

# APPENDIX

**A**

NOTIFICATION  
MATERIALS

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# Notice of Study Commencement OGN and Notification Letters

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## Excellence in Education Rewarded

The annual Excellence in Education ceremony, sponsored by the Ontario Secondary School Teachers Federation, District 6B, started with a taco bar, rhubarb crisp and punch made by our food and nutrition class. It was followed by our awards ceremony. Each student who won an award received a certificate they can put in their education career/life portfolio and a Lakers water bottle. Nipigon-Red Rock District High School - Photo

## Celebration of Excellence

The Superior North Catholic District School Board hosted its 21st Annual Celebration of Excellence banquet and awards event on Saturday, May 6, 2017, in Terrace Bay. This year's Master of Ceremonies was Superintendent of Education, Kerry Desjardins. Our amazing employees throughout the system gathered to receive their pins for 5, 10, 15, 20, 25, 30 and 40 years of service. Peter Kutok, Johanne Bergeron and Kerry Desjardins received 20 years of service pins. Maria Lapenskie received her 25 year pin and Dorothee Desilets received special mention for her 40 years of outstanding service with the Board.

Donna Borg, Native as a Second Language teacher at St. Edward School in Nipigon, was this year's recipient of the Shepherd Leadership Award. Donna was nominated by her principal and co-workers. During her time as the Native Language and Culture teacher, she has become an invaluable member for their school team and a transformational figure in the classroom. She embodies the spirit of a true shepherd leader. Thanks Donna!

Angela Gainer, teacher at St. Edward School, received the Award of Merit. Angela was nominated by her school community for contributing exemplary service above and beyond her role. Angela continuously implements new strategies in her classroom to enhance student achievement and well-being. Thanks Angela!

The Board acknowledged and celebrated the contributions of our retirees; Laureen Kay (Catholic Education Centre - Human Resources Supervisor), Catherine Drapeau (Our Lady of Lourdes - Principal), Tina Visintin (Superintendent of Education - Catholic Education Centre), Rosann Pellegrino (Educational Assistant - Holy Angels School), Katherine Tancredi-Murphy (Teacher - Holy Sav-

our School), Patricia Allaire (Teacher - St. Hilary) and Nancy Ritch (Teacher - St. Joseph) for their commitment, dedication and support for student achievement and well-being.

The Board of Trustees and our Director of Education, Alexa McKinnon thank and value the exemplary contributions of these wonderful, dedi-

cated and talented individuals, and we know they make a difference in the lives of our students.

Together We Educate Heart, Mind and Soul. Really we do!!

Superior North Catholic District School Board

*Wear the Gear...*



### SUPERIOR-GREENSTONE District School Board

Invites Applications for the Appointment of a  
Public School Board Trustee for a

#### Vacancy on its Board of Trustees (Nipigon Ward)

Term of Appointment:  
September 1, 2017 through November 30, 2018

**Deadline to Apply:** Friday, July 7, 2017 at 4:30 p.m.

#### Requirements:

Please submit a cover letter that includes:

- the reason(s) for your interest in being a Trustee for the Board;
- an outline of the attributes and/or experience you possess which you consider beneficial to holding a seat as a School Board Trustee.

#### Qualifications:

As per the Education Act, an applicant shall be a person:

- qualified to vote for members of Superior-Greenstone DSB;
- who is a resident in Superior-Greenstone DSB area of jurisdiction;
- who is not an employee of the Superior-Greenstone DSB;
- who does not hold the office of clerk, or treasurer, or deputy clerk, or deputy treasurer within any area of the Superior-Greenstone DSB jurisdiction;
- who is not a member of council or an elected member of a local board as defined in the Municipal Affairs Act;
- who is not convicted of indictable offences.

Applicants may apply by e-mail to [dtamblyn@sgdsb.on.ca](mailto:dtamblyn@sgdsb.on.ca)

Or by mail to:

Director of Education David Tamblyn  
Superior-Greenstone District School Board  
12 Hemlo Drive, P.O. Bag 'A'  
Marathon, Ontario POT 2E0

If you require more information, please call 807-229-0436 ext. 232

P. McRae  
Board Chair

D. Tamblyn  
Director of Education

## NOTICE OF STUDY COMMENCEMENT

### Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road Detail Design and Class Environmental Assessment Study

#### THE STUDY

WSP, on behalf of the Ministry of Transportation (MTO), has initiated the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 1.3 km west of Highway 582 to 800 m west of Coughlin Road as shown in the key plan.

#### BACKGROUND

Following the planning and preliminary design phase, an Environmental Study Report (ESR) was filed for public review and comment in 1997, and subsequently, the project was cleared to proceed. The EA approved plan within the study limits included:

- Expansion of Highway 11/17 to four lanes by twinning on the existing alignment; and
- Improvements / modifications to select intersecting side-roads.

The four-lane highway corridor was designated (protected) in 2003.

#### THE PROCESS

This project will follow MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) process for Group 'B' projects.

As part of the study, an Addendum to the 1997 Environmental Study Report will be prepared to document any changes to existing environmental conditions from the 1997 study, and proposed changes to the previously approved plan for Highway 11/17 within the study limits. Potential changes to the 1997 approved plan include widening the proposed right-of-way from 90 m to 110 m and alignment revisions to the intersecting roadways.

Consultation will take place throughout the study with external agencies, property owners and the public. Two (2) Public Information Centres (PICs) are planned. Notices providing the time and location of the PICs will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list.

The Addendum to the 1997 ESR will be available for a 30-day review period. Notices will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list when the Addendum is available for viewing.

#### COMMENTS

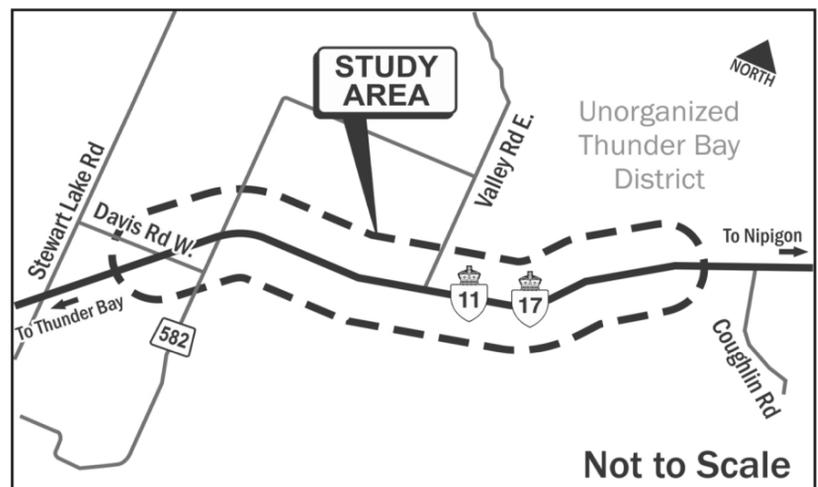
If you wish to obtain additional information or provide comments, or if you would like to be added to the study's mailing list, please contact:

**Karen M. Zan, P.Eng.**  
Senior Project Manager  
WSP  
610 Chartwell Road, Suite 300, Oakville, ON L6J 4A5  
tel: 1-877-562-7947 or 289-835-2643  
fax: 905-823-8503  
e-mail: karen.zan@wsp.com

**Kevin Saunders**  
Senior Project Manager  
Ministry of Transportation  
615 James Street South, Thunder Bay, ON P7E 6P6  
tel: 1-800-465-5034 or 807-473-2109  
fax: 807-473-2168  
e-mail: kevin.saunders@ontario.ca

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.

Please visit us at [www.hwy11-17-hwy582tocoughlin.com](http://www.hwy11-17-hwy582tocoughlin.com)





PHOTOS BY THE CHRONICLE-JOURNAL/HEATHER PEDEEN

Volunteers bend poplar and birch saplings into place and tie them with twine to build the teaching lodge structure at Marina Park.

# Lodge meant to unify

BY HEATHER PEDEEN  
THE CHRONICLE-JOURNAL

An overcast sky and occasional sprinkle of rain did not dampen the spirits of the volunteers constructing a teaching lodge at Thunder Bay's Marina Park.

The lodge, made from poplar and birch saplings sunk into the ground and tied together with twine to create a series of arches over which a canvas tarp will be draped, defines a safe space at the Spirit Gardens in which to share stories and learn about other cultures.

It is one part of the Rites of Passage Project, which is a youth-led initiative to bring together people from all backgrounds to talk about the different rites of passage in different cultures, explained Cindy Crowe, lodge keeper and executive director of the Blue Sky Community Healing Centre.

"It's a multigenerational, multicultural project," Crowe said on Monday. "Basically we're trying to cut down some barriers and get people talking. Bottom line, that's what we're trying to do is get people talking together."

Crowe has been involved in 15 teaching lodge projects around the city over the last decade in places like Centennial Park, Chippewa and Mount McKay, but this is the first time one has been built in such a visible place in the city.

"I think the most significant thing for me is the location of where we're doing it right now," said Cynthia Nault, Crowe's daughter and communications director at Blue Sky. "Because even just being here today the number of people that have stopped, people being curious, it gives you that opportunity to talk about it and tell more people what's going on."

Dave Nagy, one of the volunteers helping to bend and tie the saplings in to shape, agreed with the location choice of the lodge.

"There aren't too many places in the city where anybody can just happen upon seeing traditional practices, seeing traditional cultures," said Nagy. "I like the fact that people are just going to happen upon it and just kind of find it."

The teaching lodge, which will be finished in time for National Aboriginal Day on Wednesday and remain standing until July 2, will be treated with great respect because, Crowe said, "It is living. We do consider this lodge to be living, it has its own spirit."

As a gathering place, the lodge will serve as a space to socialize, talk, teach and learn. Daily programming will be organized, although it will be casual, said Crowe, with indigenous elders and youth on hand to help start some conversations.

"It's not like we're going to solve all the world's problems while we're in here for the next two weeks, however you may change the perspective of a few people," said Crowe. "If we can help people to understand the indigenous world view a little bit better, great.



Thomas Walser, centre, works on the hole in which a sapling will be seated to become part of the teaching lodge structure at Marina Park while, from left, Laura Ojala, Dave Nagy, Dave Bates and Patti Whitcowl look on.

And I want to understand the world views of other people."

Funding for the project comes from the Ontario 150 Partnership fund and is a joint initiative between Blue Sky Community Healing Centre and PARO Centre for Women's Enterprise.



SUPPLIED BY DARCI BRYGIDYR

## Senior prank

On the last day of classes, the 2017 graduation committee at Superior Collegiate and Vocational Institute spent the wee hours of the morning blowing up balloons and filling the staircase. A small token of thanks for staff and students at the school.

## YOUR STORIES

News written by our readers on Northwestern Ontario events. YOUR.CHRONICLEJOURNAL.COM

— Submitted by Darci Brygidyr

# These weren't real Rocket Copters

THE CHRONICLE-JOURNAL

officials.

U.S. customs and border protection officers have seized 7,600 counterfeit Rocket Copters from a rail container that was inspected in early June at the International Falls, Minn., port of entry.

The container originated in China and was destined for New York City. The merchandise is valued at \$116,322, based on the suggested retail price, according to U.S. customs

In these cases, merchandise that is seized by U.S. customs officials is destroyed.

"CBP (customs and border protection) continues to play a key role in Intellectual Property Rights enforcement," said Anthony Jackson, International Falls port director. "CBP continues to stay focused on combating the legitimate trade in counterfeit products."

## NOTICE OF STUDY COMMENCEMENT Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road Detail Design and Class Environmental Assessment Study

### THE STUDY

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### BACKGROUND

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As part of the study, an Addendum to the 1997 Environmental Study Report will be prepared to document any changes to existing environmental conditions from the 1997 study, and proposed changes to the previously approved plan for Highway 11/17 within the study limits. Potential changes to the 1997 approved plan include widening the proposed right-of-way from 90 m to 110 m and alignment revisions to the intersecting roadways.

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### COMMENTS

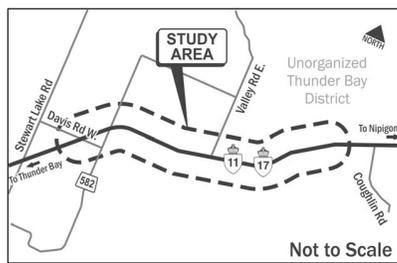
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Primetime TV 6/20/17			
	8 PM	8:30	9 PM
CHFD	NCIS: The Wall A war vet helps solve a Marine's murder.	Bull The team travels to a small Texas town.	NCIS: New Orleans A young boy witnesses his aunt's murder.
CICA	The Agenda With Steve Paikin Testing Basic Income in Ontario (N)	Netflix Watch Daugh- ters	Climate Future: The Science of Us Nature versus nurture.
CKPR	The Big Bang Theory The Big Bang Theory	Hollywood Game Night Season 1 (Premiere) (N)	World of Dance The Duels 1: The top qualifying acts face off. (N)
KARE	America's Got Talent Auditions 4: People audition for the chance to win. (N)	World of Dance The Duels 1: The top qualifying acts face off. (N)	World of Dance The Duels 1: The top qualifying acts face off. (N)
WCOC	NCIS: The Wall A war vet helps solve a Marine's murder.	Bull The team travels to a small Texas town.	NCIS: New Orleans A young boy witnesses his aunt's murder.
KTCA	The Story of China (Series Premiere) Exploring China's history. (N)	Coming of Age in America Life spins of Americans. (N)	Coming of Age in America Life spins of Americans. (N)
KMSP	Lethal Weapon "Commerciant" Riggs makes a shocking discovery.	The Mick Brooklyn Nine-Nine	FOX 9 at 9p (N)
KSTP	Downward "Ovary of All Old" (N)	The Middle "Jack and Out"	blackish Jack Dre has jury duty.
			American Housewife Off the Boat



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WSP

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fax: 905-823-8503

e-mail: karen.zan@wsp.com

**Kevin Saunders**

Senior Project Manager  
Ministry of Transportation

615 James Street South, Thunder Bay, ON P7E 6P6

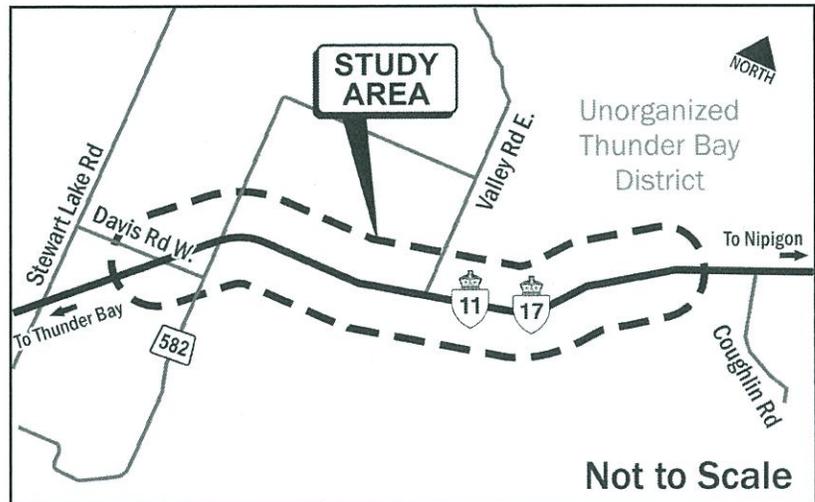
tel: 1-800-465-5034 or 807-473-2109

fax: 807-473-2168

e-mail: kevin.saunders@ontario.ca

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Please visit us at [www.hwy11-17-hwy582tocoughlin.com](http://www.hwy11-17-hwy582tocoughlin.com)



## **Emergency Services**

Sir/Madam  
Ontario Provincial Police  
Nipigon Detachment  
Highway 11/17 West  
P.O. Box 187  
Nipigon, ON P0T 2J0

Chief Jim Keay  
Fire Chief  
Nipigon Fire Department  
52 Front Street  
Nipigon, ON P0T 2J0

Ms. Joy Fish Pool  
Manager  
Ontario Provincial Police  
OPP Facilities Section  
777 Memorial Avenue, 2nd Floor  
Orillia, ON L3V 6H3

Chief Ryan Pitre  
Fire Department Chief  
Red Rock Township  
10 Rankin Street  
P.O. Box 447  
Red Rock, ON P0T 2P0

Jordan Gehl  
Superintendent  
Superior North EMS  
Red Rock Station, Nipigon Cluster District Operations  
P.O. Box 217  
Red Rock, ON P0T 2J0

## **Potentially Interested Stakeholders**

Sir/Madam  
Ontario Trucking Association  
555 Dixon Road  
Toronto, ON M9W 1H8

Sir/Madam  
Thunder Bay Field Naturalists  
P.O. Box 10037  
Thunder Bay, ON P7B 6T6

Mr. Doug Johnson  
President  
Thunder Bay District Fish & Game Association  
P.O. Box 21097  
Thunder Bay, ON P7A 8A7

Sir/Madam  
North Shore Steelhead Association  
P.O. Box 10237  
Thunder Bay, ON P7E 6T7

### **Schoolboards**

Mr. Scott Adams  
Transportation Officer  
Superior North Catholic District School Board  
21 Simcoe Plaza  
Terrace Bay, ON P0T 2W0

Mr. Wayne Chiupka  
Transportation Officer  
Superior Greenstone District School Board  
12 Hemlo Drive  
P.O. Bag A  
Marathon, ON P0T 2E0

Yvon Bolduc  
Transportation Officer  
Conseil scolaire de district catholique des Aurores  
boreales  
223 River Road  
Thunder Bay, ON P7A 3R1

Mr. Alain Gélinais  
Transportation Officer  
Conseil Scolaire de District Du Grand Nord  
296 Rue Van Horne  
Sudbury, ON P3B 1H9

Sir/Madam  
East of Thunder Bay Transportation Consortium  
P.O. Box 1300  
Marathon, ON P0T 2E0

Mr. Ed Smelt  
Coordinator for Superior Greenstone District School Board  
East of Thunder Bay Transportation Consortium  
P.O. Box 1300  
Marathon, ON P0T 2E0

## **Regional and Local Municipality & Utilities**

Sir/Madam  
Ministry of Municipal Affairs  
Northern Municipal Services Office  
435 James Street South  
Suite 223  
Thunder Bay, ON P7E 6S7

Ms. Victoria Kosny  
Manager of Community Planning and Development(A)  
Ministry of Municipal Affairs and Housing  
Municipal Services Office – North (Thunder Bay)  
435 James Street South  
Suite 223  
Thunder Bay, ON P7E 6S7

Mr. Walter Kloostra  
Manager of Transmission Lines  
Hydro One Networks Inc.  
Investment Planning  
483 Bay Street  
North Tower, 15<sup>th</sup> Floor  
Toronto, ON M5G 2P5

## **Agencies**

Sir/Madam  
Fisheries and Oceans Canada  
520 Exmouth Street  
Sarnia, ON N7T 8B1

Mr. Stefan Linder  
Manager of Public Works  
CN Rail  
Design & Construction  
4 Welding Way  
Vaughan, ON L4K 1B9

Ms. Jennifer R. Benedict  
CP Rail  
Public Works - Eastern Canada  
1290 Central Parkway West  
Suite 700  
Mississauga, ON L5C 4R3

Ms. Lise Chabot  
Manager (A)  
Ministry of Indigenous Relation and Reconciliation  
Ministry Partnerships Unit  
160 Bloor Street East, 9th Floor  
Toronto, ON M7A 2E6

Ms. Jocelyn Beatty  
Rural Planner  
Ministry of Agriculture, Food and Rural Affairs  
Food Safety and Environmental Policy Branch  
1 Stone Road West, 3rd floor  
Guelph, ON N1G 4Y2

Ms. Laura Hatcher  
Team Lead - Heritage Land Use Planning (A)  
Ministry of Tourism, Culture and Sport  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7

Mr. Joseph Muller  
Heritage Planner  
Ministry of Tourism, Culture and Sport  
Heritage Program Unit  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7

Mr. Robert Greene  
Director  
Ministry of Community Safety and Correctional Services  
George Drew Building  
25 Grosvenor Street, 13th Floor  
Toronto, ON M7A 2G8

Mr. Charles O'Hara  
Manager  
Ministry of Municipal Affairs and Housing  
Ontario Growth Secretariat  
777 Bay Street, Suite 425  
Toronto, ON M5G 2E5

Ms. Kimberly McNaughton  
District Planner  
Ministry of Natural Resources and Forestry  
Nipigon District  
5 Wadsworth Drive, P.O. Box 970  
Nipigon, ON P0T 2J0

Mr. Rik Aikman  
District Manager  
Ministry of Natural Resources and Forestry  
Thunder Bay District  
435 James Street South, Suite B001  
Thunder Bay, ON P7E 6E3

Ms. Heather Nelson  
District Planner  
Ministry of Natural Resources and Forestry  
Thunder Bay District  
435 James Street South, Suite B001  
Thunder Bay, ON P7E 6E3

Mr. Steve Bobrowicz  
Regional Fisheries Specialist  
Ministry of Natural Resources and Forestry  
435 James Street South, Suite 221A  
Thunder Bay, ON P7E 6S8

Mr. Brian Campbell  
Project Manager, Black Sturgeon River Camp 43 Dam  
Project (A)  
Ministry of Natural Resources and Forestry  
435 James Street South, Suite 221A  
Thunder Bay, ON P7E 6S8

Ms. Priya Tandon  
Director of Corporate Policy Secretariat  
Ministry of Northern Development and Mines  
99 Wellesley Street West  
Rm. 5630, Whitney Block  
Toronto, ON M7A 1W3

Sir/Madam  
Ministry of Environment and Climate Change  
Thunder Bay District  
435 James Street South  
Suite 331B  
Thunder Bay, ON P7E 6S7



Directly mailed to federal and provincial agencies, municipalities, school boards, emergency services, utilities, potentially interested stakeholders, and members of the public on the project mailing list. A copy of the OGN was enclosed.

June 16, 2017

«Title» «First\_Name» «Last\_Name»  
«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

**RE: Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road  
Detail Design and Class Environmental Assessment Study  
Notice of Study Commencement (GWP 137-90-00)**

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Dear «Title» «Last\_Name»,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 1.3 km west of Highway 582 to 800 m west of Coughlin Road. Study details and a key plan showing the study area are available on the enclosed notice.

The purpose of this letter is to notify you of the project start-up for this Class EA and Detail Design Study and to provide an opportunity for your input. Please provide any comments you may have about this study by **July 20, 2017**. An agency comment form is attached to facilitate your response. Comments may also be submitted through the study website at [www.hw11-17hwy582tocoughlin.com](http://www.hw11-17hwy582tocoughlin.com).

If you wish to obtain additional information about the project or provide input at any point during the study, please contact one of the individuals noted on the enclosed Notice of Study Commencement.

Yours Very Truly,

**WSP**

Karen M. Zan, P. Eng.  
Consultant Senior Project Manager

cc: Kevin Saunders, MTO, Senior Project Manager  
Lara Welch MTO, Senior Environmental Planner  
Greg Moore, WSP, Consultant Environmental Planner  
Attach.

610 Chartwell Road  
Suite 300  
Oakville, ON, Canada L6J 4A5

Tel.: +1 905-823-8500  
Fax: +1 905-823-8503  
[wsp.com](http://wsp.com)

Northwestern Region  
615 James Street South  
Thunder Bay ON P7E 6P6  
Tel: (807) 473-2049  
Fax: (807) 473-2168

Sent to Indigenous Communities on the mailing list. A copy of the OGN was enclosed.

June 16, 2017

«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

Attention: «Title» «First\_Name» «Last\_Name»

**RE: Notice of Study Commencement  
Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road  
Detail Design and Class Environmental Assessment Study (GWP 137-90-00)**

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The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 1.3 km west of Highway 582 to 800 m west of Coughlin Road. Study details and a key plan showing the study area are available on the enclosed notice.

I am available to meet with you at your convenience to review the details of the project and discuss any concerns or considerations you may have.

For additional project details you may also visit our website at [www.hwy11-17hwy582tocoughlin.com](http://www.hwy11-17hwy582tocoughlin.com).

Please do not hesitate to contact me at 1-800-465-5034 or 807-473-2109 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,

Kevin Sanders  
Senior Project Manager

cc: Lara Welch, MTO  
Real Bouchard, MTO  
Karen M. Zan, WSP  
Greg Moore, WSP

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Notice of Public Information Centre #2  
OGN and Notification Letters

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## Notice of Online Public Information Centre #2

### Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road Detail Design and Class Environmental Assessment Study

#### THE STUDY

WSP, on behalf of the **Ministry of the Transportation (MTO)**, is undertaking the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 for 8 km from 1.3 km west of Highway 582 to Coughlin Road as shown in the key plan.

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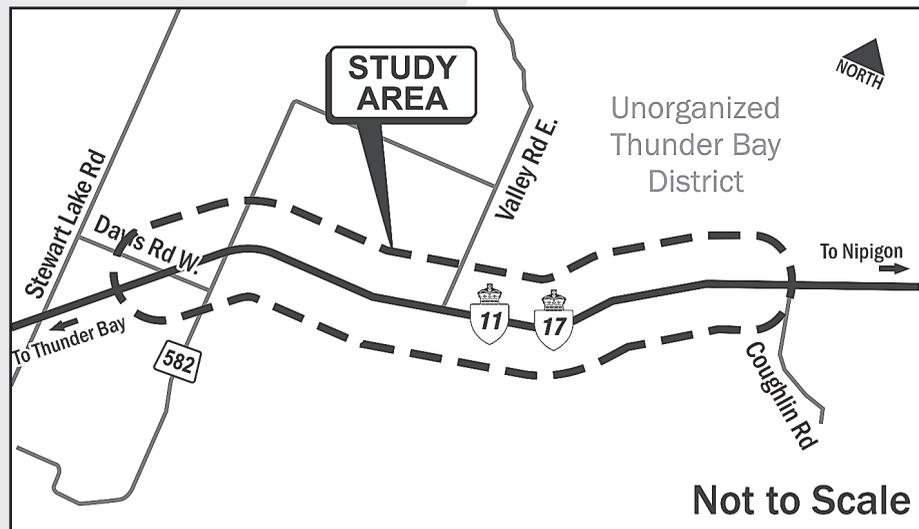
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## Ontario to Introduce Paid COVID-19 Leave

**Province to reimburse employers for up to three paid leave days related to COVID-19 for every employee**

TORONTO – While Ontario government continues to work with the federal government to further support vulnerable workers by doubling payments made through the Canada Recovery Sickness Benefit (CRSB) program, the province will introduce legislation that, if passed, will offer up to three paid sick days per employee.

On Thursday, April 29, 2021, Monte McNaughton, Minister of Labour, Training and Skills Development, will introduce legislation that would, if passed, require employers to provide employees with up to \$200 of pay for up to three days if they are missing work because of COVID-19. This program will be retroactive to April 19, 2021 and effective until September 25, 2021, the date the CRSB will expire.

By providing time-limited access to three paid leave days, the province is ensuring employees can pay their bills as they help stop the spread of the virus, including by getting tested, waiting for their results in isolation or going to get their vaccine. The province will partner with the Workplace Safety and Insurance Board to deliver the program and reimburse employers up to \$200 per day for each employee.

“Our government has long advocated for the federal government to enhance the Canada Recovery Sickness Benefit program to better protect the people of Ontario, especially our tireless essential workers,” said Minister McNaughton. “It is a tremendously positive step that the federal government has signaled their willingness to continue discussions on the CRSB. Now we can fix

the outstanding gap in the federal program so workers can get immediate support and can stay home when needed.”

The province has also offered to provide funding to the federal government to double CRSB payments to Ontario residents, adding an additional \$500 per week to eligible individuals for a total of \$1,000 per week. Combined with the province’s proposed three days of paid COVID-19 leave, doubling the CRSB would provide Ontario workers with access to the most generous pandemic

“Ontario is very proud of those working throughout this unprecedented time to keep essential parts of our economy and local communities open through the pandemic,” said Peter Bethlenfalvy, Minister of Finance and President of the Treasury Board. “The government of Canada and Ontario have done a historic job delivering the Safe Restart Agreement last year. New provincial funding would allow eligible individuals to receive a total of \$1000 per week through the Canada Recovery Sickness Benefit program if missing work because of COVID-19. Ontario looks forward to continuing discussions to secure Ottawa’s commitment to administer the program with the top-up to all Ontario applicants. We believe that this is the simplest and fastest way to increase program uptake and make this program more effective for those people who need this program most.”

If an eligible worker learns that they must isolate for longer than 50 per cent of the time they would have otherwise worked for the week, whether because of a positive COVID-19 test or risk of exposure, they may apply for the Canada Recovery Sickness Benefit if they haven’t taken a paid leave day under this proposal.

This latest measure builds on other existing provincial supports like job protected leave and access to isolation facilities, making Ontario’s approach the most comprehensive COVID-19 sick leave in the country.

Employers and their workers can call a dedicated COVID-19 Sick Days Information Centre hotline at 1-888-999-2248 or visit [Ontario.ca/COVIDworkerbenefit](http://Ontario.ca/COVIDworkerbenefit) to get more information and updates about the proposed Ontario COVID-19 paid leave days.

The province continues to visit workplaces to ensure they are adhering to COVID-19 safety requirements. Since the beginning of 2021, occupational health and safety inspectors and multi-ministry teams of provincial offences officers have conducted more than 21,900 COVID-19-related workplace inspections and investigations across the province. During these visits, more than 17,260 orders and more than 520 COVID-19-related tickets have been issued, and unsafe work related to COVID-19 has been stopped 35 times.

As the Ontario government continues to do what is necessary to control the spread of COVID-19, it remains vital for the federal government to secure more vaccines sooner and close the loopholes in border restrictions that will continue to allow new, more contagious variants to enter the country.

# Manitoba, Nova Scotia cracking down amid surge

BY LAUREN KRUGEL  
THE CANADIAN PRESS

Manitoba braced for tougher COVID-19 public health measures and Nova Scotia announced it would restrict entry amid a surge in infections, as Ottawa introduced new ways for small and medium businesses to access rapid tests to thwart workplace outbreaks.

Manitoba was set to tighten restrictions later Friday amid an “alarming” rise in cases, said Dr. Jazz Atwal, the province’s deputy chief public health officer.

The province has already banned most social visits in homes and outdoor public gatherings are capped at 10.

Churches, stores and gyms must operate at reduced capacity and restaurants can only allow members of the same household to sit together at indoor tables.

New infections are up 25 per cent over the last week. Friday’s daily case count of 502 was the highest the province has seen since the middle of the pandemic’s second wave last winter and intensive care beds are in higher demand.

Also in Manitoba, fines for COVID-19 rule-breakers that currently range from just under \$300 to \$5,000 are being doubled for subsequent offences.

In Atlantic Canada, Nova Scotia reported a new daily high of 227 new cases and Premier Iain Rankin said overwhelmed staff had yet to enter another 200 positive cases into the province’s database.

Starting Monday at 8 a.m., the province’s boundaries will be closed to all non-essential travel. That includes anyone intending to move to the province or parents from outside Nova Scotia hoping to pick up or drop off students.

“There’s no coming in or out unless it’s absolutely essential,” Rankin said. “If you want to spend your summer here or go to your summer home, you can’t do that right now.”

Under the new rules, rotational workers returning home from so-called outbreak zones — such as the oilsands hub of Fort McMurray, Alta. — must self-isolate for 14 days. As of Saturday, all Nova Scotia households must also designate one shopper.

In Ottawa, Prime Minister Justin Trudeau announced rapid tests, which

screen for the virus in as little as 15 minutes, can be ordered from 40 Shoppers Drug Mart locations in Ontario hot spots. The Canadian Chamber of Commerce’s network is helping distribute kits to enterprises across the country.

Tests can also be ordered directly through a new federal online portal.

“More screening and testing means safer workplaces and less community transmission,” Trudeau said Friday. “That will help us reopen our economy faster.”

The federal government has received nearly 42 million rapid tests. Of those, 26.7 million have been sent directly to provinces and territories, but have in many cases been slow to roll out from there. So far, another one million have been given directly to organizations and workplaces.

Back in the west, some 2,000 Alberta truck drivers who transport goods across the border will, as of Monday, be able to receive the Johnson & Johnson vaccine at a rest stop in Montana at no cost and without appointments.

Saskatchewan and Manitoba have similar deals with North Dakota.

Alberta Premier Jason Kenney urged Ottawa to push the United States to relax its ban on shipping doses over the border.

Alberta leads Canada in COVID-19 cases and has a seven-day new infection rate twice that as the next highest province, Ontario. It tightened restrictions this week on retail, dining, personal services and gatherings so as to avoid pushing its health-care system beyond capacity.

It reported 1,980 new infections and 659 COVID-19 patients in Alberta hospitals, including 150 in intensive care.

Elsewhere on the Prairies, Saskatchewan reported 295 new cases and one more death. The province said all residents 12 and older will be eligible for their first vaccine shot by May 20.

To the east, Quebec reported 919 new infections and five more deaths, but six fewer hospitalizations and five fewer intensive care patients.

Ontario recorded 3,166 new cases of COVID-19, but cautioned that number may be under-reported due to a technical issue. It had 23 more deaths linked to the virus and said hospitalizations there have dropped by 40.

# Trudeau demurs whether government backs waiver

THE CANADIAN PRESS

WASHINGTON — Justin Trudeau stopped well short Friday of endorsing efforts to lift the veil on the trade secrets behind COVID-19 vaccines, insisting instead that Canada is already doing plenty to improve access to doses around the world.

Those efforts include taking earnest part in negotiations at the World Trade Organization about a possible waiver to the rules that protect those secrets, the prime minister told a news conference. But whether he believes such a step would have the desired effect of rapidly increasing the supply of vaccines in the developing world, Trudeau pointedly refused to say.

“We need to emphasize that these are

multilateral discussions with a great number of countries who all have different perspectives,” he said in French when asked if he supports the idea.

“Canada is at the table to help find a solution. We’re not blocking any negotiations; we need to work in the right way to ensure that people around the world will be vaccinated.” In theory, a waiver to the Agreement on Trade-Related Aspects of Intellectual Property Rights, or TRIPS, would make it easier for developing countries to import the expertise, equipment and ingredients necessary to make their own vaccines. The idea has been gaining steam in recent weeks, winning endorsements from progressive activists, lawmakers and anti-poverty groups around the world.



THE CHRONICLE-JOURNAL/FILE PHOTO

The Pigion River Canada-U.S. border crossing has been closed for more than a year.

# Trudeau pushes back on border closures

BY PAOLA LORIGGIO  
THE CANADIAN PRESS

TORONTO — Prime Minister Justin Trudeau pushed back Friday against Ontario’s ongoing calls for tighter travel restrictions, saying finger-pointing won’t help Ontarians as the province grapples with the third wave of COVID-19.

Trudeau made the comment in response to an ad released Thursday by Ontario’s Progressive Conservative party, which accuses him of failing to appropriately restrict travel into the province.

The prime minister said Ottawa is willing to work with Ontario on further limiting the number of people allowed to enter the province, but noted he hasn’t heard from Premier Doug Ford on the issue since the province requested tighter controls at land borders last week.

“If the Ontario government wants to do more to restrict the volume of people coming into Ontario, we are more than happy to work with them on it,” he said in a news conference Friday.

“But you know, it’s been a week since we’ve received that request directly from the premier, that they haven’t followed up on, except with personal attacks, which doesn’t make sense and frankly won’t help Ontarians.”

Trudeau said he has offered to impose stricter limits on temporary foreign workers and agricultural workers, on compassionate exceptions and on international students, noting Ontario approved the arrival of 30,000 international students over the last month.

A spokesperson for Ford said the province has been “clear” that more action is needed from the federal government to prevent COVID-19 variants of concern from entering the country.

“The variants of COVID-19 driving our third wave are a direct result of weak measures at our borders, which is why we have been calling on the federal government to take a number of additional steps to address this situation, including banning all non-essential travel, implementing mandatory PCR testing for interprovincial travellers, and closing the loophole at our land border with a three-day hotel quarantine,” Alexandra Adamo said in an email.

“We have not made a formal request to ban international students, but look forward

to the federal government providing solutions to reduce the importation of cases and introduction of variants into Canada.”

The province has not yet received any formal response to its requests and has received no indication that further action is coming, Adamo said.

Last week, the Ontario government formally requested that Ottawa impose rules on interprovincial air travellers similar to the ones applied to passengers flying in from abroad, and require a hotel quarantine for travellers coming into Canada at land crossings.

At the time, Ottawa said it would not add the hotel quarantine requirement at land crossings, but noted provinces could impose their own measures at land borders if they want.

Also on Friday, the Ontario government said it is working with Ottawa to provide free rapid antigen COVID-19 tests for employees of small and medium-size businesses as part of a program meant to screen for asymptomatic cases.

The province said the tests will be distributed through participating local chambers of commerce and other organizations, with more than 760,000 already shipped to 28 chambers of commerce. More than 50 others have shown an interest in the program as well, it said.

Trudeau said Friday that more screening in workplaces will help reduce community spread and hasten the economy’s recovery.

More than 26.5 million of the federal government’s nearly 42 million rapid tests have been sent to provinces and territories, but distribution has then slowed in many cases.

Some Ontario legislators welcomed the arrival of the tests but criticized the delay in making them available.

“It’s ridiculous it’s taken this long,” Green Party Leader Mike Schreiner said in a statement. “Public health experts and small business owners have been calling for wide-spread use of rapid testing in workplaces for months. It’s a key measure to make our workplaces safer, which is where the majority of COVID spread is happening.”

Ontario reported 3,166 new cases of COVID-19 on Friday and 23 more deaths linked to the virus. The Ministry of Health said that due to a technical issue with the laboratory data feed, the case count may be under-reported.

## Notice of Online Public Information Centre #2

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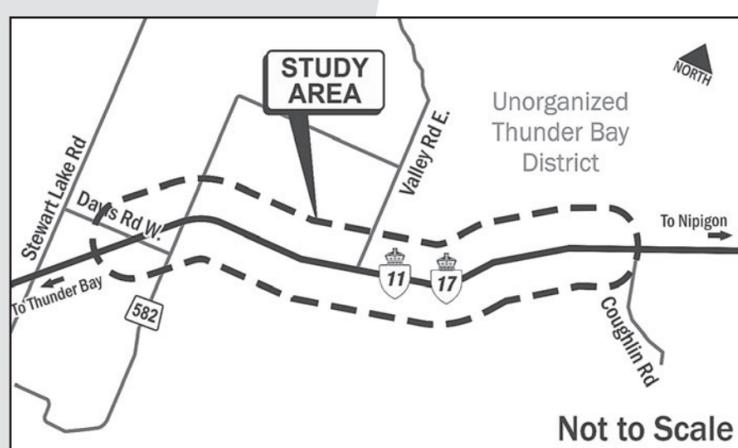
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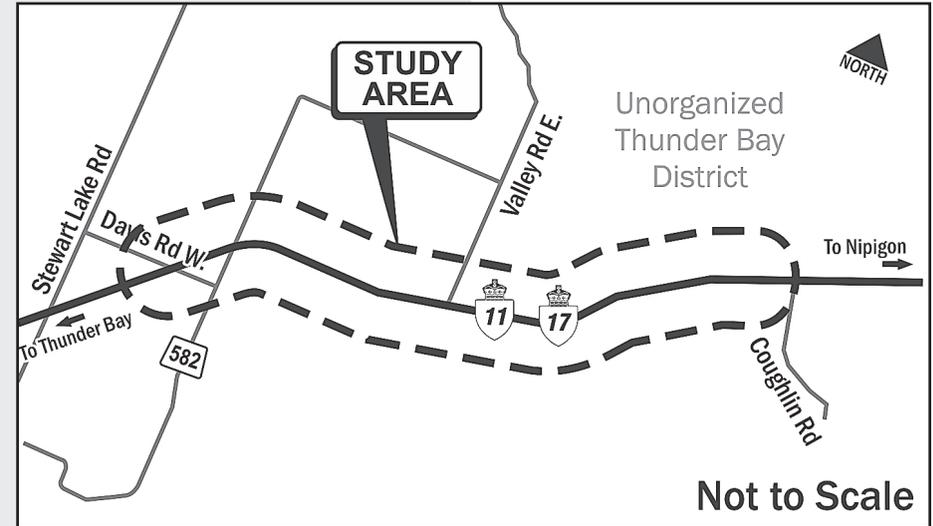
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April 28, 2021

«Title» «First\_Name» «Last\_Name»  
«Company» «Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

Directly mailed to federal and provincial agencies, municipalities, school boards, emergency services, utilities, potentially interested stakeholders, and members of the public on the mailing list. A copy of the OGN was enclosed.

**RE: Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road, Detail Design and Class Environmental Assessment Study Notice of Online Public Information Centre #2 (G.W.P. 137-90-00)**

---

Dear «Title» «Last\_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 for 8 kilometers from 1.3 km west of Highway 582 to Coughlin Road. Study details and a key plan showing the study area are available on the enclosed notice.

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Sincerely,

**WSP**

Karen M. Zan, P. Eng.  
Consultant Senior Project Manager

cc: Kevin Saunders, MTO, Senior Project Manager  
Lara Welch MTO, Senior Environmental Planner  
Greg Moore, WSP, Consultant Environmental Planner

Attachment: Notice of Online PIC #2 OGN

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Ms. Jennifer R. Benedict  
CP Rail  
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Manager  
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Regional and Local Municipalities

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Northern Municipal Services Office  
435 James Street South  
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Thunder Bay, ON P7E 6S7

Ms. Victoria Kosny  
Manager of Community Planning and Development(A)  
Ministry of Municipal Affairs and Housing  
Municipal Services Office - North (Thunder Bay)  
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Fire Department Chief  
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Chief Jim Keay  
Fire Chief  
Nipigon Fire Department  
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Nipigon, ON P0T 2J0

Ms. Paula Verin  
Superintendent  
Superior North EMS  
Red Rock Station, Nipigon Cluster District Operations  
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Terrace Bay, ON P0T 2W0

Mr. Marc Paris  
Transportation Officer  
Superior Greenstone District School Board  
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Marathon, ON P0T 2E0

Mr. Yvon Bolduc  
Transportation Officer  
Conseil scolaire de district catholique des Aurores boreales  
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Mr. Alain Gélinas  
Transportation Officer  
Conseil Scolaire de District Du Grand Nord  
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Mr. Anthony Friedrich  
Transportation Coordinator  
East of Thunder Bay Transportation Consortium  
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Regional Land Representative  
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Mr. Jonathan Foulds  
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Pipe Technician, Central Region  
TC Energy  
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Mr. Enza Cancilla  
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Potentially Interested Parties / Stakeholders

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Mr. Adrian Tessier  
President  
Ontario Federation of Snowmobile Clubs  
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Dryden, ON P8N 2Y5

Thunder Bay Field Naturalists  
P.O. Box 10037  
Thunder Bay, ON P7B 6T6

Mr. Doug Johnson  
President  
Thunder Bay District Fish & Game Association  
P.O. Box 21097  
Thunder Bay, ON P7A 89A7

North Shore Steelhead Association  
P.O. Box 10237  
Thunder Bay, ON P7E 6T7

Mr. Malcolm Clarke  
Avista Realty Group Ltd.  
640 Beverly St  
Thunder Bay, ON P7B 0B5

**Ministry of Transportation**

Engineering Office  
Planning and Design Section  
Northwestern Region

615 James St S  
Thunder Bay, Ontario P7E 6P6  
Telephone: (807) 630-4114  
Facsimile: (807) 473-2168  
Email: [Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca)

**Ministère des Transports**

Bureau du génie  
Section de la planification et de la conception  
Région du Nord-Ouest

615, rue James Sud  
Thunder Bay (Ontario) P7E 6P6  
Téléphone: (807) 630-4114  
Télécopieur: (807) 473-2168  
Courriel: [Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca)



April 28, 2021

«Indigenous Community »  
«Address\_1 »  
«Address\_2 »  
«City», «Province» «Postal\_Code»

Attention: «Title» «First\_Name» «Last\_Name»

**RE: Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road  
Detail Design and Class Environmental Assessment Study  
Notice of Online Public Information Centre #2 (G.W.P. 137-90-00)**

---

Sent to Indigenous Communities on the mailing list. A copy of the OGN was enclosed.

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 1.3 km west of Highway 582 to Coughlin Road. Study details and a key plan showing the study area are available on the enclosed notice.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Due to the on-going global pandemic, PIC #2 is being held virtually on the project website at [www.hwy11-17-hwy582tocoughlin.com](http://www.hwy11-17-hwy582tocoughlin.com). The purpose of the second PIC is to provide interested stakeholders, Indigenous Communities and the public an opportunity to review the Detail Design plan. The PIC #2 materials will be posted to the project website beginning on **May 10, 2021** and comments are kindly requested by **May 21, 2021** through the online comment form that is available on the website or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.

Following PIC #2, a Design and Construction Report (DCR) will be completed to document the Detail Design, and environmental impacts and mitigation measures. The DCR will be made available for a 30-day public and agency review period.

Comments and information will be collected to assist the MTO in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed in the enclosed notice.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at <http://www.hwy11-17-hwy582tocoughlin.com> or contact Patrick Gidley, Indigenous Liaison Specialist at (807) 629-6658 or [Patrick.Gidley@ontario.ca](mailto:Patrick.Gidley@ontario.ca) or one of the Project Managers listed on the enclosed notice.

Sincerely,

Kevin Saunders  
Senior Project Manager  
Ministry of Transportation, Northwestern Region

cc. Patricia DeCal, Head of Environmental Section, MTO  
Patrick Gidley, Indigenous Liaison Specialist, MTO  
Lara Welch, Senior Environmental Planner, MTO  
Karen M. Zan, Consultant Senior Project Manager, WSP  
Greg Moore, Consultant Environmental Planner, WSP

*Attachment: Notice of Online PIC #2 OGN*



April 29, 2021

Directly mailed to the impacted property owners on the mailing list. A copy of the OGN was enclosed.

«Title» «First\_Name» «Last\_Name»  
«Company» «Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

**RE: Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road,  
Detail Design and Class Environmental Assessment Study  
Notice of Online Public Information Centre #2 (G.W.P. 137-90-00)**

---

Dear «Title» «Last\_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 for 8 kilometers from 1.3 km west of Highway 582 to Coughlin Road. Study details and a key plan showing the study area are available on the enclosed notice.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Due to the on-going global pandemic, PIC #2 is being held virtually on the project website at [www.hwy11-17-hwy582tocoughlin.com](http://www.hwy11-17-hwy582tocoughlin.com). The purpose of the second PIC is to provide interested stakeholders, Indigenous Communities and the public an opportunity to review the Detail Design plan. The PIC #2 materials will be posted to the project website on **May 10, 2021**, and comments are kindly requested by **May 21, 2021** through the online comment form that is available on the website or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.

The Project Team is aware that you may have had previous correspondence with MTO Property representatives about impacts to your property at <<Insert Property Address>>. We encourage you to review the PIC #2 materials to review the impacts to your property. Please contact the Project Team if you have any questions or would like to further discuss.

Following PIC #2, a Design and Construction Report (DCR) will be completed to document the Detail Design, and environmental impacts and mitigation measures. The DCR will be made available for a 30-day public and agency review period.



Comments and information will be collected to assist the MTO in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed in the enclosed notice.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at [www.hwy11-17-hwy582tocoughlin.com](http://www.hwy11-17-hwy582tocoughlin.com) or contact either one of the Project Managers listed in the enclosed notice.

Sincerely,

**WSP**

Karen M. Zan, P. Eng.  
Consultant Senior Project Manager

cc: Kevin Saunders, MTO, Senior Project Manager  
Lara Welch MTO, Senior Environmental Planner  
Greg Moore, WSP, Consultant Environmental Planner

Attachment: Notice of Online PIC #2 OGN



April 29, 2021

**Entrance modification letter directly mailed to the property owners on the mailing list. A copy of the OGN was enclosed.**

«Title» «First\_Name» «Last\_Name»  
«Company» «Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

**RE: Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road,  
Detail Design and Class Environmental Assessment Study  
Notice of Online Public Information Centre #2 (G.W.P. 137-90-00)**

---

Dear «Title» «Last\_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 for 8 kilometers from 1.3 km west of Highway 582 to Coughlin Road. Study details and a key plan showing the study area are available on the enclosed notice.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Due to the on-going global pandemic, PIC #2 is being held virtually on the project website at [www.hwy11-17-hwy582tocoughlin.com](http://www.hwy11-17-hwy582tocoughlin.com). The purpose of the second PIC is to provide interested stakeholders, Indigenous Communities and the public an opportunity to review the Detail Design plan. The PIC #2 materials will be posted to the project website on **May 10, 2021**, and comments are kindly requested by **May 21, 2021** through the online comment form that is available on the website or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.

The Project Team is aware that you may have had previous correspondence with MTO Property representatives about impacts to your property at <<Insert Property Address>>. Further to that correspondence, please be advised that the accessibility to and from your property will change following the completion of construction, as a result of the new median between the eastbound and westbound lanes. As such, and post construction, access to and from your property will become limited to right-in / right-out movements only via your driveway. However, during construction, you will have access to Highway 11/17 in both directions at all times. We encourage you to review the PIC #2 materials to understand the impacts to your property and changes to your driveway. Please contact the Project Team if you have any questions or would like to further discuss.



Following PIC #2, a Design and Construction Report (DCR) will be completed to document the Detail Design, and environmental impacts and mitigation measures. The DCR will be made available for a 30-day public and agency review period.

Comments and information will be collected to assist the MTO in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed in the enclosed notice.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at [www.hwy11-17-hwy582tocoughlin.com](http://www.hwy11-17-hwy582tocoughlin.com) or contact either one of the Project Managers listed in the enclosed notice.

Sincerely,

**WSP**

Karen M. Zan, P. Eng.  
Consultant Senior Project Manager

cc: Kevin Saunders, MTO, Senior Project Manager  
Lara Welch MTO, Senior Environmental Planner  
Greg Moore, WSP, Consultant Environmental Planner

Attachment: Notice of Online PIC #2 OGN

# APPENDIX

## B

### RELEVANT AGENCY CORRESPONDENCE

## **Bakhit, Behnaz**

---

**From:** Zan, Karen  
**Sent:** May 2, 2018 4:56 PM  
**To:** 'Elkow, Jeff (MTCS)'  
**Cc:** 'Saunders, Kevin (MTO)'  
**Subject:** RE: 0006949 - Notice of Filing: Addendum to 1997 ESR (G.W.P. 137-90-00)

Received, thank you Jeff.

---

**From:** Elkow, Jeff (MTCS) [mailto:Jeff.Elkow@ontario.ca]  
**Sent:** May-02-18 4:26 PM  
**To:** Zan, Karen <Karen.Zan@wsp.com>  
**Cc:** Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>  
**Subject:** 0006949 - Notice of Filing: Addendum to 1997 ESR (G.W.P. 137-90-00)

Karen,

Thank you for providing the Ministry of Tourism, Culture and Sport with the Notice of Filing: Addendum to 1997 ESR for the above referenced project. Please see the attached MTCS comments and let me know if you have any questions.

Regards,

**Jeff Elkow, M.A.**

Heritage Planner

Heritage Program Unit | Programs and Services Branch | Ministry of Tourism, Culture and Sport

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 416.314.7182 | email: [jeff.elkow@ontario.ca](mailto:jeff.elkow@ontario.ca)

## Bakhit, Behnaz

---

**Subject:** RE: 137-90-00 Hwy 11/17 Four-Laning from west of Hwy 582 to Coughlin Road - Notice of Online Public Information Centre #2

---

**From:** [NorthernFBCplanning@HydroOne.com](mailto:NorthernFBCplanning@HydroOne.com) <[NorthernFBCplanning@HydroOne.com](mailto:NorthernFBCplanning@HydroOne.com)>

**Sent:** May 5, 2021 9:27 AM

**To:** Kung, Katherine <[Katherine.Kung@wsp.com](mailto:Katherine.Kung@wsp.com)>

**Cc:** [Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca); [Lara.Welch2@ontario.ca](mailto:Lara.Welch2@ontario.ca); Zan, Karen <[Karen.Zan@wsp.com](mailto:Karen.Zan@wsp.com)>; Moore, Greg <[greg.moore2@wsp.com](mailto:greg.moore2@wsp.com)>

**Subject:** RE: 137-90-00 Hwy 11/17 Four-Laning from west of Hwy 582 to Coughlin Road - Notice of Online Public Information Centre #2

Good morning Katherine,

Our senior technician does not see any conflicts with regards to the Environmental Assessment. Hydro One has provided the Class C cost estimate and mark up of MTO plans and the MTO is aware of the conflict with our existing pole locations.

If there are any questions/concerns, please do not hesitate to contact me.

Thank you,  
Cheryl

### CHERYL RENELLI

LCSC, Northern Region FBC

Hydro One Networks Inc.

500 Barrydowne Rd

Sudbury, On P3A 3T3

Toll free: 1-888-835-9444 x2317

705-566-8955 x2317

email: [cheryl.renelli@hydroone.com](mailto:cheryl.renelli@hydroone.com)

[www.hydroone.com](http://www.hydroone.com)

*For Family. For Life. *

---

**From:** Kung, Katherine <[Katherine.Kung@wsp.com](mailto:Katherine.Kung@wsp.com)>

**Sent:** Thursday, April 29, 2021 7:04 PM

**Cc:** Saunders, Kevin (MTO) <[Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca)>; [Lara.Welch2@ontario.ca](mailto:Lara.Welch2@ontario.ca); Zan, Karen <[Karen.Zan@wsp.com](mailto:Karen.Zan@wsp.com)>; Moore, Greg <[greg.moore2@wsp.com](mailto:greg.moore2@wsp.com)>

**Subject:** 137-90-00 Hwy 11/17 Four-Laning from west of Hwy 582 to Coughlin Road - Notice of Online Public Information Centre #2

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Dear Sir / Madam,

Please find attached the Notice of Online Public Information Centre #2 for the Highway 11/17 Four-Laning from 800 m West of Highway 582 to Coughlin Road, Detail Design and Class Environmental Assessment Study.

The attached notice has been sent on behalf of Karen M. Zan, Consultant Project Manager.

**Katherine Kung, MCIP, RPP**  
Environmental Planner



T +1 289-835-2529

610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

[www.wsp.com](http://www.wsp.com)

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-LAEHhHzdJzBITWia4Hgs7pbKl

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**Bakhit, Behnaz**

---

**Subject:** RE: Contact from the project website...

-----Original Message-----

From: Highway 11/17 Expansion from west of Highway 582 to Coughlin Road <project-team@hwy11-17-hwy582tocoughlin.com>

Sent: May 10, 2021 9:39 AM

To: project-team@hwy11-17-hwy582tocoughlin.com

Subject: Contact from the project website...

From: 

Message Body:

I would like to have any information about this project as I own property which will be affected.

Notice Preference:

Mail

Mailing Address:



--

This email was sent from a contact form on Highway 11/17 Expansion from west of Highway 582 to Coughlin Road (<https://hwy11-17-hwy582tocoughlin.com>)

---

**Subject:** RE: Contact from the project website...

-----Original Message-----

From: Highway 11/17 Expansion from west of Highway 582 to Coughlin Road <project-team@hwy11-17-hwy582tocoughlin.com>

Sent: May 19, 2021 11:30 AM

To: project-team@hwy11-17-hwy582tocoughlin.com

Subject: Contact from the project website...

From: [REDACTED]

Message Body:

I would like to inquire about the amount and type of aggregates being used on this project.

Notice Preference:

Email

Mailing Address:

--

This email was sent from a contact form on Highway 11/17 Expansion from west of Highway 582 to Coughlin Road (<https://hwy11-17-hwy582tocoughlin.com>)

---

**Subject:** RE: Contact from the project website...

-----Original Message-----

From: Highway 11/17 Expansion from west of Highway 582 to Coughlin Road <project-team@hwy11-17-hwy582tocoughlin.com>

Sent: May 1, 2021 6:11 PM

To: project-team@hwy11-17-hwy582tocoughlin.com

Subject: Contact from the project website...

From: [REDACTED]

Message Body:

Please include [REDACTED] To the project mailing list during the Detail Design Study Thank You

Notice Preference:

Email

Mailing Address:

Could you please send by mail also in case I have internet problems.

--

This email was sent from a contact form on Highway 11/17 Expansion from west of Highway 582 to Coughlin Road (<https://hwy11-17-hwy582tocoughlin.com>)

## Bakhit, Behnaz

---

**Subject:** RE: 137-90-00 Request for PIC Displays

---

**From:** Zan, Karen <[Karen.Zan@wsp.com](mailto:Karen.Zan@wsp.com)>

**Sent:** May 11, 2021 3:31 PM

**To:** Moore, Greg <[greg.moore2@wsp.com](mailto:greg.moore2@wsp.com)>; Kung, Katherine <[Katherine.Kung@wsp.com](mailto:Katherine.Kung@wsp.com)>

**Subject:** 137-90-00 Request for PIC Displays

I just had a conversation with Mr. [REDACTED] who was looking for clarification on the project (he was unclear that we had stopped and re-started).

He does not have internet access ("I'm too old for that Karen" were his words) and I offered to send him a set of plans/boards.

How will we go about that re printing, size of the plans, etc?

**Karen M. Zan, P.Eng.**

Senior Project Manager

Transportation – Highways



T+ 1 289-835-2643

M+ 1 647-999-1342

610 Chartwell Rd, Suite 300

Oakville, Ontario

L6J 4A5 Canada

[wsp.com](http://wsp.com)

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---

**From:** Zan, Karen <[Karen.Zan@wsp.com](mailto:Karen.Zan@wsp.com)>  
**Sent:** Friday, June 11, 2021 8:42 AM  
**To:** SUN Susan <[Susan.SUN@HydroOne.com](mailto:Susan.SUN@HydroOne.com)>  
**Cc:** SECONDARY LAND USE Department <[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)>; KING-COSTA Daniel <[Daniel.King-Costa@HydroOne.com](mailto:Daniel.King-Costa@HydroOne.com)>; Saunders, Kevin (MTO) ([Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca)) <[Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca)>; Moore, Greg <[greg.moore2@wsp.com](mailto:greg.moore2@wsp.com)>; Steiner, Michael <[Michael.Steiner@wsp.com](mailto:Michael.Steiner@wsp.com)>  
**Subject:** RE: Hydro One Response: 20210610-NoticeOfPIC2-137-90-00 Hwy 11 17 Four-Laning from west of Hwy 582 to Coughlin Road

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Good Morning Susan,

Thank you for your email.

Throughout the duration of this project, WSP has been working closely with Hydro One to provide all relevant information with respect to infrastructure and land use concerns. All communication to date has been through Daniel King-Costa (Real Estate Coordinator). There are no direct impacts to Hydro One infrastructure as a result of this highway expansion project.

We will continue to keep Hydro One apprised of any changes as the project continues, though we do not anticipate any significant design revisions at this point.

Thanks,  
Karen



**Karen M. Zan, P.Eng.**

Senior Project Manager

T: 1-289-835-2643

M: 1-647-999-1342

WSP Canada Inc.  
610 Chartwell Road, Suite 300  
Oakville ON  
L6J 4A5 Canada

[wsp.com](http://wsp.com)

-----Original Message-----

From: [Susan.SUN@HydroOne.com](mailto:Susan.SUN@HydroOne.com) <[Susan.SUN@HydroOne.com](mailto:Susan.SUN@HydroOne.com)>

Sent: June 10, 2021 2:04 PM

To: Zan, Karen <[Karen.Zan@wsp.com](mailto:Karen.Zan@wsp.com)>

Cc: [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)

Subject: Hydro One Response: 20210610-NoticeOfPIC2-137-90-00 Hwy 11 17 Four-Laning from west of Hwy 582 to Coughlin Road

Please see the attached for Hydro One's Response.

Hydro One Networks Inc  
[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)

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-LAEmHhHzdJzBITWfa4Hgs7pbKI



Hydro One Networks Inc  
483 Bay St  
Toronto, ON

June 10, 2021

Re: 137-90-00 Hwy 11/17 Four-Laning from west of Hwy 582 to Coughlin Road

Attention:  
Karen M Zan, P.Eng.  
Senior Project Manager  
WSP

Thank you for sending us notification regarding (137-90-00 Hwy 11/17 Four-Laning from west of Hwy 582 to Coughlin Road). In our assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area.

Please notify us if there is any design changes. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (137-90-00 Hwy 11/17 Four-Laning from west of Hwy 582 to Coughlin Road) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to [secondarylanduse@hydroone.com](mailto:secondarylanduse@hydroone.com)

Sent on behalf of,

***Secondary Land Use  
Asset Optimization  
Strategy & Integrated Planning  
Hydro One Networks Inc.***

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**Subject:** RE: CLP P-2560-36 Stirling Twp, Hwy 11/17 (WP 137-90-00-PR3)

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**From:** Saunders, Kevin (MTO) <[Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca)>  
**Sent:** May 31, 2021 3:10 PM  
**To:** Zan, Karen <[Karen.Zan@wsp.com](mailto:Karen.Zan@wsp.com)>  
**Cc:** Kleinboeck, Tom (MTO) <[Tom.Kleinboeck@ontario.ca](mailto:Tom.Kleinboeck@ontario.ca)>; Vibert, Natalie (MTO) <[Natalie.Vibert@ontario.ca](mailto:Natalie.Vibert@ontario.ca)>  
**Subject:** FW: CLP P-2560-36 Stirling Twp, Hwy 11/17 (WP 137-90-00-PR3)

**Hi Karen,**

MNRF has provided the attached as a response to our Crown Land Plan where we will need land to acquire and designate a corridor for the Stewart Lake Road connection. Please see below from James Bennitt.

Please review and ensure that their comments are considered in the design. I am not sure who they have talked to “as recently as May 10, 2021” (did they provide comment on the website during the virtual PIC?) but it would be prudent to contact them with regard to this stream and provide them with some design information to help their group understand what is to be constructed.

**Natalie,**

Thank you for forwarding this on to us.

**Tom,**

FYI.

Kevin Saunders | Senior Project Manager  
Project Delivery Section | Engineering Program Delivery Northwest  
Transportation Infrastructure Management Division | Ontario Ministry of Transportation  
615 South James Street  
Thunder Bay, ON  
P7E 6P6

Cell: (807)630-4114  
email: [kevin.saunders@ontario.ca](mailto:kevin.saunders@ontario.ca)



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**From:** Vibert, Natalie (MTO) <[Natalie.Vibert@ontario.ca](mailto:Natalie.Vibert@ontario.ca)>  
**Sent:** May 31, 2021 2:36 PM  
**To:** Saunders, Kevin (MTO) <[Kevin.Saunders@ontario.ca](mailto:Kevin.Saunders@ontario.ca)>  
**Subject:** FW: CLP P-2560-36 Stirling Twp, Hwy 11/17 (WP 137-90-00-PR3)

Hi Kevin,

Do you want to have a little read through the response from the district MNRF in regards to WP-137-90-00-PR3.

Let me know what you think.

Thanks Natalie

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**From:** Bennett, James (MNRF) <[James.Bennitt@ontario.ca](mailto:James.Bennitt@ontario.ca)>  
**Sent:** May-31-21 2:27 PM  
**To:** Vibert, Natalie (MTO) <[Natalie.Vibert@ontario.ca](mailto:Natalie.Vibert@ontario.ca)>  
**Cc:** Magee, Chris (MNRF) <[chris.magee@ontario.ca](mailto:chris.magee@ontario.ca)>; McNaughton, Kimberly (MNRF) <[kimberly.mcnaughton@ontario.ca](mailto:kimberly.mcnaughton@ontario.ca)>  
**Subject:** RE: CLP P-2560-36 Stirling Twp, Hwy 11/17 (WP 137-90-00-PR3)

Hi Natalie,

Chris forwarded me your email. Please see the response from MNRF below.

**Subject:** CLP P-2560-36 Stirling Twp  
WP 137-90-00 PR3, Highway 11/17  
Crown Land Plan P-2560-36  
Geographic Township of Stirling  
District of Thunder Bay

The MNRF has reviewed the enclosed draft Crown Land Plan, P-2560-36 with the understanding that MTO requires Jurisdiction and Control over these Crown Lands to increase the Service Road right-of-way width from 20m to 30m, and that this is needed to accommodate grading for the Stewart Lake Road Connection and for the north leg of Highway 582.

The MNRF confirms that both Part 1 and Part 2 as illustrated on the maps is Crown land, and recognizes MTO's interest in acquiring these lands for said purpose.

Please note that should these areas need to be cleared prior to MTO's P-plan being regulated, the MNRF will need to be informed of the quantity of merchantable timber within these area as a Harvest Licence under the Crown Forest Sustainability Act and a Overlapping Agreement with the Sustainable Forest Licence holder may be required to clear the timber.

Also please note that MNRF has been previously engaged with MTO (as recently as May 10, 2021) related to values associated with a portion of Part 1 of these lands (and the associated 20m corridor). The concerns are related to a creek system whereby:

- The highway project proposes over 100 m of the creek being put into a culvert, plus another 25m culvert for the access road.
  - o The length of culverts and small stream size will decrease / impede fish migration in sections of the streams
  - o The extensive culvert length will cause a decrease in winter in-stream temperatures and thus loss of fish migration due to freezing of stream.
- Ditching associated with road construction and maintenance will drop groundwater flow in the area to bottom of ditches, and reduces shallow groundwater discharge points in project area. This also increases in-stream summer temperatures with exposed flowing water in ditches.

- There is also the contributing decrease water in area due to higher evaporation rate resulting from exposed water in ditches.

A recent (May 21, 2021) site visit by MNRF confirmed that the:

- o site of access road is in a cedar/ash wetland, contributing to maintaining stream temperature (cold in summer, warm in winter).
- o stream section is on clay over bedrock, with shallow soils and multiple points of shallow groundwater discharge points in area of project area.
- o ditch construction will / may need to be below current groundwater discharge in the wetland adjacent to the stream.

The MNRF encourages further dialogue with MTO to minimize and mitigate impacts to these values.

Thank you

James Bennitt  
District Resource Operations Supervisor | Nipigon District  
807-887-4551 | [James.Bennitt@ontario.ca](mailto:James.Bennitt@ontario.ca)

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**From:** Vibert, Natalie (MTO) <[Natalie.Vibert@ontario.ca](mailto:Natalie.Vibert@ontario.ca)>  
**Sent:** May 17, 2021 11:29 AM  
**To:** Magee, Chris (MNRF) <[chris.magee@ontario.ca](mailto:chris.magee@ontario.ca)>  
**Subject:** CLP P-2560-36 Stirling Twp, Hwy 11/17 (WP 137-90-00-PR3)

Hello Chris,

Please see attached.

The Ministry would appreciate a favourable response by letter or email no later than **May 31, 2020** indicating that you have no concerns with this undertaking. Thank you for your assistance with this matter.

Cheers,

Natalie Vibert, MA, OLS, OLIP  
Senior Surveyor, Geomatics



## Bakhit, Behnaz

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**From:** Zan, Karen  
**Sent:** June 30, 2021 2:52 PM  
**To:** 'James.Bennitt@ontario.ca'; 'raymond.tyhuis@ontario.ca'  
**Cc:** McNaughton, Kimberly (MNR); Saunders, Kevin (MTO) (Kevin.Saunders@ontario.ca); Kleinboeck, Tom (MTO) (Tom.Kleinboeck@ontario.ca); Moore, Greg; LeBrun, Kim  
**Subject:** GWP 137-90-00 Hwy 11/17 - Hwy 582 to Coughlin Road  
**Attachments:** 137-90-00 Hwy 11-17 Coughlin - MNRF Comment Response\_30june21.pdf

Good Afternoon James and Ray,

WSP have reviewed the comments provided to MTO by email on May 31<sup>st</sup> regarding the above noted project. We apologize as it seems we had inadvertently not responded to previous comments provided by MNRF in 2018. Attached is a summary of both sets of comments and WSP's responses.

Please take the time to review our comments; should you wish, we are available to meet via Teams to further discuss.

Thank you,  
Karen



**Karen M. Zan, P.Eng.**  
Senior Project Manager

T: 1-289-835-2643  
M: 1-647-999-1342

WSP Canada Inc.  
610 Chartwell Road, Suite 300  
Oakville ON  
L6J 4A5 Canada

[wsp.com](http://wsp.com)

*Vacation Alert – I will be away July 1 through July 9 inclusive*



June 30, 2021

Mr. Raymond Tyhuis  
Management Biologist  
Ministry of Natural Resources and Forestry  
5 Wadsworth Drive, Box 970  
Nipigon, ON P0T 2J0

**RE: Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road, Detail Design and Class Environmental Assessment Study (G.W.P. 137-90-00)  
Response to Ministry of Natural Resources and Forestry Comments**

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Dear Mr. Tyhuis,

Thank you for your interest in the Class Environmental Assessment (Class EA) Study for four-lane expansion of Highway 11/17 for 8 kilometers from 1.3 km west of Highway 582 to Coughlin Road, and submitting the Ministry of Natural Resource and Forestry's (MNRF) comments to the Project Team on May 31, 2021, and for bringing MNRF's 2018 comments again to our attention.

The Project Team has reviewed MNRF's comments; preliminary responses to MNRF's concerns in April 2018 and May 2021 have been provided in the appended table.

We have ensured you are on the study mailing list and will ensure you are kept informed of study activities and future consultations. If you wish to obtain additional information about this project, or provide input at any point during the study, please contact the consultant Project Manager, Karen Zan at 289-835-2643 or by email at [Karen.Zan@wsp.com](mailto:Karen.Zan@wsp.com).

Yours sincerely,

**WSP Canada Inc.**

Karen M. Zan, P.Eng  
Senior Project Manager  
Attachment: Summary of Comments/Responses Table

cc: James Bennitt (MNRF)  
Kimberley McNaughton (MNRF)  
Kevin Saunders (MTO)  
Tom Kleinboeck (MTO)  
Greg Moore (WSP)  
Kim LeBrun (WSP)

610 Chartwell Road  
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**Highway 11/17 Four-Laning from west of Highway 582 to Coughlin Road, Detail Design and Class Environmental Assessment Study  
Summary of Ministry of Natural Resources and Forestry (MNR) Comments and WSP Response (GWP 137-90-00)**

#	MNR Comment	WSP Response
<b>General Comments</b>		
<b>2018</b>		
1	<p>Unnamed Creek CSP Culvert (located ~695m west of HWY 582: near Davis Road):</p> <ul style="list-style-type: none"> <li>• Thermal classification incorrect; coldwater creek.</li> <li>• WSP confirmed fish use at this location.</li> <li>• Rainbow trout captured via MNR electro-fishing downstream of crossing in 2016.</li> </ul> <p>Reach of Little Valley Creek (located ~460m east of HWY 582):</p> <ul style="list-style-type: none"> <li>• Missing identification and HWY 11/17 crossing location.</li> <li>• Coldwater creek with known brook trout presence; potential spawning and nursery habitat in immediate vicinity.</li> </ul>	<p>The thermal classification at Unnamed Creek CSP Culvert (located ~695m west of HWY 582; near Davis Road) and additional Little Valley Creek crossing located 460 m east of Highway 582 have been noted by the project team and will be corrected in future documentation.</p>
2	<p>Future renditions of the detailed designs should include clear delineations of all the water segments and crossings on the preferred plan figures. This will aid in the determination of potential environmental impacts</p>	<p>This has been noted by the project team.</p>
<b>2021</b>		
3	<p>MNR has noted that there are numerous culverts proposed to travel diagonally rather than perpendicular to the highway, this lengthens pipes and further complicates fish passage. A number of these situations the streams are proposed to be taken outside of their present corridor. Given this then why not align them to the shortest length possible when going under the road?</p>	<p>The goal of the skewed culverts was to maintain the general flow direction and avoid tight meanders into and out of culverts that would exacerbate erosion concerns and further complicate fish passage. Culverts on a skew to the highway alignment were selected in some cases to minimize the amount of channel alteration for the system. The skewed culverts allow for certain channel locations and transitions to be retained and avoid 90-degree bends in the channels at the culvert ends, minimizing the need for hard armouring of the outside bends. Although this has resulted in slightly longer culverts, WSP has confirmed due to the site conditions (slope etc.) the additional culvert length will not increase velocities to the extent that it impacts fish passage. WSP has also provided median pools and “day lighting” between the longer culverts to aid in fish passage concerns.</p>
4	<p>The highway project proposes over 100 m of the creek being put into a culvert, plus another 25m culvert for the access road.</p> <ul style="list-style-type: none"> <li>• The length of culverts and small stream size will decrease / impede fish migration in sections of the streams</li> </ul>	<p><b><u>Tributary A</u></b> The size of the watercourse was taken into consideration when the culverts were being sized (proposed sizes spans the bankfull width of the channel). The gradient of the tributary was also considered when</p>



#	MNR Comment	WSP Response
	<ul style="list-style-type: none"> <li>The extensive culvert length will cause a decrease in winter in-stream temperatures and thus loss of fish migration due to freezing of stream.</li> </ul>	<p>considering the multiple culvert design. This portion of the tributary displays a relatively low gradient. As such, WSP has ensured that the properly embedded and sized culverts will not increase velocities and therefore will not impede fish passage for this watercourse and the target species for Tributary A (Brook Trout). The increase in the number of culverts was required to allow for some day lighting between enclosed sections and to avoid overly long culvert lengths.</p> <p>Although there is some increased shading of the channel associated with the culverts, the median pools and open sections should help with day-lighting of the channel and thermal concerns such that existing migration patterns can be maintained.</p> <p>Based on WSP's field investigations, the range of water depths within the assessed reached was between 0.25-0.55 m deep. These depths are likely too shallow to provide any over-wintering habitat within the highway corridor, and the channel most likely already freezes solid such that winter migration is already not possible.</p>
5	<p>Ditching associated with road construction and maintenance will drop groundwater flow in the area to bottom of ditches and reduces shallow groundwater discharge points in project area. This also increases in-stream summer temperatures with exposed flowing water in ditches.</p>	<p>WSP has designed the skewed culverts and connections to maintain as much of the existing channel as possible, thereby also maintaining the shallow groundwater influxes as much as possible as well. Any groundwater intercepted by the roadside ditches will be in the ditches for a short length of time such that their thermal impacts will still be felt in the receiving watercourses. There are no long sections of ditch line where WSP anticipated groundwater would be captured and heated before it outlets to any of the receiving watercourses.</p>
6	<p>There is also the contributing decrease water in area due to higher evaporation rate resulting from exposed water in ditches, no longer maintaining stream flow in a thermally protected condition that exists in its current state.</p>	<p>See response above. There are no long stretches of flat ditch line where water would be sitting, heating and evaporating. The ditches have been designed to drain quickly to the receiving watercourses.</p>



#	MNRF Comment	WSP Response
7	<p>A recent (May 21, 2021) site visit by MNRF confirmed that the:</p> <ul style="list-style-type: none"> <li>• Site of access road is in a cedar/ash wetland, contributing to maintaining stream temperature (cold in summer, warm in winter).</li> <li>• Stream section is on clay over bedrock, with shallow soils and multiple points of shallow groundwater discharge points in area of project area.</li> <li>• Ditch construction will / may need to be below current groundwater discharge in the wetland adjacent to the stream.</li> </ul>	Noted.
<b>Unnamed Creek (located ~ 695 m west of Hwy 582; between Davis and Stewart Lake Roads</b>		
<b>2018</b>		
8	<p>Concerns in regard to access point road created between Stuart Lake and Davis Roads. Concern is that it overprints a wetland feature containing a coldwater trout stream. The access road and highway combine to cross the stream multiple times and it is assumed ditches will be required. These are assumed to be low enough to drain the wetland feature it crosses which feeds the streams</p>	<p>The realignment of the sideroads in this area, including Stewart Lake Road Connection and Highway 582 was part of the 1997 EA Approved Plan. All the water that is presently received by the watercourse from the wetland will still be directed to the watercourse via the roadside ditches. These ditch sections are of very short length such that the thermal conditions of the inputs will be maintained. The ditch grades will ensure that water is not trapped in the ditches where it would heat/evaporate. WSP has designed the crossing locations and ditch lines to maintain inputs to each of the watercourses being crossed, with no flows being directed away from the receiving watercourses.</p>
<b>Valley Creek Tributary</b>		
<b>2018</b>		
9	<p>The perched culvert on the Valley Creek Tributary should be either reinstalled with the proper embedment or removed to allow the fish migration.</p> <p><i>Note:</i> Although MNRF and MTO did a site visit and MTO did a further study on the creek in September 2018. MNRF is not clear on the conclusions as it may be ephemeral, and conclusions based on poor conditions during the visit. Most ephemeral streams utilized by coldwater fish would be during the spring. Something to consider that seems to be missing when describing the importance of ephemeral streams in regards to brook trout.</p>	<p>The perched culvert on the tributary to Valley Creek, located at Station 14+500 (Tributary E), is being replaced to maintain water flow into Valley Creek only. WSP did not identify fish use within the reaches assessed during their field investigations, and a number of other site visits completed by MTO (Tom Kleinboeck) with MNRF staff (Toby Braithwaite), and two field investigations completed by TBTE all confirmed that there was no defined channel or sufficient water to sustain fish. TBTE identified fish use only in the ponds 1.5 km upstream of the highway crossing during their follow up surveys. The habitat immediately upstream of the existing culvert does not provide habitat conditions for life cycle functions for fish. The ephemeral nature of the system suggests that water levels in the feature are flashy and not sustained. Therefore, it was determined that providing fish passage</p>



#	MNR Comment	WSP Response
		through this crossing was not a requirement and that the coldwater classification of this tributary is not supported (Tom Kleinboeck). The culvert is being replaced to ensure that the ephemeral flows from this feature are directed to Valley Creek to maintain that input.
<b>Valley Creek Realignment</b>		
<b>2018</b>		
10	The MNR is concerned with the section of Valley Creek depicted to run through the median. This section of Valley Creek consists of a series of riffles, gravel/cobble bars and pools. This aquatic habitat is recognized as significant spawning and nursery habitat for both rainbow and brook trout. The MNR strongly believes that the current habitat characteristics of this location would be extremely challenging to emulate in a realigned segment of this creek	WSP and MTO agree, which is why this habitat is being maintained in the median, versus realigning the channel outside of the highway median. Previous comments from MNR (Toby Braithwaite) regarding the specialized habitat features we taken into consideration during the design. The median width has been significantly increased (from 30m to >70m) at this location to ensure maintenance of the more critical habitat features, while allowing for the maintenance of the existing vegetated buffers to reduce further bank erosion. The section of the channel requiring realignment to accommodate the new westbound lanes displays flat morphology / homogenous habitat with fine substrates. This habitat is likely used for migration, foraging and refuge habitat, but provides very little in the way of spawning or rearing habitat. Therefore, with the widened median footprint here WSP was able to maintain the more critical spawning habitat functions in current form and function.
11	Detailed design alternatives alignment should also consider the widening of the median in the area of the sensitive fish habitat. This may be accomplished by increasing (buffering) the distance between the creek and the proposed Eastbound lanes. A wider separation between the highway surface and water could potentially mitigate water quality impacts from highway runoff and reduce the amount of required riparian vegetation removal.	See comment above (#10), the proposed median was increased in width at this location to avoid impacts to the more critical habitat elements.
12	Vegetation removal within this section of the median should be avoided to maintain current buffering capacity. Should wildlife collision (i.e. line of sight) concerns arise from such vegetation, then fencing through the corridor should be considered to allow mitigation along the creek margins	Noted. Vegetation removals will be kept to a minimum and slope stability measures will be reviewed to help stabilize the existing banks.
<b>2021</b>		
13	Valley creek crossing was originally a poor choice as the highway parallels the creek for over 300 m, a new location for the Eastbound lanes would have been a better solution. Further impacts are proposed with realignments and overprinting of the creek. As the creek banks and substrate are generally unstable along this section, its not clear what is proposed to stabilize these banks for the long term, while maintaining the coldwater thermal properties (not exposing more of this section to the sun). It will also be important to direct road	WSP agrees with the comment that the existing creek banks are unstable. The creek currently flows parallel to the highway, with toe erosion and roadbed slumping evident. The erosion of the embankment has contributed to the active resorting of the substrate within the creek bed, and potential impacts (i.e. burying) to spawning habitat further downstream (MNR reference question 14).



#	MNRF Comment	WSP Response
	<p>runoff from directly entering the stream, but it only appears that more “grading” will remove vegetation and offer less protection to the creek through this section</p>	<p>However, for public safety reasons the highway requires adjustments to address a sag curve in the alignment, which will result in the need for regrading of the embankment and a relocation of a portion of the creek. The vertical bedrock valley slope south of the highway also impacts the design considerations at this location.</p> <p>Moving the creek to its proposed location allows for some separation of the creek from the highway and direct run-off from the road surface; there will be a vegetated buffer between the shoulder and the creek. Relocating the channel away from the road also addressed the existing and future erosion concerns of the road embankment materials without the need for hard armouring of the creek bank/roadbed. This will address any concerns for potential burying of spawning habitat further downstream. The new channel will be designed using natural channel design principles (i.e. morphological features and bank treatments) to replicate and improve on the existing habitat features within Valley Creek to maintain the coldwater thermal classification of the habitat.</p>
14	<p>It has also been brought forward by MNRF to MTO that there is a confirmed brook trout spawning upwelling located less than 50 m from the proposed “grading” for the highway improvements.</p> <p>MNRF would like this new information to be considered in the design as the proximity to the highway alterations, which seem to be that there will be grading in the corridor and may have the potential to affect groundwater, which on the surface appears to be originating from the base of the current highway corridor.</p>	<p>To be discussed. WSP respectfully requests MNRF share any additional information that may have been gathered (e.g. clarity on the exact location of the upwelling [e.g. GPS coordinates], other findings, etc.).</p>
15	<p>MNRF has also noted that there is proposed re-alignment of the creek for the Westbound lanes as well as the upstream end of the Eastbound lane, but no proposed realignment of creek (water not shown) along the south side of the Eastbound lane, although “grading” proposed overprints the creek for about 100 m (shaded green on detailed design plan).</p> <p>There should be an indication of what is going on with this section of the creek and the widening of the road.</p>	<p>See comment above regarding the impacts for Valley Creek. The vertical bedrock valley slope south of the highway limits the amount of land available to accommodate the channel realignment, however WSP has used natural channel design principles to replicate the habitat being impacted to the extent possible in the area available (highway ditchline).</p>
<b>Crown Land</b>		
<b>2021</b>		
16	<p>The MNRF has reviewed the enclosed draft Crown Land Plan, P-2560-36 with the understanding that MTO requires Jurisdiction and Control over these Crown Lands to increase the Service Road right-of-way width from 20m to</p>	<p>Comments related to the harvest of lumber on Crown Land will be addressed separately by Natalie Vibert, Senior Surveyor Northwest</p>



#	MNRF Comment	WSP Response
	<p>30m, and that this is needed to accommodate grading for the Stewart Lake Road Connection and for the north leg of Highway 582.</p> <p>Please note that should these areas need to be cleared prior to MTO's P-plan being regulated, the MNRF will need to be informed of the quantity of merchantable timber within these area as a Harvest Licence under the Crown Forest Sustainability Act and a Overlapping Agreement with the Sustainable Forest Licence holder may be required to clear the timber.</p>	<p>(Acting) (MTO). Natalie may be contacted by email at <a href="mailto:Natalie.Vibert@ontario.ca">Natalie.Vibert@ontario.ca</a>.</p>