Township of Ashfield-Colborne-Wawanosh Servicing Master Plan

Community of Port Albert

Special Council Meeting March 24, 2021



ASHFIELD - COLBORNE - WAWANOSH

BMROSS engineering better communities

Agenda

- Purpose of Presentation
- Priority Projects
- Updated Cost Estimate
- Financing Approaches
- Next Steps



Project Study Area



Purpose of Today's Presentation

- The proposed Financing Approach has been refined based on discussions between ACW staff and BMROSS
- Cost Estimates were updated in 2021
- List of Priority Projects and Proposed Phasing has been Revised
- Need to Confirm the Financing Approach so that it can be presented to residents of Port Albert before finalizing the Master Plan process



Study Investigations

 Additional investigations were initiated following the 1st Public Meeting to address concerns from residents

Studies Completed during Phase 1

- Engineering Investigation of Study Area
- Natural Heritage Assessment of Woodlot Areas
- Drainage Assessment of Study Area

Studies Completed during Phase 2

- Hydrogeological Review
- Species at Risk Assessment of Study Area
- Stage 1 Archaeological Assessment
- Engineering Review of Sewage and Water Servicing

REPORT Recommendations



Recommendations

Sewage and Water Servicing

Select Alternative 3 – Do Nothing for Sewage and Water Servicing

Rationale for Selecting Alternative 3

- Financial Impact to residents would be significant
- No evidence of significant issues with existing sewage and water systems
- Hydrogeology of study area supports existing servicing model
- Septic inspection program could be developed to address aging septic systems within the community



Recommendations

Select Alternative 1 for Road and Drainage Infrastructure and Alternative 2 for Future Development Areas

For Existing Road and Drainage Infrastructure

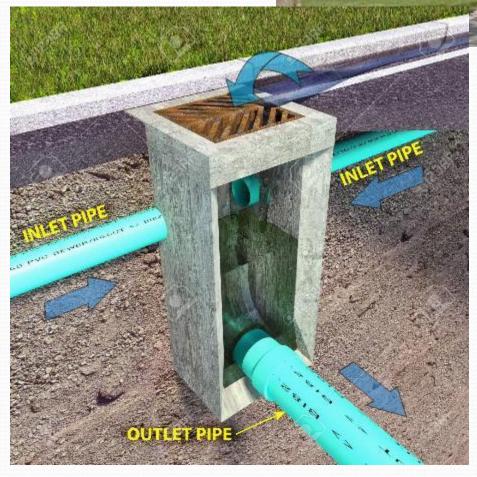
- Reconstruct roads to an urban design standard Similar to London Road
- Develop minimum standards for grading, drainage and lot sizes
- In Future Development Areas
 - Develop a phasing plan for road and drainage infrastructure improvements
 - Confirm locations and standards for drainage/road infrastructure
 - Use location 3 if SWM pond is preferred or install stormceptors at key locations within the drainage system

Additional Recommendations

- Address potential impacts to Bobolink and Meadowlark habitat
- Complete Stage 2 Archaeological Assessments prior to construction, based on Stage 1 Report Recommendations
- Investigate tree saving measures along Ashfield Street
- Provide Beach Access at new storm outlet at Ashfield
- Develop policy for maintenance of storm outlets
- Recommend that wildlife corridors be developed in conjunction with proposed development plans



Urban Road Standard

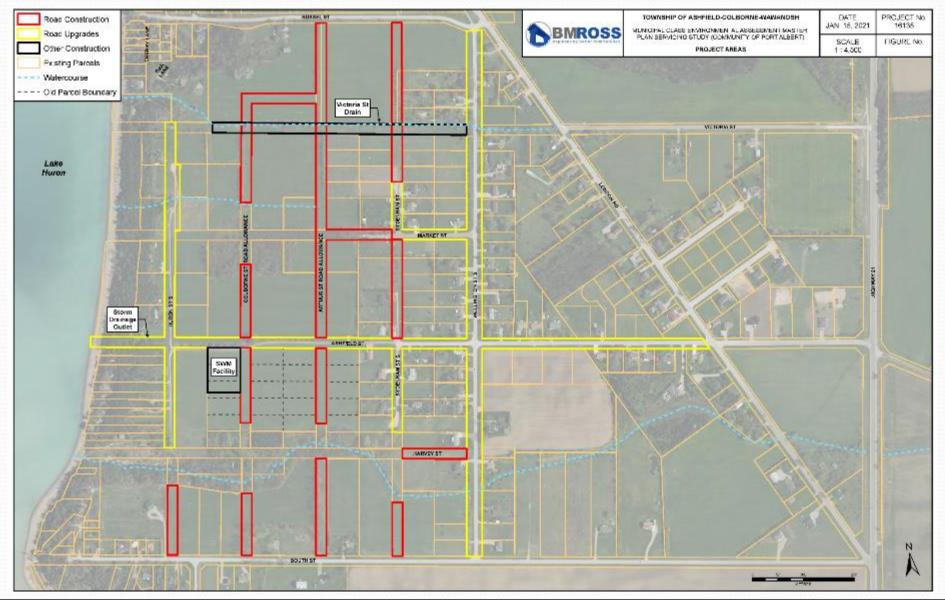


London Road _ After





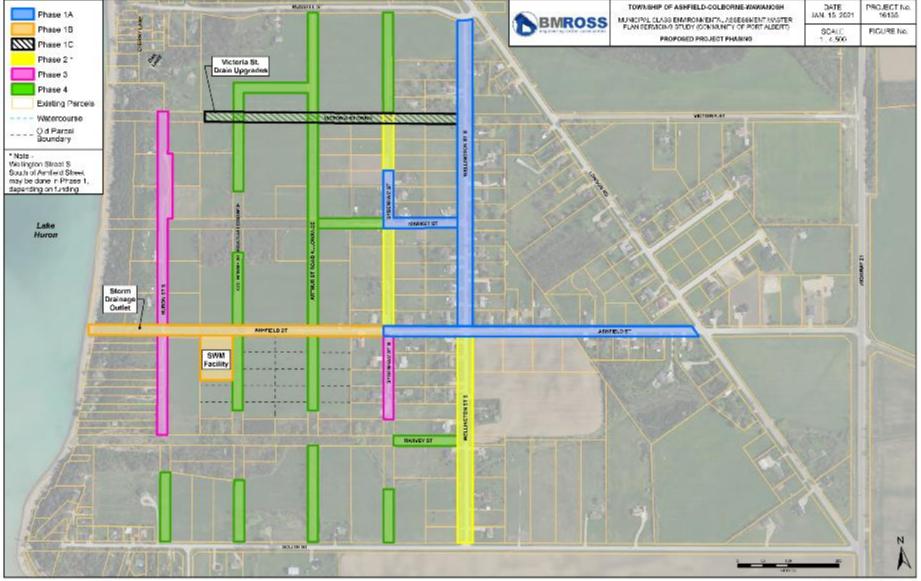
Proposed Master Plan Projects



Proposed Phasing Plan – Developed Areas

- 1a) Reconstruct Wellington from Russel to Ashfield, East end of Ashfield, Market & south part of Sydenham (north of Market)
- 1b) Upgrade outlet at west end of Ashfield Street & SWM Facility1b) Reconstruct Ashfield Street between Huron and Wellington
- 1c) Complete upgrades to the Victoria Street Drain
- 2) Reconstruct Sydenham, north of Ashfield & from 100m north of Market Street
- 3) Reconstruct Huron Street and Sydenham, south of Ashfield
- 4) Additional extensions of currently 'unopened' roads, based on demand, along with associated drainage upgrades

Proposed Project Phasing



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Anticipated Costs (No HST)

Phase 1A

- Wellington from Russell to Ashfield
- Ashfield from Wellington to London Rd.
- Market to Sydenham + 100m North
 Sub Total

Phase 1B

- Ashfield from Wellington to Huron
- Outlet Construction
- Stormwater Facility Allowance
 Sub Total

Phase 1C

Victoria Drain Upgrades

Total of Phase 1

- \$ 1,855,500 \$ 1,332,300 \$ 878,900
- \$ 4,066,700
- \$ 1,741,200
- \$ 797,400
- \$ 493,000
- \$ 3,031,600
- \$ 300,000
- \$ 7,398,300

Anticipated Costs (No HST)

Phase 2

- Sydenham from Ashfield to Market
- Sydenham from 100m N. of Market to Drain
- Wellington from Ashfield to South Street
 Sub Total

Phase 3

- Huron Street reconstruction
- Sydenham south of Ashfield
 Sub Total

Phase 4

Any Remaining Unopened Road allowances

- \$ 559,800
- \$ 319,120
- \$ 1,195,600
- \$ 2,074,520
- \$ 1,567,800 \$ 549,500 **\$ 2,117,300**

Summary of Estimated Costs

- Phase 1A Wellington/Ashfield E./Market
- Phase 1B Ashfield/Outlet/SWM
- Phase 1C Victoria Drain Upgrades
- Phase 2 Pt. Sydenham/Wellington South
- Phase 3 Huron/Sydenham South
- Total Anticipated Costs

- \$ 4,066,700
- \$ 3,031,600
- \$ 300,000
- \$ 2,074,520
- \$ 2,117,300
- \$11,590,120



Financing Approach

- The financing approach will be finalized following the public meeting once input from residents is received
- Cost contributions will vary by project type Road projects will have a different cost structure than drainage projects
- Similar approach to that used on the London Road Project
 - Base rate plus area or frontage charge based on property size
 - Will need to calculate costs based on benefitting drainage area & contribution to stormwater infrastructure (piping, outlets, etc.)
 - Payment will be triggered when benefitting works occur
 - Township will have to finance some work initially and then collect from residents over a set time frame
 - Larger parcels subdivided based on potential lot development

Financing Approach

- Reconstruction of existing roads already assumed by Township (eg. Wellington Street)
 - Township to pay 100% of the road reconstruction costs
 - Township to pay 50% of the drainage upgrade costs
 - Residents to pay 50% of the drainage costs based on the area of land draining to the road and a flat rate charge per property of \$5000*
- Construction of road allowances not currently assumed by Township (eg. Ashfield/Huron)
 - Properties that front on road to pay 50% road construction and 50% storm drainage costs
 - Properties that use Ashfield Street as access road to pay 1/3 of road construction costs
 - Township to pay the remainder

Financing Approach

- Construction of new roads within unopened road allowances (eg. Arthur/Colborne)
 - Abutting landowners to pay 100% of road and drainage costs
 - ACW to maintain once road is constructed and assumed by the Twp.

Construction of new storm drainage outlet at end of Ashfield St.

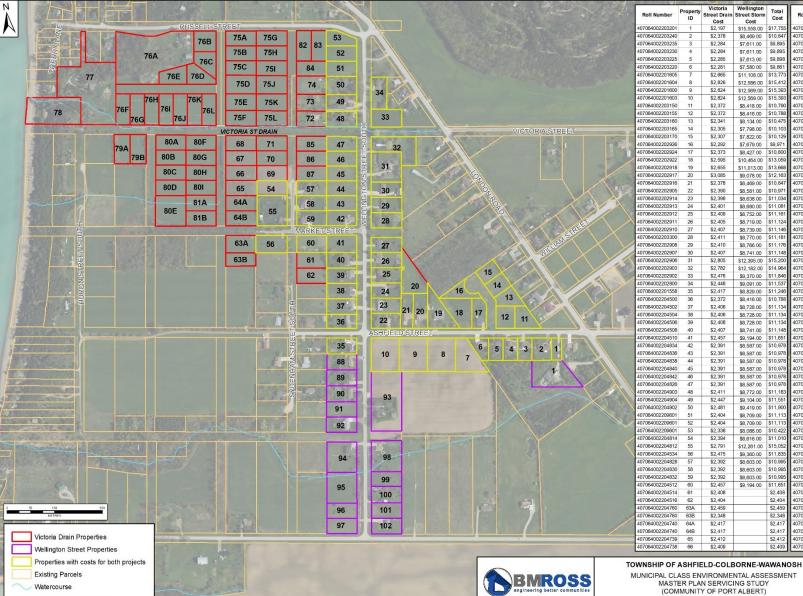
- Township to pay 50% of the drainage upgrade costs
- Residents to pay 50% of the drainage costs based on the area of land draining to the outlet less a flat rate charge per property of \$5000*
- Construction of new storm water management facilities (pond/stormceptor)
 - Township to pay 50% of the drainage upgrade costs
 - Residents to pay 50% of the drainage costs based on the area of land draining to the outlet less a flat rate charge per property of \$5000*

Preliminary costs for property owners

- Each parcel area within the two separate drainage areas was assigned a property I.D.
- Because of multiple projects within each area, some parcels will have multiple charges related to the separate projects
- The following figures show the two drainage areas and the table summarizes proposed charges for parcel
- Should consider adding a charge to the properties discharging to the Port Albert Drain, for possible upgrades – properties on Sydenham South and Wellington South (~25 parcels)







1:5,000 VICTORIA DRAIN AND WELLINGTON STREET PROPERTIES

Victoria

Cost

\$2 407

\$2,405

\$2.396

\$2,398

\$2 401

\$2,404

\$2,438

\$2.477

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Wellington

Cost

Tota

Cost

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Next Steps

- Pick date for Public Meeting Present Update
- Collect input from public meeting and review with ACW staff
- Modify report recommendations based on feedback
- Finalize Financing Approaches and Cost Estimates
- Finalize Master Plan Report
- Council Adoption of Master Plan
- Consider inclusion of Master Plan Recommendations in ACW Official Plan
- Make Final Report Available to Public

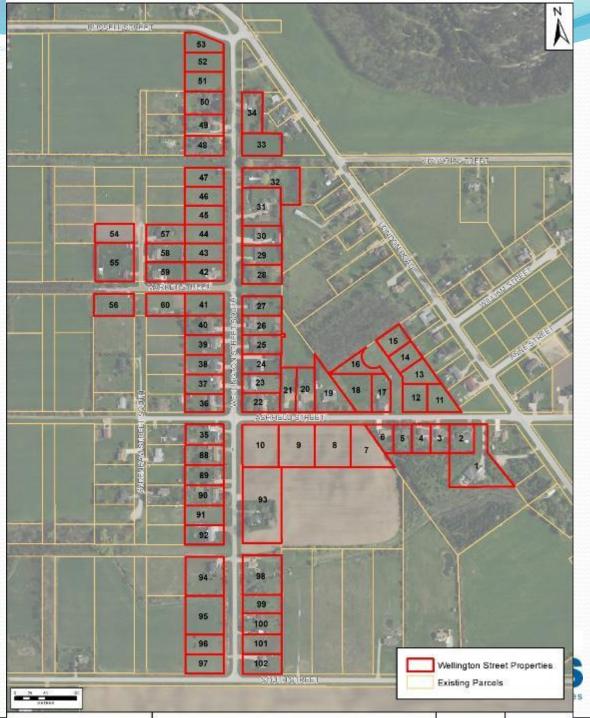


Questions?





Wellington Project parcels



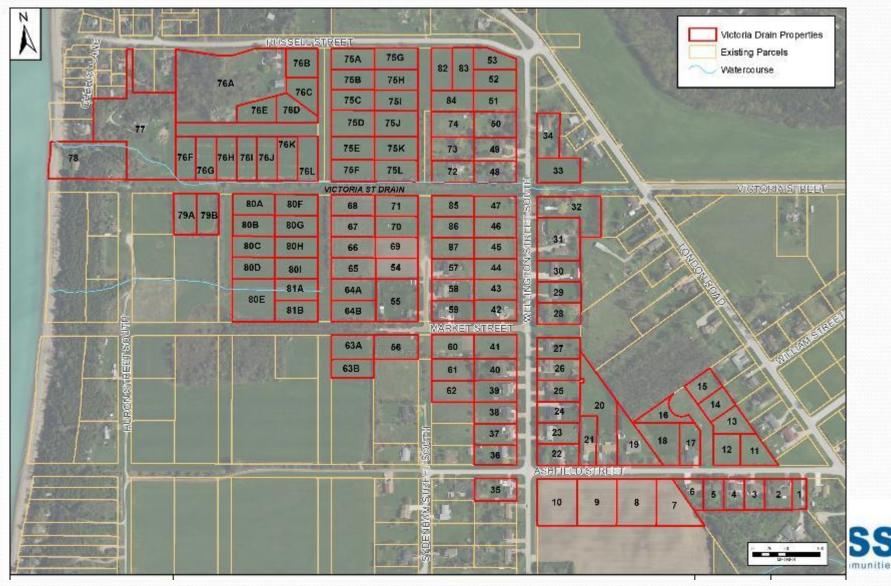
Ashfield Road Properties



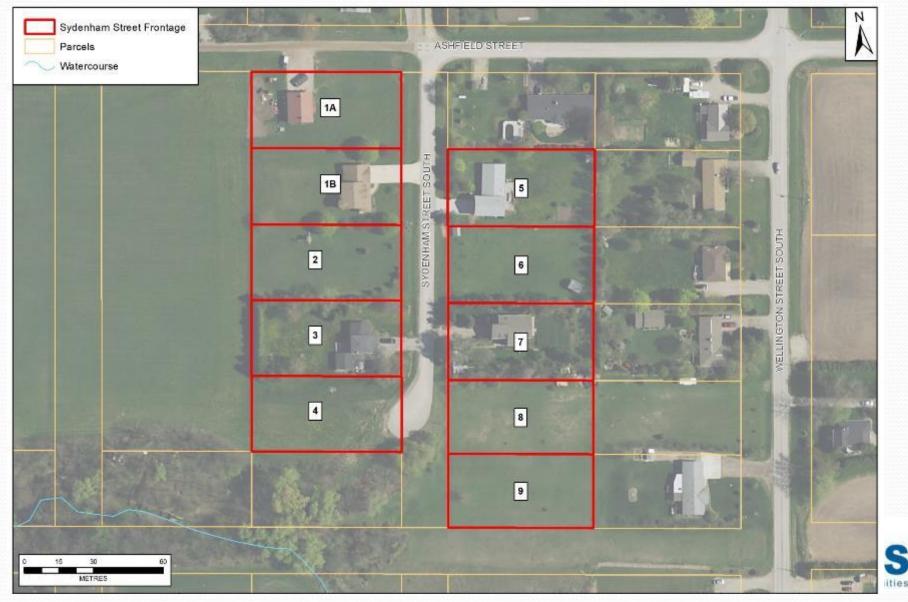
Ashfield Outlet

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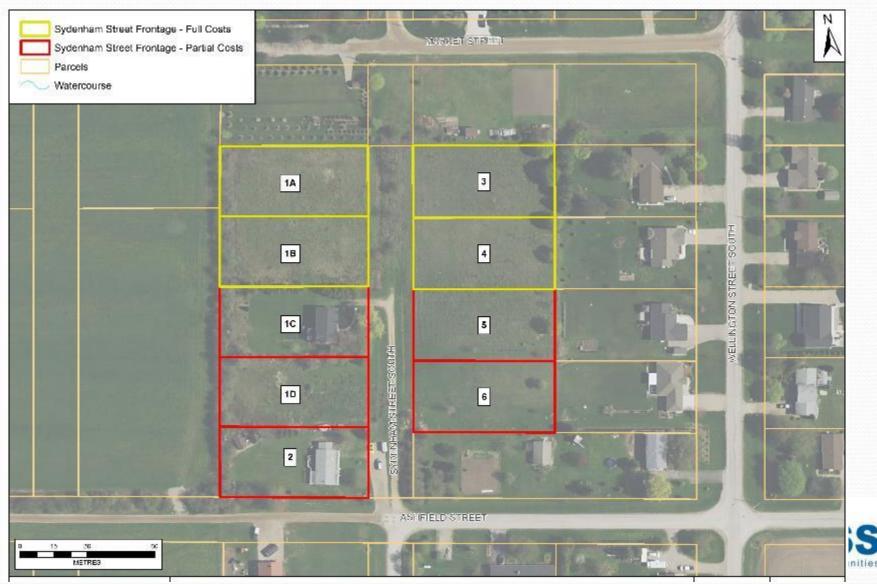
Victoria Drain Parcels



Sydenham South



Sydenham, north of Ashfield



Huron Street

