

**FISHERIES AND OCEANS
CANADIAN ENVIRONMENTAL ASSESSMENT ACT (CEAA) 2012
PROJECT EFFECTS DETERMINATION REPORT**

GENERAL INFORMATION

1. Project Title: Canal Wall Reconstruction, Calvert, NL	
2 Proponent: Fisheries and Oceans Canada, Small Craft Harbours (DFO SCH)	
3. Other Contacts (Other Proponent, Consultant or Contractor): Public Works and Government Services Canada	4. Role: OGD Consultant
5. Source of Project Information: Paul Curran, Chief Engineer, DFO Small Craft Harbours Branch	
6. Project Review Start Date: April 26, 2018	
7. DFO File No.:	8. PWGSC File No:
9. TC File No.:	

BACKGROUND

10. Background about Proposed Development (including a description of the proposed development):

The scope of work includes reconstruction of the existing canal walls in Calvert, NL. Loose concrete will be chipped from the existing concrete walls. One portion of the canal wall will be repaired with concrete while the remaining walls will be reinforced with timber cribbing and armourstone to stabilize the canal banks. A small section of the existing concrete wall will be permanently removed.

PROJECT REVIEW

11. DFO's rationale for the project review:

Project is on federal land and;

- DFO is the proponent
- DFO to issue *Fisheries Act* Authorization or *Species at Risk Act* Permit
- DFO to provide financial assistance to another party to enable the project to proceed
- DFO to lease or sell federal land to enable the project to proceed
- Other

12. Fisheries Act Sections (if applicable): n/a

13. Other Authorities

- Transport Canada, Navigation Protection Program

14. Other Authorities rationale for involvement:

- Navigation Protection Act

15. Other Jurisdiction:

<p>16. Other Expert Departments Providing Advice:</p> <ul style="list-style-type: none"> • Fisheries and Oceans Canada, Fisheries Protection Program 	<p>17. Areas of Interest of Expert Departments:</p> <ul style="list-style-type: none"> • Fisheries Act
<p>18. Other Contacts and Responses: n/a</p>	
<p>19. Scope of Project (details of the project subject to review):</p> <p><u>Project Description</u></p> <p><u>Construction/Installation:</u></p> <p>The scope of work includes reconstruction of the existing canal walls in Calvert, NL. Loose concrete will be chipped from the existing concrete walls. One portion of the canal wall will be repaired with concrete while the remaining walls will be reinforced with timber cribbing and armourstone to stabilize the canal banks. A small section of the existing concrete wall will be permanently removed.</p> <p>Heavy machinery working from the shoreline will likely be required to demolish and remove a portion of the existing structure, as well as place the armourstone structure. Armourstone units from the existing structure will be salvaged and re-used in the new work. The concrete and other demolition material will be transported to a provincially approved waste disposal location. The new structure will be placed within the existing footprint.</p> <p>The project will be carried out using heavy equipment such as excavators, barges and dump trucks to demolish and reconstruct the structures. The armourstone construction materials will be obtained from a licensed quarry and trucked in dump trucks to the project site where excavators will place the materials.</p> <p><u>Operation</u></p> <p>The Environmental Management System (EMS) with an integrated Environmental Management Plan (EMP) will cover operational aspects of environmental management at the harbour (fuelling, waste disposal, activities on the property and water) by Small Craft Harbours.</p> <p><u>Decommissioning</u></p> <p>This facility is not presently planned to be decommissioned. At the time of decommissioning, Small Craft Harbours will develop a site-specific re-use or reclamation plan that is appropriate for the applicable environmental legislation and Fisheries and Oceans Canada policies.</p> <p><u>Scheduling</u></p> <p>Commencement of this project is subject to DFO SCH operational priorities and funding, as well as regulatory approval, but will likely proceed during the summer of 2018.</p>	
<p>20. Location of Project:</p> <p>Calvert is a small community located on the Avalon Peninsula approximately seventy-two (72) kilometres south of the City of St. John's. It is accessed along Route 10.</p>	
<p>21. Environment Description:</p> <p><u>Physical Environment</u></p>	

The community of Calvert sits along the Irish Loop. The general site is located on Northside Road which is the main road through the community. There are no known aquaculture sites, lobster holding pounds, or scheduled salmon rivers, parks, protected water supplies, archaeological sites, or forest or wildlife reserves in the immediate project area. While marine mammals such as whales and seals frequent the general area, their presence in the immediate project area is unlikely. While there are a variety of large and small mammals found in the general Calvert area, including moose, caribou, fox, snowshoe hare, beaver, shrews, mice, and rats, there are no known significant terrestrial wildlife habitats in the immediate project area. Sea gulls, crows, turrs, puffins, eagles, hawks, osprey, and several species of songbirds are common throughout the general project area.

The project site is located along the banks of a canal owned by the Small Craft Harbours Branch of Fisheries and Oceans Canada. The surrounding shoreline consists of a natural rock/pebble dominated beach.

Water Depths within the project site range from 0 – 2.0 metres.

22. Scope of Effects Considered (sections 5(1) and 5(2)):

Table 1: Potential Project / Environment Interactions Matrix

Project Phase / Physical Work/Activity	As per Section 5(1)			Section 5(1c)				Section 5(2)			Due Diligence			
	Fish (Fisheries Act)	Aquatic Species (SARA)	Birds (MBCA)	Health and Socio economic	Physical and cultural heritage	Land use	*HAPA Significance	Health and Socio economic	Physical and cultural heritage	*HAPA Significance	Water (ground, surface, drainage, etc)	Terrestrial / Aquatic Species	Soil	Air Quality
Construction/Installation														
Canal Wall Reconstruction	P	-	-	-	-	-	-	-	-	-	P	P	P	P
Operation / Maintenance														
	-	-	-	-	-	-	-	-	-	-	P	-	-	-
Decommissioning / Abandonment														
	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*structure, site or thing that is of historical, archaeological, paleontological or architectural significance.
Legend: P = Potential Effect of Project on Environment; '-' = No Interaction

Navigation Consideration (to be completed by Transport Canada)

Environmental effects of the project on navigation are taken into consideration as part of the environmental assessment only when the effects are indirect, i.e. resulting from a change in the environment affecting navigation. Direct effects on navigation are not considered in the environmental assessment, but any measures necessary to mitigate direct effects will be included as conditions of the Navigation Protection Act approval.

- Only direct effects are identified; therefore the effects of the project on navigation are not addressed in this environmental assessment.

- Indirect effects were identified and have been addressed in this environmental assessment.

24. Mitigation Measures for Project (including Habitat Compensation):

- Minimize duration of in-water work wherever possible.
- Conduct in-water work during periods of low flow, or at low tide, to further reduce the risk to fish and their habitat
- Schedule work to avoid wet, windy and rainy periods that may increase erosion and sedimentation
- Develop a response plan that is to be implemented immediately in the event of a spill of a deleterious substance and keep an emergency spill kit on site
- Ensure that construction materials used in a watercourse has been handled and treated in a manner to prevent the release or leaching of substances into the water that may be deleterious to fish
- Remove all construction materials from site upon project completion,
- Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks.
- Whenever possible, operate machinery on land above the high water mark, on ice, or from a floating barge in a manner that minimizes disturbance to the banks and bed of the waterbody,
- Wash, refuel and service machinery and store fuel and other materials for the machinery in such a way as to prevent any deleterious substances from entering the water. Waste materials should not be deposited in the tidal waters;
- Armourstone material should be, to the greatest extent possible, free of fine grained materials to help minimize sedimentation of the waterbody and must not be obtained from below the highwater mark.
- As part of this projects pre-planning process, timber samples were collected from the existing timber structure. The material will be disposed of an approved landfill site as per Pollution prevention letter.
- Any hazardous materials produced as a result of this project are to be transported off-site for disposal/treatment at an approved waste handling facility, pursuant to applicable provincial and federal regulations/legislation.

25. Significance of Adverse Environmental Effects of project:

Significant adverse environmental effects are unlikely, taking into account mitigation measures.

26. Other Considerations (Public Consultation, Aboriginal Consultation, Follow-up)

Public Consultation

The existing timber walls will be demolished and replaced to stabilize the canal banks. No negative public concern is expected as a result of this project. As such, public consultation was not deemed necessary as part of this determination.

Aboriginal Consultation

Aboriginal fishers are not known to utilize the Calvert SCH facility, nor are there any known aboriginal groups in the surrounding area. As such, aboriginal consultation was not deemed necessary as part of this determination.

Government Consultation

Federal and provincial authorities likely to have an interest in the project were consulted by Public Works & Government Services Canada, Environmental Services, during the course of this assessment. A project description was distributed to the following authorities:

- Fisheries and Oceans Canada – Fisheries Protection Program (DFO FPP)
- Transport Canada – Navigation Protection Program (TC NPP)

DFO FPP determined that 'Serious Harm' to fish could be avoided by following standard mitigations as described within this document.

TC NPP determined that an approval would be required under the Navigation Protection Act.

All expert advice/specialist information provided by the abovenoted departments has been incorporated into this document.

Accuracy and Compliance Monitoring

A follow-up program (as defined in S. 2(1) and as applicable to non-designated projects on federal lands) is a program for determining the effectiveness of any mitigation measures. Site monitoring (accuracy and compliance monitoring) may be conducted to verify whether required mitigation measures were implemented. The proponent must provide site access to Responsible Authority officials and/or its agents upon request.

27. Other Monitoring and Compliance Requirements (e.g. *Fisheries Act* or *Species at Risk Act* requirements)

n/a

CONCLUSION

28. Conclusion on Significance of Adverse Environmental Effects:

The Federal Authority has evaluated the project in accordance with Section 67 of *Canadian Environmental Assessment Act (CEAA), 2012*. On the basis of this evaluation, the department has determined that the project is not likely to cause significant adverse environmental effects with mitigation and therefore can proceed using mitigative measures as outlined.

29. Prepared by:

Cathy Martin

30. Date: June 25, 2018

31. Name: Cathy Martin

32. Title: Environmental Specialist, PWGSC-ES

DECISION

33. Decision Taken

DFO may exercise its power, duty or function, i.e. may issue the authorization - where the project is not likely to cause significant adverse environmental effects. Confirm below the specific power, duty or function that may be exercised.

- DFO to issue *Fisheries Act* Authorization or *Species at Risk Act* Permit
- DFO to proceed with project (as proponent)
- DFO to provide financial assistance for project to proceed
- DFO to provide federal land for project to proceed

DFO has decided not to exercise its power, duty or function because the project is likely to cause significant adverse environmental effects.

DFO to ask the Governor in Council to determine if the significant adverse environmental effects are justified in the circumstances

34. Approved by:

Paul Curran

35. Date:

Jun 25/18

36. Name: Paul Curran

37. Title: Regional Engineer, DFO-SCH, NL

38. References: n/a

39. TRANSPORT CANADA RECOMMENDATION

Project Title:	Canal Wall Reconstruction, Calvert, NL
TC File No.:	
NPP File No.:	
Environmental Review Decision:	Taking into account the implementation of any mitigation measures that Transport Canada considers appropriate, the project is not likely to cause significant adverse environmental effects and, as such, Transport Canada may exercise any power or perform any duty or function that would permit the project to be carried out in whole or in part.

Prepared by:	Melissa Ginn Environmental Officer Environmental Affairs and Aboriginal Consultation Unit	
Signature:		Date:
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Recommended by:	J. Jason Flanagan Senior Environmental Assessment Officer Environmental Affairs and Aboriginal Consultation Unit	
Signature:		Date:
Approved by:	Kevin LeBlanc Regional Manager Environmental Affairs and Aboriginal Consultation Unit	
Signature:		Date:

APPENDICES

- Appendix A - Topographic Map and Aerial Photographs
- Appendix B: Site Plan

Appendix A
Topographic Map and Photos

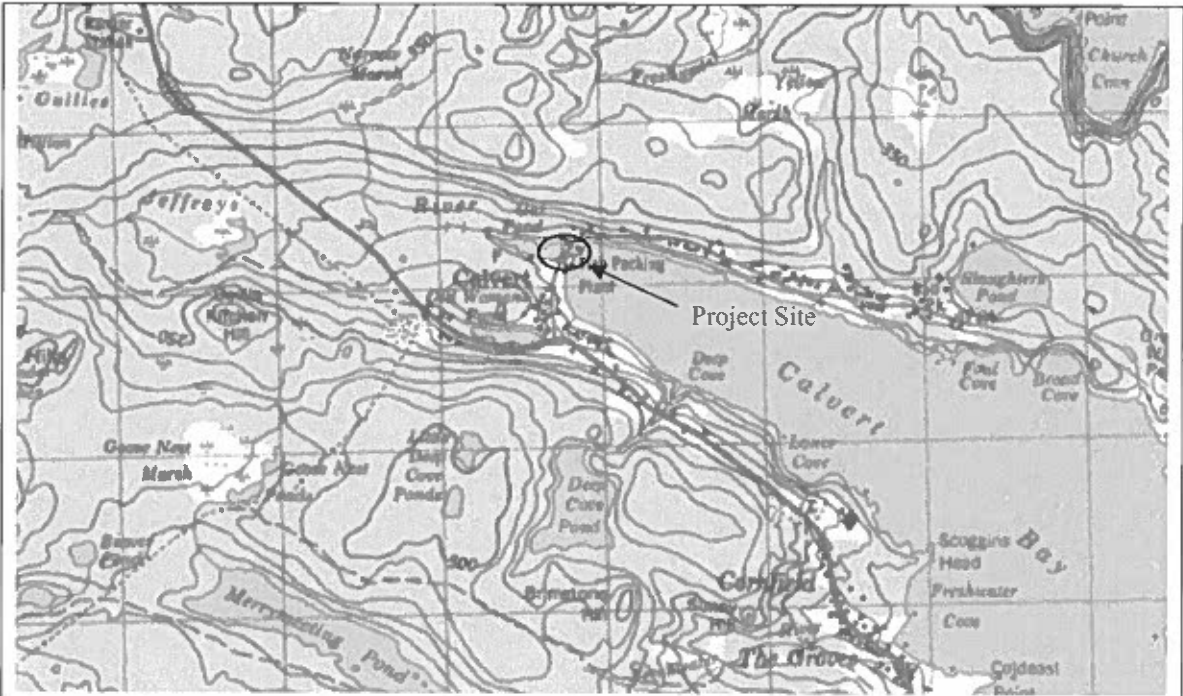
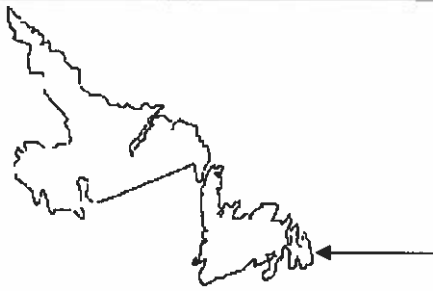


Figure 1. Topographic map indicating location of proposed project

Scale: NTS



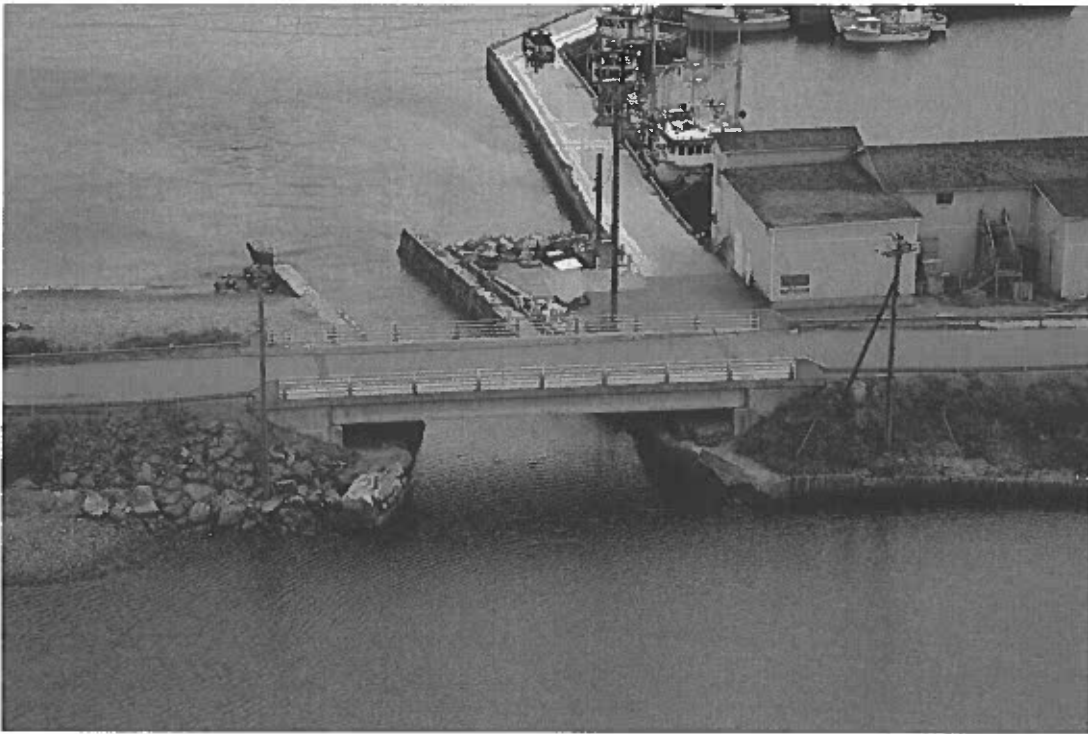
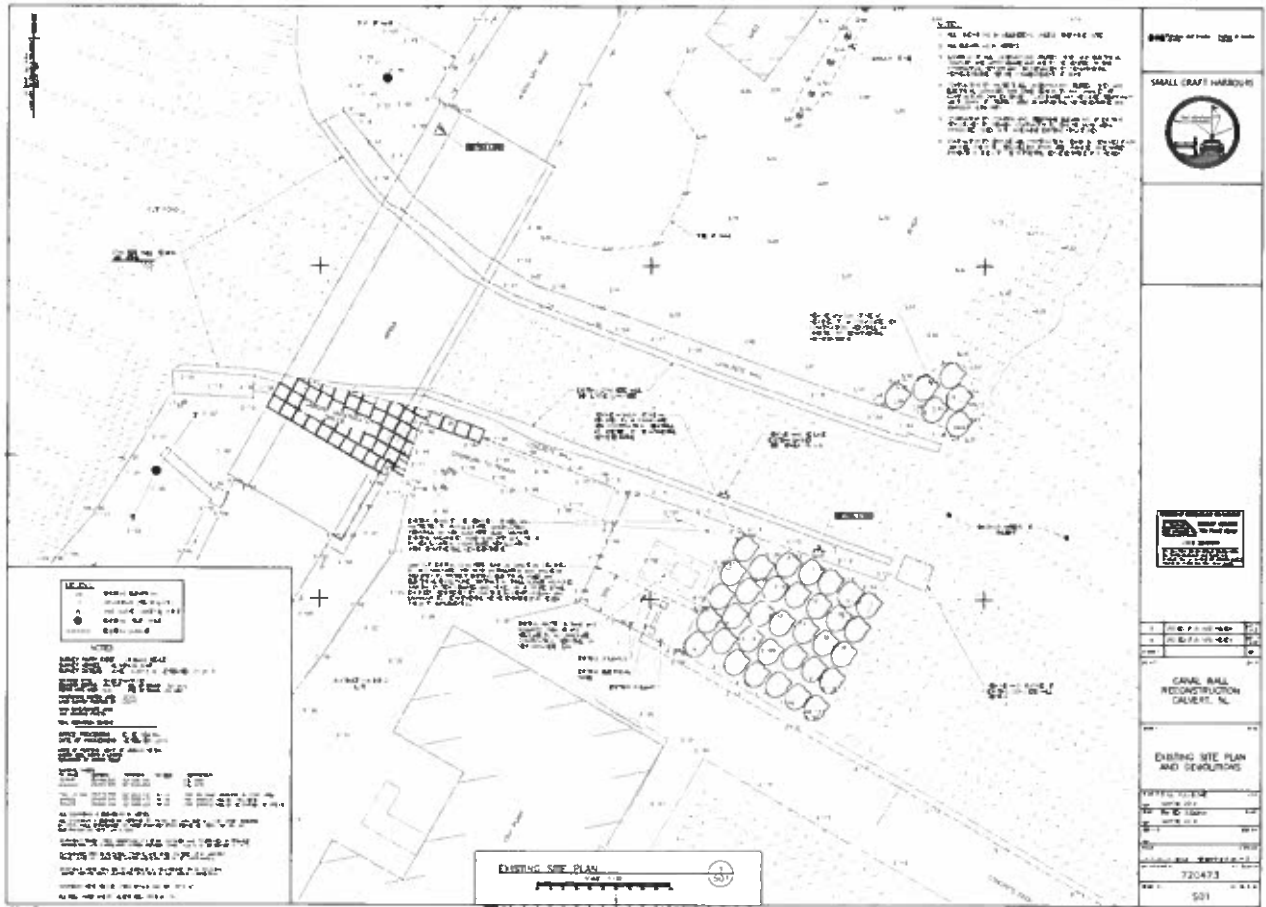


Photo 1: Calvert canal site

Appendix B
Site Plan of Proposed Project



Site plan: Proposed repairs in Calvert, NL.