

Ministry of the Environment  
and Climate Change

Ministère de l'Environnement  
et de l'Action en matière de  
changement climatique



Office of the Minister

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ENV1283MC-2017-850

OCT 03 2017

Mr. Scott MacDonald  
Project Engineer  
City of Cambridge  
50 Dickson Street  
Cambridge ON N1R 5W8

Dear Mr. MacDonald:

On October 28, 2016, I received two Part II Order requests asking that the City of Cambridge (City) be required to prepare an individual environmental assessment for proposed Black Bridge Road and Townline Road Improvements (Project).

I am taking this opportunity to inform you that I have decided that an individual environmental assessment is not required. This decision was made after giving careful consideration to the issues raised in the request, the Project documentation, the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Class Environmental Assessment), and other relevant matters required to be considered under subsection 16(4) of the *Environmental Assessment Act* (Act).

Despite my not requiring an individual environmental assessment be prepared, in reviewing the requests, the ministry shares concerns raised by the Grand River Conservation Authority in regards to natural heritage features that it believes can be addressed at the detailed design stage of the Project, which included conducting a site-specific Environmental Impact Study. The ministry was also not satisfied with the level of detail used by the City to characterize potential impacts to natural heritage features and the Speed River's hydrology for different bridge span lengths, and justify the potential span lengths for its technically preferred alternative.

While I have confidence in the Grand River Conservation Authority's processes for granting permissions under Ontario Regulation 150/06, I am imposing the following conditions to augment those processes, and ensure that potential impacts to the natural environment are minimized:

1. During the detailed design phase, the City shall conduct an Environmental Impact Study of the proposed new bridge crossing to either demonstrate no negative impact, minimize, and/or mitigate impacts on the natural features or the

ecological functions identified during the Class Environmental Assessment process.

2. The City shall consult with the Grand River Conservation Authority, the Region of Waterloo, and other applicable agencies, including the Ministry of Natural Resources and Forestry, to determine the scope of the Environmental Impact Study, which must include the commitments made by the City in Table 10.2 of the Environmental Study Report, and an evaluation of the following items:
  - a. Potential natural environment impacts and mitigation measures from different bridge span lengths (e.g. 180, 140, and 77 metres, and any other lengths considered appropriate), including, but not limited to:
    - i. the Speed River Provincially Significant Wetland Complex; and
    - ii. other natural heritage features in the vicinity, such as vegetation, wildlife, and wildlife habitat, with particular attention to species at risk.
  - b. Potential for natural heritage restoration along the existing road bed and approaches to the existing heritage bridge.
3. If the Environmental Impact Study identifies a particular bridge span length as having the least potential to negatively impact the natural environment, the City shall construct the Project in accordance with that bridge span length.
4. The City shall consult with the Ministry of Natural Resources and Forestry during the detail design and through the construction phases of the Project to ensure the requirements of the *Endangered Species Act* are met. This shall include submitting a copy of the Environmental Impact Study for any comment.
5. The City shall consult with the Ministry of Tourism, Culture and Sport during the detail design and through the construction phases of the Project to ensure any outstanding potential impacts to heritage resources are mitigated. This shall include, but is not limited to, preparation of a strategic conservation plan for the existing heritage bridge.
6. The City shall consider dedicated cycling lanes for the entire length of the Project.

I also understand that the City has made commitments to continue engaging any interested Indigenous communities during the detailed design and construction phases of the Project, including allowing any community representatives to be present during future environmental investigations. I'd like to remind the City that commitments made during the Class Environmental Assessment process are binding under the Act.

Mr. Scott MacDonald  
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The reasons for my decision may be found in the attached table. In the interest of transparency, I encourage you to make this letter available to the greater public on the City's website.

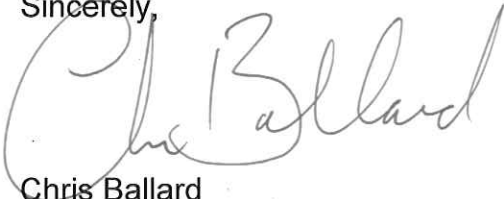
With this decision having been made, the City can now proceed with the Project, subject to the conditions I have imposed. The City must ensure the Project is implemented in the manner it was developed and designed, as set out in the Project documentation, and inclusive of all mitigating measures, commitments and environmental and other provisions therein.

If it is determined that additional dedicated cycling facilities can be added in areas that were not previously identified in the Project documentation, please feel free to contact ministry staff for additional guidance. Supporting cycling is an important part of Ontario's Climate Change Action Plan. Good cycling infrastructure gets people out of their cars and onto bikes and transit for their daily commute, effectively reducing greenhouse gas pollution while also improving public health.

Lastly, I would like to ensure that the City understands that failure to comply with the Act, the provisions of the Class Environmental Assessment, and failure to implement the Project in the manner described in the planning documents, are contraventions of the Act and may result in prosecution under section 38 of the Act.

I am confident that the City recognizes the importance and value of the Act and will ensure that its requirements and those of the Class Environmental Assessment are satisfied.

Sincerely,

A handwritten signature in cursive script that reads "Chris Ballard". The signature is written in black ink and is positioned above the printed name and title.

Chris Ballard  
Minister

Attachment

c: Requesters

Steve Taylor, Project Manager  
Bytown Engineering

EA File No. 16069 – Black Bridge/Townline Road Improvements (Cambridge)