

**Table of Proposed Class EA Amendments – Appendix 1 Roads (Version 5, Date December 26, 2019)**

Number	Section	Current Text	Proposed Amendment <b>Revisions in Red</b>	Rationale
R1	Appendix 1	<p>1 Normal or emergency operation and maintenance of linear paved facilities cycling lanes/facilities &amp; multi-purpose paths, sidewalks, parking lots and related facilities located within or outside existing rights- of-way</p> <p>2 Shaping and cleaning existing roadside ditches</p> <p>4 Gravel replacement and reshaping on existing roads</p> <p>6 Plowing and sanding</p> <p>10 Snow and de-icing operations that comply with MECP’s Guideline B-4 “Snow Disposal and De-icing Operations in Ontario</p> <p>7 Stockpiling sand, gravel and fill</p> <p>8 Stockpiling of de-icing material at existing service facility where stockpiling has previously taken place</p> <p>17 Culvert repair and replacement where the capacity of the culvert is not increased beyond the minimum municipal standard or the capacity required to adequately drain the area, whichever is greater, and where there is no change in drainage area</p> <p><b>SCHEDULE A</b></p>	<p>1 Normal or emergency operation and maintenance of <b>bridges</b>, linear paved facilities, <b>expressways</b>, cycling lanes/facilities &amp; multi-purpose paths, sidewalks, parking lots and related facilities located within or outside existing rights- of-way</p> <p>2 Shaping and cleaning existing roadside ditches</p> <p><b>3</b> Gravel replacement and reshaping on existing roads</p> <p><b>4</b> Plowing and sanding</p> <p><b>5</b> Snow and de-icing operations that comply with MECP’s Guideline B-4 “Snow Disposal and De-icing Operations in Ontario</p> <p><b>6</b> Stockpiling sand, gravel and fill</p> <p><b>7</b> Stockpiling of de-icing material at existing service facility where stockpiling has previously taken place</p> <p><b>8</b> Culvert repair and replacement where the capacity of the culvert is not increased beyond the minimum municipal standard or the capacity required to adequately drain the area, whichever is greater, and where there is no change in drainage area</p> <p><b>REMAINS SCHEDULE A</b></p>	<p><b>Administrative changes only.</b></p> <p>Items will remain Schedule A but be re-numbered and grouped under the heading Operational and Maintenance Activities. Bridges and expressways were added to clarify that operational and maintenance activities fall under this schedule.</p> <p>The Companion Guide will include the following comments: Operational and maintenance activities are those activities that keep the infrastructure in good condition and safe for the intended use by the public. Related surface infrastructure includes sidewalks, pathways, streetscape features, lighting, signage, landscaping/trees and any other infrastructure located in the road allowance.</p> <p>Clause 1 is intended to be all-inclusive and capture all operational and maintenance activities. This group of projects can be summarized by all operational and maintenance activities associated with roads and related surface infrastructure.</p> <p>If a proponent is uncertain how to classify a particular activity or project, the proponent should review all clauses in this Appendix 1. If the proposed activity or project could be considered an Operations or Maintenance activity and it is not specifically included in any clause in Appendix 1, then Ontario Regulation 334: General applies and the activity or project is exempt from the EA Act provided the cost is less than \$3.5m</p> <p>As of June 2019, Schedule A activities are deemed exempt from the EA Act. Once the proponent recognizes that the activity is exempt, the proponent may proceed with the activity without any notice or documentation.</p>

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R2	Appendix 1	9 Initial stockpiling of de-icing material at existing service facility <b>SCHEDULE B</b>	<b>NEW</b> <b>11a</b> Initial stockpiling of de-icing material within an engineered permanent storage structure with an impervious surface, where de-icing material will be protected from precipitation and surface runoff and complies with the Government of Canada's code of practice for road salts environmental management. <b>SHIFTS TO SCHEDULE A</b>  <b>11b</b> Stockpiling of de-icing material, where the de-icing material will be stored in an outdoor facility. <b>REMAINS SCHEDULE B</b>	This item will be re-numbered and grouped under the heading <b>Operational and Maintenance Activities</b> .  This item is currently listed as a Schedule B. However, since this item was originally written and classified the Government of Canada has issued a code of practice for road salts environmental management guideline. When salt is stored inside a building and salt management complies with the guidelines there is minimal risk of impact to the environment. Salt stored in an outdoor facility has potential risks to the environment and remains a Schedule B for the initial stockpiling.
R3	Appendix 1	16 Establishment of a roadside park or picnic area  37 Expansions, improvements and modifications to existing patrol yard and maintenance facilities where land acquisition is required <b>provided project conforms to Planning Act requirements and with municipal and other requirements.</b>  38 Establish new patrol yards or maintenance facilities <b>provided project conforms to planning Act requirements and with municipal and other requirements</b> <b>SCHEDULE A</b>	<b>9</b> Establishment of a roadside park or picnic area  <b>10a</b> Expansions, improvements and modifications to existing patrol yard and maintenance facilities where land acquisition is required <b>provided the project conforms-is subject to Planning Act requirements and complies with municipal and other requirements.</b>  <b>10b</b> Establish new patrol yards or maintenance facilities <b>provided the project conforms is subject to Planning Act requirements and complies with municipal and other requirements.</b> <b>REMAINS SCHEDULE A</b>	Items will remain Schedule A but be re-numbered and grouped under the heading <b>Road Related Facilities</b> .  Road related facilities, that are located outside a road allowance, are those facilities that support the operation of the road system and the users of the road system. This includes patrol yards, maintenance facilities, parking facilities, rest areas/parks, electric vehicle charging stations and operational activities such as stockpiling material and storing snow hauled from roads. In addition, these facilities must meet the setback and buffering criteria established and conform with local Planning Act requirements like the zoning bylaw and site plan approvals.

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R4	Appendix 1	14 Construction of new parking lots not associated with a building. <b>SCHEDULE A if &lt;\$9.5m and SCHEDULE B if &gt;\$9.5.</b>	<p><b>12a</b> Construction of new parking lots not associated with a building, that cost less than \$9.5 million, or that cost equal to or over \$9.5 million but are not located adjacent to or within an environmentally sensitive area.</p> <p><b>PARKING LOTS LESS THAN \$9.5 MILLION REMAIN SCHEDULE A.</b></p> <p><b>PARKING LOTS OVER \$9.5 MILLION THAT ARE NOT LOCATED WITHIN OR ADJACENT TO AN ENVIRONMENTALLY SENSITIVE AREA SHIFT TO SCHEDULE A.</b></p> <p><b>12b</b> Construction of new parking lots not associated with a building, that cost equal to or over \$9.5 million, that are located within or adjacent to an environmentally sensitive area. <b>REMAINS SCHEDULE B</b></p>	<p>This item will be re-numbered and grouped under the heading <b>Road Related Facilities</b>.</p> <p>This item is currently listed as Schedule A if &lt;\$9.5m and Schedule B if &gt;\$9.5. The value of the project does not relate to the environmental risk and should not be used as a criterion for the classification of the project. Planning Act compliance ensures environmental factors are considered and public participation in the decision. However, if the new parking lot is located within or adjacent to an environmentally sensitive area, a schedule B assessment would be required.</p> <p><u>Proposed definition is included in the glossary for “Subject to Planning Act Requirements”:</u> Means that the project must conform to the normal standards established in the zoning bylaw such as setbacks, buffering, grading, drainage and stormwater management, parking, traffic flow etc that are appropriate and apply to the project.</p>
R5	Appendix 1	36 Projects planned and approved under Ontario Regulation 586/06 (see Section A.2.10.4 of Municipal Class EA) <b>SCHEDULE A</b>	13 Projects planned and approved under Ontario Regulation 586/06 (see Section A.2.10.4 of Municipal Class EA) <b>REMAINS SCHEDULE A</b>	<b>Administrative Change.</b> Item will remain Schedule A but be re-numbered and grouped under the heading <b>Other Approvals</b> .
R6	Appendix 1	23 Construction of local roads which are required as condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road. [Note – Reference to “local” roads refers to roadway function not municipal jurisdiction. See definition in Glossary of Municipal Class EA.] <b>SCHEDULE A</b>	14a Construction of local roads which are required as a <b>specific</b> condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road. [Note – Reference to “local” roads refers to roadway function not municipal jurisdiction. See definition in Glossary of Municipal Class EA.] <b>REMAINS SCHEDULE A</b>	<b>Administrative Change.</b> Item remains Schedule A and is re-numbered and grouped under the heading <b>Other Approvals</b> but is amended.

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R7	Appendix 1	n/a	<p><b>14b</b> Construction of a <b>collector or arterial road</b> that is required as a specific condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road where: <b>the environmental impacts have been assessed and mitigation measures have been developed and will be implemented</b> and, <b>alternative alignments have been considered though the preparation of the Planning Act application, if appropriate, and the final alignment for the collector or arterial road is specifically defined in the Planning Act approval; and one of the following applies:</b></p> <ul style="list-style-type: none"> <li>a. The majority of the project is located within a single site plan, consent, plan of subdivision or plan of condominium; or,</li> <li>b. The project is located within an existing road allowance; or,</li> <li>c. The project will be located on a new alignment that has been finalized through a Transportation Master Plan and on a secondary plan approved under the Planning Act.</li> </ul> <p><b>Note – if a new alignment is being used, alternative alignments must have been considered for this exemption to apply.</b>  <b>ARTERIAL AND COLLECTOR ROADS ARE SHIFTED FROM SCHEDULE B (&lt;\$2.4 MILLION) AND C (&gt;\$2.4 MILLION) TO SCHEDULE A.</b></p>	<p>New item is created for collector and arterial roads. This item will be grouped under the heading <b>Other Approvals</b>.</p> <p>In some cases, the details of a collector or arterial road are determined through a Planning Act Approval. In these cases, the planning process could be duplicative with the EA process.</p> <p>Therefore, if a collector or arterial road is required as a specific condition of a Planning Act approval, e.g. plan of subdivision, and the environmental impacts have been assessed, mitigation measures have been developed and will be implemented, and alternative alignments have been considered, there are three cases where an EA would not be required:</p> <ul style="list-style-type: none"> <li>a. Where the majority of the project is located within a single Planning Act Approval.</li> <li>b. Where the project is located within an existing road allowance</li> <li>c. Where the project will be located on a new alignment that has been finalized through a Transportation Master Plan and a Secondary Plan.</li> </ul> <p>If the details of a collector road or an arterial road are included in the Planning Act approvals then an EA process is a complete waste of effort. All issues would have already been considered and there would be no ability to consider alternatives.</p> <p>Local roads within a subdivision have always been considered Schedule A projects. However, for collector or arterial roads associated with development there are currently several ways to obtain EA approval.</p> <ul style="list-style-type: none"> <li>1) Follow the Schedule B (expanded road) or C (new road) MCEA process to consider alternatives, seek input and select preferred solution. This is often the approach when the new/expanded road is reasonably long through an area with multiple owners and if the traffic on this road will be from the entire community and not primarily from adjacent development. This commonly would be a municipal project perhaps funded by Development Charges and completed in advance of adjacent development applications. Alternatively, the Schedule B or C process for these collector or arterial roads could be completed concurrent with adjacent planning applications.</li> <li>2) Rely on Ontario Regulation 345/93 exemption. For road expansions, the municipality could allow the Developer to be the proponent of the project, and the Developer could expand a municipal collector or arterial road</li> </ul>

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				<p>(Schedule B) and the project would be exempt. Before allowing a Developer to be the proponent and expand a municipal road the municipality needs to ensure the project there are sufficient controls included in the Planning Act approval to ensure the Developer is delivering a satisfactory facility.</p> <p>3) Use amended clause to classify the project as Schedule A. To qualify, the new or expanded collector/arterial road needs to be specifically described in the planning application. This means the location needs to be defined (for example by showing the road allowance property on a draft plan of subdivision) and the details of the road (cross section) considered during the Planning Act application by both the public and in the environmental inventory studies. A road illustrated with a line on a Schedule to the Official Plan does not sufficiently define a new road to qualify for classification as a Schedule A project. Furthermore, the municipality must be satisfied that the proposed road will provide the required function in the road system. The municipality must also ensure that there are sufficient controls in the Planning Act approval (specific clauses in the draft conditions) to ensure that the defined road is constructed. This approach is appropriate where the new/expanded road is reasonably short and constructed primarily to service adjacent development.</p>
R8	Appendix 1	5 a) Urban: Resurfacing, with no change to horizontal alignment b) Urban: Patching and frost heave treatment c) Rural: Resurfacing, patching and frost heave treatment with no change to horizontal alignment <b>SCHEDULE A+</b>	<b>15</b> a) Urban: Resurfacing, with no change to horizontal alignment b) Urban: Patching and frost heave treatment c) Rural: Resurfacing, patching and frost heave treatment with no change to horizontal alignment <b>REMAINS SCHEDULE A+</b>	<b>Administrative Change.</b> Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b>
R9	Appendix 1	11 Streetscaping (e.g. decorative lighting, sidewalk improvements, benches, landscaping not part of another project). <b>SCHEDULE A+</b>	<b>16</b> Streetscaping (e.g. decorative lighting, sidewalk improvements, benches, landscaping not part of another project) <b>or traffic calming.</b> <b>REMAINS SCHEDULE A+</b>	Administrative change. Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b> Minor revision made to clarify that traffic calming is exempt from the Environmental Assessment Act.
R10	Appendix 1	12 a) Construction of localized operational improvements at specific locations b) Installation of guide rails <b>SCHEDULE A+</b>	<b>17</b> a) Construction of localized operational improvements at specific locations <b>including roundabouts</b> b) Installation of guide rails <b>REMAINS SCHEDULE A+</b>	Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b> Revision made to clarify that this schedule includes operational improvements at existing roundabouts.  Minor clarifications have been included to highlight that roundabouts are considered a localized operational improvement. Current wording does not

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				specifically reference roundabout; however, municipalities/MEA have always interpreted “Construction of localized operational improvements at specific locations” to include roundabouts. Otherwise they would be exempt by reg 345/93.
R11	Appendix 1	18 Construction of a new culvert or increase culvert size due to change in the drainage area <b>SCHEDULE A+</b>	<b>18</b> Construction of a new culvert or increase culvert size due to change in the drainage area <b>REMAINS SCHEDULE A+</b>	Administrative Change. Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b>
R12	Appendix 1	19 Reconstruction where the reconstructed road or other linear paved facilities (e.g. HOV lanes) will be for the same purpose, use, capacity and at the same location (e.g. addition or reduction of cycling lanes/facilities or parking lanes - no change to motor vehicle lanes) <b>SCHEDULE A+</b>	<b>19</b> Reconstruction where the reconstructed road or other linear paved facilities (e.g. HOV lanes) will be for the same purpose, use, capacity and at the same location (e.g. addition or reduction of cycling lanes/facilities or parking lanes – <del>no change to</del> motor vehicle lanes <b>may decrease but not increase</b> ) <b>REMAINS SCHEDULE A+</b>	Administrative Change. Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b> Minor revision made to clarify that motor vehicle lanes may be decreased, but not increased, rather than not changed at all.
R13	Appendix 1	22 Redesignation of a Linear Paved Facility through signage or pavement marking modifications (i.e. not requiring physical construction beyond localized operational improvements described in activity No.12 above): • addition or removal of parking or turning lane markings on an existing roadway • conversion of one-way or two-way streets • redesignation of existing General Purpose Lane (GPL) or on- street parking to High Occupancy Vehicle (HOV) or cycling lanes/facilities; vice versa: • addition or removal of cycling lanes/facilities <b>SCHEDULE A+</b>	<b>20</b> Redesignation of a Linear Paved Facility through signage or pavement marking modifications (i.e. not requiring physical construction beyond localized operational improvements described in activity No.17 above): • addition or removal of parking or turning lane markings on an existing roadway • conversion of one-way or two-way streets • redesignation of existing General Purpose Lane (GPL) or on- street parking to High Occupancy Vehicle (HOV) or cycling lanes/facilities; vice versa: • addition or removal of cycling lanes/facilities <b>or continuous turn lanes</b> <b>REMAINS SCHEDULE A+</b>	All items will remain Schedule A+ but be re-numbered and grouped under the heading <b>Projects Within a Road Allowance Reconstruction of Roads with No Increase to Travel Lanes</b> . Minor clarifications have been included to highlight that roundabouts are considered a localized operational improvement, decreasing vehicle travel lanes is permitted, continuous turn lanes are permitted, traffic calming and retaining walls are included and bridges are included when retiring a road. Minor update made to clarify that addition of continuous turning lanes is encompassed within this schedule.

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R14	Appendix 1	32 Construction of noise barriers, i.e. structures such as walls and berms or a combination of the two <b>SCHEDULE A+</b>	<b>21</b> Construction of noise barriers (i.e. structures such as walls and berms or a combination of the two) <b>or retaining walls</b> <b>REMAINS SCHEDULE A+</b>	<b>Administrative Change.</b> Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b> Revisions added to clarify that retaining walls are included in this schedule.
R15	Appendix 1	39 Retirement of existing roads and road related facilities <b>SCHEDULE A+</b>	<b>22a</b> Retirement of existing roads and road related facilities <b>including bridges.</b> <b>Note – A retired bridge with cultural heritage value is not to be removed without clearance from the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) – use screening checklist developed with the MHSTCI and posted on the MEA website.</b> <b>REMAINS SCHEDULE A+</b>	<b>Administrative Change.</b> Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b>  Revisions added to clarify that the retirement of bridges are included in this schedule.
R16	Appendix 1	40 Retirement of existing laneways <b>SCHEDULE A+</b>	<b>22b</b> Retirement of existing laneways <b>REMAINS SCHEDULE A</b>	<b>Administrative Change.</b> Item is re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b>
R17	Appendix 1	23 Construction or removal of sidewalks or multi-purpose paths or cycling facilities within existing or protected rights-of-way <b>SCHEDULE A if &lt;3.5m</b> <b>SCHEDULE B if &gt; \$3.5m</b> <b>SCHEDULE C if &gt; 9.5m</b>	<b>23a</b> Construction or removal of sidewalks or multi-purpose paths or cycling facilities within existing or protected rights-of-way <b>and/or utility/rail corridors</b> <b>SCHEDULE A+</b>  <b>Projects that cost greater than \$3.5 million are shifted from Schedules B and C to A+.</b>	Items are re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b>  Items are currently classified Schedule A, B or C depending upon the value of the project. The cost of the project does not relate to the environmental risk and should not be used as a criterion for classification of the project Most active transportation projects cost <\$3.5m so have been Schedule A projects. Rather than no consultation or process whatsoever for less costly projects and a regimented Schedule B or C process for more costly projects, all projects are now classified Schedule A+. Active transportation facilities that are within an existing right of way have minimal ongoing environmental impacts, certainly less than vehicles. Environmental impacts during construction are managed by grading, drainage, erosion control and stormwater management plans and permits if near a watercourse that are required from the conservation authority. The project has been reclassified as a schedule A+ to encourage municipalities to still consult with those that are directly impacted by the project.
R18	Appendix 1	23. New Construction or removal of sidewalks, multi-purpose paths or cycling facilities including water crossings outside existing right-of-way <b>SCHEDULE A if &lt; \$3.5m</b> <b>SCHEDULE B if &gt; \$3.5m</b> <b>SCHEDULE C if &gt; \$9.5m</b>	<b>23b</b> New Construction or removal of sidewalks, multi-purpose paths or cycling facilities including water crossings outside existing right-of-way <b>and/or utility/rail corridors</b> <b>SCHEDULE A if &lt;3.5m</b> <b>SCHEDULE B if ≥\$3.5m</b>	The Schedule B MCEA process assesses alternative locations for constructing paths or cycling facilities. The Schedule C MECA process is an addition analysis of assessing design alternatives after the location is determined. For sidewalks, paths and cycling facilities, the environmental impact is similar for any design alternative so there is little value to completing the Schedule C component.

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			<b>Projects that cost greater than \$9.5 million are shifted from Schedule C to B.</b>	
<b>R19</b>	Appendix 1	34 Utility removal, modification or relocation for safety or aesthetic purposes <b>SCHEDULE A</b> 33 New fence installations not associated with another project. <b>SCHEDULE A</b>	<b>24</b> Utility removal, modification or relocation for safety or aesthetic purposes <b>SHIFT TO SCHEDULE A+</b> <b>25</b> New fence installations not associated with another project <b>SHIFT TO SCHEDULE A+</b>	Items are re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b>  Items are currently listed as Schedule A. Consultation with adjacent owners would be appropriate prior to proceeding with the project so projects are now classified as Schedule A+.
<b>R20</b>	Appendix 1	13 Installation, construction or reconstruction of traffic control devices (e.g. signing, signalization). <b>SCHEDULE A IF &lt;\$9.5M AND SCHEDULE B IF &gt;\$9.5.</b> 15 Installation of safety projects (e.g. lighting including “high mast”, grooving, glare screens, safety barriers, energy attenuators) <b>SCHEDULE A IF &lt;\$2.4M AND SCHEDULE B IF &gt;\$2.4.</b>	<b>26</b> Installation, construction or reconstruction of traffic control devices (e.g. signing, signalization). <b>SHIFT TO SCHEDULE A+</b> <b>27</b> Installation of safety projects (e.g. lighting including “high mast”, grooving, glare screens, safety barriers, energy attenuators) <b>SHIFT TO SCHEDULE A+</b>	Items are re-numbered and grouped under the heading <b>Reconstruction of Roads with No Increase to Travel Lanes</b> Items are currently classified Schedule A or B depending upon the value of the project. The value of the project does not really relate to the environmental risk and should not be used as a criterion for classification of the project. Regardless of cost, these projects pose little risk to the natural environment. Consultation with those directly impacted is covered by the Schedule A+ process.
<b>R21</b>	Appendix 1	24 Reconstruction of a water crossing where the reconstructed facility will be for the same purpose, use, capacity and at the same location. (Capacity refers to either hydraulic or road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks. <b>SCHEDULE A+</b>	<b>28</b> Reconstruction of a water crossing where the reconstructed facility will be for the same purpose, use, capacity and at the same location. (Capacity refers to <del>either hydraulic or</del> road capacity but does not include alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks. <b>REMAINS SCHEDULE A+</b>	Item will remain Schedule A+ but be re-numbered and grouped under the heading <b>Reconstruction of Bridges with No Increase to Travel Lanes</b> . The hydraulic capacity is no longer included as a trigger. Raising a bridge to match road grades or to meet minimum clearances above high-water elevations or widening a bridge to reduce the impact on the shoreline should not trigger a higher level of assessment.
<b>R22</b>	Appendix 1	31 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old which after appropriate evaluation is found not to have cultural heritage value. Determination of cultural heritage value will be in accordance with a screening checklist developed with the	<b>29</b> Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old which, after appropriate evaluation, is found not to have cultural heritage value <b>or, where there is cultural heritage value, the cultural heritage features are protected or replicated to the satisfaction of MHSTCI.</b> Determination	Item will remain Schedule A+ but be re-numbered and grouped under the heading <b>Reconstruction of Bridges with No Increase to Travel Lanes</b> . Minor clarification has been included to ensure the project includes plans to protect any heritage aspects of the bridge, to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries.



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		Ministry of Tourism and Culture (MTC) and posted on the MEA website <b>SCHEDULE A+</b>	of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MHSTCI) and posted on the MEA website. <b>REMAINS SCHEDULE A+</b>	
<b>R23</b>	Appendix 1	28 Construction of underpasses or overpasses for pedestrian, cycling, recreational or agricultural use <b>SCHEDULE A IF &lt;\$2.4M AND SCHEDULE B IF &gt;\$2.4.</b>	<b>30</b> Construction of <b>new or reconstruction or alteration of existing</b> underpasses or overpasses <b>or bridges</b> for pedestrian, cycling, recreational or agricultural use <b>SHIFT TO SCHEDULE A+</b>	This item will be included under the heading <b>Non-Vehicle Bridges</b> . Items are currently classified Schedule A or B depending upon the value of the project. The cost of the project does not relate to the environmental risk and should not be used as a criterion for classification of the project Most active transportation bridges cost <\$2.4m so have been Schedule A projects. Rather than no consultation or process whatsoever for less costly projects and a regimented Schedule B process for more costly projects, all projects are designated now classified Schedule A+. Active transportation has minimal ongoing environmental impacts, certainly less than vehicles. Environmental impacts during construction are managed by grading, drainage, erosion control and stormwater management plans and the shoreline permits that are required from the conservation authority. The project has been reclassified as a schedule A+ to encourage municipalities to still consult with those that are directly impacted by the project.
<b>R24</b>	Appendix 1	20 Reconstruction or widening where the reconstructed road or other linear paved facilities (e.g. HOV lanes) will not be for the same purpose, use, capacity or at the same location (e.g. additional motor vehicle lanes, continuous centre turn lane) <b>SCHEDULE B IF &lt;\$2.4M AND SCHEDULE C IF &gt;\$2.4.</b>	<b>31</b> Reconstruction or widening where the reconstructed road or other linear paved facilities (eg HOV lanes) will <del>not be for the same purpose, use, capacity or include additional lanes for vehicle travel</del> but will remain at the same location. <b>Note – substantial alterations to road allowances are Schedule C; see definition of same location under operation.</b> <b>SHIFT ALL TO SCHEDULE B</b>	This item will be included under the heading <b>Reconstruction with Increase to Travel Lanes</b> The cost of the project does not relate to the environmental risk and should not be used as criteria for classification of the project. Instead, impact to property and adding vehicle travel lanes are used as criteria for assessing impact. If travel lanes are added then the project is a Schedule B. If the road allowance needs to be substantially altered then there is a substantial impact that should be assessed by following the Schedule C process. Regardless of the size/cost of the project or the Schedule of the project (Schedule B or C) the alternatives presented during the EA process need to include sufficient detail to allow the public and agencies to determine the detailed impacts of the project and be satisfied with mitigation measures. For these projects, cross sections and plans that show the features to be included in the project should be presented to the public/agencies for comment.
<b>R25</b>	Appendix 1	25 Reconstruction of a water crossing where the reconstructed facility will not be for the same purpose, use, capacity or at the same location. (Capacity refers to either hydraulic or road capacity but does not include alterations to include or	<b>32</b> Reconstruction of a water crossing where the reconstructed facility will not be for the same purpose, use, capacity but remains at the same location. (Capacity refers to <del>either hydraulic or</del> road capacity but does not include	This item will be included under the heading <b>Reconstruction with Increase to Travel Lanes</b> . The hydraulic capacity is no longer included as a trigger. Raising a bridge to match road grades or to meet minimum clearances above high water elevations or widening a bridge to reduce the impact on the shoreline should not trigger a higher level of assessment. The cost of the project does not relate to the environmental risk and should not be used as a criterion for classifying the

Number	Section	Current Text	Proposed Amendment Revisions in Red	Rationale
		remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks <b>SCHEDULE B IF &lt;\$2.4M AND SCHEDULE C IF &gt;\$2.4</b>	alterations to include or remove facilities for cycling, pedestrians or to support utilities.) This includes ferry docks. <b>ALL SCHEDULE B</b>	project. Instead, the vehicle capacity of the bridge and the location of the bridge are used as the criteria for assessing impact. These projects must now follow the Schedule B process.
R26	Appendix 1	30 Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old, which after appropriate evaluation is found to have cultural heritage value. Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Tourism and Culture (MTC) and posted on the MEA website. <b>SCHEDULE B IF &lt;\$2.4M AND SCHEDULE C IF &gt;\$2.4.</b>	<b>33</b> Reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old, which after appropriate evaluation is found to have cultural heritage value <b>but the heritage features will not be protected.</b> Determination of cultural heritage value will be in accordance with a screening checklist developed with the Ministry of Heritage, Sport, Tourism and Culture Industries and posted on the MEA website. <b>ALL SCHEDULE C</b>	This item will be included under the heading <b>Reconstruction with Increase to Travel Lanes.</b> The cost of the project does not really relate to the environmental risk and should not be used as a criterion for classification of the project. Instead the cultural heritage value of the bridge is used as the criteria for assessing impact. These projects must now follow the Schedule C process to ensure design alternatives are considered.
R27	Appendix 1	21 Construction of new roads or other linear paved facilities (e.g. HOV lanes) <b>SCHEDULE B IF &lt;\$2.4M AND SCHEDULE C IF &gt;\$2.4</b>	<b>34</b> Construction of new roads <b>or substantial alteration of existing roads</b> or other linear paved facilities (e.g. HOV lanes) <b>that are not approved through the Planning Act (see items 14a and 14b)</b> <b>ALL SCHEDULE C</b>	This item will be included under the heading <b>New Roads, Bridges and Overpasses.</b> The cost of the project does not relate to the environmental risk and should not be used to classify the project. Instead, impact to property is used for assessing environmental impact. If the road allowance is new or needs to be substantially altered (the area of the road allowance for the project increased by more than 10%) then there is a substantial impact that should be assessed by following the Schedule C process. New infrastructure such as this must now follow the Schedule C process regardless of the size/cost of the project (greater or less than \$2.4m). The alternatives presented during the EA process need to include sufficient detail to allow the public and agencies to determine the details of the impacts of the project and be satisfied with mitigation measures
R28	Appendix 1	26 Construction of new water crossings. This includes ferry docks. <b>SCHEDULE B IF &lt;\$2.4M AND SCHEDULE C IF &gt;\$2.4</b>  27 Construction of new grade separations <b>SCHEDULE B IF &lt;\$9.5M AND SCHEDULE C IF &gt;\$9.5M.</b>	<b>35</b> Construction of new water crossings. This includes ferry docks. <b>SHIFT TO SCHEDULE C</b>  <b>36</b> Construction of new grade separations <b>SHIFT TO SCHEDULE C</b>	This item will be included under the heading <b>Bridges, Overpasses, and Grade Separations.</b> The cost of the project does not relate to the environmental risk and should not be used as criteria for classification of the project. As new infrastructure, these projects warrant a full analysis during the EA process. These projects must now follow the Schedule C process.

Number	Section	Current Text	Proposed Amendment Revisions in Red	Rationale
R29	Appendix 1	No current item	37 Reconstruction or expansion of an existing expressway NEW SCHEDULE C	This item will be included under the heading <b>Expressways</b> . Expressways are not addressed in the current document. A proponent needs to follow the individual EA process for the construction of an entirely new expressway. However, the reconstruction or expansion (including realignment) of an existing expressway can be approved by following the Schedule C process.
R30	Appendix 1	No current item	38. Any undertaking listed in these schedules and classified as a Schedule B or C undertaking, where the proponent determines that the work must be undertaken to address an emergency and the Director, of the Environmental Assessment and Permissions Branch is notified. NEW SCHEDULE A+	This item is added to allow proponents to undertake work that is subject to this Class EA if it is determined to be an emergency, provided that notification is given to the Director.
R31	Appendix 1	29. Construction of new interchanges between any two roadways, including a grade separation and ramps to connect the two roadways	Item is deleted	Item is no longer needed.
R32	Appendix 1	35. Restoration of a facility immediately after a natural disaster, provided the facility is for the same purpose, use, capacity and all at the same location.	Item is deleted	Item is no longer needed.

R33

Appendix 1

**SCHEDULES**

**STATUS OF MUNICIPAL ROAD PROJECTS UNDER THE CLASS ENVIRONMENTAL ASSESSMENT**

The following schedules are intended to assist proponents in understanding the status of various projects. **The types of projects and activities listed are intended generally to be categorized into Schedules A, A+, B and C with reference to the magnitude of their anticipated environmental impact.** In specific cases however, **a project may have a greater environmental impact than indicated by the Schedule and in such instances the proponent may, at its discretion, change the project status by elevating it to a higher schedule.** Consequently, in selecting the appropriate project schedule, it must be recognized that level of complexity will vary depending on the nature of the project. This is discussed in Section A.2.1.1. **Given the varying levels of complexity, the divisions among Schedules A, A+, B and C projects are therefore often not distinct.** While the Class EA document defines the minimum requirements for the environmental assessment planning, the proponent is responsible for “customizing” it to reflect the complexities and needs of a specific project. **The proponent should refer to Section A.2.1.1. for guidance in selecting the appropriate Schedule and customizing the process to fit the project and the community.**

The foregoing should be considered not only at the outset of project planning but as one proceeds through the process and reviews / confirms the project schedule.

Key considerations when screening potential effects are outlined in Appendix 3 and include requiring property, affecting watercourses, affecting fisheries, affecting significant natural heritage features (e.g. woodlots and wetlands), or having impacts which are considered significant to your community.

~~For example, a project may be a Schedule A or A+. It may, however, have potential major impacts such as requiring property, removing trees, affecting watercourses, affecting fisheries, or having impacts which are considered significant in your community. Accordingly, while it may technically be a Schedule A or A+, the proponent should carefully consider the appropriateness of that selection, since it would likely be more appropriately carried out as a Schedule B or C.~~

~~Take, for example, the redesignation of an existing general purpose lane as a High Occupancy Vehicle (HOV) lane. This could be accomplished with the installation of low cost traffic control devices and as such could be considered as a Schedule A+ project. However, the potential changes to general traffic patterns could be significant and could have effects on adjacent businesses or communities and as such should perhaps be considered as a Schedule B or C project.~~

Introduction section updated to reflect changes introduced by Bill 108 and mesh with amended project descriptions.

	<p>A proponent may elect to undertake an individual environmental assessment should the magnitude of the project, the anticipated environmental impact of the project or its controversial nature warrant it. <b>Following the selection of the most appropriate schedule, the proponent is encouraged to document their rationale for the selection.</b></p> <p>In selecting the most appropriate Schedule, proponents should bear in mind the requirement to plan large or extended projects in their entirety. Projects, for example, which are to be implemented in stages over an extended period of time shall be planned in their entirety at the time when the first stage is to be undertaken and <b>shall not be broken up, or piecemealed, into smaller components.</b></p> <p><b>The Schedules shall be viewed inclusively in order to ensure that the correct schedule is selected. The proponent shall review all applicable schedules to ensure the correct choice of Schedule. In cases where components of a single project fall within more than one Schedule, the more rigorous Schedule shall apply. Proponents are encouraged to refer to the associated Companion Guide section for an explanation of each project definition and advise related to those activities/project types.</b></p> <p><b>Overlap Between EA Approvals:</b></p> <p>Where two or more components of a project are not covered entirely within either the roads schedules or the water and wastewater schedules it will be necessary to plan the project under the more rigorous of the schedules. For example, a project consisting of a new road crossing a new dyke could not be planned in its entirety under either the roads or the water and wastewater schedules. In such cases, the proponent shall plan the project in accordance with all applicable requirements but may document the planning process in one Project File or ESR.</p> <p>The decision to proceed under one set of schedules rather than another, shall not be open to challenge nor be grounds for a request for a Part II Order.</p> <p><b>Background Studies:</b></p> <p>Background Studies are exempt from the Class EA process.</p>	
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