

A photograph of the Kingston Inner Harbour, showing a body of water in the foreground, a line of green trees in the middle ground, and several multi-story buildings in the background under a clear blue sky. A large, light blue, curved graphic element is overlaid on the right side of the image.

KINGSTON INNER HARBOUR

Detailed Impact Assessment Process Overview

February 2024

Presentation Contents

- *Impact Assessment Act*, Detailed Impact Assessment (DIA), and Conceptual Constraints and Impact Considerations (CCIC)
- Valued Components (VCs)
- Valued Component Assessment
- Information Gaps
- Next Steps



A close-up photograph of a bird's nest, likely a grebe, constructed from a complex arrangement of dry sticks and twigs. The nest is situated on a rocky shore with green vegetation in the foreground and a body of water in the background. The text is overlaid on this image.

KINGSTON INNER HARBOUR DETAILED IMPACT ASSESSMENT

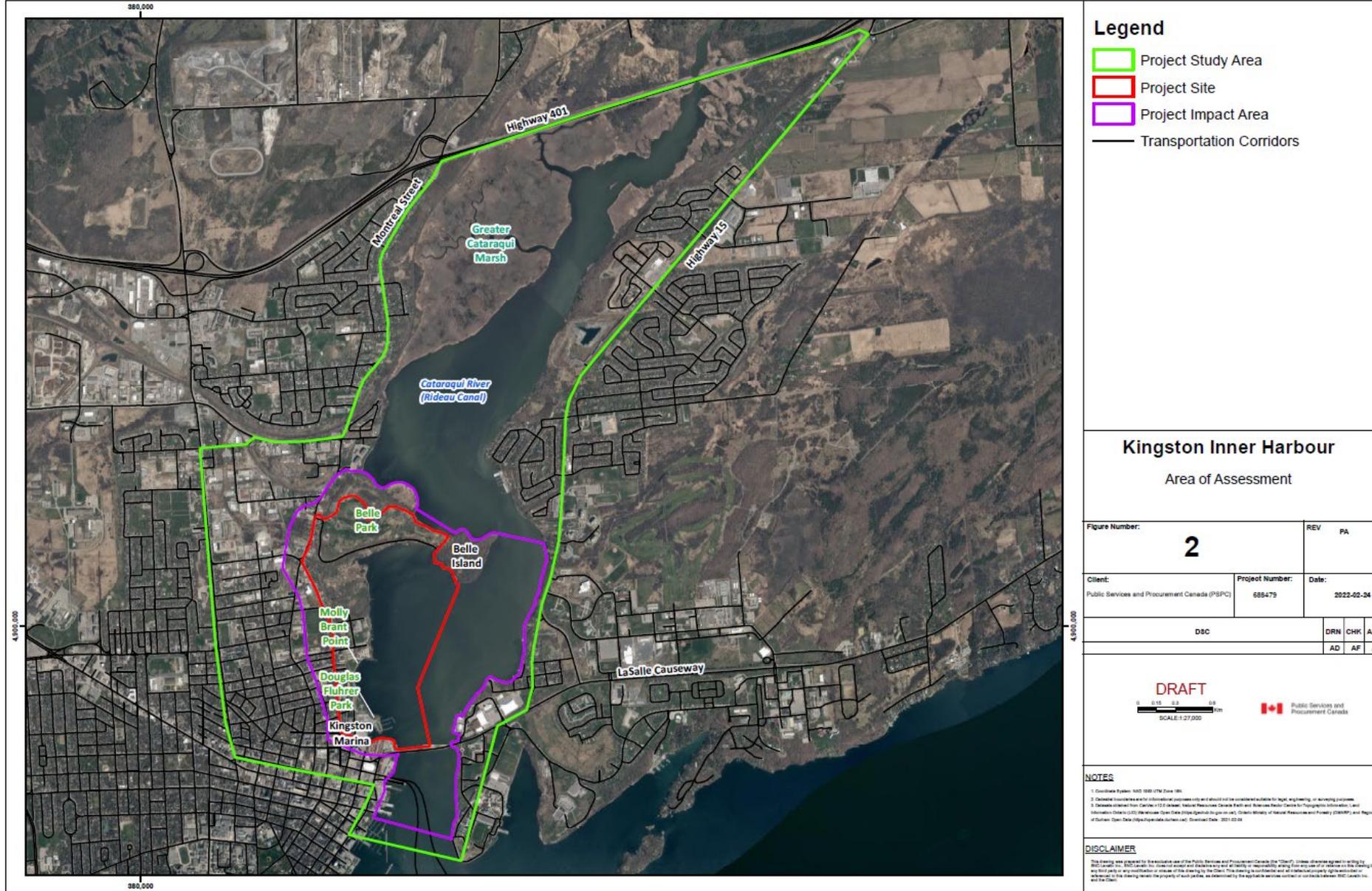
Impact Assessment

- The Project will be subject to an Impact Assessment under the Federal *Impact Assessment Act* (2019)
- *Impact Assessment Act* sets out impact assessment requirements in relation to projects on Federal lands and waters
- Prior to taking action or making a decision, Transport Canada and Parks Canada are required to determine if the project, as proposed, has the potential to cause significant adverse or negative environmental effects

Detailed Impact Assessment and Conceptual Constraints and Impact Considerations

- Detailed Impact Assessment (DIA) is being prepared
- Conceptual Constraints and Impact Considerations (CCIC) document has been prepared that provides a preliminary, high-level consideration of Project impacts. It includes:
 - Identification of Valued Components (VCs)
 - Desired outcomes, thresholds, potential design considerations, potential constraints and information gaps for each VC

Areas of Assessment



- Legend**
- Project Study Area
 - Project Site
 - Project Impact Area
 - Transportation Corridors

Kingston Inner Harbour
Area of Assessment

Figure Number:	2	REV	PA
Client:	Project Number:	Date:	
Public Services and Procurement Canada (PSPC)	688479	2022-02-24	
DSC		DRN	CHK APP
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SCALE: 1:27,000

Public Services and Procurement Canada

NOTES

1. Coordinate System: NAD 83 UTM Zone 18N
 2. Datafile boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or planning purposes.
 3. Datafile obtained from Ontario (1:25,000) National Resource Data Bank and Natural Resources Canada for Geographic Information and Information Data (GIS) Network Open Data (https://open.can.ca/). Ontario Ministry of Natural Resources and Forestry (OMNRF) and Region of Durham Open Data (https://open.data.durham.ca/). Download Date: 2021-02-04

DISCLAIMER

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A scenic photograph of a calm body of water, likely a harbour or lake, surrounded by dense green trees and tall reeds. The water is still, reflecting the surrounding vegetation and the overcast sky. Several lily pads are visible on the water's surface in the foreground.

KINGSTON INNER HARBOUR VALUED COMPONENTS

What is a Valued Component (VC)?

- Valued Components (VCs) are aspects of the environment that are important features and/or are representative of the KIH
- VCs are environmental, health, social, economic or additional elements or conditions of the natural and human environment
- VCs and associated desired outcomes and thresholds were revised based on input received during consultation and engagement with Indigenous peoples and the public

Natural Resource VCs

- Aquatic Wildlife and Vegetation:
 - fish
 - molluscs
 - amphibians
 - benthic invertebrates
 - macrophytes (aquatic plants)
 - algae
- Species at Risk Turtles
- Species at Risk Birds
- Species at Risk Bats



Natural Resource VCs (cont'd)

- Terrestrial Vegetation
- Terrestrial Wildlife (birds, mammals, reptiles)
- Surface Water Quality
- Lacustrine Processes (e.g., water levels, wave action)
- Sediment Quality
- Soil and Landform Resources
- Air Quality
- Climate Change



Indigenous Interests and Rights & Archaeological Resources VCs

- Indigenous Interests and Rights
- Terrestrial Archaeological Resources
- Submerged Archaeological Resources



Cultural Heritage and Visitor Experience VCs

- Cultural Heritage VCs:
 - National Historic Site Cultural Heritage Values
 - Rideau Canal UNESCO World Heritage Outstanding Universal Values
 - Cultural Landscape Features
- Visitor Experience VCs:
 - Tourism and Visitor Experience (includes Aesthetic Values)
 - Navigation



How are Impacts on VCs Assessed?

- The potential effects of the KIH Project on the environment are assessed by considering the **Desired Outcome, Threshold** and **Standard of Proof** for each VC.
- **Desired Outcome:** What the environmental component will look like after the project is fully completed.
- **Standard of Proof:** The level of scientific evidence needed to ensure the desired outcome.
- **Threshold:** The conditions used to assess and measure achievement of the desired outcome of the project.





KINGSTON INNER HARBOUR VALUED COMPONENT ASSESSMENT

Assessment of Project Impacts For Each VC

- For each Valued Component, the Assessment will include:
 - Description of the Assessment Methodology
 - Description of its Current Status/Condition
 - Identification of Potential Effects and Mitigation Measures to prevent, avoid or lessen such effects.
 - Identification of Adverse Effects when they cannot be avoided or fully eliminated.



Mitigation Measures

- Alterations to the project design early in the planning process can assist with eliminating or reducing the potential negative effects
- Mitigation measures are then identified that help avoid or lessen negative effects
- Mitigation measures in the DIA can involve:
 - Adjusting the timing, location and intensity of activities
 - Specific environmental actions or measures during project activities to prevent, lessen or reduce potential negative effects

Monitoring Measures

During Project Activities

- Monitoring is undertaken during project activities to ensure the valued components are protected and mitigation measures are working
- Monitoring usually involves detailed attention as to how construction is going with a focus on higher risk activities to valued components

Post-Construction

- Following project implementation/construction, monitoring is undertaken to ensure the desired outcome has been met for each valued component

Residual Effects

- Residual effects are effects that are left over after mitigation measures are put in place
- Residual effects consider the magnitude, extent, frequency, reversibility, and duration
- Residual effects can be positive or negative



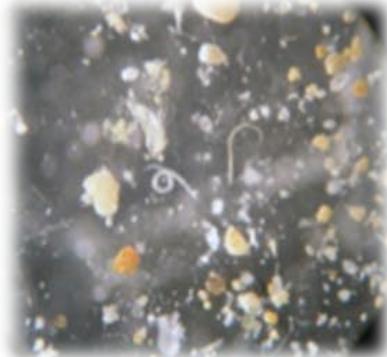
Other Components of the DIA

- Accidents and Malfunctions
- Adverse Effects of the Environment
- Climate Change
- Cumulative Effects



KINGSTON INNER HARBOUR

INFORMATION GAPS



Information Gaps

- There are several VCs for which more information will help to improve the quality of the assessment and provide for a better project. These include:
 - Turtles (habitat and movement)
 - Greenhouse gas emissions
 - Climate Change Considerations
 - Sediment Conditions
 - Lake Ontario hydrodynamic processes

KINGSTON INNER HARBOUR

NEXT STEPS



Next Steps

- Continue to address Information Gaps
- Continue engagement with Indigenous Peoples, stakeholders and the public
- Prepare Detailed Design to 33% design stage
- Prepare Draft #1 of the DIA after the 33% design stage is ready



Project Schedule

KEY STEPS

