



Draft Study Design Report

Picton Town Hill Intersection Improvements Class Environmental
Assessment Study

December 2022

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Revision History

Revision	Date	Description of Major Change

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1.0 INTRODUCTION

The Study Design Report is the initial consultation step in Prince Edward County's (County) Environmental Assessment (EA) Study (the Study) for improvements to the Town Hill intersection in Picton, Ontario. The study will follow the Municipal Class Environmental Assessment (2015). For the purposes of this undertaking, the County is the proponent responsible for the planning, design and implementation of future improvements as defined in the Municipal Class Environmental Assessment and under the *Environmental Assessment Act* 2020. This Study Design Report is the initial public, agency and stakeholder consultation document for the study and presents a description of the following:

- Proposed Problem and Opportunity Statement;
- Planning Alternatives and Preliminary Design Alternatives;
- Initial coarse screening to identify reasonable alternatives to be carried forward for further study;
- Public, agency and Indigenous Peoples consultation program;
- Evaluation process (to compare alternatives); and
- Description of study documentation and post-study steps.

The Draft Study Design Report will be circulated to appropriate agencies, and will be presented to the Technical Advisory Committee and to the general public by posting the document on the County's website. The circulation of this draft report is intended to solicit early input in the planning process. The Draft Study Design Report will be finalized following the Public Information Centre including revisions based on input received. The final Study Design Report will then be posted on the County's website.

Included in this document is a proposed consultation program for obtaining input from potentially interested and affected persons during this study. Consultation is undertaken early in the study to identify interested persons, government agencies, and Indigenous Peoples community groups, and establish how they can be engaged in the study.

This study will be completed as a Schedule B project under the Municipal Class EA. The study will evaluate all reasonable intersection alternatives considering transportation, natural, social and cultural environments, land use and property, and cost.

1.1 Study Area

The Study Area is illustrated in **Figure 1**.

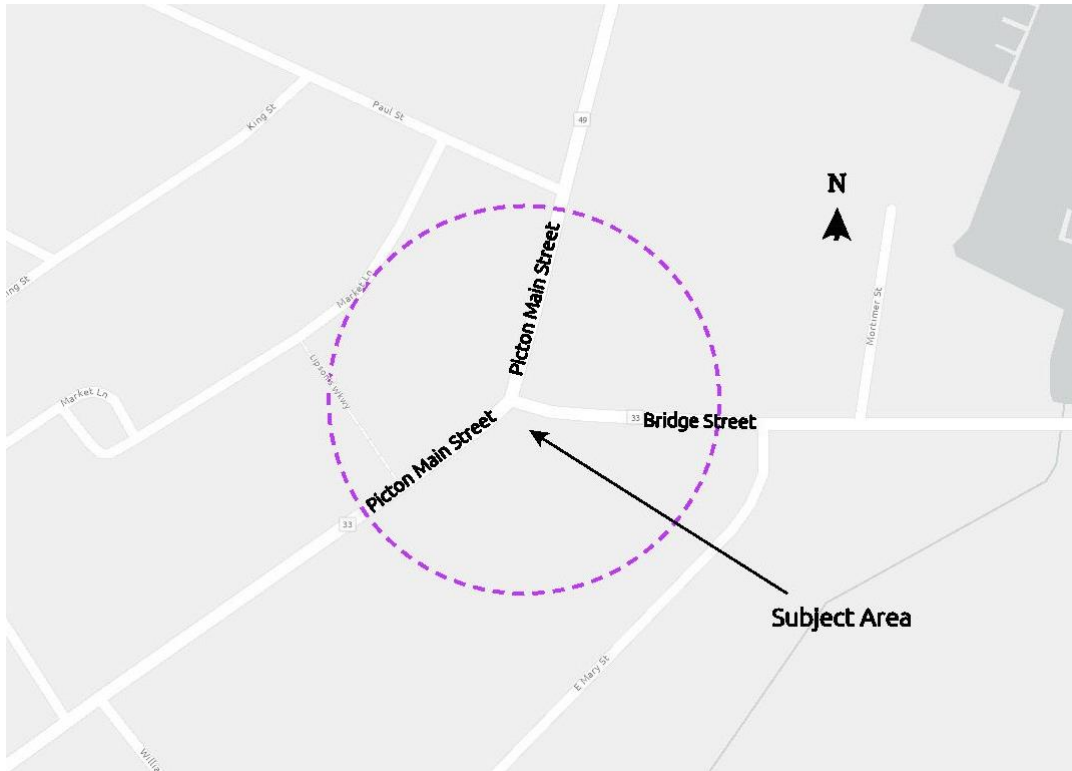


Figure 1: Study Area

1.2 Project Orientation

For the purposes of this study, County Road 49 and Picton Main Street are described as north-south roads and Bridge Street is described as an east-west road.

1.3 Study Process

The Environmental Assessment will follow the Class EA process, thereby meeting the requirements of the Class Environmental Assessment for the Municipal Class Environmental Assessment (2015). The Study is being initiated as a Schedule B Municipal Class EA based on the range of anticipated effects and capital cost of the project.

Two Public Information Centres (PIC’s) will be held as part of this study to present the proposed approach, preliminary design alternatives, technically preferred plan, environmental inventories, technical investigations, effects and mitigation plan. The study will conclude with a Project File report. The public will be provided with a 30-day review period at the Study conclusion.

The Transportation Master Plan completed Phases 1 and 2 of the Municipal Class EA process. This study will review and validate those recommendations and complete additional public consultation and a Project File to complete the Schedule B Study.

1.3.1 Municipal Class EA Phases

The Municipal Class EA Process is illustrated in **Figure 2**. The following is the breakdown of tasks, by phase, for a Municipal Schedule B project:

Phase 1: Identify the Problem

Step 1: Identification and description of the problem or opportunity.

Step 2: Discretionary public consultation (Draft Study Design available on the County's website).

Phase 2: Alternative Solutions

Step 1: Identification of alternative solutions to the problem.

Step 2: Identify the study area and a general inventory of the natural, social and cultural environments.

Step 3: Identification of the net positive and negative effects of each alternative solution.

Step 4: Review and validation of alternative solutions.

Step 5: Identification of reasonable design alternatives for the preferred solution.

Step 6: Public consultation.

Step 7: Confirmation of design alternatives, finalization of Study Design for work program, and refinements to or addition of design alternatives to be carried forward to Phase 3.

Step 8: Selection of the preferred solution

- (Draft Study Design available on the Municipality's website – added activity to initiate this current study).

Step 9: Project File

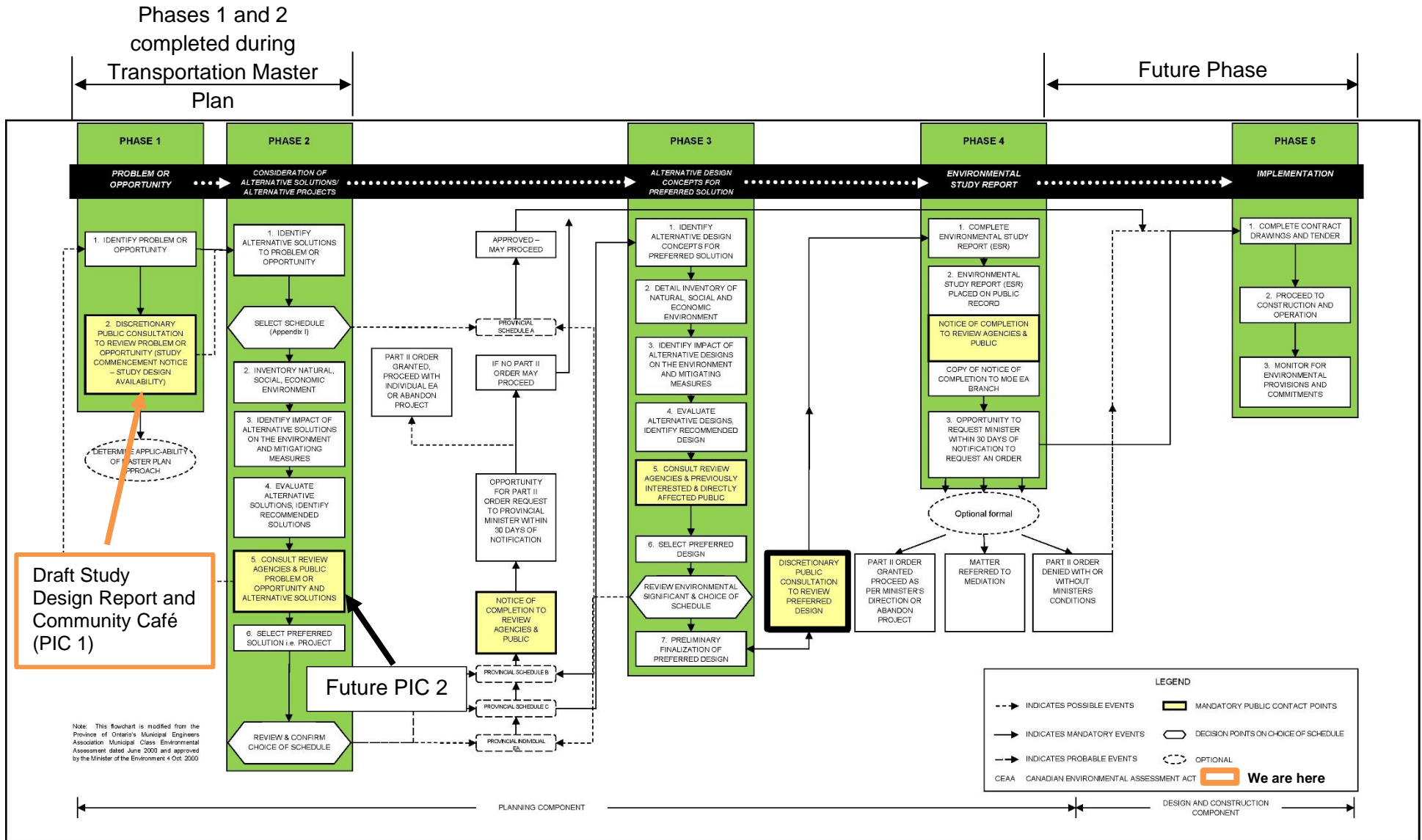


Figure 2: Municipal Class EA Process

2.0 BACKGROUND

2.1 Study Background

The Picton Town Hill intersection is a major intersection with an unusual configuration located in Picton, Prince Edward County. The intersection geometry presents safety concerns for all road users, especially pedestrians. The Prince Edward County Transportation Master Plan (TMP) reviewed the existing geometry and traffic operations to define a potential solution for improvements. The TMP recommended signaling the Town Hill intersection. The preliminary alternatives are described in **Section 9.2**.

3.0 NEED AND JUSTIFICATION

The Town Hill intersection was identified in the County's TMP as a "hot spot" location in the road network analysis. The intersection is a "Y" shape intersection with an unusual and confusing intersection control: Picton Main Street and County Road 49 are stop-controlled while Bridge Street is free-flow. The existing intersection has constrained sight distances and the current signage does not suitably communicate how the intersection is controlled to all drivers.

There is high truck activity at the intersection, where there is already a high volume of motor vehicles and heavy truck traffic. In addition, this is a main downtown intersection for Picton with strong pedestrian desire lines. There are no existing crosswalks at the intersection. The TMP lists the following challenges at the intersection:

"Challenges that arise from the current configuration and operation of the intersection include confusion among all users, safety concerns for all users, suppression of walking and cycling, delay for all road users, and the concern that Bridge Street is steep enough that trucks could roll backwards if they were to stop at this intersection."¹

An intersection capacity analysis was completed during the TMP and determined that the southbound left-turn movement (County Road 49 to Bridge Street) is currently experiencing high delay and capacity issues in both peak hours, even though it is not the heaviest movement. The stop-controlled movements from Picton Main Street to Bridge Street or County Road 49 operate at a reasonable level of service and the free-flow movements from Bridge Street have minimal delay and excess capacity.

¹ Prince Edward County TMP, page 35

4.0 STUDY ISSUES

There are a number of study issues to be addressed during this study, including:

- Safety of vehicles, cyclists and pedestrians
- Improving traffic operations within Picton's downtown core area
- Consideration of school bus operation
- Wheel tracking of heavy vehicles
- Lack of viable alternative routes
- Steep vertical slope on Bridge Street, approaching the intersection
- Heritage buildings limit opportunities to reconfigure the intersection
- County Road 49 and County Road 33 are truck routes
- Location of existing utilities within the Study Area including existing aerial Bell and Hydro
- Potential for reuse of any contaminated soil possibly within the right-of-way
- Collection of traffic counts was undertaken in September while construction was underway.

5.0 TRAFFIC

Traffic demand will be defined for the intersection considering two design hours. This will include the standard highest travel demand associated with peak travel weekend in the summer. It will also include the assessment of the peak hour traffic demand in the offseason. The offseason analysis will be considering the queue lengths that are present in the winter months when snow and/or freezing rain may be present on the approach grade to the intersection.

This intersection is part of the Provincial Highway network (Highway 33) and is tourist route for trips to Sandbanks Provincial Park. This intersection involves two long distance travel corridors: County Road 49 (previous Highway 49) linking to Highway 401, and Highway 33.

6.0 PROPOSED STUDY APPROACH

The planning for the Picton Town Hill Intersection Improvements will follow the EA process for Schedule B projects as described in the Municipal Class EA. The Study Design Report presents an initial description of the problem, potential design alternatives and the process/steps to complete the study. This approach provides for early input from agencies and the public and allows agencies to comment on the process and technical work programs at the study initiation. This document will continue to be described as a draft report and will be updated as comments are provided by the public, Indigenous communities and agencies.

The Study Design Report will be finalized after PIC No. 1 and posted as final on the County's website. The Municipal Class EA Process is illustrated in **Figure 2**.

6.1 Purpose of the Study Design Report

The purpose of this Study Design Report is to:

- Describe the study process that the County proposes to follow for the study and provide for early consultation in the EA process (part of the Discretionary Step 1.2 in Phase 1 of the EA).
- Document, for stakeholder review and comment, the preliminary planning decisions that have been made with respect to:
 - Transportation needs;
 - Preliminary identification and screening of Planning Alternatives;
 - Intersection Capacity Analysis Study; and
 - Further work to be undertaken.
- Provide a baseline in moving the study forward following the assessment of stakeholder comments. These may include agency, Indigenous community and public comments on the study activities and alternatives expected to be evaluated.

7.0 CONSULTATION PROGRAMS

Consultation will take place throughout the study and the consultation program will comply with the requirements of the *Freedom of Information and Protection of Privacy Act 2009*, and the obligations stipulated in the *Accessibility for Ontarians with Disabilities Act (2005)*.

The public and agency consultation program for this study will include the following:

- Public Notices;
- Draft and Final Study Design Reports;
- External communications/presentations with stakeholders, including ministries, agencies, Indigenous Peoples communities, municipalities and members of the public;
- Two (2) PIC's; and
- County's website to provide information to the public.

7.1 Public Consultation

The consultation process will involve all potential stakeholders at all key study milestones. This will include, but is not necessarily limited to the public, community associations, private property owners, businesses and interest groups.

7.1.1 Study Website

The EA Study will use the County's website to post information and allow the public to monitor the study progress. The following will be posted to the website: Notices for the Study

Commencement and Completion; PIC's; Draft and Final Study Design Report; Project File submission; public information updates; and how to submit comments.

7.1.2 Public Notices

Notices will be published in the local newspaper and posted on the County's website for the study commencement and the PIC's. Each notice will announce the date, time and location, identify key information to be presented, request input from interested and affected parties, and invite the public to the PIC. At the end of the Study, a Notice of Study Completion will be published announcing the commencement of the 30-day public review period for the Project File.

7.1.3 Public Meetings

Formal public consultation in the form of two PIC's will be conducted at a local and accessible location. Notices of all PIC's will be published in the local newspaper along with letters mailed out to agencies, stakeholders, Indigenous Peoples communities and utilities.

With respect to public involvement, the work program proposes the following key meetings:

- PIC No. 1 (Community Café event) will present:
 - The project goals;
 - Problem and Opportunity Statement;
 - Draft Study Design Report (containing the Work Plan);
 - Preliminary List of Planning Alternatives;
 - Desktop environmental existing conditions inventories (constraint mapping);
 - and
 - Community Café event where the study will listen to perspectives of the community for priorities.
- PIC No. 2 will present:
 - Evaluation of Alternatives;
 - Preliminary Technically Preferred Plan;
 - Mitigation Plan;
 - Property Protection Plan; and
 - Phasing plan of improvements (if applicable).

7.2 Stakeholder Consultation

7.2.1 Municipal and Agency Consultation

Municipal consultation will be maintained during the study through a Technical Advisory Committee (TAC). Meetings will be held at key milestones. TAC participation will include, as a minimum, representatives from Prince Edward County.

7.2.2 External Agencies and Regulatory Agencies

The following agencies will be on a study mailing list, which will be updated and maintained throughout the study:

- Bell Canada
- Enbridge Gas/Union Gas
- Hydro One
- Ministry of the Environment, Conservation and Parks
- Ministry of Tourism, Culture and Sport
- Ministry of Citizenship and Multiculturalism
- Ministry of Natural Resources and Forestry
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Indigenous Affairs
- Crown-Indigenous Relations and Northern Affairs Canada
- Ministry of Community and Social Services
- Ministry of Municipal Affairs and Housing
- Ministry of Transportation
- Ministry of Energy
- Ministry of Infrastructure
- Ministry of Community Safety and Correctional Services
- Ontario Provincial Police
- Picton Business Improvement Association
- Prince Edward County Trails Committee
- Quinte Conservation Authority
- Rogers
- The Rotary Club of Picton
- TransCanada Pipelines

7.2.3 Indigenous Peoples Consultation

Prince Edward County has a constitutional duty to consult with Indigenous Peoples with traditional land use or interests within the Study Area. Clear, effective and timely consultation with Indigenous Peoples is essential to ensure the success of the project. This will include:

- Identification of interested/affected Indigenous Peoples early in the decision-making process;
- Distribution and notification of relevant project-related information, including the Class EA process, environmental inventories, potential alternatives and impacts;
- Early identification of concerns and issues;
- Understanding of potential risk and impacts of the Study on Indigenous Peoples' interests;
- Development of mutually acceptable solutions involving Indigenous Communities;
- Ensuring regulatory compliance throughout the Class EA process; and
- Indigenous Communities will be consulted during the Study and offered, at their request, meetings with their communities. The Ministry of the Environment, Conservation and Parks will be consulted to ensure all Indigenous Peoples with an interest are contacted.

8.0 ALTERNATIVE PLANNING SOLUTIONS (PLANNING ALTERNATIVES)

The TMP Vision Statement is:

“People in Prince Edward County are able to get around safely and conveniently using a mix of transportation options that enhance and maintain the unique culture, and historical and agricultural roots of the County.”

8.1 Description of Preliminary Alternative Planning Solutions (Planning Alternatives)

Alternative Planning Solutions represent alternative ways or methods of addressing the problem to be solved by the project. These reflect different strategies and include the “Do Nothing” approach (maintaining the status quo). Following the assessment of Alternative Planning Solutions, those alternatives judged to address the Problem Statement will be carried forward and will form the Recommended Planning Solution. The Recommended Planning Solution will provide the best overall balance between transportation performance, safety, and life cycle costs, and environmental, cultural, socio-economic, and land use planning objectives.

The Alternative Planning Solutions for this Study are summarized as follows:

1. Do Nothing - The Do Nothing Alternative must be considered as mandated by the Class EA. It represents a baseline from which other approaches can be compared.
2. Transportation Demand Management – This strategy would reduce vehicular demand and encourage alternative work hours, work at home, more active modes of transportation and the use of transit.
3. Limit Land Use Development – This strategy would limit any new residential, commercial or industrial development and therefore reduce the generation of new trips.
4. New or Improved Transportation Infrastructure – This strategy would be to provide new infrastructure to accommodate existing and future demands.

The evaluation of Planning Alternatives selects the alternative(s) that best addresses the Problem and Opportunity Statement.

The Do Nothing and Limit Land Use Development Alternatives do not address the Problem Statement and are not recommended to be carried forward. The Transportation Demand Management alternative is not recommended to be carried forward as a standalone solution; however, it is considered a complementary solution to the solution carried forward.

The New or Improved Transportation Infrastructure is recommended as the preferred Alternative Planning Solution as it addresses future growth planned by the Province and County, including approved developments within the County. It also addresses safety and operation issues that exist at the intersection.

9.0 PRELIMINARY DESIGN ALTERNATIVES

This section summarizes the previous Intersection Capacity Analysis study completed as part of the TMP which will assist in generating the Preliminary Design Alternatives. The EA will evaluate alternatives and select the preferred intersection treatment(s) for the Picton Town Hill intersection. The alternatives will be developed, assessed, and presented to the public for comments. The alternatives carried forward for evaluation may include refinements or sub-alternatives based on the comments received and identified environmental factors and effects.

9.1 TMP Intersection Capacity Analysis

The TMP completed an Intersection Capacity Analysis for the Town Hill intersection. Turning movement counts were obtained from the County. The existing conditions are summarized in **Figure 3**.

Movement	a.m. Peak Hour			p.m. Peak Hour		
	V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Westbound Left (Bridge Street – free flow movement)	0.14	8	A	0.13	8	A
Westbound Right (Bridge Street – free flow movement)	0.15	0	A	0.10	0	A
Northbound Through (Picton Main Street – stop controlled)	0.46	15	C	0.55	17	C
Northbound Right (Picton Main Street – stop controlled)	0.46	15	C	0.55	17	C
Southbound Left (CR 49 – stop controlled)	1.00	124	F	1.15	178	F
Southbound Through (CR 49 – stop controlled)	0.46	21	C	0.56	23	C

Figure 3: Town Hill Intersection Capacity Analysis – Existing Conditions

Source: Prince Edward County Transportation Master Plan - Table 2-6

“The free flow movements from Bridge Street to County Road 49 or Picton Main Street have minimal delay and excess capacity. The southbound left-turn movement (County Road 49 to Bridge Street) is currently experiencing capacity issues in both peak hours even though it is not the heaviest movement at the intersection. This could be due to the free-flow approach being Bridge Street and the confusing nature of the intersection with respect to who has the right-of-way. The stop controlled movements from Picton Main Street to Bridge Street or County Road 49 generally operate at a reasonable level of service for an urban condition.”²

The TMP considered a broad range of alternatives to address the safety and operational concerns at the Town Hill intersection, including:

² Prince Edward County Transportation Master Plan, Page 37

- Alternative 1: Do Nothing. Maintain existing intersection layout and configuration.
- Alternative 2: Mid-block Pedestrian Crossings. Mid-block pedestrian crossings on each leg along a pedestrian desire line. This could include improvements (curb extensions, refuge islands, raised crossings) or forms of control (uncontrolled / wait for gap, pedestrian crossover, signalized pedestrian crossing).
- Alternative 3: Signalize Town Hill Intersection. Signalization will include providing pedestrian crosswalks and signal heads.
- Alternative 4: Signalize Adjacent Intersections. Signalization of Paul Street / County Road 49 and Union Street / Bridge Street, which will include providing pedestrian crosswalks and signal heads at both intersections.
- Alternative 5: Roundabout. Roundabout includes reducing each approach to a single lane and providing pedestrian crosswalks and yield signs.

The TMP evaluation of the Town Hill Intersection Alternatives is illustrated in **Figure 4**.

Evaluation Criterion	1. Do Nothing	2. Mid-Block Pedestrian Crossings	3. Signalize Town Hill	4. Signalize Adjacent Intersection	5. Roundabout
Improve pedestrian and cycling safety	✓	✓✓	✓✓✓	✓✓	✓✓
Motor vehicle safety	✓	✓	✓✓	✓✓	✓
Reduce truck rollback	✓✓✓	✓✓✓	✓	✓✓	✓
Reduce congestion / delay	✓	✓	✓✓✓	✓✓	✓✓✓
Preserve on-street parking	✓✓✓	✓	✓✓✓	✓✓✓	✓
Accessibility	✓	✓✓	✓✓✓	✓✓	✓
Public Realm	✓	✓✓✓	✓	✓	✓✓
Cost	✓✓✓	✓✓	✓	✓	✓
Score	14	15	17	15	12

Figure 4: TMP Evaluation of Town Hill Intersection Alternatives

The TMP proposed signalizing the Town Hill intersection but recommended further analysis of the intersection with updated traffic counts.

9.2 Preliminary Design Alternatives Under Consideration

This study is considering the following Preliminary Design Alternatives:

- Conventional 3-legged signalized intersection;
- Roundabout control;
- Flattening of east leg (Bridge Street) vertical profile;
- Alternative pavement treatments to improve friction for stopped vehicles on the east leg; and

- End of queue detection (westbound approach) to improve traffic signal operation.

The recommended solution may ultimately include a combination of these alternatives.

10.0 WORK PROGRAM

The major elements of the work program are described in the following sections.

Task 1: Study Design Report and Value Engineering Workshop

The draft Study Design Report (this Scoping Document) describes the approach to completing the Schedule B EA study. It presents: description of the Municipal Class EA Schedule; public consultation plan; Indigenous Peoples engagement plan; project schedule; the scope of the study's technical requirements (related to traffic and construction traffic management, highway engineering, drainage / stormwater management, illumination, traffic signals); design standards; and the proposed evaluation criteria.

An early Value Planning (VP) workshop will be organized for the Project Team. The VE workshop will present the study and solicit comments from the County to determine the Problem and Opportunity statement and constraints early in the project.

Task 2: Community Café/Public Information Centre No. 1

The first event will be a joint Community Café/PIC No. 1 event to present the project, the assessment of opportunities, the long list of alternatives on exhibits. The attendees will then be split into discussion groups following the methodology of the World Café. A Community Café/PIC will be held in person to facilitate group discussions. The location will be held within the Study Area at an accessible location that complies with the *Ontarians With Disabilities Act*.

Task 3: Natural Environment / Social Environment / Cultural Heritage Investigations and Screenings

A cultural heritage screening checklist and an archaeological assessment screening checklist will be prepared. There are limited natural environment or archaeological potential within the Study Area due to the extensively disturbed ground. Cultural heritage assets may include buildings which will be screened using the Ministry of Tourism, Culture and Sport (MTCS) checklist.

Task 4: Technical Investigations

Existing Conditions: The following tasks will be carried out as a review of the existing conditions. A qualitative evaluation will be completed to recommend improvements, where applicable.

- Existing utilities will be documented and initial contact letters will be circulated to utility companies. These will be documented in a utility composite plan and any potential conflicts for alternatives will be identified.
- Conduct traffic counts in January to examine the winter queue on Bridge Street.

Utility Investigation and Coordination: The Study Area will be investigated to determine the location of existing utilities, to establish if existing utilities/services along the road will be impacted, and to avoid conflicts with the technically preferred alternative.

Traffic Analysis: The following tasks will be undertaken to document existing conditions and assist in the evaluation of improvement alternatives:

- A site review of the area to review existing traffic operations.
- Examination of traffic demand and the projection of seasonal variation as required.
- Confirmation of the range of improvement alternatives following the review of traffic demands including:
 - Geometric improvements to the intersection, such as the removal of the channelized right-turn movement from Bridge Street to address pedestrian safety or the extension of existing turning lanes.
 - Examination of traffic signal warrants and alternative signal phasing opportunities such as:
 - Implementation of an exclusive pedestrian (Barnes Dance) phase;
 - A southbound advanced green phase; and
 - A westbound right-turn overlap phase.
 - Provision of a roundabout.
- Evaluation of traffic operations and safety of each intersection improvement alternative.

Task 5: PIC No. 2

The second PIC will present the development, analysis and evaluation of design alternatives and Technically Preferred Plan (TPP) and mitigation measures. The PIC materials will include coloured graphics and text boards to describe the process and opportunities for the public to provide comment. A Notice for each PIC will be prepared for the County to place in the local newspaper and on their website.

Task 6: Preparation of Project File

The preparation of the draft and final Project File will follow the format and content for a Schedule B Municipal Class EA for submission to MECP. The Project File will document the study methodology, findings, public involvement and recommendations. A draft version will be submitted to the County and external review agencies prior to the preparation of the final document. A presentation will be made to County Council prior to the public review of the Project File.

Task 7: Public Review of Project File

A Notice of Study Completion will be prepared for the County to place in the local newspaper and on their website. The Consultant will be responsible for mailing letters to the mailing list. The public will be notified of the availability of the Project File for review. Individual letters (or emails) will be sent to persons/ organizations on the contact lists which will be maintained throughout the Study. The Project File will be made available at several convenient locations for the public review. Allowance has been made for provisional consultation during the public review period to potentially address unforeseen concerns and to expedite approvals.

Preliminary Schedule

A draft schedule for this Study is shown below in **Table 1**.

Task	Proposed Date
Project Initiation Meeting	November 2022
Information Gathering	November 2022
Notice of Study Commencement (Schedule B Project)	November 2022
Study Design Report	November 2022
Value Planning Workshop	November/December 2022
Public Information Centre No. 1/Community Café	January 2023
Natural Environment/Social Environment/Cultural Heritage	November/December 2022
Technical Investigations	November 2022
Public Information Centre No. 2	Winter 2023
Project File	Winter 2023
30-day Public Review	Spring 2023

11.0 GLOSSARY OF TERMS

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- **AADT** Annual Average Daily Traffic – the average 24-hour, two-way traffic per day for the period from January 1st to December 31st.
-
- **Alignment** The vertical and horizontal position of a road.
-
- **Alternative** Well-defined and distinct course of action that fulfils a given set of requirements. The EA Act distinguishes between alternatives to the undertaking and alternative methods of carrying out the undertaking.
-
- **Alternative Project** Alternative Planning Solutions, see above.
-
- **Bump-Up / Part II Order** The act of requesting that an environmental assessment, initiated as a Class EA, to be undertaken as an Individual EA process when potential adverse impacts to constitutionally protected Aboriginal and treaty rights may or has occurred. The change is a result of a decision by the Minister of Environment to require that an individual environmental assessment be conducted.
-
- **Canadian Environmental Assessment Act (CEAA)** The CEAA applies to projects for which the federal government holds decision-making authority. It is legislation that identifies the responsibilities and procedures for the environmental assessment.
-
- **Class Environmental Assessment Document** An individual environmental report documenting a planning process which is formally submitted under the EA Act. Once the Class EA document was approved, projects covered by the class can be implemented without having to seek further approvals under the EA Act provided the Class EA process is followed.
-
- **Class Environmental Assessment Process** A planning process established for a group of projects in order to ensure compliance with the Environmental Assessment (EA) Act. The EA Act, in Section 13 makes provision for the establishment of Class Environmental Assessments.

• Corridor	A band of variable width between two locations. In transportation studies a corridor is a defined area where a new or improved transportation facility might be located.
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• Criterion	Explicit feature or consideration used for comparison of alternatives.
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• Cumulative Effects Assessment	Cumulative Effects Assessment assesses the interaction and combination of the residual environmental effects of the project during its construction and operational phases on measures to prevent or lessen the predicted impacts with the same environmental effects from other past, present, and reasonably foreseeable future projects and activities.
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• Detail Design	The final stage in the design process in which the engineering and environmental components of preliminary design are refined and details concerning, for example, property, drainage, utility relocations and quantity estimate requirements are prepared, and contract documents and drawings are produced.
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• DFO	Department of Fisheries and Oceans.
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• EA	Environmental Assessment (used in the context of a report)
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• EA Act	Ontario Environmental Assessment Act, RSO 1990 c. E.18 (as amended July 21, 2020).
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• Environment	<ul style="list-style-type: none">• Air, land or water,• Plant and animal life, including human life,• The social, economic and cultural conditions that influence the life of humans or a community,• Any building structure, machine or other device or thing made by humans,• Any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities, or

- Any part or combination of the foregoing and the interrelationships between any two or more of them, in or of Ontario.

• Environmental Effect	A change in the existing conditions of the environment which may have either beneficial (positive) or detrimental (negative) effects.
• Evaluation	The outcome of a process that appraises the advantages and disadvantages of alternatives.
• Evaluation Process	The process involving the identification of criteria, rating of predicted impacts, assignment of weights to criteria, and aggregation of weights, rates and criteria to produce an ordering of alternatives.
• External Agencies	Include Federal departments and agencies, Provincial ministries and agencies, conservation authorities, municipalities, Crown corporations or other agencies other than MTO.
• Factor	A category of sub-factors.
• General Arrangement	Structural plan of the bridge and proposed works including elevations and cross sectional views of the bridge.
• Integrated Environmental Assessment	An Environmental Assessment conducted in accordance with the Municipal Class EA and the <i>Planning Act</i> .
• Individual Environmental Assessment	An Environmental Assessment requiring the submission of a document for approval by the Minister, pursuant to the EA Act and which is neither exempt from the EA Act nor covered by a Class EA approval.
• MCMC	Ministry of Citizenship and Multiculturalism
• MECP	Ministry of the Environment, Conservation and Parks.
• Mitigating Measure	A measure that is incorporated into a project to reduce, eliminate or ameliorate detrimental environmental effects.

• Mitigation	Taking actions that either remove or alleviate to some degree the negative impacts associated with the implementation of alternatives.
• MNDMNR	Ministry of Northern Development, Mines, Natural Resources and Forestry.
• MTCS	Ministry of Tourism, Culture and Sport
• MTO	Ministry of Transportation Ontario.
• NSA	Noise Sensitive Areas
• OP	Official Plan
• PIC	Public Information Centre
• Planning Act	Planning Act, R.S.O. 1990 c. P.13. is a provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.
• Planning Alternatives	Planning alternatives are “alternative planning solutions” under the EA Act. Identification of significantly different transportation engineering opportunities while protecting significant environmental features as much as possible.
• Preliminary Design Alternatives	Preliminary Design Alternatives are “alternative methods” of carrying out the selected planning solution while maximizing social and transportation benefits while protecting significant environmental features as much as possible.
• Project	A specific undertaking planned and implemented in accordance with the Class EA including all those activities necessary to solve a specific problem.
• Project File	The final documentation for a Municipal Class EA Schedule B project, defining the project, consultation process, preferred solution and mitigation measures.

<ul style="list-style-type: none"> • Proponent 	<p>A person or agency that carries or proposes to carry out an undertaking, or is the owner or person having charge, management, or control of an undertaking.</p>
<ul style="list-style-type: none"> • Public 	<p>Includes the general public, interest groups, associates, community groups, and individuals, including property owners.</p>
<ul style="list-style-type: none"> • Realignment 	<p>Replacement or upgrading of an existing roadway on a new or revised alignment.</p>
<ul style="list-style-type: none"> • Recommended Plan 	<p>That part of the planning and design process, during which various alternative solutions are examined and evaluated including consideration of environmental effects and mitigation; the recommended design solution is then developed in sufficient detail to ensure that the horizontal and vertical controls are physically compatible with the proposed site, that the requirements of lands and rights-of-way are satisfactorily identified, and that the basic design criteria or features to be contained in the design, have been fully recognized and documented in sufficient graphic detail to ensure their feasibility.</p>
<ul style="list-style-type: none"> • SAR 	<p>Species at Risk</p>
<ul style="list-style-type: none"> • Screening 	<p>Process of eliminating alternatives from further consideration, which do not meet minimum conditions or categorical requirements.</p>
<ul style="list-style-type: none"> • Sub-factor 	<p>A single criterion used for the evaluation. Each sub-factor is grouped under one of the global factors.</p>
<ul style="list-style-type: none"> • TIS 	<p>Traffic Impact Study</p>
<ul style="list-style-type: none"> • TMP 	<p>Transportation Master Plan</p>
<ul style="list-style-type: none"> • TPA 	<p>Technically Preferred Alternative</p>
<ul style="list-style-type: none"> • TPP 	<p>Technically Preferred Plan</p>
<ul style="list-style-type: none"> • Traceability 	<p>Characteristics of an evaluation process which enables its development and implementation to be followed with ease.</p>

- **TAC**

Technical Advisory Committee. The TAC will include the approving agencies and Consultants. It will act as the decision-making body for the study recommendations.