

**Crown** – the Ontario Crown, acting through a particular ministry or ministries.

**Procedural aspects of consultation** – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

**Proponent** – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

### I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

### II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

### **III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

### **IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

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- Assess the scope of consultation owed to the Aboriginal communities;
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A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

**a) What might a proponent be required to do in carrying out the procedural aspects of consultation?**

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

**b) What documentation and reporting does the Crown need from the proponent?**

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

**c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?**

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

## **V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?**

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

## **VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?**

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Ministry of Heritage, Sport,  
Tourism and Culture Industries

Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7  
Tel: 416.786.7553

Ministère des Industries du Patrimoine,  
du Sport, du Tourisme et de la Culture

Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto, ON M7A 0A7  
Tél: 416.786.7553



April 6, 2021

EMAIL ONLY

Sean Bagshaw, P. Eng.  
Manager of Infrastructure  
Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3AC  
[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)

MHSTCI File : 0013829  
Proponent : The Municipality of Clarington  
Subject : Notice of Commencement – MCEA Schedule B  
Project : Port Granby Project End Use Transportation Network MCEA  
Location : Port Granby

---

Dear Sean Bagshaw:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Study Commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MHSTCI.

#### **Project Summary**

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

### Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

### Archaeological Resources

This EA project may impact archaeological resources and should be screened using the MHSTCI [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MHSTCI for review.

### Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area during the planning phase and will be summarized in the EA Report. This study will:

1. Describe the existing baseline cultural heritage conditions within the study area by identifying all known or potential built heritage resources and cultural heritage landscapes, including a historical summary of the study area. MHSTCI has developed screening criteria that may assist with this exercise: [Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes](#).
2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.
3. Recommend measures to avoid or mitigate potential negative impacts to known or potential built heritage resources and cultural heritage landscapes. The proposed mitigation measures are to inform the next steps of project planning and design.

Given that this project covers a large study area, MHSTCI recommends that the Cultural Heritage Report is carried out so that step 1 described above is undertaken early in the planning process. Then, steps 2 and 3 can be undertaken once the preferred alternatives have been selected.

### Environmental Assessment Reporting

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact Dan Minkin.

Sincerely,

Joseph Harvey  
*On behalf of*

Dan Minkin  
Heritage Planner  
Heritage Planning Unit  
[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)

Copied to: Ron Albright, Project Director, CIMA+  
Elysia friedl, Junior Environmental Professional, CIMA+

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

**Elysia Friedl**

---

**From:** Ron Albright  
**Sent:** Monday, July 5, 2021 11:29 AM  
**To:** Elysia Friedl  
**Cc:** Lauren Wingham-Smith; Dave Hardy; William McCrae  
**Subject:** FW: Port Granby Project End Use Transportation Network

Elysia can you please add this to the stakeholder input for the EA. Thanks

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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**From:** Weir, Gord <gweir@clarington.net>  
**Sent:** July 5, 2021 10:26 AM  
**To:** Ron Albright <Ron.Albright@cima.ca>  
**Subject:** RE: Port Granby Project End Use Transportation Network

**EXTERNAL EMAIL**

A few comments

From my perspective I think it is important that with the Port Granby Site you need to ensure we have at least 2 access points. Currently off of Conc Rd 1 south on Elliott south of the CN track to an access gate being one entrance. Main entrance is along Lakeshore Road almost in front of the old access gate on the south side where the original site was. The property has the low level radiation hazard as well several hazards at the Water Treatment Facility ( Chemical and Propane). Must maintain 2 access points.

With regards to Elliott Rd I would suggest your option one (1) as I am not sure they want to replace the bridges for the railway tracks on Nichols Rd, it is basically closed coming south from Concession Rd. 1 from what I understand at the tracks and the same going North from Lakeshore.

I as well think it is important to keep access roads from Lakeshore Rd to Concession Rd 1 open. Currently a huge gap between East Townline and Lancaster especially south of the tracks.

Any questions please give me a call

Gord.

---

From: Ron Albright <Ron.Albright@cima.ca>  
Sent: Monday, July 5, 2021 9:31 AM  
To: Weir, Gord <gweir@clarington.net>  
Cc: William McCrae <will.mccrae@cima.ca>; Lauren Wingham-Smith <laurenwinghamsmith@hardystevenson.com>; Elysia Friedl <Elysia.Friedl@cima.ca>; Dave Hardy <davehardy@hardystevenson.com>; Bagshaw, Sean <SBagshaw@clarington.net>  
Subject: RE: Port Granby Project End Use Transportation Network

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**EXTERNAL**

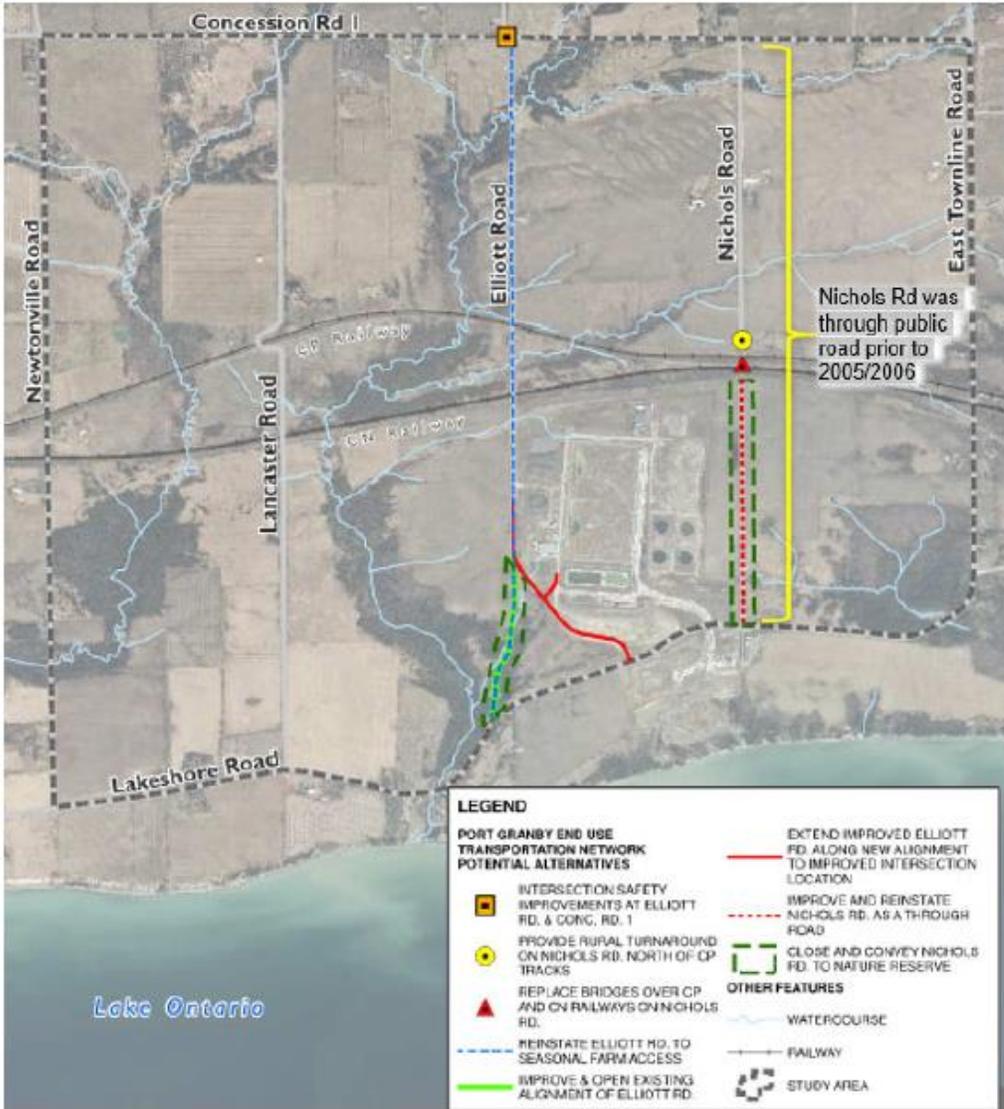
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Hi Gord. Just another quick follow up to our discussion last week.

Aside from the direct benefit to addressing any calls to the Port Granby Project Site, from an EMS point of view can you provide your thoughts on the benefits and or concerns with:

1. Having Elliott Road improved to provide a public road connection from Conc. Road 1 to Lakeshore Road with an improved southern alignment to provide a safe intersection at Lakeshore Road with clear sight lines?
2. Leaving Elliott Road in its current state with some intersection improvements at Concession 1 but still remaining gated at Conc. 1?
3. Improving Nichols Road, including new bridge crossings of the CNR and CPR, and provide a public road connection between Conc. Road 1 and Lakeshore Road.

The information you provide will assist the project team in evaluating the various options considered in the EA (supporting graphic provided below). Thank you Gord



RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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**From:** Ron Albright  
**Sent:** April 7, 2021 8:59 AM  
**To:** Weir, Gord <[gweir@clarington.net](mailto:gweir@clarington.net)>  
**Cc:** William McCrae <[Will.McCrae@cima.ca](mailto:Will.McCrae@cima.ca)>; Lauren Wingham-Smith <[laurenwinghamsmith@hardystevenson.com](mailto:laurenwinghamsmith@hardystevenson.com)>; Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; Dave Hardy <[davehardy@hardystevenson.com](mailto:davehardy@hardystevenson.com)>  
**Subject:** RE: Port Granby Project End Use Transportation Network

Hi Gord. Thank you for the response.

If you wouldn't mind asking Bill. We would but there may be an transfer of information issue if we ask for your notes.

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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CANADA 2119

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From: Weir, Gord <[gweir@clarington.net](mailto:gweir@clarington.net)>  
Sent: Tuesday, April 6, 2021 4:12 PM  
To: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Subject: RE: Port Granby Project End Use Transportation Network

**EXTERNAL EMAIL**

Couple of things, I got an email from Elysia, is the PIC now the 21<sup>st</sup>?  
Bad news is we cannot find anything from Tim Calhoun regarding the results of the table top that was done. Only found an invoice we submitted  
Current response is straight down Reg Rd 18 and across to the gate. Seems to be no issue. Secondary entrance would be down Elliott Rd and turn into site.  
Are there any concerns, I don't think so no more than responding anywhere else. Roads and curves and bends are there our staff just need to adhere to conditions. Becoming familiar would be helpful I think if Elliott was taken straight south and was open it provides another option. Not sure what the long term plans are for the gate on the east side into the site now will be but maybe a locked gate just provides another point of entry.

Any questions let me know.

Do you want me to reach out to Bill Daly to see if they have notes from the training exercise?

---

From: Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
Sent: Wednesday, March 31, 2021 11:54 AM  
To: Weir, Gord <[gweir@clarington.net](mailto:gweir@clarington.net)>  
Subject: RE: Port Granby Project End Use Transportation Network

**EXTERNAL**

Hi Gord. Our PIC for Port Granby is on April 14, 2021. Just a gentle reminder for some of the information below if you have time over the next few weeks.

Thanks

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



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415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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**From:** Weir, Gord <[gweir@clarington.net](mailto:gweir@clarington.net)>  
**Sent:** Tuesday, March 16, 2021 8:13 AM  
**To:** Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
**Subject:** RE: Port Granby Project End Use Transportation Network

**EXTERNAL EMAIL**

Thanks Ron, reminder to send me some comments re the reconfiguration of the 115/35 re MTO and concerns I explained to you from the group up there.

---

**From:** Ron Albright <[Ron.Albright@cima.ca](mailto:Ron.Albright@cima.ca)>  
**Sent:** Monday, March 15, 2021 2:59 PM  
**To:** Weir, Gord <[gweir@clarington.net](mailto:gweir@clarington.net)>  
**Cc:** Elysia Friedl <[Elysia.Friedl@cima.ca](mailto:Elysia.Friedl@cima.ca)>; William McCrae <[will.mccrae@cima.ca](mailto:will.mccrae@cima.ca)>; Bagshaw, Sean <[SBagshaw@clarington.net](mailto:SBagshaw@clarington.net)>  
**Subject:** Port Granby Project End Use Transportation Network

---

**EXTERNAL**

Good afternoon Chief Weir. It was a pleasure speaking to you Friday afternoon. As a follow up as discussed please find attached a copy of our Notice of Commencement and a Draft version of Potential Alternatives for the Port Granby Project End Use Transportation Network. As part of our review Emergency Services response for the site is one of the things we will need to assess and provide comment on.

As part of that review we were wondering if you would be able to provide us with your input on a number of items.

1. Within the last 2 years Clarington EMS conducted a mock emergency at the Port Granby LTWMF water treatment facility. Can you provide our team with a high level summary of lessons learned from that exercise as it relates to access to the site, response times and response routing.
2. What is your current response routing to the site either to the north treatment plant or the remediated lands to the south?
3. Are there any concerns from Clarington EMS with the current routing arrangements or with the roads along the route itself (i.e. sharp bends, abrupt vertical curves (sight lines, reduced speed), narrow road platform, etc.)?
4. There are a number of Network Improvements being considered as shown on the attached alternatives Maps and as summarized below. Can you provide your comments on the alternatives as it would related to Clarington EMS call response to the site or other matters that would impact Clarington EMS.
  - a. Status Quo – Gated Site Access driveway from Conc. 1 and separate gated site access from Lakeshore Road
  - b. Extension of Elliott Road south to Lakeshore Road along roughly the current site access driveway from Lakeshore Road.
  - c. Extension of Elliott Road south along existing unimproved Elliott Road right of way (currently gated closed to prevent illegal dumping and unwanted access near the facility)
  - d. Reinstatement of Bridges over the CP and CN Rail lines and improve Nichols Road as an opened public road.
  - e. Reinstate Elliott Road to its previous status as a seasonally maintained earth/gravel road – site access via Lakeshore Road and Newtonville Road or Nichols Road
5. Anything else you can think off that would be beneficial to the team reviewing these options.

Thank you and we look forward to hearing your responses.

Best regards,

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering



T 905 697-4464 ext. 6929 M 905-260-2676  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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**From:** [Ron Albright](#)  
**To:** [Nowak, Brett](#)  
**Cc:** [Heathcote, Kevin](#); [William McCrae](#); [Elysa Friedl](#); [Brake, Stephen](#); [Lauren Wingham-Smith](#); [Dave Hardy](#)  
**Subject:** RE: Port Granby  
**Date:** Tuesday, September 14, 2021 11:20:55 AM  
**Attachments:** [~WRD0001.jpg](#)  
[images001.jpg](#)  
[images002.jpg](#)

---

Thanks for getting back to us Brett and sorry for the later reply, still catching up from the vacation e-mail back log. Below are answers to your questions. If there is anything else that comes up let me know.

- If Elliot Road was extended ~~with~~ would this be Clarington's capital cost or included in the remediation work and or cost apportionment?
  - **This would need to be negotiated/discussed as part of the final decision and agreement(s) but the thought would be that between the railway compensation for the removal of Nichols Road structures and costs contribution from Canada (for not having to rip up the Elliott Road improvements) there would be little or no cost to the Municipality for the extension. Afterwards standard maintenance and replacement costs would apply.**
- Has the rail crossing on Elliot Road ben improved already
  - **Yes the CN Level Crossing was improved as part of the initial works and went from Cross Buck signage to fully protected with bells, lights and drop arms and rubber crossing surface (although I believe that a portion may have been replaced with hardwood).**
- When would Elliot Road be re-assumed by Clarington
  - **That would have to be negotiated if the current lease is to be extended but if not the current agreement has an end date of April 2022. Based on were things are on the site and with the EA there may need to be an extension for a portion of next year.**
- Do we have a preliminary cost estimate for the extension of Elliot Road.
  - **We will be working on that over the next 2-4 weeks to assist with the preferred alternative selection. We will forward to Clarington once it is complete.**

---

RON ALBRIGHT, P.Eng.  
Project Director / Infrastructure – Municipal Engineering

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**From:** Novak, Brett <BNovak@clarington.net>  
**Sent:** August 25, 2021 8:35 AM  
**To:** Ron Albright <Ron.Albright@cima.ca>  
**Subject:** Port Granby

**EXTERNAL EMAIL**

Hi Ron,

Steve and I met yesterday to review the PIC information and discuss access routes. We are in favour of the continued use of Elliot Road for access to the waste management facility. We also agreed that the extension of Elliot Road to Lakeshore would be beneficial. I don't have a lot of history on this myself so I have a few questions related:

- If Elliot Road was extended with this be Clarington's capital cost or included in the remediation work and or cost apportionment.
- Has the rail crossing on Elliot Road ben improved already
- When would Elliot Road be re-assumed by Clarington
- Do we have a preliminary cost estimate for the extension of Elliot Road.

Thanks,

Brett Novak, C.Tech.  
Manager of Operations  
Public Works Department  
Municipality of Clarington  
40 Temperance Street, Bowmanville ON L1C 3A6  
905-623-3379 ext. 2909 | 1-800-563-1195  
[www.clarington.net](http://www.clarington.net)

# Clarington

March 1<sup>st</sup>, 2021

Mississaugas of Scugog Island First Nation  
22521 Island Road  
Port Perry Ontario L0L 1B6

## SENT VIA EMAIL

### Attention: Dave Mowat, Community Consultation Specialist

RE: Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario, Schedule 'B' Municipal Class Environmental Assessment (MCEA) Notice of Study Commencement

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

The study is being conducted in compliance with the Schedule 'B' Municipal Class Environmental Assessment (Class EA) process set out by the Municipal Engineers' Association, and as required under the *Environmental Assessment Act*. The study will define the problem, identify alternative solutions, analyze and evaluate each alternative based on potential impacts to the natural, social and economic environments, and propose a preferred solution.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality of Clarington wishes to ensure that these consultations happen in a meaningful way.

If you wish to provide comments at any time during this study, we request they be directed to one of the Project Managers listed below.

Sincerely,

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A6  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Rd. W., 2nd Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

The Corporation of the Municipality of Clarington, 40 Temperance Street, Bowmanville, ON L1C 3A6  
1-800-563-1195 | Local: 905-623-3379 | info@clarington.net | [www.clarington.net](http://www.clarington.net)

# Clarington

## Notice of Commencement

### Schedule 'B' Municipal Class Environmental Assessment (MCEA)

#### Port Granby Project End Use Transportation Network MCEA, Port Granby Ontario

The Municipality of Clarington is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations. The EA will be completed in accordance with the Municipal Engineers Association's Municipal Class EA document dated October 2000, as amended in 2007, 2011 & 2015.

The study area is shown on the map included here.





The Port Granby Project is part of the Government of Canada's Port Hope Area Initiative (PHAI). The goal is to cleanup historic low-level radioactive waste found in the Municipalities of Clarington and Port Hope. In March 2001, the Federal Government (Canada) signed a legal agreement with both municipalities launching PHAI and establishing a plan for the Port Granby and Port Hope Projects

Within the framework of this agreement the Municipality of Clarington and Canada have negotiated terms for the maintenance and use of municipal roads for the Port Granby Project. Currently Elliott Road from Concession Road 1 to the facility entrance is leased to Canada. At the termination of the Elliott Rd. lease, the Municipality has the option to request removal of the road works between the facility and Concession Rd 1, initiate closure of the road, or re-establish the road as a public highway. The Municipality needs to make this decision within the context of safe continued operation and end use of the Port Granby facility considering the functionality of the local transportation network including the following:

- The future role of Elliott Road south of the facility
- The future role of Nichols Road east of the facility
- The potential ultimate end use of the surrounding lands as a Nature Reserve
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP)
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites.
- Other Items that may be important to local residents or other road users

There will be public consultations regarding the study and information on the consultations will be released as the study progresses. For more information about this project, visit <https://www.clarington.net/en/live-here/port-granby-facility-road-network.asp>. If you have any questions or concerns, please contact one of the following individuals listed below:

Sean Bagshaw, P. Eng.  
Manager of Infrastructure, Public Works Department  
Municipality of Clarington  
40 Temperance Street  
Bowmanville, ON L1C 3A8  
Phone: 905-623-3379, 2320  
Fax: 905-623-9282  
SBagshaw@clarington.net

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2<sup>nd</sup> Floor  
Bowmanville, ON L1C 5M2  
Phone: 905-697-4464, 6929  
Fax: 905-697-0443  
Ron.Albright@cima.ca

Under the Freedom of Information and *Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

This notice was first issued on January 14<sup>th</sup>, 2021.

**From:** [Elysia Friedl](mailto:Elysia.Friedl)  
**To:** [info@scugogfirstnation.com](mailto:info@scugogfirstnation.com)  
**Cc:** [Bagshaw, Sean; Ron Albright](mailto:Bagshaw_Sean; Ron.Albright)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre  
**Date:** Tuesday, April 6, 2021 3:21:00 PM  
**Attachments:** [Port Granby Project Notice of PIC\\_Final.pdf](#)

---

Good Afternoon,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 1 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Wednesday April 21st, 2021  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Junior Environmental Professional

T 905-607-4484 ext. 6030  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

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**From:** Verhoog, Catherine <cverhoog@clarington.net>  
**Sent:** Wednesday, March 3, 2021 2:42 PM  
**To:** [info@scugogfirstnation.com](mailto:info@scugogfirstnation.com)  
**Cc:** [Bagshaw, Sean <SBagshaw@clarington.net>; Bullied, Kristin <KBullied@clarington.net>; Ron Albright <Ron.Albright@cima.ca>; Elysia Friedl <Elysia.Friedl@cima.ca>; William McCrae <Will.McCrae@cima.ca>](mailto:Bagshaw_Sean; Ron.Albright)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Study Commencement

**EXTERNAL EMAIL**

ATTN: Mr. Dave Mowat, Community Consultation Specialist

Good Afternoon Mr. Mowat,

The Municipality of Clarington has initiated a study to determine how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

Consultation with Indigenous Communities is an integral component of the Municipal Class EA process, and the duty to consult is a Crown obligation that has been delegated to the Municipality of Clarington for this project. The Municipality wishes to ensure that these consultations happen in a meaningful way.

Please see the attached correspondence for details of this study, and instructions on how to provide comments at any time during this study.

Kindest regards,

**Catherine Verhoog**

Project Administration Clerk  
Public Works Department  
Municipality of Clarington  
40 Temperance Street, Bowmanville, ON L1C 3A6  
905-623-3379 ext. 2308 | 1-800-563-1195  
[www.clarington.net](http://www.clarington.net)

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**From:** [Elysa Friedl](#)  
**To:** [consultation@scwpofirstation.com](mailto:consultation@scwpofirstation.com)  
**Cc:** [Heathcote, Kevin](#); [Ron Albright](#)  
**Subject:** Port Granby Project End Use Transportation Network MCEA - Notice of Public Information Centre #2  
**Date:** Thursday, February 24, 2022 9:27:00 AM  
**Attachments:** C14-0004-Port Granby Project Notice of PIC2\_Final.pdf

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Good Morning,

On behalf of the Municipality of Clarington, please find attached the Notice of Public Information Centre No. 2 for the Municipal Class Environmental Assessment (EA) for the Port Granby End Use Transportation Network.

The Municipality has retained CIMA+ to undertake a Schedule 'B' Class EA to investigate how the local transportation network can best serve the community as the Port Granby Project enters end use operations.

**Date:** Thursday March 3<sup>rd</sup>, 2022  
**Place:** Online Presentation - Visit the Project Web Site and Click on the Link:  
<https://www.clarington.net/portgranbyroadnetwork/>  
**Time:** 7:00 p.m. to 9:00 p.m.

If you have any questions or concerns, please submit your comments to one of the Project Managers on the Notice, and they will be addressed.

Thank you,

---

ELYSIA FRIEDL  
Project Coordinator, Infrastructure

T 905-697-4464 ext. 6930  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA  
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# Clarington

September 23, 2021

Ron Albright, P. Eng.  
Project Director  
CIMA+  
415 Baseline Road West, 2nd Floor  
Bowmanville, ON L1C 5M2

Email: [Ron.albright@cima.ca](mailto:Ron.albright@cima.ca)

Dear Ron,

**Re: Schedule 'B' Municipal Class Environmental Assessment (MCEA)  
Port Granby Project End Use Transportation Network, Port Granby Ontario  
Our File: PLN 15.16**

---

Within the framework of the agreement on the Port Granby Project, the Municipality of Clarington and the Federal Government have negotiated terms for the maintenance and use of municipal roads. Currently, Elliott Road from Concession Road 1 to the facility entrance is leased to the Federal Government. At the end of the Elliott Road lease, Clarington can request removal of the road between the facility and Concession Road 1, initiate closure of the road or re-establish the road as a public highway. The comments provided herein on the MCEA, and specifically the alternative solutions identified, consider how the local transportation network can best serve the proposed end use for the surrounding Federally owned lands as a nature reserve.

The Federal Government owns 270 hectares of land, including the 95 hectares of land that fall under the Canadian Nuclear Safety Commission licence for the Port Granby cleanup project. The other 175 hectares of land owned by the Federal Government lies outside of the licensed zone and is considered surplus. Working in collaboration with local area residents, the Municipalities of Clarington, Port Hope and the Ganaraska Region Conservation Authority have submitted a proposal to Atomic Energy Canada Limited (AECL), the Federal agency responsible, to create a nature reserve in the Port Granby area made up of the 175 hectares of surplus Federal lands.

The Port Granby Nature Reserve (PGRN) proposal seeks the transfer of ownership of the surplus lands to the local municipalities for ecological restoration, enhancement, and conservation. Review of the proposal is on-going, with consultation between the proponents, AECL, First Nations and the contractor for the project.

The Municipality needs to make a decision on the transportation network within the context of safe continued operation and end-use of the Port Granby facility, considering the functionality of the local transportation network, including the following:

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- The future role of Elliott Road, south of the facility;
- The future role of Nichols Road, east of the facility;
- The potential ultimate end use of the surrounding lands as a Nature Reserve;
- Emergency access requirements for the Port Granby Waste Water Treatment Plant (PGWWTP);
- Ongoing access requirements for employees, site deliveries and hauling of residual waste from the PGWWTP to external licensed receiving sites; and
- Other items that may be important to local residents or other road users.

From the perspective of the PGNR proponents, the choice between reopening Nichols Road to traffic, south of the rail line or keeping it closed to traffic should be evaluated for its overall impact on providing a larger contiguous natural space. In addition, the current state of Elliott Road south of the PGWWTP has had some benefits for ecological integrity and this should be part of the evaluation as well.

The PGNR proposal sets out management recommendations for the surplus land parcel on the east side of Nichols Road that seeks to balance the high-quality agricultural land in this area with the potential for high quality forest habitat. The existing meadow on the southwest portion of this parcel would be allowed to naturalize through succession, while the existing intensive agricultural use at the north end of this parcel would be maintained, but at a more limited scale. Management recommendations made for the land parcels on the west side of Elliott Road, north of Lakeshore Road focus on conservation and enhancement of the existing wooded area through extensive tree planting to create upland forest and interior forest habitat. On an interim basis it may continue to be used for agricultural purposes.

Future access to the PGNR was anticipated to be very limited, as such, there is no demand for road access being generated from the proposed end-use. Rather, access was contemplated as being from Lakeshore Road and by the Waterfront Trail, with the possibility of a trail to the lake on the Nichols Road right-of-way south of Lakeshore Road. The only other access necessary would be for emergency and fire services, for maintenance/management of the proposed nature reserve, and for limited seasonal farm equipment access to agricultural lands at the north end of Nichols Road south of the rail line and on the south side Lakeshore Road.

With respect to maintaining access on Elliott Road or Nichols Road for other uses (e.g. walking, cycling), if road access is not required, the PGNR proposal envisions limited and controlled public access in certain areas east of the Port Granby Project lands with access being off of Lakeshore Road. Where access must be maintained along Nichols Road to monitoring locations and to maintain the hydro plant, design considerations should consider the installation of barriers to control unauthorized access.

Thank you for the opportunity to submit comments in response to the MCEA underway for Port Granby facility road network. Should you have questions on the contents of this letter, please contact me at 905-623-3379 ext. 2407 or [flangmaid@clarington.net](mailto:flangmaid@clarington.net).

Sincerely,



Faye Langmaid, Manager – Special Projects  
Planning and Development Services  
On behalf of: Port Granby Nature Reserve Alliance Working Group

cc: Ryan Windle, Director of Planning & Development Services, Municipality of Clarington  
Amy Burke, Senior Planner, Municipality of Clarington  
Stephen Brake, Director of Public Works, Municipality of Clarington  
Andy Allison, CAO, Municipality of Clarington  
Linda Laliberte, CAO, Ganaraska Region Conservation Authority  
Julia Snoek, Director of Parks, Recreation and Culture, Municipality of Port Hope  
Gerry Mahoney, President, Southeast Clarington Ratepayers Association  
Maude-Emilie Page, Director of Communications and Government Reporting, AECL

**Elysia Friedl**

---

**From:** Sandrine Exibard-Edgar <seedgar@tnpi.ca>  
**Sent:** Thursday, February 25, 2021 8:14 AM  
**To:** Elysia Friedl  
**Cc:** Bagshaw, Sean; Ron Albright  
**Subject:** RE: Notice of Study Commencement - Port Granby Project End Use Transportation Network Schedule 'B' MCEA

**EXTERNAL EMAIL**

Thank you for your email, Trans-Northern Pipelines has no asset in the study area  
Have a great day

**Sandrine Exibard-Edgar**

Team Lead, Property Administration/ Chef d'Equipe, Administration Foncière  
Trans-Northern Pipelines Inc. | 45 Vogel Road, Suite 310, Richmond Hill, ON L4B 3P6 |  
(289) 475-5366  
[seedgar@tnpi.ca](mailto:seedgar@tnpi.ca)



Trans-Northern // Trans-Nord



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**From:** Elysia Friedl <Elysia.Friedl@cima.ca>  
**Sent:** February 24, 2021 3:49 PM  
**To:** Land ROW East <landroweast@tnpi.ca>  
**Cc:** Bagshaw, Sean <SBagshaw@clarington.net>; Ron Albright <Ron.Albright@cima.ca>  
**Subject:** Notice of Study Commencement - Port Granby Project End Use Transportation Network Schedule 'B' MCEA

**CAUTION:** This email originated from outside of the TNPI organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

On behalf of the Municipality of Clarington, please find attached the Notice of Study Commencement for the Port Granby Project End Use Transportation Network Schedule 'B' MCEA.

If you have any questions after reviewing the materials, or wish to be removed from the contact list, please submit your comments to one of the Project Managers on the Notice and they will be addressed.

Thank you,

---

**ELYSIA FRIEDL**  
Junior Environmental Professional

T 905-697-4464 ext. 6930  
415 Baseline Road West, 2nd Floor, Bowmanville, ON L1C 5M2 CANADA

**CIMA+**

415 Baseline Road West, 2<sup>nd</sup> Floor

Bowmanville, Ontario L1C 5M2

T 905 697-4464 F 905 697-0443

**cima.ca**

