



# Appendix 1 – Roads

in the  
2023 Approved Municipal Class EA

Start Time 10:00





# Presenter

**Paul Knowles, P.Eng.**, is the MEA's MCEA Advisor. He graduated from Queen's University as a Civil Engineer and worked in the private sector for 9 years before joining the Town of Carleton Place as Town Engineer in 1989. His involvement with the Municipal Engineers Association (MEA) and the Municipal Class Environment Assessment (MCEA) began shortly thereafter. In 1993, Paul was promoted to CAO for Carleton Place but continued his engineering work and remained very active with the MEA as a Board member (2008 – 2018) and as its President in 2017, Throughout the years, Paul has been involved in all aspects of the MCEA document, including all re-writes and amendments. Paul officially retired from Carleton Place at the end of 2018 but is continuing to work with MEA as its MCEA Advisor, delivering training programs and pursuing improvements to the MCEA process





# Topics for Today

Appendix 1 Table A: Municipal Road Projects  
MEA's User Guide Version

Detailed Review of each Project Type

Amendments/Clarifications

Related Training



# Appendix 1 Preamble

The preamble to Appendix 1 of the 2017 MCEA included:

*Schedule A activities are Pre-approved. The proponent may proceed without following the procedures set out in any other part of this Class EA. Projects which take place partly outside the proponents municipal boundary shall be planned at least under Schedule B, other than normal or emergency operational activities which shall be Schedule A.*

However, the new 2023 MCEA does not include an equivalent clause and, now that Schedule A and A+ projects are exempt rather than pre-approved, they cannot be elevated to Schedule B or C.



# Appendix 1 Preamble

The cost thresholds used in Table A of Appendix 1 (Roads) are established based on MTO's Tender Price Index. MECP is to adjust these cost thresholds annually. The current cost thresholds are;

\$3.0 million

\$4.1 million

\$12 million

These cost thresholds are based on March 2022 index values. MEA has asked MECP to adjust these cost thresholds based on the March 2023 index values.



# MCEA Users Guide – Table A

**Table A: Municipal Road Projects** - The green font is MEA's Companion Guide advice for proponents

MECP has designated all Schedule A and A+ projects as Exempt. MEA still retains the A and A+ designations to guide municipalities with their consultation for these projects.

Project Description	Exempt	Eligible for Screening	Schedule B	Schedule C
<b>OPERATIONAL AND MAINTENANCE ACTIVITIES</b>				
<b>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</b> <i>• Related facilities include bridges</i> <i>This clause is intended to be inclusive. Operational and maintenance activities are those activities that keep the infrastructure in good condition and safe for the intended use by the public. Related facilities include bridges and freeways and any other infrastructure located in the road allowance</i>	A			
<b>2 Shaping and cleaning existing roadside ditches</b>	A			
<b>3 Gravel replacement and reshaping on existing roads</b>	A			
<b>4 Plowing and sanding</b> <i>Initial storage of snow considered exempt. See Appendix 1, 1.5, Note 1</i>	A			
<b>5 Snow and de-icing operations that comply with MECP's Guideline B-4 "Snow Disposal and De-icing Operations in Ontario"</b>	A			
<b>6 Stockpiling sand, gravel and fill</b>	A			
<b>7 Stockpiling of de-icing material at existing service facility where stockpiling has previously taken place</b>	A			
<b>8 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</b> <i>All culverts are exempt see # 20</i>	A			

**Black font – 2023 MCEA**

**Green font – MEA's User Guide Advice**

# MCEA Users Guide – Table A

OPERATIONAL AND MAINTENANCE ACTIVITIES				
<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> <ul style="list-style-type: none"> <li>• <i>Related facilities include bridges</i></li> </ul> <p><i>This clause is intended to be inclusive. Operational and maintenance activities are those activities that keep the infrastructure in good condition and safe for the intended use by the public. Related facilities include bridges and freeways and any other infrastructure located in the road allowance</i></p>	A			

**Black font – 2023 MCEA**  
**Green font – MEA's User Guide Advice**



# Appendix 1 – Roads

## Operational and Maintenance Activities

1 Normal or emergency operation and maintenance of linear paved facilities, cycling lanes/facilities & multi-purpose paths, sidewalks, parking lots and related facilities located within or outside existing rights-of-way

- *Related facilities include bridges*

### **Schedule A - No Cost Limit**





# MEA's Advice

*This clause is intended to be inclusive. Operational and maintenance activities are those activities that keep the infrastructure in good condition and safe for the intended use by the public. Related facilities include bridges and freeways and any other infrastructure located in the road allowance.*



# Appendix 1 – Roads

## Operational and Maintenance Activities

2 Shaping and cleaning existing roadside ditches

3 Gravel replacement and reshaping on existing roads

4 Plowing and sanding

*Initial storage of snow considered exempt. See A1-1*

**Schedule A - No Cost Limit**

***No qualifiers***



# Appendix 1 – Roads

## Operational and Maintenance Activities

### **A1-1 - Snow Storage Facility**

*Snow storage is not currently addressed in the MCEA and, it needs to be defined before it is discussed. Snow is commonly plowed and ‘stored’ along the sides of roads and in selected areas near or within parking lots. This type of snow storage should be specifically excluded from any EA requirements. A proposed definition is **Snow Storage Facility** means a central location where snow, that is loaded and hauled, is stored until it melts in the summer.*



# Appendix 1 – Roads

## Operational and Maintenance Activities

### ***A1-1 - Snow Storage Facility***

*Because Storage of Snow is not currently addressed in the MCEA, O Reg 331/90 applies and, creating a snow storage facility is exempt provided the cost of the facility is <\$3.5m. Proponent should follow appropriate guidelines and consult with community outside the EAA regime.*

*When the MCEA is amended at some future date, consideration should be given to including Snow Storage Facilities and using a trigger other than cost. For example, a new Snow Storage Facility could be Schedule A+ if storage area was <2.0 Ha and Schedule B if the storage area was >2.0 Ha.*

# Appendix 1 – Roads

## Operational and Maintenance Activities

5 Snow and de-icing operations that comply with MECP's Guideline B-4 "Snow Disposal and De-icing Operations in Ontario"

6 Stockpiling sand, gravel and fill

**Schedule A - No Cost Limit**

***No qualifiers***



# Appendix 1 – Roads

## Operational and Maintenance Activities

7 Stockpiling of de-icing material at existing service facility where stockpiling has previously taken place

**Schedule A - No Cost Limit**

***No qualifiers***





# Appendix 1 – Roads

## Operational and Maintenance Activities

8 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

20 Construction of a new culvert or increase culvert size due to change in the drainage area

### **Schedule A - No Cost Limit**

***Note – 8 and 20 together include all culverts***

# Appendix 1 – Roads

## Operational and Maintenance Activities

9a Initial stockpiling of de-icing material within an engineered permanent storage structure where the storage structure has an impervious ground surface and de-icing material will be protected from precipitation and surface runoff and the storage structure is not located in or adjacent to an environmentally sensitive natural area, residential, or other sensitive land use.

- *Refer to “environmentally sensitive natural area” in the Glossary*

**Schedule A+ ASP or Schedule B**

**See A1-2**

## **ENVIRONMENTALLY SENSITIVE NATURAL AREA (See Roads, Water and Wastewater Tables)**

Means any of the following:

- An area reserved or set apart as a provincial park or conservation reserve under the *Provincial Parks and Conservation Reserves Act, 2006*
- An area set apart as a wilderness area under the *Wilderness Areas Act*
- An area designated by a municipality in its official plan as environmentally significant, however expressed, including designations of areas as environmentally sensitive, as being of environmental concern and as being ecologically significant
- An area designated as an escarpment natural area or an escarpment protection area by the Niagara Escarpment Plan under the *Niagara Escarpment Planning and Development Act*
- A property within an area designated as a natural core area or natural linkage area within the area to which the Oak Ridges Moraine Conservation Plan under the *Oak Ridges Moraine Conservation Act, 2001* applies
- A hazardous site where property or lands could be unsafe for development and site alteration due to naturally occurring hazards; such as, unstable soils (sensitive marine clays, organic soils) or unstable bedrock
- An area identified as a key hydrologic area, such as; significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a watershed.
- An area identified as having key hydrological features, such as; permanent and intermittent streams, inland lands and their littoral zones, seepage areas and springs, and wetlands.
- An area identified as having key natural heritage features such as; habitat of endangered species and threatened species; fish habitat; wetlands; life science 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.



9a Initial stockpiling of de-icing material within an engineered permanent storage structure where the storage structure has an impervious ground surface and de-icing material will be protected from precipitation and surface runoff and the storage structure is not located in or adjacent to an environmentally sensitive natural area, residential, or other sensitive land use.

- Refer to "environmentally sensitive natural area" in the Glossary

See A1-2

		ASP	X	
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## **A1-2 Archaeological Screening Process (ASP)**

The projects that are identified as eligible for screening, subject to the archaeological screening process (identified as “ASP”) may be exempt from the requirements of the EAA as determined by the archaeological screening process set out below. In order to proceed with a project that is identified as eligible for screening, a proponent must either;

- (i) carry out the process for a Schedule B/C project; or
- (ii) complete the archaeological screening process and follow the directions set out in the screening process.

If the outcome of the screening process is that the project is exempt from the requirements of the EAA, the proponent may proceed with the undertaking/project without further application of the EAA to the project



## A1-2 Archaeological Screening Process (ASP)

ASP involves considering the following three questions;

1. Does the project area include known or potential archaeological resources?
2. Based on the archaeological assessment(s), will the proposed project/undertaking have negative impacts (effects) to archaeological resources?
3. Based on the archaeological assessment(s), will any negative impacts (effects) be appropriately mitigated?

To view a training module that explains the ASP and illustrates how to sample projects completed the process [CLICK HERE](#)

Training is being developed



# Appendix 1 – Roads

## Operational and Maintenance Activities

9b Initial stockpiling of de-icing material, where the de-icing material will be stored in an outdoor or unprotected facility or the facility is located in or adjacent to an environmentally sensitive natural area, residential, or other sensitive land use

- *Refer to “environmentally sensitive natural area” in the Glossary*

### **Schedule B**



# Appendix 1 – Roads

## Road Related Facilities

10 Establishment of a roadside park or picnic area

### **Schedule A+ - No Cost Limit**

*This clause does not include qualifiers such as property requirements or proximity to sensitive features*



# Appendix 1 – Roads

## Road Related Facilities

11a Expansions, improvements and modifications to existing patrol yard and maintenance facilities where land acquisition is required provided the project conforms to Planning Act requirements and with municipal and other requirements

11b Establish new patrol yards or maintenance facilities provided the project conforms to Planning Act requirements and with municipal and other requirements

**Schedule A+ - No Cost Limit**

***Includes all maintenance facilities***



# Appendix 1 – Roads

## Road Related Facilities

12a Construction of new parking lots not associated with a building

**Schedule A+ - <12m**

*This clause does not include qualifiers such as property requirements or proximity to sensitive features.*



# Cost Thresholds in Appendix 1

2011 MCEA – Cost Thresholds adjusted by MEA

2023 MCEA – Cost Thresholds based on March 2022

- The cost limit of \$2.4 million has increased to \$3 million.
- The cost limited of \$3.5 million has increased to \$4.1 million.
- The cost limit of \$9.5 million has increased to \$12 million.

Cost thresholds updated annually by MECF



# Exempt Projects Cannot be Elevated

Projects Classified into appropriate Schedule

Proposed Project may have greater environmental impact than indicated by the Schedule

Consider Elevating Level of Assessment  
Schedule B  C only

Schedule A or A+ not eligible to elevate to Schedule B/C





# More Homes, More Choice Act 2019 Amends EA Act

(4) An undertaking listed in the following schedules, groups or categories of an approved class environmental assessment, as amended or re-named from time to time before May 1, 2019, and that is carried out by a person authorized to proceed in accordance with that class environmental assessment, is **exempt from this Act**:

1. Go Transit....
2. Provincial Transportation Facilities...
3. **Schedules A and A+ of the Municipal Class Environmental Assessment** approved by the Lieutenant Governor in Council on October 4, 2000 under Order in Council 1923/2000.



# Select Schedule

## Legislative Hierarchy

Parliament Approved Act

Cabinet Approved Regulation

Minister Approved Class EA

The Act states that the projects listed in Schedule A and A+ are exempt



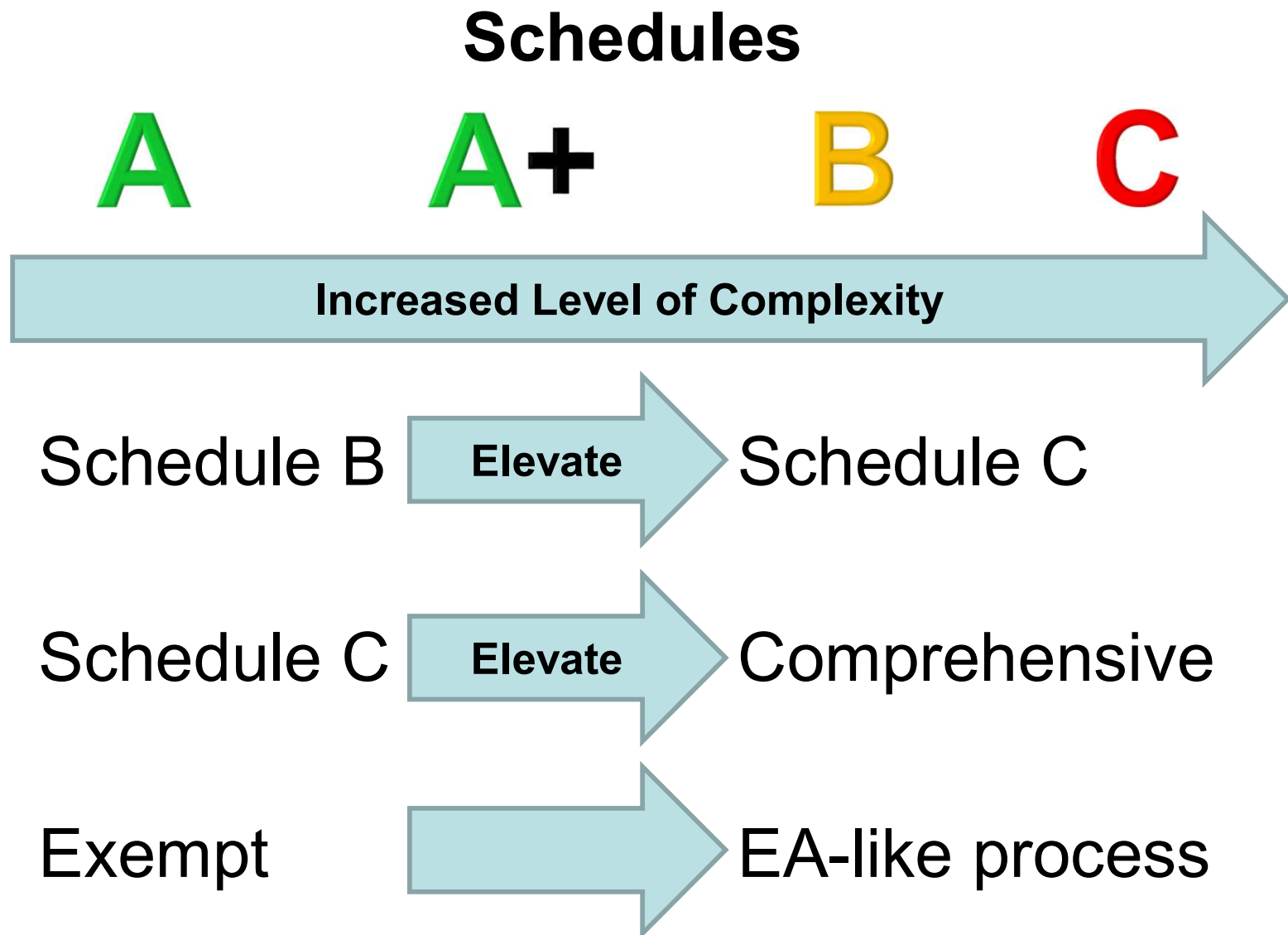
# Select Schedule

## 2023 MCEA - Section A.1.2.2

The classification of the various undertakings in the approved class of undertakings is provided in Appendix 1. The types of projects and activities are intended to be categorized based on the magnitude of their anticipated environmental impact. In specific cases, however, a project may have a greater environmental impact than indicated by the Schedule. For Schedule B projects, the proponent may, at its discretion, decide to carry out the process for a Schedule C project. For schedule C projects, the proponent may decide to carry out an individual EA. Proponents of exempt projects may decide to carry out an EA-like process outside of the EAA regime.



# Types of Projects - Schedules





# Appendix 1 – Roads

## Road Related Facilities

12b Construction of new parking lots not associated with a building and are not located in or adjacent to an environmentally sensitive natural area, residential or other sensitive land use, or on lands with cultural heritage or archaeological potential.

- *To determine whether there is “archaeological potential” refer to MCM’s Criteria for Evaluating Archaeological Potential checklist posted on the MEA website.*
- *Refer to “environmentally sensitive natural area” in the Glossary*

**Schedule A+ >12m ASP or Schedule B**



# Appendix 1 – Roads

## Road Related Facilities

12c Construction of new parking lots not associated with a building and are located in or adjacent to an environmentally sensitive natural area, residential or other sensitive land use, or on lands with cultural heritage or archaeological potential

- *To determine whether there is “archaeological potential” refer to MCM’s Criteria for Evaluating Archaeological Potential checklist posted on the MEA website.*
- *Refer to “environmentally sensitive natural area” in the Glossary*

**Schedule B - > 12m**





# Questions?



# Appendix 1 – Roads

## Other Projects

13 Projects planned and approved under Ontario Regulation 586/06 (see Section A.2.10.4)

**Schedule A - No Cost Limit**

***No qualifiers***

# Appendix 1 – Roads

## Other Projects

14a Construction of local roads which are required as a 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

- *“Local” refers to roadway function not municipal jurisdiction. See the definition of “Roads” in the Glossary*

### **Schedule A - No Cost Limit**

***No qualifiers***



# Appendix 1 – Roads

## Other Projects

14b Construction of a new collector road, or reconstruction or widening of an existing collector road that will not be for the same purpose, use, capacity or at the same location, and is required as a condition of approval on a plan of subdivision and/or the subdivision agreement which will come into effect under the Planning Act

**Schedule A ASP and CR**

**Or Schedule B <3m or Schedule C >3m**

*Arterial roads must follow #34*

**See A1-2, A1-3**



### **A1-3 Collector Road Screening Process (CR)**

In order to proceed with an undertaking identified as subject to the collector road screening process (CR) in the column titled Eligible for Screening in Table A: Municipal Roads Projects, a proponent must either;

(i) carry out the process for a Schedule B or C project, as applicable; or

(ii) undertake the Archaeological Assessment Screening Process and Collector Road Screening Process and follow the directions provided for each of the screenings

Proponents required to answer yes to a series of questions. If any answer is no the Schedule B or C.

To view a training module that explains the ASP and illustrates how to sample projects completed the process [CLICK HERE](#)

Training is being developed



# Appendix 1 – Roads

## Other Projects

15 Any road project classified as a Schedule B or C undertaking for where the proponents determined that the work must be undertaken to address an emergency and the Director of the EAB is notified, and the conservation authority where relevant. A situation created by intentional delay does not constitute an emergency

- *Notice should be provided within 30 days at the latest*

### **Schedule A - No Cost Limit**

*New clause No qualifiers*



# Appendix 1 – Roads

## Other Projects

16 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

### **Schedule A - No Cost Limit**

*No qualifiers*





# Appendix 1 – Roads

## No Increase to Travel Lanes

17a Urban: Resurfacing, with no change to horizontal alignment

**Schedule A+ - No Cost Limit**

17b Urban: Patching and frost heave treatment

**Schedule A - No Cost Limit**

# Appendix 1 – Roads

## No Increase to Travel Lanes

17c Rural: Resurfacing, patching and frost heave treatment with no change to horizontal alignment

### **Schedule A - No Cost Limit**

18 Streetscaping (e.g. decorative lighting, sidewalk improvements, benches, landscaping not part of another project)

### **Schedule A+ - No Cost Limit**

*This clause is intended to be inclusive*

*Retaining Walls not specifically identified but considered a component of landscaping*

# Appendix 1 – Roads

## No Increase to Travel Lanes

19a Construction of localized operational improvements at specific locations, and construction of intersections and roundabouts.

- Project must be within an existing right-of-way
- For projects that require property acquisition, refer to project description 33 to determine project schedule

**Schedule A+ - No Cost Limit**

**See A1-4, A1-6**

19b Installation of guide rail

**Schedule A - No Cost Limit**

# Appendix 1 – Roads

## No Increase to Travel Lanes

33 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 that requires property, i.e. not at the same location)

**Schedule B <3m    Schedule C >3m**



# Appendix 1 – Roads

## No Increase to Travel Lanes

### ***A1-4 Property Acquisition***

*No EA process is required for property purchase. If the proponent acquires property through separate process (negotiation with owner or planning policies for minimum width of road allowances) such that the proponent owns the property required for a project before the Notice of Completion then no property acquisition is required for the project. For many project types, this could mean the project would be classified as Schedule A or A+ (exempt). If there is dispute about the property acquisition then a Schedule B process should be followed to support the acquisition (expropriation).*



# Appendix 1 – Roads

## No Increase to Travel Lanes

8 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

20 Construction of a new culvert or increase culvert size due to change in the drainage area

### **Schedule A - No Cost Limit**

*Note – 8 and 20 together include all culverts*



# Appendix 1 – Roads

## No Increase to Travel Lanes

21 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, parking lanes, or continuous centre turn lanes – no change to the number of motor vehicle lanes)

### **Schedule A+ - No Cost Limit**

*Traffic Calming projects are exempt per s3.3(1) of EA Act*

*Road Diets are considered Schedule A+ A1-5*

*See A1-6 regarding same location and property acquisition*





# Appendix 1 – Roads

## No Increase to Travel Lanes

**A1-5 Road Diet Clarification** - Under Activity 21 of the Roads Schedule of the Municipal Class Environmental Assessment, reconstruction of a roadway, where the reconstructed road will be used for the same purpose, use and capacity is a Schedule A+ activity. Where the reconstructed roadway is not reconstructed for the same purpose, use and capacity (e.g. additional travel lanes), Activity No. 33 requires a Schedule C process is required where project costs exceed \$3M and a Schedule B process required where project costs are under \$3M.

There may be situations, particularly in densely populated urban areas where the pedestrian volumes may compete with vehicular traffic volumes, where there is a desire to reconstruct a roadway with fewer travel lanes. Reconstruction projects of this nature are frequently referred to as Road Diets and involve the reduction of through lane capacity with the retention of turn lanes at intersections. Where it can be demonstrated through the completion of a traffic study that sufficient capacity in the roadway will remain following the removal of travel lanes (e.g. the capability of the roadway remains the same), project proponents may determine, through the use of their engineering judgement, that the objective and application of the roadway remain unchanged and the volume, size and capability do not exceed the minimum municipal standard, or the existing rated capacity, and that on this basis, a road diet may be more appropriately subject to a Schedule A+ process under Activity No. 21



# Appendix 1 – Roads

## No Increase to Travel Lanes

### A1-6 Same purpose, use, capacity and location

#### From Glossary - OPERATION

Means use, maintenance, repair, and management of a municipal facility where the purpose, use, capacity and location remain the same.

Same purpose, use, capacity and location refers to the replacement or upgrading of a structure or facility or its performance, where the **objective and application remain unchanged**, and the volume, size and **capability** do not exceed the minimum municipal standard (defined above), or the existing rated **capacity** (defined above), and there is no **substantial change in location**



# Appendix 1 – Roads

## No Increase to Travel Lanes

### Same purpose, use, capacity and location

Example a) a change from rural to urban cross section for a roadway is considered to be for the “same purpose, use and capacity” if the reconstructed cross section has the **same number of lanes** and is **essentially in the same location**. Works carried out within an existing road allowance such that no land acquisition is required are considered to be in the same location.

Example b) a treatment plant system which was approved under the *Ontario Water Resources Act* to operate at 30,000 cubic metres per day (m<sup>3</sup>/d) but which was only constructed to operate at 20,000 m<sup>3</sup>/d, can be expanded by **up to 10,000 m<sup>3</sup>/d**, at its **existing site**, and that expansion would qualify as an Operations activity.



# Appendix 1 – Roads

## No Increase to Travel Lanes

### Same location

*Same location means there is not a substantial change in location. A substantial change could be considered a change of more than approximately 10%. For example, a road allowance 20m wide and 1km long has an area of 20,000 sq m and a change less than 2,000 sq m would be <10%.*



# Appendix 1 – Roads

## No Increase to Travel Lanes

### **Same purpose, use**

*Traffic studies used to predict traffic movements/volumes.*

*If predicted volumes identify need for increase in travel lanes - Schedule B/C*

*Fringe of developing areas*

*- very low volumes of traffic to medium volume*

*- very high % increase but no change to purpose/use*

*If this trigger was used – numerous projects across the province impacted.*



# Appendix 1 – Roads

## No Increase to Travel Lanes

### **Same purpose, use**

*Suggestion that a significant % increase in traffic volumes results in a change in purpose & use*

*Nothing in MCEA suggests there is a link between % increase in traffic volumes and purpose/use of road*





# Appendix 1 – Roads

## No Increase to Travel Lanes

### **Same purpose, use**

*Suggestion that a change in road classification (Local to Local/Collector) results in a change in purpose & use.*

*Nothing in MCEA suggests there is a requirement for a MCEA Schedule B/C process when designating a road's classification.*





# Appendix 1 – Roads

## No Increase to Travel Lanes

### **Same purpose, use**

*Roads are classified through OP or TMP process. MCEA Schedule B/C process is only triggered if work proposed on newly classified road is categorized as Schedule B/C*

*If this trigger was used – numerous projects across the province could be impacted.*



# Appendix 1 – Roads

## No Increase to Travel Lanes

### **Same purpose, use**

*The MCEA is a self assessment process. To challenge the proponent's selection of project schedule there must be clear evidence the proponent has made a mistake. The MCEA would need to be amended to clearly define that the purpose and use of a road relates to the % increase in traffic and the designation of the road before a proponent should be expected to subject these projects to the MCEA process.*

# Amendments and Clarifications to the MCEA

## EA Act Section 15.4

### Administrative amendments

(5) The Director may amend an approved class environmental assessment to make one or more of the following administrative changes:

1. Correcting errors that are editorial or typographical in nature.
2. Updating references to an Act or regulation, or provisions or other portions of an Act or regulation.
3. Updating references to bodies, offices, persons, places, names, titles, locations, website or addresses.
4. Clarifying the existing text of the class environmental assessment.

*MECP has the authority to amend MCEA using appropriate process*

*MEA will work with MECP to prepare a full clarification that addresses this issue. – Update July 2023 see  
**Clarification Administration and Amending the MCEA***



# Appendix 1 – Roads

## No Increase to Travel Lanes

19a Construction of localized operational improvements at specific locations, and construction of intersections and roundabouts.

- Project must be within an existing right-of-way
- For projects that require property acquisition, refer to project description 33 to determine project schedule

**Schedule A+ - No Cost Limit**

**See A1-4, A1-6**



# Questions?



# Appendix 1 – Roads

## No Increase to Travel Lanes

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.19a above): including

- addition or removal of parking or turning lane markings on an existing roadway or 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 or vice versa:
- addition or removal of cycling lanes/facilities or continuous turn lanes

**Schedule A+ - No Cost Limits**



# Appendix 1 – Roads

## No Increase to Travel Lanes

23 Construction of noise barriers (i.e. structures such as walls and berms or a combination of the two, including retaining walls which are part of a noise wall)

**Schedule A+ - No Cost Limit**





# Appendix 1 – Roads

## No Increase to Travel Lanes

### 24a Retirement of existing roads and road related facilities.

- Related facilities include bridges
- Proponents should consider cultural heritage value in accordance with MEA's Municipal Heritage Bridge Checklist developed with the Ministry of Citizenship and Multiculturalism (MCM) and posted on the MEA website. Completion of the checklist does not mean approval or permission from MCM to remove a bridge with potential heritage value

### 24b Retirement of existing laneways

## **Schedule A+ - No Cost Limit**

***Retirement of Bridges – See A1-7***



# Appendix 1 – Roads

## No Increase to Travel Lanes

25a Construction or removal of sidewalks or multi-purpose paths or cycling facilities within existing or protected rights-of-way

**Schedule A+ - No Cost Limit**

25b Construction or removal of sidewalks, multi-purpose paths or cycling facilities including water crossings outside existing right-of-way and/or in a utility or rail corridor

**Schedule A+ <4.1m**

**Schedule B >4.1m**

**Schedule C >12m**

*This clause does not include qualifiers such as property requirements or proximity to sensitive features. Instead cost of project triggers classification*



# Appendix 1 – Roads

## No Increase to Travel Lanes

26 Utility removal, modification or relocation for safety or aesthetic purposes

**Schedule A - No Cost Limit**

27 New fence installations not associated with another project

**Schedule A+ - No Cost Limit**



# Appendix 1 – Roads

## No Increase to Travel Lanes

28a Installation, construction, or reconstruction of traffic control devices (e.g. signing, signalization)

**Schedule A+ <12m**

28b Installation, construction, or reconstruction of traffic control devices (e.g. signing, signalization)

**Schedule A+ >12m ASP or Schedule B**

**See A1-2**



# Appendix 1 – Roads

## No Increase to Travel Lanes

29a Installation of safety projects (e.g. lighting including “high mast”, grooving, glare screens, safety barriers, energy attenuators)

**Schedule A <3m**

29b Installation of safety projects (e.g. lighting including “high mast”, grooving, glare screens, safety barriers, energy attenuators)

**Schedule A >3m ASP or Schedule B**

**See A1-2**



# Appendix 1 – Roads

## Bridges No Increase to Travel Lanes

30 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*

**Schedule A - No Cost Limit**

***Applies to bridges <40 years***



# Appendix 1 – Roads

## Bridges No Increase to Travel Lanes

31a Reconstruction of, or alteration to a structure or the grading adjacent to it, when the structure is over 40 years old and has been found **not to have** cultural heritage value or interest

- *To determine whether a bridge has “cultural heritage value”, refer to the MEA’s municipal heritage bridge checklist developed with the Ministry of Citizenship and Multiculturalism and posted on the MEA website*

### **Schedule A**

**See A1-7**





## A1-7 Heritage Bridge Evaluation

In order to determine if a proposed project will impact cultural heritage value or interest, Proponents must complete the Heritage Bridge Checklist developed with Ministry of Citizen and Multiculturalism

If the project does not comply with the Checklist, the project must follow the Schedule B process.

For a copy of the Checklist [CLICK HERE](#)

To view a training module that explains the Heritage Bridge Evaluation Checklist and illustrates how to sample projects completed the process [CLICK HERE](#)

Module will be available after it is presented on May 16, 2023



# Appendix 1 – Roads

## Bridges No Increase to Travel Lanes

31b Reconstruction of, or alteration to a structure or the grading adjacent to it when the structure is over 40 years old, the structure is found **to have** cultural heritage value or interest, and the heritage attributes **will be conserved** in accordance with the recommendations of a Heritage Impact Assessment

- *To determine whether a bridge has “cultural heritage value”, refer to the MEA’s municipal heritage bridge checklist developed with the Ministry of Citizenship and Multiculturalism and posted on the MEA website*

**Schedule A – ASP or Schedule B**

**See A1-7**



# Appendix 1 – Roads

## Bridges No Increase to Travel Lanes

31c Reconstruction of, or alteration to a structure or the grading adjacent to it, when the structure is over 40 years old the structure is found **to have** cultural heritage value or interest, but heritage attributes **will not be conserved** in accordance with the recommendations of a Heritage Impact Assessment

- To determine whether a bridge has “cultural heritage value”, refer to the MEA’s municipal heritage bridge checklist developed with the Ministry of Citizenship and Multiculturalism and posted on the MEA website

## Schedule B

**See A1-7**



# Appendix 1 – Roads

## Non-Vehicle Bridges

32a Construction of underpasses or overpasses for pedestrian, cycling, recreational or agricultural use

**Schedule A <3m**

**See A1-7**



# Appendix 1 – Roads

## Non-Vehicle Bridges

32b Construction of underpasses or overpasses for pedestrian, cycling, recreational or agricultural use, and where the underpass or overpass would **not be located** in or adjacent to an environmentally sensitive natural area, potential built heritage resource or cultural heritage landscape or other sensitive land use, or on lands with archaeological potential

- *To determine whether there is “archaeological potential” refer to MCM’s Criteria for Evaluating Archaeological Potential checklist*
- *Refer to new definition of “environmentally sensitive natural area” in the Glossary*

**Schedule A >3m ASP or Schedule B**

**See A1-7**



# Appendix 1 – Roads

## Non-Vehicle Bridges

32c Construction of underpasses or overpasses for pedestrian, cycling, recreational or agricultural use, and where the underpass or overpass **would be located** in or adjacent to an environmentally sensitive natural area, potential built heritage resource or cultural heritage landscape or other sensitive land use, or on lands with archaeological potential

- *To determine whether there is “archaeological potential” refer to MCM’s Criteria for Evaluating Archaeological Potential checklist*
- *Refer to new definition for “environmentally sensitive natural area” in the Glossary*

**Schedule A >3m**

**See A1-7**

# Appendix 1 – Roads

## Roads Increase to Travel Lanes

33 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 that requires property, i.e. not at the same location)

**Schedule B <3m    Schedule C >3m**

34 Construction of new roads or other linear paved facilities (e.g. HOV lanes)

**Schedule B <3m    Schedule C >3m**





# Appendix 1 – Roads

## Bridges Increase to Travel Lanes

35 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 remove facilities for cycling, pedestrians or to support utilities*
- *This includes ferry docks*

**Schedule B**

**See A1-7**



# Appendix 1 – Roads

## Bridges Increase to Travel Lanes

36a Reconstruction of, or alteration to a structure or the grading adjacent to it when the structure is over 40 years old and has cultural heritage value or interest and the heritage attributes will **not be conserved** in accordance with the recommendations of a Heritage Impact Assessment

- *To determine whether a bridge has “cultural heritage value”, refer to the MEA’s municipal heritage bridge checklist developed with the Ministry of Citizenship and Multiculturalism and posted on the MEA website*

### **Schedule B**

**See A1-7**

# Appendix 1 – Roads

## Bridges Increase to Travel Lanes

36b Reconstruction of, or alteration to a structure or the grading adjacent to it when the structure is over 40 years old and is **not found to have** cultural heritage value or interest or is found to have cultural heritage value or interest but the heritage attributes **will be conserved** in accordance with the recommendations of a Heritage Impact Assessment

- *To determine whether a bridge has “cultural heritage value”, refer to the MEA’s municipal heritage bridge checklist developed with the Ministry of Citizenship and Multiculturalism and posted on the MEA website*

### **Schedule B**

**See A1-7**



# Appendix 1 – Roads

## Bridges Increase to Travel Lanes

37 Construction of new water crossings

- This includes ferry docks
- *This does not include culverts. See Projects # 8 and 20.*

### **Schedule B**

***See A1-7 and Glossary – Water Crossing***

38 Construction of new grade separations and interchanges

### **Schedule B**

***See A1-7***



## **From Glossary - WATER CROSSING or WATERCOURSE CROSSING (ROADS)**

Means a culvert, bridge (see definition), tunnel, causeway, ferry or other facility or structure carrying a roadway or linear paved facility which crosses a naturally occurring water body or surface drainage feature such as a lake, swamp, marsh, bay, river, creek, stream or man- made drainage facility such as a ditch, canal or municipal drain. As numerous variations in design are possible, the following distinguishing features will be used to differentiate between culverts, bridges and causeways

1. Culverts are usually covered by fill material.
2. Bridges consist of a deck supported by abutments and possibly piers.
3. Causeways are embankments of fill material constructed across bodies of water or wetlands and may include culverts and/or bridges.

**From Project type #37 - *This does not include culverts. See Projects # 8 & 20.***

**Culverts are not included in Project types #30, 31, 35 & 36**



# Summary Significant Impacts

- New salt dome can be Exempt
- Cost Thresholds now adjusted by MECP
- Exempt projects cannot be elevated to Schedule B/C
- Using Planning Act approvals for Collector Roads – more work required
- Works due to an emergency now Exempt
- Definition of same purpose, use, capacity and location



# WEBINAR

MCEA 2023 Appendix 1 – Roads	May 12 2023
MCEA 2023 Appendix 1 – W/WW	May 15 2023
MCEA 2023 Appendix 1 – Transit	TBD
Heritage Bridge Checklist	May 16 2023
Archeology Screening Process (ASP)	TBD
MCEA 2023 Part A	TBD
Intro to MCEA Workshop	June 19-21
Collector Road Screening Process	Fall 2023
Project List and New Regulation	TBD



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# **QUESTIONS**

[www.MunicipalEngineers.on.ca/Resources/Ask-An-Expert.html](http://www.MunicipalEngineers.on.ca/Resources/Ask-An-Expert.html)

[www.municipalclassea.ca](http://www.municipalclassea.ca)