

COMMUTER PARKING LOT ON HIGHWAY 138, NORTHEAST OF THE CORNWALL CENTRE ROAD AND BROOKDALE AVENUE INTERSECTION

W.P. 4138-16-01

Class Environmental Assessment for Provincial Transportation Facilities (2000) Group 'B' Project

ONTARIO MINISTRY OF TRANSPORTATION EASTERN REGION

DESIGN AND CONSTRUCTION REPORT

MAY 2019



COMMUTER PARKING LOT ON HIGHWAY 138, NORTHEAST OF THE CORNWALL CENTRE ROAD AND BROOKDALE AVENUE INTERSECTION

DESIGN AND CONSTRUCTION REPORT W.P. 4138-16-01

Class Environmental Assessment for Provincial Transportation Facilities (2000) Group 'B' Project

Prepared for the Ontario Ministry of Transportation, Eastern Region 1335 John Counter Boulevard, Postal Bag 4000 Kingston ON K7L 5A3

by Stantec Consulting Ltd.

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Ontario Ministry of Transportation

Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue Intersection

DESIGN AND CONSTRUCTION REPORT

W.P. 4138-16-01

A copy of this Design and Construction Report (DCR) is available for review at the following locations during normal hours of operation:

Township of South Stormont **Municipal Office** 2 Mile Roches Road Long Sault, Ontario

Monday – Friday: 8:30 a.m. – 4:30 p.m.

County Library Stormont, Dundas & Cornwall Public Library Glengarry – Avonmore Branch 16299 Fairview Drive

Avonmore, Ontario

Tuesday: 3:00 p.m. – 8:00 p.m. Wednesday: 10:00 a.m. - 3:00 p.m. Thursday: 4:00 p.m. – 8:00 p.m. Friday: 1:00 p.m. – 4:00 p.m. Saturday: 10:00 a.m. - 1:00 p.m.

City of Cornwall

Clerk's Office 360 Pitt Street Cornwall, Ontario

Monday – Friday: 8:30 a.m. – 4:30 p.m.

45 Second Street East Cornwall, Ontario

Monday – Thursday 9:00 a.m. – 8:30 p.m. Friday & Saturday 9:30 a.m. – 5:00 p.m. Sunday 1:00 p.m. – 5:00 p.m.

A digital copy of this report is also available on the project website, www.cornwallcarpool.ca in the documentation section.

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Table of Contents May 2019

Table of Contents

EXE	CUTIVE S	UMMARY	1
1.0	OVERV	IEW OF THE UNDERTAKING	1.1
1.1	INTRO	DUCTION	1.1
1.2	PROJE	CT BACKGROUND – PRELIMINARY DESIGN AND	
	TRANS	PORTATION ENVIRONMENTAL STUDY REPORT	1.2
1.3		ARY DESCRIPTION OF THE UNDERTAKING	
1.4		DNMENTAL ASSESSMENT PROCESS	
	1.4.1	Project Specific Study Process	
1.5	PURPO	SE OF THE DESIGN AND CONSTRUCTION REPORT	
	1.5.1	Notice of Completion - Design and Construction Report	
2.0	CONSU	ILTATION PROCESS	2.1
2.1	CONSU	ILTATION DURING DETAIL DESIGN	2.1
	2.1.1	Indigenous Communities	2.2
	2.1.2	Local Political Representatives	
	2.1.3	External Agencies	
	2.1.4	Public Involvement During Detail Design	2.11
3.0		ATION OF DESIGN ALTERNATIVES	
3.1		N ALTERNATIVES	
3.2	EVALU/	ATION CRITERIA	3.1
	3.2.1	Qualitative Assessment	
	3.2.2	Quantitative Assessment	
3.3	EVALU/	ATION OF CARPOOL LOT ALTERNATIVES	
	3.3.1	Recommended Alternative	
	3.3.2	Evaluation of Commuter Parking Lot Alternatives	3.7
4.0		ED DESCRIPTION OF THE RECOMMENDED PLAN	
4.1		FEATURES OF THE PROPOSED WORKS	
	4.1.1	Commuter Parking Lot (Carpool Lot)	
	4.1.2	Drainage and Stormwater Management	
	4.1.3	Utilities	
	4.1.4	Illumination	
	4.1.5	Landscaping	
	4.1.6	Property	
4.2	TRAFFI	C / CONSTRUCTION STAGING	4.2
5.0		DNMENTAL ISSUES AND COMMITMENTS	
5.1		ND FISH HABITAT	
	5.1.1	Methods	
	5.1.2	Existing Conditions	
	5.1.3	Impact Assessment	5.3
	5.1.4	Applicability of Best Management Practices	
	5.1.5	Fisheries Assessment	5.5

Table of Contents May 2019

	5.1.6	Mitigation Measures	
	5.1.7	Design	
	5.1.8	Construction	5.6
	5.1.9	Determination of Serious Harm	5.8
5.2	TERREST	RIAL RESOURCES	5.8
	5.2.1	Vegetation	5.8
	5.2.2	Wildlife Resources	5.10
	5.2.3	Hydrology / Surface Water	5.21
	5.2.4	Erosion and Sediment Control	5.22
	5.2.5	Management of Excess Materials	5.23
5.3	SOCIAL /	ECONOMIC ENVIRONMENT	5.23
	5.3.1	Land Use	5.23
	5.3.2	Active Transportation	5.24
	5.3.3	Aesthetics and Landscape	5.24
	5.3.4	Air Quality	5.24
	5.3.5	Lighting	5.25
	5.3.6	Noise	5.25
5.4	CULTURA	L ENVIRONMENT	5.26
	5.4.1	Built Heritage and Cultural Landscapes	
	5.4.2	Archaeology	
5.5	ENVIRON	MENTAL PERMITS AND APPROVALS	
0.0	5.5.1	Fisheries Act	
	5.5.2	Endangered Species Act and Species at Risk	
	5.5.3	Migratory Bird Convention Act	
5.6	SUMMAR'	Y OF ENVIRONMENTAL EFFECTS, PROPOSED MITIGATION,	
		MENTS	5.28
6.0	MONITOR	ING	6.1
TABLE	ES		
Table '	1: Summar	y of Input Received and Action Taken	2.4
		put	
		on Criteria	
		ve Advantages and Disadvantages	
		y of Existing and Proposed Culverts	
		al Land Classification (ELC) Vegetation Types	
		Potential for Species at Risk in Study Area	
		y of Environmental Concerns and Commitments	
EXHIB		,	
Exhibit		Project Location	
Exhibit	2:	Detail Design Process	1.4
APPE	NDICES		
Appen	dix A:	Notification Materials	
Appen		Correspondence	
	uix D.	Correspondence	
Appen		Public Information Centre Materials	

Executive Summary May 2019

EXECUTIVE SUMMARY

The Project

Stantec Consulting Ltd. (Stantec) was retained by the Ontario Ministry of Transportation (MTO) to undertake a Detail Design, and Class Environmental Assessment (Class EA) Study for the construction of a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

Highway 138 is a provincial highway connecting Highway 417 in the north with Highway 401 and the City of Cornwall in the south. Highway 138 also functions as a link to the City of Ottawa and the Province of Quebec. Locally, Highway 138 provides access to adjacent agricultural lands and for communities including St. Andrews West, Strathmore, Martintown, Moose Creek, Warina and Monkland.

Environmental Assessment Process

The Highway 138 commuter parking lot project is being completed in accordance with the MTO *Class Environmental Assessment for Provincial Transportation Facilities*, 2000 (Class EA) process for Group 'B' projects. Group 'B' undertakings include major improvements to existing transportation facilities including highway improvements over land or water, that provide a significant increase in traffic capacity, or cause a significant widening of the "footprint" beyond the roadbed of an existing highway.

This Design and Construction Report (DCR) builds on the *Transportation Environmental Study Report* (TESR) prepared for the *Highway 138 Improvements from Highway 401 to Highway 417 Preliminary Design and Class Environmental Assessment Study*, G.W.P. 4015-08-00 (Stantec Consulting Ltd., June 2017), which outlined the existing environmental conditions, needs and justification for the improvements, alternative solutions and designs, consultation, selection of the Recommended Plan for the commuter parking lot and proposed environmental mitigation measures. The TESR received environmental clearance in May 2018.

A comprehensive Consultation Plan was developed for Detail Design to address the requirements of the MTO Class EA and to inform stakeholders of the project and provide for input throughout the course of the project. The contact list was generated based on the list of contacts that were involved in the Preliminary Design study. Contacts on the mailing list were removed, added, and updated as relevant to the Detail Design.

As required under the Class EA, this DCR is being made available for a 30-day public review period. The Project Team will respond to all comments received during the 30-day public review; however, there is no opportunity to request a Part II Order (bump-up) from the Minister of the Environment, Conservation and Parks (MECP), since the opportunity was provided during Preliminary Design.

Executive Summary May 2019

Following the 30-day review, construction may commence in accordance with the description provided in this document, contingent upon the receipt of any other required approvals, permits and authorizations

A digital copy of this report is also available on the project website, www.cornwallcarpool.ca in the documentation section. The website includes a "Contact Us" feature to allow visitors to submit comments and questions through the dedicated project email address [comments@cornwallcarpool.ca].

The Recommended Plan

A detailed description of the recommended plan for the commuter parking lot is included in **Section 4.0**.

Implementation / Construction Staging

The construction of the new commuter lot will be completed without major disruptions to Cornwall Centre Road (Highway 138). The centerline 700 mm CSP culvert located just east of the new entrance on Cornwall Centre Road (Highway 138) will be replaced with a 900 mm CSP culvert. Culvert installation will be staged using single lane closure and flagging.

Summary of Environmental Effects and Commitments

The new commuter parking lot on Highway 138 can be completed without significant adverse effects to the natural, social and cultural environment in the study area. Long term effects from the construction of the commuter parking lot is considered negligible.

A summary of environmental effects, proposed mitigation and commitments, as identified at the end of the study is provided in **Table 8**. The table forms a comprehensive checklist of the commitments made to external agencies, the public and other stakeholders during Preliminary and Detail Design.

Specific environmental controls based on these mitigation measures will be included in the contract documents and drawings to address environmental concerns during the construction phase.

On-site construction supervisory staff will make sure that environmental protection measures, as outlined in this report and in the contract package, are being implemented and are effective. This includes making sure that implementation of mitigating measures and key design features is consistent with commitments made to external agencies and stakeholders prior to construction. If protective measures do not address concerns identified or if major problems develop, the appropriate agency will be contacted to provide additional input.

Abbreviations May 2019

Abbreviations

AODA Accessibility for Ontarians with Disabilities Act

CA Contract Administrator

CSP Corrugated Steel Pipe

CWS Canadian Wildlife Service

DBH Diameter Breast Height

DCR Design and Construction Report

DFO Department of Fisheries and Oceans Canada

EA Environmental Assessment

ELC Ecological Land Classification

EMS Emergency Medical Service

END Endangered Species

ESA Endangered Species Act

ESC Erosion and Sediment Control

FO Forest Communities

FOD Deciduous Forest

FOM Mixed Forest

MBCA Migratory Bird Convention Act

MECP Ministry of the Environment, Conservation and Parks

MNRF Ministry of Natural Resources and Forestry

MTO Ministry of Transportation

MTCS Ministry of Tourism, Culture and Sport

MPP Member of Provincial Parliament

NSA Noise Sensitive Area

Abbreviations May 2019

NSP Non-Standard Special Provision

OEAA Ontario Environmental Assessment Act

OGN Ontario Government Notice

OPSS Ontario Provincial Standards Specification

OPP Ontario Provincial Police

OTM Ontario Traffic Control Manual

PIC Public Information Centre

PNP Primary Nesting Period

SAR Species at Risk

SARA Species at Risk Act

SARO Species at Risk in Ontario

SC Special Concern Species

SOCC Species of Conservation Concern

SP Special Provisions

SWD Deciduous Swamp

SWH Significant Wildlife Habitat

SWM Stormwater Management

SWT Thicket Swamp

TESR Transportation Environmental Study Report

TH Thicket Communities

THR Threatened Species

Overview of the Undertaking May 2019

1.0 OVERVIEW OF THE UNDERTAKING

1.1 INTRODUCTION

The Ontario Ministry of Transportation (MTO) retained Stantec Consulting Ltd. (Stantec) to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the construction of a new commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

Highway 138 is a provincial highway connecting Highway 417 in the north with Highway 401 and the City of Cornwall in the south. Highway 138 also functions as a link to the City of Ottawa and the Province of Quebec. Locally, Highway 138 provides access to adjacent agricultural lands and for communities including St. Andrew's West, Strathmore, Marintown, Moose Creek, Warina and Monkland. The location of the study area and site for the proposed commuter parking lot is illustrated on **Exhibit 1**.

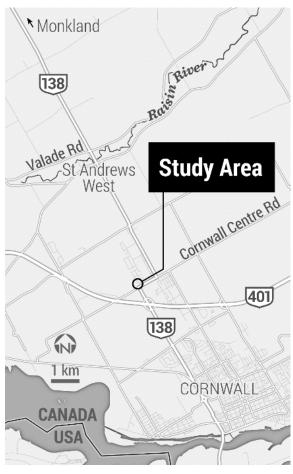


Exhibit 1: Project Location

Overview of the Undertaking May 2019

This Design and Construction Report (DCR) builds on the Transportation Environmental Study Report (TESR) prepared for the Highway 138 Improvements from Highway 401 to Highway 417 GWP 4015-08-00 (Stantec, June 2017), which outlined the existing environmental conditions, needs and justification for the improvements, alternative solutions and designs, consultation, selection of the preferred new commuter parking lot locations and proposed environmental mitigation measures. The TESR received environmental clearance in May 2018.

1.2 PROJECT BACKGROUND – PRELIMINARY DESIGN AND TRANSPORTATION ENVIRONMENTAL STUDY REPORT

The Preliminary Design and Class EA Study was completed for operational and safety improvements to approximately 35 km of Highway 138 between Highway 417 and Highway 401 in the City of Cornwall and the Townships of North Stormont and South Stormont. The purpose of the study was to identify a 'Recommended Plan' for improvements as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. These included intersection improvements, turning lanes, passing lanes, drainage improvements, commuter parking lot, corridor access and entrance improvements, and snow drift mitigation.

The Recommended Plan included two potential commuter parking lot sites within the project limits. One commuter parking lot will be located approximately 1 km north of Dundas Street (St. Andrews West), on the east side of Highway 138. The second commuter parking lot will be located on the north side of Cornwall Centre Road, just east of Brookdale Avenue. The property at this location has an area of approximately 1.4 ha that is currently owned by MTO.

The TESR included a detailed analysis where a short-list of four alternative commuter parking lot locations were evaluated against a set list of criteria. The evaluation criteria for this study included, traffic operations, geometrics and safety, constructability, total cost, impacts to property and businesses, noise, land use, built and cultural heritage, archaeology, terrestrial ecosystems, fish and fish habitat, species of conservation concern, and environmentally sensitive area/designated areas.

1.3 SUMMARY DESCRIPTION OF THE UNDERTAKING

The commuter parking lot project outlined in this document includes the following components:

- 65 standard parking spaces
- 4 barrier free parking spaces
- 2 van spaces
- Illumination and signage

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Overview of the Undertaking May 2019

Bus Loop

A detailed description of the Recommended Plan for the Cornwall Centre Road and Brookdale Avenue intersection commuter parking lot is included in **Section 4.0**.

1.4 ENVIRONMENTAL ASSESSMENT PROCESS

The Ontario *Environmental Assessment Act* (OEAA) governs the conduct of Planning, Preliminary Design and Detail Design studies in the province of Ontario. MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) was approved under the OEAA in 1997 and was amended in 2000. The Class EA document defines groups of projects and activities, and the environmental assessment processes that the MTO has committed to follow for these projects. Provided this process is followed, projects and activities included under the Class EA do not require formal review or approval under the OEAA. There is an opportunity at any time during the MTO Class EA process for interested persons to provide comments and review outstanding issues.

The Detail Design for the commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection is being completed in accordance with the MTO Class EA process for Group 'B' projects. Group 'B' undertakings include major improvements to existing transportation facilities including highway improvements over land or water, that provide significant increase in traffic capacity, or cause a significant widening of the "footprint" beyond the roadbed of an existing highway.

1.4.1 Project Specific Study Process

This Detail Design project involves the preparation of a contract document and includes the submission of a DCR documenting the Detail Design process, potential impacts, and proposed mitigation measures.

As outlined in **Exhibit 2**, approval of the DCR is the final task in the Detail Design process.

Overview of the Undertaking May 2019

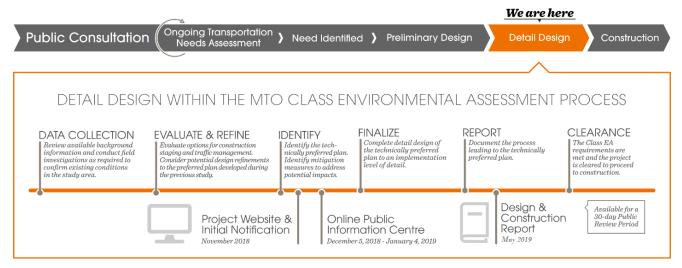


Exhibit 2: Detail Design Process

1.5 PURPOSE OF THE DESIGN AND CONSTRUCTION REPORT

The DCR is intended to document the following:

- Documentation of the site alternatives, evaluation of alternatives and selection of a Recommended Plan
- Detailed description of the Recommended Plan
- A full description of the identified potential environmental condition changes and effects
- A full description of the study's Detail Design consultation program
- Identification of all project approvals, licenses and permits that have or must be obtained
- Implementation of the commitments to future work contained in the *Transportation Environmental Study Report*, June 2017
- Documentation of future commitments and protection and mitigation measures required during construction
- Relevant construction staging and traffic management documentation

As required under the Class EA, this DCR is being made available for a 30-day public review period. The Project Team will respond to all comments received during the 30-day public review.

Overview of the Undertaking May 2019

1.5.1 **Notice of Completion - Design and Construction Report**

A "Notice of Completion" was placed in the Cornwall Standard Freeholder (in English). Cornwall Seaway News (in English), and the Cornwall Express (in French), concurrent with the filing of the DCR. The purpose of the notice is to inform the public that a DCR, documenting the Detail Design and associated environmental protection measures has been prepared and will be available from Thursday, May 23, 2019 to Friday, June 21, 2019 for a 30-day public review period.

The notice, along with a digital copy of this report, was also placed on the project website, www.cornwallcarpool.ca.

If there are no outstanding concerns after the 30-day public review period has expired, further documentation will not be prepared, and construction may commence without further notice. Comments during the review period may be submitted via the project website, www.cornwallcarpool.ca.

The DCR can be reviewed on the project website, www.cornwallcarpool.ca or at the following locations during normal hours of operation:

Township of South Stormont Municipal Office 2 Mile Roches Road

Long Sault, Ontario

Monday – Friday: 8:30 a.m. – 4:30 p.m.

County Library Stormont, Dundas & Cornwall Public Library Glengarry – Avonmore Branch

16299 Fairview Drive Avonmore, Ontario

Tuesday: 3:00 p.m. – 8:00 p.m. Wednesday: 10:00 a.m. – 3:00 p.m. Thursday: 4:00 p.m. – 8:00 p.m. Friday: 1:00 p.m. – 4:00 p.m.

Saturday: 10:00 a.m. - 1:00 p.m.

City of Cornwall

Clerk's Office 360 Pitt Street Cornwall, Ontario

Monday – Friday: 8:30 a.m. – 4:30 p.m.

45 Second Street East Cornwall, Ontario

Monday – Thursday 9:00 a.m. – 8:30 p.m. Friday & Saturday 9:30 a.m. – 5:00 p.m.

Sunday 1:00 p.m. – 5:00 p.m.

Overview of the Undertaking May 2019

The Project Team is available to discuss the information provided in this report or project-related inquiries and can be contacted as follows:

Angelo Renon, P.Eng.

Consultant Project Manager Stantec Consulting Ltd. 1331 Clyde Avenue, Suite 400 Ottawa, ON K2C 3G4

Tel: 613-722-4420 (+0 collect)

E-mail: comments@cornwallcarpool.ca

Gizelle Cotton P.Eng.

MTO Project Engineer Ministry of Transportation Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston ON K7L 5A3 Tel: 613-547-1799

Toll-free: 1-800-267-0295

E-mail: comments@cornwallcarpool.ca

For environmental issues of broader concern, reference should be made to the June 2017 TESR that was completed by Stantec Consulting Ltd. which is available in digital format on the project website, www.cornwallcarpool.ca or www.highway138study.ca.

Consultation Process May 2019

2.0 CONSULTATION PROCESS

In accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000), consultation is mandatory for Group 'B' projects. Consultation was ongoing throughout the course of the project. Provincial, municipal agencies, Indigenous communities, local political representatives, members of the public and other stakeholders were identified at the start of Preliminary Design and carried forward to the Detail Design consultation program.

The Township of South Stormont and the Town of Cornwall are designated areas under the *French Languages Service Act* and are subject to the requirements of the Act. Advertisements were published in English and French and all other public material including Online Public Information Centre (PIC) displays, apart from technical information, were shown in both English and French.

2.1 CONSULTATION DURING DETAIL DESIGN

A comprehensive Consultation Plan was developed for this Detail Design study to address the requirements of the MTO Class EA and to inform stakeholders of the project and to provide an opportunity for input throughout the project.

The Consultation Plan included:

- Communication with external agencies to obtain pertinent technical information and identify the requirement for legislative or regulatory approvals related to the undertaking
- Communications with the Township of South Stormont, Township of North Stormont, and the City of Cornwall
- Communication with the United Counties of Stormont, Dundas and Glengarry
- Communication with Indigenous groups
- Communication with adjacent property owners where work proposed is likely to have an impact on the property
- Communication with local residents, businesses and local highway users
- A combined Notice of Study Commencement and online Public Information Centre in the Cornwall Standard Freeholder and Cornwall Seaway News (both in English), and Cornwall Express (in French)
- An online PIC facilitated on a dedicated project website from December 5, 2018 to January 4, 2019.



Consultation Process May 2019

- Notice of Completion Design and Construction Report (DCR) Review Period
- Additional meetings with stakeholders, as required.

The contact list was generated based on the list of contacts that were involved in the Preliminary Design study. Contacts on the mailing list were removed, added, and updated as relevant to the Detail Design.

2.1.1 Indigenous Communities

An Indigenous Communities Consultation Plan was developed at the start of Detail Design and carried out in accordance with Ontario's *New Approach to Indigenous Affairs*.

Letters to Indigenous communities and contacts as outlined below, were sent by MTO on November 22, 2018 to invite their communities to participate in this Detail Design study and assist in updating the environmental, social, and cultural values their communities may have within the study area. The Ontario Government Notification (OGN) for Study Commencement and Online PIC was enclosed. Copies of the Study Commencement notification letters are provided in **Appendix A**.

The OGN for Study Completion announcing the 30-day review period for the DCR was sent by MTO on Thursday, May 16, 2019.

Indigenous Communities

- Algonquins of Ontario Consultation Office
- Algonquins of Pikwakanagan First Nation
- MNO Ottawa Region Metis Council
- Mohawks of the Bay of Quinte
- Mohawks of Akwesasne

2.1.2 Local Political Representatives

Letters to the MPP and local elected officials (shown below) were sent by MTO and Stantec Consulting Ltd. on November 22, 2018 to announce the start of the Detail Design and online PIC for the commuter parking lot. These letters also advised in advance of the dates that the OGN would be published in local newspapers and there would be an online PIC. The OGN for Study Commencement and the online PIC was enclosed with the letters. Copies of the Study Commencement notification letters are provided in **Appendix A**.

Consultation Process May 2019

The OGN for Study Completion announcing the 30-day review period for the DCR was sent to the MPP of Stormont-Dundas-South Glengarry by MTO on Tuesday, May 14, 2019.

The OGN for Study Completion announcing the 30-day review period for the DCR was sent to the Mayor of the City of Cornwall and Mayor of the Township of South Stormont by Stantec Consulting Ltd. on Thursday, May 16, 2019.

2.1.3 External Agencies

On November 22, 2018 letters were sent to provincial ministries, municipal departments within the City of Cornwall, Township of South Stormont, United Counties of Stormont, Dundas and Glengarry, and interest groups to announce the commencement of the Detail Design for the commuter parking lots. Information regarding the online PIC timeframe and access was also included along with an agency comment form to offer the opportunity to provide study area information or identify specific interests regarding the project.

The OGN for Study Completion announcing the 30-day review period for the DCR was sent to external agencies on Thursday, May 16, 2019.

External agencies and stakeholders contacted are listed below.

External Agencies/Stakeholders

Ministries/Agencies

- Ministry of Agriculture, Food and Rural
 Affairs
- Ministry of Natural Resources and Forestry
- Ministry of Municipal Affairs and Housing
- Ministry of Tourism, Culture and Sport
- Ministry of the Environment, Conservation and Parks
- Ontario Provincial Police, Stormont Dundas and Glengarry Detachment

Municipalities and Local Agencies

- Chief Administrative Officer, City of Cornwall
- Infrastructure and Municipal Works, City of Cornwall
- Department of Planning, Parks & Recreation, City of Cornwall
- Cornwall SDG Paramedic Services

- Public Works, Township of South Stormont
- Fire and Emergency Services, Township of South Stormont
- Chief Administrative Officer, United Counties of Stormont, Dundas and Glengarry

Consultation Process May 2019

- Cornwall Fire Services
- Cornwall Community Police Service
- Chief Administrative Officer, Township of South Stormont
- Planning and Development, Township of South Stormont
- Transportation and Planning, United Counties of Stormont, Dundas and Glengarry
- Raisin Region Conservation Authority

Stakeholders/Interest Groups

- Student Transportation of Eastern Ontario
- Cornwall and Area Chamber of Commerce
- South Stormont Chamber of Commerce
- Upper Canada District School Board

- Ontario Federation of Snowmobile Clubs
- Greyhound Canada Transportation Corp.
- Cornwall Township Historical Society
- Catholic District School Board of Eastern Ontario

Selected correspondence from external agencies and stakeholders is provided in **Appendix B**. A summary of input received, and responses provided to external agencies and municipalities during Detail Design is provided in **Table 1**.

Table 1: Summary of Input Received and Action Taken

External Agency	Comment	Response Provided and/or Action Taken
Ministry of the Environment, Conservation, and Parks	 Confirmed receipt of the Notice of Study Commencement Noted that some requirements may apply to the carpool lot, such as stormwater management, which may require approval from the Ministry of the Environment, Conservation and Parks Requested project updates as the study 	Thank you for your interest in the study and your comments. During the next stages of the project and following the online Public Information Centre (PIC) comment period, input received will be considered and the Preferred Plan will be confirmed. As part of this process, stormwater management and drainage designs will be confirmed and will be developed in accordance with the Stormwater Management Planning and Design Manual, the Highway Drainage Design Standards, and the MTO Drainage Management

External Agency	Comment	Response Provided and/or Action Taken
	progresses and provided contact information	Manual. A drainage analysis was completed as part of this project and the analysis and hydrologic modelling results show that the increase in flows due to the new commuter lot are insignificant and will not cause an adverse impact to the downstream drainage system. Stormwater management recommendations will be confirmed by the project team and will be documented in a Design and Construction Report (DCR) which will be made available for a 30-day public review period near the end of the study. Approval and permit requirements will be determined subsequent to confirmation of the Preferred Plan and will be documented in the DCR. Your contact information has been added to the project mailing list. You will be notified of project updates as the study progresses.
Ministry of Natural Resources and Forestry (MNRF)	 Requested confirmation of whether MNRF will be circulated on the site plans and/or environmental reports detailing the site in question Indicated that MNRF previously provided comments and mitigation measures regarding natural heritage and species at risk for the project during Preliminary Design Requested that, if new studies are prepared as 	Thank you for your interest in the study and your comments. During the next stages of the project and following the online Public Information Centre (PIC) comment period, input received will be considered in the detail design of the Preferred Plans. As part of this process the project team will confirm any potential impacts to the natural environment based on previously completed natural heritage studies (completed as part of GWP 4015-08-00 Highway 138 Preliminary Design Study) as well as updated study and reports completed during this Detail Design Study. Appropriate protection and mitigation measures will be

External Agency	Comment	Response Provided and/or Action Taken
	part of Detail Design, MNRF receive notification of such studies and have the opportunity to review the associated documents Indicated that they would like the opportunity to comment on the detailed design to ensure that it is consistent with the comments previously provided by MNRF as part of the EA review Noted that Endangered Species Act approvals may be required Provided contact information	developed and will be documented in a Design and Construction Report (DCR) which will be made available for a 30-day public review period near the end of the study. Stantec will provide your office with copies of the terrestrial and fisheries natural environment reports/memos once they have been finalized and approved by the MTO. It should be noted that no potential habitat for Species at Risk was identified directly within the study area and this was confirmed by the MNRF during previous correspondence as part of GWP 4015-08-00 Highway 138 Preliminary Design Study. Your contact information has been added to the project mailing list. You will be notified of project updates as the study progresses.
Ministry of Tourism, Culture and Sport	 MTCS has reviewed the previous cultural heritage report completed and has agreed that the proposed project will not impact any cultural heritage resources. MTCS noted that a Stage 2 Archaeological Assessment will be required in the area of the proposed carpool lot The findings from the previously completed CHER (2011) should be confirmed and documented in the DCR 	Thank you for your letter. Please note that a Stage 2 Archaeological Assessment was previously completed for a majority of the study area and filed with the MTCS (see attached corresponding MTCS letter confirming that the Stage 2 report has been filed with the MTCS Office – File Number 01RD011). The Stage 2 Archaeological Assessment did not identify any archaeological resources and it was determined no further archaeological investigations are required for that area. Following the evaluation of alternatives and selection of a Preferred Plan, an additional area not previously assessed was identified (required for Preferred Plan). An additional Stage 2 Archaeological Assessment will be

External Agency	Comment	Response Provided and/or Action Taken
		required to assess the additional area of impact since the Preliminary Design stage. The Stage 2 assessment will be completed prior to the start of construction for the project and a report will be provided to the MTCS for their review and approval. If any archaeological resources are uncovered as part of the Stage 2 investigations, the construction schedule will be delayed, and additional investigations will be completed (e.g., Stage 3 Archaeological Assessment). The project team will review the previous CHER completed as part of GWP 4015-08-00 Highway 138 Preliminary Design Study and will confirm the findings of the report with respect to the Recommended Plan and will document this in the Design and Construction Report (DCR). Please don't hesitate to contact us should you have any further questions.
Township of South Stormont	 Indicated the proposed commuter parking lot crosses over an existing drainage channel used by the adjacent subdivision Recommended constructing paved multiuse pathways from the parking lot to the Township's north-south recreational trail, and Mack Street. Indicated the proposed commuter parking lot is 	Thank you for your interest in the WP 4138-16-01 study and your comments Mr. Morin and Mr. Young. Your comments in regard to the existing drainage channel utilized by the subdivision adjacent to the proposed parking lot has been noted by the project team. Consideration will be given to existing drainage conditions at the site, and mitigation measures will be implemented to reduce any potential impacts to existing drainage conditions, as necessary. In addition, your comments in regard to supporting active transportation and

External Agency	Comment	Response Provided and/or Action Taken
	located in a Residential Zone and appears to comply with the applicable zoning standards Indicated a minimum three metre wide continuous landscaped open space buffer is required for yards abutting residential zones and yards along the lot line abutting a street. Noted the preferred alternative has the least impact on existing residents Noted that the detailed design should consider the lighting and buffering (e.g. landscaping) to minimize the impact on adjacent residential uses Bicycle parking is also recommended adjacent to the bust stop Trail connections to Mack Street and the North- South Trail are important links to the adjacent communities and pedestrian/cycling infrastructure. Under a site plan control application, we would be asking for these links as a standard condition of approval including an agreement to maintain walkways under Section	the use of transit by providing bike parking and by constructing pathways to the recreational trail to the west and Mack Street to the north have been noted by the project team. The Ministry has reviewed possibilities to connect to the existing recreational trail but will not be able to provide the connection due to ongoing maintenance costs and budgetary restrictions. The Ministry will review the possibility of providing bicycle storage at the commuter parking lot as the design is finalized. Your concerns in regard to impacts on adjacent residential property uses have been noted by the project team. Consideration will be given to the type and placement of lighting for the proposed parking lot and landscaped buffering between the parking lot and residential areas. Efforts will be made to minimize the impacts to adjacent residential areas. During the next stages of the project and following the online Public Information Centre (PIC), input received will be considered in the detail design of the Recommended Plan. During this time, construction staging will be determined and will be documented in the Design and Construction Report (DCR), which will be made available for a 30-day public review period. Your contact information is included on the project mailing list and you will be notified of project updates as the study progresses.

External Agency	Comment	Response Provided and/or Action Taken
	 41(7) b) of the Planning Act, especially since there is a potential transit/cycling component to the project. There is also the potential for increased pedestrian/cycling traffic as more development takes place on the Cornwall side due to the extension of municipal sewers and construction of new employment and commercial uses in 2019-2020. If there is no budget to complete this infrastructure, we would kindly ask that a provision for future connections be included, or that Stantec/MTO staff could discuss the potential for alternative funding for these links with our Parks and Recreation and Public Works departments. 	Noted that the areas to the north of the proposed commuter parking lot at Cornwall Centre Road and Brookdale Avenue are owned and designated MTO property as part of a long-term future bypass plan and connections to the existing trail network are not compatible with this plan in the long-term. Following the project team's review, it was also determined that the connections are outside the scope of work for the commuter parking lot. If the Township has an interest in funding a project to build and maintain a connection to Mack Street, then please contact the MTO Corridor Management department (please contact Stephen Kapusta at 613- 545-4834 or stephen.kapusta@ontario.ca).
City of Cornwall	 Indicated they were trying to find the proposed design of the commuter parking lot on the project website. Requested it to be posted shortly Indicated they have no objections to the proposed parking lot and noted that one access as 	Thank you for your interest in the study and your comments. Your support for the study has been noted by the project team. During the next stages of the project and following the online Public Information Centre (PIC), input received will be considered and the Preferred Plan will be confirmed. During this time, construction staging will be determined and will be documented in

External Agency	Comment	Response Provided and/or Action Taken
	a 4-way intersection instead of two accesses is desirable. Noted that when the Highway 138 extension is constructed, the access will likely need to be relocated as it will fall within the future highway right of way • Asked if there is any information regarding the final design for the rest of the project, as well as possible staging, if any • Noted that the Irving site redevelopment would potentially require the reconfiguration of the intersection to accommodate LCVs under SPC by the developer. Indicated that he believes this reconfiguration would be in-line with the environmental assessment. Asked if this would be undertaken by MTO or by the developer, if the Irving project proceeds	the Design and Construction Report (DCR), which will be made available for a 30-day public review period. Any other improvements proposed as part of the Highway 138 Preliminary Design Study are beyond the scope of this project. Thank you for providing information in regard to the Irving site development project. The MTO is aware of this development project and currently has no updates on the timing of this project. Any studies for this development are not part of the scope of this MTO Class EA Study and the Developer would be required to complete a traffic study and submit it to the MTO for approval if the project is to proceed. Thank you again for your comments. You will be notified of project updates as the study progresses.
United Counties of Stormont, Dundas and Glengarry	Requested to be added to the project mailing list	Thank you for your email. We have added your contact information to the project mailing list for both studies. We currently have the following staff members from the SDG on both project mailing lists: Ms. Alison McDonald - Manager of Planning

Consultation Process May 2019

External Agency	Comment	Response Provided and/or Action Taken	
		Mr. Benjamin de Haan - Director of Transportation and Planning Services Ms. Helen Thomson - Director of Council Services/Clerk	
		Council Services/Clerk	

2.1.4 Public Involvement During Detail Design

Public participants included property owners, and local business owners in the community.

On November 22, 2018 copies of the OGN letters were sent to property owners, business owners, community interest groups interest groups on the study mailing list to announce the commencement of the Detail Design for the commuter parking lot. Information regarding the online PIC timeframe and web access was also included in the OGN.

On March 26, 2019 a letter was sent to five adjacent property owners providing a copy of the Recommended Plan, proposed Landscape Plan for the future commuter parking lot and an offer to meet with the project team to discuss any questions or concerns. There were no comments received as a result of these letters and a copy of the letter can be found in **Appendix A**.

The OGN for Study Completion announcing the 30-day review period for the DCR was sent to property owners and members of the public on the study mailing list on Thursday, May 16, 2019.

Public comments received as a result of the study commencement notice, and the responses provided are summarized in **Table 2.**

Consultation Process May 2019

Table 2: Public Input

Comment Response Thank you for your email regarding the Asked if there were any updates in Preliminary Design and Class EA Study for regard to the carpool parking lots as the Highway 138 Improvements part of the Highway 138 Improvements Study (GWP 4015-08-00). The Study was completed and documented in a Indicated that their company has Transportation Environmental Study Report been notified that their employees are (TESR) that was published on June 29, no longer allowed to use the parking 2017 and made available for a 30-day lot that they are currently utilizing public review. For your reference, the Asked when a carpool parking lot can TESR can be found on the project website be expected and if an update could (www.highway138study.ca) under the be provided Documentation tab. The project received environmental clearance in May 2018. Two carpool lots were recommended within the study area based on the results of the carpool lot survey, public feedback, municipal input, and field observations. The recommended locations are: Northeast quadrant of Brookdale Avenue intersection with Cornwall Centre Road East side of Highway 138, approximately 1.0 km north of St. Andrews West The MTO has initiated the Detail Design and Class EA Study for the two carpool lots along Highway 138. Please see the attached Notices of Study Commencement and Online PIC that were published on November 29th, 2018 in the Cornwall Standard Freeholder & Cornwall Seaway News (in English) and Cornwall Express (in French). You are encouraged to visit the project websites, www.cornwallcarpool.ca & www.standrewswestcarpool.ca, to obtain current project information and to submit comments to the project team. Your contact information has been added to the project mailing list.

Consultation Process May 2019

2.1.4.1 Project Website

A project website (<u>www.cornwallcarpool.ca</u>) was developed and made operational to provide the public with easy access to project information, including background information, an opportunity to submit comments, and the ability to transfer information easily throughout the course of the study. The website hosted all pertinent study information such as Ontario Government Notices, PIC displays and reports for public review and included links to project-specific documentation (i.e., Highway 138 TESR, study notifications, and supplementary information such as the Class EA document). The website also included a "Contact Us" feature to allow visitors to submit comments and questions through the dedicated project email address [comments@cornwallcarpool.ca].

The website conforms to current *Accessibility for Ontarians with Disabilities Act* (AODA) requirements, WCAG 2.0 Level A, allowing all visitors to benefit from the available information.

2.1.4.2 Newspaper Notifications

The Ontario Government Notice (OGN) of Detail Design Study Commencement and Online PIC was published in the *Cornwall Standard Freeholder* (in English), *Cornwall Seaway News* (in English), and the *Cornwall Express* (in French), on November 29, 2018. The notice included the project limits, described the project including and the Class EA process and how and when to access the online public information centre. Copies of the Study Commencement notices are provided in **Appendix A**.

The Notice of Submission of the *Design and Construction Report* (DCR) was published in the *Cornwall Standard Freeholder* (in English) on Thursday, May 23, 2019, and in the *Cornwall Seaway News* (in English) and the *Cornwall Express* (in French), on Wednesday, May 22, 2019.

2.1.4.3 Online Public Information Centre

An Online Public Information Centre (PIC) was posted on the project website (www.cornwallcarpool.ca) from December 5, 2018 through till January 4, 2019.

The online PIC formed part of the overall consultation plan that was designed to involve stakeholders early and throughout the study to identify concerns and provide opportunities for input. The purpose of the online PIC was to present information on the final design for improvements, as well as the construction staging and traffic management strategy, and to obtain comments in advance of construction activities.

Consultation Process May 2019

The following information was presented at the PIC:

- Study Area Location
- Purpose and Objective of the Online PIC
- Environmental Assessment Process
- Evaluation Process
- Preliminary Evaluation Criteria
- Evaluation of Alternatives

- About the Study
- Existing Conditions
- Commuter Parking Lot Alternative Layouts
- The Recommended Plan
- Request for Comments / Input

Comments were collected via the website or via email, fax, regular mail or phone calls, and participants were encouraged to provide their comments by January 18, 2019. Non-technical information was provided in English and French to comply with the *French Language Services Act* requirements.

A copy of the PIC materials is provided in **Appendix C**.

During the online PIC, the website was viewed 88 times by 14 people, and 10 people downloaded the English version of the PIC materials, two people downloaded the French version of the PIC materials and one person requested a hard copy of the PIC materials be mailed to their address. The project team mailed a hard copy of the PIC materials to the resident. Eleven letters and emails were received following the online PIC and copies of the comments are presented in **Appendix B**. All names and addresses from the comment sheets were added or updated on the project mailing list.

Evaluation of Design Alternatives May 2019

3.0 EVALUATION OF DESIGN ALTERNATIVES

This section provides an overview of the evaluation process that was completed to assist with identifying and confirming a Recommended Plan for the commuter parking lot. The evaluation process identifies the Recommended Plan that is cost-effective, safe and provides the desirable parking requirements while minimizing impacts to the environment. This is completed by identifying evaluation criteria, and evaluating each alternative based on the relative importance of the criteria. The process generally follows three steps:

- Identify and confirm evaluation criteria
- Evaluate alternatives
- Confirm recommended plan

3.1 DESIGN ALTERNATIVES

As part of the Detail Design study, a set of four commuter parking lot design alternatives were developed within the site boundaries. Each alternative was developed to accommodate 65 standard parking spaces, 4 barrier free spaces, 2 van spaces and a bus loop. Plans showing the alternatives are shown in **Appendix D**.

3.2 EVALUATION CRITERIA

In accordance with the Class *EA for Provincial Transportation Facilities* (2000), MTO projects are required to consider a wide range of potential impacts to the natural, social, and cultural environments in the study area. Evaluation criteria were developed based on exiting conditions and background data, provincial guidelines, project experiences and stakeholder input.

The evaluation criteria are independent variables, each of which may contribute a positive or negative influence on the overall suitability of an alternative. Although it is important to explicitly consider the suitability of an alternative in terms of each criterion, it is also useful to establish an overall composite score by determining appropriate weighting (relative importance) among the criteria. Each evaluation criterion is assigned a weight that represents its relative importance to the other criteria.

Table 3 identifies the evaluation criteria for the Cornwall site, including the factors considered for each criterion, and the methodology and measurement for each of the factors.

Evaluation of Design Alternatives May 2019

The judgments on the relative importance of the evaluation criteria were based on a judgement of what criteria were most important to the completed project.

3.2.1 Qualitative Assessment

A qualitative assessment of the alternatives was completed by tabulating the advantages and disadvantages of each alternative based on the evaluation criteria developed and the scale of potential impacts for each criterion. Advantages and disadvantages are identified by a plus sign (+) and minus sign (-), respectively. Otherwise, a bullet sign (•) identifies a neutral comment where there is no clear advantage or disadvantage.

3.2.2 Quantitative Assessment

A quantitative assessment that provides a score based on the weights of each evaluation criterion and number of advantages and disadvantages for each alternative was completed – a total score has been established for each carpool lot by adding the score for each factor together to determine a total weighted score for each alternative.

Once the number of positive, negative, and neutral counts is tabulated, each alternative was scored based on the sum of positive, neutral and negative counts multiplied by the criteria weights to determine a weighted score for each alternative.

The formula to determine the weighted score for each evaluation criteria is:

$$\left\lceil \frac{\textit{Positive Count} + \frac{1}{2} \textit{Neutral Count}}{\textit{Positive Count} + \textit{Neutral Count} + \textit{Negative Count}} \right\rceil \times \textit{Criteria Weight}$$

3.3 EVALUATION OF CARPOOL LOT ALTERNATIVES

Table 4 provides the results of the qualitative and quantitative assessment of commuter parking lot alternatives respectfully, including a summary of the advantages and disadvantages of each alternative. The advantages and disadvantages were identified following a detailed assessment of the evaluation criteria and factors for each alternative. The score for each alternative is provided at the end of the advantages and disadvantages table. Plans showing the alternatives are shown in **Appendix D.**

Evaluation of Design Alternatives May 2019

Table 3: Evaluation Criteria

Criteria	The Best Improvement Plan	Factors Considered	Methodology/Measure			
Highway Engineering						
Site Characteristics and Layout	will minimize the amount of cut/fill material for expansion	Suitability of site to construct a carpool lot (i.e., slope, topography)	Quantity of earthworks required (m ³)			
	will adequately address drainage requirements	Site Drainage \ Stormwater management	Area of impervious surfaces (m²)			
	can be expanded in the future with minimal impacts to the operation of the site	Future Expansion	Allows for the addition of parking spaces without complete reconfiguration of the lot (Y/N)			
		Future By-Pass	Can accommodate future by-pass (Y/N)			
	will enhance safe operation of the commuter parking facility	Bus / Car interactions	Conflict points between buses and cars (Number)			
	provides a safe area for pedestrians	Illumination	Illuminates the bus platform (Y/N)			
		Pedestrian walkways	Distance to bus stop (m)			
		Security	Sight lines from main road (Y/N)			
Constructability	minimizes utility crossings and conflicts	Construction feasibility	Construction techniques (conventional or non-conventional), and constraints			
Cost	has the lowest total cost including utility relocations	Construction costs	Cost estimate based on material quantities (2017 unit prices)			
		Utility relocations costs	Cost estimate based on a measure of utility impacts (2017 unit prices)			
Social & Cultural Environment						
Archaeology and Cultural Heritage:	minimizes intrusion into areas with high archaeological potential	Area of high archaeological potential	Area of impact to areas with high archaeological potential (m ²)			
Adjacent Property Owners:	minimizes noise and light pollution impacts to nearby residents	Impact to adjacent residences\lot (Noise, lighting, etc.)	Proximity of carpool lot to residences\lots			

Evaluation of Design Alternatives May 2019

Criteria	The Best Improvement Plan	Factors Considered	Methodology/Measure			
Natural Environment						
Wildlife and Terrestrial Habitat and Vegetation:	minimizes impacts to terrestrial resources including wildlife habitatminimizes natural vegetation removalminimizes fragmentation of natural habitat	Tree/natural vegetation removal	Area of impact to Species-at-Risk and sensitive wildlife habitat (m²) Number of large or significant trees impacted			
Fish and Aquatic Habitat:	minimizes encroachment into open waterminimizes impacts to fisheries resources	Sensitive aquatic habitat (i.e., spawning areas)	Area of impact to sensitive aquatic habitat (m2)			
		Encroachment into ponds and pools	Area of impact to fish habitat (m2)			

Evaluation of Design Alternatives May 2019

 Table 4:
 Alternative Advantages and Disadvantages

Catagoni	Cuitoria		Alteri	native	
Category	Criteria	1	2	3	4
Highway Engineering	Site Characteristics and Layout	 Requires approximately 1100 m³ of earthworks Creates 4070 m² of impervious surface Allows for future expansion to the north Functions with future by-pass Four conflict points between buses and cars Requires seven poles for illumination Provides unobstructed sightlines to main road 	 Requires approximately 570 m³ of earthworks Creates 4130 m² of impervious surface Allows for future expansion to the east or west Does not function with future by-pass Three conflict points between buses and cars Requires seven poles for illumination Provides unobstructed sightlines to main road 	 Requires approximately 1220 m³ of earthworks Creates 4630 m² of impervious surface Allows for future expansion to the east or west Does not function with future by-pass Three conflict points between buses and cars Requires seven poles for illumination Provides unobstructed sightlines to main road 	 Requires approximately 920 m³ of earthworks + Creates 3840 m² of impervious surface Allows for future expansion to the east and north Functions with future by-pass + Two conflict points between buses and cars + Requires six poles for illumination Provides unobstructed sightlines to main road
Higi	Constructability	 Uses conventional construction techniques 	 Uses conventional construction techniques 	 Uses conventional construction techniques 	 Uses conventional construction techniques
	Total Cost	 Approximate total cost of \$764,000 	 Approximate total cost of \$742,000 	 Approximate total cost of \$816,000 	+ Approximate total cost of \$712,000
II & ral ment	Archaeology and Cultural Heritage	 No impacts to areas with high archaeological potential No impacts to registered archaeological sites 	 No impacts to areas with high archaeological potential No impacts to registered archaeological sites 	 No impacts to areas with high archaeological potential No impacts to registered archaeological sites 	 No impacts to areas with high archaeological potential No impacts to registered archaeological sites
Social & Cultural Environme	Adjacent Property Owners	 Boundary/edge of carpool lot is approximately 20 m from residential building/home 6 Residential buildings in close proximity to carpool lot 	 Boundary/edge of carpool lot is approximately 40 m from residential building/home 6 Residential buildings in close proximity to carpool lot 	 Boundary/edge of carpool lot is approximately 40 m from residential building/home 6 Residential buildings in close proximity to carpool lot 	 + Boundary/edge of carpool lot is approximately 60 m from residential building/home • 6 Residential buildings in close proximity to carpool lot
ural iment	Wildlife and Terrestrial Habitat and Vegetation	 4460 m2 of Graminoid Meadow impacted No significant trees impacted 	 5120 m² of Graminoid Meadow impacted No significant trees impacted 	 5560 m² of Graminoid Meadow impacted No significant trees impacted 	 4090 m² of Graminoid Meadow impacted No significant trees impacted
Natu Environ	Fish & Aquatic Habitat	 Impacts approximately 50 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery) Does not impact aquatic SAR habitat 	 Impacts approximately 75 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery) Does not impact aquatic SAR habitat 	 Impacts approximately 75 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery) Does not impact aquatic SAR habitat 	 Impacts approximately 100 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery) Does not impact aquatic SAR habitat
Overall Score 35		35	44	30	63

Evaluation of Design Alternatives May 2019

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Evaluation of Design Alternatives May 2019

3.3.1 Recommended Alternative

It is important to note that the recommended site plan was not identified solely on the merits of mathematical calculations. The applications of weightings to data or numeric values were used as a tool to identify the alternative with the greatest advantages and least disadvantages.

3.3.2 Evaluation of Commuter Parking Lot Alternatives

Following a review of the evaluation, Alternative 4 was confirmed as the 'best' expansion plan. It was selected as the Recommended Plan because it:

- Requires the least amount of earthworks excavation
- Creates the least amount of impervious surface
- Has the fewest car/bus interaction points
- Is the farthest away from residential homes

Evaluation of Design Alternatives May 2019

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Detailed Description of the Recommended Plan May 2019

4.0 DETAILED DESCRIPTION OF THE RECOMMENDED PLAN

Detail design develops a transportation plan to the design implementation level of detail. The Recommended Plan is the most technically, environmentally, and economically suitable option for addressing the project objectives. This section of the report describes the Recommended Plan for the commuter parking lot on the east side of Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection in the Township of South Stormont. The New Construction drawings for the Recommended Plan are provided in **Appendix D**.

4.1 MAJOR FEATURES OF THE PROPOSED WORKS

4.1.1 Commuter Parking Lot (Carpool Lot)

The new commuter parking lot on Highway 138 to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection will have a capacity of 71 spaces. There are two van accessible and four accessible spaces available. A bus turn around has been provided for buses that may serve this lot. A turn analysis was completed to make sure the bus has enough room to make the turn and not track onto the shoulder. A concrete platform has been provided for commuters to wait for the bus. Access to the commuter parking lot will be from Highway 138.

4.1.2 Drainage and Stormwater Management

The existing site location is currently vacant and covered with vegetation. The commuter lot will increase the impervious area of the drainage catchment by approximately 4% and produce a relatively small increase in downstream flows. The existing culvert downstream (station 10+700) is undersized and should be replaced with a 900 mm diameter culvert to meet current MTO design criteria. The existing entrance culvert (station 10+690) is located at the commuter lot entrance and is recommended for replacement. Water quality controls are provided using grass swales under existing and proposed conditions. Water quantity controls are not recommended due to the relatively small increase in peak flows.

4.1.3 Utilities

Within the MTO right-of-way there are aerial Bell lines and Hydro One lines on Bell owned poles on the north side of Cornwall Centre Road. There are luminaires on the Bell poles along this section of Cornwall Centre Road. The luminaires are owned by the City of Cornwall. There is a Bell pole located on the west side of the new commuter lot entrance that is in conflict with the radius of the new entrance and will be relocated approximately 11.5 m to the west. Approximately 10 m north of the aerial lines, there is



Detailed Description of the Recommended Plan May 2019

a NPS4 polyethylene (PE) buried gas main, owned by Union Gas, that runs along the north side of Cornwall Centre Road east and west of Brookdale Avenue within the MTO property. The gas main is buried approximately 1.8 m below ground and will not be impacted from any earth excavation or ditching. A lighting pole will be installed approximately 1.2 m from the gas line and will not be in conflict with the gas line.

Utility relocations will be completed in advance of construction, where feasible.

4.1.4 Illumination

Illumination will be added to the commuter parking lots. Full enhanced lighting will be provided to the parking area while standard levels will be provided at the entrance and the bus turn around. The lights covering the parking area will be dimmable and will be programmed by the MTO to dim at a specified time. Potential for lighting to spill over and create light trespassing on to adjacent properties was reviewed and was not noted to be a concern. A landscape plan developed as part of this study will also potentially aid in blocking light from the parking area to adjacent properties.

Power for illumination will be provided from the existing hydro pole on Highway 138.

4.1.5 Landscaping

As part of this Detail Design study, a landscaping plan was developed to provide a natural vegetation barrier between the north and east edges of the commuter parking lot and adjacent properties and residential homes. The plan includes a variety of deciduous and coniferous tree species including Sugar Maple, White Spruce and Red Oak and is provided in **Appendix D**.

4.1.6 Property

The commuter lot will be located on land already owned by the MTO and no property will be purchased.

4.2 TRAFFIC / CONSTRUCTION STAGING

The commuter lot will be constructed offline from the existing roadway and will not be staged. There will be minor traffic disruptions to tie the new entrance to the existing roadway and for the replacement of the Highway 138 centreline pipe culvert. Both operations will be completed by utilizing single lane closures and flagging and will last for less than one day each.

Environmental Issues and Commitments May 2019

5.0 ENVIRONMENTAL ISSUES AND COMMITMENTS

Environmental factors were assessed during Preliminary Design to determine existing conditions and identify mitigation measures to minimize and/or address potential impacts associated with the proposed works as detailed in Table 24 of the TESR (Stantec, 2017). The TESR identified mitigation measures for the commuter parking lot project related to the following factors:

- Surface Water
- Fisheries and Aquatic Habitat
- Vegetation and Wetlands
- Wildlife and Species at Risk
- Erosion and Sediment Control

- Land Use
- Construction Noise
- Archaeology
- Utilities

Additional fieldwork and background research was undertaken during Detail Design to update information related to fish and fish habitat and terrestrial ecosystems in the study area and identify changes to statutory requirements.

Mitigation measures include planning decisions, design features, construction requirements and construction constraints. Environmental contract specifications, including standard and non-standard special provisions (SPs), Ontario Provincial Standard Specifications (OPSS) and MTO General Conditions of Contract, will be included in the contract documents to address specific environmental and operational concerns.

Applicable commitments from the Preliminary Design and Environmental Assessment Study and additional commitments developed during Detail Design (i.e., based on the impact assessment and changes to statutory requirements) are summarized in the following sections.

5.1 FISH AND FISH HABITAT

As part of the Preliminary Design for the Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00), Stantec prepared a *Fish and Fish Habitat Existing Conditions and Preliminary Impact Assessment Report* (December, 2016).

Stantec completed a fish and fish habitat survey on May 16 to 20, 2016 (spring survey) and July 18 to 22 (summer survey). An unnamed tributary at crossing 24 was noted within the Cornwall commuter parking lot study area. No aquatic species at risk (SAR) were documented in the study area and, no aquatic SAR were observed during



Environmental Issues and Commitments May 2019

Stantec's field survey. Stantec also completed a Fish and Fish Habitat Memo as part of this Detail Design Study (WP 4138-16-01).

5.1.1 Methods

5.1.1.1 Background Data

The Study Area is located within the jurisdiction of the Kemptville District of the Ministry of Natural Resources and Forestry (MNRF). As part of Stantec's fish and fish habitat data collection and reporting for Highway 138 Improvements (GWP 4015-08-00), available fish and fish habitat data and the construction timing window for in-water works were requested from the MNRF.

5.1.1.2 Field Investigations

Fish and fish habitat field investigations were conducted in May and July 2016 in the southwest corner of the Study Area at an entrance culvert parallel to Highway 138 and a culvert under Highway 138 on the east side of Brookdale Avenue. The field investigation was part of data collection for GWP 4015-08-00 (Stantec 2016). A subsequent field investigation was conducted in June 2017 at the location of a proposed new culvert in the Study Area. Based on site conditions at the time of the June 2017 survey, Stantec concluded that a summer survey was not required at the location of the proposed new culvert.

The purpose of the field investigations was to document aquatic ecological conditions in the Study Area. Aquatic habitat characterization was conducted by a RAQS-qualified Fisheries Assessment specialist. The 2016 field investigations were conducted according to the *Environmental Reference for Highway Design* (MTO 2013) and the *Environmental Guide for Fish and Fish Habitat* (MTO 2009). The 2017 field investigation collected information on spring conditions using methods and documentation as per MTO 2009.

5.1.2 Existing Conditions

Within the Study Area, there is no waterbody or constructed drain identified in data layers available from the MNRF's LIO database or constructed drains digital dataset; however, a flow path is visible on background imagery (air photos) available from LIO. According to the MNRF's NHIC database, there are no records of aquatic species at risk within the Study Area.

Tributary to Watercourse 24:

A surface water feature, approximately 85 m in length, was identified during Stantec's field investigation in June 2017. Bankfull width was 2.5 m. At the time of the spring field investigation, water was 1 to 5 cm deep in a cattail lined channel located perpendicular



Environmental Issues and Commitments May 2019

to Highway 138. This surface water feature does not likely support fish; however, it contributes surface water flow and nutrients to warmwater fish habitat described below.

Watercourse 24:

Draining from this surface water feature, water entered the ditch located on the north side of Highway 138 and then crossed Highway 138 through an existing culvert. The Highway 138 ditch supported emergent vegetation and *Phragmites*. As part of Stantec's fish and fish habitat data collection and reporting for GWP 4015-08-00, the following baitfish species were captured in the Highway 138 ditch immediately west (upstream) and south (downstream) of the Study Area (an unnamed watercourse identified as Watercourse 24 in Stantec 2016 Fish Report): Creek Chub, Northern Redbelly Dace, Brook Stickleback, Fathead Minnow, Finescale Dace, Common Shiner and Central Mudminnow. Water is conveyed within the ditch on the north side of Highway 138 (Station 10+690) via an existing 60 cm corrugated steel pipe (CSP) culvert, and across Highway 138 (Station 10+700) via a 70 cm CSP culvert. Mean bankfull width was approximately 1.5 m. The unnamed tributary identified as Watercourse 24 was described as intermittent upstream of the Highway 138 culvert and permanent downstream of the highway culvert, where it provides warmwater fish habitat.

5.1.3 Impact Assessment

5.1.3.1 Description of Work

The Recommended Plan impacts a surface water feature that was identified during Stantec's field investigation in spring 2017. The surface water feature perpendicular to Highway 138 will be relocated approximately 6 m east of its current location, and a new culvert (i.e., a 90 cm CSP or concrete culvert x 23 m length) is proposed within the feature to convey flow beneath the entrance to the parking lot (see Drainage Plan in **Appendix D**). Within the Study Area, the realigned drainage feature will increase from 85 m to approximately 86 m in length.

Additionally, as part of the recommendations made for GWP 4015-08-00, culvert improvements were proposed for the existing entrance culvert (Station 10+690) and centerline culvert (Station 10+700) (see Drainage Plan in **Appendix D**). Both culverts were recommended for replacement (see **Table 5**). Based on conclusions summarized in Stantec's Site Drainage Analysis memo (Stantec 2018), the existing entrance culvert at Station 10+690 is recommended for replacement, based on the rusted condition of the current culvert, and the existing centerline culvert at Station 10+700 is recommended for replacement with a larger diameter culvert (i.e., 90 cm) to meet MTO Design Criteria (see Drainage Plan in **Appendix D**). The inlet of the culvert at Station 10+700 will be located approximately 8 m east of its current location (see Drainage Plan in **Appendix D**). The culvert will be skewed such that the outlet will be located approximately 12 m east of the current outlet.



Environmental Issues and Commitments May 2019

Table 5: Summary of Existing and Proposed Culverts

Culvert Identification	Existing Culvert (Diameter x Length)	Proposed Culvert (Width [or diameter] x Length)
New Culvert; Culvert 2 on Drainage Plan in Appendix D	N/A	90 cm x 23 m circular concrete or CSP
Existing Entrance Culvert at Station 10+690; Culvert 1 on Drainage Plan in Appendix D MTO #003101380014 in GWP 4015- 08-00	60 cm x 11 m CSP	90 cm x 30 m circular concrete or CSP
Existing Centreline Culvert at Station 10+700; Culvert 3 on Drainage Plan in Appendix D MTO # 003101380015 in GWP 4015-08-00	70 cm x 27.64 m CSP	90 cm x 22 m circular concrete or CSP

5.1.4 Applicability of Best Management Practices

In consultation with Fisheries and Oceans Canada (DFO), MTO has developed the *Best Management Practices Manual for Fisheries* (MTO 2018). The Best Management Practices (BMPs) were developed for routine activities in or near water with minimal to no impacts to fish and fish habitat. The BMPs streamline the regulatory review process for routine highway activities and provide mitigation measures to reduce the risk of serious harm to fish. A project can proceed without DFO review if the conditions and mitigation measures outlined in a BMP can be met (Step 3 of the Protocol). Where a BMP is used, an MTO Project Notification Form is completed and filed by MTO (Step 5).

If a project cannot meet the conditions of a BMP at Step 3 of the Protocol (MTO 2016), a fisheries assessment is conducted to determine the likelihood of serious harm to fish (Step 4). Projects proceed to Step 5 (MTO Notification) when there are no federally listed species at risk and it is determined that serious harm to fish is not likely. Where serious harm is likely and/or where federally listed species at risk are present, the project proceeds to Step 6 of the Protocol where an MTO Request for Review Application Form is submitted to DFO for review under the *Fisheries Act*.

Environmental Issues and Commitments May 2019

There are no BMPs for new culverts, relocating culverts, or lengthening culverts; therefore, a Fisheries Assessment was conducted to determine the likelihood that the replacement of Culvert 1 and Culvert 3 may result in serious harm to fish (Step 4 of the Protocol) (Section 4.3). Culvert 2 is located on a surface water feature that does not directly provide fish habitat; therefore, the culvert footprint was not included in the impact assessment.

5.1.5 Fisheries Assessment

The Pathways of Effects (POE) applicable to the project are documented in the Fish and Fish Habitat Memo (on file with MTO) in the Summary of POEs and Residual Effects worksheet and MTO Template Table 10.3. Where applicable, residual effects of the project are summarized below.

5.1.5.1 Tributary to Watercourse 24 (Realignment and New Culvert Crossing):

Culvert 2 is located on a drainage feature that does not directly provide fish habitat; therefore, the impact assessment considered how the project affects the contribution to downstream flow.

The 23 m long culvert was sized to convey expected flows, and the relocated drainage feature will continue to convey surface flows to Watercourse 24. Mitigation measures implemented during construction will reduce the risk of erosion and downstream sediment transport to downstream habitat, and there are no residual effects as a result of the changes to the Tributary to Watercourse 24.

5.1.5.2 Watercourse 24 (Culvert Replacements):

Change in Habitat Structure and Cover

- On the north side of Highway 138, an additional 19 m of Watercourse 24 will be enclosed in the entrance culvert (i.e., the increased culvert length for Culvert 1). The centerline culvert under Highway 138 (Culvert 3) will be approximately 5.6 m shorter than the existing culvert. The net change to Watercourse 24 is the enclosure of 13.4 m of a channel with intermittent flow and dense aquatic vegetation.
- The residual effect is permanent.

Change in Food Supply

- The enclosure of 13.4 m of intermittent channel may reduce food supply for fish that may use the watercourse on a seasonal basis.
- The residual effect is permanent.

Environmental Issues and Commitments May 2019

Change in Nutrient Concentrations

- The enclosure of 13.4 m of Watercourse 24 may reduce the input of nutrients that contribute to habitat located downstream of Highway 138.
- The residual effect is permanent.

The determination of serious harm from the above residual effects is provided in Section 5.1.9.

5.1.6 Mitigation Measures

Due to the presence of fish habitat in the Highway 138 ditch immediately adjacent to the Study Area, standard mitigation measures should be implemented to protect fish and fish habitat. The following mitigation measures are consistent with DFO's Measures to Avoid Causing Harm to Fish and Fish Habitat

(http://www.dfo-mpo.gc.ca/pnw-ppe/measures-mesures/measures-mesures-eng.html).

5.1.7 Design

A new culvert is proposed to convey flow beneath the entrance to the parking lot. To maintain downstream flow and nutrient contributions, the open channel will be relocated and maintained as a ditch on the east side of the driveway and bus turnaround.

As summarized in Stantec's preliminary impact assessment for Highway 138 Improvements (GWP 4015-08-00), the following elements were considered during culvert design:

- Sufficient depth of flow and appropriate water velocities were provided for fish passage
- Culvert sizes were based on the capacity to handle peak flows
- To the extent possible, natural channel conditions (i.e. widths, depths etc.) will be maintained
- Culverts were sufficiently sized and will be installed such that scouring of the outlet channel does not occur
- The culvert slope will follow the existing channel slope, where possible.

5.1.8 Construction

5.1.8.1 Timing Windows

Works adjacent to aquatic resources that provide fish habitat, or have the potential to support fish habitat, are often restricted to certain periods to avoid construction-related impacts to fish species during their most sensitive / vulnerable life cycles (i.e., during



Environmental Issues and Commitments May 2019

reproduction and early development stages of off-spring). Therefore, construction activities are often not permitted close to or within fish habitat during these periods.

In-water construction activities are permitted during the warmwater construction timing window, between July 1 and March 14.

5.1.8.2 Ontario Provincial Standard Specifications

The following Ontario Provincial Standard Specifications (OPSSs) are applicable to the project:

- OPSS 180 General Specification for the Management of Excess Materials
- OPSS 182 General Specification for Environmental Protection for Construction in Waterbodies and on Waterbody banks
- OPSS 517 Construction Specification for Dewatering
- OPSS 804 Construction Specification for Seed and Cover
- OPSS 805 Construction Specification for Temporary Erosion and Sediment Control Measures

The OPSSs are applicable to the following general activities:

Equipment Use: Use of equipment shall be in accordance with OPSS 182.

<u>Preservation of Riparian Vegetation:</u> Removal of riparian vegetation shall be in accordance with OPSS 182 and OPSS 804.

<u>Erosion and Sediment Control:</u> The installation, monitoring, maintenance, and removal of temporary erosion and sediment control measures shall be according to OPSS 182 and OPSS 805.

<u>Fish Salvage:</u> Fish salvage operations shall be conducted in accordance with OPSS 182.

<u>Flow Diversion:</u> Isolation of the stream channel from in-water construction activities shall be conducted in accordance with OPSS 182.

<u>Restoration of Disturbed Areas:</u> Vegetation protection and rehabilitation shall be in accordance with OPSS 182 and OPSS 804.

<u>Management of Excess Materials:</u> All excess material shall be managed in accordance with OPSS 180.

Environmental Issues and Commitments May 2019

<u>Dewatering and the Use of Pumps:</u> Dewatering activities and the use of pumps shall be conducted in accordance with OPSS 517.

5.1.9 Determination of Serious Harm

The net change to Watercourse 24 is the enclosure of 13.4 m of a channel with intermittent flow and dense aquatic vegetation. The 13.4 m of Watercourse 24 that will be enclosed in culverts will continue to convey downstream flow and will be available for use by fish. The habitat affected is not critical to the fish community identified in Watercourse 24 and is not unique to the watercourse. With the implementation of mitigation measures identified in OPSS 182 (General Specification for Environmental Protection for Construction in Waterbodies and on Waterbody Banks; see Section 5), the culvert replacements on Watercourse 24 are unlikely to result in serious harm to fish and fish habitat. The MTO Project Notification Form can be completed from Step 5 of the Protocol.

5.2 TERRESTRIAL RESOURCES

During Preliminary Design, terrestrial ecosystem features were identified and evaluated within the Study Area and documented by Stantec, 2017. Stantec conducted field investigations within the Study Area from May 11-13, and on June 3, 15 and 24, 2016. Data was collected according to the *Environmental Reference for Highway Design*, 2013. Natural heritage features examined included vegetation communities, wildlife habitat, flora and fauna species, vegetation species, and areas of potential Significant Wildlife Habitat (SWH). Investigations of adjacent private lands were conducted from the edge of the right-of-way. A Terrestrial Ecosystem Existing Conditions and Impact Assessment Report was completed in March 2018 to supplement the 2016 study.

5.2.1 Vegetation

During the 2016 field surveys, two natural vegetation communities were observed within the Study Area, with a significant portion represented by residential and commercial lands. Each community observed is discussed below in **Table 6.** None of the communities or species observed were considered provincially at risk or of conservation concern. No butternut individuals were present.

Environmental Issues and Commitments May 2019

Table 6: Ecological Land Classification (ELC) Vegetation Types

ELC Type	Community Description
Meadow Communities (ME)	
MEG – Graminoid Meadow Series	This monoculture graminoid meadow had a small walking path through it.
Thicket Swamp (SWT)	
SWT–Thicket Swamp Ecosite	Many standing dead trees (e.g. tamarack, green ash) remained with an extensive shrub layer of willow species and speckled alder. Grasses were dominant throughout the feature in the ground layer. Standing water was not detected during field surveys.

Potential Impacts

The proposed commuter parking lot will be constructed in a meadow community and will result in the permanent loss of approximately 0.58 ha of meadow habitat. All loss will occur adjacent to the existing highway and new edge effects are considered negligible, particularly with proper vegetation protection and revegetation strategies.

Additional impacts could include soil compaction, siltation of on-site natural communities and watercourses, and spills of deleterious substances into natural communities. These impacts are considered to be short-term, localized to the construction area during construction activities, and/or avoidable through the application of appropriate construction techniques and mitigation measures.

<u>Mitigation</u>

These impacts are considered to be short term, localized to the construction area during construction activities, and will be mitigated through the application of appropriate construction techniques and standard mitigation measures as follows.

- Vegetation removal will be limited to the smallest extent possible and areas to be cleared should be clearly marked to prevent unnecessary clearing
- Sediment fencing will be used to sperate work areas from sensitive natural features (i.e. the SWT community)
- Areas disturbed during construction should be treated with suitable seed mixes to stabilize soil and establish self-sustained native vegetation as soon as possible following disturbance. Native seed mixes and cover crops are preferred, particularly where disturbance is contiguous with natural areas

Environmental Issues and Commitments May 2019

 Native soil and seed bank retention, including avoidance of root grubbing along disturbed edges, and other edge management recommendations should be implemented

5.2.2 Wildlife Resources

5.2.2.1 Habitat for Species at Risk

Habitat assessments were completed for provincial Species at Risk (SAR) and/or Species of Conservation Concern (SOCC) with 18 SAR and provincially rare (S1 – S3) species records found in the atlas records and background data sources listed in **Table 7**. Field investigations did not identify any SAR species within the Study Area or potential habitat for SAR species.

Table 7: Habitat Potential for Species at Risk in Study Area

Species Name	Provincial Status (ESA)	Habitat Requirements	Potential to occur in the Study Area
PLANTS	END	This was discussed to a sign of the design of	Not also associated associated
Butternut (Juglans cinerea)	END	This medium-sized tree is commonly found in a variety of habitats throughout Southern Ontario, including woodlands and hedgerows ideal habitat includes rich, moist, and well-drained soils often found along streams, but may also be found on well-drained gravel sites, particularly those made of limestone. Butternut is intolerant of shade and occurs singly or in small groups with a variety of associates.	Not observed during targeted surveys. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
REPTILES Snapping Turtle (Chelydra serpentine)	SC	Snapping Turtles inhabit ponds, sloughs, streams, rivers, and shallow bays that are characterized by slow moving water, aquatic vegetation, and soft bottoms. Females show strong nest site fidelity and nest in sand or gravel banks at waterway edges in late May or early June.	Suitable habitat Is not present. Considered absent from the Study Area
Blanding's Turtle (<i>Emydoidea</i> blandingi)	THR	Blanding's Turtles frequent lakes, ponds, and marshes, and prefer shallow water with abundant aquatic vegetation and a soft bottom. They prefer shallow water that is rich in nutrients, organic soil and dense vegetation. Adults usually occupy open or partially vegetated sites, whereas juveniles occupy areas with thick aquatic vegetation including sphagnum, water lilies and algae. Nesting occurs in dry conifer or mixed hardwood forests, up to 410 m from any body of water, in loose substrates including sand, organic soil, gravel and cobblestone, nesting may also occur along gravel roadways.	Suitable habitat is not present. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
Eastern Musk Turtle (Sternotherus odoratus)	THR	The Eastern Musk Turtle, also known as Stinkpot, is a small, aquatic freshwater turtle. It is found scattered across southcentral Ontario, ranking from the southern edge of the Canadian Shield from Georgian Bay to the Ottawa-Hull region. Eastern Musk Turtle require aquatic habitats of soft substrate and shallow water with little to no current. Nesting occurs in areas close to the water with direct exposure to sunlight. Eggs are laid on open ground or in shallow excavations in decaying vegetation and rotting wood. Nests have also been found in shallow gravel or rock crevices. This species is highly aquatic and rarely leaves the water.	Suitable habitat is not present. Considered absent from the Study Area
Northern Map Turtle (<i>Graptemys</i> geographica)	SC	Map turtles are highly aquatic and inhabit slow moving, large rivers and lakes with soft bottoms and abundant aquatic vegetation. Basking sites include rocks and deadheads adjacent to deep water (COSEWIC 2002) Nesting occurs in soft sand or soil and at a distance from the water, hibernation is communal and occurs at the bottoms of lakes. Females leave the water in June to nest.	Suitable habitat is not present. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
Common Nighthawk (Chordeiles minor)	SC	The Common Nighthawk is an aerial insectivore and forages at dawn and dusk. Common Nighthawks nest on the ground in open habitats preferably with rocky or graveled substrate. Nighthawks will even nest on gravel roofs in the city. The regeneration or succession of forest clearings and the destruction of grassland habitats appear to play a major role in this species' decline along with the non-selective spraying for mosquitoes (Sandilands 2007). Other potential limiting factors include an increase in predators such as domestic cats, striped skunks, raccoons, American crows and common ravens, as well as road-associated mortality.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
Chimney Swift (Chaetura pelagica)	THR	Chimney Swift use chimneys for roosting and breeding, as well as walls, rafters, or gables of buildings and, less frequently, natural structures such as hollow trees, tree cavities and cracks in cliffs (Cadman 2007). The main limiting factor contributing to the species' decline is the reduction of suitable breeding and roosting habitat through logging, removal of abandoned buildings and particularly the reduction in use of traditional chimneys; poor weather conditions during breeding season, pesticide use, chimney sweeping during breeding season and intolerance of some building owners are also contributing factors.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area
Least Bittern (Ixobrychus exilis)	THR	The Least Bittern is a relatively small bird that nests in freshwater marshes where dense aquatic vegetation occurs with woody vegetation and open water. They are found most commonly in marshes greater than 5 ha in size. The Canadian population of Least Bitterns is estimated at less than 1000 pairs. The majority of Least Bitterns that breed in Canada are found in Ontario. The species is designated threatened due to its very small and declining population that depends on high quality marsh habitats that are being lost and degraded across the species' range. The Least Bittern is protected under SARA and MBCA.	Suitable habitat is not present. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
Eastern Wood-Pewee (Contopus virens)	SC	The Eastern Wood-Pewee is a forest bird of deciduous and mixed woods. Nest-site selection favors open space near the nest, typically provided by clearings, roadways, water, and forest edges. Nests are cryptic as they are covered with lichens, typically appearing like a knot on top of a branch and little is known about nesting behavior.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area
Bank Swallow (<i>Riparia</i> <i>riparia</i>)	THR	The Bank Swallow excavate nests in exposed earth banks along watercourses and lakeshores, roadsides, stockpiles of soil, and the sides of sand and gravel pits. Single nests may occur, although colonies are typical and range from two to several thousand. Adjacent grasslands and watercourses are used for foraging habitat.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area
Wood Thrush (Hylocichla mustelina)	SC	Wood Thrush prefer deciduous and mixed forests in southern Ontario, ranging from small and isolated to large and contiguous woodlots. The presence of tall trees and a thick understory are preferred.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
Barn Swallow (Hirundo rustica)	THR	As their name suggests, Barn Swallows nest on walls or ledges of barns as well as on other human-made structures such as bridges, culverts or other buildings. Where suitable nesting structures occur, Barn Swallow often form small colonies, sometimes mixed with Cliff Swallows. Barns Swallows feed on aerial insects while foraging in open habitat. Barn Swallows are generally considered grassland species, foraging over meadows, hay, pasture or even mown lawn. They will also frequently forage in woodland clearings, over wetland habitats or open water where insect prey is abundant.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area
Bobolink (<i>Dolichonyx</i> oryzivorus)	THR	The Bobolink is generally referred to as a "grassland species". It nests primarily in forage crops with a mixture of grasses and broad-leaved forbs, predominantly hayfields and pastures. Preferred ground cover species include grasses such as Timothy and Kentucky bluegrass and forbs such as clover and dandelion. Bobolink is an area-sensitive species, with reported lower reproductive success in small habitat fragments.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
Eastern Meadowlark (Sturnella magna)	THR	Meadowlarks are ground nesting birds which are often associated with human-modified habitats where they sing from prominent perches such as roadside wires, trees, and fenceposts. As a grassland species, the Eastern Meadowlark typically occurs in meadows, hayfields and pastures. However, it will utilize a wider range of habitat than most grassland species, including mown lawn (e.g. golf course, parks), wooded city ravines, young conifer plantations and orchards. The Eastern Meadowlark is generally tolerant of habitat with early succession of trees or shrubs. As with other grassland species, current threats are primarily the result of expanding urbanization and intensive farming practices.	No breeding evidence observed during breeding bird surveys. Considered absent from the Study Area
MAMMALS			
Little Brown Myotis (<i>Myotis</i> <i>lucifugus</i>)	END	This species up until recently was considered the most common bat species in Ontario, and most frequently found bat species in North America. The recent change in status is due to significant declines in recent years attributed to a condition referred to as White-nose Syndrome (WNS). The Little Brown Myotis is commonly found near waterbodies in buildings, attics, roof crevices and loose bark on trees or under bridges.	No suitable habitat present. Considered absent from the Study Area

Species Name	Provincial Status	Habitat Requirements	Potential to occur in the Study Area
Small-footed Myotis (<i>Myotis leibii</i>)	END	The Small-footed Myotis inhabits deciduous and coniferous forests, roosts in crevices or under bark, and hibernates in caves and mines.	No suitable habitat present. Considered absent from the Study Area
Northern Myotis (Myotis septentrionalis)	END	The Northern Myotis is a resident bat of upland forests of eastern North America, typically foraging for aerial insects in the forest understory. Maternity roosts are typically located under the bark of large trees and are rarely found in human-made structures. Hibernating colonies typically reside in cave crevices. The precipitous population decline of this species in recent years is attributed to WNS.	No suitable habitat present. Considered absent from the Study Area
Tri-Coloured Bat (<i>Perimyotis</i> subflavus)	END	The Tri-coloured Bat prefers partly open habitat such as fields with large trees or woodland edges while avoiding both denser and more open areas. In the summer, Tri-coloured Bats roost in trees or dead clusters of leaves on trees. In the winter, they often hibernate in the deepest part of the caves where temperature is the least variable and the humidity is high. Maternity colonies are usually found either in tree cavities or man-made structures, but in at least parts of their range they have also been recorded in large clumps of arboreal lichen. Populations have recently declined precipitously due to the rapid spread of WNS.	No suitable habitat present. Considered absent from the Study Area

Environmental Issues and Commitments May 2019

The following sections discuss wildlife and wildlife habitat results under separate headers for migratory bird nests, mammals and SWH.

5.2.2.2 Bat Surveys

Background data from the Atlas of the Mammals of Ontario and the MNRF indicated that four bat SAR had the potential to occur within the Study Area.

FOD, FOM or SWD ELC communities with trees > 10 cm DBH are considered suitable habitat for Little Brown Myotis, Northern Myotis and Tri-coloured Bat. The potential commuter parking lot does not overlay these ELC communities.

Small-footed Myotis typically use rocky bluffs or caves as maternity roost habitat. No suitable features were recorded in the Study Area.

5.2.2.3 Migratory Birds

Twenty-two different species of migratory birds were encountered during surveys conducted on June 3, June 15 and June 24, 2016. The species observed were a mixture of common species according to their respective habitat types. Species observed in the Study Area on all three survey dates included:

Yellow Warbler (Setophaga petechia), Common Yellowthroat (Geothlypis trichas), Song Sparrow (Melospiza melodia), European Starling (Sturnus vulgaris), and Red-winged Blackbird (Agelaius phoeniceus). There was no breeding evidence of any avian SAR within the Study Area, including targeted searches for, Bobolink and Eastern Meadowlark.

Although no active bird nests were observed during field studies, natural habitat in the Study Area is likely to support nesting birds.

5.2.2.4 Significant Wildlife Habitat

Seasonal concentration areas, rare vegetation communities, specialized habitat for wildlife, wildlife movement corridors or habitat for species of conservation concern were not identified within the Study Area.

Rare or Specialized Habitat

Rare or specialized habitats are two separate components. Rare habitats are those with vegetation communities that are considered rare in the province. Specialized habitats are microhabitats that are critical to some wildlife species. The SWH Ecoregion 6E Criteria Schedule identifies a number of habitats that could be considered specialized habitats, such as habitat for area-sensitive species, forests providing a high diversity of habitats, amphibian woodland breeding ponds, turtle nesting habitat, highly diverse

Environmental Issues and Commitments May 2019

sites, seeps and springs. The following candidate habitats for rare or specialized habitat were identified within the Study Area:

Amphibian Breeding Habitat: The SWTM3 community within the Study Area may provide amphibian breeding habitat if adequate vernal pools are present in spring. Targeted breeding surveys were not conducted because this area is outside the proposed footprint of the Brookdale commuter parking lot and impacts to the habitat are not anticipated.

<u>Animal Movement Corridors</u>: Migration corridors are areas that are traditionally used by wildlife to move from one habitat to another, often in response to different seasonal habitat requirements. The SWH Region 6E Criterion speaks specifically to amphibian movement corridors. These corridors are only considered when wetland breeding amphibian habitat is identified for:

- Eastern Newt (Notophthalmus viridescens)
- American Toad (Anaxyrus americanus)
- Spotted Salamander (Ambystoma maculatum)
- Four-toed Salamander (Hemidactylium scutatum)
- Blue-spotted Salamander (Ambystoma laterale)
- Gray Treefrog (Hyla versicolor)
- Western Chorus Frog (Pseudacris triseriata)
- Northern Leopard Frog (Lithobates pipiens)
- Pickerel Frog (Lithobates palustris)
- Green Frog (Rana clamitans)
- Mink Frog (Lithobates septentrionalis)
- American Bullfrog (Lithobates catesbeianus)

Documentation of amphibian movement corridors requires confirmed amphibian breeding habitat. No potential corridors were identified but appropriate mitigation measures to reduce the likelihood of construction phase impacts are included in **Table 8**.

Potential Impacts

The proposed commuter parking lot will result in a permanent loss of natural meadow habitat. The background review found that significant species may occur in proximity to



Environmental Issues and Commitments May 2019

the Study Area. Upon further consultation with the Kemptville District MNRF, the list was refined to only include species with potential to occur in the Study Area. A review of the preferred habitat of these species and field investigations found that there is a low likelihood of SAR being present within the Study Area.

Anticipated disturbance is limited to indirect impacts during construction, such as noise disturbance and is considered negligible.

No Significant Natural Areas were present in the Study Area.

Mitigation

- In accordance with the Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operation and Maintenance all activities shall be carried out to prevent the destruction of migratory birds or their nests and minimize the release of oil, oil wastes or any other substance harmful to migratory birds to any waters or any area frequented by migratory birds (MBCA s.5, Migratory Bird Regulations s.6 and s.35)
- If work is scheduled during Primary Nesting Period (PNP) for migratory bird species, April 10 to August 9 (Environment Canada 2014), active nests will not be disturbed
- Exclusion fencing will serve as a wildlife barrier where construction encroaches into areas of natural vegetation. This will reduce the likelihood of interactions with reptiles and candidate SWH for Amphibians
- Installation of exclusion fencing should follow the Species at Risk Branch Best Practices Technical Notes Reptile and Amphibian Exclusion Fencing Version 1.1 to increase effectiveness as a wildlife barrier

5.2.3 Hydrology / Surface Water

Potential Impacts

The hydrologic modelling results show that the increase in flows due to the new commuter lot are insignificant and will not cause an adverse impact to the downstream drainage system. The increase in flows due to the expanded commuter lot is less than 10% for all storm events. However, the existing 700 mm downstream culvert (CVID 003101380015) does not meet the MTO design criteria under existing or proposed conditions. Therefore, it is recommended that it be upsized to 900 mm.

The Stormwater Management (SWM) strategy should be designed to minimize/mitigate environmental impacts due to the proposed commuter parking lot. Given the relatively small size of the contributing drainage area from the commuter parking lot, there are minor increases in downstream peak flows due to the proposed improvements.



Environmental Issues and Commitments May 2019

Consequently, end-of-pipe SWM facilities are not warranted and no water quality controls are proposed. No modifications are proposed to the existing drainage system.

Mitigation

- Due to the presence of fish habitat in unnamed watercourse downstream of Highway 138 (at Brookdale Road), OPSS 182 and OPSS 805 are recommended to reduce the risk of sediment transport to downstream habitat during construction. Please see the Fish and Fish Habitat mitigation measures described in **Section 5.1** above for further details
- Replace the culvert at Station 10+700 (CVID 003101380015) with a 900 mm diameter culvert to meet current MTO design criteria
- Continue to use vegetated ditches and enhanced grassed swales to provide water quality controls

5.2.4 Erosion and Sediment Control

Potential Impacts

Erosion and sediment have the potential to contaminate the surrounding environment if not managed properly during construction.

Mitigation

Mitigation will be employed during construction to reduce the risk of impacts to the natural environment, and to prevent sediment and dust from entering sensitive natural features.

The primary principles associated with sedimentation and erosion protection measures are to: (1) minimize the duration of soil exposure; (2) retain existing vegetation, where feasible; (3) encourage re-vegetation; (4) divert runoff away from exposed soils; (5) keep runoff velocities low; and to (6) trap sediment as close to the source as possible. To address these principles, the following mitigation measures are recommended:

- Sediment fencing and/or barriers will be used along construction areas that are adjacent to sensitive natural features (e.g. wetlands and watercourses)
- No equipment will be permitted to enter natural areas beyond the barrier fencing during construction
- All materials requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance (>15 m) from natural areas

Environmental Issues and Commitments May 2019

- All exposed soil areas within 120 m of sensitive natural features (e.g. wetlands and watercourses) will be stabilized (seed mixes; sourced locally if possible) and re-vegetated, through the placement of seed and mulching or seed and an erosion control blanket within 15 days of soil exposure (45 days in all other areas) but no later than October 30
- Equipment will be refueled a minimum of 30 m away from sensitive natural features (e.g. wetlands and watercourses) to avoid potential impacts, in the event that an accidental spill occurs
- In addition to any specified requirements, additional sediment fence will be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency
- All erosion and sediment controls should be monitored regularly and properly maintained, as required
- Controls are to be removed only after the soils of the construction area have been stabilized and adequately protected until cover is re-established
- The Contractor is required to restore any disturbed natural areas to pre-construction conditions

5.2.5 Management of Excess Materials

Potential Impacts

Waste, excess materials (including salt impacted soil) and emissions have the potential to contaminate the surrounding environment if not managed properly.

Mitigation

- Excess materials will be managed in accordance with provincial standards
- Measures to minimize dust resulting from the contractor's removal operations during construction will be included in the Contract

5.3 SOCIAL / ECONOMIC ENVIRONMENT

5.3.1 Land Use

The Recommended Plan is within the Township of South Stormont and the existing land use is primarily rural agricultural land, and rural residential. The Recommended Plan supports Regional and Provincial Growth Planning policies by providing the transportation infrastructure required to maintain a high level of service on the provincial highway system for the movement of people and goods. The Recommended Plan also promotes more sustainable transportation methods by providing facilities for carpooling.



Environmental Issues and Commitments May 2019

Residents in the study area may experience minor temporary delays during construction; however, potential impacts are expected to be very minor and not result in significant impacts. Therefore, mitigation is not required.

5.3.2 Active Transportation

The project team has reviewed the potential for connecting the existing active transportation trail that runs north-south and west of the Study Area to the commuter lot, by constructing pathways to the recreational trail to the west and Mack Street to the north. Following the review, it was determined that the areas to the north of the proposed commuter parking lot at Cornwall Centre Road and Brookdale Avenue are owned and designated MTO property as part of a long-term future bypass plan and connections to the existing trail network are not compatible with this plan in the long-term. Following the project team's review, it was also determined that the connections are outside the scope of work for the commuter parking lot.

5.3.3 Aesthetics and Landscape

Potential Impacts

The proposed improvements will result in changes to the surrounding landscape through vegetation clearing and other construction disturbances.

Mitigation

Minor alterations to the landscape character of the area will occur due to the commuter parking lot. Mitigation measures include protection of existing vegetation and limiting vegetation removals to only what is necessary to accommodate construction. Disturbed areas will be vegetated where feasible with native plant species to reduce erosion, improve slope stability, increase filtration and reduce overland flow.

Cultural vegetation will be protected and preserved, where feasible. This vegetation can enhance the scenic character of the transportation corridor and provide buffer, screening, and aesthetic value. The landscape plan as shown in Appendix D includes adding a row of coniferous and deciduous trees along the north-east side of the commuter parking lot to provide a buffer for the adjacent properties.

5.3.4 Air Quality

Potential Impacts

Construction activities associated with the project (i.e., storage, on-site movement and grading of earth material, structural rehabilitation, and replacement) will have the potential to generate dust.

Environmental Issues and Commitments May 2019

Mitigation

Dust control will adhere to standard MTO procedures and includes the use of MECP approved dust suppressants to minimize emissions and prohibit visible emissions from escaping beyond the construction site.

Dust and local air quality impacts to properties adjacent to the study area during construction will be minimized by General Conditions in the contract. These include: minimizing operation and idling of gas powered equipment and vehicles, minimizing vehicular traffic on exposed soils and stabilizing high traffic areas with suitable cover material, restoring disturbed areas as soon as possible to minimize the duration of soil exposure, and controlling dust emissions by the application of suitable dust suppressant materials.

5.3.5 Lighting

Potential light pollution and lighting impacts to adjacent residents from the proposed commuter parking lot are anticipated to be minor and will be mitigated through the proposed landscaping plan for the lot. A natural vegetation barrier will limit the spread of the standard lighting (to provide adequate visibility for safety at the lot) and will help to create privacy between homes and the commuter lot.

5.3.6 Noise

Potential Noise Impacts from Recommended Plan

Potential noise impacts as a result of the Recommended Plan are anticipated to be minor (do not require mitigation) and as per the MTO *Environmental Guide for Noise* and the MOE *NPC-300 Stationary Sources*; a commuter parking lot does not require the completion of a noise assessment. The location of the commuter lot in relation to residences, planned landscaping around the perimeter of the proposed lot, and the expected vehicular activities at the commuter lot all contribute to conclusion of minor anticipated noise impacts to any nearby noise sensitive receivers.

Potential Impacts During Construction

The Township of South Stormont Noise By-Law (2016-20) includes a restriction on making construction related noise between 11:00 p.m. and 7:00 a.m. and starting at 9:00 a.m. on Sundays and statutory holidays. There will be an increase in noise levels during construction. Night-time work will not be required for this project.

Mitigation

The Contractor will abide by the Township of South Stormont noise control by-law for day-to-day operations. Construction will not take place between 11:00 p.m. and 7:00 a.m. The Contractor will be required to keep the idling of construction equipment to



Environmental Issues and Commitments May 2019

a minimum and to maintain equipment in good working order to reduce noise from construction activities. Noise Sensitive Areas (NSAs) will be identified in the contract package using Special Provisions 199F33.

5.4 CULTURAL ENVIRONMENT

5.4.1 Built Heritage and Cultural Landscapes

Heritage features in the study area were assessed and documented during Preliminary Design. The proposed works are not anticipated to directly or indirectly impact the heritage features in the northeast quadrant of the interchange. Therefore, mitigation is not proposed.

5.4.2 Archaeology

A Stage 1 and 2 Archaeological Assessment was carried out during the Preliminary Design study, to assess the proposed improvements to the Highway 138 Improvements from Highway 401 to Highway 417, GWP 4015-08-00. No evidence of archaeological resources was encountered, and no artifacts were removed from the site. The report recommended that no further archaeological assessment of the area tested is required. Following the evaluation of alternatives and selection of a Preferred Plan, an additional area not previously assessed was identified (required for Preferred Plan). An additional Stage 2 Archaeological Assessment will be required to assess the additional area of impact since the Preliminary Design stage. The Stage 2 assessment will be completed prior to the start of construction for the project, and a report will be provided to the MTCS for their review and approval. If any archaeological resources are uncovered as part of the Stage 2 investigations, the construction schedule will be delayed and additional investigations will be completed (e.g., Stage 3 Archaeological Assessment).

<u>Mitigation</u>

If deeply buried archaeological deposits are discovered during construction, the Ministry of Tourism, Culture and Sport should be notified immediately and work in the vicinity of the discovery must be suspended immediately. In addition, if unmarked human remains are encountered, the provisions of the *Funeral, Burial, and Cremation Services Act* (2002) apply. Notification must be made to the Ontario Provincial Police, or local police, who will conduct a site investigation and contact the District Coroner. Notification to the MTO Environmental Planner will occur so that the MTO Regional Archaeologist can be informed. Notification to MTCS and the Registrar of Cemeteries, Ministry of Government and Consumer Services shall also be undertaken.

Should other cultural heritage values (archaeological or historical materials or features) be identified during operations, all activity in the vicinity of the discovery will be suspended and the MTCS contacted.

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Environmental Issues and Commitments May 2019

5.5 ENVIRONMENTAL PERMITS AND APPROVALS

5.5.1 Fisheries Act

The project was assessed as per the MTO/DFO/MNRF *Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings* (the Protocol). Following the Protocol Flow Chart, it was determined that the commuter parking lot will not result in serious harm to fish and fish habitat (Steps 1-4 of Flow Chart). Following the completion of Step 4, Step 5 includes the completion of a Project Notification Form which will be filed with the MTO for record-keeping. The Form outlines the fish and fish habitat present at the work site, a description of the work, and measures to avoid harm to fish and fish habitat.

5.5.2 Endangered Species Act and Species at Risk

The provincial *Endangered Species Act* (ESA) prohibits the killing, harming, harassing, capturing or taking of a living member of a species listed as Threatened, Endangered or Extirpated by the Species at Risk in Ontario (SARO) list (O. Reg 230/08) (S. 9), or the damage to habitat of similarly designated species (S. 10), except where a permit is issued under S. 17(2) of the same act or the Activity is registered under the Species at Risk Registry (the Registry), which was introduced alongside O. Reg 242/08 of the ESA in 2014. O. Reg 242/08 provides a regulatory framework for the registry process, which exempts activities that meet a defined set of criteria, as outlined within the regulation, from the ESA S.17(2) permit process. Not all species or activities are eligible for the Registry.

Federally protected endangered, threatened and special concern species are identified in Schedule 1 of SARA. SARA applies to federally owned lands, with the exception of fish (those species covered by the *Fisheries Act* (FA 1985) and migratory birds (those species covered by the *Migratory Bird Convention Act* (MBCA 1994), which are afforded protection on all lands.

Through consultation with MNRF and field investigations, it was determined that no SAR or SAR habitat is present within the Study Area.

The proposed commuter parking lot will be constructed in a meadow community and will result in the permanent loss of approximately 0.58 ha meadow habitat. All loss will occur adjacent to the existing highway and new edge effects are considered negligible, particularly with proper vegetation protection and revegetation strategies. Therefore, registration of this activity under Regulation 242/08 is not warranted.

5.5.3 Migratory Bird Convention Act

Active nests and eggs of species listed under the *Migratory Birds Convention Act*, 1994 (MBCA), shall not be destroyed during migratory bird nesting season (April 10 to



Environmental Issues and Commitments May 2019

August 9). No work shall be permitted to proceed that would result in the destruction of active nests or the harassing, wounding, or killing of birds protected under the MBCA.

5.6 SUMMARY OF ENVIRONMENTAL EFFECTS, PROPOSED MITIGATION, COMMITMENTS

The proposed commuter parking lot can be completed without significant adverse effects to the natural, social and cultural environment in the study area. Long term effects from the construction of the operational improvements are considered negligible.

The project team develops environmental protection, mitigation and compensation measures. Some of these measures are integrated as part of the design while others need to be specified in the contract. Standard and site-specific environmental protection measures are available to address potential effects to natural areas that may occur because of the proposed project. Contract specific provisions have been developed and will be included in the final contract documents to further minimize the potential for impacts on the environment.

These mitigation and monitoring measures have been refined based on the original commitments outlined in the TESR prepared during Preliminary Design and impact assessments completed during this Detail Design study. Potential impacts can be avoided or mitigated by the measures and provisions included in the construction contract.

A summary of environmental effects, proposed mitigation and commitments, as identified at the end of the study is provided in **Table 8**. The table forms a comprehensive checklist of the commitments made to external agencies, the public and other stakeholders during Preliminary and Detail Design.



 Table 8:
 Summary of Environmental Concerns and Commitments

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring				
1.0	General Environmental Protection Measures							
1.1	Mitigation measures must be properly implemented in order to minimize the environmental impacts of the new commuter parking lot	MTO MECP MNRF	1.1.1	Environmental inspections should take place during construction to ensure that all mitigation measures are implemented properly, maintained and repaired and remedial measures are initiated in a timely manner where warranted Environmental protection shall be conducted in accordance with Contract Drawings and Tender Document. Operational Constraint Environmental – General Environmental Protection Operational Constraint Environmental – Spill Prevention and				
2.0	Vegetation			Response Contingency Plan				
2.1		MTO MNRF	2.1.1	 During construction, right-of-way vegetation clearing zones and vegetation retention zones should be clearly delineated, and vegetation that does not require removal should be protected Equipment, materials and other construction activities should not be permitted in vegetation retention zones 				
				Environmental protection shall be conducted in accordance with Contract Drawings and the following Ontario Provincial Standards: OPSS 201 - Clearing and Grubbing OPSS 801 – Protection of Trees				

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
	excavation and/or soil compaction.			OPSS 180 – Management of Excess Materials Operational Constraint - Migratory Birds Protection Special Provision – Earth Excavation, Grading
			2.1.2	 Vegetation removal should be kept to the minimum required to perform the work
			2.1.3	 OPSS 201 Appropriate vegetation clearing techniques should be used (i.e., felling trees away from retained natural areas and watercourses)
			2.1.4	 OPSS 201, 801 and 805 All unnecessary traffic, dumping and storage of materials over tree root zones adjacent to natural / semi natural areas should be avoided OPSS 801
			2.1.5	 Cut and grubbed material should be disposed of through chipping or other appropriate means OPSS 201
			2.1.6	Salvage, stockpiling and installation of local seed bank. OPSS 830

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
2.2	Potential for the spread of invasive Phragmites during construction, due to disturbance of existing colonies.	MTO MNRF MECP	2.2.1	 Notwithstanding the location to be treated by herbicide spraying as specified in the Contract Documents, herbicides shall not be sprayed where Phragmites is located in standing water, or in environmentally sensitive areas as specified in the Contract Documents. Buffer zones as recommended on herbicide manufacturers' labels shall be maintained around these areas at all times. All herbicide spraying shall be completed in specified areas in a manner that avoids vapour and/or physical drift of herbicides from coming into contact with vehicles travelling on the roadway. All herbicide spraying shall comply with directions specified on herbicide manufacturers' labels, the exterminator's license, and according to the <i>Pesticides Act</i> and Regulation. Only herbicides approved for use in the Province of Ontario in accordance with the <i>Pesticides Act</i> and Regulation shall be used. Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting Pesticides Act
		2.2.2	Soil from areas impacted by Phragmites shall not be stockpiled for reuse. Debris including earth clods and Phragmites material attached to the outside of the equipment is prohibited from entering the Working Area. Equipment coming on site shall be inspected as close to the site entrance as possible for debris, and if present, debris shall be completely removed and shall be collected.	

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
				and managed as specified in the Contract Documents prior to the equipment proceeding to the Working Area. Equipment shall also be inspected for debris prior to leaving the Working Area. Any debris shall be removed and managed as specified in the Contract Documents, and in a manner that prevents equipment from coming into further contact with standing, sprayed, or cut phragmites. Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting
			2.2.3	 Locations to be sprayed with herbicide as specified in the Contract Documents shall be visually inspected for the presence of standing water. All locations identified to have standing water present shall be reviewed on a weekly basis and documented for the life of the contract or until the standing water is no longer present and herbicide spraying can commence. Accurate records of all locations where the presence of standing water has been identified during inspection shall be maintained and submitted to the Contract Administrator on a weekly basis. Where environmentally sensitive areas are specified in the Contract Documents, they shall be exempt from inspection for the presence of standing water.
				Any areas that have standing water present throughout the life of the contract shall be deemed unsprayable and shall not be subject to quality assurance inspections other than to verify that standing water is still present.

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
				Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting
			2.2.4	 Only trained and qualified personnel with a valid Industrial Vegetation Exterminator's license issued by the MECP according to the <i>Pesticides Act</i> and Regulation, and accredited by the IPM Council of Canada shall be employed to complete the work pertaining to Phragmites treatment. Proof of the valid license of all personnel who will operate any and all of the herbicide spraying equipment shall be provided to the Contract Administrator prior to commencement of the work. Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting
			2.2.5	 Accurate records of herbicide spraying shall be maintained and submitted to the Contract Administrator on a weekly basis. For each location records shall include: date; highway number; specified spraying location; type of vegetation sprayed; herbicide name, application rate, quantity and additives used; square metres treated; weather at time of spraying; name of applicator(s) and their exterminator's license number; and any general comments relating to the herbicide spraying. Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting
			2.2.6	 Locations to be treated by cutting as specified in the Contract Documents shall be cut to a height of 30 cm or

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
				less, unless otherwise specified or directed by the Contract Administrator.
				Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting
			2.2.7	All treated vegetation shall be left within the Working Area as close to where it was sprayed and/or cut as possible. When sprayed or cut vegetation and underlying soil and root mass must be removed from the site, it shall be managed as specified in the Contract Documents. Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting
			2.2.8	 Equipment may be inspected by the Contract Administrator upon entry to or exit from the Working Area for evidence of debris attached to the outside surfaces of the equipment. All locations to be treated by spraying and/or cutting as specified in the Contract Documents will be inspected by the Contract Administrator to verify that treatment has been completed as evidenced by plant necrosis for herbicide spraying and/or plant height for cutting, and that areas identified to have standing water present remain unsprayable at Contract Completion. Special Provision – Invasive and Noxious Vegetation Spraying and Invasive and Noxious Vegetation Cutting

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring			
3.0	Wildlife and Species at Risk (SAR)						
3.1	Construction activity could block passage or interact with turtle nests or nesting activity, although the right of way is not considered significant wildlife habitat. Reptiles and their habitat may be impacted by construction activities (i.e., excavation, noise and vibration).	MNRF	3.1.1	 Install exclusionary fencing where construction encroaches into areas of natural vegetation prior to the nesting season, which typically begins in early May and ends in July. Fencing may be installed after the start of nesting season; however, an experienced biologist must pre-screen the work area so that nests inside the fence can be appropriately protected and managed. If construction is initiated after the end of nesting season (after July), fencing is not necessary to exclude turtles. However, eggs typically hatch between August and October, and in some cases, hatchlings may stay in the nest overwinter; therefore, an experienced biologist must prescreen the work area so that existing nests can be appropriately protected and managed. If exclusion fencing is used, it should be installed following the Species at Risk Branch best Practices Technical Notes Reptile and Amphibian Exclusion Fencing Version 1.1 (OMNR 2013). OPSS 182 Operational Constraint – Wildlife Fencing 			
			3.1.2	 If active turtle or snake nests (with eggs or young) are encountered, appropriate measures should be taken to avoid disturbance to the nest and a Kemptville District 			

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
				MNRF Biologist should be contacted to discuss mitigation options
3.2	Wildlife may be disturbed by construction activities.	MNRF CWS	MNRF Biologist should be options 3.2.1 • Wildlife incidentally encountered to not knowingly be harmed away from the construct NSP – Prevention of Wildlife encountered do from the zone, an Environment of a safe area NSP – Prevention of Wildlife as April 10 to noccur outside of this per encountered as April 10 to noccur outside of this per encountered of the contract Administrator in the Contract Administrator in the safe area of the contract Administrator in the safe area of the contract Administrator in the contract Administrator in the contract Administrator in the safe area of the contract Administrator in the contract Admini	Wildlife incidentally encountered during construction should not knowingly be harmed and should be allowed to move away from the construction zone on its own
				NSP – Prevention of Wildlife Harassment
			3.2.2	If wildlife encountered during construction does not move from the zone, an Environmental Inspector should move the animal to a safe area
				NSP – Prevention of Wildlife Harassment
3.3	Destruction or disturbance of birds or active nests protected under the Migratory Birds Convention Act (MBCA) is not	MNRF CWS	3.3.1	The core nesting period for migratory bird species is identified as April 10 to August 9, although nesting could occur outside of this period
				• The Contractor shall not destroy nests of protected migratory birds. When these nests are encountered, the Ministry's Contract Administrator must be contacted
	permitted.			 If nesting is initiated during construction, activity must stop until the nest is no longer active to avoid contravening the MBCA
				If clearing and grubbing work is scheduled to occur outside the restricted period, then no mitigation will be required
				Operational Constraint Environmental – Migratory Bird Protection General

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
3.4	Sensitive species or Species at Risk may be present in the area and could be impacted by construction activities.	MNRF CWS	3.4.1	Staff will be advised to follow instructions on the species fact sheets (to be provided to Contractor) established for addressing and reporting SAR species that are found in the construction area
4.0	Fish and Fish Habitat	1		
4.1	Fish protection at unnamed watercourse at crossing 24 required during culvert replacements and during relocation of surface water feature and new culvert. Residual effects of the culvert replacement and new culvert include change in habitat structure and cover; potential change in nutrient concentrations and temporary change in access to habitat during temporary flow diversion.	MTO MNRF DFO	4.1.1	 Equipment Use - Use of equipment shall be in accordance with OPSS 182 Preservation of Riparian Vegetation – removal of riparian vegetation shall be in accordance with OPSS 182 and OPSS 804 Erosion and Sediment Control – the installation, monitoring, maintenance and removal of temporary erosion and sediment control measures shall be according to OPSS 182 and OPSS 805. Fish Salvage – fish salvage operations shall be conducted in accordance with OPSS 182. Flow Diversion - Isolation of the stream channel from inwater construction activities shall be conducted in accordance with OPSS 182. Restoration of Disturbed Areas – Vegetation protection and rehabilitation shall be in accordance with OPSS 182, and OPSS 804. Management of Excess Materials – All excess material shall be managed in accordance with OPSS 180.

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
				 Dewatering and the Use of Pumps: Dewatering activities and the use of pumps shall be conducted in accordance with OPSS 518.
				Environmental protection shall be conducted in accordance with Contract Drawings and the following Ontario Provincial Standards: OPSS 182 - General Specification for Environmental OPSS 182 Environmental Protection for Construction in Waterbodies and on Waterbody Banks OPSS 180 - Management of Excess Materials OPSS 185 General Specification for Temporary Flow Control for Construction in Waterbodies OPSS 518 Construction Specification for Control of Water from Dewatering Operations OPSS 804 Construction Specification for Seed and Cover OPSS 805 - Construction Specification for Temporary Erosion and Sediment Control Measures
5.0	Management of Waste/	Debris and Ex	cess Ma	terials
5.1	Dust as a result of construction may impact the area	MTO MECP	5.1.1	 Excess material will be managed in accordance with the Ontario Provincial Standard Specifications 180 (OPSS 180)
5.2	Construction waste has the potential to contaminate the surrounding	MTO MECP	5.2.1	Construction waste should be removed off-site and managed by the Contractor in accordance with provincial standards

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
	environment if not managed properly.			OPSS 182 Environmental Protection for Construction in Waterbodies and on Waterbody Banks
5.3	Dust to be generated during construction, which may adversely affect air quality and adjacent wildlife habitat.	MTO MECP	5.3.1	 Dust control should be completed using MECP approved suppressants, and in accordance with MTO's general conditions
5.4	Significant rock/earth grading works and vegetation removals	MTO MNRF	5.4.1	 The installation, monitoring, maintenance, and removal of temporary erosion and sediment control measures shall be according to OPSS 182 and OPSS 805
	within the right-of-way will be required for the commuter parking lot.			Contract documents will emphasize reducing, reusing, and recycling materials generated during construction
6.0	Erosion and Sediment	Controls		
6.1	Exposed surfaces resulting from clearing and grading can lead to erosion.	MTO MNRF	6.1.1	 Sediment fencing and/or barriers will be used along construction areas that are adjacent to natural areas. Equipment and material stock piling will not be permitted within natural areas beyond the barrier fence.
				Environmental protection shall be conducted in accordance with Contract Drawings and the following Ontario Provincial Standards
				OPSS 182 - General Specification for Environmental Protection for Construction in Waterbodies and on Waterbody Banks OPSS 805 - Construction Specification for Temporary Erosion

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
				and Sediment Control Measures OPSS PROV 804 Construction Specification for Seed and Cover OPSS 805 Temporary Erosion and Sediment Control Measures
			6.1.2	 In addition to any specified requirements, additional sediment fence should be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency
			6.1.3	 ESC will be monitored regularly and properly maintained, as required. Controls are to be removed only after the soils of the construction area have been stabilized and adequately protected until cover is re-established.
			6.1.4	The Contractor is required to restore any disturbed natural areas to pre-construction conditions.
6.2	Sediment and dust may enter sensitive natural features.	MTO MNRF	6.2.1	 Limit soil erosion and spread of invasive plant species during rehabilitation through installation of sediment fencing around work areas and post-construction through active re- vegetation with species that are native to the site and encouragement of natural re-vegetation /re-colonization
			6.2.2	 Sediment fencing and/or barriers will be used along all construction areas adjacent to natural areas

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
			6.2.3	All material requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance (>15 m) from natural area
			6.2.4	 All exposed soil areas within 120 m of the Swamp Thicket will be stabilized (seed mixes, sourced locally if possible) and re-vegetated, through the placement of seed and mulching or seed and an erosion control blanket as soon as possible but no later than October 30th.
			6.2.5	 Refueling of equipment will be carried out away from any sensitive natural features with the largest buffer possible (minimum 30 m) to avoid potential impacts, in the event that an accidental spill occurs Operational Constraint Environmental – Equipment Refueling, Maintenance and Washing
7.0	Noise	1	ı	
7.1	Increased noise impacts are anticipated for nearby residents	Township of South Stormont Local Residents	7.1.1	Construction equipment is to be in good repair, fitted with fully functioning mufflers and shall comply with the provincial noise emission standards
	during construction.			 All equipment shall be restricted to the minimum necessary time to perform the work
			7.1.2	Noise sensitive areas will be designated in the contract
				SSP 199F33, Construction Noise Constraints

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
8.0	Archaeology	'	'	
8.1	Potential for archaeological finds or remains to be discovered during	MTCS Indigenous communities	8.1.1	 If deeply buried archaeological deposits are discovered during the Contractor's operations, the Ministry of Tourism, Culture and Sport should be notified immediately and work near the discovery must be suspended immediately
	construction.	8.1.2	• If unmarked human remains are encountered the provisions of the <i>Funeral, Burial, and Cremation Services Act</i> (2002) apply. Notification must be made to the Ontario Provincial Police, or local police, who will conduct a site investigation and contact the District Coroner. Notification to the MTO Environmental Planner will occur so that the MTO Regional Archaeologist can be informed. Notification to MTCS and the Registrar of Cemeteries, Ministry of Government and Consumer Services shall also be undertaken	
		8.1.3	Should other cultural heritage values (archaeological or historical materials or features) be identified during operations, all activity near the discovery will be suspended and the MTCS archaeologist contacted	
				Notice to Contractor – Areas of Archaeological Concern and Archaeological Material General Conditions of the Contract

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
9.0	Traffic Operations			
9.1	2.1 Construction is anticipated to take place over 1 construction seasons. During construction access to Highway 138 will be maintained. However, there will be a one-lane closure for one day to tie in the commuter parking lot to Highway 138,	MTO Public Businesses EMS OPP	9.1.1	Emergency services, the Township of South Stormont, City of Cornwall, residents, and local student transportation services will be notified in advance of the start of construction regarding the construction schedule, and at least two weeks in advance of all lane closures
				Communications Plan Notice to Contractor - Notification Requirements for Emergency Service Providers
			9.1.2	 Appropriate temporary and advanced signage will be used in all construction zones to ensure advanced warning of construction activities taking place and will provide notice of upcoming closures
				Special Provision - Temporary Traffic Control Signs Special Provision - Protection of Public Traffic General Conditions in the Contract
10.0	Aesthetics and Landscape			
10.1	The proposed improvements will result in changes to the surrounding landscape through vegetation clearing and other	Township of South Stormont City of Cornwall MTO	10.1.1	Landscape mitigation and enhancement measures appropriate for the commuter parking lot will be identified in contract documents Contract Drawings
	construction disturbances.	Local residents		

ID#	Environmental Element/Concern and Potential Effects	Concerned Agencies	#	Mitigation / Protection / Monitoring
11.0	Consultation			
11.1	Potential for minor traffic delays during construction of tie-in of commuter lot to Highway 138	Emergency service providers, agencies, utility companies	11.1	Notify of start of construction
11.2	Interest in pre- screening any areas to be cleared for plants of medicinal value and those areas of impacted sweet grass be replanted	Mohawks of the Akwesasne	11.2	Notify in advance of site clearing
12.0	Utilities			
12.1	Potential for impacts to existing utilities.	MTO Township of	12.1.1	Utility relocations will be undertaken in advance of construction
		South Stormont City of Cornwall Utilities	12.1.2	All existing utilities will be protected as required to avoid conflicts or impacts during construction

Monitoring May 2019

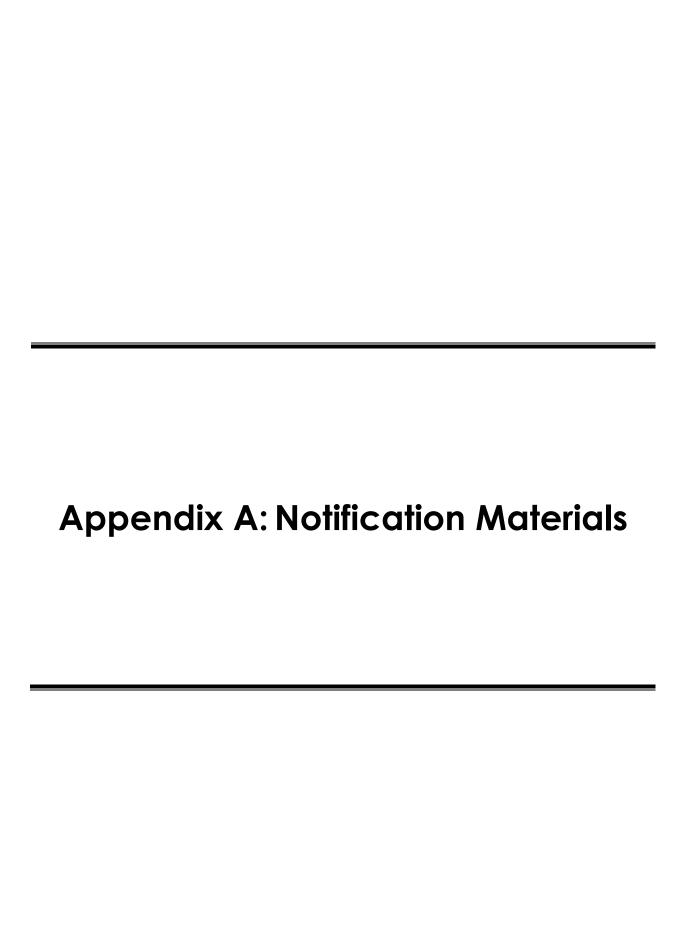
6.0 MONITORING

An independent on-site Contract Administrator (CA Consultant) will be retained by MTO to confirm that construction proceeds in accordance with the contract documentation, including environmental protection.

An Environmental Synopsis will be developed so that the CA Consultant and the Contractor are made aware of, and are prepared to deal with, environmental issues that may arise during construction. Specific environmental controls based on these mitigation measures will be included in the contract documents and drawings to address environmental concerns during the construction phase.

On-site construction supervisory staff will ensure that environmental protection measures, as outlined in this report and in the contract package, are being implemented and are effective. This includes making sure that the implementation of mitigating measures and key design features is consistent with commitments made to external agencies prior to construction. If protective measures do not address concerns identified or if major problems develop, the appropriate agency will be contacted to provide additional input.

If the impacts of construction are different than anticipated, or that the method of construction is such that there are greater than anticipated impacts, the Contractor's method of operation will be modified to reduce those impacts. Any changes proposed by the Contractor should be thoroughly evaluated to make sure that the intent of the mitigation measures and contract provisions is maintained. The CA Consultant is there to make sure that MTO and appropriate agencies are contacted.







To: J. Hanna, G. Cotton From: Nevena Gazibara

MTO Eastern Region Stantec-Hamilton Office

File: 1650.01061 Date: November 8, 2018

Reference: Detail Design and Class Environmental Assessment

For a Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road

and Brookdale Avenue Intersection WP 4138-16-01

Notice of Study Commencement and Online PIC Timing Strategy

Please find the final Notice of Study Commencement and Online PIC timing strategy for the above-mentioned project below.

KEY STAGE	DATE
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Draft Materials sent to MTO	October 19, 2018		
MTO Advertisement Approval	TBD		
Notice to MPP (on MTO Letterhead)	Wednesday, November 21, 2018		
External Agency Mailing (Letter, Flyer and Comment Sheet)	Thursday, November 22, 2018		
Businesses, Property Owners and Stakeholder Mailing (Flyer)	Thursday, November 22, 2018		
Mailing to Indigenous groups (on MTO Letterhead)	Thursday, November 22, 2018		
Canada Post Unaddressed Admail	Thursday, November 22, 2018		
PIC Dry Run	Thursday, November 29, 2018		
Project Websites Updated with PIC materials	December 5, 2018		
Cornwall Standard Freeholder (in English)	Thursday, November 29, 2018		
Cornwall Seaway News (in English)	Thursday, November 29, 2018		
Cornwall Express (in French)	Thursday, November 29, 2018		
Online PIC held on website	December 5, 2018 to January 4, 2019		



November 8, 2018 J. Hanna, G. Cotton Page 2 of 2

Reference: Detail Design and Class Environmental Assessment

For a Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and Brookdale

Avenue Intersection WP 4138-16-01

Notice of Study Commencement and Online PIC Timing Strategy

Comments requested by:	January 18, 2019
------------------------	------------------

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM

Environmental Planner Phone: (905) 381-3249 Fax: (905) 385-3534

nevena.gazibara@stantec.com

c. A. Renon - Stantec Consulting Ltd.



NOTICE OF STUDY COMMENCEMENT & PUBLIC INFORMATION CENTRE DETAIL DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT Ontario Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue Intersection WP 4138-16-01

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the construction of a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

The purpose of the study is to identify a Recommended Plan for a new commuter parking lot with approximately 65 standard parking spaces, 4 barrier free spaces, 2 van spaces, and illumination and signage.

THE PROCESS

The Preliminary Design and Class EA Study was completed by MTO as part of GWP 4015-08-00 and documented in a Transportation Environmental Study Report (TESR). The TESR was made available for a 30-day public review period and received 210e268 ance in May

The completion of Detail Design will be undertaken in accordance with MTO's Class EA as a Group 'B' undertaking. A Design and Construction Report (DCR) will be made available for a 30-day public review period with public notice advising of the start of the review period.

ONLINE PUBLIC INFORMATION CENTRE (PIC)

An online PIC is planned to present information on the project, and to obtain comments in advance of construction activities anticipated to begin in Summer 2019. The PIC will be held online on the dedicated project website (below). The PIC is scheduled as follows:

> December 5, 2018 - January 4, 2019 Date:

Website: cornwallcarpool.ca

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team. Please provide your comments by January 18, 2019. If you wish to have your name added to the project mailing list or have questions about the study please contact:

Angelo Renon, P.Eng.

Consultant Project Manager Stantec Consulting Ltd. 1331 Clyde Avenue, Suite 400 Ottawa ON K2C 3G4

Tel: (613) 722-4420 Fax: (613) 722-2799

comments@cornwallcarpool.ca

Gizelle Cotton, P.Eng.

MTO Project Engineer Ministry of Transportation Eastern Region 1355 John Counter Boulevard, Postal Bag 4000

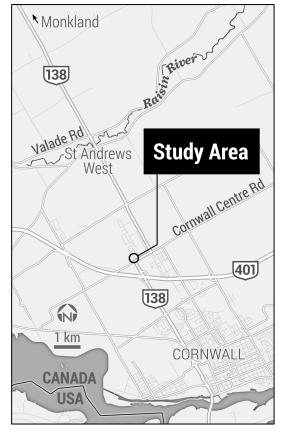
Kingston ON K7L 5A3 Tel: (613) 547-1799 Toll-free: 1-800-267-0295

Fax: (613) 540-5106

comments@cornwallcarpool.ca

You are encouraged to visit the project website, www.cornwallcarpool.ca, to obtain current project information and to submit comments to the project team. If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record. Version française disponible en composant le (613) 722-4420, (Angelo Renon).





AVIS DE DÉBUT D'ÉTUDE ET CENTRE D'INFORMATION PUBLIQUE CONCEPTION DÉTAILLÉE ET ÉVALUATION ENVIRONNEMENTALE DE PORTÉE GÉNÉRALE

Stationnement pour navetteurs sur l'autoroute 138, nord-est de l'intersection du chemin Cornwall Centre et de l'avenue Brookdale (WP 4138-16-01)

Le ministère des Transports de l'Ontario (MTO) a retenu les services de Stantec Consulting Ltd. pour effectuer une étude de conception détaillée et une évaluation environnementale de portée générale pour la construction d'un stationnement pour covoiturage sur l'autoroute 138, au nord-est de l'intersection du chemin Cornwall Centre et de l'avenue Brookdale, dans le comté de South Stormont.

L'étude vise à définir un plan recommandé pour la construction d'un nouveau stationnement pour covoiturage avec environ 65 places de stationnement standard, quatre places de stationnement sans barrières, deux places de stationnement pour des fourgonnettes, de l'éclairage et de l'affichage.

LE PROCESSUS

La conception préliminaire et l'évaluation environnementale de portée générale ont été réalisées par le MTO, dans le cadre du projet GWP 4015-08-00, et documentées dans un rapport d'étude environnementale pour les transports (REET). Le REET a été mis à la disposition du public aux fins d'examen pendant trente jours et a été approuvé en mai 2018.

La conception détaillée sera réalisée dans le cadre d'un projet de groupe « B » en conformité avec l'évaluation environnementale de portée générale du MTO. Un rapport de conception-construction sera rédigé et mis à la disposition du public pour une période d'examen public de trente jours. Un avis sera publié pour annoncer le début de la période d'examen.

CENTRE D'INFORMATION PUBLIQUE EN LIGNE

Un centre d'information publique en ligne sera créé pour présenter les renseignements relatifs au projet et pour obtenir des commentaires avant le début des activités de construction qui sont prévues pour l'été 2019. Le centre d'information publique en ligne sera accessible sur le site Web consacré au projet (voir l'adresse ci-dessous) **comme suit :**

Date: 5 décembre 2018 – 4 janvier 2019

Site Web: cornwallcarpool.ca

COMMENTAIRES

Nous vous invitons à participer à l'étude et à formuler vos commentaires par écrit à l'équipe de projet. Veuillez soumettre vos commentaires d'ici le 18 janvier 2019. Si vous souhaitez faire ajouter votre nom à la liste d'envoi du projet ou si vous avez des questions au sujet de l'étude, veuillez communiquez avec :

Angelo Renon, P.Eng.

Chargé de projet et consultant Stantec Consulting Ltd. 1331, av. Clyde, bureau 400 Ottawa (Ontario) K2C 3G4

Tél. : 613 722-4420 Téléc. : 613 722-2799

comments@cornwallcarpool.ca

Gizelle Cotton, P.Eng.

Ingénieure de projet ministère des Transports de l'Ontario, région de l'Est

1355, boul. John Counter, sac postal 4000 Kingston (Ontario) K7L 5A3

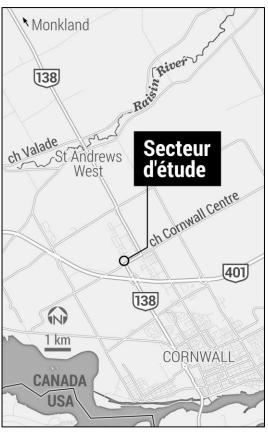
Tél.: 613 547-1799

Sans frais : 1 800 267-0295 Téléc. : 613 540-5106

comments@cornwallcarpool.ca

Nous vous invitons à vous rendre sur le site Web consacré au projet, à l'adresse <u>www.cornwallcarpool.ca</u>, afin d'obtenir des renseignements à jour sur le projet et de soumettre des commentaires à l'équipe de projet. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez communiquer avec l'un des membres de l'équipe du projet nommés ci-dessus.

Nous recueillons les commentaires relatifs à ce projet pour aider le **MTO** à respecter les exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.





Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740 Fax.: (613) 540-5106

November 14, 2018 File: 165001061

Mr. Jim McDonell, MPP Stormont-Dundas-South Glengarry 120 Second Street West Cornwall ON K6J 1G5 By Email: jim.mcdonellco@pc.ola.org

Dear Mr. McDonell:

Reference: Detail Design and Class Environmental Assessment for a Commuter Parking

Lot on Highway 138, Northeast of the Cornwall Centre Road and

Brookdale Avenue Intersection (WP 4138-16-01)

Notice of Study Commencement and Online Public Information Centre

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the construction of a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont. The Preliminary Design and Class EA Study was completed by MTO as part of GWP 4015-08-00 and documented in a Transportation Environmental Study Report (TESR).

The completion of Detail Design will be undertaken in accordance with MTO's Class EA as a Group 'B' undertaking. A Design and Construction Report (DCR) will be made available for a 30-day public review period with public notice advising of the start of the review period.

The purpose of this letter is to advise you that the attached Notice of Study Commencement and Online Public Information Centre will be published in the *Cornwall Standard Freeholder* and *Cornwall Seaway News* (both in English), and *Cornwall Express* (in French), on Thursday November 29, 2018.

An online Public Information Centre (PIC) is planned to present information on the project, including the Recommended Plan, and to obtain comments in advance of construction activities, anticipated to begin in the summer of 2019. The online PIC will be held:

December 5, 2018 – January 4, 2019 Online at www.cornwallcarpool.ca

Notices are being mailed to municipal and agency representatives, as well as property owners within the study area.

A project website has been developed and will provide up-to-date information and an opportunity to submit comments during the Detail Design period. The website will be maintained on an ongoing basis for the duration of design and construction.

If you have any questions regarding the study, please contact the undersigned.

Sincerely,

Ms. Gizelle Cotton, P.Eng. MTO Project Engineer

Ministry of Transportation Eastern Region

1355 John Counter Boulevard, Postal Bag 4000

Kingston ON K7L 5A3 Tel: (613) 547-1799 Toll-free: 1-800-267-0295

Fax: (613) 540-5106

Email: Gizelle.Cotton@ontario.ca

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740 Fax.: (613) 540-5106



November 22, 2018 File: 165001061

Attention: Janet Stavinga, Executive Director Algonquins of Ontario - Consultation Office 31 Riverside Drive Suite 101 Pembroke ON K8A 8R6

Dear Ms. Stavinga:

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

In follow-up to correspondence sent during the Preliminary Design study, this letter is to introduce the Detail Design study for the commuter carpool lot and invite you to the online Public Information Centre (PIC). The purpose of the online PIC is to present information on the project and to obtain comments in advance of construction activities, anticipated to begin in the summer of 2019.

The Detail Design study will be completed in accordance with MTO's Class EA as a Group 'B' undertaking under the Class Environmental Assessment for Provincial Transportation Facilities (2000). A Design and Construction Report (DCR) will be prepared to fulfill the documentation requirements of the Class EA process.

Additional information is provided in the attached Notice of Study Commencement and online Public Information Centre, along with the details of the online PIC. The online PIC will be held on:

Date:

December 5, 2018 - January 4, 2019

Website:

cornwallcarpool.ca

The study team will keep you up-to-date on the status of the study as the project progresses. We invite you to visit the project website at www.cornwallcarpool.ca to obtain current project information.

As part of the study commencement, MTO is inviting you to provide input on the project. Should you have any questions, please contact me at (613) 547-1799 or 1-800-267-0295, or by email at gizelle.cotton@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

November 22, 2018 Page 2 of 2

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Yours Truly,

Gizelle Cotton, P.Eng.

MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

J. Hanna – Ministry of Transportation
 A. Renon, N. Gazibara – Stantec Consulting Ltd.

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740 Fax.: (613) 540-5106 Ontario

November 22, 2018 File: 165001061

Attention: Kirby Whiteduck, Chief Algonquins of Pikwakanagan First Nation 1657A Mishomis Inamo Pikwakanagan ON K0J 1X0

Dear Chief Whiteduck:

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

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cornwallcarpool.ca

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November 22, 2018 Page 2 of 2

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Yours Truly,

Gizelle Cotton, P.Eng. MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

c. J. Hanna - Ministry of Transportation A. Renon, N. Gazibara - Stantec Consulting Ltd.

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740 Fax.: (613) 540-5106 Ontario

November 22, 2018 File: 165001061

Attention: Benny Michaud, President MNO Ottawa Region Métis Council 419-140 Mann Avenue Ottawa ON K1N 1E5

Dear Mr. Michaud:

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

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Date:

December 5, 2018 - January 4, 2019

Website:

cornwallcarpool.ca

The study team will keep you up-to-date on the status of the study as the project progresses. We invite you to visit the project website at www.cornwallcarpool.ca to obtain current project information.

As part of the study commencement, MTO is inviting you to provide input on the project. Should you have any questions, please contact me at (613) 547-1799 or 1-800-267-0295, or by email at gizelle.cotton@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

November 22, 2018 Page 2 of 2

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Yours Truly,

Gizelle Cotton, P.Eng.

MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

J. Hanna – Ministry of Transportation
 A. Renon, N. Gazibara – Stantec Consulting Ltd.

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740 Fax.: (613) 540-5106



November 22, 2018 File: 165001061

Attention: Donald Maracle, Chief Mohawks of the Bay of Quinte 24 Meadow Drive Tyendinaga Mohawk Territory ON K0K 1X0

Dear Chief Maracle:

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138. Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

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cornwallcarpool.ca

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November 22, 2018 Page 2 of 2

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Yours Truly,

Gizelle Cotton, P.Eng.

MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

c. J. Hanna – Ministry of Transportation
A. Renon, N. Gazibara – Stantec Consulting Ltd.

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740

Tel.: (613) 547-1740 Fax.: (613) 540-5106

November 22, 2018 File: 165001061



Mohawks Council of Akwesasne

PO Box 579

Cornwall ON K6H 5T3

Dear Ms. Pyke-Thompson:

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

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November 22, 2018 Page 2 of 2

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Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Yours Truly,

Gizelle Cotton, P.Eng.

MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

c. J. Hanna – Ministry of Transportation A. Renon, N. Gazibara – Stantec Consulting Ltd.

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740 Fax.: (613) 540-5106 Ontario

November 22, 2018 File: 165001061

Attention: Abram Benedict, Grand Chief Mohawk Council of Akwesasne PO Box 579 Cornwall ON K6H 5T3

Dear Grand Chief Benedict:

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

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November 22, 2018 Page 2 of 2

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Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

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Yours Truly,

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MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

c. J. Hanna – Ministry of Transportation

A. Renon, N. Gazibara - Stantec Consulting Ltd.

MINISTRY OF TRANSPORTATION

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740

Fax.: (613) 540-5106

November 22, 2018 File: 165001061



Attention: Henry Lickers, Environmental Science Officer - Environmental Program Mohawks Council of Akwesasne

PO Box 579

Cornwall ON K6H 5T3

Dear Dr. Lickers:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on Reference:

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

In follow-up to correspondence sent during the Preliminary Design study, this letter is to introduce the Detail Design study for the commuter carpool lot and invite you to the online Public Information Centre (PIC). The purpose of the online PIC is to present information on the project and to obtain comments in advance of construction activities, anticipated to begin in the summer of 2019.

The Detail Design study will be completed in accordance with MTO's Class EA as a Group 'B' undertaking under the Class Environmental Assessment for Provincial Transportation Facilities (2000). A Design and Construction Report (DCR) will be prepared to fulfill the documentation requirements of the Class EA process.

Additional information is provided in the attached Notice of Study Commencement and online Public Information: Centre, along with the details of the online PIC. The online PIC will be held on:

Date:

December 5, 2018 - January 4, 2019

Website:

cornwallcarpool.ca

The study team will keep you up-to-date on the status of the study as the project progresses. We invite you to visit the project website at www.cornwallcarpool.ca to obtain current project information.

As part of the study commencement, MTO is inviting you to provide input on the project. Should you have any questions, please contact me at (613) 547-1799 or 1-800-267-0295, or by email at gizelle.cotton@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

November 22, 2018 Page 2 of 2

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Yours Truly,

Gizelle Cotton, P.Eng.

MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

c. J. Hanna – Ministry of Transportation

A. Renon, N. Gazibara - Stantec Consulting Ltd.

MINISTRY OF TRANSPORTATION

Provincial Highways Management Planning & Design Section Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 Tel.: (613) 547-1740 Fax.: (613) 540-5106



November 22, 2018 File: 165001061

Attention: Benny Michaud, President MNO Ottawa Region Métis Council 214 Montreal Road Suite 400 Ottawa, ON K1L 6C9

Dear Mr. Michaud:

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

In follow-up to correspondence sent during the Preliminary Design study, this letter is to introduce the Detail Design study for the commuter carpool lot and invite you to the online Public Information Centre (PIC). The purpose of the online PIC is to present information on the project and to obtain comments in advance of construction activities, anticipated to begin in the summer of 2019.

The Detail Design study will be completed in accordance with MTO's Class EA as a Group 'B' undertaking under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Design and Construction Report (DCR) will be prepared to fulfill the documentation requirements of the Class EA process.

Additional information is provided in the attached Notice of Study Commencement and online Public Information Centre, along with the details of the online PIC. The online PIC will be held on:

Date:

December 5, 2018 - January 4, 2019

Website:

cornwallcarpool.ca

The study team will keep you up-to-date on the status of the study as the project progresses. We invite you to visit the project website at www.cornwallcarpool.ca to obtain current project information.

As part of the study commencement, MTO is inviting you to provide input on the project. Should you have any questions, please contact me at (613) 547-1799 or 1-800-267-0295, or by email at gizelle.cotton@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

November 22, 2018 Page 2 of 2

Reference:

Detail Design and Class Environmental Assessment for a Commuter Parking Lot on

Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue

Intersection WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Yours Truly,

Gizelle Cotton, P.Eng.

MTO Project Engineer, Eastern Region

Tel: (613) 547-1799 Fax: (613) 540-5106 gizelle.cotton@ontario.ca

c. J. Hanna – Ministry of Transportation

A. Renon, N. Gazibara - Stantec Consulting Ltd.

From: Cotton, Gizelle (MTO)

To: president.ormc@gmail.com

Subject: Notice of Study Commencement and Online Public Information Centre - Highway 138 Commuter Lots

Attachments: <u>let WP4138 16-01 Study Comm Online PIC fnl B. Michaud resent.pdf</u>

let WP4139 16-01 Study Comm Online PIC fnl B. Michaud resent.pdf

Good Morning Mr. Michaud,

Please find attached two letters introducing the detail design study and online public information centre (PIC) for two commuter lots located along Highway 138. The locations are as follows:

- 1. WP 4138-16-01: Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue
- 2. WP 4139-16-01: Highway 138, Approximately 1km North of Dundas Street in the Township of South Stormont

I had originally sent the letters to you on November 22nd, 2018, however, they were returned due to an error in the address. I have resent the original hardcopies today via regular mail for your records. My apologies for the delay and confusion. The online PIC is now live, I invite you to visit the project websites below to obtain current project information:

- 1. www.cornwallcarpool.ca
- 2. www.standrewscarpool.ca

Please do contact me if you have any questions.

Regards,

Gizelle Cotton, P.Eng.

Project Engineer
Ministry of Transportation
Planning and Design Section – Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, Ontario, K7L 5A3

Tel: 613.547.1799 | Toll Free: 1.800.267.0295 | Fax: 613.540.5106 | Cell: 613.217.7365

Gizelle.Cotton@ontario.ca



November 22, 2018 File: 165001061

Attention: «First_Name» «Last_Name», «Position»

«Organization»

«Address»

«Address 2»

«City» «Province» «Postal Code»

LETTER TO EXTERNAL AGENCIES

Dear «Title» «Last_Name»,

Reference: Detail Design and Class Environmental Assessment

for a Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue Intersection

WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the construction of a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection in the Township of South Stormont.

The commuter parking lot was identified as part of the Preliminary Design Study for Highway 138 improvements completed in May 2018 in accordance with the Class EA for Provincial Transportation Facilities (2000). In follow-up to the earlier study, this letter is to introduce the Detail Design study for the commuter parking lot and invite you to the online Public Information Centre (PIC). The purpose of the PIC is to present information on the project and to obtain comments in advance of construction activities anticipated to begin in Summer 2019.

Additional information is provided in the attached Notice of Study Commencement and Online Public Information Centre.

The online PIC will be held on:

Date: December 5, 2018 - January 4, 2019

Website: www.cornwallcarpool.ca

If you are unable to participate in the online PIC, but wish to provide input, please use the enclosed comment sheet. Comments may also be submitted during the Detail Design study via the project website (www.cornwallcarpool.ca). The website will provide up-to-date information for the duration of the design and construction phases.

November 22, 2018 «Organization» Page 2 of 2

Reference: Detail Design and Class Environmental Assessment

for a Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and

Brookdale Avenue Intersection

WP 4138-16-01

Notice of Study Commencement and Online Public Information Centre

If you have any questions regarding the study, please visit the project website, or contact the undersigned or one of the Project Managers named in the enclosed material.

Regards,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM, ENV SP

Environmental Planner Phone: (905) 381-3249 Fax: (905) 385-3534

comments@cornwallcarpool.ca

Encl: Comment Sheet

Notice of Study Commencement & Online Public Information Centre

c. G. Cotton, J. Hanna – Ministry of Transportation

A. Renon – Stantec Consulting Ltd.

EXTERNAL AGENCY COMMENT SHEET

Detail Design and Class Environmental Assessment Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue Intersection WP 4138-16-01

Please submit your comments before January 18, 2019. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email to:

Nevena Gazibara, B.Sc., MREM, ENV SP, Environmental Planner Stantec Consulting Ltd., 200-835 Paramount Drive, Stoney Creek ON L8J 0B4 Tel. (905) 381-3249, Fax (905) 385-3534

Email: nevena.gazibara@stantec.com

Comments submitted by:
Name of Contact:
Organization:
Address (including Postal Code):
Telephone Number:
Email:
The contact name and mailing address for your organization/agency (please check one): Is correct; or Should be changed to:
Your interests or concerns regarding the study area or undertaking are (continue on back if required):
Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:
I am providing a copy of background reports/existing information: Under With this comment sheet No background information available Via email / mail The level of involvement you wish to have on this project is:
□ Active participation □ None, please remove from mailing list □ Participation at key points

Additional comments:					

						Commi	ent Sneet			
Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Provincial	Ms.	Lyn	Garrah	District Planner	Ministry of Natural Resources and Forestry	10 Campus Drive, 1st Flr	PO Box 2002	Kemptville	ON	K0G 1J0
Provincial	Mr.	Dan	Thompson	District Manager	Ministry of Natural Resources and Forestry	10 Campus Drive, 1st Flr	PO Box 2002	Kemptville	ON	K0G 1J0
Provincial	Mr.	Scott	Smithers	Management Biologist	Ministry of Natural Resources and Forestry	10 Campus Drive, 1st Flr	PO Box 2002	Kemptville	ON	K0G 1J0
Provincial	Ms.	Vicki	Mitchell	Environmental Resource Planner and EA Coordinator	Ministry of the Environment, Conservation and Parks	PO Box 22032		Kingston	ON	K7M 8S5
Provincial	Mr.	Michael	Seguin	Supervisor	Ministry of the Environment, Conservation and Parks	113 Amelia Street	1st Floor	Cornwall	ON	K6H 3P1
Provincial	Ms.	Lisa	Chalmers	Senior Environmental Planner	Ministry of the Environment, Conservation and Parks	113 Amelia Street	1st Floor	Cornwall	ON	K6H 3P1
Provincial	Ms.	Katie	Nolan	Agriculture and Rural Economic Development Advisor	Ministry of Agriculture, Food and Rural Affairs	59 Ministry Drive	PO Box 2004	Kemptville	ON	K0G 1J0
Provincial	Mr.	Michael	Elms	Manager, Community Planning and Development	Ministry of Municipal Affairs and Housing, Eastern Municipal Services Office	Rockwood House	8 Estate Lane	Kingston	ON	K7M 9A8
Provincial	Ms.	Katherine	Kirzati	Heritage Planner	Ministry of Tourism, Culture and Sport, Heritage Program Unit	401 Bay Street		Toronto	ON	M7A 0A7
Provincial	Mr.	lan	Hember	Archaeology Review Officer	Ministry of Tourism, Culture and Sport, Archaeology Programs Unit	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
Provincial	Mr.	Mike	Mulhearn	Detachment Commander - Acting	Ontario Provincial Police - Stormont Dundas and Glengarry Detachment	PO Box 430	4 Mille Roches Road	Long Sault	ON	K0C 1P0
Municipal	Mr.	Leslie	O'Shaughnessy	Mayor	City of Cornwall	360 Pitt Street		Cornwall	ON	K6J 3P9
Municipal	Ms.	Lisa	Collete	Administrative Assistant to Deputy City Clerk	City of Cornwall	360 Pitt Street		Cornwall	ON	K6J 3P9
Municipal	Mr.	Enrique	Kamm	Transportation Engineer	City of Cornwall	1225 Ontario Street		Cornwall	ON	K6H 4E1
Municipal	Mr.	John	St. Marseille	General Manager, Infrastructure and Municipal Works	City of Cornwall	1225 Ontario Street		Cornwall	ON	K6H 4E1
Municipal	Mr.	Mark	Boileau	General Manager, Planning, Development and Recreation	City of Cornwall	100 Water Street East	Cornwall Civic Complex	Cornwall	ON	K6H 6G4
Municipal	Mr.	Ken	Bedford	Supervisor, Planning Division	City of Cornwall	100 Water Street East	Cornwall Civic Complex	Cornwall	ON	K6H 6G4
Municipal	Ms.	Mary C.	Joyce-Smith	Senior Planner	City of Cornwall	100 Water Street East	Cornwall Civic Complex	Cornwall	ON	K6H 6G4
Municipal	Mr.	Myles	Cassidy	Chief of EMS	Cornwall SDG Paramedic Services	360 Pitt Street	·	Cornwall	ON	K6J 3P9
Municipal	Mr.	Pierre	Voisine	Fire Chief	City of Cornwall	10 Fourth Street West		Cornwall	ON	K6J 2R6
Municipal	Mr.	Daniel	Parkinson	Chief of Police	Cornwall Community Police Service	340 Pitt Street	PO Box 875	Cornwall	ON	K6H 5T7
Municipal	Mr.	Jim	Bancroft	Mayor	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	KOC 1PO
Municipal	Ms.	Betty	de Haan	CAO	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	K0C 1P0
Municipal	Ms.	Loriann	Harbers	Clerk	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	KOC 1PO
Municipal	Mr.	Peter	Young	Director of Planning	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	KOC 1PO
Municipal	Mr.	Harry	Hutchinson	Deputy Chief Building Official/Drainage Superintendent	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	KOC 1PO
Municipal	Mr.	Ross	Gellately	Public Works Manager	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	KOC 1PO
Municipal	Mr.	Gilles	Crepeau	Fire Chief	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	KOC 1PO
Municipal	Ms.	Stephanie	Morin	Planning Technician	Township of South Stormont	PO Box 84	2 Mille Roches Road	Long Sault	ON	KOC 1PO
Municipal	Ms.	Alison	McDonald	Manager of Planning	United Counties of Stormont, Dundas and Glengarry	26 Pitt Street	2 mile neones neda	Cornwall	ON	K6J 3P2
Municipal	Mr.	Benjamin	de Haan	Director of Transportation and Planning Services	United Counties of Stormont, Dundas and Glengarry	26 Pitt Street		Cornwall	ON	K6J 3P2
Municipal	Ms.	Helen	Thomson	Director of Council Services/Clerk	United Counties of Stormont, Dundas and Glengarry	26 Pitt Street		Cornwall	ON	K6J 3P2
Municipal	Ms.	Lise	Bender	Design Technician, Transportation and Planning Services	United Counties of Stormont, Dundas and Glengarry	26 Pitt Street		Cornwall	ON	K6J 3P2
Stakeholder	Mr.	Richard	Pilon	Manager of Source Water Protection Programs	Raisin Region Conservation Authority	18045 County Road 2	PO Box 429	Cornwall	ON	K6H 5T2
Stakeholder	Ms.	Kim	MacDonald	Manager of Planning and Regulations	Raisin Region Conservation Authority	18045 County Road 2	PO Box 429	Cornwall	ON	K6H 5T2
Stakeholder	Mr.	Ron	Cotnam	General Manager/CAO	Student Transportation of Eastern Ontario	104 Commerce Drive	PO Box 1179	Prescott	ON	KOE 1TO
Stakeholder	Mr.	Rory	MacLennan	President	Cornwall and Area Chamber of Commerce	113 Second Street East	Suite 100	Cornwall	ON	K6J 1Y5
Stakeholder	Ms.	Donna	Primeau	President	South Stormont Chamber of Commerce	PO Box 489	Juille 100	Ingleside	ON	K0C 1M0
Stakeholder	Ms.	Charlotte	Patterson	Director of Education	Upper Canada District School Board	225 Central Avenue West		Brockville	ON	K6V 5X1
Stakeholder	Wm.	Litariotte	Gartland	Director of Education Director of Education	Catholic District School Board of Eastern Ontario	2755 Highway 43		Kemptville	ON	K0G 1J0
Stakeholder		J.	Boals	District 1 Administrator	Ontario Federation of Snowmobile Clubs	PO Box 1432		·		KOC 1X0
	Mr.	John				PU BUX 1432		Morrisburg	ON	VOC 1YO
Stakeholder	Mr.	Gregg	Villeneuve	President District Manager (Ottown Period)	Seaway Valley Snowmobile Association	1111 International Device	Sto. 700	Daniel and and an	ON	171 (\\)
Stakeholder Stakeholder	Mr.	Daniel	Voisine	District Manager (Ottawa Region)	Greyhound Canada Transportation Corp.	1111 International Boulevard	Ste. 700	Burlington	ON	L7L 6W1
Stakeholder	Mr.	Ken	McDonald	President	Cornwall Township Historical Society	17283 County Rd 18		St Andrews	ON	K0C 2A0
Stakeholder	Mr.	Don	McIntosh	Secretary	Cornwall Township Historical Society	17283 County Rd 18		St Andrews	ON	K0C 2A0

Category	Position	Organization	Address	City	Province	Postal Code
Business	Owner/Manager	Irving 24 & Mainway Centre	3250 Brookdale Avenue	Cornwall	ON	K6J 5R9
Business	Owner/Manager	Seaway Truck Repairs Ltd	17159 Cornwall Centre Rd	Long Sault	ON	K0C1P0
Business	Owner/Manager	Stephen Fitzgerald Motors	5770 138 Hwy	Cornwall	ON	K6K1R8
Business	Owner/Manager	All New Restaurant	17305 Cornwall Centre Rd	Cornwall	ON	K6K1K5
Business	Owner/Manager	Harvest Garden Centre	75 Cornwall Centre Rd	Cornwall	ON	K6K1K5
Business	Owner/Manager	Endless Roads RV Centre	17339 Cornwall Centre Rd	Cornwall	ON	K6K1K6
Business	Owner/Manager	Cornwall Healing Arts Massage Therapy	17349A Cornwall Centre Rd	Cornwall	ON	K6K1K6
Business	Owner/Manager	Elegance College	17357 - 123 Cornwall Centre Rd	Cornwall	ON	K6K1K6
Business	Owner/Manager	City Limits Bar & Grill	17369 Cornwall Centre Rd	Cornwall	ON	K6H5R6
Business	Owner/Manager	Cornwall Physiotherapy	17373 South Branch Road	Cornwall	ON	K6K1T3
Business	Owner/Manager	Seaway Gas	3064 Pitt St	Cornwall	ON	K6K1B1
Business	Owner/Manager	Al Auto Sales	3064 Pittt St	Cornwall	ON	K6K 1B1
Business	Owner/Manager	Robertson Lawn & Garden Equipment	17146 Speer Rd	Long Sault	ON	K0C1P0
Business	Owner/Manager	Sunshine Chinese Restaurant	1 - 17305 Cornwall Centre Rd	Cornwall	ON	K6K1K5

NOTICE OF STUDY COMMENCEMENT & PUBLIC INFORMATION CENTRE **DETAIL DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT**

Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and **Brookdale Avenue Intersection (WP 4138-16-01)**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the construction of a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

The purpose of the study is to identify a Recommended Plan for a new commuter parking lot with approximately 65 standard parking spaces, 4 barrier-free spaces, and 2 van spaces, and illumination and signage.

The Preliminary Design and Class EA Study was completed by MTO as part of GWP 4015-08-00 and documented in a Transportation Environmental Study Report (TESR). The TESR was made available for a 30-day public review period and received clearance in May 2018.

The completion of Detail Design will be undertaken in accordance with MTO's Class FA as a Group 'B' undertaking. A Design and Construction Report (DCR) will be made available for a 30-day public review period with public notice advising of the start of the review period.

ONLINE PUBLIC INFORMATION **CENTRE (PIC)**

An online PIC is planned to present information on the project, and to obtain comments in advance of construction activities anticipated to begin in Summer 2019. The PIC will be held online on the dedicated project website (below). The PIC is scheduled as follows:

Monkland 138 **Study Area** St Andrews Cornwall Centre Rd 401 138 W 1 km CORNWALL CANADA USA

December 5, 2018 - January 4, 2019 Date:

Website: cornwallcarpool.ca

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team. Please provide your comments by January 18, 2019. If you wish to have your name added to the project mailing list or have questions about the study, please contact:

Angelo Renon, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 1331 Clyde Avenue, Suite 400 Ottawa, ON K2C 3G4 tel: 613-722-4420 fax: 613-722-2799

e-mail: comments@cornwallcarpool.ca

Gizelle Cotton, P.Eng.

MTO Project Engineer Ministry of Transportation - Eastern Region 1355 John Counter Boulevard Postal Bag 4000 Kingston, ON K7L 5A3 tel: 613-547-1799 toll-free: 1-800-267-0295 fax: 613-540-5106 e-mail: comments@cornwallcarpool.ca

You are encouraged to visit the project website, www.cornwallcarpool.ca, to obtain current project information and to submit comments to the project team. If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Version française disponible en composant le 613 722-4420 (Angelo Renon).



NEWS



From left, Ellen Ogle and Angele Lafrance. Chairpersons of the 43rd Poinsettia Drive. (Shawna O'Neill/TC Media).

Cornwall Kinette Poinsettia Drive supports CF

SHAWNA O'NEILL

shawna.oneill@tc.tc

CORNWALL, Ontario - For 43 years, the Cornwall Kinettes have spread holiday cheer through the annual Poinsettia Drive.

Approximately 2,500 plants were expected to arrive at the RCAF Wing on Tuesday, Nov. 27

According to Ellen Ogle, this year's Poinsettia Chairperson, each poinsettia could be pur- or find out more about the drive, contact Ogle chased for \$5. All funds raised will be donated at 613-933-0962 or rogle@cogeco.ca.

to Cystic Fibrosis Canada, the club's national organization of support.

Ogle explained that the plants are only four inches, so they can be used to decorate any space without being too overbearing.

"When we deliver them the last week of November, it gets people in the Christmas spirit for sure," said Ogle.

To order any remaining poinsettias, donate

Year in Review on Dec. 12

PROVIDED BY CHOOSE CORNWALL

CORNWALL, Ontario - In what has become a Cornwall tradition, Team Cornwall will host the popular Year in Review meeting on Wednesday. Dec. 12.

Each year for over 20 years, the City's Economic Development Department has compiled a report of major investments, achievements and other positive events that has taken place over the past year. That report is presented at the annual gathering of well over 300 businesses and community leaders who are eager to hear a recap of the year's economic activity. Once again the meeting will be held at Galaxy Cinemas on Second St. Doors will open at 7:00 a.m. and the meeting will begin at 7:30 a.m. sharp.

The Year in Review report summarizes major development activity that has occurred in Cornwall over the past 12 months.

"2018 was another busy year in Cornwall, with positive activity in a variety of sectors," said Bob Peters, Division Manager of Economic Development with the City of Cornwall. "It is always interesting to highlight the various investments that have been made in the City and to acknowledge the accomplishments of both private and public sector organizations."

Team Cornwall has hosted the meeting since 1998, and although its members make up a large portion of the audience, the meeting is open to all. As always, the meeting is expected to attract a number of special guests from outside the region.

"Cornwall Economic Development does an excellent job in preparing the Year in Review presentation," said Peter Gault. "It is exciting to recap the success of the past year so that we can all take that information and share it with people beyond the boundaries of Cornwall."

A bazaar featuring one-of-a-kind gift ideas



From left, Peter Gault and Bob Peters.

from over a dozen local artists and vendors will once again tempt attendees as they exit the theatre. The popular bazaar is organized by the Cornwall Business Enterprise Centre. Tickets to the Year in Review meeting are \$20 each. To purchase a ticket, please call Melissa Sterling at 613-938-9400 or drop in to the Cornwall Economic Development office at the Civic Complex, Cash. Visa, Mastercard or Interac are accepted. Tickets can also be purchased online.

Space is limited to the first 300 people, so organizers strongly encourage people to purchase their tickets in advance.

Cornwall Economic Development is a municipal government department whose primary goal is to assist new and existing businesses locate or expand in the City, with a secondary goal of attracting new residents. The Department also manages the efforts of Cornwall Tourism, the Cornwall Business Enterprise Centre and the City's community improvement programs.

Hockey

NFL

OHL

West Sault Ste. Saginaw Windsor Sarnia Flint Midwest London Guelph Owen Sou Kitchener Erie

WEDNESDAY'S RESULTS
Oftawa 6, Kingston 2.
Owen Sound at THURSDAY'S GAMES
Owen Sound at Nisgara, 7 p.m.
Sault Ste Mairie at Windsor, 7:05 p.m.
Sarria at Saginaw, 7:05 p.m.
North Bay at Peterborough, 7:05 p.m.
Mississauga at Barrie, 7:30 p.m.

OHL Leaders

AHL

Hockey

NHL

Minnesoti Winnipeg Dallas Chicago St. Louis Pacific Calgary San Jose Vegas Anaheim

Datis at Cagary
Pittbaugh at Colorado
THURSDAY'S GAMES
NY. Islanders at Boston, 7 p.m.
Minnesota at Columbus, 7 p.m.
Minnesota at Columbus, 7 p.m.
Surfaco at Nashville, 8 p.m.
Chicago at Winnipeg, 8 p.m.
Los Angeles at Edmonton, 9 p.m.
Vegas at Vancouver, 10 p.m.
FRIDAY'S GAMES

Vegas at Vancouver, 10 p.m.

FRIDAY'S GAMES

Buffalo at Florida, 7 p.m.

New Jersey at Washington, 7 p.m.

Anaheim at Carolina, 7:30 p.m.

St. Louis at Colorado, 9 p.m. Los Angeles at Calgary, 9 p.m. SATURDAY'S GAMES San Jose at Ottawa, 2 p.m.

NHL Leaders

				ERENCE			EASTERN				
East	w	L	T	Pct	PF	PA	Atlantic	w	L	Pct	GB
New England	8	3	0	.727	307	249	Toronto	18	4	.818	-
Miami	5	6	0	.455	223	283	Philadelphia	14	8	.636	4
Buffalo	4	7	0	.364	161	272	Boston	11	10	.524	6.5
N.Y. Jets	3	8	0	.273	221	281	Brooklyn	8	13	.381	9.5
South	w	Ĭ.	T	Pct	PF	PA	New York	7	15	.318	11
Houston	8	3	0	.727	316	249	Southeast	w	L	Pct	GB
Indianapolis	6	5	0	.545	325	273	Charlotte	10	10	.500	-
Tennessee	5	6	0	.455	195	223	Orlando	10	11	.476	.5
Jacksonville	3	8	0	.273	197	243	Washington	8	12	.400	2
North	w	L	T	Pct	PF	PA	Miami	7	13	.350	3
Pittsburgh	7	3	- 1	.682	316	249	Atlanta	5	16	.238	5.5
Baltimore	6	5	0	.545	271	198	Central	w	L	Pct	GB
Cincinnati	5	6	0	.455	276	347	Milwaukee	14	6	.700	-
Cleveland	4	6	- 1	.409	253	283	Indiana	13	8	.619	1.5
West	w	Ĺ	T	Pct	PF	PA	Detroit	11	7	.611	2
Kansas City	9	2	0	.818	404	294	Chicago	5	16	.238	9.5
L.A. Chargers	8	3	0	.727	307	219	Cleveland	4	15	.211	9.5
Denver	5	6	0	.455	252	252	WESTERN				
Oakland	2	9	0	.182	187	327	Southwest	w	L	Pct	GB
				RENCE			Memphis	12	8	.600	-
East	w	L	T	Pct	PF	PA	San Antonio	10	10	.500	2
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Washington	6	5	0	.545	220	229	New Orleans	10	11	.476	2.5
Philadelphia	5	6	0	.455	230	253	Houston	9	10	.474	2.5 GB
N.Y. Giants	3	8	0	273	237	288	Northwest	w	L	Pct	GB
South	w	Ĺ	Т	Pct	PF	PA	Denver	14	7	.667	-
New Orleans	10	1	0	.909	409	256	Oklahoma City	12	7	.632	1
Carolina	6	5	0	.545	287	282	Portland	12	8	.600	1.5
Atlanta	4	7	0	.364	280	307	Minnesota	10	11	.476	4
Tampa Bay	4	7	0	.364	294	338	Utah	9	12	.429	5
North	w	L	Т	Pct	PF	PA	Pacific	w	L	Pct	GB
Chicago	8	3	0	.727	317	211	Golden State	15	7	.682	-
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Green Bay	4	6	1	.409	264	267	L.A. Lakers	11	9	.550	3
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San Francisco	2	9	0	.182	239	293	Utah at Brooklyn				

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(TWO-GAME, TOTAL-GOAL SERIES)
(1) N.Y. RED BULLS vs. (2) ATLANTA
(ATLANTAL EADS 3-0)
THURSDAY'S GAME
N.Y. Red Buils at Atlanta, 7 p.m.
GAME 1
Atlanta 3, N.Y. Red Buils 0

WESTERN CONFERENCE CONFERENCE FINALS (TWO-GAME, TOTAL-GOAL SERIES) (1) KANSAS CITY vs. (5) PORTLAND (SERIES TIED 0-0) THURSDAY'S GAMEes City at Portland, 9:30 p.m. GAME1 Portland 0, Kansas City 0

Golf

PGA Tour \$694,442.00 \$692,905.00 \$626,960.00 \$587,000.00 \$572,120.00

Hockey may shift from 'midget' and other traditional names to age descriptors

san Antonio 21 8 WEDNESD.
Toronto at Cleveland
W-B/Scranton at Hershey
Chicago at Grand Rapids
Ultica at Binghamton
Bridgeport at Springfield
Belleville at Laval
Manitoba at San Pr.

GREGORY STRONG THE CANADIAN PRESS

Traditional youth hockey age group names — novice, peewee, atom, bantam and, most notably, midget — could soon be revise as at least one provincial hockey organization has kickstarted the process that could eventually create a countrywide adjustment in the sport. At a meeting this week, BC Hockey's board of directors, BC stockey's board of directors discussed the topic of division names used by its minor hockey association members. The subject was raised in part due to other sport organizations moving to eliminate the term 'midget," but also because a potential shift to age-specific categories are assier classification system, an association spokesman said.

"The BC Hockey board has directed staff to make recommendations for new names to be implemented within the BC Hockey membership (British Columbia and the

bership (British Columbia and the Yukon)," BC Hockey CEO Barry Petrachenko said in an email to The Petrachenko said in an email to 1 ne Canadian Press. "These recommen-dations will also be brought forward for consideration to the Hockey Canada membership for implemen-tation nationally. "Work has begun on developing

these recommendations and a decision by the BC Hockey board regarding this topic is expected in the new year."

year." Athletics Canada recently said it Athletics Canada recently said it would pursue dropping the term 'midget' as an age category descriptor, amove that came a few days after the Ontario Basektball Association stated its plans to do the same. The term has been used for decades in a variety of sports but many consider it to be a derogatory slur. Allan Redford, the director of the Dwarf Athletic Association of Canada, applauded the recent developments and hopes others may follow suit.

"I'm actually wonderfully encour"I'm actually wonderfully encour-

opments and hopes others may fol-low suit.

"I'mactually wonderfully encour-aged that they'retaking this approach and that it's getting this much trac-tion," Redford said Wednesday. The very very pleased."

Hockey Canada, the sport's national governing body, has 13 members — essentially provincial/ territorial or regional organizations— a-cross the country. On a national level, any adjustments to age catego-ries or divisions require a regulation change brought forward by a mem-ber or the Hockey Canada hoard.

That could happen at the next scheduled members' meeting in May or at Hockey Canada's annual congress next fall.

NOTICE OF STUDY COMMENCEMENT & PUBLIC INFORMATION CENTRE - DETAIL DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT

G FG FT Pts 16 149 139 504 22 225 161 642 22 199 190 618 20 186 110 557 20 198 112 552

Incanta at Sacramento, 10 p.m.
SUNDAY SCAMES
Phoenix at L.A. Lakera, 330 p.m.
New Orleans at Charlotte, 5 p.m.
Ultah at Mismi, 6 p.m.
L.A. Citppers at Dallas, 7 p.m.
Portland at San Antonio, 7 p.m.
Oklah-m.

Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue Intersection (WP 4138-16-01)

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the construction of a commuter parking tot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

The purpose of the study is to identify a Recommended Plan for a new commuter parking lot with approximately 65 standard parking spaces, 4 barrier-free spaces, and 2 van spaces, and illumination and signage.

THE PROCESS

The Preliminary Design and Class EA Study was completed by MTO as part of GWP 4015-08-00 and documented in a Transportation Environmen Study Report (TESR). The TESR was made available for a 30-day public review period and received clearance in May 2018.

The completion of Detail Design will be undertaken in accordance with MTO's Class EA as a Group 'B' undertaking. A Design and Construction Report (DCR) will be made available for a 30-day public review period with public notice advising of the start of the review period.

ONLINE PUBLIC INFORMATION CENTRE (PIC)

An online PIC is planned to present information on the project, and to obtain comments in advance of construction activities anticipated to begin in Summer 2019. The PIC will be held online on the dedicated project website (below). The PIC is scheduled as follows:

Date: December 5, 2018 - January 4, 2019 Website: cornwallcarpool.ca COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team. Please provide your comments by January 18, 2019. If you wish to have your name added to the project mailing list or have question about the study, please contact:

Angelo Renon, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd. Stantec Consulting Ltd.
1331 Clyde Avenue, Suite 400
Ottawa, ON K2C 3G4
tel: 613-722-4420
fax: 613-722-2799
e-mail: comments@cornwallcarpool.ca

Gizelle Cotton, P.Eng.
MTO Project Engineer
Ministry of Transportation - Eastern Region
1355. John Counter Boulevard, Postal Bag 4000
Kingston, ON K71, 5A3
tel: 613-547-1799 / toll-free: 1-800-267-0295
fax: 613-540-5106
e-mail: comments@cornwallcarpool.ca

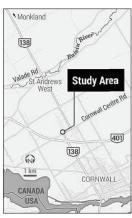
Ontario

You are encouraged to visit the project website, **www.comwalicarpool.cs**, to obtain current project information and to submit comments to the project team. If you have any accessibility requirements order to participate in this project, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Version française disponible en composant le 613 722-4420 (Angelo Renon)





AVIS DE DÉBUT D'ÉTUDE ET CENTRE D'INFORMATION PUBLIQUE CONCEPTION DÉTAILLÉE ET ÉVALUATION ENVIRONNEMENTALE DE PORTÉE GÉNÉRALE

Stationnement pour navetteurs sur l'autoroute 138, nord-est de l'intersection du chemin Cornwall Centre et de l'avenue Brookdale (WP 4138-16-01)

Le ministère des Transports de l'Ontario (MTO) a retenu les services de Stantec Consulting Ltd. pour effectuer une étude de conception détaillée et une évaluation environnementale de portée générale pour la construction d'un stationnement pour covoiturage sur l'autoroute 138, au nord-est de l'intersection du chemin Cornwall Centre et de l'avenue Brookdale, dans le comté de South Stormont.

L'étude vise à définir un plan recommandé pour la construction d'un nouveau stationnement pour covoiturage avec environ 65 places de stationnement standard, quatre places de stationnement sans barrières, deux places de stationnement pour des fourgonnettes, de l'éclairage et de l'affichage.

LE PROCESSUS

La conception préliminaire et l'évaluation environnementale de portée générale ont été réalisées par le MTO, dans le cadre du projet GWP 4015-08-00, et documentées dans un rapport d'étude environnementale pour les transports (REET). Le REET a été mis à la disposition du public aux fins d'examen pendant trente jours et a été approuvé en mai 2018.

* Monkland

La conception détaillée sera réalisée dans le cadre d'un projet de groupe « B » en conformité avec l'évaluation environnementale de portée générale du MTO. Un rapport de conception-construction sera rédigé et mis à la disposition du public pour une période d'examen public de trente jours. Un avis sera publié pour annoncer le début de la période d'examen.

CENTRE D'INFORMATION PUBLIQUE EN LIGNE

Un centre d'information publique en ligne sera créé pour présenter les renseignements relatifs au projet et pour obtenir des commentaires avant le début des activités de construction qui sont prévues pour l'été 2019. Le centre d'information publique en ligne sera accessible sur le site Web consacré au projet (voir l'adresse ci-dessous) comme suit :

Date : 5 décembre 2018 – 4 janvier 2019 Site Web : cornwallcarpool.ca

COMMENTAIRES

Nous vous invitons à participer à l'étude et à formuler vos commentaires par écrit à l'équipe de projet. Veuillez soumettre vos commentaires d'ici le 18 janvier 2019. Si vous souhaitez faire ajouter votre nom à la liste d'envoi du projet ou si vous avez des questions au sujet de l'étude, veuillez communiquez avec :

Angelo Renon, P.Eng.

Chargé de projet et consultant Stantec Consulting Ltd. 1331, avenue Clyde, bureau 400 Ottawa (Ontario) K2C 3G4 tél.: 613 722-4420 téléc.: 613 722-2799

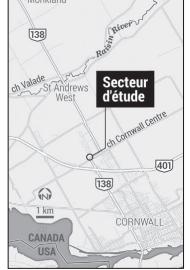
courriel: comments@cornwallcarpool.ca

Gizelle Cotton, P.Eng.

Ingénieure de projet
Ministère des Transports de l'Ontario
Région de l'Est
1355, boul. John Counter, sac postal 4000
Kingston (Ontario) K7L 5A3
tél.: 613 547-1799 / téléc.: 613 540-5106
sans frais: 1 800 267-0295
courriel: comments@cornwallcarpool.ca

Nous vous invitons à vous rendre sur le site Web consacré au projet, à l'adresse www.cornwallcarpool.ca, afin d'obtenir des renseignements à jour sur le projet et de soumettre des commentaires à l'équipe de projet. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez communiquer avec l'un des membres de l'équipe du projet nommés ci-dessus.

Nous recueillons les commentaires relatifs à ce projet pour aider le MTO à respecter les exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.





ACTUALITÉS



De gauche à droite: M. Jim McDonell, député provincial de Stormont-Dundas-Glengarry-Sud; Mme Amanda Simard, députée provinciale et représentante de la circonscription de Glengarry-Prescott-Russell, adjointe parlementaire à la ministre déléguée aux Affaires francophones de l'Ontario; Monsieur Philippe Dufort, professeur agrégé de l'Université Saint-Paul et directeur fondateur de l'École d'innovation sociale; Mme Dianne Poirier, présidente de l'ACFO-SDG; Monsieur Jacques Héroux, bénévole membre de l'Équipe d'évaluation des demandes de subvention de la Fondation Trillium de l'Ontario.

UN SOUTIEN DE TAILLE AU DYNAMISME DE LA JEUNESSE FRANCO-ONTARIENNE :

La Fondation Trillium de l'Ontario devient le partenaire majeur du Projet Jeunesse humour et du Concours LOL — Mort de rire!

COMMUNIQUE DE PRESSE DE L'ACFO

CORNWALL, 23 novembre 2018 - L'Association canadienne-française de l'Ontario Stormont, Dundas et Glengarry (ACFO-SDG) et la Fondation Trillium de l'Ontario ont officiellement lancé aujourd'hui la 5e édition du Concours LOL - Mort de rire! le programme de formation et de compétition humoristiques pour les adolescents francoontariens. La Fondation Trillium de l'Ontario, en tant que partenaire majeur du projet pour les trois prochaines années, dévoilait ainsi le large éventail de son soutien à cette initiative à la fois ludique, éducative et avant-gardiste. Amanda Simard, députée provinciale pour la circonscription de Glengarry-Prescott-Russell, Jim McDonell, député de Stormont, Dundas et South Glengarry, et Jacques Héroux, membre de l'Équipe d'évaluation des demandes de subvention de la FTO étaient sur place pour féliciter l'ACFO-SDG et en apprendre plus sur la manière dont la subvention à impact provincial fait déjà une différence au sein de la communauté francophone.

Lors de son allocution, le député Jim McDonell a mentionné: «SDSG is pleased that ACFO is receiving this funding which will enable our youth to expand their artistic ability into the exciting realm of stand-up comedy.» «Je suis heureux que l'ACFO reçoive des fonds, qui permet à nos jeunes, d'étendre leur capacité artistique dans le domaine passionnant de la comédie.»

Pour son 5e anniversaire, le Concours LOL-Mort de rire l, de concert avec la Fondation pour le dialogue des cultures, porteur des Rendez-vous de la Francophonie, tenait particulièrement à commémorer l'entrée en scène de la Fondation Trillium de l'Ontario. Grâce à une subvention de la Fondation Trillium de l'Ontario de 564 700,00 \$, échelonnée sur trois ans, le Concours LOL-Mort de rire! peut maintenant prendre les moyens d'assurer sa pérennité, en plus d'ouvrir ses portes à une plus grande population scolaire et de mettre en œuvre une recherche universitaire portant sur les impacts de ses activités sur le sentiment de sécurité linguistique des adolescents franco-ontariens.

Initiative de deux enseignantes, le Concours LOL – Mort de rire! est un programme de formation à l'art humoristique et un concours provincial pour les 14-18 ans qui a pour mission la valorisation de la langue française et le développement du sentiment d'appartenance à la communauté francophone de l'Ontario par le biais de l'humour. Depuis ses débuts en 2014, le programme a quitté son nid de la région de l'Est de l'Ontario pour se répandre aux quatre coins de la province : de Thunder Bay à Hearst, en passant par North Bay, Toronto, Barrie, Windsor, Oshawa, Ottawa et Cornwall.

La Fondation Trillium de l'Ontario s'est vue exposée toutes les facettes de la croissance

du projet Jeunesse-Humour, nouvelle génération de leaders artistiques: de l'élargissement de la clientèle en offrant le programme aux élèves de 7e et 8e années; d'une recherche universitaire sur les impacts du concurs; d'un rafraîchissement de l'image du Concours LOL – Mort de rire!; d'un porte-parole pour le concours, l'humoriste franco-ontarien Alexandre Bisaillon; d'un plus grand financement pour répondre aux besoins des conseils scolaires géographiquement éloignés les uns des autres; et de soutien financier pour l'obtention de services de partenaires spécialisés, telle que l'École nationale de l'humour.

« Grâce au soutien de la Fondation Trillium de l'Ontario, nous voyons le spectre de nos activités prendre une toute nouvelle dimension. Non seulement nous pouvons offrir nos services à un plus grand nombre de conseils scolaires et d'élèves, mais nous avons également la latitude pour investir dans l'avenir du Concours LOL - Mort de rire!. C'est la pérennité et le développement du projet qui peuvent maintenant s'enraciner », mentionne Madame Céline Baillargeon-Tardif, directrice générale de l'ACFO-SDG et gestionnaire du Projet Jeunesse-Humour.

Le Projet Jeunesse-Humour, nouvelle génération de leaders artistiques a ainsi réussi à convaincre la Fondation Trillium de l'Ontario de sa pertinence et de son rayonnement. Monsieur Jacques Héroux, membre de l'Équipe d'évaluation des demandes de subvention de la Fondation Trillium de l'Ontario, a profité de l'occasion pour remettre à l'ACFO-SDG une plaque commémorative pour souligner l'engagement financier de la Fondation subvention.

« On ne pouvait demander mieux pour notre 5e anniversaire », ajoute Dianne Poirrier, présidente de l'ACFO-SDG. « Avec le soutien du Gouvernement de l'Ontario al la Fondation Trillium de l'Ontario et le début de la recherche universitaire, chapeautée par l'Université Saint-Paul, notre beau projet passe en vitesse supérieure. En tant qu'ACFO, notre mission est de dynamiser le milieu francophone et maintenant, nous avons tous les outils pour continuer de faire vibrer la Francophonie chez nos ieunes. »

C'est donc avec un sourire aussi large que celui de sa nouvelle mascotte que les responsables et partenaires du Concours LOL – Mort de rire! ont célébré leurs nouvelles alliances et le début de l'édition 2018-2019 de son programme.

La Fondation Trillium de l'Ontario (FTO) est un organisme du gouvernement de l'Ontario, ainsi que l'une des principales fondations subventionnaires au Canada. La FTO a octroyé plus de 120 millions de dollars à quelques 700 projets l'an dernier pour favoriser l'épanouissement de communautés saines et dynamiques en Ontario.



Stantec Consulting Ltd. 200-835 Paramount Drive, Stoney Creek ON L8J 0B4

March 26, 2019 File: 165001061

Dear .

Reference: Detail Design and Class Environmental Assessment

for a Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and Brookdale Avenue Intersection

WP 4138-16-01

Notice of Study Commencement Follow-Up

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the construction of a commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection in the Township of South Stormont. Construction activities are anticipated to begin in Summer 2019.

In follow-up from the Notice of Study Commencement for this Detail Design study, sent to you in November 2018, the purpose of this letter is to provide you with a copy of the Recommended Plan and proposed Landscape Plan for the future commuter parking lot and to offer a meeting with the project team to discuss the enclosed plans and any questions or concerns you may have with respect to the plan and proposed landscaping.

This project will also include the preparation of a *Design and Construction Report* (DCR) which will be made available for a 30 day public review period with public notices advising of the start of the review period.

Additional project information including the Public Information Centre displays is provided on the project website at www.cornwallcarpool.ca. The website will provide up-to-date information for the duration of the design and construction phases.

Reference: Detail Design and Class Environmental Assessment

for a Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road and

Brookdale Avenue Intersection

WP 4138-16-01

Notice of Study Commencement Follow-Up

If you have any questions regarding the study or if you would like to request a meeting with the project team, please contact the undersigned.

Regards,

STANTEC CONSULTING LTD.

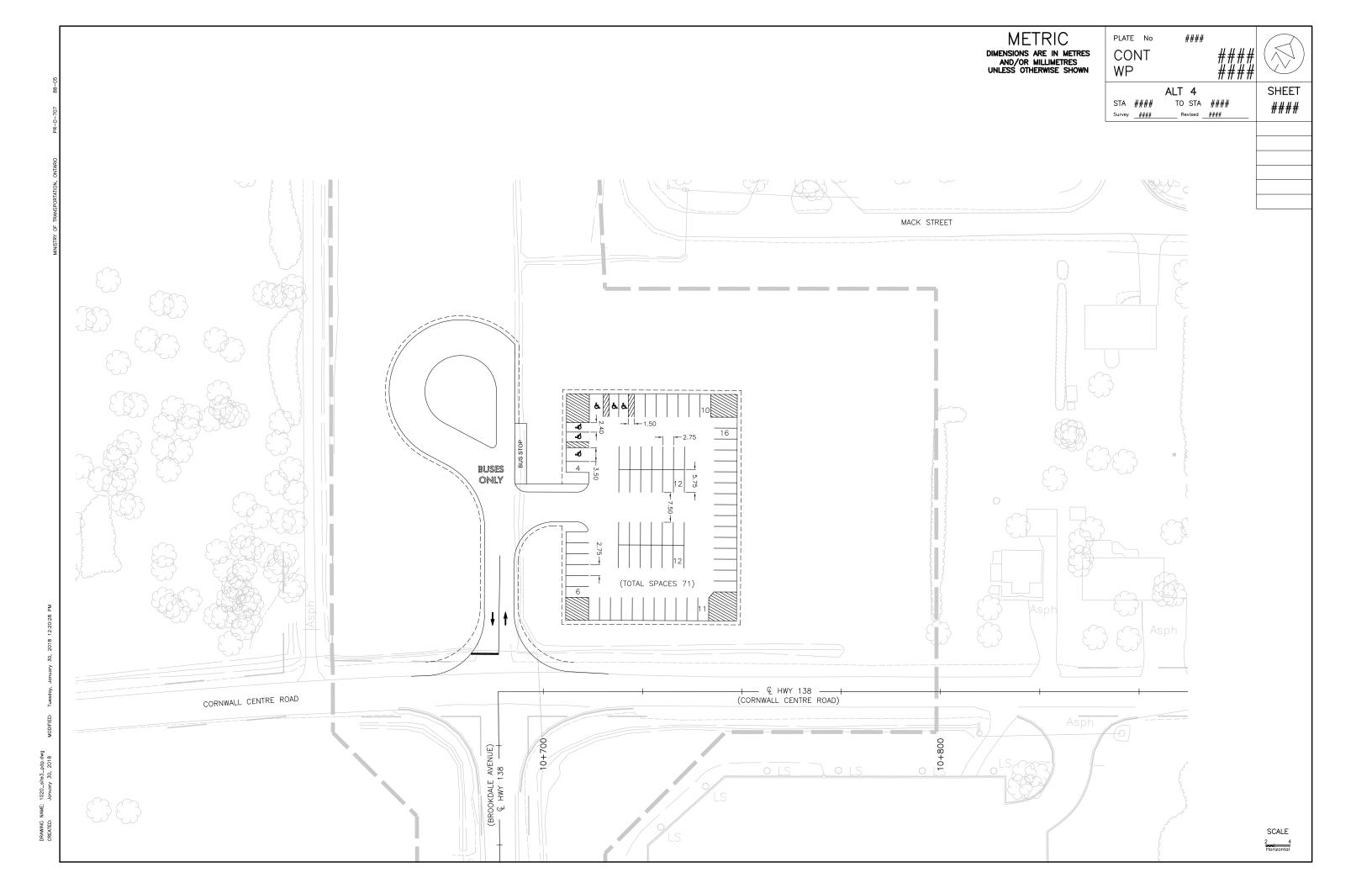
Ven Gah

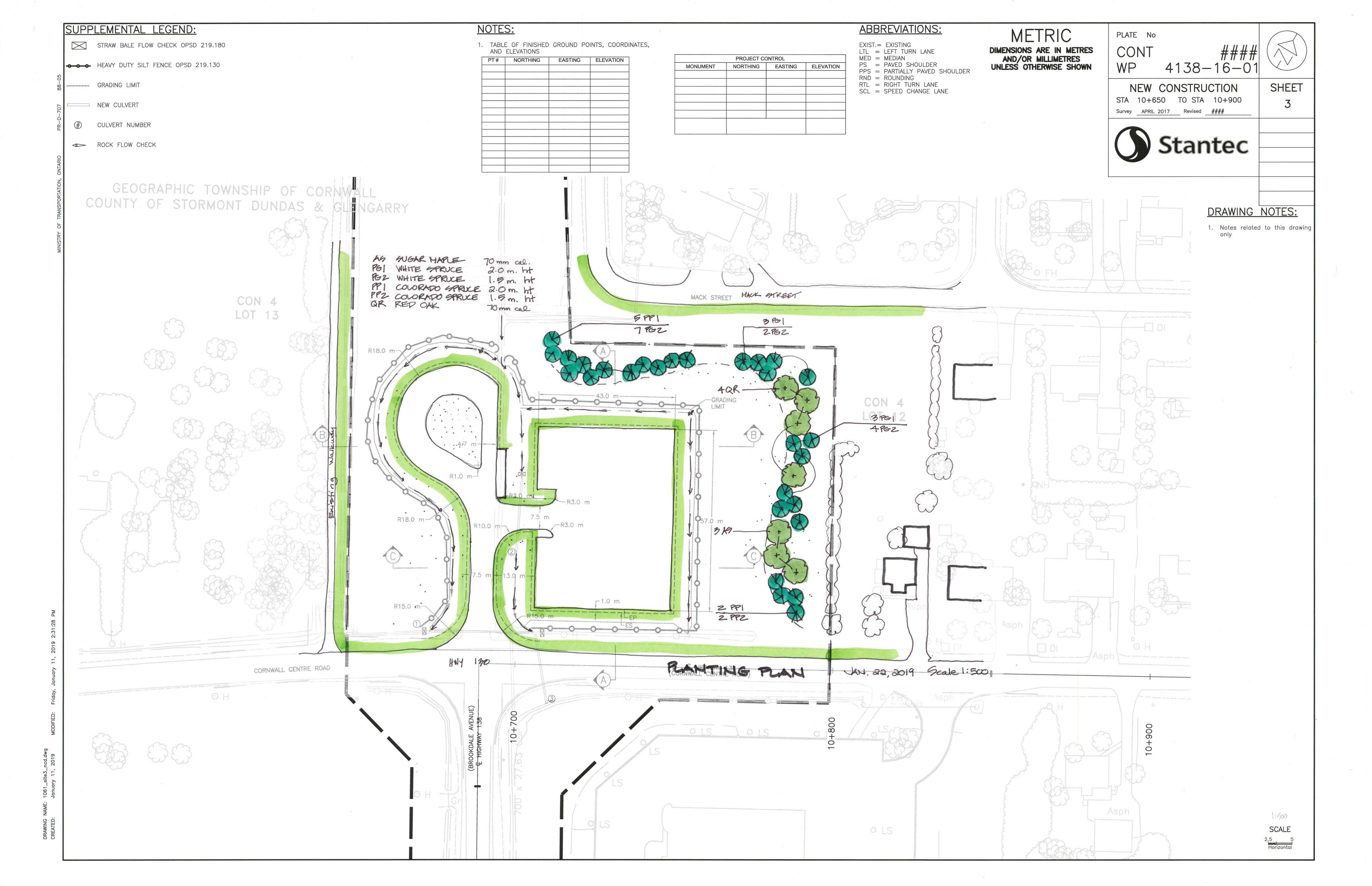
Nevena Gazibara, B.Sc., MREM, ENV SP

Environmental Planner Phone: (905) 381-3249 Fax: (905) 385-3534

comments@cornwallcarpool.ca

c. G. Cotton, J. Hanna – Ministry of Transportation A. Renon – Stantec Consulting Ltd.





Appendix B: Correspondence



From: Legue, Erin (MECP) < Erin.Legue@ontario.ca> Sent: Wednesday, January 02, 2019 12:30 PM

To: comments@cornwallcarpool.ca

Subject: Commuter Parking Lot on Hwy. 138, Northeast of Cornwall Centre Rd.

Good afternoon,

My name is Erin Legue and I'm the Senior Environmental Officer with the Ministry of the Environment, Conservation and Parks' Cornwall Area Office that is responsible for the Township of South Stormont.

I received your notification letter on November 29, 2018 regarding the Environmental Assessment (EA) of a commuter parking lot on Highway 138, Northeast of Cornwall Centre Road. I wanted to take the opportunity to introduce myself and ensure that you are aware of some requirements that may apply to this parking lot, such as stormwater management, which may require approval from our Ministry.

I am requesting that you keep me updated as this EA progresses. My contact information is detailed in my signature below. Please feel free to contact me if you have any comments, questions or concerns.

Thank you,

Erin Leque

Senior Environmental Officer
Ministry of the Environment, Conservation and Parks | Cornwall Area Office
113 Amelia Street, 1st Floor
Cornwall, Ontario K6H 3P1
Tel: 613.933.0120 | Cell: 613.551.6137 | E-mail: erin.leque@ontario.ca

Spills Action Centre (SAC): 1.800.286.6080

 From:
 Garrah, Lyn (MNRF)

 To:
 Gazibara, Nevena

 Cc:
 Dillon, Mary (MNRF)

Subject: RE: Commuter Parking Lots on Hwy 138

Date: Friday, May 10, 2019 11:55:32 AM

Attachments: image001.jpg

NHGuide MNRF 2019-04-01.pdf

Hello.

Thanks for your email. You may contact Mary Dillon or me for this and other Environmental Assessment questions and circulations within Kemptville District MNRF boundaries.

Regarding the MNRF letter with information on natural heritage from 2017 with an expiry date: the intent was for a proponent to check-in and ensure that the data provided was still our best available data. However, since the time that letter was issued, our business has changed. MNRF Kemptville no longer provides information on request. Natural heritage and natural resource information is available publicly through various websites. The attached guide directs you to these resources.

Additionally, the responsibility for species at risk and the Endangered Species Act transitioned to the Ministry of Environment, Conservation and Parks as of April 1, 2019. They are the authority on species at risk information and can be contacted at SAROntario@ontario.ca.

The information provided in the letter from MNRF in 2017 should used still as best-available information until or unless additional work is conducted by a qualified professional as part of the work for your project.

I hope this clarifies things. Let me know if I can be of any further assistance.

Regards,

Lyn

Lyn Garrah, M.E.S. District Planner

Ministry of Natural Resources and Forestry Kemptville District 10-1 Campus Drive, Kemptville, ON K0G 1J0 613-258-8414

From: Gazibara, Nevena < Nevena. Gazibara@stantec.com>

Sent: May 9, 2019 2:35 PM

To: Garrah, Lyn (MNRF) < Lyn.Garrah@ontario.ca> **Subject:** FW: Commuter Parking Lots on Hwy 138

Good afternoon Ms. Garrah,

As per my voicemail this afternoon, this is the email I sent to Anissa. I'm not sure if this request should go to her or to you or to Carolyn Hann.

If you could please confirm whether the date in the letter from last year is still valid that would be great.

Thanks.

Nevena Gazibara B.Sc., MREM, ENV SP

Environmental Planner

Direct: 905 381-3249 Fax: 905 385-3534

nevena.gazibara@stantec.com

Stantec

200-835 Paramount Drive Stoney Creek ON L8J 0B4



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From: Gazibara, Nevena

Sent: Tuesday, May 7, 2019 1:45 PM

To: McAlpine, Anissa (MNRF) < Anissa. McAlpine@ontario.ca >

Subject: RE: Commuter Parking Lots on Hwy 138

Good afternoon Ms. McAlpine,

As we work to complete the draft Design and Construction Reports for the above-mentioned projects, I wanted to reconfirm that the natural environment information previously provided to the project team (see attached letter from Ms. Carolyn Hann in 2018) was still valid. The letter has an expiration date on it of January 2019 on it so I wanted to confirm that the data is still valid and check to see if there are any updates.

Thanks,

Nevena Gazibara B.Sc., MREM, ENV SP

Environmental Planner

Direct: 905 381-3249 Fax: 905 385-3534

nevena.gazibara@stantec.com

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From: McAlpine, Anissa (MNRF) < <u>Anissa.McAlpine@ontario.ca</u>>

Sent: Monday, March 4, 2019 8:49 AM

To: Gazibara, Nevena < <u>Nevena.Gazibara@stantec.com</u>>

Subject: RE: Commuter Parking Lots on Hwy 138

Thank you.

From: Gazibara, Nevena < Nevena. Gazibara@stantec.com >

Sent: March-01-19 12:44 PM

To: McAlpine, Anissa (MNRF) < <u>Anissa.McAlpine@ontario.ca</u>>

Cc: comments@standrewswestcarpool.ca; comments@cornwallcarpool.ca;

Subject: RE: Commuter Parking Lots on Hwy 138

Thank you for your interest in the study and your comments Ms. McAlpine.

During the next stages of the two projects and following the online Public Information Centre (PIC) comment periods, input received will be considered in the detail design of the Preferred Plans. As part of this process the project team will confirm any potential impacts to the natural environment based on previously completed natural heritage studies (completed as part of GWP 4015-08-00 Highway 138 Preliminary Design Study) as well as updated reports completed during these Detail Design Studies. Appropriate protection and mitigation measures will be developed and will be documented in Design and Construction Reports (DCR) which will be made available for a 30-day public review period near the end of the studies. The natural heritage studies completed will be part of the DCRs and will be circulated to your agency for review. It should be noted that no potential habitat for Species at Risk or significant wildlife habitat was identified directly within the study areas and this was confirmed by the MNRF during previous correspondence during the Preliminary Design studies.

Your contact information has been added to the project mailing list. You will be notified of project updates as the study progresses.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP

Environmental Planner

Direct: 905 381-3249 Fax: 905 385-3534

nevena.gazibara@stantec.com

Stantec

200-835 Paramount Drive Stoney Creek ON L8J 0B4



From: McAlpine, Anissa (MNRF) < Anissa.McAlpine@ontario.ca>

Sent: Monday, December 3, 2018 11:58 AM

To: Gazibara, Nevena < <u>Nevena.Gazibara@stantec.com</u>>

Subject: Commuter Parking Lots on Hyw 138

Good Morning Ms Gazibara,

Please find enclosed completed comment sheets for the both the St Andrews and Cornwall carpool lots – WP 4139-16-01 and WP 4138-16-01.

In both cases, please advise if MNRF can expect to be circulated on the site plans and/or environmental reports detailing the sites the questions. We would like to have the opportunity to comment on the detailed design to ensure they consistent with the comments previous provided by MNRF as part of the EA review. I notice that you have previously corresponded with Mary Dillon on this EA file.

Kind regards,

Anissa McAlpine, M.Sc. A/ District Planner

Ministry of Natural Resources and Forestry Kemptville District 613-258-8414 Anissa.McAlpine@ontario.ca

EXTERNAL AGENCY COMMENT SHEET

Detail Design and Class Environmental Assessment
Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road
and Brookdale Avenue Intersection
WP 4138-16-01

Please submit your comments before January 18, 2019. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email to:
Nevena Gazibara, B.Sc., MREM, ENV SP, Environmental Planner
Stantec Consulting Ltd., 200-835 Paramount Drive, Stoney Creek ON L8J 0B4
Tel. (905) 381-3249, Fax (905) 385-3534

Email: nevena.gazibara@stantec.com Comments submitted by: McAlpine District Planner Name of Contact: Organization: Natural Resources Address (including Postal Code): Telephone Number: Email: anissa mealpine @ontano ca The contact name and mailing address for your organization/agency (please check one): Is correct; or Should be changed to: Your interests or concerns regarding the study area or undertaking are (continue on back if required): sacies understand has provided comment an earlier stage of the EA for thuy 13 Please forward any Natral Environment Studies part of the Detailed design to MNRF for comment improvements. Please completed as part of the Detailed design to MNRE for co Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals: appronva I am providing a copy of background reports/existing information: With this comment sheet No background information available □ Via email / mail The level of involvement you wish to have on this project is:

None, please remove from mailing list

Active participation

Participation at key points

From: Dillon, Mary (MNRF)

To: <u>Gazibara, Nevena</u>

Cc: Renon, Angelo; Ogilvie, Kevin (MTO); Hann, Carolyn (MNRF); Deneault, Stephen (MOECC)

Subject: RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) - MNRF Data

Confirmation

Date: Tuesday, February 6, 2018 10:49:41 AM

Attachments: image001.png

image003.png

Good morning Ms. Gazibara,

Thank you for your message below. We have reviewed the information and can confirm the following:

Brookdale carpool site (by Hwy 138, 18T 517555 4989452): We have no concerns with respect to Species at Risk (SAR) turtles for this site (please see revised Inforequest).

St. Andrews Parking Lot (18T 515489 4994532) – We maintain there is potential for SAR turtles to be in the area (Raisin River to the South, municipal drains, wet areas in the unevaluated wetland). We agree that direct impacts from the construction of the lot on the unevaluated wetland or SAR habitat are not anticipated and that impacts to individual turtles may be prevented by installing exclusion fencing to keep any turtles travelling in the area out of the construction site. We recommend fencing along the north, east and south sides of the site, with appropriate wingbacks. The fencing should be installed and maintained following guidelines from *Species at Risk Branch Best Practices Technical Note Reptile and Amphibian Exclusion Fencing Version 1.1. (July 2013).* In addition, we also recommend restricting access to any stockpiled materials (e.g., stone or sand) that might attract turtles to nest.

The awareness training for construction staff will also help in preventing impacts to individual turtles. We suggest ensuring the training includes measures to carry out daily site inspections prior to commencing work activities to ensure no SAR turtles have entered the construction area, stop work if a turtle enters the work site and allowing it to leave (or call the Ministry for guidance, if necessary), and to report any SAR sightings to the Ministry.

I hope this helps. Please call if you have any questions or concerns.

Thank you, Mary

From: Gazibara, Nevena [mailto:Nevena.Gazibara@stantec.com]

Sent: January-22-18 9:31 AM **To:** Dillon, Mary (MNRF)

Cc: Renon, Angelo; Ogilvie, Kevin (MTO)

Subject: RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) - MNRF

Data Confirmation

Ms. Dillon,

Thank you for the additional information about Species at Risk (SAR) in the vicinity of the

Highway 138 corridor. We are writing to inquire further on potential SAR turtle occurrence for the two proposed carpool lot locations near St. Andrew's West (approximately 500 m north of Valade Road) and Brookdale Avenue (see attachment). As part of the Preliminary design site identification process, the Brookdale and St. Andrew's carpool lots have been located in dry meadow (ME) and deciduous thicket (THD) habitat, respectively, to prevent interaction with turtle habitat.

The Brookdale carpool site occurs in proximity (~20 m) to a swamp thicket (SWT) community; however, no water was observed in the SWT during April 2016 field investigations, and a public trail bisects the SWT from the ME community where the carpool lot is proposed. SAR turtles were not identified through the previous MNRF background review.

The St. Andrew's carpool site is located approximately 120 m from the edge of an unevaluated wetland layer. We did not have permission to access the unevaluated wetland during field investigations, and the feature was not visible from the property boundary; therefore, the nature of the wetland is unknown. Recent satellite imagery indicates that a significant portion of this wetland has been removed for agricultural purposes. Within the proposed design footprint, no water was observed during June 2016 field investigations. SAR identified through the most recent background review included Snapping Turtle (*Chelydra serpentina*) and a restricted species.

Direct impact to wetland habitat, individuals turtles, or habitats used for key life processes (i.e. nesting, overwintering) is not anticipated. Mitigation measures such as construction exclusion fencing will be recommended during Detail Design for each location to prevent interactions with reptiles and amphibians from the local ecosystem as well as awareness training for construction staff. We respectfully request confirmation that these locations and mitigation measures would prevent impacts to SAR turtles or their habitat as defined under the *Endangered Species Act*, 2007.

Kind regards,

Nevena Gazibara

B.Sc., MREM, ENV SP Environmental Planner

Direct: (905) 381-3249 Fax: (905) 385-3534

Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 CA

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From: Hann, Carolyn (MNRF) [mailto:Carolyn.Hann@ontario.ca]

Sent: Tuesday, January 09, 2018 4:00 PM

To: Gazibara, Nevena < Nevena. Gazibara@stantec.com>

Cc: Dillon, Mary (MNRF) < Mary.Dillon@ontario.ca>

Subject: RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) -

MNRF Data Confirmation

Hello,

Please find attached an updated information request for the Highway 138 Improvement from highway 401 to Highway 417 (GWP 4015-08-00).

Carolyn Hann

A/ Mangement Biologist | Ontario Ministry of Natural Resources and Forestry | Kemptville District Office 10-1 Campus Drive, Kemptville, Ontario, K0G 1J0 | PH: 613.258.8267 | Email: carolyn.hann@ontario.ca

From: Gazibara, Nevena [mailto:Nevena.Gazibara@stantec.com]

Sent: December-20-17 11:56 AM

To: Dillon, Mary (MNRF)

Subject: RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) - MNRF

Data Confirmation

Thank you very much for following up Ms. Dillon. We look forward to receiving any information updates/confirmation of previously provided information from the MNRF.

In addition to the email request below, we are also wondering if the MNRF Management Biologists would be able to re-confirm data for any turtle species within the corridor, specifically potential presence of turtles or turtle habitat at the proposed carpool lot locations on the Highway 138 Recommended Plan.

Kind regards,

Nevena Gazibara

B.Sc., MREM, ENV SP Environmental Planner

Direct: (905) 381-3249 Fax: (905) 385-3534 Stantec Consulting Ltd.

200-835 Paramount Drive Stoney Creek ON L8J 0B4 CA

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From: Dillon, Mary (MNRF) [mailto:Mary.Dillon@ontario.ca]

Sent: Monday, December 11, 2017 8:55 AM

To: Gazibara, Nevena < <u>Nevena.Gazibara@stantec.com</u>>

Cc: Ogilvie, Kevin (MTO) < <u>Kevin.Ogilvie@ontario.ca</u>>; Cotton, Gizelle (MTO) < <u>Gizelle.Cotton@ontario.ca</u>>; Renon, Angelo < <u>Angelo.Renon@stantec.com</u>>

Subject: RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) -

MNRF Data Confirmation

Good morning Ms. Gazibara,

I have forwarded your request to the Management Biologists responsible for natural heritage screening/reviews for your project area. One of them will follow-up and confirm whether we have any new information for this site in our files.

Thank you,

Mary

From: Gazibara, Nevena [mailto:Nevena.Gazibara@stantec.com]

Sent: December-07-17 10:57 AM

To: Dillon, Mary (MNRF)

Cc: Ogilvie, Kevin (MTO); Cotton, Gizelle (MTO); Renon, Angelo

Subject: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) - MNRF

Data Confirmation

Dear Ms. Dillon,

On April 6, 2016 Stantec received natural heritage information from your district office (see attached letter sent from Ms. Lyn Garrah) for the Highway 138 Preliminary Design and EA Study for Improvements from Highway 401 to Highway 417 MTO project. The MNRF stated that the information provided in the April 2016 letter was valid until April 6, 2017.

I'm writing to see whether you can confirm if the information previously provided to Stantec is still valid/up-to-date or whether there have been any changes that may affect our natural heritage investigations as part of the study.

Please don't hesitate to contact me should you have any questions regarding this email and request.

Kind regards,

Nevena Gazibara, B.Sc., MREM, ENV SP

Environmental Planner Stantec 200-835 Paramount Drive, Stoney Creek ON L8J 0B4

Phone: (905) 381-3249

nevena.gazibara@stantec.com

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Please consider the environment before printing this email.

From: Katie Coristine < kcoristine@sdgcounties.ca>

Sent: Friday, January 11, 2019 4:01 PM

To: comments@standrewswestcarpool.ca; comments@cornwallcarpool.ca

Subject: Commuter Parking Lot - Project Mailing List

Good afternoon,

Please note that we would like to be added to the project mailing list for the following studies:

- 1 Commuter Parking Lot Highway 138, Northeast of Cornwall Centre Road and Brookdale Ave WP 4138-16-01
- 2 Commuter Parking Lot Highway 138, 1km North Of Dundas Street, Township of South Stormont WP 4139-16-01

Thank you,



Katie Coristine

Administrative Assistant, Transportation

Transportation and Planning Services United Counties of Stormont, Dundas and Glengarry 26 Pitt Street Cornwall, ON K6J 3P2

P: (613) 932-1515 x 208 F: (613) 936-2913

E: kcoristine@sdgcounties.ca

W: www.sdgcounties.ca







From: James Morin <james@southstormont.ca>

Sent: Friday, January 18, 2019 4:34 PM

To: Gazibara, Nevena < Nevena. Gazibara@stantec.com>

Cc: Peter Young <peter@southstormont.ca>; Ross Gellately <ross@southstormont.ca>; Kevin Amelotte

<kevin@southstormont.ca>

Subject: Comments Re: WP 4138-16-01 and WP 4139-16-01

Good Afternoon,

Please see attached for the Township of South Stormont's comments regarding assessments WP 4138-16-01 and WP 4139-16-01.

Regards,

James Morin

Administrative Assistant - Building, Planning & Economic Development



Come see for yourself!

Township of South Stormont 2 Mille Roches Rd., P.O. Box 84 Long Sault, ON K0C 1P0

Email: james@southstormont.ca Office: 613-534-8889 ext. 233

Fax: 613-534-2280

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EXTERNAL AGENCY COMMENT SHEET

Detail Design and Class Environmental Assessment

Commuter Parking Lot on Highway 138, Northeast of the Cornwall Centre Road

and Brookdale Avenue Intersection

WP 4138-16-01

Please submit your comments before January 18, 2019. Use the other side if required. With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email to:

Nevena Gazibara, B.Sc., MREM, ENV SP, Environmental Planner Stantec Consulting Ltd., 200-835 Paramount Drive, Stoney Creek ON L8J 0B4 Tel. (905) 381-3249, Fax (905) 385-3534

Email: nevena.gazibara@stantec.com

Comments submitted by:
Name of Contact: Peter Young
Organization: Township of South Stormanh
Address (including Postal Code): 2 Millo Roches Rd Dax 84 Long South OW tocif
Telephone Number: 613 534 8889 94205
Email: petera south starment on
The contact name and mailing address for your organization/agency (please check one): Is correct; or Should be changed to:
Your interests or concerns regarding the study area or undertaking are (continue on back if required):
Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:
I am providing a copy of background reports/existing information: With this comment sheet No background information available Via email / mail
The level of involvement you wish to have on this project is: Active participation None, please remove from mailing list Participation at key points

Township of South Stormont

P.O. Box 84, 2 Mille Roches Road Long Sault ON KOC 1PO Tel: 613-534-8889 Fax: 613-534-2280

Email: info@southstormont.ca



January 18, 2019

Nevena Gazibara, B.Sc., MREM, ENV SP, Environmental Planner Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek, ON L8J 0B4

Re: Detail Design and Class Environmental Assessment
Commuter Parking Lot on Highway 138, Northeast of the
Cornwall Centre Road and Brookdale Avenue Intersection
WP 4138-16-01

Dear Ms. Gazibara,

The Township of South Stormont staff offer the following comments relating to the Group B Class Environmental Assessment for Commuter Parking Lots on Highway 138, Northeast of the Cornwall Centre Road.

It is noted that the proposed parking lot crosses over an existing drainage channel used by the subdivision to the northeast of the proposed parking lot. This is reflected in the Township's approved drainage plan (attached) and should be considered in the detailed design of the parking lot. The Township would recommend constructing paved multi-use pathways from the parking lot to the Township's north-south recreational trail (west of the site) and to Mack Street (north of the site). These connections would support active transportation and the use of transit for residents in the adjacent neighborhoods and surrounding communities such as St. Andrews West. The location of the pedestrian connection should also take into account the proposed pedestrian/multi-use infrastructure on the Irving Oil site on the south side of Cornwall Centre Road.

The property is zoned Residential Single Services First Zone (RSS1) with a holding zone on a portion of the property. Section 3.39 of Zoning By-law 2011-100 states that:

 The provisions of this By-law shall not apply to the use of any land or to the erection or use of any utility installation for the purpose of public service by the Corporation, the United Counties

Township of South Stormont

P.O. Box 84, 2 Mille Roches Road Long Sault ON KOC 1P0 Tel: 613-534-8889

Fax: 613-534-2280

Email: info@southstormont.ca



of Stormont, Dundas and Glengarry and/or any Public Authority any department of the Government of Ontario or Canada, pursuant to the Planning Act, provided that where such land, building or structure is located in a Residential Zone:

- (a) No Goods, materials or equipment shall be stored in the open; and
- (b) The lot coverage and setback regulations of the zone in which such land, building or above ground structures, with the exception of electric power facilities, are located, shall be complied with.

The proposed parking lot is located in a Residential Zone and appears to comply with the applicable zoning standards relating to parking; including the setbacks from residential areas. A minimum three-metre (3m) wide continuous landscaped open space buffer is required for yards abutting residential zones and yards along the lot line abutting a street (excluding required aisles/driveways to access the parking area).

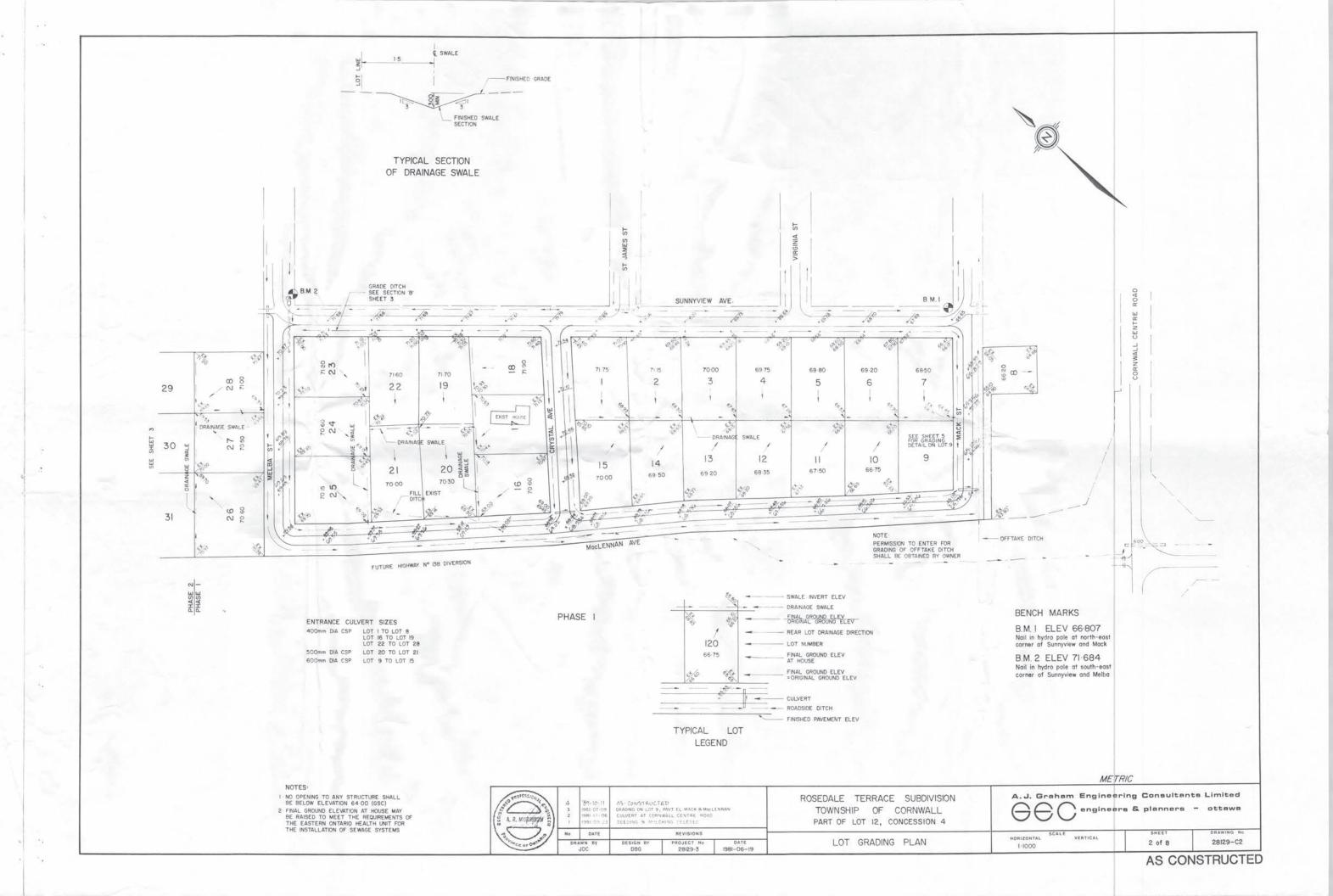
The preferred alternative has the least impact on existing residents. It shall be noted that the detailed design should consider the lighting and buffering (e.g. landscaping) to minimize the impact on adjacent residential uses. Bicycle parking is also recommended adjacent to the bus stop to allow residents to bike to the transit stop.

Should you require any additional information, please don't hesitate to contact the undersigned.

Yours truly,

Peter Young, MCIP, RPP

Director of Planning/Economic Development Officer



From: Peter Young

To: <u>Gazibara, Nevena; James Morin; Ross Gellately; Kevin Amelotte</u>

Cc: comments@cornwallcarpool.ca

Subject: RE: Comments Re: WP 4138-16-01

Date: Wednesday, April 10, 2019 10:42:58 AM

Attachments: <u>image002.png</u>

Good morning Nevena,

We noticed that the two 138 carpool lots were included in a recent news release as 2019 MTO projects.

For the Cornwall Centre Road project, we do believe that the connections to Mack Street and the North-South Trail are important links to the adjacent communities and pedestrian/cycling infrastructure. Under a site plan control application, we would be asking for these links as a standard condition of approval including an agreement to maintain walkways under Section 41(7) b) of the Planning Act, especially since there is a potential transit/cycling component to the project. There is also the potential for increased pedestrian/cycling traffic as more development takes place on the Cornwall side due to the extension of municipal sewers and construction of new employment and commercial uses in 2019-2020. So we do hope this would be reconsidered under the detailed design.

If there is not budget to complete this infrastructure, we would kindly ask that a provision for future connections be included, or that Stantec/MTO staff could discuss the potential for alternative funding for these links with our Parks and Recreation and Public Works departments.

Kind regards,

Peter

Peter Young, MCIP RPP

Township of South Stormont 2 Mille Roches Rd., P.O. Box 84 Long Sault, ON KOC 1P0

Email: peter@southstormont.ca
Office: 613-534-8889 ext. 205

Fax: 613-534-2280

From: Gazibara, Nevena < Nevena. Gazibara@stantec.com >

Sent: March 1, 2019 1:32 PM

To: James Morin <james@southstormont.ca>; Peter Young <peter@southstormont.ca>; Ross Gellately <ross@southstormont.ca>; Kevin Amelotte <kevin@southstormont.ca>

Cc: comments@cornwallcarpool.ca

Subject: RE: Comments Re: WP 4138-16-01

Thank you for your interest in the WP 4138-16-01 study and your comments Mr. Morin and Mr. Young.

Your comments in regard to the existing drainage channel utilized by the subdivision adjacent to the proposed parking lot has been noted by the project team. Consideration will be given to existing drainage conditions at the site, and mitigation measures will be implemented to reduce any potential impacts to existing drainage conditions, as necessary.

In addition, your comments in regard to supporting active transportation and the use of transit by providing bike parking and by constructing pathways to the recreational trail to the west and Mack Street to the north have been noted by the project team. The Ministry has reviewed possibilities to connect to the existing recreational trail but will not be able to provide the connection due to ongoing maintenance costs and budgetary restrictions. The Ministry will review the possibility of providing bicycle storage at the commuter parking lot as the design is finalized.

Your concerns in regard to impacts on adjacent residential property uses have been noted by the project team. Consideration will be given to the type and placement of lighting for the proposed parking lot and landscaped buffering between the parking lot and residential areas. Efforts will be made to minimize the impacts to adjacent residential areas.

During the next stages of the project and following the online Public Information Centre (PIC), input received will be considered in the detail design of the Recommended Plan. During this time, construction staging will be determined and will be documented in the Design and Construction Report (DCR), which will be made available for a 30-day public review period.

Your contact information is included on the project mailing list and you will be notified of project updates as the study progresses.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP

Environmental Planner

Direct: 905 381-3249 Fax: 905 385-3534

nevena.gazibara@stantec.com

Stantec

200-835 Paramount Drive Stoney Creek ON L8J 0B4



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From: Cotton, Gizelle (MTO) < Gizelle.Cotton@ontario.ca>

Sent: Wednesday, December 05, 2018 3:41 PM

To: Renon, Angelo; Gazibara, Nevena

Cc: Hanna, John (MTO)

Subject: GWP 4168-15-11; WP 4138-16-01; WP 4139-16-01: Cornwall and St. Andrew's Carpool Lots - Phone

Call

Hi Angelo/Nevena,

I received a call this morning from City of Cornwall . He received the project notices for both commuter lots and had the following comments:

- Reviewed the website and didn't see any detailed plans
 - I explained that the plans would be included with the Online PIC boards that are going to be posted today and that he should see them on the homepage under "News" or under the "Documentation" section
 - He will check back later today or tomorrow to download the information
- Happy to see that the Cornwall carpool lot will have over 70 spaces versus the 30 spaces noted in the Preliminary Design Study
- Noted that the trail next to the Cornwall carpool lot will be extended south to the water; the City would also like to include bike lanes in that corridor
- Asked if other intersection improvements or passing lanes noted in the Preliminary Design Study are part of this study
 - I explained that this study is only for the carpool lots and that MTO is currently reviewing internally what future upgrades to Hwy 138 will proceed (based on funding)
- He noted that the Irving truck stop is planning an expansion/development
 - I confirmed that we have been receiving and reviewing the development proposals/reports through our Corridor Management team and have provided comments
 - He asked if the EA for the development was part of this study, I explained that Irving would need to have a separate EA and that it was not part of this study
- He will review the plans once posted and provide written comments

Thanks,

Gizelle Cotton, P.Eng.

Project Engineer
Ministry of Transportation
Planning and Design Section – Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, Ontario, K7L 5A3

Tel: 613.547.1799 | Toll Free: 1.800.267.0295 | Fax: 613.540.5106 | Cell: 613.217.7365

Gizelle.Cotton@ontario.ca

Sent:	Friday, December 21, 2018 11:56 AM
-------	------------------------------------

To: Gazibara, Nevena

Subject: FW: cornwallcarpool.ca message

I'm trying to find the proposed design of the commuter parking lot. I could not find it under 'documentation'. Would you post it shortly? Thanks

Sent: Friday, December 21, 2018 11:56 AM

To: Gazibara, Nevena

Subject: FW: carpoool Comments from the City of Cornwall

I have no objection to the proposed parking lot. The same increases the # of stalls (from 34 to 71), and also provides only one access which turns this into a 4-way intersection, which is desirable (originally EA proposed 2 accesses and one offset east from the intersection.

However, when Hwy 138 extension is built, this access will likely be relocated as it will lay within the future ROW. I guess MTO has no plans to built Hwy 138 extension in the near future.

Would you have information about the final design and funding for the rest of the project, as well as possible staging if any.

The Irving site redevelopment would potentially require the reconfiguration of the intersection to accommodate LCVs, under SPC by the developer. I believe this reconfiguration should be in line with EA. Would this be undertaken by MTO or by the developer if the Irving project proceeds.

Other City officials may be providing additional comments shortly.

Thanks for the information provided and the opportunity to provide our feedback.

Regards



Hello everyone,

We were wondering if there is any update on the 138Study, namely the carpool parking lots that are in the works for Cornwall Ontario?

that transports our employees to jobsites from Cornwall to Ottawa or Kingston. We are in need of a carpool lot as we have just been notified that our current place is no longer available for us to park in . This is the second time what we have had to move parking lots. It is very inconvenient for our employees.

We have not heard anything about the study since 2016. When can we expect a carpool parking lot? Cornwall needs one as we are along the 138/401 highways......

Could you please provide an update? Regards,

Thank you for your email. The scope of this current study includes identifying an overall improvement plan for the Highway 138 corridor, including carpool parking, that provides safe operations and is compatible with local planning and transportation objectives. The project team is currently finalizing the evaluation of alternatives and is planning to present the improvement plan at a second Public Information Centre (PIC), tentatively scheduled for the late fall/winter of 2016. You will receive a notice of the PIC once the date can be confirmed.

Regards,

Senior Environmental Planner Transportation Environmental Planning Team Lead Stantec 300-49 Bathurst Street Toronto ON M5V 2P2

Phone: (416) 598-7162 Cell: (416) 529-0426 Fax: (416) 596-6680

Maya.Caron@stantec.com



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Please consider the environment before printing this email.

Hello,

We have been wondering on the status of the car pool parking in Cornwall? There was an information meeting a few months ago and a survey posted online...but we have not yet heard anything about the status and where the study is in regards to the actual car pool lots being constructed.

Any info is greatly appreciated.

Have a great day!

Thank you for your email. This email is to confirm that your support for carpool parking has been noted and has been circulated to the project team for consideration.

I encourage you to attend the upcoming Public Information Centre (PIC), scheduled for Wednesday, June 15, 2016, to view and comment on the project alternatives. Alternatively, both the PIC displays and the survey will be available on the project website (www.highway138study.ca), the day of the PIC.

Your contact information is on the project mailing list and we will continue to advise you of opportunities for public comment.

Regards,

Maya Caron, B. Sc., MCIP, RPP, EnvSP

Senior Environmental Planner Transportation Environmental Planning Team Lead Stantec 300-49 Bathurst Street, Toronto ON M5V2P2

Phone: (416) 598-7162 Cell: (416) 529-0426 Maya.Caron@stantec.com



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Please consider the environment before printing this email.

From: contactform@highway138study.ca [mailto:contactform@highway138study.ca]

Sent: Wednesday, June 08, 2016 11:41 AM

To: comments@highway138study.ca

Subject: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

message:	
Please add me to the mailing list. We are a huge supporter of car pool parking lots. Thank you	s along this corridor.

		m	
г	ıv		

Subject: GWP 4168-15-00, WP 4138-16-01, Cornwall Commuter Lot

Date: Wednesday, November 28, 2018 5:26:50 PM

Good afternoon,

I received a call today from lives at and

received the project notice and in concerned about the following issues relating to the new commuter lot:

- 1. Crime \ Safety. believes that crime (robberies) will increase as a result of the construction of the new lot.
- 2. Lighting. noted that lighting will impact her property
- 3. Property Value. believes property values will drop as a result of the new commuter lot.
- 4. Drainage. is concerned that the new commuter lot affect drainage such that water will flow onto property.

recommended that a fence be installed around the lot with a barrier to prevent lighting from spilling into the neighborhood.

noted that does not have access to the internet and will not be able to view the PIC material.

Thanks

Angelo

Angelo Renon

Principal, Business Centre Sector Lead -Transportation

Direct: 613 722-4420 Mobile: 613 799-8773 Angelo.Renon@stantec.com

Stantec

400 - 1331 Clyde Avenue Ottawa ON K2C 3G4 CA

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Appendix C: Public Information Centre Materials



Cornwall Commuter Parking Lot

Welcome to the online Public Information Centre (PIC) for the Detail Design and Class Environmental Assessment (Class EA) Study for a new commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the **Township of South Stormont.**

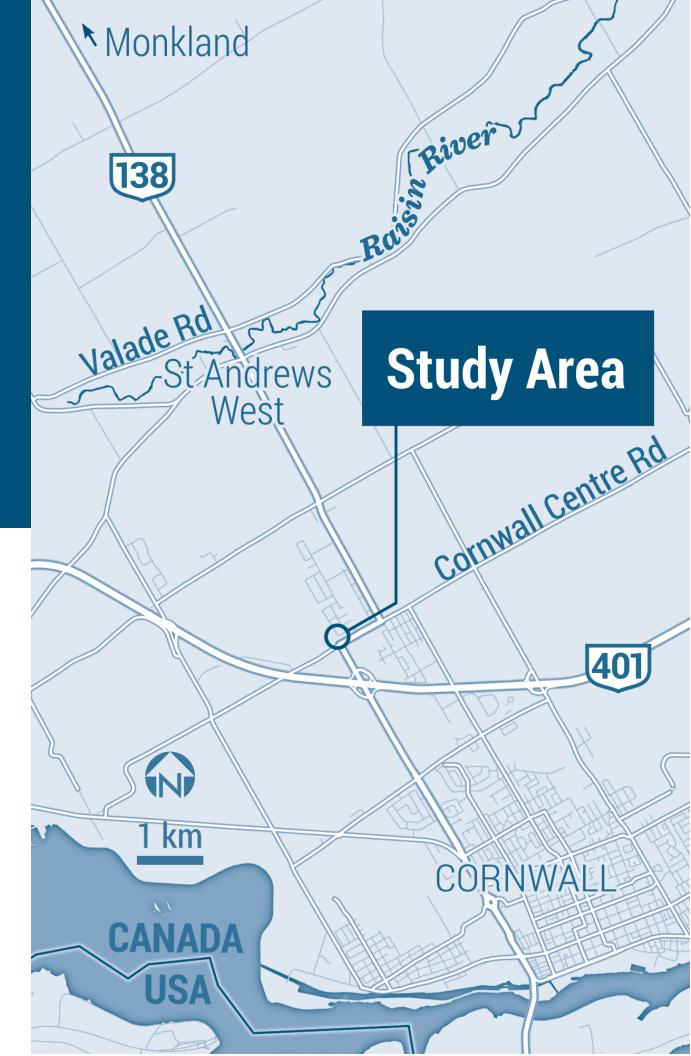
WP 4139-16-01



Submit your comments on the project website cornwallcarpool.ca

Accessibility support?

Let us know how we can help



Purpose and Objective of the Online Public Information Centre

- introduce the project and outline the process being followed
- provide background information on the need for the improvements
- present carpool alternatives and evaluation of alternatives
- seek input on the existing conditions in the study area (i.e. natural, social, economic and cultural)
- seek input on the recommended plan

Purpose of the Study

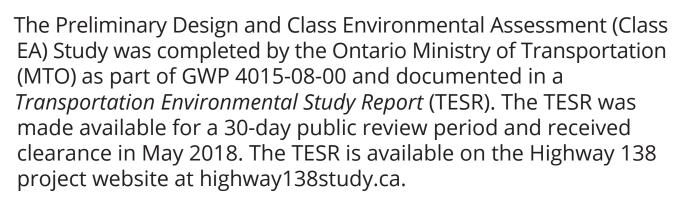
Identify a **recommended plan** for the new commuter parking lot with approximately:

- 65 standard parking spaces
- 4 barrier free spaces
- 2 van spaces
- illumination and signage



About the Study

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) for a new commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.



The completion of Detail Design will be undertaken in accordance with MTO's Class EA for Provincial Transportation Facilities, (2000) as a Group 'B' undertaking. Group 'B' projects include major improvements to existing transportation facilities include highway improvements over land or water that provide a significant increase in traffic capacity or cause a significant widening of the "footprint" beyond the roadbed of an existing highway.

This study will include reviewing existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing environmental protection/mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study. Following the evaluation of alternatives, the selected Recommended Plan will be documented in a Design and Construction Report.



A Design and Construction Report (DCR) fulfills the documentation requirements of the Class EA process for a Group 'B' project. The DCR will be made available for a 30-day public review period at the end of the Detail Design study. A public notice advising of the start of the review period will be provided.

The DCR will be prepared to document the following:

- documentation of the site alternatives, evaluation of alternatives and selection of a Recommended Plan
- · detailed description of the Recommended Plan
- a full description of the identified potential environmental impacts as a result of the Recommended Plan
- a full description of the study's Detail Design consultation program
- identification of all project approvals, licenses, and permits that have or must be obtained
- · implementation of the commitments to future work contained in the Transportation Environmental Study Report, June 2017
- documentation of future commitments and protection and mitigation measures required during construction
- relevant construction staging and traffic management documentation



Environmental Assessment Process

This study is being carried out under the requirements of the *Class* Environmental Assessment for Provincial Transportation Facilities (MTO, 2000), which has been approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following

a Group 'B' process which is completed for major improvements to existing provincial transportation facilities. Group 'B' projects are considered approved under the Ontario Environmental Assessment Act, subject to compliance with the Class EA and the application of mitigation measures where necessary.

A Design and Construction Report (DCR) will be prepared and made available for public review at the end of the study.



Prior Stages

- review transportation needs
- complete preliminary design



Future Stages

construction

Class Environmental Assessment Process during Detail Design for Group 'B' Projects



Commencement of Detail Design

 Notice of Study Commencement November 2018



Design and Consultation

- review options for staging and traffic during construction
- Public Information Centre December 2018



Refine Preferred Plan

- confirm design
- evaluate options
- identify mitigation measures to address environmental impacts



Finalize and Report

- finalize the detail design
- complete the Design and Construction Report (DCR) Spring 2019

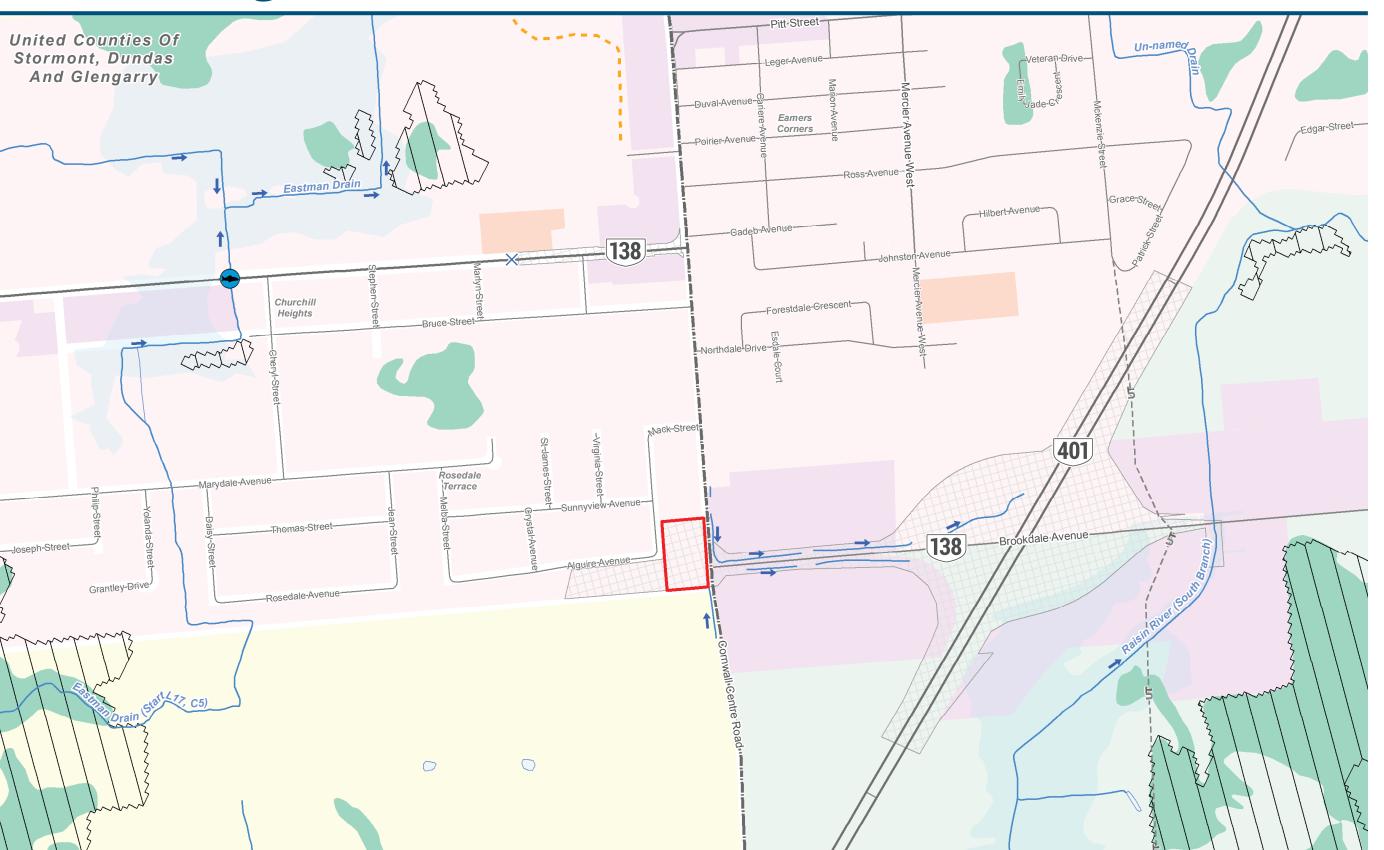


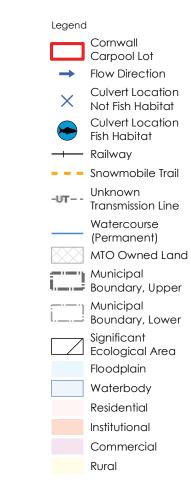
Clearance

- Class EA requirements have been met
- clear to proceed to construction



Existing Conditions









Identify Criteria

Evaluation Criteria are established through:

- public input
- similar projects
- provincial guidelines
- existing conditions



Weigh Criteria

Each criterion is assigned a weight factor that best reflects its relative importance.



Score Alternatives

All feasible parking lot layouts are measured and given a score based on how well each is judged to satisfy the evaluation criteria.



Rank Alternatives

The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the *recommended plan*.

Evaluation Process

An evaluation of alternatives will be carried out to identify an improvement plan that is cost-effective, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

The highest scoring alternative

The concluding step in the analysis and evaluation process is the selection of a recommended plan. This process includes:



- reviewing the results of the analysis and evaluation based on specialist work and input received during the study
- determining which criteria have the most influence on the outcome of the evaluation process
- considering the sensitivity of the weightings
- confirming the ranking of the alternatives
- considering public and stakeholder response to the evaluation process

Preliminary Evaluation Criteria

Highway Engineering

Criteria	The best improvement plan	Factors Considered	Methodology/Measure
Site Characteristics and Layout	will minimize the amount of cut/fill material for expansion	Suitability of site to construct a carpool lot (i.e., slope, topography)	Quantity of earthworks required (m³)
	will adequately address drainage requirements	Site Drainage \ Stormwater management	Area of impervious surfaces (m²)
	can be expanded in the future with minimal impacts to the operation of the site	Future Expansion	Allows for the addition of parking spaces without complete reconfiguration of the lot (Y/N)
		Future By-Pass	Can accommodate future by-pass (Y/N)
	will enhance safe operation of the commuter parking facility	Bus / Car interactions	Conflict points between buses and cars (Number)
	provides a safe area for pedestrians	Illumination	Illuminates the bus platform (Y/N)
		Pedestrian walkways	Distance to bus stop (m)
		Security	Sight lines from main road (Y/N)
Constructability	minimizes utility crossings and conflicts	Construction feasibility	Construction techniques (conventional or non-conventional), and constraints
Cost	has the lowest total cost including utility relocations	Construction costs	Cost estimate based on material quantities (2017 unit prices)
		Utility relocations costs	Cost estimate based on a measure of utility impacts (2017 unit prices)

Social & Cultural Environment

Criteria	The best improvement plan	Factors Considered	Methodology/Measure
Archaeology and Cultural Heritage	minimizes intrusion into areas with high archaeological potential	Area of high archaeological potential	Area of impact to areas with high archaeological potential (m2)
Adjacent Property Owners	minimizes noise and light pollution impacts to nearby residents	Impact to adjacent residences\lot (Noise, lighting, etc)	Proximity of carpool lot to residences\lots

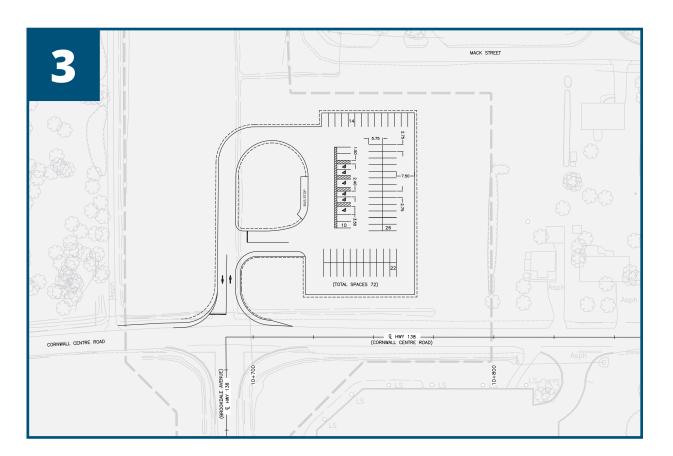
Natural Environment

Criteria	The best improvement plan	Factors Considered	Methodology/Measure
Wildlife and Terrestrial Habitat and Vegetation	 minimizes impacts to terrestrial resources including wildlife habitat minimizes natural vegetation removalminimizes fragmentation of natural habitat	Tree/natural vegetation removal	Area of impact to Species-at-Risk and sensitive wildlife habitat (m2) Number of large or significant trees impacted
Fish and Aquatic Habitat	minimizes encroachment into open water minimizes impacts to fisheries resources	Sensitive aquatic habitat (i.e., spawning areas)	Area of impact to sensitive aquatic habitat (m2)
		Encroachment into ponds and pools	Area of impact to fish habitat (m2)

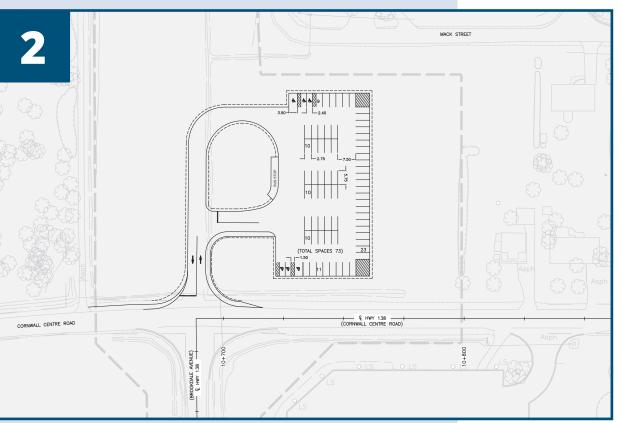


Lot Alternatives Parking Commuter











Evaluation of Alternatives

Category	Criteria	Alternative			
		1	2	3	4
Highway Engineering	Site Characteristics and Layout	 Requires approximately 1100 m³ of earthworks Creates 4070 m² of impervious surface Allows for future expansion to the north Functions with future highway improvements Four conflict points between buses and cars Requires seven poles for illumination Provides unobstructed sightlines to main road 	 Requires approximately 570 m³ of earthworks Creates 4130 m² of impervious surface Allows for future expansion to the east or west Does not function with future highway improvements Three conflict points between buses and cars Requires seven poles for illumination Provides unobstructed sightlines to main road 	 Creates 4630 m² of impervious surface Allows for future expansion to the east or west Does not function with future highway improvements Three conflict points between buses and cars 	 Requires approximately 920 m³ of earthworks + Creates 3840 m² of impervious surface Allows for future expansion to the east and north Functions with future highway improvements + Two conflict points between buses and cars + Requires six poles for illumination Provides unobstructed sightlines to main road
	Constructability	Uses conventional construction techniques	Uses conventional construction techniques	Uses conventional construction techniques	Uses conventional construction techniques
	Total Cost	Approximate total cost of \$764,000	Approximate total cost of \$742,000	– Approximate total cost of \$816,000	+ Approximate total cost of \$712,000
Social & Cultural Environment	Archaeology and Cultural Heritage	 No impacts to areas with high archaeological potential No impacts to registered archaeological sites 	 No impacts to areas with high archaeological potential No impacts to registered archaeological sites 	potential	 No impacts to areas with high archaeological potential No impacts to registered archaeological sites
	Adjacent Property Owners	 Boundary/edge of carpool lot is approximately 20 m from residential building/home 6 Residential buildings in close proximity to carpool ot 	Boundary/edge of carpool lot is approximately 40 m from residential building/home	 Boundary/edge of carpool lot is approximately 40 m from residential building/home 6 Residential buildings in close proximity to carpool lot 	 + Boundary/edge of carpool lot is approximately 60 m from residential building/home • 6 Residential buildings in close proximity to carpool lot
Natural Environment	Wildlife and Terrestrial Habitat and Vegetation	 4460 m2 of Graminoid Meadow impacted No significant trees impacted 	 5120 m² of Graminoid Meadow impacted No significant trees impacted 	'	 4090 m² of Graminoid Meadow impacted No significant trees impacted
	Fish & Aquatic Habitat	 Impacts approximately 50 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery) Does not impact aquatic SAR habitat 	 Impacts approximately 75 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery) Does not impact aquatic SAR habitat 	intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery)	 Impacts approximately 100 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery) Does not impact aquatic SAR habitat
	Overall Score	e 35	44	30	RECOMMENDED

- + advantage disadvantage
- neutral





Recommended Plan







Thank you for visiting the online public information centre

Your input is important

We would appreciate receiving your comments by:

January 18, 2019

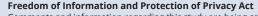
3 ways to provide your comments:

- Submit your comments on the project website cornwallcarpool.ca
- Email comments@cornwallcarpool.ca
- Or, **mail** your comments to:

Ms. Nevena Gazibara, B.Sc., MREM, ENV SP **Environmental Planner** Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 ☐ tel: 905-381-3249

Ms. Gizelle Cotton, P.Eng. MTO Project Engineer Ministry of Transportation Eastern Region 1355 John Counter Boulevard, Postal Bag 4000 Kingston ON K7L 5A3 ☐ tel: 613-547-1799





Stationnement pour covoiturage Cornwall



Bienvenue au centre d'information publique (CIP) en ligne concernant l'étude de conception détaillée et l'évaluation environnementale de portée générale pour la construction d'un nouveau stationnement pour covoiturage sur la route 138, au nord-est de l'intersection du chemin Cornwall Centre et de l'avenue Brookdale, dans le comté de South Stormont.

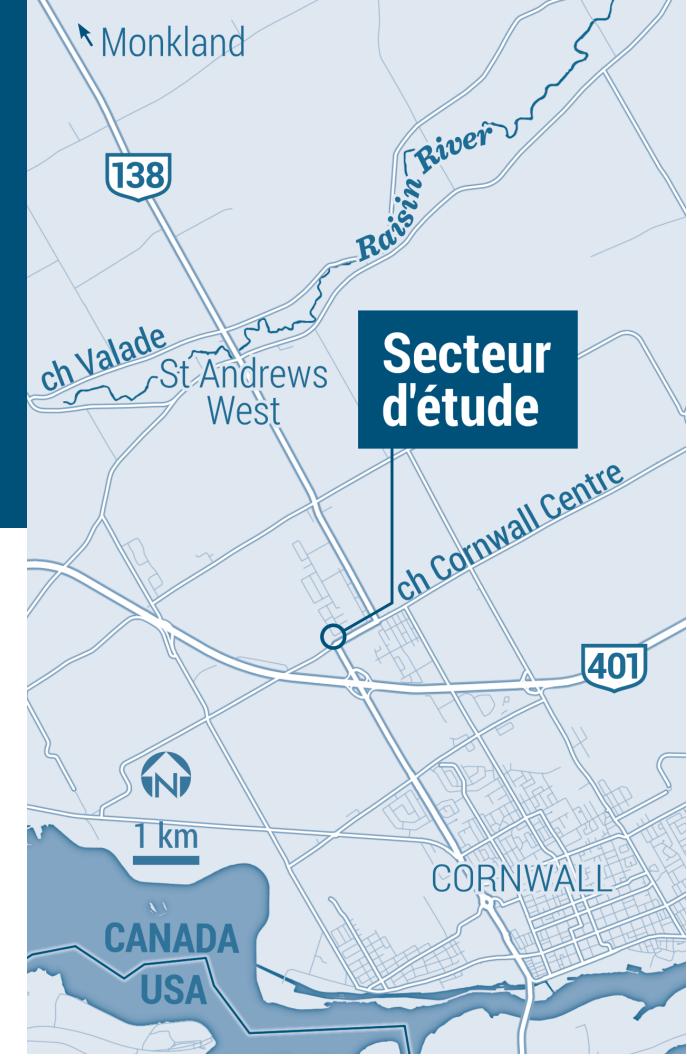
WP 4139-16-01



Soumettez vos commentaires sur le site Web du projet cornwallcarpool.ca

Soutien pour l'accessibilité?

Dites-nous comment nous pouvons vous aider





But et objectifs du centre d'information publique en ligne

- présenter le projet et décrire le processus en cours
- donner de l'information générale sur les améliorations à apporter
- présenter les options de covoiturage qui seront étudiées dans le cadre du projet
- solliciter des avis sur les conditions existantes (naturelles, sociales, économiques et culturelles) du secteur d'étude
- solliciter des commentaires sur le plan recommandé

But de l'étude

L'étude vise à définir un *plan recommandé* pour le nouveau stationnement pour covoiturage comprenant environ:

- 65 places de stationnement standard
- 4 places de stationnement sans barrière
- 2 places de stationnement pour fourgonnette
- des appareils d'éclairage et des panneaux



L'étude en bref

Le ministère des Transports de l'Ontario (MTO) a retenu les services de Stantec Consulting Ltd. pour effectuer une étude de conception détaillée et une évaluation environnementale de portée générale pour la construction d'un nouveau stationnement pour covoiturage sur la route 138, au nord-est de l'intersection du chemin Cornwall Centre et de l'avenue Brookdale, dans le comté de South Stormont.

La conception préliminaire et l'évaluation environnementale de portée générale ont été réalisées par le MTO, dans le cadre du projet GWP 4015-08-00, et documentées dans un rapport d'étude environnementale pour les transports (REET). Le REET a été mis à la disposition du public aux fins d'examen pendant 30 jours et a été approuvé en mai 2018. Il peut être consulté sur le site Web du projet de la route 138, au highway138study.ca.

La conception détaillée sera réalisée conformément à l'Évaluation environnementale de portée générale pour les routes provinciales (2000) du MTO, dans le cadre d'un projet de groupe B. Les projets du groupe B comportent des améliorations majeures aux infrastructures de transport existantes, notamment des améliorations aux routes terrestres ou enjambant un cours d'eau qui augmentent considérablement la capacité routière ou se traduisent par un élargissement important dépassant la plateforme d'une route existante.

L'étude comprendra une analyse des conditions existantes, la définition et l'évaluation des options envisagées, la détermination des améliorations à apporter ainsi que l'établissement de mesures de protection de l'environnement ou d'atténuation des effets. Un plan recommandé sera confirmé et sanctionné à la fin de l'étude.



Au terme de l'évaluation des options envisagées, le plan recommandé sera consigné dans un rapport de conception-construction.

La rédaction d'un rapport de conception-construction est conforme aux exigences de documentation de l'évaluation environnementale de portée générale pour un projet de groupe B. Ce rapport sera mis à la

disposition du public pour une période d'examen de 30 jours à la fin de l'étude de conception détaillée. Un avis sera publié pour annoncer le début de la période d'examen.

Le rapport de conception-construction comprendra:

- une description des emplacements possibles, une évaluation des options envisagées et la sélection d'un plan recommandé
- une description détaillée du plan recommandé
- une description complète des répercussions environnementales potentielles
- une description complète du programme de consultation sur l'étude de conception détaillée
- une liste des approbations et des permis obtenus ou requis
- des renseignements sur la réalisation des engagements pour les travaux futurs figurant dans le rapport d'étude environnementale pour les transports de juin 2017
- une description des engagements futurs et des mesures de protection et d'atténuation à mettre en place durant les travaux
- les principales mesures d'échelonnement des travaux et de gestion de la circulation





Processus d'évaluation environnementale

L'étude est effectuée conformément aux exigences de l'Évaluation environnementale de portée générale pour les routes provinciales (MTO, 2000), approuvée en vertu de la Loi sur les évaluations environnementales de l'Ontario pour les projets de transport provinciaux d'une taille et d'une envergure définies.

Le processus d'évaluation environnementale de portée générale du MTO est une méthode approuvée pour les projets de planification, de conception et de construction routières. L'étude respecte le processus du groupe B, qui vise les améliorations majeures aux infrastructures de transport existantes de la province. Les projets du groupe B sont réputés être approuvés en vertu de la Loi sur les évaluations environnementales de l'Ontario, pourvu qu'ils respectent les exigences de l'évaluation environnementale de portée générale et que des mesures d'atténuation soient mises en place, au besoin.

Un rapport de conception-construction sera rédigé et mis à la disposition du public aux fins d'examen au terme de l'étude.



Étapes antérieures

- passer en revue les besoins en matière de transport
- élaborer la conception préliminaire



Étapes futures

construction

Processus d'évaluation environnementale de portée générale durant la conception détaillée des projets du groupe B



Début de la conception détaillée

• avis de commencement d'étude Novembre 2018



Conception et consultation

- examiner les options relatives à l'échelonnement et à la circulation durant la construction
- Centre d'information publique Décembre 2018



Amélioration du plan privilégié

- confirmer la conception
- évaluer les options
- cibler les mesures d'atténuation afin de faire face aux impacts environnementaux



Finalisation et rapport

- Finaliser la conception détaillée
- Achever le rapport de conception-construction Printemps 2019



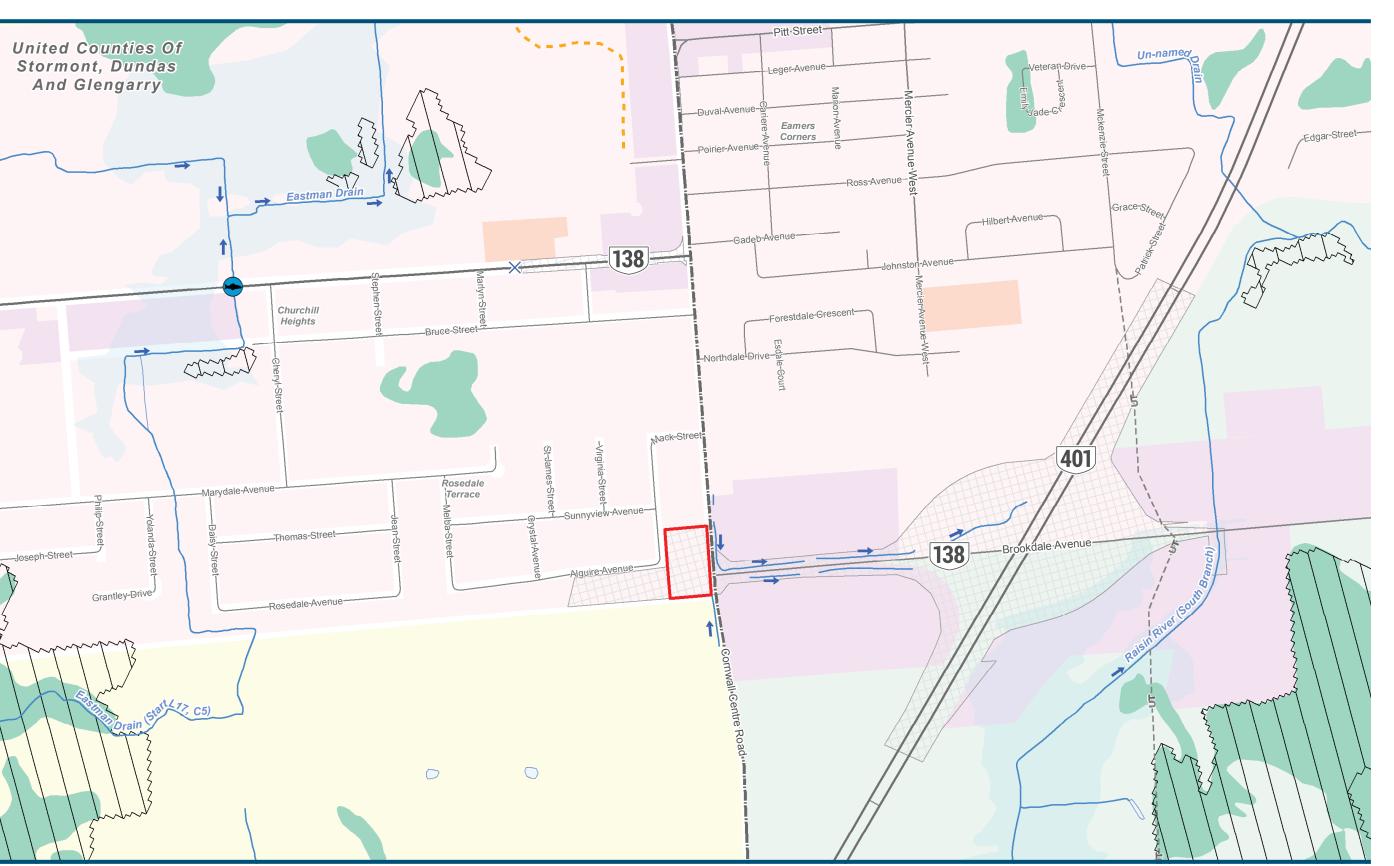
Autorisation

- les exigences d'ÉE de portée générale ont été respectées
- autorisation de passer à la construction





Conditions existantes









Établissement des critères

Les critères d'évaluation seront établis à partir :

- des commentaires du public
- d'une analyse de projets similaires
- des lignes directrices provinciales
- d'une évaluation des conditions existantes



Pondération des critères

Chaque critère est assorti d'un facteur de pondération correspondant à son importance relative.



Notation des options

Toutes les options réalisables sont évaluées et notées en fonction des critères d'évaluation.



Classement des options

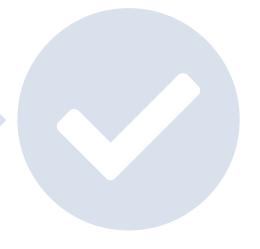
La somme des notes pondérées donne la note totale de chaque option. Le classement des options et le choix du *plan recommandé* se fonderont sur cette note.

Processus d'évaluation

Une évaluation détaillée des options envisagées permettra d'établir un plan d'amélioration efficient, qui garantira la sécurité des installations et un accès local raisonnable tout en limitant les répercussions sur les milieux naturels, sociaux et culturels. Une note totale sera donnée à chacune des options de conception en fonction de critères d'évaluation pondérés selon leur importance relative.

La meilleure note

La dernière étape du processus d'analyse et d'évaluation est la sélection d'un plan recommandé. Ce processus comprend :



- un examen des résultats de l'analyse et de l'évaluation, en fonction du travail et de l'avis des spécialistes
- la détermination des critères ayant la plus grande incidence sur le résultat de l'évaluation
- une analyse de la sensibilité des pondérations
- la confirmation du classement des options
- l'examen des commentaires du public et des parties prenantes sur le processus d'évaluation



Critères d'évaluation préliminaire

Ingénierie des routes

Critères	Le meilleur plan d'amélioration	Facteurs pris en compte	Méthodologie/mesure
Caractéristiques et configuration du site	limite la quantité de déblais/remblais	Convenance du site pour la construction d'un stationnement pour covoiturage (pente, topographie)	Quantité de déblais (m³)
	prévoit un écoulement suffisant	Écoulement/gestion des eaux pluviales	Superficie des surfaces imperméables (m²)
	permet un éventuel agrandissement qui aura peu de répercussions sur le déroulement des activités	Éventuel agrandissement	Possibilité d'ajouter des espaces sans reconfigurer complètement le stationnement (O/N)
		Éventuelle voie de contournement	Possibilité d'aménager une voie de contournement (O/N)
	améliorera la sécurité du stationnement pour covoiturage	Interactions autobus-voitures	Points de conflit entre les autobus et les voitures (nombre)
	prévoit un espace sécuritaire pour les piétons	Éclairage	Éclairage des quais d'autobus (O/N)
		Allées piétonnes	Distance d'un arrêt d'autobus (m)
		Sécurité	Visibilité à partir de la route principale (O/N)
Constructibilité	limite les croisements et les conflits de services publics	Faisabilité des travaux	Techniques de construction (ordinaires ou non) et contraintes.
Coûts	offre le coût total le plus bas, déplacements de services publics	Coûts de construction	Devis estimatif fondé sur les quantités de matériaux (prix unitaires de 2017)
	compris	Frais de déplacement des services publics	Devis estimatif fondé sur une mesure des répercussions sur les services publics (prix unitaires de 2017)

Milieu social et culturel

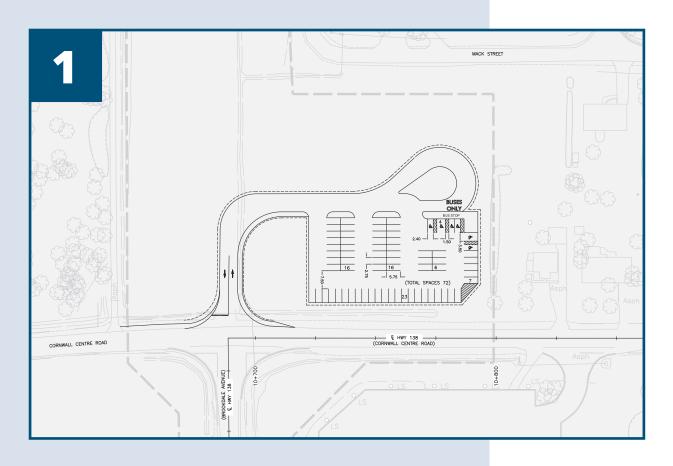
Critères	Le meilleur plan d'amélioration	Facteurs pris en compte	Méthodologie/mesure
Patrimoine archéologique et culturel	limite toute intrusion dans les sites archéologiques à fort potentiel	Sites archéologiques à fort potentiel	Sites archéologiques à fort potentiel touchés (m²)
Propriétaires fonciers du voisinage	limite les répercussions de la pollution sonore et lumineuse pour le voisinage	Répercussions pour les résidences/terrains voisins (bruit, lumière, etc.)	Proximité des résidences/terrains

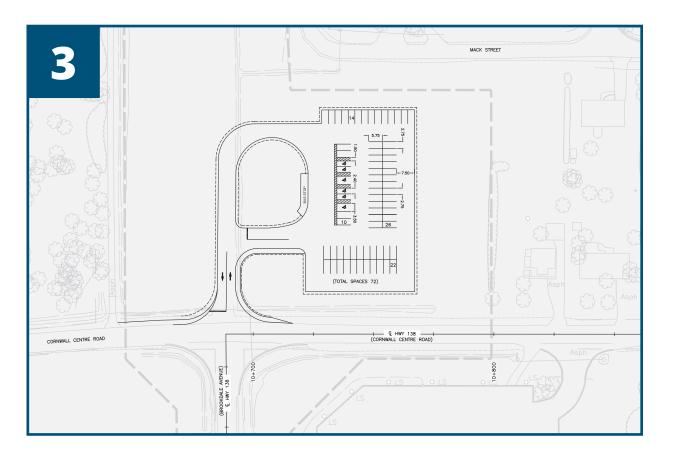
Milieu naturel

Critère	Le meilleur plan d'amélioration	Facteurs pris en compte	Méthodologie/mesure
Habitats fauniques/terrestres et végétation	 limite les répercussions sur les ressources terrestres, notamment les habitats fauniques limite l'élimination de végétation naturelle limite la fragmentation des habitats naturels 	Retrait d'arbres ou de végétation	Habitats d'espèces menacées et habitats fauniques vulnérables touchés (m²) Nombre de grands arbres ou d'arbres importants touchés
Habitats de poissons et aquatiques	limite l'empiétement des étendues d'eau limite les répercussions sur les ressources halieutiques	Habitats aquatiques vulnérables (frayères)	Habitats aquatiques vulnérables touchés (m²)
		Empiétement des étangs et des bassins	Habitats de poissons touchés (m²)

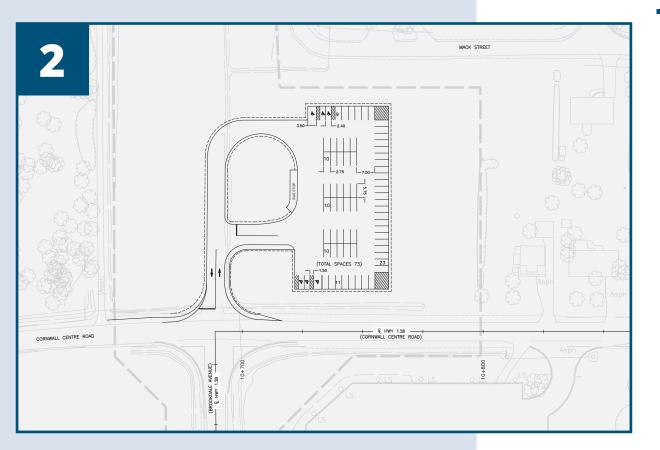


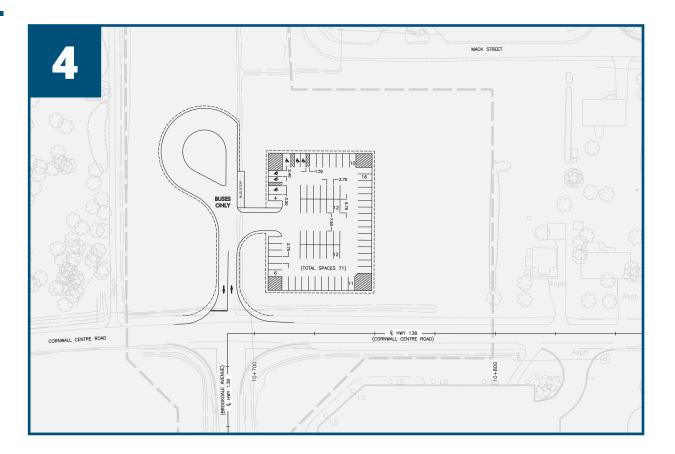
Les options de stationnement pour covoiturage











Évaluation des options

Catánovia	Critères –	Option				
Catégorie		1	2	3	4	
Ingénierie des routes		 Environ 1 100 m³ de déblais Création de 4 070 m² de surfaces imperméables Possibilité d'agrandissement vers le nord Possibilité d'aménager une voie de contournement Quatre points de conflit entre les autobus et les voitures Sept mâts d'éclairage requis Vue dégagée sur la route principale 	 Environ 570 m³ de déblais Création de 4 130 m² de surfaces imperméables Possibilité d'agrandissement vers l'est et l'ouest Aucune possibilité d'aménager une voie de contournement Trois points de conflit entre les autobus et les voitures Sept mâts d'éclairage requis Vue dégagée sur la route principale 	 Environ 1 220 m³ de déblais Création de 4 630 m² de surfaces imperméables Possibilité d'agrandissement vers l'est et l'ouest Aucune possibilité d'aménager une voie de contournement Trois points de conflit entre les autobus et les voitures Sept mâts d'éclairage requis Vue dégagée sur la route principale 	 Environ 920 m³ de déblais + Création de 3 840 m² de surfaces imperméables Possibilité d'agrandissement vers l'est et le nord Possibilité d'aménager une voie de contournement + Deux points de conflit entre les autobus et les voitures + Six mâts d'éclairage requis • Vue dégagée sur la route principale 	
5 0	Constructibilité	Techniques de construction ordinaires	Techniques de construction ordinaires	Techniques de construction ordinaires	Techniques de construction ordinaires	
_	Coût total	• Environ 764 000 \$	• Environ 742 000 \$	– Environ 816 000 \$	+ Environ 712 000 \$	
Milieu social et culturel	archéologique et	 Aucune incidence sur les sites archéologiques à fort potentiel Aucune incidence sur les sites archéologiques enregistrés 	 Aucune incidence sur les sites archéologiques à fort potentiel Aucune incidence sur les sites archéologiques enregistrés 	 Aucune incidence sur les sites archéologiques à fort potentiel Aucune incidence sur les sites archéologiques enregistrés 	 Aucune incidence sur les sites archéologiques à fort potentiel Aucune incidence sur les sites archéologiques enregistrés 	
	Propriétaires du voisinage :	 Limite du stationnement à environ 20 m d'un immeuble d'habitation ou d'une maison Six immeubles d'habitation à proximité du stationnement 	 Limite du stationnement à environ 40 m d'un immeuble d'habitation ou d'une maison Six immeubles d'habitation à proximité du stationnement 	 Limite du stationnement à environ 40 m d'un immeuble d'habitation ou d'une maison Six immeubles d'habitation à proximité du stationnement 	 Limite du stationnement à environ 60 m d'un immeuble d'habitation ou d'une maison Six immeubles d'habitation à proximité du stationnement 	
eu rel	Habitats fauniques/terrestres et végétation	 4 460 m² de prés à graminées touchés Aucun arbre important touché 	 5 120 m² de prés à graminées touchés Aucun arbre important touché 	 5 560 m² de prés à graminées touchés Aucun arbre important touché 	 4 090 m² de prés à graminées touchés Aucun arbre important touché 	
Milieu	Habitats de poissons et aquatiques	 Environ 50 m de cours d'eau intermittent touchés (herbes en milieu humide et fossés bordés de quenouilles abritant des poissons) Aucune incidence sur les habitats d'espèces menacées 	 5 – Environ 75 m de cours d'eau intermittent touchés (herbes en milieu humide et fossés bordés de quenouilles abritant des poissons) • Aucune incidence sur les habitats d'espèces menacées 	 Environ 75 m de cours d'eau intermittent touchés (herbes en milieu humide et fossés bordés de quenouilles abritant des poissons) Aucune incidence sur les habitats d'espèces menacées 	 Environ 100 m de cours d'eau intermittent touchés (herbes en milieu humide et fossés bordés de quenouilles abritant des poissons) Aucune incidence sur les habitats d'espèces menacées 	
	Note totale	35	44	30	63	

RECOMMANDÉ

- + avantage
- désavantage
- neutre





Plan recommandé Option 4





Merci de votre participation au centre d'information publique en ligne

Votre avis est important

Nous aimerions recevoir vos commentaires d'ici le :

18 janvier 2019

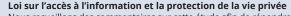
3 façons de fournir vos commentaires :

- Soumettez vos commentaires sur le site Web du projet cornwallcarpool.ca
- Courriel comments@cornwallcarpool.ca
- Ou **postez** vos commentaires à :

Mme. Nevena Gazibara, B.Sc., MREM, ENV SP Consultante en planification environnementale Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 ☐ tél: 905-381-3249

Mme. Gizelle Cotton, P.Eng. MTO, Ingénieure de projet Ministère des Transports de l'Ontario, région de l'Est 1355 boul. John Counter, sac postal 4000 Kingston ON K7L 5A3 ☐ tél: 613-547-1799





Nous recueillons des commentaires sur cette étude afin de répondre aux exigences de la Loi sur les évaluations environnementales de l'Ontario, et conformément à la Loi sur l'accès à l'information et la protection de la vie privée. Tous les commentaires, à l'exception des renseignements personnels, feront partie des archives publiques.

Appendix D: Design Drawings

