

Ministry of Transportation

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February 18, 2020

Andrew Doman
Senior Engineer, Transportation Expansion
Design & Construction Division
Region of Waterloo

Sent via email: ADoman@regionofwaterloo.ca

Dear Mr. Doman:

**RE: Region of Waterloo's South Boundary Road at Provincial Highways 8 & 24,
MTO's Class Environmental Assessment for Provincial Transportation
Facilities – Design and Construction Report**

As part of the Ministry of Transportation's review of the November 2011 Environmental Study Report (ESR) for the Region of Waterloo's South Boundary Road and Franklin Boulevard Extension Class Environmental Assessment, comments were provided to Mr. Frank Kosa in a letter dated March 7, 2016. At that time, MTO advised the Region that a Design and Construction Report (DCR) would be required, documenting the detailed design phase, and made available for a 30-day public review in accordance with the *MTO Class Environmental Assessment for Provincial Transportation Facilities (2000)*, for the components of the project which intersect with provincial Highways 8 & 24.

These comments were acknowledged by Mr. Kosa in a letter to MTO's Mr. Chris Dixon, dated May 3, 2016, where it was stated that a DCR would be completed for this project in the detailed design phase. MTO understands that the detailed design phase of the project has now been completed and the project has been tendered for construction. A DCR has not been prepared for the project, and MTO's understanding is that the Region does not see the merit in preparing a DCR at this time because 1) the design hasn't changed substantially from what was documented in the ESR, and 2) it would be an unnecessary financial burden.

MTO accepts that a DCR will not be prepared for the South Boundary Road project because:

- 1) The Minister of the Environment granted Environmental Assessment approval in a letter to the Region dated December 19, 2012, whereby the Minister denied the request made for a Part II Order under the Environmental Assessment Act for the South Boundary Road project and stated that the project may proceed to implementation.
- 2) The Municipal Class EA process differs from the MTO's Class EA process in that detailed design is completed outside of the Municipal Class EA process, and does not include preparation of a detailed design document made available for public review. Since the Region is satisfied that they have fulfilled the requirements of their own Municipal Class EA, and since the Region is the sole proponent of this project, MTO has no further objections to the project proceeding to construction as outlined in the Region's Environmental Study Report, Environmental Impact Statements, and Contract Documentation.

MTO accepts that the Region will not prepare a DCR for the remaining portions of the project (Phase 2). Please continue to circulate MTO's Environmental Section on any environmental reports/studies completed on MTO property.

If you have any questions, please don't hesitate to contact the undersigned.

Yours truly,



Cathy Giesbrecht, Head
Environmental Section
Ministry of Transportation

c: Kirstie Houston, Senior Environmental Planner, MTO
Chris Dixon, Project Manager, MTO
Christine Costa, Area Manager, Highway Engineering, MTO
Geddes Mahabir, Head, Planning and Design, MTO