





## VIRTUAL WORKSHOP PROGRAM




### Wednesday, October 7, 2020

9:00–9:25 AM	<p>Welcome/Opening Remarks <b>An Introduction to Environmental Assessment/Master Planning Process</b></p> <div>  <p>Sabbir Saiyed <i>Manager, Transportation System Planning- Transportation Division Region of Peel</i></p> </div> <div>  <p>Loren Polonsky <i>Senior Environmental Planner Gannett Fleming Canada ULC</i></p> </div>
9:25–10:00 AM	<p> <b>Municipal Class EA Reform Update</b></p> <p>Paul Knowles <i>President, Carleton Place</i></p> <p><i>Presentation will include:</i></p> <ul style="list-style-type: none"> <li>• Highlights and status of the major amendment to the MCEA</li> <li>• Status of developing a 'Project List'.</li> <li>• New PIIOR process</li> <li>• Status of developing a new Ontario Regulation(s) that will replace the MCEA (and all other Class EAs)</li> <li>• MEA's plans for related training</li> </ul>
10:00–10:35 AM	<p> <b>Revisiting Class EA Studies Considering MMLOS Approach</b></p> <p>Mario Goolsarran <i>Senior Project Engineer, City of Brampton</i></p> <p><i>In 2012, the City of Brampton completed an environmental assessment (EA) study of Williams Parkway from Torbram Road to Humberwest Parkway that recommended the widening of Williams Parkway from 4 to 6 lanes between Torbram Road and Spar Drive, primarily due to auto demand. In 2018, Council approved "Brampton 2040 Vision" document that lays out development aspirations leading up to 2040. Brampton 2040 Vision emphasizes on intensification and sustainable modes of transportation such as walking, cycling, transit including ride sharing and travel demand management. The City has since revisited the traffic analysis of Williams Parkway EA using the current travel demand model and taking multimodal approach.</i></p>





10:35–11:00 AM	Break (25 mins)
11:00–11:35 AM	 <p><b>Taunton Road/Bowmanville Avenue Intersection and Bridge Reconstruction Class EA Study</b></p> <p>Andrew Janes <i>Project Manager, Transportation Design, Durham Region</i></p> <p><i>The Region of Durham conducted a Schedule C Class EA for the design and reconstruction of the Taunton Road (Reg. Rd. 4) and Bowmanville Avenue (Reg. Rd. 57) intersection in the Municipality of Clarington. The EA included the analysis of the type of intersection (i.e. signalized vs. roundabout) and the replacement/rehabilitation of the existing bridge to the west of the intersection in order to support future growth and traffic volumes.</i></p>
11:35 AM –12:10 PM	 <p><b>What Lies Beneath</b></p> <p>Paul Racher <i>Principal, ARA Ltd.</i></p> <p><i>Archaeologist Paul Racher discusses the importance of fulsome archaeological studies in advance of any proposed road improvements; especially near historic cemeteries. Cemetery encroachments and impacts from roadwork were surprisingly common in the 20th Century. Being unaware of this fact today can lead to disastrous impacts to human remains - coupled with significant expense, project delays, and even bad press.</i></p>
12:10–12:15 PM	Wrap-up of Day 1



Thursday, October 8, 2020	
9:00–9:15 AM	Opening Remarks/ Summary of Day 1
9:15–9:50 AM	<p><b>GTA West EA Study:</b> MTO GTA West Team</p> <div>  <p>Chris Barber <i>Senior Environmental Planner, Ministry of Transportation (MTO)</i></p> </div> <div>  <p>Lukasz Grobel <i>Senior Project Engineer, Ministry of Transportation (MTO)</i></p> </div>
9:50–10:25 AM	<div>  <p><b>Level of Project Complexity in Relation to The Selection of The Project Schedule and The Phase Scope in The Municipal Class EA Process - Project-specific Requirements to Revisit Steps in The Process</b></p> <p>Mehemed Delibasic <i>Assistant Vice President, Transportation Planning &amp; Traffic Eng., McIntosh Perry</i></p> </div> <p><i>The Municipal Class EA is a phased planning approach that includes 5 main study phases and public consultation. The Master Planning process follow the same steps (fulfil the requirements) of the first two phases (Phase 1–Problem or Opportunity, and Phase 2–Alternative Solutions) of the Class EA process. The complexity and extent of the environmental impact of a specific project determines the number of phases to be completed to comply with the Class EA process. Mehemed will share some project examples and lessons learned where the level of complexity affect the selection of the project schedule and the scope of phases in the Class EA process, as well as with some Schedule "C" projects the need to revisit steps in the process-project-specific requirements (level of assessment).</i></p>



10:25–10:50 AM	Break (25 mins)
10:50–11:25 AM	<div>  <p><b>Kanata Light Rail Transit Planning Environmental Assessment Study (Moodie-Hazeldean)</b></p> <p>Angela Taylor <i>Senior Project Engineer, City of Ottawa</i></p> </div> <p><i>In 2019, the City of Ottawa completed an environmental assessment (EA) study for the westerly extension of the City's Light Rail Transit (LRT) to Kanata, from Moodie Station to Hazeldean Station in accordance with the Transit Project Assessment Process under Ontario Regulation 231/08. This LRT extension is 11 km in length, 1.5 km in an open trench, 4 km on an elevated structure and a continuous multi-use pathway along the LRT alignment to address station connectivity. It also included 8 stations, 3 new pedestrian overpasses, 4 park and rides, and a light maintenance and storage facility. Environmental impacts for the LRT involved the National Capital Commission Greenbelt, and sensitive wetlands.</i></p>
11:25–12:00 PM	<div>  <p><b>Community Engagement in the New Normal</b></p> <p>Liz McHardy <i>CEO &amp; Partner, LURA Consulting</i></p> </div> <p><i>The way we deliver engagement and consultation is changing. Please join us as we share our thoughts on developing an engagement strategy, the importance of a strong communications, how engagement is changing, an overview of some effective tactics and tools, and tips on how to report.</i></p>
12:00–12:05 PM	Closing Remarks