
TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
FOR DEVELOPMENT OF A SERVICING MASTER PLAN
COMMUNITY OF PORT ALBERT**

MASTER PLAN REPORT



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
FOR DEVELOPMENT OF A SERVICING MASTER PLAN
COMMUNITY OF PORT ALBERT**

MASTER PLAN REPORT

April 27, 2022

B. M. ROSS AND ASSOCIATES LIMITED
62 North Street
Goderich, ON N7A 2T4
Phone: (519) 524-2641
www.bmross.net

File No. 16135

TABLE OF CONTENTS

Contents

1.0	INTRODUCTION	1
1.1	Purpose of the Report	1
1.2	General Description of Master Plans.....	2
1.3	Integration with the Class EA Process	2
1.3.1	Class EA Project Phases.....	2
1.3.2	Classification of Project Schedules.....	4
1.4	Master Plan Framework	4
1.4.1	Alternative Approaches.....	4
1.4.2	Applied Framework.....	5
1.4.3	Consideration of Climate Change.....	6
1.4.4	Approval Requirements	6
2.0	CLASS EA FRAMEWORK	6
2.1	General Approach	6
2.2	Background Review	8
2.3	Environmental Setting	8
2.3.1	General Location	8
2.3.2	Project Study Area.....	9
2.3.3	Physiography and Soils	9
2.3.4	Natural Heritage Features	12
2.3.5	Species at Risk.....	12
2.3.6	Natural Feature Assessment	16
2.3.7	Species at Risk Screening.....	16
2.3.8	Breeding Bird Habitat	18
2.4	Clean Water Act.....	19
2.5	Climate Change	22
2.6	Socio-Economic Environment	22
2.6.1	Provincial Policy Statement	22
2.6.2	ACW Official Plan	25
2.6.3	ACW Zoning By-Law 32-2008	28
2.6.4	Existing Land Uses.....	28
2.7	Serviced Population and Growth.....	28
2.7.1	Population.....	29
2.7.2	Population and Household Forecasts.....	30

2.8	Resident Questionnaire.....	32
2.8.1	General.....	32
2.8.2	Results.....	32
2.9	Cultural Environment.....	34
2.9.1	Stage 1 Archaeological Assessment	34
2.10	Technical Environment	36
2.10.1	Road and Drainage Infrastructure	36
2.10.2	Sewage and Water Infrastructure.....	37
3.0	CLASS EA MASTER PLAN PROCESS	40
3.1	Overview	40
3.2	Problem Identification.....	40
3.3	Identification of Alternative Solutions	41
3.3.1	Alternative Solutions – Existing Road and Drainage Infrastructure	41
3.3.2	Alternative Solutions – Future Development Lands.....	42
3.3.3	Alternative Solutions – Sewage and Water Servicing.....	42
3.4	Evaluation of Alternatives.....	43
3.4.1	General Process.....	43
3.4.2	Summary of Required Works.....	43
3.4.3	Environmental Considerations.....	45
3.4.4	General Review of Alternatives	47
3.4.5	Analysis	54
3.5	Identification of a Preliminary Preferred Solution	72
4.0	CONSULTATION PROGRAM.....	73
4.1	General	73
4.2	Public Consultation	73
4.2.1	Initial Public Notice	73
4.2.2	Questionnaire	74
4.2.3	Consultation for Proposed Stormwater Management Facility.....	75
4.2.4	Consultation Regarding Possible Development Site	75
4.2.5	September 7, 2019 Public Information Meeting.....	75
4.2.6	Council Updates	76
4.2.7	September 27, 2021 Public Information Meeting.....	83
4.3	Review Agency Consultation.....	85
4.3.1	Project Initiation	85
4.3.2	On-Site Meeting with MVCA.....	87
4.3.3	Pre-Consultation Meeting with MECP	87
4.3.4	Project Updates.....	88

4.4	Indigenous Consultation.....	89
4.4.1	Indigenous Consultation Process	89
4.4.2	Background Review.....	89
4.4.3	Project Updates	90
4.5	Consultation Summary	90
5.0	Evaluation of the Preliminary Preferred Alternatives	91
5.1	Framework of Analysis.....	91
5.2	Additional Engineering Evaluations.....	91
5.2.1	New Stormwater Drainage Outlet.....	92
5.2.2	Ashfield Street Reconstruction west of Sydenham	92
5.3	Identification of Potential Impacts.....	93
5.3.1	General.....	93
5.3.2	Drainage Outlet Reconstruction.....	95
5.4	Impact Assessment and Mitigation.....	96
5.4.1	Environmental Impacts	96
5.4.2	Natural Environment.....	96
5.4.3	Cultural Environment	97
5.4.4	Social Environment - Community Level Impacts	98
5.4.5	Economic Environment.....	99
5.5	Construction Mitigation.....	102
6.0	CONCLUSIONS AND PROJECT IMPLEMENTATION	104
6.1	Selection of a Preferred Alternative.....	104
6.2	Approvals	104
6.2.1	Conservation Authorities Act	104
6.2.2	Ontario Water Resources Act.....	104
6.2.3	Species at Risk.....	105
6.2.4	Ministry of Heritage, Sport, Tourism and Culture Industries	105
6.3	Implementation Phasing.....	105
6.4	Anticipated Costs	107
6.5	Implementation Timing.....	107
6.6	Environmental Commitments	108
6.7	Class EA Requirements	109
6.7.1	Master Plan Approval	109
6.7.2	Additional Class EA Investigations	109
6.7.3	Requirements for Master Plan Completion	109
6.8	Final Public Consultation.....	109
6.9	Master Plan Recommendations	110

7.0 SUMMARY	110
-------------------	-----

LIST OF FIGURES

Figure 1.1 - Class EA Process	3
Figure 2.1 - Class EA Schedule B Screening Process and Related Tasks	7
Figure 2.2 - General Location Plan	10
Figure 2.3 - Project Study Area	11
Figure 2.4 - Natural Heritage Features	13
Figure 2.5 - SAR Habitat	20
Figure 2.6 - Source Water Protection	21
Figure 2.7 - Port Albert Population Projections	31
Figure 2.8 - Land Use within the Study Area	33
Figure 2.9 - Lot Drainage/Drainage Problems	33
Figure 2.10 - Areas Requiring Stage 2 Assessment	35
Figure 2.11 - Port Albert Septic Systems	38
Figure 2.12 - Port Albert Water Supplies	39
Figure 5.1 - Proposed Storm Drain Outlet Detail	92
Figure 5.2 - Ashfield Street Construction at Elm Tree	93
Figure 6.1 - Proposed Phasing Plan	106

LIST OF TABLES

Table 1.1 - Summary of Master Planning Approaches	4
Table 2.1 - Physiographic Features and Soil Types	9
Table 2.2 - Potential Species at Risk within the Huron County and the Study Area	14
Table 2.3 - Population Data and Growth Rates (1961 to 2016) ¹	29
Table 2.4 - Residential Growth by Building Permits Issued, 2014-2021	30
Table 2.5 - Port Albert Population Projections: 2016-2038	31
Table 2.6 - Household Projections 2018-2038	32
Table 3.1 - Primary Components of the Identified Alternatives: Existing Road and Drainage Infrastructure	43
Table 3.2 - Primary Components of the Identified Alternatives: Future Growth Areas ..	44
Table 3.3 - Primary Components of the Identified Alternatives: Water and Sewage Servicing	44
Table 3.4 - Summary of Project-Related Environmental Components	46
Table 3.5 - Preliminary Evaluation of Alternatives: Existing Road and Drainage Infrastructure	48
Table 3.6 - Preliminary Evaluation of Alternatives: Future Development Lands	50
Table 3.7 - Preliminary Evaluation of Alternatives: Water and Sewage Servicing	52
Table 3.8 - Environmental Effects Analysis: Existing Road and Drainage Infrastructure	56
Table 3.9 - Environmental Effects Analysis: Future Development Lands	61
Table 3.10 - Alternative Solutions: Water and Sewage Servicing - Environmental Effects Analysis	67
Table 4.1 - Summary of Public Comments	73
Table 4.2 - Additional Comments/Questions from Residents: Council Updates	77
Table 4.3 - Summary of Additional Resident Comments	84
Table 4.4 - Summary of Agency Comments	85

Table 4.5 - Summary of Agency Comments.....	88
Table 4.6 - Summary of Indigenous Comments	89
Table 4.7 - Summary of Indigenous Comments	90
Table 5.1 - Construction Related Environmental Effects	94
Table 5.2 - Construction Related Environmental Effects	95
Table 5.3 - Typical Mitigation for Construction-Related Activities.....	102
Table 6.1 - Proposed Phasing Plan: Preferred Master Plan Alternatives	105
Table 6.2 - Anticipated Project Costs: Preferred Master Plan Alternatives.....	107

LIST OF APPENDICES

Appendix A Natural Features and SAR Assessment

Appendix B Planning Documents

Appendix C Questionnaire

Appendix D Stage 1 Archaeological Assessment

Appendix E Hydrogeological Assessment

Appendix F Consultation Program

Appendix G Project Cost Summary

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
FOR DEVELOPMENT OF A SERVICING MASTER PLAN
(PORT ALBERT URBAN AREA)**

ENVIRONMENTAL SCREENING REPORT

1.0 INTRODUCTION

1.1 Purpose of the Report

The Township of Ashfield-Colborne-Wawanosh initiated a Class Environmental Assessment process in May 2018 to evaluate alternatives for addressing ongoing concerns with inadequate servicing infrastructure in portions of the community of Port Albert. The study process followed the procedures set out in the Municipal Class Environmental Assessment (Class EA) document, dated October 2000, as amended in 2007, 2011 & 2015. B. M. Ross and Associates Limited (BMROSS) was engaged to conduct the Class EA Master Plan process on behalf of the proponent.

The purpose of this report is to document the Class EA planning and design process conducted for this project. The report includes the following major components:

- An overview of the project study area and existing infrastructure.
- A summary of deficiencies with road, stormwater drainage and servicing infrastructure.
- A description of the alternative solutions considered for resolving the defined problems.
- A synopsis of the decision-making process conducted to select a preferred alternative.
- A detailed description of the preferred alternative.

The Servicing Master Plan established through this process sets out a preferred long-term strategy for road infrastructure, storm drainage infrastructure and sewage and water infrastructure within the defined study area. In this regard, the Master Plan will become the basis for, and be used in support of, future investigations for specific projects required to implement this strategy.

1.2 General Description of Master Plans

Master Plans are long-range plans which integrate infrastructure requirements for existing and future land uses with environmental assessment planning principles. These plans examine existing infrastructure systems within defined areas in order to outline a framework for planning subsequent works. Master Plans typically exhibit several common characteristics. They:

- Address the key principles of successful environmental planning.
- Provide a strategic level assessment of various options to better address overall system needs and potential impacts and mitigation.
- Address at least the first two phases of the Municipal Class EA process.
- Are generally long-term in nature.
- Apply a system-wide approach to planning which relates infrastructure either geographically or by a particular function.
- Recommend an infrastructure servicing plan which can be implemented through the completion of separate projects.
- Include a description of the specific projects needed to implement the Master Plan.

1.3 Integration with the Class EA Process

1.3.1 Class EA Project Phases

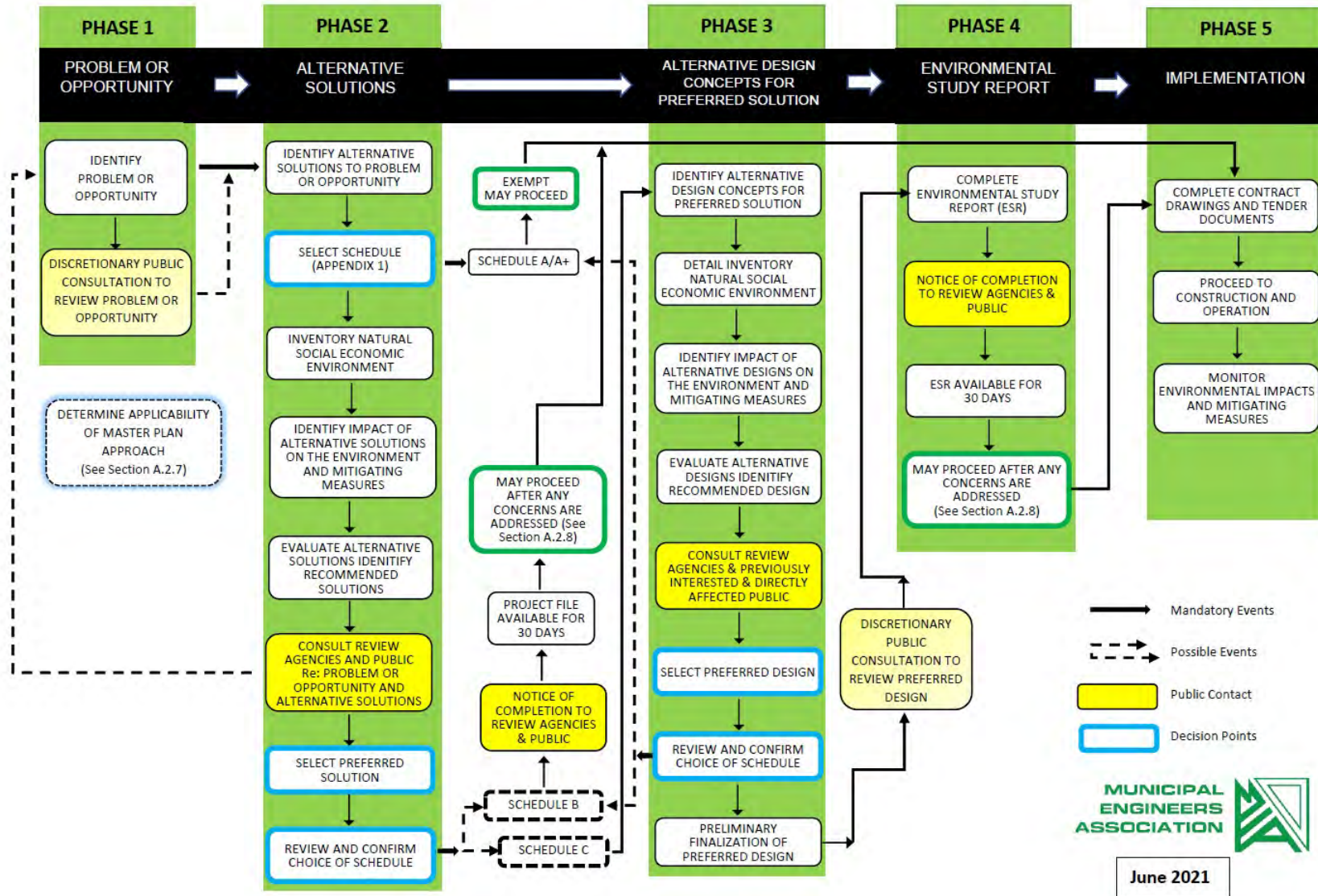
The Stormwater Servicing Master Plan has been completed in accordance with the planning and design process of the Municipal Class Environmental Assessment. The Class EA is an approved planning document which describes the environmental assessment process that proponents must follow in order to meet the requirements of the Environmental Assessment Act (EA Act).

The Class EA approach allows for the evaluation of alternative methods of carrying out a project, and identifies potential environmental impacts. The Class EA process is self-regulatory and municipalities are expected to identify the appropriate level of environmental assessment based upon the project they are considering. The Class EA planning process is divided into five project phases which are described below and illustrated in Figure 1.1.

- Phase 1 - Problem identification.
- Phase 2 - Evaluation of alternative solutions to the defined problems and selection of a preferred solution.
- Phase 3 - Identification and evaluation of alternative design concepts in selection of a preferred design concept.
- Phase 4 - Preparation and submission of an Environmental Study Report (ESR) for public and government agency review.
- Phase 5 - Implementation of the preferred alternative and monitoring of any impacts.

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



1.3.2 Classification of Project Schedules

Specific projects associated with Master Plan implementation are classified to different project schedules according to the potential complexity and the degree of environmental impacts that could be associated with the project. There are four levels of schedules:

Schedule A – Projects that are approved with no need to follow the Class EA process.

Schedule A+ – Projects that are pre-approved but require some form of public notification.

Schedule B – Projects that are approved following the completion of a screening process that incorporates Phases 1 and 2 of the Class EA process, as a minimum.

Schedule C – Projects that are approved subject to following the full Class EA process.

The Class EA process is self-regulatory and municipalities are expected to identify the appropriate level of environmental assessment based upon the project they are considering.

1.4 Master Plan Framework

1.4.1 Alternative Approaches

The Class EA document provides proponents with four approaches for conducting Master Plan investigations, given the broad nature and scope of these studies. Proponents are encouraged to adapt and tailor the Master Planning process to suit the needs of the study being undertaken, providing that at a minimum, the assessment involves an evaluation of servicing deficiencies followed by a review of possible solutions (i.e., Phases 1 and 2 of the Class EA process). Table 1.1 summarizes the primary components associated with the four Master Plan approaches outlined within the MEA Class EA document.

Table 1.1 - Summary of Master Planning Approaches

Approach	Key Characteristics	Project Implementation
# 1	<ul style="list-style-type: none">• Master Plan prepared at the conclusion of Phases 1 and 2 of the Class EA process.• Completed at a broad level of assessment.• Serves as basis for future investigations associated with specific Schedule B and C projects.	<ul style="list-style-type: none">• Schedule B and C projects would require further Class EA investigations.

Approach	Key Characteristics	Project Implementation
# 2	<ul style="list-style-type: none"> • Master Plan prepared at the conclusion of Phases 1 and 2 of MEA Class EA process. • More detailed level of investigation and consultation completed, such that it satisfies requirements for Schedule B screenings. • Final public notice for Master Plan serves as Notice of Completion for individual Schedule B projects. 	<ul style="list-style-type: none"> • Schedule B projects are approved. • Schedule C projects must complete Phase 3 to 4 of Class EA process.
# 3	<ul style="list-style-type: none"> • Master Plan prepared at the conclusion of Phase 4 of Class EA process. • Level of review and consultation encompasses Phases 1 to 4 of the Class EA process. • Final public notice for Master Plan serves as Notice of Completion for Schedule B and C projects. 	<ul style="list-style-type: none"> • Class EA investigations are not required for projects reviewed through the Master Plan.
# 4	<ul style="list-style-type: none"> • Integration of Master Plan with associated Planning Act approvals. • Establishes need and justification in a very broad context. • Best suited when planning for a significant geographical area in the long term. 	<ul style="list-style-type: none"> • Depending on level of investigation associated with the Master Plan, Class EA investigations may be required for specific projects.

1.4.2 Applied Framework

For the purposes of the Port Albert Servicing Master Plan, it was determined during the course of the investigation that Approach 2 would be the most appropriate planning framework to utilize for this assessment. The Servicing Master Plan therefore defines broad infrastructure requirements within the study area, but also provides sufficient detail to satisfy site specific issues associated with the implementation of project specific components. The decision to apply Approach 2 for this Master Plan was based upon the following rationale:

- The level of consultation completed in conjunction with the Master Plan was sufficient to satisfy the MEA Class EA process associated with Schedule A and A+ and B Activities;
- Several projects identified for potential implementation in conjunction with the Master Plan would potentially be identified as Schedule B Activities. These include construction of a stormwater management facility (pond facility), or construction of a storm drainage outlet not within the limits of a road allowance.

1.4.3 Consideration of Climate Change

As part of this Master Plan, the impacts associated with climate change will be considered. Climate change phenomena include:

- Changes in the frequency, intensity and duration of precipitation, wind and heat events.
- Changes in soil moisture.
- Changes in sea/lake levels.
- Shifts in plant growth and growing seasons.
- Changes in the geographic extent of species ranges and habitat.

1.4.4 Approval Requirements

The Port Albert Servicing Master Plan is subject to approval from the Township of Ashfield-Colborne-Wawanosh (ACW) but does not require formal approval under the EA Act. The Master Plan will be made available for public review and, subject to consideration of the proposed works and any comments received through consultation, the Master Plan will be approved by Municipal Council. Regulatory approvals will be required from federal and provincial review agencies for some components of the work and will be obtained once final engineering designs have been completed, prior to project implementation.

2.0 CLASS EA FRAMEWORK

2.1 General Approach

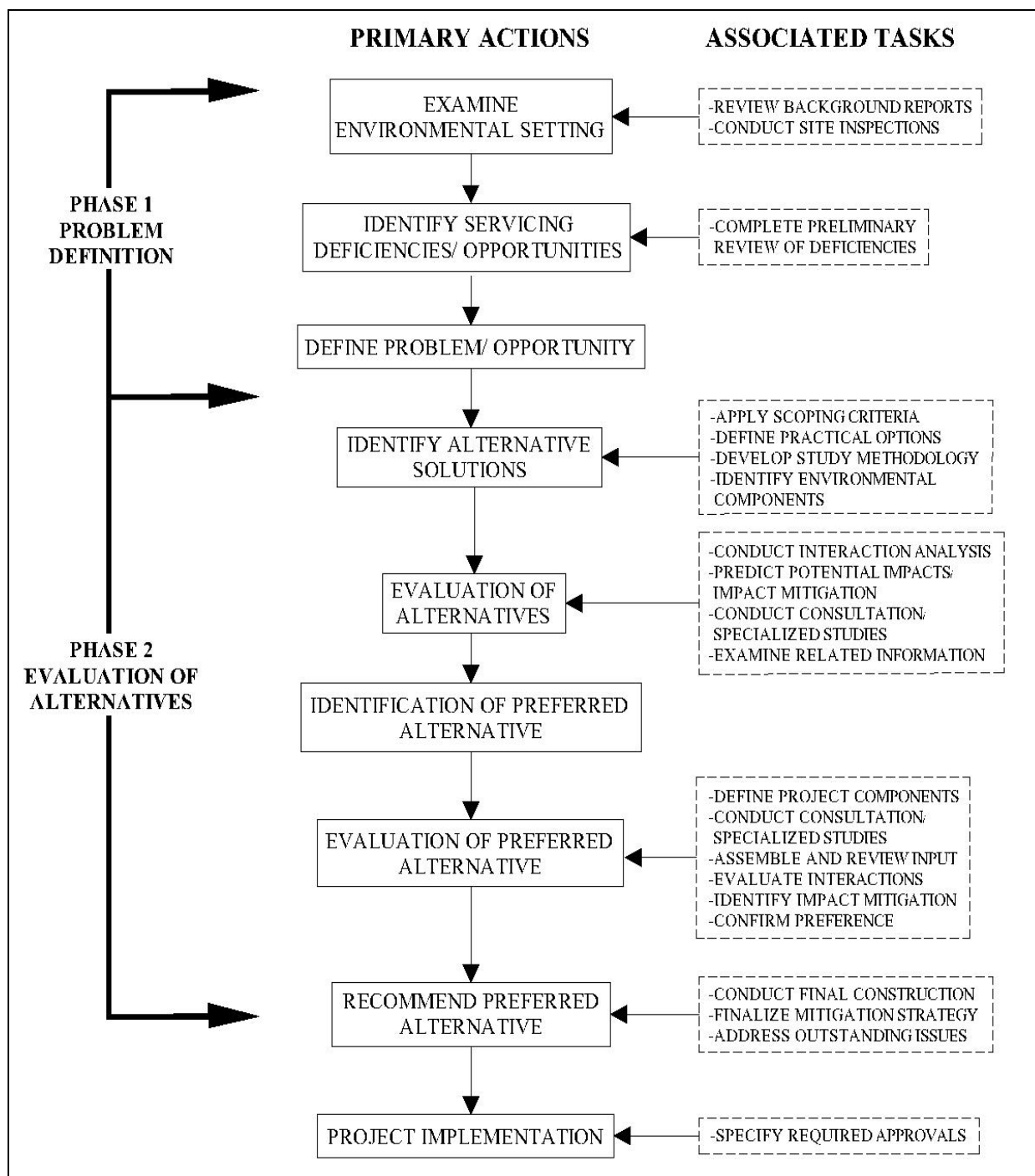
The Township of Ashfield-Colborne-Wawanosh initiated a formal Class EA Master Plan process in May 2018 to define and evaluate alternative solutions for resolving the servicing deficiencies associated with the Port Albert urban area. It was identified at the outset of the process that one or more of the proposed solutions may include components which would be categorized as Schedule B activities (e.g., construction of new roads or stormwater drainage outlets not in an existing road allowance). For this reason, the Master Plan assessment included the environmental screening process prescribed for Schedule B projects under the Class EA document.

The Schedule B screening process incorporates these primary components:

- i. Background Review.
- ii. Problem Definition.
- iii. Identification of Practical Solutions.
- iv. Evaluation of Alternatives.
- v. Project Recommendations and Implementation.

Figure 2.1 illustrates the general tasks associated with the Schedule B screening process. The following sections of this report document the findings for each stage of the Class EA.

Figure 2.1 - Class EA Schedule B Screening Process and Related Tasks



2.2 Background Review

A background review was carried out to obtain a general characterization of the study area and to identify those factors that could influence the selection of alternative solutions to the identified concerns. The background review of the study area incorporated these activities:

- Assembly of information on the environmental setting and existing infrastructure.
- Identification of infrastructure deficiencies.
- Preliminary assessment of the identified deficiencies and potential remediation.

A desktop analysis of the project setting was completed as part of the background review process. The following represent the key sources of information for this analysis:

- B. M. Ross and Associates. Files and related studies.
- Township of Ashfield-Colborne-Wawanosh (ACW). Files and input from staff.
- Maitland Valley Conservation Authority (MVCA). Mapping services and discussions with staff.
- Drainage Maps for the Port Albert Drain and Victoria Street Drain.
- Government of Canada. Species at Risk Public Registry (website).
- Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF). Natural Heritage Information Centre (website).

2.3 Environmental Setting

2.3.1 General Location

The Township of ACW is situated near the northwest boundary of the County of Huron, in a predominantly rural region of Southwestern Ontario. The municipality, which was formed through amalgamation in January 2001, has a population of more than 5,400 permanent residents and a land base of approximately 600 km². In general, ACW is comprised of a number of small urban settlements dispersed throughout the jurisdiction, a considerable amount of seasonal development located along the Lake Huron shoreline, and a large agricultural area extending approximately 20 km inland from the lakeshore.

The shoreline community of Port Albert is the largest urban settlement in the Township, with an estimated permanent and seasonal population of approximately 550 - 600 persons. Port Albert, which is located approximately 15 km north of the Town of Goderich, is predominately a low-density residential community that incorporates a limited amount of commercial development within the village core. A considerable amount of seasonal development is also prevalent along the Lake Huron shoreline. Port Albert is not currently serviced with a municipal water system or sanitary sewage collection and treatment facilities. Development in Port Albert has occurred gradually due, in part, to the lack of municipal services. In recent years, one to three residential dwellings have been constructed within the community on an annual basis.

2.3.2 Project Study Area

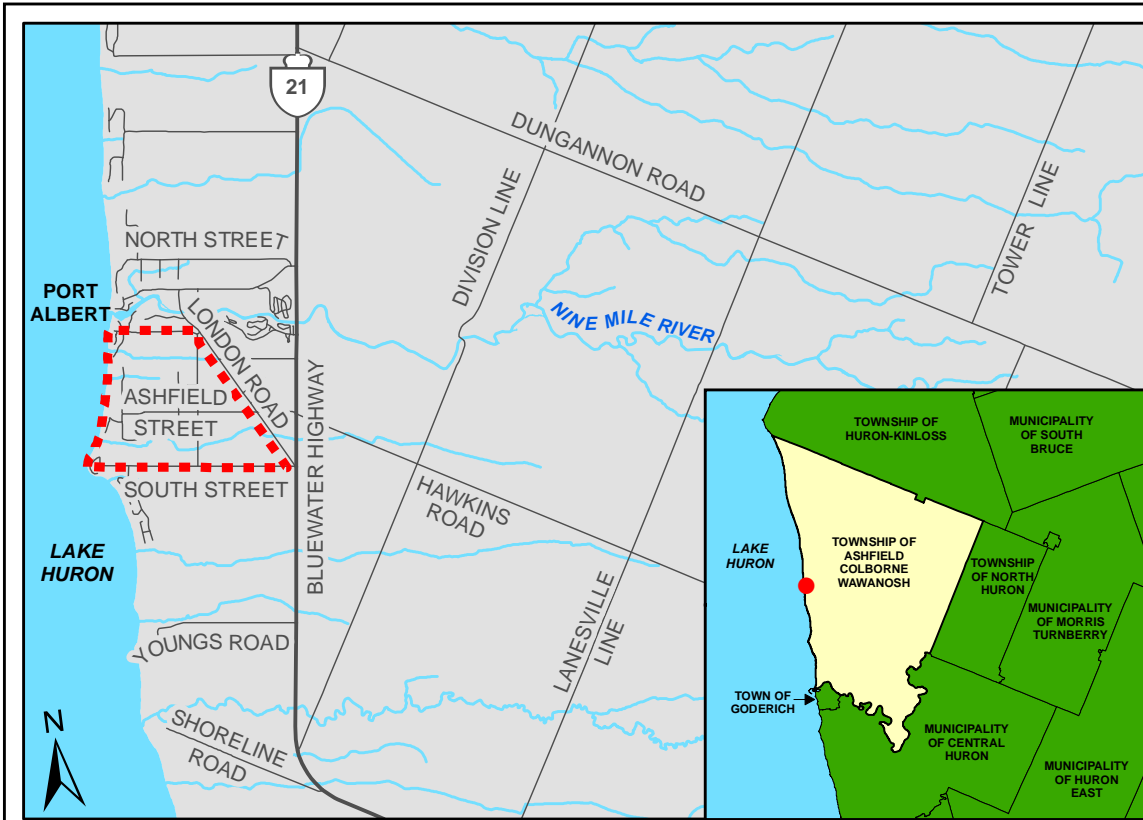
The project study area is bound by development on London Road to the east, by Russell Street to the north, by South Street to the south and by Lake Huron to the west. Existing development is located around the periphery of this area with significant concentrations of residential development adjacent to London Road and Wellington Street corridors, as well as along the Lake Huron shoreline. However, the central part of the study area is largely vacant and is still actively farmed in many locations. A small woodlot is located at the westerly extent of the Market Street road allowance. Two existing municipal drains provide drainage for the developed portions of the study area; (1) Port Albert Drain situated south of the Ashfield Street intersection, and (2), Victoria Street Drain, situated near the Russell Street intersection. Both drains discharge from the project area to existing outlet structures at Lake Huron. Figure 2.2 shows the location of the Municipality and community of Port Albert. Figure 2.3 illustrates the limits of the study area.

2.3.3 Physiography and Soils

Table 2.1 summarizes the general physiographic features and soils evident in the vicinity of the project area.

Table 2.1 - Physiographic Features and Soil Types

Feature	General Characteristics
Physiography	<ul style="list-style-type: none"> • Located within the Huron Slope physiographic region which is situated between the glacial Lake Algonquin shoreline and the Wyoming Moraine. • The Huron Slope is essentially a clay plain modified by a narrow strip of sand and by the twin beaches of glacial Lake Warren which flank the moraine. The Port Albert area is situated within the spillway of the Wyoming Moraine.
Soils	<ul style="list-style-type: none"> • Soils in the project area are classified as Brookston clay loam; a series of the Dark Grey Gleisolic soil group. These till loams are characterized as fine textured till. The series exhibits poor drainage characteristics. • Soils in the adjacent Nine Mile River valley are classified as Bottomland (part of the Azonal Alluvial Great Soil Group). This series is comprised of alluvial soils that exhibit variable drainage characteristics.



KEY PLAN
NOT TO SCALE



INTERSECTION OF SOUTH STREET AND WELLINGTON STREET LOOKING NORTHWEST



ASHFIELD STREET LOOKING WEST



ASHFIELD STREET JUST PAST SYDENHAM STREET LOOKING WEST



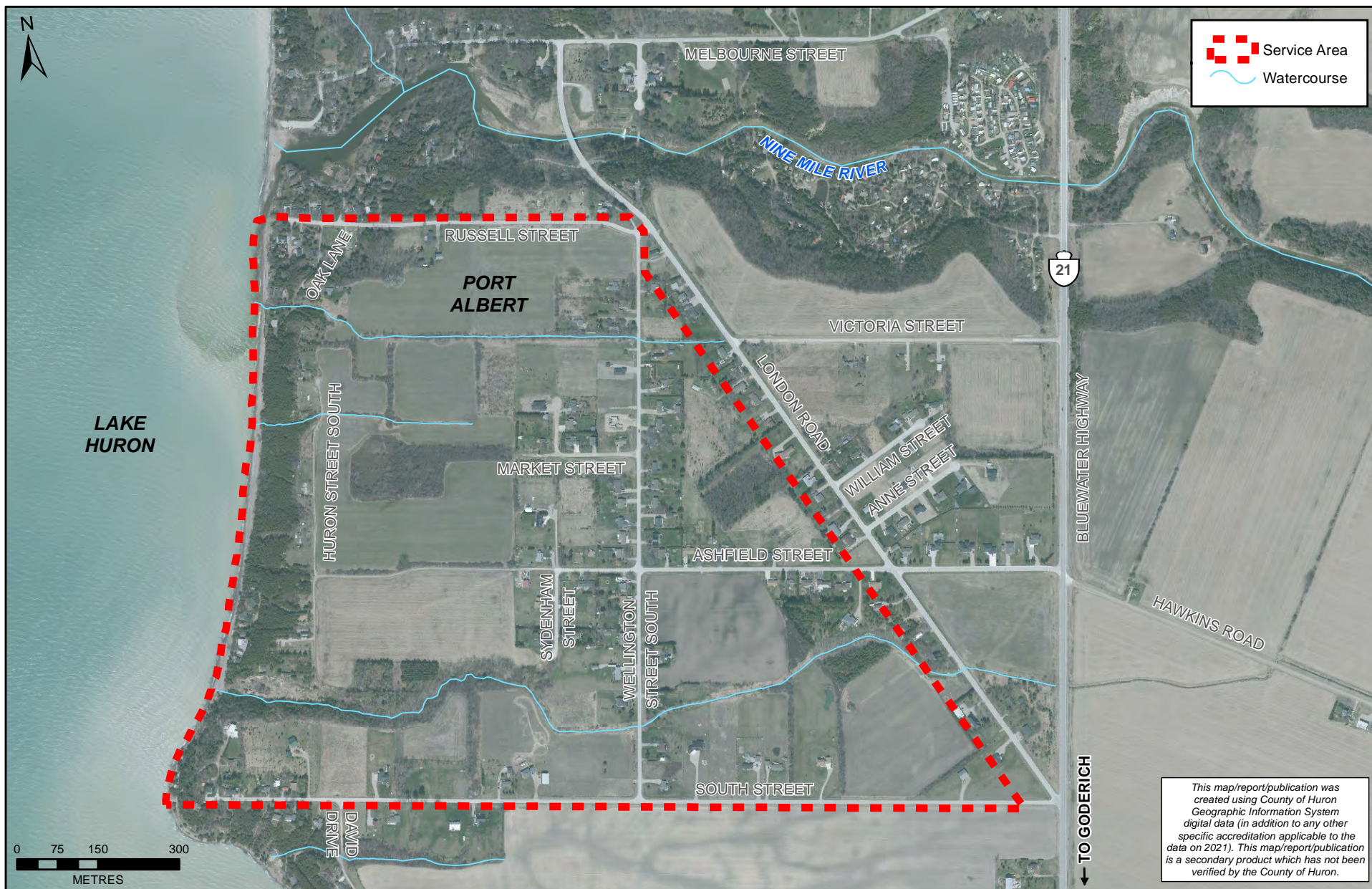
INTERSECTION OF WELLINGTON STREET AND RUSSELL STREET LOOKING WEST

SITE PHOTOS TAKEN ON JUNE 1, 2018



AERIAL PHOTOGRAPHY OF PROJECT AREA
SCALE 1 : 8,500

<p>This map/report/publication was created using County of Huron Geographic Information System digital data (in addition to any other specific accreditation applicable to the data on 2021). This map/report/publication is a secondary product which has not been verified by the County of Huron.</p>		<p>TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT MASTER PLAN SERVICING STUDY (COMMUNITY OF PORT ALBERT)</p>	DATE JAN. 2022	PROJECT No. 16135
		<p>GENERAL LOCATION PLAN</p>	SCALE AS SHOWN	FIGURE No. 2.2



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
 MASTER PLAN SERVICING STUDY
 (COMMUNITY OF PORT ALBERT)
PROJECT STUDY AREA

DATE
JAN. 2022

PROJECT No.
16135

SCALE
1 : 10,000

FIGURE No.
2.3

2.3.4 Natural Heritage Features

The study area is situated within a rural landscape with existing agricultural uses as well as residential development along the Ashfield and Wellington Street corridors and along the shoreline of Lake Huron. A general review of the natural heritage features was completed utilizing the Natural Heritage Area mapping provided by the NDMNRF, the ACW Official Plan and Zoning-By-law and the MVCA Watershed report cards. No Areas of Natural and Scientific Interest (ANSI) and/or provincially or regionally significant wetlands exist within the study area, although a regionally significant ANSI (Lucknow River ANSI) is located upstream of Port Albert along the Nine Mile River corridor.

Natural heritage features identified within the study area include:

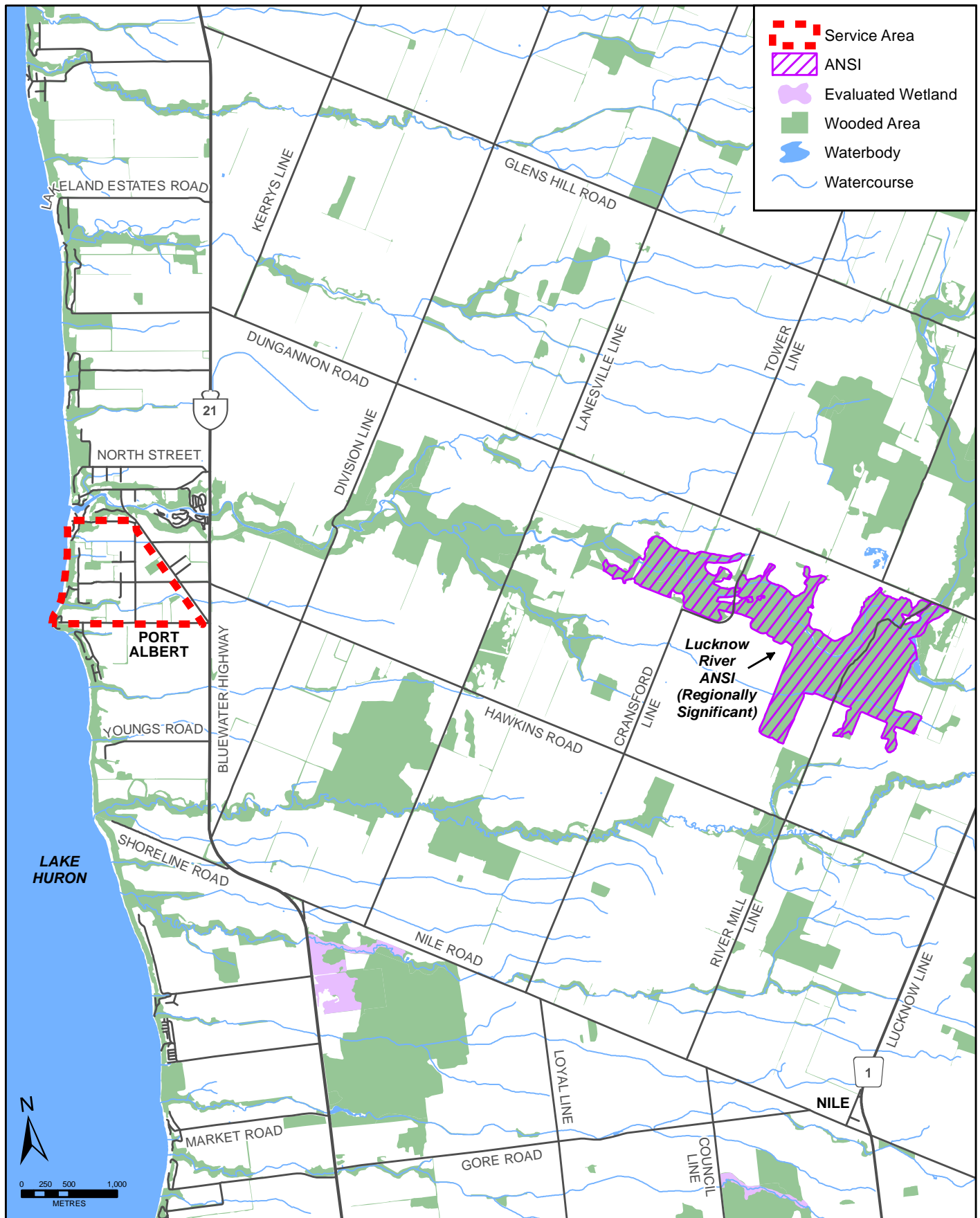
- Wetlands (1 locally significant feature);
- Woodlands (many small features); and
- Port Albert Drain, Victoria Street Drain, Two unnamed Drains (outlet to Lake Huron).

The study area contains several small patches of woodland and one locally significant wetland situated along the Market Street road allowance. The wetland is not considered to be provincially or regionally significant but is recognized in the Township's Official Plan as a Natural Environment feature. A number of open municipal drains circumvent the study area, moving stormwater westward where they discharge to Lake Huron. The Port Albert Drain and associated riparian habitat (woodlands adjacent to the drain and ravine) is located adjacent to the south limit of the study area, where it converges with Lake Huron. The Port Albert Drain, Victoria Street Drain and the locally significant wetland are regulated by the MVCA under O. Reg 147/06 (Regulation of development, interference, with wetlands and alterations to shorelines and watercourses). The natural heritage features described above are shown on Figure 2.4.

2.3.5 Species at Risk

An evaluation for the presence of significant species and their associated habitats within the study area has been incorporated into the project planning process. A review of available information on species and habitat occurrences determined that the study area may contain species and/or associated habitats that are legally protected under Provincial and Federal species at risk legislation. Protection for species at risk and their associated habitats is directed by the following federal and provincial legislation:

- The Federal *Species at Risk Act, 2002* (SARA) provides for the recovery and legal protection of listed wildlife species and associated critical habitats that are extirpated, endangered, threatened or of special concern and secures the necessary actions for their recovery on lands not federally owned, only aquatic species, and bird species included in the Migratory Bird Convention Act (1994), are legally protected; and



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
 MASTER PLAN SERVICING STUDY
 (COMMUNITY OF PORT ALBERT)
NATURAL HERITAGE FEATURES

DATE
JAN. 2022

PROJECT No.
16135

SCALE
1 : 55,000

FIGURE No.
2.4

- The Provincial *Endangered Species Act, 2007* (ESA) provides legal protection of endangered and threatened species and their associated habitat in Ontario. Under the legislation, measures to support their recovery are also defined.

Based on the information available for the occurrence of species at risk and their associated habitats from the following sources, a summary of federally and provincially recognized species with the potential to be present within the project study area, are listed in Table 2.2:

- Natural Heritage Information Centre, *Make a Natural Heritage Map* (NDMNRF, 2020).
- Dylan White Consulting, Natural Features Assessment. February 2019.
- *Species at Risk by Area* (NDMNRF, 2020)
- Environment Canada, Species at Risk Public Registry. SARA Schedule 1 Species List (Environment Canada, 2018).
- Dylan White Consulting, Species at Risk Screening Report. November 2020

Table 2.2 - Potential Species at Risk within the Huron County and the Study Area

	Species		Status Designation		Suitable Habitat in Study Area
	<i>Common Name</i>	<i>Scientific Name</i>	<i>SARA* Schedule 1 (Federal)</i>	<i>ESA** (Provincial)</i>	
	Barn Owl	<i>Tyto alba</i>	Endangered	Endangered	No
	Barn Swallow	<i>Hirundo rustica</i>	-	Threatened	Potential
	Bobolink	<i>Dolichonyx oryzivorus</i>	-	Threatened	Yes
	Cerulean Warbler	<i>Setophaga cerulea</i>	Special Concern	Threatened	No
	Chimney Swift	<i>Chaetura pelagica</i>	Threatened	Threatened	No
	Eastern Meadowlark	<i>Sturnella magna</i>	-	Threatened	Yes
	Henslow's Sparrow	<i>Ammodramus henslowii</i>	Endangered	Endangered	No
	Least Bittern	<i>Ixobrychus exilis</i>	Threatened	Threatened	No
	Loggerhead Shrike	<i>Lanius ludovicianus migrans</i>	Endangered	Endangered	No
	Louisiana Waterthrush	<i>Seiurus motacilla</i>	Endangered	Special Concern	No
Fish and Mussels	Black Redhorse	<i>Moxostoma duquesnei</i>	-	Threatened	No
	Eastern Sand Darter	<i>Ammocrypta pellucida</i>	Threatened	Endangered	No
	Kidneyshell	<i>Ptychobranchus fasciolaris</i>	Endangered	Endangered	No
	Lake Chubsucker	<i>Erimyzon sucetta</i>	Endangered	Threatened	No
	Mapleleaf	<i>Quadrula quadruple</i>	Special Concern	Special Concern	No

	Species		Status Designation		Suitable Habitat in Study Area
	Common Name	Scientific Name	SARA* Schedule 1 (Federal)	ESA** (Provincial)	
	Northern Brook Lamprey	<i>Ichthyomyzon fossor</i>	Special Concern	Special Concern	No
	Pugnose Minnow	<i>Opsopoedous emiliae</i>	Special Concern	Threatened	No
	Pugnose Shiner	<i>Notropis anogenus</i>	Endangered	Threatened	No
	Rainbow	<i>Villosa iris</i>	Endangered	Threatened	No
	Redside Dace	<i>Clinostomus elongatus</i>	-	Endangered	No
	River Redhorse	<i>Moxostoma carinatum</i>	Special Concern	Special Concern	No
	Salamander Mussel	<i>Simpsonaias ambigua</i>	Endangered	Endangered	No
	Snuffbox	<i>Epioblasma triquetra</i>	Endangered	Endangered	No
	Spotted Sucker	<i>Minytrema melanops</i>	Special Concern	Special Concern	No
	Wavy-rayed Lampmussel	<i>Lampsilis fasciola</i>	Special Concern	Threatened	No
Insects	Monarch	<i>Danaus plexippus</i>	Special Concern	Special Concern	Yes
	Rusty-patched Bumble Bee	<i>Bombus affinis</i>	Endangered	Endangered	Potential
Mammals	American Badger, jacksoni supspecies	<i>Taxidea taxus jacksoni</i>	Endangered	Endangered	No
	Little Brown Bat	<i>Myotis lucifugus</i>	Endangered	Endangered	Potential
	Tri-colored Bat	<i>Perimyotis Subflavus</i>	Endangered	Endangered	No
Plants and Lichens	American Ginseng	<i>Panax quinquefolius</i>	Endangered	Endangered	No
	Butternut	<i>Juglans cinerea</i>	Endangered	Endangered	No
	Tuberous Indian-Plantain	<i>Arnoglossum plantagineum</i>	Special Concern	Special Concern	No
Snakes Lizards	Eastern Ribbonsnake	<i>Thamniphis sauritus</i>	Special Concern	Special Concern	No
	Queensnake	<i>Regina septemvittata</i>	Endangered	Endangered	No
Turtles	Blanding's Turtle	<i>Emydoidea blandingii</i>	Endangered	Threatened	No
	Snapping Turtle	<i>Chelydra serpentina</i>	Special Concern	Special Concern	No
Species in bold are those identified as potentially occurring within 1km of the study area based on historical observation records					
Notes: * As determined by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) under the Species at Risk Act (SARA), 2002 legislation. Species listed are designated as 'Schedule 1' species and are legally protected under the act. ** As determined by the Committee on the Status of Species at Risk in Ontario (COSSARO) under the Endangered Species Act (ESA), 2007 legislation.					

Based on historical observation records provided through the NDMNRF's NHIC database, one (1) species has been identified as historically occurring within 1km of the study area. The Snapping Turtle, a special concern species both federally and provincially, has been observed historically adjacent to the study area.

The Nine Mile River, located directly north of the study area is assumed to be the preferred habitat for the Snapping Turtle, however, the species may be found in some of the wetlands and drainage ditches within the study area.

Consultation with the NDMNRF has also indicated that Barn Swallow and Bobolink are known to be present within the Port Albert area. Further investigation into potential species at risk habitat and natural heritage features was recommended.

2.3.6 Natural Feature Assessment

Based upon feedback received from the MVCA as part of the Class EA Master Plan process, two natural heritage features were identified within the study area limits that were potential wetland features. A natural heritage assessment was therefore undertaken to assess the two features and determine 1) If the features were wetlands, and 2) Identification of any sensitive features that may need to be protected as part of the Master Plan servicing study.

An assessment of the two features was completed in July 2018 by Dylan White Consulting. The assessment included a site visit and community level mapping of each natural area to identify sensitive communities or individual species that would warrant protection. The assessment determined that one feature was an upland woodland and the second feature was a locally significant wetland with two unique communities. No species at risk (SAR) were identified within either feature. The presence of the wetland means that the Conservation Authority will regulate the wetland and will require that suitable setbacks be incorporated into future development plans in the vicinity. A copy of the Natural Feature Assessment is located within Appendix A.

2.3.7 Species at Risk Screening

Further to recommendations from NDMNRF and comments from residents, a species at risk (SAR) screening was also conducted by Dylan White Consulting to identify species at risk and investigate wildlife corridors, wetland and woodland features within the Port Albert servicing study area. A field survey and desktop search were completed.

(a) Methods

The field survey was conducted on May 27, 2020. The survey methodology consisted of visual and active search methods including inspection of habitat types using binoculars and manually lifting and investigating cover objects. During the survey, OBBA breeding bird survey techniques were followed. A wetland/woodland feature located west of Market Street was investigated for signs of wildlife movement, trails and tracks and the slough microtopography was assessed. Botanical, topographic, soils and structural information was recorded. The large elm tree on Ashfield Street was inspected for biological, structural and other preservation priority considerations.

(b) Results

Based upon the background review, it was determined that nineteen SAR are potentially present within the project area. Three SAR were confirmed within the study area including numerous breeding pairs of Bobolink and Eastern Meadowlark. They were observed in the open country (hayfield and meadow) habitats. The Eastern Wood-Pewee was observed in forested habitat. Snapping turtles, Barn Swallows and Little Brown Myotis have a high probability of occurring within or adjacent to the project area. From the field survey, twenty-eight species were detected with twenty-five consisting of birds and three consisting of mammals. Four of the bird species that were detected are considered area sensitive including the Veery, Savannah Sparrow, Bobolink and Eastern Meadowlark. Species that are considered area sensitive require larger contiguous blocks of naturalized lands for breeding habitat. Other than the three SAR mentioned earlier, all other species detected have an Ontario rarity ranking of S4 (apparently secure) or S5 (secure).

North to south terrestrial wildlife movements were recorded along diffuse corridors within the study area and three mammalian species were detected including the White-tailed Deer, Raccoon and Gray Squirrel. Other mammalian species including the Coyote, Red Fox and Striped Skunk were not observed but are expected to utilize the study area. In the western half of the study area, terrestrial wildlife appears to move along highly diffuse corridors. Wildlife movement into and around the central wetland feature was clearly defined.

It was determined that the American elm found along Ashfield Street is a high preservation priority specimen as it is the only large mature tree within the hedgerow. Other species found within the hedgerow include apple trees, European Buckthorns, Green Ash, Eastern White Cedar, Norway Maple, Multiflora Rose, Choke Cherry, Cranberry Viburnum and Poison Ivy. The biological health of the American elm was ranked high due to the absence of canopy dieback, systemic rot and pathogen or pest infestations. The structural condition was ranked moderate due to multi-stemmed growth which could lead to inter-stem rot. The presentation value is high since American elms this size in Ontario are rare.

The wetland/woodland on Market Street transitions from a lowland fresh-moist cultural woodland to a Green Ash Mineral Deciduous Swamp to a Red-Osier Dogwood Mineral Deciduous Thicket Swamp from east to west. The lowland fresh-moist cultural woodland is dominated by buckthorn and the occasional apple trees, cranberry viburnum, choke cherry, poison ivy and sub-canopy American elms are present. No wetland indications were present. Moving west, the slough broadens and areas of standing water are present. Facultative and obligate wetland plants are present including Silky Dogwood, Red-Osier Dogwood and Reed Canary Grass. As you continue west, wetland soil indicators become present, indicating that seasonal flooding occurs in the area.

(c) Discussion and Recommendations

Under the Endangered Species Act (ESA), Threatened species including the Bobolink and Eastern Meadowlark and their critical habitat are protected. Breeding habitat for these species, including open fields within the study area are therefore protected. It is recommended that the landowner communicates with the NDMNRF and Ministry of Environment, Conservation and Parks (MECP) to develop long-term SAR land stewardship incentives. It is also recommended that critical habitat for SAR is retained in its current crop types and mowing and harvesting of crops within SAR critical habitat occur outside of the SAR breeding season or after July 15th. An ESA permit application will be required for removal or alteration of SAR critical habitat. It is recommended that the use of SAR critical habitat for the proposed servicing plan designs be avoided or minimized. The Eastern Wood-Pewee has an ESA designation status of Special Concern and it is recommended that habitat including forested ravines be excluded from development, vegetation clearing and other disturbances. SAR habitat is shown in Figure 2.4.

The Migratory Birds Convention Act protects birds during their breeding season (March 15th to September 1st). Vegetation clearing and tree removal is not permitted during the breeding season as it may impact nesting and breeding areas. However, if a pre-clearance nest sweep is completed by a qualified ecologist, tree removal and vegetation clearing during the breeding season may be authorized.

Wildlife movement in the western half of the study area appears to be sporadic and variable. It is recommended that the creation of a naturalized corridor using native vegetation planting or land use alterations to funnel wildlife movement to a defined area, be considered to reduce vehicle-wildlife interactions in the future.

It is recommended that the current alignment of the Ashfield Street road allowance be retained to allow for the preservation of the large American elm. It is recommended that the removal of the American elm is avoided and only completed if the tree is damaged during construction or becomes a hazard tree. Preliminary investigations would show that the American elm is located largely outside the road allowance limit.

Proposed work within the wetland/woodland on Market Street should include a restoration plan to enhance native plant abundance and retain site hydrology. A copy of the SAR assessment is included within Appendix 'A'

2.3.8 Breeding Bird Habitat

The Atlas of Breeding Birds of Ontario was used to identify the bird species with confirmed, probable and possible breeding habitat in proximity to the study area (Bird Studies Canada, 2009). The study area lies within of the 100km² area identified by the Atlas as Square 17MJ45, in Region 6: Huron-Perth. A total of 100 species were observed within the square including 48 species with confirmed breeding status. In addition to the confirmed species, 52 other species are considered to have possible or

probable breeding habitat in the area. The Barn Swallow (*Hirundo rustica*), Bobolink (*Dolichonyx oryzivorus*), and Eastern Meadowlark (*Sturnella magna*), threatened species in Ontario were identified as being confirmed within the atlas square.

2.4 Clean Water Act

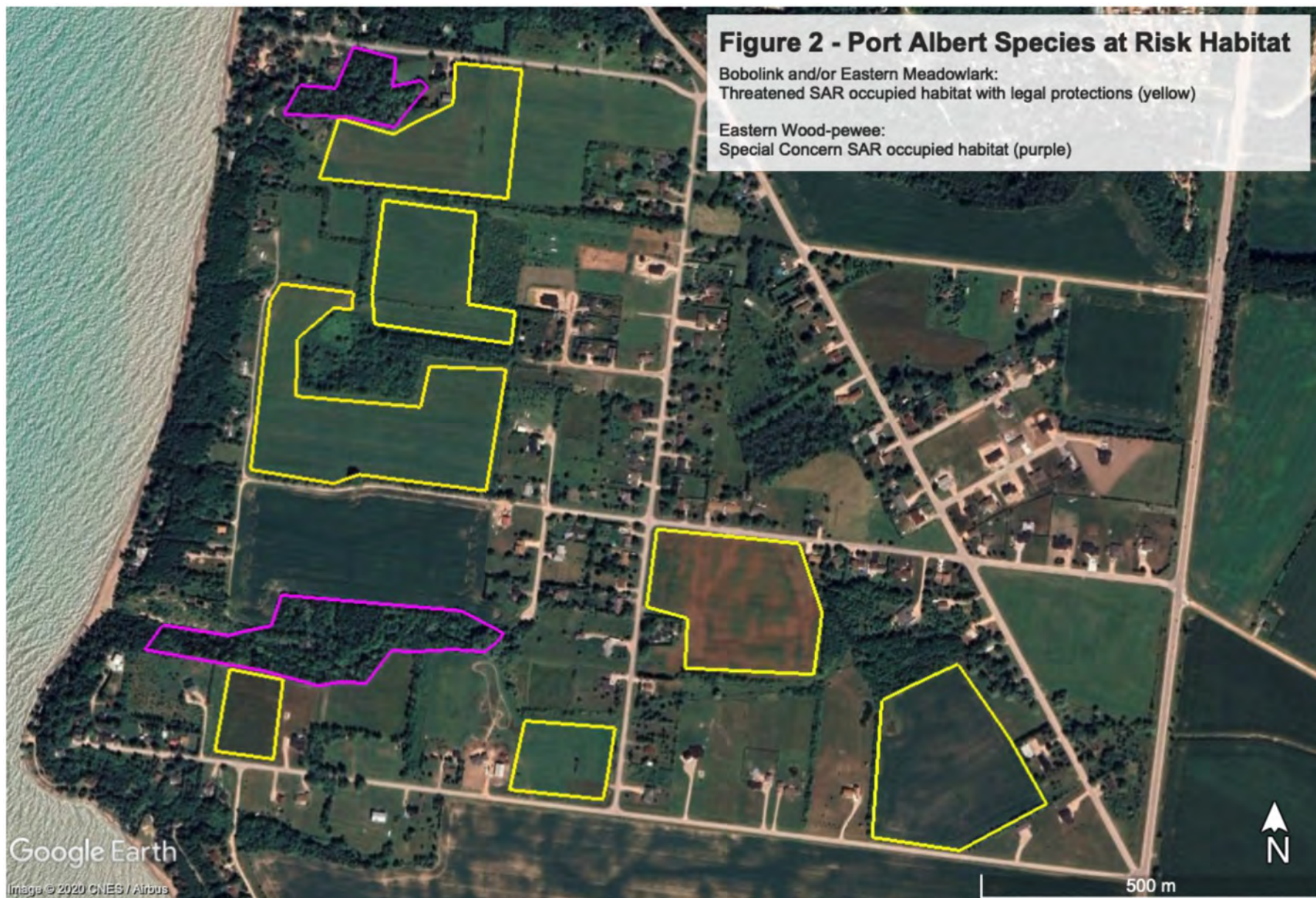
The intent of the Clean Water Act (CWA), 2006, is to “*protect existing and future drinking water*” sources in Ontario. Under the Act, source protection areas and regions were established, giving conservation authorities the duties and powers of a drinking water source protection authority (Government of Ontario, 2006). Focus on the development, implementation, monitoring and enforcement of documentation, information and policies related to source water protection is highlighted within this duty.

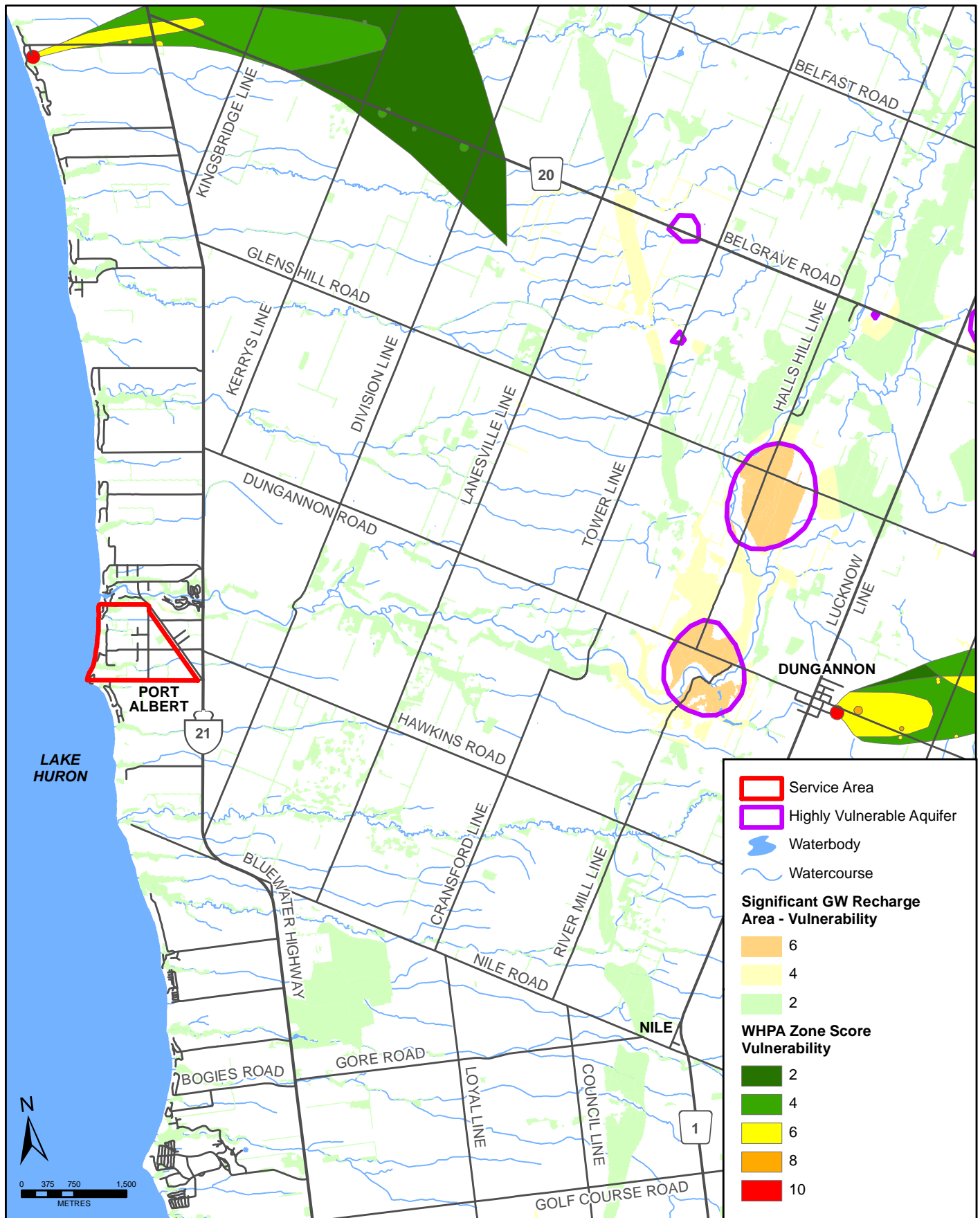
The study area is located in the Maitland Valley Source Protection Area under the jurisdiction of the Ausable Bayfield Maitland Valley Drinking Water Source Protection Committee. The Assessment Report for the Maitland Valley Source Protection Area was consulted to determine if any portions of the study area have been identified as vulnerable or susceptible to groundwater threats and issues.

Drinking water within the study area and adjacent lands are provided via private wells and no municipal drinking water sources are located in close proximity therefore the study area has no well head protection areas (WHPA) or intake protection zones (IPZ). Areas surrounding some of the water features are considered to be Significant Groundwater Recharge Areas (SGRA) with a low susceptibility. Figure 2.5 shows sensitive areas identified through the Source Water Protection program that are within or adjacent to the study area.

No vulnerable drinking water areas or policies were identified within the study area based on the Assessment Report (2014) and Source Protection Information Atlas mapping tool. Regardless, Source Protection staff at the Maitland Valley Conservation Authority will be contacted as part of the Master Plan consultation program to provide input on study investigations.

Should a municipally-owned and operated water supply be contemplated for the community of Port Albert, a Source Water Protection evaluation would need to be completed for the new water supply. Associated risk areas would also need to be identified and mapped so that sensitive land uses within the risk areas could be identified and addressed.





- Service Area
- Highly Vulnerable Aquifer
- Waterbody
- Watercourse
- Significant GW Recharge Area - Vulnerability**
- 6
- 4
- 2
- WHPA Zone Score Vulnerability**
- 2
- 4
- 6
- 8
- 10



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
 MASTER PLAN SERVICING STUDY
 (COMMUNITY OF PORT ALBERT)
SOURCE WATER PROTECTION

DATE
JAN. 2022

SCALE
1 : 75,000

PROJECT No.
16135

FIGURE No.
2.6

2.5 Climate Change

As part of the Class EA Master Plan process, the impacts associated with climate change need to be evaluated. Some of the phenomena associated with climate change that will need to be considered include:

- Changes in the frequency, intensity and duration of precipitation, wind and heat events;
- Changes in soil moisture;
- Changes in sea/lake levels;
- Shifts in plant growth and growing seasons; and
- Changes in the geographic extent of species ranges and habitat.

There are two approaches that can be utilized to address climate change in project planning. These are as follows:

- 1) Reducing a project's impact on climate change (climate change mitigation):
 - a. Impact of greenhouse gas emissions related to the project.
 - b. Are there alternative methods to completing the project that would reduce any adverse contributions to climate change?
- 2) Increasing the project's and local ecosystem's resilience to climate change (climate change adaptation):
 - a. How vulnerable is the project to climate-related severe events.
 - b. Are there alternative methods of carrying out the project that would reduce the negative impacts of climate change on the project?

Through the evaluation of alternatives phase of the Class EA, a consideration of each of these approaches will be completed and included in the final determination of the preferred approach to completing a project.

2.6 Socio-Economic Environment

2.6.1 Provincial Policy Statement

The Provincial Policy Statement (PPS - 2020) was issued under Section 3 of Planning Act and provides policy direction on matters of provincial interest. A number of the policies contained within the PPS have relevance to the current application. Excerpts from the Policy document are included below as follows:

Section 1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 1. *municipal sewage services and municipal water services; and*

2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) *ensure that these systems are provided in a manner that:*
 1. *can be sustained by the water resources upon which such services rely;*
 2. *prepares for the impacts of a changing climate;*
 3. *is feasible and financially viable over their lifecycle; and*
 4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4, and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

1.6.6.3 *Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.*

1.6.6.4 *Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development.*

At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with the lower-tier

municipalities at the time of the Official Plan review or update to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3.

1.6.6.5 *Partial services shall only be permitted in the following circumstances:*

- a) Where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or*
- b) within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts.*

Where partial services have been provided to address failed services in accordance with subsection (a), infilling on existing lots of record in rural areas in municipalities may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In accordance with subsection (a), the extension of partial services into rural areas is only permitted to address failed individual on-site sewage and individual on-site water services for existing development.

1.6.6.6 *Subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4, and 1.6.6.5, planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.*

1.6.6.7 *Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

Section 2.2 Water

2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
- b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
- c) evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;*
- d) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;*
- e) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;*
- f) implementing necessary restrictions on development and site alteration to:*
 - a. protect all municipal drinking water supplies and designated vulnerable areas; and*
 - b. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;*
- g) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;*
- h) ensuring consideration of environmental lake capacity, where applicable; and*
- i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.*

2.6.2 ACW Official Plan

The lands within the Port Albert settlement area are subject to the planning policies set out in the ACW Official Plan. Port Albert is the largest settlement area in the Township and a majority of the study area is designated as ‘Village’ or ‘Natural Environment’ on Schedule M of the plan. Excerpts from relevant planning documents are included in Appendix B. The following policies apply to Settlement Areas, such as Port Albert:

“Goals: *The following general goals are established for “Settlement Area” designations.*

- (a) To protect and enhance the character and aesthetic qualities of the settlement areas;*
- (b) To provide sufficient land for growth within settlement areas;*

- (c) *To direct development to designated areas;*
- (d) *To prevent the intrusion of non-farm development in agriculture areas; and*
- (e) *To ensure appropriate and adequate services are provided within settlement areas.”*

Section 8.4.4 – Village/Hamlet Policies

The following policies apply to new development within the Village of Port Albert.

“1. New Development

Development will be directed to designated areas. The designated villages and hamlets contain ample area to accommodate growth.

County-wide growth allocation targets are established in Section 7.3.1 of the County of Huron Official Plan. The Township of Ashfield-Colborne-Wawanosh, with the other Huron County municipalities, will monitor the location of growth and development. Growth allocation will be reviewed with this Official Plan is updated.

The efficient use of land and services is encouraged through intensification including: redevelopment, infilling and expansion of conversion of existing building including the establishment of second residential units.

Section 9. Development Standards

The following development standards shall apply to all development in the villages and hamlets.

- 1. Development must be compatible with surrounding uses.*
- 2. Most development will proceed by plan of subdivision. Infilling and small-scale development may proceed by consent based on an acceptable concept plan.*
- 3. Natural features and functions will be protected. The design will be harmonized with natural features, including topography and woodlands.*
- 4. Lot sizes will be sufficient to accommodate the proposed method of servicing over the long term. Where septic systems are proposed, developments will comply with the provincial groundwater protection criteria for nitrates, and lots will contain a contingency tile bed area.*
- 5. New developments, including the opening up of new areas, will be required to connect to an existing municipal water supply or establish a new municipal water supply. Infilling and small scale developments may be serviced by communal or individual wells where municipal water is not available. Development adjacent to serviced communities outside Ashfield-Colborne-Wawanosh, will be required to connect to existing services.*
- 6. For new developments, including the opening up of new areas, the Township may require a study on the need for a piped sewage system and treatment facility. Where full services are not required, individual septic systems may be permitted. Development adjacent to serviced communities outside ACW will be required to connect to existing services.*
- 7. Water supply and sewage disposal are subject to approvals from the appropriate authority before the development occurs.*

8. *Open space areas, natural areas and parkland will be conveyed to the municipality of owned in common by the subdivision residents. Council may accept payment in lieu of parkland where appropriate.*
9. *Vehicle access will be provided by a public road development to municipal standards.*
10. *Adequate lot grading and drainage, and storm water management are required.*
11. *A development agreement will be signed and registered on title to the satisfaction of the municipality.*
12. *The appropriate zoning is in force.*
13. *Development will be considerate of Heritage, Accessibility, and Clean Air, Water, and Soil;*
14. *For development proposed on private communal services, hydrogeologic studies are required.*
15. *New developments will be limited to 5 or fewer lots or units where private on-site water and sewage are to be used.”*

Section 6. Natural Environment

There are several natural environment features located within the project study area that will be subject to the Natural Environment policies of the Official Plan. These policies are as follows:

“The goals identified by the community and adopted by this Plan are:

- To protect locally, regionally and provincially significant natural areas from development which would have a negative impact on natural environment features and functions;*
- To improve the quality of water in groundwater, streams, rivers and Lake Huron;*
- To ensure a healthy environment and improved quality of life through the protection and enhancement of natural heritage features, areas and systems; and*
- To encourage compatible development in keeping with environmental, social and economic goals.*

These goals will be supported by the following directions:

- To identify and protect areas of natural environment which are of provincial and local significant;*
- To conserve, protect and re-establish natural environment areas, recognizing the diversity of natural features and the connections between them;*
- To maintain the landscape for maximum bio-diversity, beauty, and its inherent value;*
- To heighten public awareness, increase stewardship and enhance community cooperation for protection of the natural environment;*
- To use innovative tools and landowner incentives which further the natural environment goals of this plan;*
- To promote increased forest cover;*
- To protect and enhance beach, dune, shoreline and bluff ecosystems; and*
- To participate in community-based watershed planning.”*

2.6.3 ACW Zoning By-Law 32-2008

The project study area contains several different zones and overlays, however a majority of the lands are zoned either VR1–Village Residential or VR1-H–Village Residential holding zone. Other zones within the study area include NE1–Natural Environment and OS–Open Space. There are also a number of site-specific VR1 zones. A copy of the zoning map is included in Appendix B. The holding provision has been placed on future development lands that do not have adequate drainage or access to a municipally-owned and maintained road. The wording of the VR1-H zone is as follows:

“In the area VR1-H no development is permitted until the needed municipal services such as a public road or drainage have been provided. The Holding zone – H may be removed when these services are available or will be provided by the developer to the satisfaction of the Township.”

2.6.4 Existing Land Uses

As noted previously, Port Albert is primarily a low density residential community with a mix of full time and seasonal residents. Vacant lands in the interior of the community are currently farmed with either cash crops or hay and single family residential homes are located along the existing municipal roadways. Cottage developments dominate development along the shoreline. There is limited commercial development in the business district located at the north limit of the community, adjacent to the Nine Mile River. A lake access point is located adjacent to the river mouth.

2.7 Serviced Population and Growth

Forecasts have been prepared to project population and household growth for the Port Albert settlement area over a 20 year planning period. The growth projections were established following an assessment of general growth and development trends in the community, as identified from statistical data, recent building permit data, and other background research.

Several reports and documents were reviewed to gather information on population growth and general development trends in the study area. The following are the key sources of data incorporated into the forecasting exercise:

- Statistics Canada Census of Canada data for the period 1976 to 2016 (5-year intervals).
- Building Permit records compiled by the Township of ACW for the period 2010 to 2016.
- An assessment of current development projects and proposals.
- ACW Zoning By-Law and Official Plan.

2.7.1 Population

(a) Existing Population

The population of ACW, the Township of Ashfield and the community of Port Albert, over the past 40 years, is shown in Table 2.3. Over this period, the population of Port Albert has increased by a total of 295 persons or 8.6%. A peak growth period occurred from 1991 to 2006 and has continued steadily over the past 30 years. The growth in Port Albert equates to an average annual rate of 2.6%. As comparison, the provincial average annual growth rate is 1.0%. Very little historic data is available for the community's population because Port Albert was not an incorporated village or recognized census area by Census Canada. Census data was therefore limited and was collected from settlement area reviews and from Huron County population data.

Table 2.3 - Population Data and Growth Rates (1961 to 2016)¹

Year	ACW ²	Ashfield Twp.	Port Albert
1961	N/A	1688	
1966	N/A		
1971	N/A	1703 (+.88%)	
1976	N/A	1820 (+6.9%)	
1981	N/A	1824 (+.22%)	
1986	N/A	1736 (-4.8%)	255
1991	N/A	1809 (+4.2%)	269 (+5.5%)
1996	5477		
2001	5411 (-1.2%)		
2006	5409 (-.04%)		458 (+70.3%)
2011	5582 (+3.2%)		
2016	5422 (-2.87%)		550 (+20.1%)
Population Change	-55	+121	+295
Percent Change	-1%	+ 7.2%	+115%
Average Annual Growth Rate	-0.046%	+0.43%	+2.6%

Note: ¹ Population derived from (2016 Census) data.

² ACW was formed through amalgamation in 2001

Table 2.4 displays historic household growth within the community of Port Albert based on building permit data provided by the Township. The numbers represent the average number of new housing starts within the community over the noted timeframes.

Table 2.4 - Residential Growth by Building Permits Issued, 2014-2021

Year	Average Housing Starts
2014	2
2015	5
2016	1
2017	3
2018	6
2019	6
2020	2
2021	8
Total	33
8 year average	4.1

2.7.2 Population and Household Forecasts

(i) Methodology

For the purposes of this study, the 2018-2038 population forecast developed for the community of Port Albert was extrapolated based on the average growth in population experienced historically in the community and typical growth rates seen in similarly sized settlement areas. High, medium and low population forecasts were developed based on the following criteria: a low growth rate was based upon the Provincial average growth rate of 1.0%, a high growth projection was based upon the growth that occurred in the past 30 years (1981-2016) equating to an AAGR of 2.5%, and a medium growth rate was developed based upon the median AAGR of 1.5% between the high and low growth periods. This approach is seen to be a reasonable strategy for estimating potential long-term growth within the community. Historically growth rates spiked when new lots became available, therefore the assumption is that growth would remain steady at these rates if additional areas were to be developed. The forecast incorporated the following methodological components:

The 2016 population as determined by the Census, was used as the base year. The annual average growth rates were calculated for the years 1986-2016 for Port Albert. These growth rates were then used to extrapolate the low, medium and high population growth projections in conjunction with building permit data and discussions with Township staff;

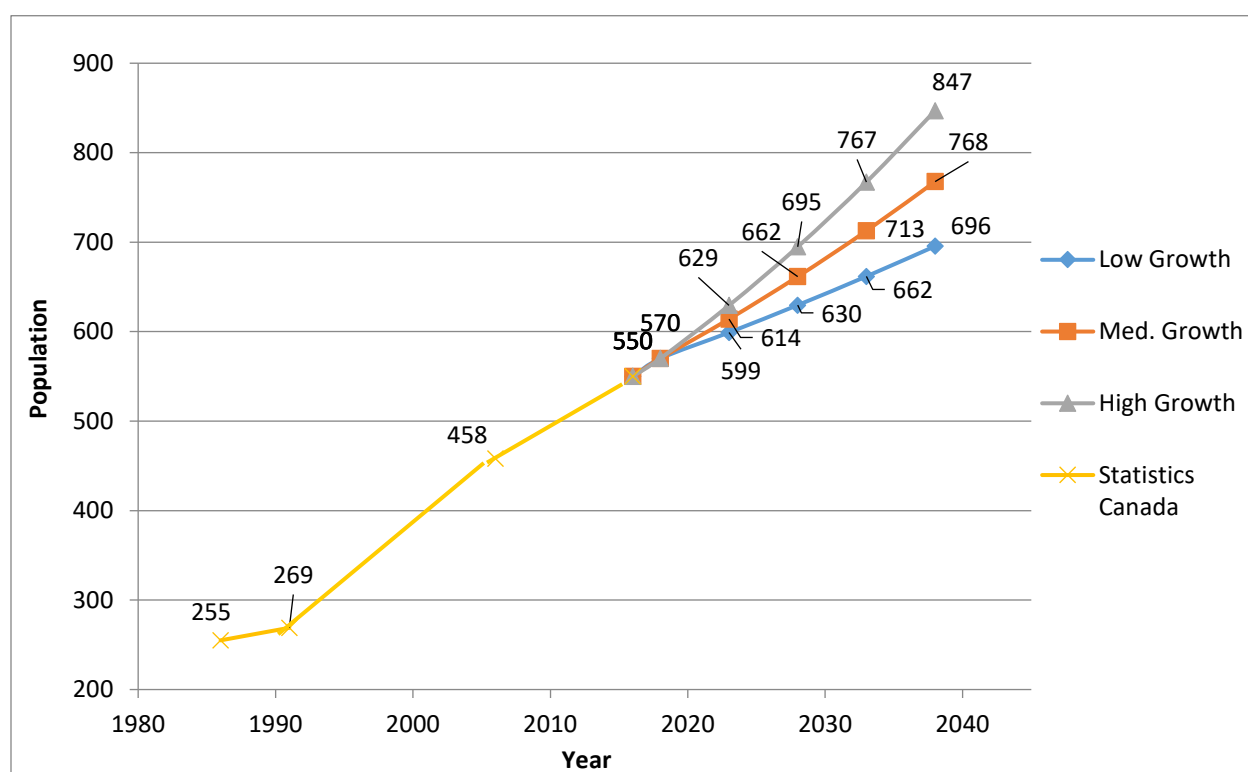
(ii) Growth Projections

Table 2.5 and Figure 2.7 present the results of the population forecasts developed using the methodology described above. Using the medium growth projection, which is based upon the median AAGR between the low and high growth periods, the population is expected to increase by approximately 218 persons over the 20 year forecast period.

Table 2.5 - Port Albert Population Projections: 2016-2038

Year	Low (1.0%)	Medium (1.5%)	High (2.0%)
2016	550	550	550
2018	570	570	570
2023	599	614	629
2028	630	662	695
2033	662	713	767
2038	696	768	847
Total Increase	146	218	297

Figure 2.7: Port Albert Population Projections



(iii) Household Growth

Over the same period, the number of households is expected to increase by between 68 and 136 units, based on the three growth projections used to calculate population growth. The increase forecasted in the number of households is consistent with demographic trends evident throughout Ontario (i.e., smaller households and sustained household growth). To reflect this change in household size, a decreasing PPHH ratio has been utilized. Table 2.6 shows expected household growth over the defined planning period for the low, medium and high growth rates.

Table 2.6 - Household Projections 2018-2038

Year	Low (0.25%)	Medium (0.9%)	High (1.55%)	PPHH¹
2018	247	247	247	2.31
2023	263	269	276	2.28
2028	279	293	308	2.26
2033	297	319	344	2.23
2038	315	348	383	2.21
Total	68	101	136	

Note: ¹ PPHH – Persons per household

2.8 Resident Questionnaire

2.8.1 General

In May 2018 a questionnaire was developed by BMROSS to gather background information from local property owners on the status of existing servicing and drainage in the vicinity of their properties. The survey was mailed to all property owners located within the study area limits and included general questions about the nature of existing development on their property as well as the condition of existing drainage, sewage services, and water services in the area. Of the 252 surveys that were initially mailed out, 65 were completed and returned (56 initially and an additional 9 after the public information meeting), representing an approximate return rate of 26%. A copy of the questionnaire is included within Appendix 'C'.

2.8.2 Results

The completed questionnaires were compiled in a database and the results tabulated. The information was utilized to obtain a better understanding of the community and the type of servicing that was currently in place, as well as to identify areas where existing drainage was a concern. Based upon the results, a series of maps were created which summarized the data and identified potential problem areas. The intent was not to identify individual property issues, but rather to confirm general areas where several properties or clusters of homes were experiencing drainage issues.

This information was then referenced in conjunction with the results of the infrastructure assessment and input from Township staff, to confirm problem areas. Figure 2.8 illustrates the results of the first two questions on the questionnaire, being whether the properties are developed or vacant and the current use of the property. Figure 2.9 indicates how often study area properties experienced drainage problems in a given year. Appendix 'C' includes additional figures illustrating the results.

Figure 2.9 indicates that a majority of the respondents felt that drainage on their property is currently characterized as either good or fair, while a similar number of residents indicated that they had never or rarely experienced drainage problems on their property. This information is useful to the Township to better understand the

extent of current drainage problems needing to be addressed within existing developed areas. By targeting the few areas where drainage is a concern, scarce resources can be better utilized elsewhere in the community rather than improving drainage facilities where there are few problems.

Figure 2.8 – Land Use within the Study Area

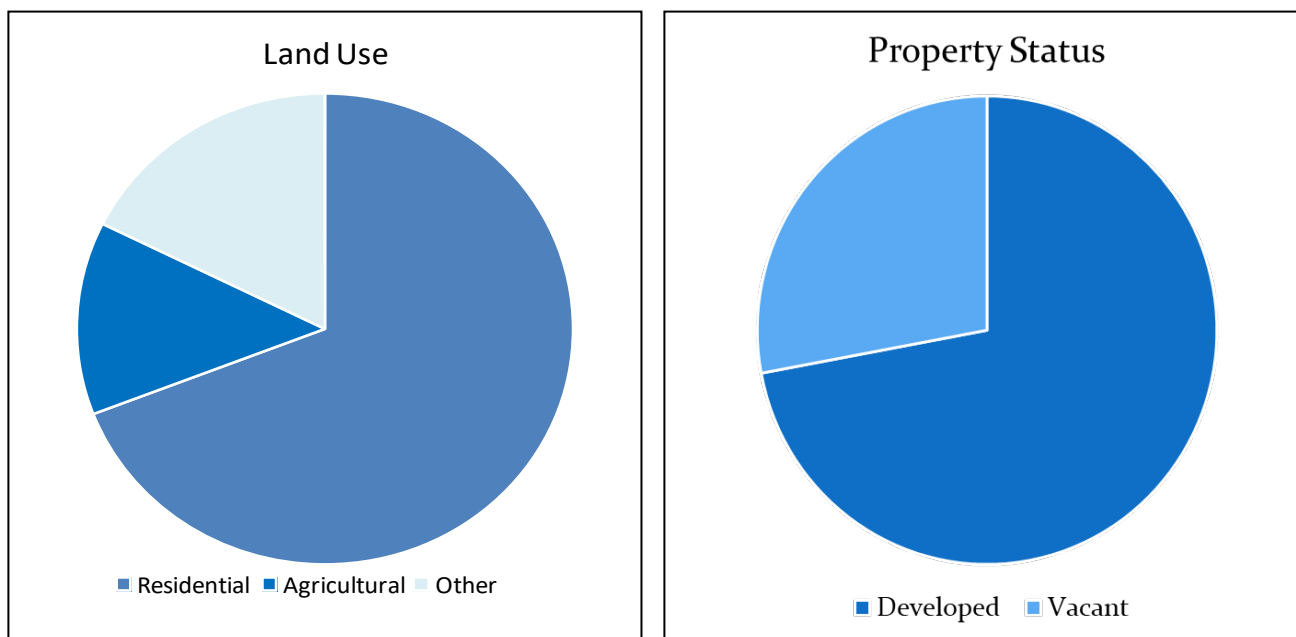
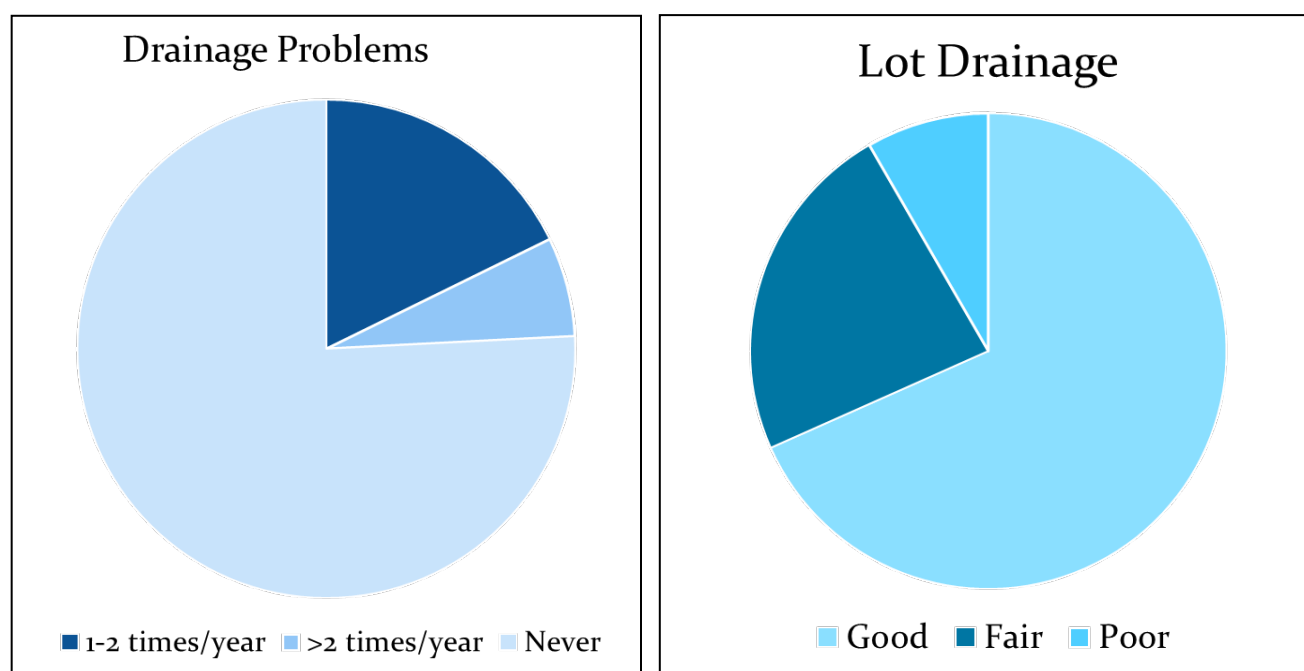


Figure 2.9 - Lot Drainage/Drainage Problems



2.9 Cultural Environment

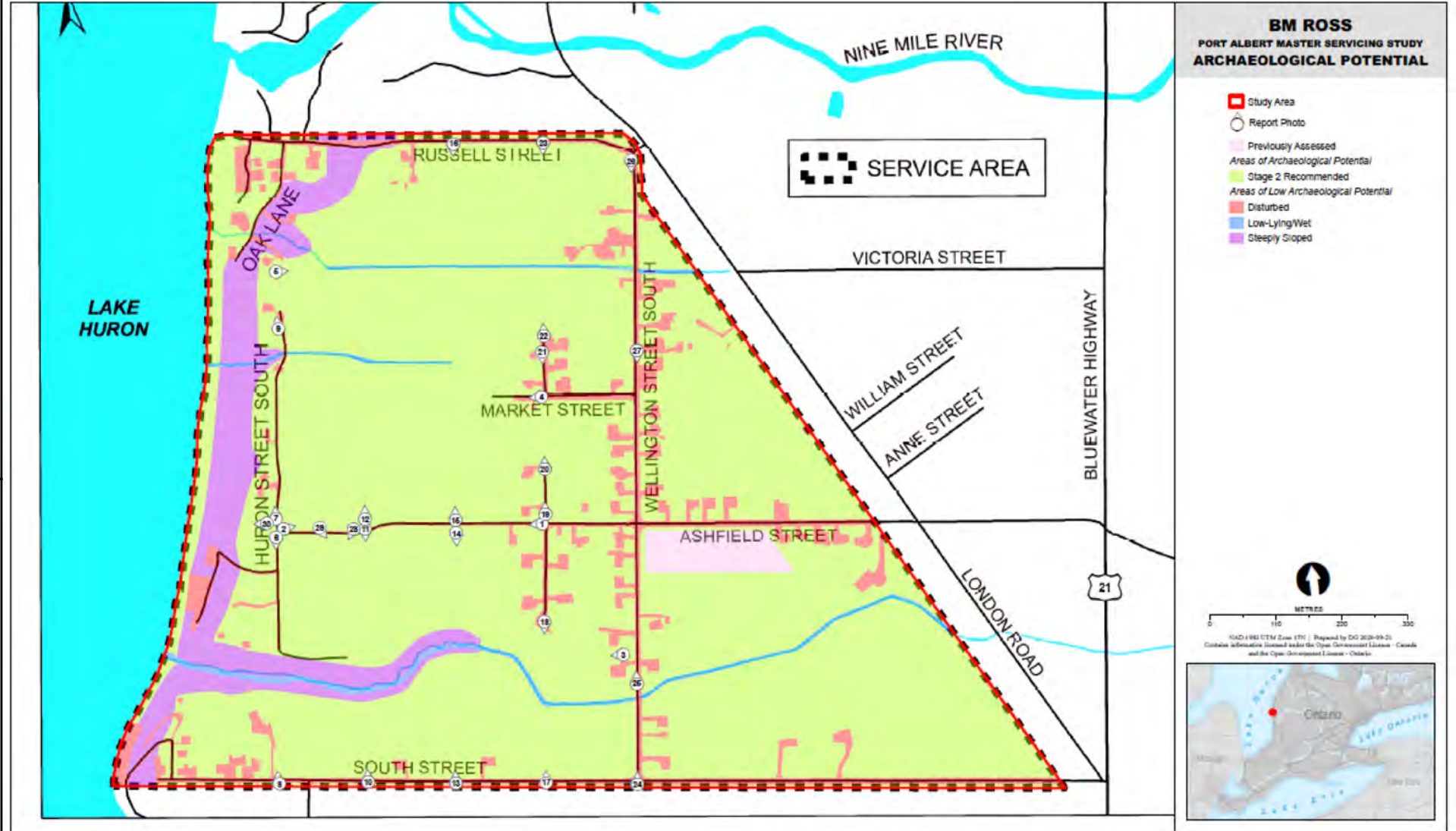
As part of the Class EA Master Plan process the proponent is required to consider potential impacts to cultural heritage resources within the study area. This would include archaeological resources, built resources and cultural heritage landscapes. Screening checklists are provided by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTC) to assist with determining whether a project might impact these resources. The archaeological potential checklist and the built heritage and cultural landscapes checklist were both completed and are saved in Appendix 'C'.

Based on the results of the screening checklists, the area has a potential to impact archaeological resources for work being proposed within undisturbed areas such as farm land. The assessments may be undertaken as part of development applications associated with proposed residential subdivision developments within future growth areas. To further refine areas of archaeological potential, a Stage 1 Archaeological Assessment was completed by Timmins Martelle Heritage Consultants. Upon completion, the Stage 1 Assessment will clarify where additional archaeological assessments will be required prior to construction proceeding within the defined project study area. A brief description of the Stage 1 Assessment Report is included below. A copy of the report is included within Appendix 'C'.

2.9.1 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment was completed in September 2020 by Timmins Martelle Heritage Consultants. A background study was conducted by reviewing current land use, historic and modern maps, aerial photography, previous archaeological investigations, topographic, historical settlement maps and a list of registered and known archaeological sites within 1km. Background and archival research was also undertaken to determine land use, identify previous structures, occupants of properties, evaluate integrity and determine if there is a potential for deeply buried archaeological deposits as a portion of the study area consists of residential areas with previous surface disturbances.

It was determined that the overall study area and individual project areas have archaeological potential with exception to the travelled portions of the existing roads and the proposed storm drainage outlet. Based on the results from the assessment, it is recommended that a Stage 2 Archaeological Assessment be completed prior to ground disturbance activities. Further recommendations were made with respect to individual projects areas and this information can be found within the Stage 1 Assessment Report in Appendix 'D'. Figure 2.10 indicates the locations where a Stage 2 Assessment is required.



2.10 Technical Environment

2.10.1 Road and Drainage Infrastructure

Recent engineering investigations have identified deficiencies with stormwater drainage and road infrastructure within the study area. As well, it was determined that existing road and drainage infrastructure are insufficient to service future development lands located in the west extent of the study area. The following provides an outline of the key concerns established from these assessments:

- Storm drainage facilities (swales) along Wellington Street, the south portion of Ashfield Street and developed portions of Sydenham and Market Streets, are insufficient resulting in drainage problems on adjacent lands. Land topography in the general vicinity of these roadways also lacks sufficient relief to channelize stormwater flows towards existing drainage outlets (natural and man-made).
- No substantive work has been carried out on the road structure of Wellington Street S. and Ashfield Street between Wellington and London Road since the mid-1950's. The road base and asphalt surfacing is now significantly deteriorated. The Township maintains a Road and Bridge Management Study to monitor infrastructure conditions and to prioritize upgrades. The most recent version of the plan (2021) identifies Wellington and Ashfield, east of Wellington, as having a poor road condition rating and recommends improvements be implemented in 2022 (i.e., an upgrading priority).
- The west extent of Ashfield St. (west of Sydenham) and Huron St. have not been formally assumed by the Municipality. Upgrades to the road base and drainage infrastructure would be needed before the Township would assume ownership and maintenance of the roadways. In addition, portions of Ashfield St. and Huron St. are not currently located within the road allowance. The road sections would either need to be relocated during reconstruction or the road allowance readjusted to match the current road surface location.
- The existing road structure of developed portions of Sydenham and Market Streets, are constructed to a rural standard which is not considered sufficient for these urban corridors. Stormwater drainage along the roadway would be greatly improved with the provision of an urban road standard (i.e., storm sewers, curbs, gutters).
- Current land use planning policies restrict new residential development in the west portion of the study area due to the lack of sufficient drainage and municipal road infrastructure. Approximately 61 hectares (150 acres) of land cannot be developed for residential uses until works are provided to resolve these deficiencies.

Given the foregoing, the Township concluded that consideration should be given to upgrading stormwater drainage infrastructure within existing road corridors in developed portions of the study area and that for future development areas, adequate stormwater drainage facilities and road infrastructure should be designed to accommodate demand within future development areas. A proposed phasing plan should also be developed for existing developed and future development areas so that priorities can be established for implementation of the required infrastructure upgrades.

2.10.2 Sewage and Water Infrastructure

Currently there is no municipal water or sanitary sewage systems servicing the community of Port Albert. Private sewage disposal systems (septic systems) are used to treat sewage waste and private wells are utilized for potable water. A majority of homeowners have an individual well that services one residence, however a number of shared wells are still in use. Background data on the current number and type of septic systems and well supplies was collected from residents as part of the Master Plan investigations. For sewage servicing, data was collected from the Huron County Health unit as well as directly from residents through a questionnaire. Provincial well data was used to supplement data provided by residents for the water supply. Figure 2.10 and 2.11 illustrate the current status of sewage and water servicing within Port Albert.

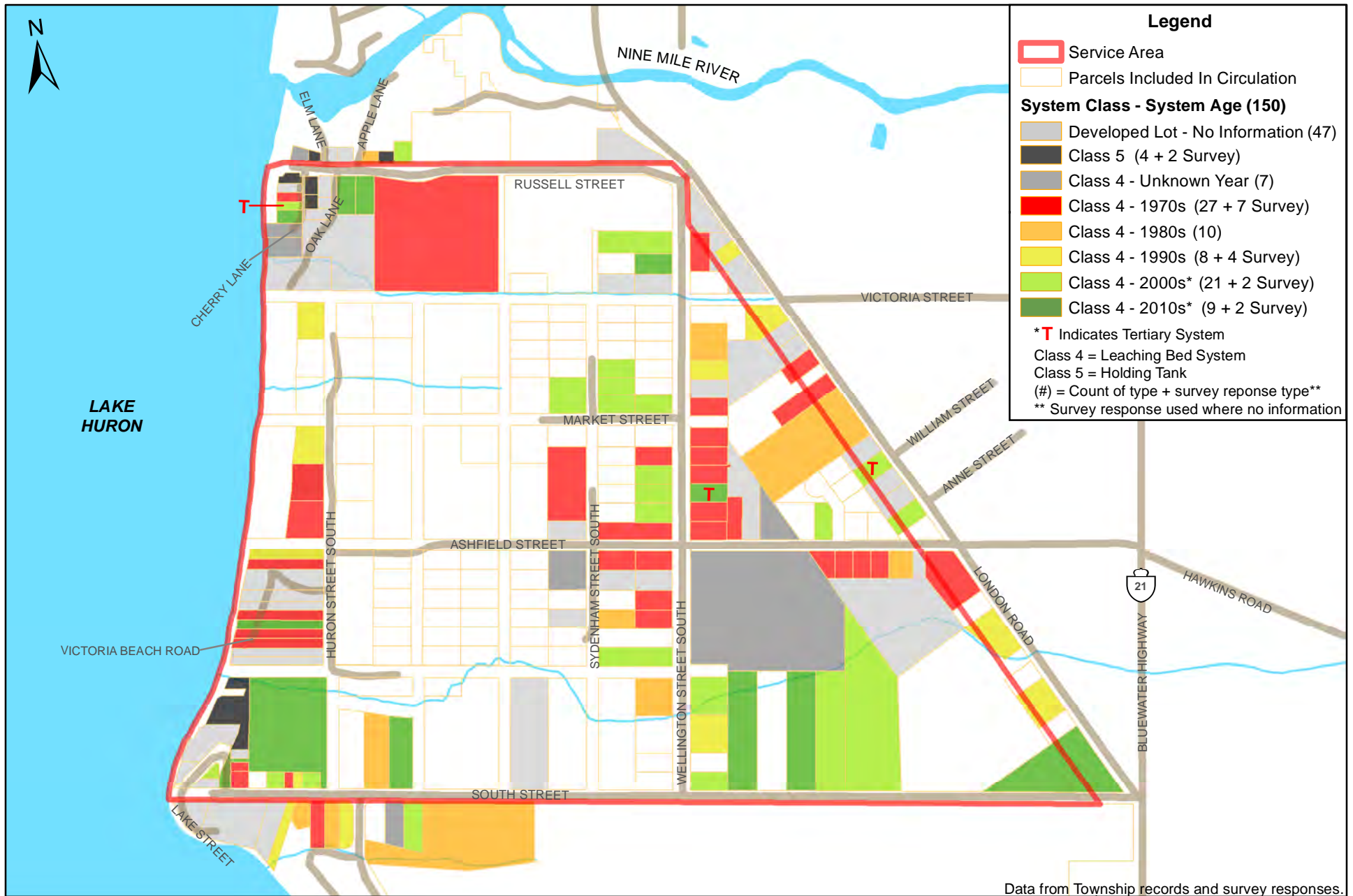
(a) Sewage Servicing

Figure 2.11 shows the location, type and general age of private sewage systems servicing the project study area. Coloured areas represent parcels that are currently developed. A majority of the systems are Class 4 septic systems, which have a sewage tank to provide initial settling of solids and then a disposal field where the liquid component of the sewage is disposed through the soil. There are also several Class 5 systems consisting of holding tanks. Any sewage that enters the tank is held until it is pumped out and trucked away for disposal at an approved location. The age of the systems varies considerably, with a majority of the systems being installed prior to the 1990's. There are approximately 150 developed properties within the study area limits and septic system information was available for 96 of these (64%).

Septic systems have an average life expectancy of 25-30 years, beyond which the tile bed typically needs to be replaced due to a build-up of solids or clogging of the soils below the disposal bed. For the study area, almost 75% of the septic systems are greater than 20 years in age, assuming that the systems located on developed lots where no data is available, are greater than 20 years old. This is a reasonable assumption, given that installation of new septic systems is a requirement under the building code and often, no permits were obtained for systems installed in the 1970's and 1980's.

(b) Water Servicing

Figure 2.12 illustrates the results of the well data collected through the questionnaire from residents and from provincial well records. Provincial well records are shown as blue dots on the map. This indicates that a well record was sent to the Province for a well at that location but doesn't provide information on the type of well or whether it is still in operation. The coloured areas represent properties that responded to the questionnaire with data on their water supply. A majority of responders are serviced by drilled wells with many of these being shared. A dark blue parcel with a number, indicates the number of properties sharing a well at that location. Drilled wells typically access a deeper aquifer located below the overburden layer.



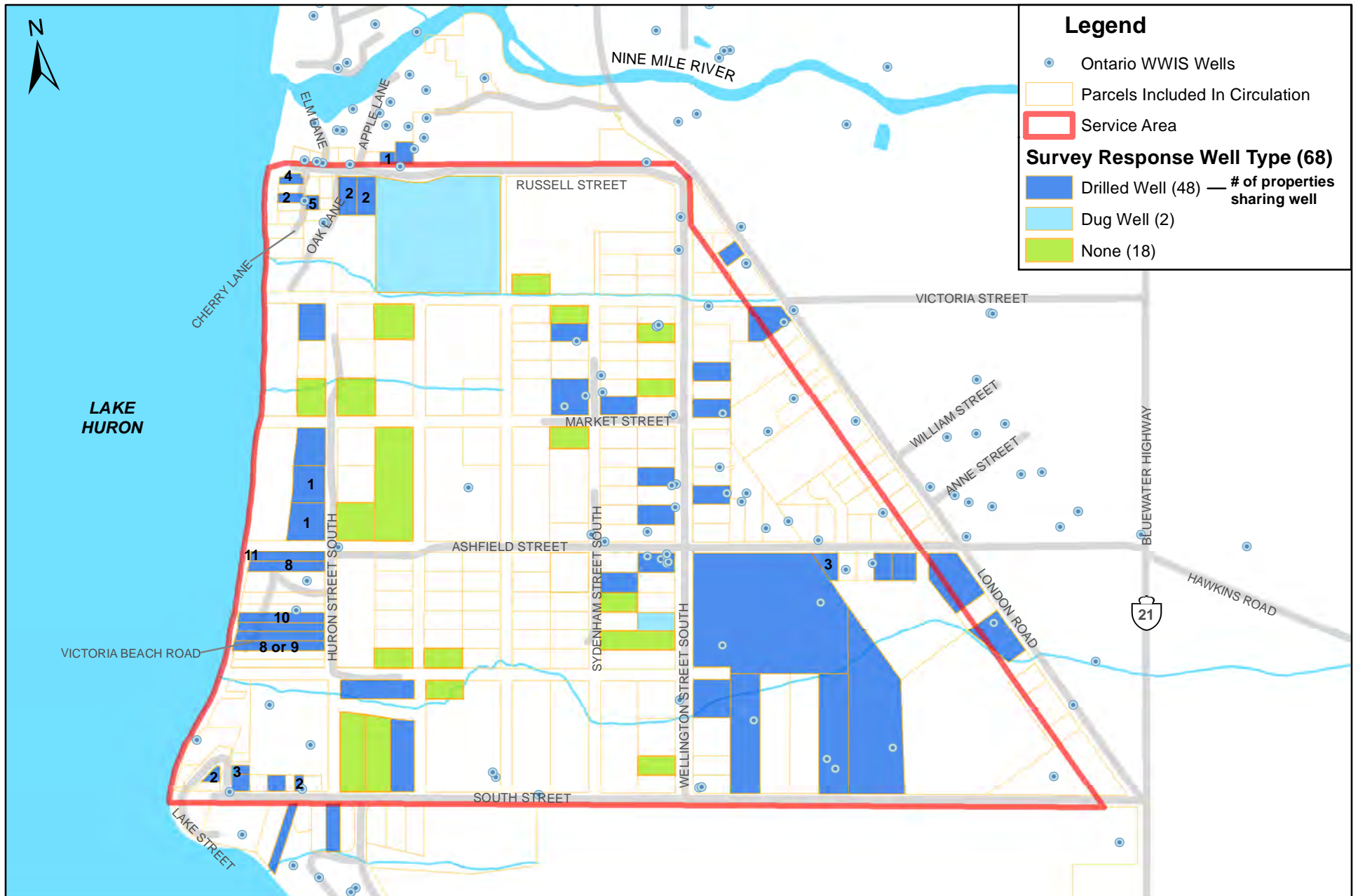
TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT MASTER PLAN SERVICING STUDY
 (COMMUNITY OF PORT ALBERT)
PARCELS WITH SEPTIC SYSTEMS

DATE
JAN. 2022

PROJECT No.
16135

SCALE
1 : 9,000

FIGURE No.
2.11



	TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT MASTER PLAN SERVICING STUDY (COMMUNITY OF PORT ALBERT)		DATE JAN. 2022	PROJECT No. 16135
			SCALE 1 : 9,000	FIGURE No. 2.12
	WELL / WATER INFORMATION			

Two wells are dug wells. These are shallower wells supplied from an aquifer located closer to the surface. The green parcels indicate a property owner that responded to the questionnaire but did not provide any information on their water supply. Based on the questionnaire results, there are 48 properties serviced by a drilled well and two serviced by dug wells. Eighteen respondents did not complete the well portion of the survey. This could mean the property is vacant or it could represent a property on a shared well with the well located on a different parcel. Two respondents indicated that they have experienced water quality issues in the past.

3.0 CLASS EA MASTER PLAN PROCESS

3.1 Overview

The Township of ACW is developing a Servicing Master Plan for the southwest portion of Port Albert to address deficiencies present with existing infrastructure serving portions of the community, as well as to develop comprehensive policies which would apply to new development applications brought forth within the community in the future. In order to address this situation, the Township authorized BMROSS to undertake a Servicing Master Plan utilizing the Class EA planning process, to investigate potential outcomes associated with the study. The overall goal of the Master Planning process can be summarized as follows:

To develop a long range Servicing Master Plan for the southwest development area of Port Albert to address deficiencies with existing infrastructure serving the community and to develop policies for future development areas. These recommendations will be considered in conjunction with other road and infrastructure needs within the study area and will be implemented over a 20 – 25 year timeframe.

The following sections of this report document the environmental assessment process conducted during the Master Planning process, as well as the identification of a preferred outcome for the Servicing Master Plan. The key components of the process are summarized below:

- A description of the identified infrastructure deficiencies.
- Identification of practical options to resolve deficiencies in the long-term
- An evaluation of potential impacts associated with the identified alternatives
- Selection of a preferred infrastructure alternative for each component.
- Identification of a conceptual implementation plan.
- Synopsis of issues related to the implementation of the servicing plan.

3.2 Problem Identification

Section 1.4 of this report indicates that the investigation followed Master Plan Approach #2, which addresses Phases 1 and 2 of the Class EA process and satisfies the requirements for Schedule 'A', 'A+', and 'B' activities. Phase 1 of this process involves the identification of the problem, or problems, which need to be addressed. As discussed in Section 2.6 and 2.8 of this report, existing infrastructure deficiencies have been identified through completion of an engineering analysis of the existing road

network and stormwater drainage collection system serving the developed portions of the community. The results of the engineering review have been supported by input from Township staff and the questionnaire responses. In addition, Port Albert is currently not serviced by a municipal water or sanitary sewage collection and treatment system. Accordingly, the following problem statements have been developed to summarize issues central to this analysis:

- 1. Existing storm drainage facilities within the Wellington Street South, easterly portion of Ashfield Street, and portions of Market and Sydenham Street road corridors do not adequately convey stormwater runoff from the road structure and adjacent lands to nearby municipal drains.*
- 2. Future development lands located within the westerly extent of the study area lack sufficient stormwater drainage and road infrastructure to allow new development to proceed, based on current planning policies.*
- 3. The Community of Port Albert is not currently serviced by a municipal water distribution or sanitary sewage collection and treatment system. The provision of these services should be considered through the Master Plan process.*

In an effort to resolve the defined problems, the proponent has investigated a limited number of practical alternative solutions including the construction of a new stormwater drainage system with new outlet structures and stormwater management facilities. This type of project is considered a Schedule B activity under the terms of the Class EA. Schedule B projects are approved subject to a screening process which incorporates Phases 1 and 2 of the Class EA process (i.e., Problem Definition, Evaluation of Alternatives). The purpose of the screening process is to identify any potential environmental impacts related to the construction of the proposed facilities and to plan for appropriate mitigation of any identified impacts.

3.3 Identification of Alternative Solutions

Three alternatives were identified to address known deficiencies with existing road and drainage infrastructure and with development of future development lands. Three alternatives were also identified to address the lack of sewage and water infrastructure within the community. The identified alternatives are as follows:

3.3.1 Alternative Solutions – Existing Road and Drainage Infrastructure

Alternative 1 - Reconstruct Existing Road Infrastructure to an Urban Road Standard and Provide Improved Stormwater Drainage Facilities. This option involves the reconstruction of identified road sections (Wellington, Ashfield, Sydenham) to an urban road standard (curb and gutter and a subsurface drainage system). As part of this project, a roadside piped drainage system would be provided to convey stormwater runoff from the project area to existing municipal drains. New drainage outlets would also be constructed at municipal drains and available outlet locations.

Alternative 2 - Reconstruct Existing Road Infrastructure to a Rural Road Standard and Provide Improved Stormwater Drainage Facilities. The rural road design standard integrates roadside ditches to convey stormwater runoff from the road structure and adjacent properties to the drain outlets. For this design, the centre line road elevation is required to be above the existing ground elevation in order to permit adequate crossfall drainage and subsequent protection of the subgrade.

Alternative 3 - Do Nothing. This option proposes that no improvements or changes be made to address the identified problems. During the Class EA planning and design process, this alternative may be implemented at any time prior to the commencement of construction. A decision to 'Do Nothing' would typically be made when the costs of all other alternatives, both financial and environmental, significantly outweigh the benefits.

3.3.2 Alternative Solutions – Future Development Lands

Alternative 1 – Develop a comprehensive approach for all future development lands to address Road Infrastructure and Stormwater Drainage requirements. This means that new road infrastructure and stormwater drainage facilities would be designed to accommodate development within the entire drainage area.

Alternative 2 – Address Road Infrastructure and Storm Water Drainage requirements on a parcel by parcel basis as development is proposed. This option would mean that road upgrades and improved stormwater drainage would occur as developments are proposed, based on the desires and needs of the development community.

Alternative 3 - Do Nothing. This option proposes that no improvements or changes be made to address the identified problems.

3.3.3 Alternative Solutions – Sewage and Water Servicing

Alternative 1 – Service the Entire Community of Port Albert with a Municipally-Owned and Operated Water Distribution and Sanitary Collection and Treatment System. This option would mean that a municipal water supply, treatment and distribution system would be established to service the entire community of Port Albert and that a sanitary sewage collection and treatment system would also be established for the entire community.

Alternative 2 – Service only Future Development Lands with a Municipally-Owned and Operated Water Distribution and Sanitary Collection and Treatment System. This means that new development proposed within the community would be required to be serviced by a municipally owned and operated water and sanitary sewage system.

Alternative 3 - Do Nothing. This option proposes that no improvements or changes be made to address the identified problems

3.4 Evaluation of Alternatives

3.4.1 General Process

The second component of Phase 2 of the Class EA process is conducted by examining the technical, economic, cultural, social and environmental considerations associated with implementing an alternative. Mitigation measures that could lessen environmental impacts are also defined. A preferred solution or solutions is then selected. Several activities were incorporated into the assessment process, including a land use analysis, a site inspection, a review of technical opinion and consultation with affected stakeholders, municipal staff and regulatory agencies.

3.4.2 Summary of Required Works

Base on the results of a preliminary engineering analysis, a brief description of the works associated with each of the Master Plan alternatives being considered as part of the review of alternatives is described in Table 3.1., Table 3.2 and Table 3.3.

Table 3.1 - Primary Components of the Identified Alternatives: Existing Road and Drainage Infrastructure

Existing Infrastructure Options	Related Works
Alternative 1 – Reconstruct to an Urban Standard	<ul style="list-style-type: none"> - Reconstruct road and drainage infrastructure to an urban cross-section including the installation of curbs and gutters and the removal of roadside ditches and swales as much as practical. In some cases, boulevard swales with outlet to a new drainage system may be required to capture drainage from low lying lot areas. - Lower road grades to direct surface drainage to the roadway and into storm sewer inlets located within the curb line and/or within the boulevard as required. - Regrade boulevard areas to blend with new road grades and restore driveways to match with existing. - Develop a priority list for upgrades based on the current condition of road and drainage infrastructure.
Alternative 2 – Reconstruct to a Rural Standard	<ul style="list-style-type: none"> - Reconstruct road and drainage infrastructure to a rural standard including the replacement of deteriorated or undersized sections of drainage infrastructure. - Regrade roadside ditches and swales to ensure positive drainage toward existing outlets at the Victoria Street Drain or the Port Albert Drain. - Develop a priority list for upgrades based on the current condition of road and drainage infrastructure.
Do Nothing	<ul style="list-style-type: none"> - No works would occur to address existing road and stormwater drainage infrastructure deficiencies.

Table 3.2 - Primary Components of the Identified Alternatives: Future Growth Areas

Future Growth Options	Related Works
Alternative 1 – Coordinate road construction and stormwater management planning on a storm drainage catchment basis.	<ul style="list-style-type: none"> - Develop stormwater management policies for future development areas on a subwatershed basis so that all developments within a defined catchment area are developed in a coordinated manner. - Identify locations and general criteria for detention facilities to service each catchment area. - Develop general guidelines for conveyance measures and lot level controls within each catchment. - Seek input from MVCA on guidelines for the catchments.
Alternative 2 – Review developments on a parcel by parcel basis as developments proceed within future growth areas.	<ul style="list-style-type: none"> - Review stormwater management plans for each development as it is proposed. - Develop general guidelines for conveyance measures and lot level controls within each parcel. - Seek input from the MVCA on stormwater policies for each development.
Do Nothing	<ul style="list-style-type: none"> - No policies would be developed to address stormwater management planning within future development lands.

Table 3.3 - Primary Components of the Identified Alternatives: Water and Sewage Servicing

Water & Sewage Options	Related Works
Alternative 1 – Service Entire Community	<ul style="list-style-type: none"> - Identify a water supply source (groundwater/surface water) with sufficient capacity to service the entire community of Port Albert. - Conduct sampling of the water supply and develop treatment technologies that are suitable for a municipal water supply. - Develop a water distribution system for the entire community to supply municipal water to existing and future development areas. - Identify sanitary sewage treatment alternatives that would have sufficient capacity to service the entire community of Port Albert. - Identify potential treatment plant locations and possible outlet locations for disposal of the treated effluent (Lake Huron/Surface Water Discharge) - Evaluate different sewage collection technologies available to collect sewage from the entire community and convey it to the

Water & Sewage Options	Related Works
	<p>treatment facility location (gravity/pressure collection).</p> <ul style="list-style-type: none"> - Develop cost estimates for all of the above and determine an appropriate method to recover costs from existing residents and from future development lands as new developments are proposed.
Alternative 2 – Service Future Development Lands	<ul style="list-style-type: none"> - Identify a water supply source (groundwater/surface water) with sufficient capacity to service future development lands within Port Albert. - Conduct sampling of the water supply and develop treatment technologies that are suitable for a municipal water supply. - Develop a water distribution system to supply municipal water to future development areas. - Identify sanitary sewage treatment alternatives that would have sufficient capacity to service future development lands within Port Albert. - Identify potential treatment plant locations and possible outlet locations for disposal of the treated effluent (Lake Huron/Surface Water Discharge). - Evaluate different sewage collection technologies available to collect sewage from future development lands and convey them to the treatment facility location (eg. gravity/pressure collection). - Develop cost estimates for all of the above and determine an appropriate method to recover costs from future development lands as new developments are proposed.
Do Nothing	<ul style="list-style-type: none"> - No works would occur to address existing water and sewage infrastructure deficiencies. Therefore, existing and proposed residential developments would continue to be serviced by private water supplies (wells) and private sewage disposal systems (septic systems).

3.4.3 Environmental Considerations

Section 3.3 of this report lists the alternative solutions that were identified to resolve deficiencies with existing stormwater drainage infrastructure and future growth areas in the southeast development area of Petrolia. As part of the evaluation process, it is necessary to assess what effect each of the options may have on the environment and what measures can be taken to mitigate the identified impacts. The two main purposes of this exercise are to:

- Minimize or avoid adverse environmental effects associated with a project.
- Incorporate environmental factors into the decision-making process.

Under the terms of the EA Act, the environment is divided into five general elements:

- Natural environment
- Social environment
- Cultural environment
- Economic environment
- Technical environment

The identified environmental elements can be further subdivided into specific environmental components that have the potential to be affected by the implementation of the alternative solutions. Table 3.4 provides an overview of the Specific Environmental Components considered of relevance to this investigation. These components were identified following the initial round of public and agency input, and after a preliminary review of each alternative with respect to technical considerations and the environmental setting of the project area.

Table 3.4 - Summary of Project-Related Environmental Components

Element	Component	Sub-Component
Natural Environment	Aquatic	<ul style="list-style-type: none"> • Aquatic Resources
	Hydrogeology	<ul style="list-style-type: none"> • Groundwater Quality/ Quantity
	Terrestrial	<ul style="list-style-type: none"> • Amphibians & Reptiles • Birds & Mammals • Vegetation
Social Environment	Community	<ul style="list-style-type: none"> • Disruption during Construction • Health and Safety • Quality of Life
Cultural Heritage Environment	Built Heritage Resources and Cultural Heritage Landscapes	<ul style="list-style-type: none"> • Historical and Cultural Resources and landscapes
	Archaeological Resources	<ul style="list-style-type: none"> • Archaeological Resources and areas of archaeological potential
Economic Environment	Municipal	<ul style="list-style-type: none"> • Capital and Operational Costs
	Community	<ul style="list-style-type: none"> • Property Taxes
Technical Environment	Transportation	<ul style="list-style-type: none"> • Traffic Patterns/ Volumes • Pedestrian/ Vehicular Safety
	Infrastructure	<ul style="list-style-type: none"> • Condition/ Age • Utilities and Drainage • Design Standards
	Climate Change	<ul style="list-style-type: none"> • Climate change impacts and adaptation

The environmental effects of each study alternative on the specific components and sub-components are generally determined through an assessment of various impact predictors (i.e. impact criteria). Given the works associated with the alternative solutions, the following key impact criteria were examined during the course of this assessment:

- Magnitude (e.g. scale, intensity, geographic scope, frequency, duration).
- Technical complexity.
- Mitigation potential (e.g. avoidance, compensation, degree of reversibility).
- Public perception.
- Scarcity and uniqueness of affected components.
- Likelihood of compliance with applicable regulations and public policy objectives.

The evaluation process described above provides the proponent with a methodology to predict the potential effects of alternative solutions. The significance of the identified impacts is largely based on the anticipated severity of the following:

- Direct changes occurring at the time of project completion (e.g., habitat disruption);
- Indirect effects following project completion (e.g., increased sedimentation/erosion);
- Induced changes resulting from a project (e.g., additional activity in sensitive areas).

3.4.4 General Review of Alternatives

Table 3.5 provides a summary of the key considerations for each alternative associated with existing road and stormwater drainage infrastructure with respect to the environmental components described in Table 3.43. To this end, the table identifies those benefits and impacts that were identified as significant during the initial evaluation of alternatives. Potential mitigation measures for the identified impacts are also presented.

Table 3.6 and 3.7 summarizes the same considerations for the alternatives identified for future development lands and for water and sewage servicing considerations.

Table 3.5 - Preliminary Evaluation of Alternatives: Existing Road and Drainage Infrastructure

Study Alternative	Benefit	Impacts	Remediation
Alternative 1 – (Reconstruct to an urban standard)	<ul style="list-style-type: none"> - Results in an improved drainage system for local road infrastructure and affected properties. - Results in improved road infrastructure for the Township and provides an enhanced boulevard area for residents (ie. no roadside ditches). - Minimizes potential impacts to natural and cultural environments, as works occur predominately within existing road allowances. - Presents few long-term impacts to air quality, noise levels and local aesthetics. - Utilizes technology that is familiar to local public works staff. 	<ul style="list-style-type: none"> - Will result in impacts to traffic movement due to the installation of infrastructure within local roads. - May result in temporary access restrictions during completion of some components of the project. 	<ul style="list-style-type: none"> - Implement traffic control measures to limit construction-related impacts (lane restrictions may be required). - Local access will be maintained.
		<ul style="list-style-type: none"> - May result in disturbances to terrestrial and aquatic habitat during construction due to increased sedimentation. 	<ul style="list-style-type: none"> - Implement sediment and erosion control measures during construction to minimize impacts to environmental features. - Consult with Maitland Valley Conservation Authority regarding additional mitigation measures required to limit construction-related impacts.
		<ul style="list-style-type: none"> - May result in economic impacts to municipal residents due to capital and operating costs associated with the upgrades. - Will result in some disruptions to driveways and boulevards during the construction stage. 	<ul style="list-style-type: none"> - Municipality could seek grant funding to help with implementation costs. - Consultation will be undertaken with affected property owners to manage expectations and address potential concerns.

Alternative 2 (Reconstruct to a rural cross-section)	<ul style="list-style-type: none"> - Results in some improvements to road and drainage infrastructure within reconstructed road sections. - Minimizes potential impacts to natural and cultural environments, as works occur predominately within existing road allowances. - Presents few long-term impacts to air quality, noise levels and local aesthetics. 	<ul style="list-style-type: none"> - Will result in impacts to traffic movement due to the installation of infrastructure within local roads. - May result in temporary access restrictions during completion of some components of the project. - Stormwater drainage deficiencies may not be fully addressed within affected road sections. - Will result in some disruptions to driveways and boulevards during the construction stage. 	<ul style="list-style-type: none"> - Implement traffic control measures to limit construction-related impacts (lane restrictions may be required). - Local access will be maintained.
	<ul style="list-style-type: none"> - May be less expensive, initially. 	<ul style="list-style-type: none"> - May result in economic impacts to municipal residents due to capital and operating costs associated with project. - May result in disturbances to terrestrial and aquatic habitat during construction due to increased sedimentation. 	<ul style="list-style-type: none"> - Implement sediment and erosion control measures during construction to minimize impacts to environmental features. - Consult with Maitland Valley Conservation Authority regarding additional mitigation measures required to limit construction-related impacts.
Alternative 3 (Do Nothing)	<ul style="list-style-type: none"> - Least expensive option. - Will result in no construction related impacts to the natural, social and economic environments. 	<ul style="list-style-type: none"> - May prove to be more costly in the long term as existing road and storm drainage infrastructure continues to deteriorate. - May have a negative impact on other municipal infrastructure such as roads and utilities. 	<ul style="list-style-type: none"> - Impact cannot be mitigated.
		<ul style="list-style-type: none"> - Will result in negative impacts to existing residents experiencing significant drainage issues. 	<ul style="list-style-type: none"> - Impact cannot be mitigated.

Table 3.6 - Preliminary Evaluation of Alternatives: Future Development Lands

Study Alternative	Benefit	Impacts	Remediation
Alternative 1 (Coordinate stormwater management planning on a catchment area basis)	<ul style="list-style-type: none"> - Results in an improved drainage system for future development lands. - Minimizes potential impacts to natural and cultural environments, as works occur predominately within vacant future development lands. - Provides the Township with an integrated system for storm drainage conveyance and outlet. - Presents few long-term impacts to air quality, noise levels and local aesthetics, following completion of construction. - Utilizes technology that is familiar to local public works staff. - Provides the development community with clear guidelines and criteria to address stormwater requirements. 	<ul style="list-style-type: none"> - Regional stormwater components will need to be constructed as part of initial development proposals to ensure that stormwater management measures are implemented. 	<ul style="list-style-type: none"> - Township may need to bankroll initial construction costs and recover over time through an area-rated by-law, development charges or by charging benefiting land owners.
		<ul style="list-style-type: none"> - May result in disturbances to terrestrial and aquatic habitat during construction. 	<ul style="list-style-type: none"> - Implement sediment and erosion control measures during construction to minimize impacts to environmental features. - Studies conducted as part of the development process should assess natural features and incorporate appropriate protection measures.
		<ul style="list-style-type: none"> - A financing model needs to be developed which outlines how regional stormwater management facilities will be financed and constructed. 	<ul style="list-style-type: none"> - Township will pay a portion of the costs and will offer financing options to residents to minimize impacts.

<p>Alternative 2 (Review developments on a parcel by parcel basis as developments proceed within future growth areas)</p>	<ul style="list-style-type: none"> - Would address drainage requirements for each development parcel as development proceeds. - Minimizes potential impacts to natural and cultural environments, as works occur predominately within vacant future development lands. - Presents few long-term impacts to air quality, noise levels and local aesthetics. - Utilizes technology that is familiar to local public works staff. 	<ul style="list-style-type: none"> - Does not address drainage needs for entire catchment area and may result in long term impacts to the receiving watercourse. - Can result in long-term lot drainage impacts as overall grading is not completed with regard for a big picture approach. - May result in disturbances to terrestrial and aquatic habitat during construction. - May result in significant hydraulic impacts to downstream receiving watercourses if accumulated impact of development-related runoff is not managed on a watershed basis. - Will result in multiple storm drainage facilities for each development site that will require long-term maintenance by public works staff. 	<ul style="list-style-type: none"> - Impact cannot be mitigated. - Implement sediment and erosion control measures during construction to minimize impacts to environmental features. - Studies conducted as part of the development process should assess natural features and incorporate appropriate protection measures. - Impact cannot be mitigated
<p>Alternative 3 (Do Nothing)</p>	<ul style="list-style-type: none"> - Least expensive option. - Will result in few construction related impacts to the natural, social and economic environments. 	<ul style="list-style-type: none"> - Provides no guidance to the development community on how to address stormwater impacts associated with development. - May result in significant impacts to receiving watercourses if unconstrained flows are allowed to discharge from development lands. - Will limit growth within the community due to a lack of sufficient drainage and roads constructed to a municipal standard. 	<ul style="list-style-type: none"> - Impact cannot be mitigated.

Table 3.7 - Preliminary Evaluation of Alternatives: Water and Sewage Servicing

Study Alternative	Benefit	Impacts	Remediation
Alternative 1 (Service entire community)	<ul style="list-style-type: none"> - Will result in an urban-level sanitary collection and water distribution system for the entire community. - Once installed, will provide residents with a low maintenance sanitary and municipal water system, maintained by the municipality to Provincial standards. - Presents few long-term impacts to air quality, noise levels and local aesthetics, following completion of construction. - Provides the development community with infrastructure needed to service future development lands at a higher density than what is currently permitted. - Will allow residents to install additional landscaping and accessory structures that may have been previously restricted due to the location of sewage disposal systems. - Servicing the entire community would be a more cost-effective approach than developing treatment technologies to accommodate future development lands alone. 	<ul style="list-style-type: none"> - Will result in impacts to traffic movement due to the installation of infrastructure within local roads. - May result in temporary access restrictions during completion of some components of the project. 	<ul style="list-style-type: none"> - Implement traffic control measures to limit construction-related impacts (lane restrictions may be required). - Local access will be maintained.
		<ul style="list-style-type: none"> - May result in disturbances to terrestrial and aquatic habitat during construction due to increased sedimentation. 	<ul style="list-style-type: none"> - Implement sediment and erosion control measures during construction to minimize impacts to environmental features. - Consult with Maitland Valley Conservation Authority regarding additional mitigation measures required to limit construction-related impacts.
		<ul style="list-style-type: none"> - May result in significant impacts to residents as a result of capital construction costs associated with the provision of municipal water and sewage servicing. - Installation costs to residents may also be significant when connecting to municipal sewage and water. 	<ul style="list-style-type: none"> - Municipality could seek grant funding to help with implementation costs. - Consultation will be undertaken with affected property owners to manage expectations and address potential concerns.

<p>Alternative 2 (Service only future development lands)</p>	<ul style="list-style-type: none"> - Will result in an urban-level sanitary collection and water distribution system for future development lands located within the study area limits. - Once installed, will provide residents with a low maintenance sanitary and municipal water system, maintained by the municipality to Provincial standards. - Presents few long-term impacts to air quality, noise levels and local aesthetics, following completion of construction. - Provides the development community with infrastructure needed to service future development lands at a higher density than what is currently permitted. - Would result in few impacts to traffic movement within the community by limiting a majority of construction to future development lands. 	<ul style="list-style-type: none"> - May result in some impacts to traffic movement due to construction traffic and the installation of infrastructure within local roads. - May result in temporary access restrictions during completion of some components of the project. - May result in disturbances to terrestrial and aquatic habitat during construction due to increased sedimentation. - Capital costs associated with the provision of water and sanitary infrastructure may make development of future development lands unsustainable. 	<ul style="list-style-type: none"> - Implement traffic control measures to limit construction-related impacts (lane restrictions may be required). - Construction access routes can be defined to limit impacts to adjacent roads. <hr/> <ul style="list-style-type: none"> - Implement sediment and erosion control measures during construction to minimize impacts to environmental features. - Consult with Maitland Valley Conservation Authority regarding additional mitigation measures required to limit construction-related impacts. - Consult with landowners within future development lands to develop an acceptable approach.
<p>Alternative 3 (Do Nothing)</p>	<ul style="list-style-type: none"> - Least expensive option for the Township and residents. - Will result in few construction related impacts to the natural, social and economic environments. 	<ul style="list-style-type: none"> - Will not provide an urban-level sanitary collection and water distribution system for the community or future development lands. - Will not address existing concerns related to water and sewage servicing. 	<ul style="list-style-type: none"> - New development will need to utilize private water and sewage servicing. - Impacts cannot be mitigated.

3.4.5 Analysis

To further examine these preliminary conclusion two additional investigations were completed:

- 1) A hydrogeological assessment of the study area was completed to more fully assess potential impacts associated with existing sewage and water infrastructure,
- 2) A more comprehensive environmental effects analysis was completed which examined potential interactions between the identified alternatives and environmental components (Table 3.2).

A summary of the hydrogeological assessment is included below. A copy of the report is included in Appendix 'E'.

(a) Hydrogeological Evaluation

Ian D. Wilson and Associates were retained to complete a hydrogeological assessment of the project study area to assist with the evaluation of alternatives associated with the Master Plan. The firm is based out of Huron County and is very familiar with the study area based on previous investigations completed within the community. The study scope included the following components:

- Conduct a desktop review of readily-available geological and hydrogeological information to establish the hydrogeological setting of the study area and the immediate surroundings.
- Conduct a desktop analysis of MECP water well records to confirm aquifer conditions and expected water well yields.
- Provide comment regarding probably typical sewage system design criteria within the study area and provide comment on sewage system impact potential.

Conclusions:

1. Available information indicates that the Port Albert Servicing Master Plan Area (SMPA) is situated within a low-risk geological setting. The overburden above the Lake Huron shore bluff is between 16.7m and 42.1m deep, averaging 26m deep, and consists primarily of fine-grained deposits described in driller's logs as clay or hardpan.
2. The average water well in the SMPA is completed in the bedrock aquifer to a depth of 38.4m, and is reported to yield an average of about 64L/min., more than sufficient for domestic water demand. Based on this theoretical yield analysis, the maximum theoretical yield of the 92 reported wells within the SMPA ranges from 31L/min to 3,691L/min, average 389L/min. As such, there is a high likelihood of obtaining viable groundwater supplied for domestic use throughout the SMPA.

3. Due to the typically low permeability of the dense clayey silt soils throughout the SMPA and probable seasonally perched water table conditions in these fine-grained soils, in the absence of site-specific testing, it should be expected that raised tile beds be typically required. For planning purposes, the sewage system envelope should follow the OBC loading rate of 4L/M²/day, which would require an area of 400m² for a standard 3-bedroom home, 500m² for a standard 4-bedroom home and 625m² for a standard 5-bedroom home.
4. Based on the low-risk ecological setting, for planning purposes the number of lots within the SMPA will not be limited by MECP Procedure D-5-4 (the “nitrate guideline”), but must be sized according to actual sewage system envelopes, setbacks to water wells, setbacks to the streams mapped within the SMPA, house envelopes, planning considerations, etc.

(b) Environmental Effects Analysis

The purpose of the environmental effects analysis was to determine the environmental effects of constructing and operating each identified option on the environmental components and sub-components. The level of effect for the environmental interactions was rated as High, Moderate, Low and Minimal/ Nil. Potential mitigation measures were also considered as part of this evaluation. Table 3.8, 3.9 and 3.10 summarizes the outcome of this analysis for each of the alternatives initially identified.

Table 3.8 - Environmental Effects Analysis: Existing Road and Drainage Infrastructure

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
Natural			
<ul style="list-style-type: none"> Aquatic 	(1) Reconstruct to an Urban Standard	Low	<ul style="list-style-type: none"> Impacts to aquatic habitat are expected to be low given that the proposed work would occur within existing road allowances. Sediment and erosion control measures would be implemented during construction to minimize impacts to downstream drainage outlets. No impacts anticipated with operation of the proposed works.
	(2) Reconstruct to a rural standard	Low	<ul style="list-style-type: none"> Impacts to aquatic habitat are expected to be low given that the proposed work would occur within existing road allowances. Sediment and erosion control measures would be implemented during construction to minimize impacts to downstream drainage outlets. No impacts anticipated with operation of the proposed works.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> No significant impacts are anticipated.
<ul style="list-style-type: none"> Terrestrial 	(1) Reconstruct to an Urban Standard	Minimal/Nil	<ul style="list-style-type: none"> Limited vegetation removal will be required to facilitate implementation of this option as a majority of the work will occur within existing disturbed road allowances. No impacts anticipated from the operation of the proposed works.
	(2) Reconstruct to a rural standard	Minimal/ Nil	<ul style="list-style-type: none"> Limited vegetation removal will be required to facilitate implementation of this option as a majority of the work will occur within existing disturbed road allowances. No impacts anticipated from the operation of the proposed works.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> No significant impacts are anticipated.
<ul style="list-style-type: none"> Hydrogeology 	(1) Reconstruct to an Urban Standard	Low	<ul style="list-style-type: none"> No impacts anticipated during construction. An improved drainage collection system may result in lowering of elevated groundwater elevations in some areas which are creating drainage issues for some properties.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	(2) Reconstruct to a rural standard	Low	<p>No impacts anticipated during construction.</p> <ul style="list-style-type: none"> An improved drainage collection system may result in lowering of elevated groundwater elevations in some areas which are creating drainage issues for some properties.
	(3) Do Nothing	Low to Moderate	<ul style="list-style-type: none"> No relief would be provided for residents experiencing drainage problems associated with high groundwater conditions.
Social			
<ul style="list-style-type: none"> Community 	(1) Reconstruct to an Urban Standard	Low to Moderate	<ul style="list-style-type: none"> Implementation of this alternative will cause disruption to local residents during the construction component of the project. Traffic control measures will be implemented to minimize the impact on residents. Some impacts are anticipated to boulevard areas during road construction, however these areas will be restored as part of the project. No impacts are anticipated during the operation phase.
	(2) Reconstruct to a rural standard	Low to Moderate	<ul style="list-style-type: none"> Implementation of this alternative will cause disruption to local residents during the construction component of the project. Traffic control measures will be implemented to minimize the impact on residents. Some impacts are anticipated to boulevard areas during road construction, as ditch areas may need to be deepened to improve drainage. Not all drainage issues may be addressed with this alternative.
	(3) Do Nothing	Low to Moderate	<ul style="list-style-type: none"> No work would be completed to address deterioration of the road infrastructure or to address existing drainage issues. Residents who are opposed to the project would be supportive of this alternative.

Cultural			
<ul style="list-style-type: none"> Built Heritage Resources and Cultural Landscapes 	(1) Reconstruct to an Urban Standard	Minimal/ Nil	<ul style="list-style-type: none"> No Impacts anticipated from implementation or operation of the proposed works.
	(2) Reconstruct to a rural standard	Minimal/ Nil	<ul style="list-style-type: none"> No Impacts anticipated from implementation or operation of the proposed works.
	(3) Do Nothing	Minimal/ Nil	<ul style="list-style-type: none"> No Impacts anticipated.
<ul style="list-style-type: none"> Archaeological Resources 	(1) Reconstruct to an Urban Standard	Low	<ul style="list-style-type: none"> No impacts are anticipated given that the extent of work would be limited to an existing disturbed road allowance
	(2) Reconstruct to a rural standard	Low	<ul style="list-style-type: none"> No impacts are anticipated given that the extent of work would be limited to an existing disturbed road allowance
	(3) Do Nothing	Minimal/Nil	<ul style="list-style-type: none"> No Impacts anticipated.
Economic			
<ul style="list-style-type: none"> Municipal 	(1) Reconstruct to an Urban Standard	Low	<ul style="list-style-type: none"> The urban design standard will result in improved road infrastructure as well as improved drainage. This option meets the current municipal standard for road reconstruction in an urban area.
	(2) Reconstruct to a rural standard	Moderate	<ul style="list-style-type: none"> Road infrastructure would be improved, but not to the accepted municipal standard. All drainage issues may not be addressed and road infrastructure may not last as long with insufficient drainage.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> As existing infrastructure continues to age and deteriorate, repair costs may grow and result in bigger inputs in the future to address road and drainage deficiencies.
<ul style="list-style-type: none"> Community 	(1) Reconstruct to an Urban Standard	Moderate	<ul style="list-style-type: none"> Will result in some economic impacts to property owners for their share of costs associated with the proposed drainage improvements.
	(2) Reconstruct to a rural standard	Low to Moderate	<ul style="list-style-type: none"> Initial construction costs to residents may be less, however the longer term costs may be more given that road infrastructure would not be designed to the urban standard and drainage issues may not be fully resolved.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> If no community wide drainage improvements are implemented, costs to individual homeowners may increase if they are forced to address drainage issues on their own.

Technical			
<ul style="list-style-type: none"> Transportation 	(1) Reconstruct to an Urban Standard	Low to Moderate	<ul style="list-style-type: none"> Traffic movement in the vicinity of the project site will be impacted during construction given that the entire road will be reconstructed. Access will be maintained for local traffic, however there may be brief periods when access will be unavailable. No impacts are anticipated from the operation of the proposed works.
	(2) Reconstruct to a rural standard	Low to Moderate	<ul style="list-style-type: none"> Traffic movement in the vicinity of the project site will be impacted during construction given that the entire road will be reconstructed. Access will be maintained for local traffic, however there may be brief periods when access will be unavailable. No impacts are anticipated from the operation of the proposed works.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> Lack of adequate drainage may have a long term impact on the integrity of the road network.
<ul style="list-style-type: none"> Infrastructure 	(1) Reconstruct to an Urban Standard	Minimal/ Nil	<ul style="list-style-type: none"> Best approach to address long-term infrastructure needs of the entire community and to address asset management planning requirements established by federal and provincial governments. Long-term efficiencies should be realized by coordinating infrastructure upgrades over time, leading to improved municipal infrastructure within the entire community and reduced capital costs.
	(2) Reconstruct to a rural standard	Low to Moderate	<ul style="list-style-type: none"> Although immediate drainage infrastructure needs may be addressed, long-term infrastructure needs of the entire community may have to be deferred leading to future impacts and potential deterioration of key infrastructure components.
	(3) Do Nothing	Low to Moderate	<ul style="list-style-type: none"> Deficient drainage network could result in uncontrolled flows during extreme storm events, resulting in increased erosion and pollution at the outlets and continued deterioration of drainage & other municipal infrastructure.

<ul style="list-style-type: none"> Climate Change 	(1) Reconstruct to an Urban Standard	Low	<ul style="list-style-type: none"> Reconstruction to an urban standard will result in improved road infrastructure and drainage systems that will be more resilient to extreme storm events and high runoff volumes.
	(2) Reconstruct to a rural standard	Low to Moderate	<ul style="list-style-type: none"> Reconstruction to a rural standard will result in improved road infrastructure but sub-standard drainage systems. Road infrastructure may be less resilient to extreme storm events and volumes of runoff.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> Road and drainage infrastructure will not be upgraded to address deficiencies and therefore will be subject to potential damage during extreme weather events.

Table 3.9 - Environmental Effects Analysis: Future Development Lands

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
Natural			
<ul style="list-style-type: none"> Aquatic 	(1) Coordinate stormwater management planning on a sub-watershed basis	Low	<ul style="list-style-type: none"> Aquatic habitat impacts may occur during construction of the proposed works. Impacts are expected to be minor in nature providing that suitable sediment and erosion control measures are implemented during construction to minimize potential impacts. No impacts anticipated with operation of the proposed works.
	(2) Review developments on a parcel by parcel basis as developments proceed	Low to Moderate	<ul style="list-style-type: none"> Aquatic habitat impacts may occur during construction of the proposed works and may be aggravated downstream by not addressing stormwater on a watershed basis. Construction-related impacts could be addressed through implementation of suitable sediment and erosion control measures during construction, however downstream impacts cannot be mitigated.
	(3) Do Nothing	Moderate to High	<ul style="list-style-type: none"> Not addressing stormwater management requirements could result in localized flooding and significant impacts downstream to existing infrastructure and natural systems.
<ul style="list-style-type: none"> Terrestrial 	(1) Coordinate stormwater management planning on a sub-watershed basis	Low	<ul style="list-style-type: none"> Limited vegetation removal will be required to facilitate implementation of this option as a majority of the work will occur within existing disturbed road allowances. It is anticipated that environmental studies will be undertaken as part of the development review process to ensure that sensitive habitat features are identified and protected during construction and implementation of the on-site stormwater drainage components.
	(2) Review developments on a parcel by parcel basis	Low	<ul style="list-style-type: none"> Limited vegetation removal will be required to facilitate implementation of this option as a majority of the work will occur within existing disturbed road allowances. It is anticipated that environmental studies will be undertaken as part of the development review process to ensure that sensitive habitat features are identified and protected during construction and implementation of the on-site stormwater drainage components.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	(3) Do Nothing	Low	<ul style="list-style-type: none"> Not addressing stormwater management requirements could result in localized flooding and significant impacts downstream to existing natural systems.
<ul style="list-style-type: none"> Hydrogeology 	(1) Coordinate stormwater management planning on a sub-watershed basis	Low	<ul style="list-style-type: none"> No impacts anticipated during construction. An improved drainage collection system may result in lowering of elevated groundwater elevations in some areas which could improve drainage issues for some properties.
	(2) Review developments on a parcel by parcel basis	Low	<ul style="list-style-type: none"> No impacts anticipated during construction. An improved drainage collection system may result in lowering of elevated groundwater elevations in some areas which could improve drainage issues for some properties.
	(3) Do Nothing	Low to Moderate	<ul style="list-style-type: none"> Not addressing stormwater management requirements could result in localized flooding and aggravate subsurface drainage conditions. No development can proceed on future development lands without drainage issues being addressed.
Social			
<ul style="list-style-type: none"> Community 	(1) Coordinate stormwater management planning on a sub-watershed basis	Low	<ul style="list-style-type: none"> Given that most developments will occur on vacant future development lands, few impacts to existing residents should occur, except those properties located immediately adjacent to the proposed development sites. No impacts anticipated during operation of the proposed works given that downstream impacts should be avoided by planning works on a sub-watershed basis. May result in improved drainage conditions for existing developments that are negatively impacted by existing drainage from future development lands.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	(2) Review developments on a parcel by parcel basis as developments proceed	Low to Moderate	<ul style="list-style-type: none"> Given that most developments will occur on vacant future development lands, few impacts to existing residents should occur, except those properties located immediately adjacent to the proposed development sites. Downstream impacts may occur within other parts of the community due to the lack of a coordinated approach with addressing stormwater management planning. May result in improved drainage conditions for existing developments that are negatively impacted by existing drainage from future development lands.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> Not addressing stormwater management requirements could result in localized flooding and aggravate existing drainage concerns.
Cultural			
<ul style="list-style-type: none"> Built Cultural Resources and Cultural Heritage Landscapes 	(1) Coordinate stormwater management planning on a sub-watershed basis	Minimal/ Nil	<ul style="list-style-type: none"> No Impacts anticipated as future development lands are largely comprised of vacant lands.
	(2) Review developments on a parcel by parcel basis	Minimal/ Nil	<ul style="list-style-type: none"> No Impacts anticipated as future development lands are largely comprised of vacant lands.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	(3) Do Nothing	Minimal/ Nil	<ul style="list-style-type: none"> No Impacts anticipated.
<ul style="list-style-type: none"> Archaeological Resources 	(1) Coordinate stormwater management planning on a sub-watershed basis	Low	<ul style="list-style-type: none"> Stage 2 Archaeological Assessments will be required for undisturbed lands prior to development proceeding to ensure that buried cultural material is not negatively impacted. No Impacts anticipated from operation of the proposed works.
	(2) Review developments on a parcel by parcel basis	Low	<ul style="list-style-type: none"> Stage 2 Archaeological Assessments will be required for undisturbed lands prior to development proceeding to ensure that buried cultural material is not negatively impacted. No Impacts anticipated from operation of the proposed works.
	(3) Do Nothing	Minimal/Nil	<ul style="list-style-type: none"> No Impacts anticipated.
Economic			
<ul style="list-style-type: none"> Municipal 	(1) Coordinate stormwater management planning on a sub-watershed basis	Moderate	<ul style="list-style-type: none"> Although initial costs to provide stormwater servicing to the entire catchment area will be higher, the long-term benefits will outweigh these costs over time by providing a properly sized outlet for all development lands and minimizing the number of facilities that the Township will need to maintain.
	(2) Review developments on a parcel by parcel basis	Moderate	<ul style="list-style-type: none"> Initial costs may be lower, but long-term costs would be higher if the outlet is not sized properly for the entire drainage catchment. Maintenance costs associated with multiple facilities would also be higher and more time consuming for municipal staff.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> Not addressing stormwater management requirements could result in localized flooding and aggravate existing drainage concerns, resulting in potential infrastructure repairs or additional deterioration.
<ul style="list-style-type: none"> Community 	(1) Coordinate stormwater management planning on a sub-watershed basis	Moderate to High	<ul style="list-style-type: none"> Outlet improvements are required at Ashfield Street and Victoria Drain to provide a sufficient outlet for the upstream catchment areas. 50% of the outlet improvement costs are being paid by the benefitting property owners. Impacts to larger property owners could be very high, although financing options are being offered by the Township to help mitigate impacts.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	(2) Review developments on a parcel by parcel basis	Low to Moderate	<ul style="list-style-type: none"> Outlet improvements are required at Ashfield Street and Victoria Drain to provide a sufficient outlet for the upstream catchment areas. If outlets are not upgraded to address all upstream drainage areas, long term erosion impacts could be accelerated within the outlets.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> If outlets are not upgraded to address all upstream drainage areas, long term erosion impacts could be accelerated within the outlets.
Technical			
<ul style="list-style-type: none"> Transportation 	(1) Coordinate stormwater management planning on a sub-watershed basis	Low to Moderate	<ul style="list-style-type: none"> There will be some impacts to the existing transportation network during proposed road upgrades within future development areas (eg. Ashfield Street reconstruction). Access will be maintained for local traffic, however there may be brief periods when access will be unavailable. No impacts are anticipated during operation of the proposed works.
	(2) Review developments on a parcel by parcel basis	Low to Moderate	<ul style="list-style-type: none"> There will be some impacts to the existing transportation network during proposed road upgrades within future development areas (eg. Ashfield Street reconstruction). Access will be maintained for local traffic, however there may be brief periods when access will be unavailable. No impacts are anticipated during operation of the proposed works.
	(3) Do Nothing	Low to Moderate	<ul style="list-style-type: none"> Lack of adequate drainage may have a long term impact on the integrity of the road network.
<ul style="list-style-type: none"> Infrastructure 	(1) Coordinate stormwater management planning on a sub-watershed basis	Minimal/ Nil	<ul style="list-style-type: none"> Coordinating the stormwater needs for all future development lands will result in reduced maintenance requirements for the Township in the long term. Coordination of planned capital projects will result in a better design of the outlet facilities to ensure they are sized for all lands within the catchment.
	(2) Review developments on a	Low to Moderate	

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	parcel by parcel basis		<ul style="list-style-type: none"> Additional maintenance requirements may be needed for municipal staff due to the number of stormwater facilities associated with multiple development sites. Outlet facilities may not be designed to handle flows from all lands within the catchment area resulting in increased erosion and maintenance.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> Not addressing stormwater management requirements could result in localized flooding and aggravate existing drainage concerns, resulting in potential infrastructure repairs or additional deterioration.
<ul style="list-style-type: none"> Climate Change 	(1) Coordinate stormwater management planning on a sub-watershed basis	Low	<ul style="list-style-type: none"> Coordinating the stormwater needs for all future development lands will result in reduced maintenance requirements for the Township in the long term and ensure that outlet facilities are properly sized and designed to withstand high flows and extreme storm runoff events.
	(2) Review developments on a parcel by parcel basis	Low to Moderate	<ul style="list-style-type: none"> Additional maintenance requirements may be needed for municipal staff due to the number of stormwater facilities associated with multiple development sites. Outlet infrastructure may not be sized appropriately to withstand erosion related to extreme storm events.
	(3) Do Nothing	Moderate	<ul style="list-style-type: none"> Not addressing stormwater management requirements could result in localized flooding and aggravate existing drainage concerns, resulting in potential infrastructure repairs or additional deterioration.

Table 3.10 - Alternative Solutions: Water and Sewage Servicing - Environmental Effects Analysis

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
Natural			
<ul style="list-style-type: none"> Aquatic 	(1) Service the Entire Community	Low to Moderate	<ul style="list-style-type: none"> Aquatic habitat impacts may occur during construction of the proposed works. Impacts are expected to be relatively minor in nature providing that suitable sediment and erosion control measures are implemented during construction to minimize potential impacts. No impacts anticipated with operation of the proposed works providing that tertiary level treatment can be provided prior to discharge to the environment.
	(2) Service only Future Development Lands	Low	<ul style="list-style-type: none"> Aquatic habitat impacts may occur during construction of the proposed works. Impacts are expected to be minor in nature providing that suitable sediment and erosion control measures are implemented during construction to minimize potential impacts. No impacts anticipated with operation of the proposed works providing that tertiary level treatment can be provided prior to discharge to the environment.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> No impacts anticipated.
<ul style="list-style-type: none"> Terrestrial 	(1) Service the Entire Community	Low	<ul style="list-style-type: none"> Limited vegetation removal will be required to facilitate implementation of this option as a majority of the work will occur within existing disturbed road allowances. No impacts anticipated from the operation of the proposed works.
	(2) Service only Future Development Lands	Low	<ul style="list-style-type: none"> Limited vegetation removal will be required to facilitate implementation of this option as a majority of the work will occur within existing disturbed road allowances. No impacts anticipated from the operation of the proposed works.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> No impacts anticipated

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
<ul style="list-style-type: none"> Hydrogeology 	(1) Service the Entire Community	Moderate	<ul style="list-style-type: none"> Some impacts may occur during installation of deep gravity sewers and the associated dewatering required to complete the installation. Pre-construction hydrogeology studies would be completed to ensure that adjacent private well supplies are not impacted during construction.
	(2) Service only Future Development Lands	Low to Moderate	<ul style="list-style-type: none"> Some impacts may occur during installation of deep gravity sewers and the associated dewatering required to complete the installation. Pre-construction hydrogeology studies would be completed to ensure that adjacent private well supplies are not impacted during construction. Impacts would be less than with option 1 as only future development lands would be impacted.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> Based on the result of the background hydrogeological assessment completed for the Master Plan, the hydrogeology of the study area is well suited to support the current servicing model.
Social			
<ul style="list-style-type: none"> Community 	(1) Service the Entire Community	High	<ul style="list-style-type: none"> Implementation of this alternative would result in significant disruption to the community during installation of the proposed water and sanitary sewage infrastructure. Following completion of construction, residents would benefit from a municipally-owned and operated water and sewage system.
	(2) Service only Future Development Lands	Moderate	<ul style="list-style-type: none"> Implementation of this alternative may cause disruption to local residents during the construction component of the project. Traffic control measures will be implemented to minimize the impact on residents. Properties located in close proximity to future development lands would be impacted greater than the rest of the community.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> Existing residents did not indicate there was a significant concern with the existing water and sanitary sewage systems servicing the community.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
Cultural			
• Built Heritage Resources and Cultural Heritage Landscapes	(1) Service the Entire Community	Low to Moderate	• No Impacts anticipated as future development lands are largely comprised of vacant lands.
	(2) Service only future development lands	Low to Moderate	• No Impacts anticipated as future development lands are largely comprised of vacant lands.
	(3) Do Nothing	Minimal/ Nil	• No Impacts anticipated.
• Archaeological Resources	(1) Service the Entire Community	Low to Moderate	• Stage 2 archaeological assessments would be completed for construction planned within any undisturbed areas identified through the Stage 1 Archaeological Assessment completed as part of the Master Plan.
	(2) Service only future development lands	Low to Moderate	• Stage 2 archaeological assessments would be completed for construction planned within any undisturbed areas identified through the Stage 1 Archaeological Assessment completed as part of the Master Plan.
	(3) Do Nothing		• No Impacts anticipated.
Economic			
• Municipal	(1) Service the Entire Community	Moderate	• The works would need to be financed initially by the Township and long-term operating costs to manage the facilities would be higher than the current servicing model.
	(2) Service only Future Development Lands	Moderate to High	• High costs associated with this alternative may make development of future development lands too costly thereby negatively impacting economic growth within the community.
	(3) Do Nothing	Low	• No impacts anticipated.
• Community	(1) Service the entire community	High	• There would be a very high cost to all residents in the community, in order to pay for both sanitary and water servicing.
	(2) Service only Future Development Lands	Moderate	• There would be very high costs to residents seeking to develop within the community.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	(3) Do Nothing	Low	<ul style="list-style-type: none"> No immediate impact to the community. However, if an aging septic system needs to be replaced or a well upgraded, all costs would be paid by the owners.
Technical			
<ul style="list-style-type: none"> Transportation 	(1) Service the entire Community	Low to Moderate	<ul style="list-style-type: none"> Traffic movement in the vicinity of the project site will be temporarily impacted during construction (traffic control measures will be implemented to maintain traffic flow along the affected street sections). Impacts are anticipated to be low given the volume of traffic along the affected roadways. No impacts are anticipated from the operation of the proposed works.
	(2) Service only Future Development Lands	Low	<ul style="list-style-type: none"> Traffic impacts would primarily occur in the vicinity of future development lands, however adjacent roads may be impacted depending on the location of connecting infrastructure.
	(3) Do Nothing	Low to Moderate	<ul style="list-style-type: none"> No impacts anticipated.
<ul style="list-style-type: none"> Infrastructure 	(1) Service Entire Community	Moderate to High	<ul style="list-style-type: none"> The design of the system would need to accommodate the entire community, as well as future development lands. A number of pumping stations will be needed to service the entire community.
	(2) Service only Future Development Lands	High	<ul style="list-style-type: none"> Given the location of future development lands within the community, it would be more difficult to coordinate servicing for various sites. Determining the required capacity would be difficult without knowing proposed density of development and which sites would be developed.
	(3) Do Nothing	Low	<ul style="list-style-type: none"> Existing residents did not indicate there was a significant concern with the existing water and sanitary sewage infrastructure servicing the community.
<ul style="list-style-type: none"> Climate Change 	(1) Service Entire Community	Low to Moderate	<ul style="list-style-type: none"> Some impacts to climate will occur during construction as a result of construction-related activities. Following completion of construction, sewage and water infrastructure will be more resilient to severe weather events and any damage to the system will be maintained by the Municipality.

Environmental Component	Alternative Solution	Level of Effect	Impact Considerations (Construction and Operational Activities)
	(2) Service only Future Development Lands	Low to Moderate	<ul style="list-style-type: none"> • Some impacts to climate will occur during construction as a result of construction-related activities. • Existing private services will have less resiliency to extreme weather events.
	(3) Do Nothing	Low to Moderate	<ul style="list-style-type: none"> • No impacts to climate will occur as no construction is required. • Existing private servicing will have less resiliency to extreme weather events.

3.5 Identification of a Preliminary Preferred Solution

The relative merits of each option were examined during the technical review of the study alternatives. Based on this assessment, the Township indicated a preference for **Alternative 1 – Reconstruct Existing Road Infrastructure to an Urban Road Standard and Provide Improved Stormwater Drainage Facilities**, for existing road infrastructure and a preference for **Alternative 1 – Develop a comprehensive approach for all future development lands to address Road Infrastructure and Stormwater Drainage requirements**, for future development areas. There were a number of attributes associated with these alternatives that justified their consideration as the preferred Master Plan alternative.

- Provides the project study area in Port Albert with a comprehensive plan to upgrade existing road and drainage infrastructure and to deal effectively with new development proposals.
- Provides an infrastructure plan which will minimize impacts to receiving streams while providing improved drainage where required.
- Incorporates new technologies while still addressing existing deficiencies.
- Would integrate effectively with existing storm drainage infrastructure within the community.
- Addresses long-term infrastructure needs of the entire community and is the most cost-effective approach when considering asset management planning requirements.

In regards to water and sewage infrastructure for existing and developed areas of Port Albert, the Township had a preference for **Alternative 3 – The Do Nothing Alternative**. Their reasoning in reaching this conclusion is as follows:

- Feedback received from residents and agencies during the course of the Class EA Master Plan process did not identify significant or widespread concerns with either the existing private water supplies or with existing private sewage disposal systems servicing the community.
- Based upon a high level evaluation of costs associated with the implementation of a municipal water distribution and sewage collection and treatment system for the community, this would result in significant economic and social impacts to residents.
- The existing lot fabric established for the community was sized to accommodate the requirement for private sewage disposal systems and private wells. Significant increases in density for new development would be required to make municipal services an affordable option.
- Concerns associated with the age and condition of existing private sewage disposal systems could be addressed through the implementation of a septic system inspection program, which would identify problem sites and address potential water quality concerns on a lot by lot basis.

- The Hydrogeological Assessment completed for the area indicated that existing subsurface conditions in Port Albert were well suited to the continued use of private well supplies and sewage disposal systems and that there would be few concerns with new development moving forward based on the same servicing approach.
- This alternative is consistent with section 1.6.6.4 of the PPS, which indicates that individual on-site water and sewage services may be used provided that site conditions are suitable for the long term provision of such services with no negative impacts.

4.0 CONSULTATION PROGRAM

4.1 General

Public consultation is an integral component of the Class EA process. Public consultation allows for an exchange of information, which assists the proponent in making informed decisions during the evaluation of alternative solutions. During Phases 1 and 2 of the study process, consultation was undertaken to obtain input from the general public, stakeholders and review agencies that might have an interest in the project. The components of the public consultation program employed during the initial phases of the Class EA study are summarized in this section of the screening report and documented in Appendix 'F'. Comments received through the consultation program and related correspondence are also discussed below and documented in the appendix.

4.2 Public Consultation

4.2.1 Initial Public Notice

Contents: General study description, summary of proposed works, key plan
 Issued: May 30, 2018
 Placed In: Goderich Signal Star and Lucknow Sentinel newspapers (May 30th, 2018 and June 6th, 2018) and mailed to all property owners in the defined service area
 Input Period: Concluded June 29th, 2018

There were 56 questionnaires completed and returned during the input period. Other comments from residents are summarized in Table 4.1 and within Appendix 'F'.

Table 4.1 - Summary of Public Comments

Individual	Comments	Action Taken
Port Albert Resident June 5, 2018 (via phone)	<ul style="list-style-type: none"> - Lives on Russell Street at north end of study area. - Wanted additional information on the Master Plan. - Said they have some interest in developing their property in the next 5-10 years. - Their family uses the existing buildings. 	- Information noted.
Port Albert Landowner Sept. 6, 2018	<ul style="list-style-type: none"> - Indicated an intent to build on the east side of Huron St., which requires an extension of Market 	- Comments noted and filed.

Individual	Comments	Action Taken
(via phone and email)	St. or Huron Street so they can build on a Municipal Road.	
Port Albert Landowner March 22, 2019 (via phone and email)	- Provided a map of the property that they own on Huron Street and wanted to ensure it was properly identified on the map showing questionnaire results.	- Information noted and filed.
Port Albert Resident Sept. 3, 2019 (via phone)	<ul style="list-style-type: none"> - Lives on Wellington St. in Port Albert as a permanent residence - Indicated drainage from lot goes to drain at back of lot - Of the opinion that Wellington Street does not require drainage - Concerned with speed of traffic if road is rebuilt - Of the opinion that Wellington Street shouldn't be built to the same standard as London Road - Of the opinion that other road users should pay for road improvements - Concerned about loss of village appeal and character 	- Comments noted and filed.
Port Albert Resident Sept. 19, 2019 (via email)	<ul style="list-style-type: none"> - Concerned with erosion from the SWM pond should it fail and erode the access road to their cottage. - Concerned with water quality at the beach from stormwater runoff being directed to the lake. - Questions about what happens if the drainage outlet fails. Who would be responsible for maintaining the drain and fixing any problems? - Concerned that increased population in Port Albert will lead to more vandalism to cottages. - Thinks council supports farming community more than cottage community. - Believes that upgrades will only benefit developers and not existing residents, who will bear the brunt of the costs and future impacts. 	<ul style="list-style-type: none"> - Response compiled and emailed to residents. - Comments noted and added to summary of input.

Note: Above comments do not include comments from questionnaires

4.2.2 Questionnaire

As noted in Section 2.6.4, a questionnaire was developed at the start of the project to solicit background information from residents on existing water and sewage servicing, future growth potential and drainage issues affecting the Community of Port Albert. A copy of the Notice of Study Commencement was also attached to the Questionnaire to explain to residents the purpose of the questions. The Notice and Questionnaire were circulated to all property owners located within the study area limits and made available as an on-line survey that could be filled in digitally. A copy of the questionnaire and a summary of the responses is included within Appendix 'F'.

4.2.3 Consultation for Proposed Stormwater Management Facility

Following completion of the preliminary engineering design for drainage improvements within the study area limits, it was determined that an improved outlet would be constructed at the west end of Ashfield Street and that a stormwater management facility (pond) would need to be constructed adjacent to the outlet to provide quality control for the catchment area. Three locations were identified for a proposed facility adjacent to the intersection of Huron and Ashfield Street. BMROSS contacted the property owners to explain what was proposed and determine if their property might be available for construction of the proposed facility.

A site visit was arranged with one of the property owners on July 5, 2019 to review the project details and discuss other aspects of the Master Plan. Additional details were forwarded to the other property owners located in the vicinity of the proposed pond facility. Some of the concerns expressed by the property owners are as follows:

- Didn't want to sell their land as they may need the property for their own use at a future date.
- Concerned with mosquitos.
- Concerned that the pond facility would devalue their other properties.
- Wanted examples of other pond facilities that have been installed so they could get a better understanding of how they look.
- Asked if aeration would be possible to address water quality/odour concerns.
- Wanted additional design details such as dimensions, height, water level, etc.

4.2.4 Consultation Regarding Possible Development Site

On August 20, 2019 a meeting was held with BMROSS, ACW staff and a property owner of a 15 acre site located within the study area who was interested in potentially developing the site. At the meeting the Master Plan process was discussed as well as possible timelines, drainage improvements and road upgrades that were anticipated. The property owner indicated that they are interested in developing the site for a residential subdivision and would be willing to sell a portion of the lands to the Township for a future stormwater management facility, if required.

4.2.5 September 7, 2019 Public Information Meeting

A Public Information Centre (PIC) was held on September 7, 2019 at the Christ Church in Port Albert from 10:00 a.m. to 12:00 p.m. The meeting included a formal presentation with display boards explaining the study process and other project components and a question and answer period following the presentation. Representatives from the Township of ACW and BMROSS were available to answer questions. The meeting was arranged to serve several purposes:

- Provide local residents and other stakeholders with additional details on the Class EA Master Plan study investigations and a forum to express their views.

- Provide Port Albert residents with an overview of the recommendations identified in conjunction with the Master Plan.
- Provide residents with an opportunity to ask questions and review mapping and other display material prepared in support of the Master Plan.

Approximately 75 residents and stakeholders attended the meeting. A copy of the presentation material and attendance list is included within Appendix 'F'. A summary of key feedback from the meeting is included below:

- Concerns about costs associated with the proposed road and drainage upgrades.
- Questions about the location, size and design of the proposed stormwater detention facility proposed for the westerly extent of Ashfield Street.
- Concerns about erosion and long-term maintenance of drainage outlets at Lake Huron.
- Concerns about impacts to trees located along the Ashfield Street road allowance.
- Concerns about impacts to wildlife located within the study area limits.
- Additional requests to complete the questionnaire, which was re-posted on-line to allow this.
- Questions about the timeline for finalizing the Master Plan and timing for the next Public Meeting.
- Questions about water quality associated with the proposed outlet at Ashfield Street.
- Questions about the Master Plan scope and whether sewage and water servicing are going to be examined in more detail as part of the Master Plan.

Following the meeting, residents submitted 9 questionnaires and one comment sheet. A 'Question and Answer' document was posted on-line after the meeting, which allowed residents to ask questions related to the project and have responses viewed by the community. The 'Question and Answer' document and all correspondence received from the public after the PIC is included within Appendix 'F'.

4.2.6 Council Updates

During the course of the Class EA Master Plan process, BMROSS provided updates to Township Council on several occasions in order to seek their input on possible Master Plan recommendations and financing approaches. Updates to Council were provided on July 29, 2019, December 11, 2020, March 24, 2021, June 11, 2021, and August 3, 2021. Council input was sought in advance of each public meeting and for all major project recommendations. Council updates typically included a power point presentation which summarized project details. In response to the Covid 19 pandemic, all meetings were held virtually after March 2020. Presentations were posted to the Township website so residents of the community would have an opportunity to review the information. A number of residents contacted BMROSS staff following the Council Updates for clarification on items that were presented. Table 4.2 includes a summary of the additional questions and comments received from residents.

Table 4.2 - Additional Comments/Questions from Residents: Council Updates

Resident	Comments	Action Taken
Potential Port Albert Resident August 12, 2020 (via phone)	<ul style="list-style-type: none"> - Considering purchasing a property in Port Albert within the study area limits. - Wanted details related to the Master Plan. - Questions the proposed financing approaches. - Explained the proposed phasing approach recommended currently in the plan. 	- Comments noted and filed.
Port Albert Resident December 11, 2020 (via email)	<ul style="list-style-type: none"> - Asked if a list of acronyms could be compiled that were used in the presentation. - What review agencies were contacted? - Asked for more details on the Species at Risk Assessment. - Questioned if property owners would be advised about the archaeological requirements. - Questioned how the drainage concerns were identified. - Had questions about stormwater management ponds and the location of a proposed development. - Had additional questions about the proposed phasing plan and financing approaches. - Questioned whether a beach access would be provided at the end of Ashfield Street. 	- Comments noted and filed.
Port Albert Resident December 19, 2020 (via email)	<ul style="list-style-type: none"> - Asked about cost sharing approaches previously used by the Township for road upgrades in Port Albert. - Questions related to several proposed developments in Port Albert. - Questions about the servicing approaches recommended in the Master Plan for sanitary and water servicing. - Questions regarding current Official Plan and Zoning By-Law policies and how they are interpreted in relation to the proposed Master Plan. 	- Question and answer document compiled.
Port Albert Resident February 1, 2021 (via email)	<ul style="list-style-type: none"> - Asked for additional information related to possible development of a parcel of land in Port Albert within the project study area limits. - Questioned stormwater management requirements. 	- Response compiled and forwarded by the Township.
Port Albert Resident February 25, 2021 (via email)	<ul style="list-style-type: none"> - Additional questions related to the County and ACW Official Plan and how the two will align. - Additional questions related to sanitary and water servicing for new developments and financing approaches for road upgrades. - Additional questions related to drainage issues within the study and how these will be addressed through the Master Plan. 	- Response compiled and forwarded by the Township.
Port Albert Resident March 25, 2021	<ul style="list-style-type: none"> - Concerned about costs assigned to his property through the Master Plan. - Doesn't believe that property will benefit from the 	- Information noted and filed.

Resident	Comments	Action Taken
(via email)	<ul style="list-style-type: none"> plan. - Doesn't believe that drainage from his property should be included in the outlet costs or stormwater measures. 	
Port Albert Resident March 25, 2021 (via email)	<ul style="list-style-type: none"> - Questions about the financing approach presented to Council at the March 24, 2021 Council Meeting. - Questions about species at risk discussed during the Council Meeting. - Questions about the Stage 1 Archaeological Assessment completed for the project as well as the Hydrogeological Assessment. - Additional questions related to the recommended approach for sanitary and water servicing within Port Albert and Future Development lands. - Questions related to the process the Township would use to assume new roads constructed as part of a new development. - Questions about a proposed charge for properties discharging to the Port Albert Drain. - Questioned the main purpose of the Master Plan. Is it to resolve drainage issues or to promote development within the community? 	- Comments and questions noted and filed.
Port Albert Resident March 29, 2021 (via email)	<ul style="list-style-type: none"> - Provided a letter of concern which was forwarded to the local MPP and MP representing Huron County. - Letter identified significant concerns with the proposed financing approach for the Master Plan projects. - Concerned that residents are being forced to pay for projects that will benefit the development community. 	- Information noted and filed.
Port Albert Resident March 29, 2021 (via email)	<ul style="list-style-type: none"> - Own land within the study area that they have no plans to develop. - Offended that it appears all of the work is being completed in support of new development. - Concerned that natural features are not being protected sufficiently in the Master Plan. 	- Information noted and filed.
Port Albert Resident March 31, 2021 (via email)	<ul style="list-style-type: none"> - Family owns properties at the north end of Huron Street. - Concerned with costs assigned to the parcels through the Master Plan. - Also own vacant farmland in the area. - Doesn't believe that drainage from their properties will go the Ashfield outlet. 	<ul style="list-style-type: none"> - Information forwarded to project engineer. - Comments noted and filed.
Port Albert Resident April 1, 2021 (via email)	<ul style="list-style-type: none"> - Resident of Victoria Beach Road, cottage development along the shoreline within the study area. - Concerned over potential costs to other cottagers in the area related to reconstruction of Ashfield Street. - They can only use their properties seasonally, so don't feel they are benefitting from the road work. 	- Information noted and filed.

Resident	Comments	Action Taken
Port Albert Resident April 6, 2021 (via phone)	- Phone call from resident on Victoria Beach Road, with concerns related to potential costs for their property.	- Information noted and filed.
Port Albert Resident April 5, 2021 (via email)	- Questioned whether fibre-optic cable installation meant that the road was being upgraded.	- Question forwarded to ACW staff
Port Albert Resident April 7, 2021 (via email)	- Owns property located on Huron Street that has been in the family for many years. - Concerned about the proposed financing approach which will result in significant costs to their family due to the fact that they own multiple properties within the study area limits. - Concerned about access to their property during reconstruction of Ashfield Street, since that is the only access road to their property.	- Information noted and filed.
Port Albert Resident April 7, 2021 (via email)	- Own a property on Huron Street as well as co-own an additional 17 acres that is farmed further inland. - Have no plans to develop the lands that are farmed. - Concerned that they will have to pay towards the planned upgrades to Huron Street, Ashfield Street and the proposed outlet at Ashfield. - The farmland they co-own was professionally drained in 1982 so they don't believe they should have to pay towards the drainage component of the project. - They currently maintain Ashfield and Huron Street and won't benefit from the planned upgrades. - The anticipated costs are excessive and unreasonable. - Concerned about impacts related to increased beach access that will result from new development and improved beach access at the end of Ashfield.	- Information noted and filed.
Port Albert Resident April 7, 2021 (via phone)	- Owns property adjacent to the outlet at the west end of Ashfield Street. - Doesn't agree with the proposed financing approaches presented to council in March. - Doesn't believe that their property will benefit greatly from the proposed upgrades to the outlet.	- Information noted and filed.
Port Albert Resident April 7, 2021 (via email)	- Own a property on Huron Street as well as co-own an additional 17 acres that is farmed further inland. - Have no plans to develop the lands that are farmed. - Concerned that they will have to pay towards the planned upgrades to Huron Street, Ashfield Street and the proposed outlet at Ashfield. - The farmland they co-own was professionally drained in 1982 so they don't believe they should have to pay towards the drainage component of the project. - They currently maintain Ashfield and Huron Street	- Information noted and filed.

Resident	Comments	Action Taken
	<p>and won't benefit from the planned upgrades.</p> <ul style="list-style-type: none"> - The anticipated costs are excessive and unreasonable. - Concerned about impacts related to increased beach access that will result from new development and improved beach access at the end of Ashfield. 	
<p>Port Albert Resident April 7, 2021 (via email)</p>	<ul style="list-style-type: none"> - Own a seasonal property on Huron Street that does not have water or hydro, only two bunkies. - They also own two properties which are farmed. - Ashfield Street has been maintained historically by the families who own land in the area, not by ACW. - The anticipated costs attributed to their properties are exponential, unreasonable and intolerable. - Other residents of Port Albert who will use the roadway to access the new beach access should have to pay towards the proposed road upgrades. - They are completely opposed to the proposed Master Plan and financing approaches. Development should pay for development. - Also opposed to the reconstruction of Huron Street and the anticipated costs associated with that project. - Concerned that the projects will negatively impact wildlife in the area. 	<ul style="list-style-type: none"> - Information noted and filed.
<p>Port Albert Resident April 8, 2021 (via email)</p>	<ul style="list-style-type: none"> - Wanted to know who to contact to ask that the April 27 public meeting be postponed due to concerns from residents. 	<ul style="list-style-type: none"> - Suggested they contact ACW
<p>Port Albert Resident April 8, 2021 (via email)</p>	<ul style="list-style-type: none"> - Provided a link to an on-line petition opposed to the Master Plan. - Wants the Public Meeting to be deferred. 	<ul style="list-style-type: none"> - Information noted and filed.
<p>Port Albert Resident April 13, 2021 (via email)</p>	<ul style="list-style-type: none"> - Owns a larger parcel of land on Ashfield Street, east of Wellington. - Had questions about the proposed upgrades planned in conjunction with the Master Plan and the proposed financing approach. - Provided additional details about other components of the project including the stormwater management facility and outlet at Ashfield Street. - Discussed possible timing and phasing of the different project. - Mentioned possibility of an additional cost assigned to properties that drain to the Port Albert Drain. 	<ul style="list-style-type: none"> - Information noted and filed.
<p>Port Albert Resident April 15, 2021 (via email)</p>	<ul style="list-style-type: none"> - Asked if we could provide a list of common acronyms used in the Master Plan as they were different from the acronyms they were familiar with. 	<ul style="list-style-type: none"> - Compiled list of acronyms and forwarded them.
<p>Port Albert Resident April 16, 2021</p>	<ul style="list-style-type: none"> - Asked if a drilling rig working in the field behind their property is related to the Master Plan. 	<ul style="list-style-type: none"> - Advised that it was not part of MP.

Resident	Comments	Action Taken
(via email)		
Port Albert Resident April 17, 2021 (via email)	<ul style="list-style-type: none"> - Provided letter of comments and concerns related to the Master Plan. - Cottage is seasonal and roads are maintained by the residents. - Feel that the anticipated costs outweigh the potential benefit to them of having the road maintained by the Township. - Concerned about impacts related to increased beach access at the end of Ashfield. - Concerned about impact of new development upstream of their property and impacts to the outlet. 	<ul style="list-style-type: none"> - Information noted and filed.
Port Albert Resident April 22, 2021 (via email)	<ul style="list-style-type: none"> - Asked for clarification on the project limits adjacent to London Road and Ashfield Street East. - Concerned that parcels at the corner have frontage on Ashfield, not London Road and therefore should be part of this project. 	<ul style="list-style-type: none"> - Confirmed that parcels included in London Road were excluded from MP.
Port Albert Resident April 22, 2021 (via email)	<ul style="list-style-type: none"> - Provided link to petition from residents for our information. 	<ul style="list-style-type: none"> - Forwarded to ACW.
Port Albert Resident April 22, 2021 (via email)	<ul style="list-style-type: none"> - Acknowledged that Public Meeting was delayed. - Reiterated their concerns from letter of April 7, 2021 regarding high costs for their properties and concerns about what residents will pay for projects that will only benefit the development community. - They have no plans to develop their lands. 	<ul style="list-style-type: none"> - Forwarded to ACW.
Port Albert Resident April 22, 2021 (via email)	<ul style="list-style-type: none"> - Questioned response to the question regarding which properties were included in the project limits. - Thought BMROSS staff were given special treatment. 	<ul style="list-style-type: none"> - Forwarded to ACW
Port Albert Resident April 23, 2021 (via email)	<ul style="list-style-type: none"> - Concerned about anticipated costs for their seasonal cottage on Victoria Beach Road, related to Huron Street and Ashfield Street reconstruction. - Don't think they should pay for projects that are benefiting the development community. - Concerned about beach access at Ashfield. More use will lead to more garbage, parking issues, lack of washrooms. - Concerned about long-term maintenance of the new outlet and potential increased taxes for their property. 	<ul style="list-style-type: none"> - Forwarded to ACW
Port Albert Resident April 27, 2021 (via email)	<ul style="list-style-type: none"> - Own a small seasonal cottage on Victoria Beach Road. - Concerned with how infrastructure to support new development is being financed. - Are completely satisfied with the current state of Ashfield and Huron Street and don't want them to be upgraded. - Development should be paying for development, not existing residents. 	<ul style="list-style-type: none"> - Forwarded to ACW

Resident	Comments	Action Taken
Port Albert Resident May 3, 2021 (via email)	<ul style="list-style-type: none"> - Expressing concern and opposition to the impact of the Master Plan on seasonal properties located on Huron Road, Victoria Beach Road and Harvey Street. - They are being asked to pay for upgrades that will not benefit them. - Concerned about impacts to existing residents from increased beach access. - Concerned about ongoing maintenance of the new drain outlet and roads, given history of issues related to the Port Albert Drain. 	- Forwarded to ACW
Port Albert Residents May 3, 2021 (via email)	<ul style="list-style-type: none"> - Concerned about the potential for new development adjacent to the property in Port Albert. - An unopened road allowance is located adjacent to their property. - Worried that the road could be developed and they would not be notified. - Questioned how the lot fabric was developed. - Concerned about costs and potential impacts to their property from new development in the vicinity. 	- Explained how future development lots and road allowances were developed.
Port Albert Resident June 17, 2021 (via email)	<ul style="list-style-type: none"> - Concerned with proposed changes to financing approach for Victoria Beach Road properties, excluding them from the Ashfield project. - Believe they will benefit from the project as well as from reconstruction of Huron, through year round access to their cottage properties. - Concerned about additional charges for properties on Sydenham Street South related to drainage to the Port Albert Drain. 	- Forwarded to ACW
Port Albert Resident June 21, 2021 (via email)	<ul style="list-style-type: none"> - Had several questions about the revised financing approaches presented to council on June 11, 2021. - Wanted to ensure that the new funding approach reflected the actual drainage limits on their properties. - Wanted to ensure that the new financing approach considered the fact that portions of their lands are farmed and will not be developed. - These lands also have tile drainage installed, so will not benefit from drainage upgrades. 	- Forwarded to ACW
Port Albert Resident July 2, 2021 (via email)	<ul style="list-style-type: none"> - Provided scans of drainage maps showing the tile drainage installed on their farmland. 	- Forwarded to ACW and project engineer.
Port Albert Resident August 3, 2021 (via email)	<ul style="list-style-type: none"> - Asked for Clarification on financing formula for a portion of Ashfield Street. - Did not agree with funding approach for residents of Victoria Beach Road. - Believe they will benefit from reconstruction of Ashfield and Huron Street and should pay toward those parts of the project. 	- Forwarded to ACW

Resident	Comments	Action Taken
Port Albert Resident August 5, 2021 (via email)	<ul style="list-style-type: none"> - Questioned why their property was still included in Ashfield Drain outlet project when it was professionally drained a number of years ago. - Questioned why these lands would still be charged for stormwater management. - Questioned the status of some roads in the study area. - Asked whether Huron Street would be developed at the request of property owners. 	<ul style="list-style-type: none"> - Confirmed that their property was within the drainage area and contributing to drainage at the outlet.
Port Albert Resident August 6, 2021 (via email)	<ul style="list-style-type: none"> - Asked why lands they own that don't have frontage on Ashfield are included in the project. - Asked if the lands would still be included in the outlet project if they move the location of the discharge pipe. 	<ul style="list-style-type: none"> - Advised that any parcel abutting the roadway would be included and that MVCA permission may be needed to move outlet pipe.
Port Albert Resident August 18, 2021 (via email)	<ul style="list-style-type: none"> - Asked for a copy of Class EA document that references Master Plans and the inability to appeal them. 	<ul style="list-style-type: none"> - Forwarded excerpt from MEA Class EA.
Port Albert Resident September 3, 2021 (via email)	<ul style="list-style-type: none"> - Wanted a glossary of terms used in the Master Plan. - Requested a copy of the Master Plan document. - Asked for clarification on the timing of various project components and when payment might be requested. 	<ul style="list-style-type: none"> - Response sent.

4.2.7 September 27, 2021 Public Information Meeting

A Virtual Public Information Centre (PIC) was held on September 27, 2021 from 7:00 p.m. to 9:35 p.m. The meeting included a pre-recorded video presentation by BMROSS explaining the study process and other project components and a comment period following the presentation. Representatives from the Township of ACW, Municipal Council members, and BMROSS staff were in attendance. The meeting was arranged to serve several purposes:

- Provide local residents and other stakeholders with an update on the Class EA Master Plan study and additional investigations completed since the first Public Meeting.
- Provide Port Albert residents with an overview of the revised recommendations identified in conjunction with the Master Plan.
- Provide residents with an opportunity to provide feedback to council and review mapping and other display material prepared in support of the Master Plan.
- Provide residents with a breakdown of anticipated project costs and financing options related to implementation of the various project components.

Approximately 83 residents and stakeholders registered to attend the meeting and speak. A copy of the presentation material is included within Appendix 'F'. A summary of key feedback from the meeting is included below:

- Significant concerns about costs to property owners in future development areas, who have no plans to develop their properties.
- Generally a concern about the costs being assigned to property owners located within the project areas.
- Questioned why residents have to pay towards projects that are benefiting the development community, when they have no plans to develop. Development should have to pay for development, or the Township should pay a bigger share.
- Concerns related to improved access at Ashfield outlet and resultant cars parking on road, garbage, etc.
- Concerns related to the virtual meeting format – prefer the Master Plan be delayed until an in-person meeting can be held.
- Generally opposed to the Master Plan and the recommendations. Not needed.
- Concerned with possible financial surcharge for properties draining to Port Albert Drain. Why is this needed?
- Questioned why the Township isn't paying 50% of costs related to the Victoria Drain outlet upgrades.
- Concerned what would trigger road projects in un-assumed road allowances (Huron Street). Thinks Huron Street should be taken off the list.
- Concerned about increased traffic impacts to monarch butterflies and other wildlife.
- Don't believe that the drainage improvements are needed and that residents will benefit from the road and drainage upgrades.

Following the public meeting, additional feedback was received from several residents. These are summarized in Table 4.3 below:

Table 4.3 - Summary of Additional Resident Comments

Port Albert Resident	Comments	Action Taken
Port Albert Resident September 27, 2021 (via email)	<ul style="list-style-type: none"> - Reviewed presentation material posted on the ACW website. - Was concerned with costs assigned to his property for the project since a majority of his property drains to the Port Albert Drain, at the rear of the property. 	<ul style="list-style-type: none"> - Indicated that we could reassess his costs based upon a closer look at the drainage.
Wellington Street Resident October 5, 2021 (via email)	<ul style="list-style-type: none"> - Was trying to determine what costs their property would be charged for the project. - Couldn't figure out the fee from the material posted on the ACW website. 	<ul style="list-style-type: none"> - Determined location of property and confirmed the estimated charges.
Port Albert Resident October 09, 2021 (via email)	<ul style="list-style-type: none"> - Resident sent videos of drainage from their farmland and from adjacent farmland. - Questioned why their property is included in the outlet project when it was professionally 	<ul style="list-style-type: none"> - Confirmed that their land does drain to the outlet and therefore

Port Albert Resident	Comments	Action Taken
	drained a number of years ago. - Runoff from other properties is much worse.	should be in the project.
Port Albert Resident October 13, 2021 (via email)	- Owns a vacant parcel in Port Albert and just found out about the project recently. - Wanted to know what costs might be assigned to the parcel.	- Provided details related to the anticipated costs.

4.3 Review Agency Consultation

4.3.1 Project Initiation

Input into the Class EA Master Plan process was solicited from government review agencies by way of direct mail correspondence. Agencies that might have an interest in the project were sent an information package detailing the nature of the project and an outline of the assessment process being completed. The information was circulated to 13 review agencies on June 4, 2018. Appendix 'F' contains a copy of the information that was circulated to the review organizations and a list of the agencies that were requested to comment on this project. Table 4.2 summarizes the comments received.

Table 4.4 - Summary of Agency Comments

Review Agency	Comments	Action Taken
Carol Leeming Huron Cty Planning Dept. June 12, 2018 (via email)	- Provided copies of the Official Plan and Zoning By-Law schedules for Port Albert. - Also included specific references from both documents that would relate to the project.	- Information noted and filed
Jean-Guy Albert Huron Cty Health Unit June 13, 2018 (via email)	- Provided a list of septic system records for the defined service area indicating the year of installation and the Class of System Installed.	- Mapped the information.
Chris Watson Huron Cty, Ec. Dev, June 13, 2018 (via e-mail)	- Asked to be added to the study contact list for the Master Servicing Study. - Was very interested in the proposed study.	- Information noted and filed.
Craig Newton MOECC June 13, 2018 (via email)	- Explained that the Township has a duty to consult with First Nation (FN) and Métis Communities as part of the Class EA process. - Provided list of communities to be consulted. - Noted that the Master Plan must consider impacts associated with Source Water Protection and Climate Change as part of the process. - Wants to review the draft report prior to finalization.	- Information noted and filed. - Confirmed that FN communities that were listed had been included in those circulated for the MP.
Brandi Walter Maitland Valley	- Provide mapping of the study area showing hazard areas adjacent to the shoreline, CA	- Information

Review Agency	Comments	Action Taken
Conservation Authority (MVCA) July 6, 2018 (via email)	<p>regulated areas and unevaluated wetlands identified by MNR.</p> <ul style="list-style-type: none"> - Permits would be required from MVCA for development within regulated areas. - Depending on the proposed servicing plan, additional technical studies may be required to address impacts. - There are no Source Water vulnerable located within the study area limits. - Two potential wetlands are located within the study area. It is recommended that these areas be assessed as part of the Master Plan to identify potential impacts which may result from the proposed servicing. 	noted and filed
Hugh Nichol Huron-Kinloss July 6, 2018 (via email)	<ul style="list-style-type: none"> - Council received the information about the Master Plan Servicing Study. - They have no concerns with the project. 	- Information noted and filed.
Brooke Herczeg Ministry of Tourism, Culture and Sport July 13, 2018 (via e-mail)	<ul style="list-style-type: none"> - Acknowledged receipt of the notice. - Advised that the Master Plan should include a consideration of cultural heritage resources including built heritage, cultural heritage landscapes and archaeological resources. - Document all studies in the final report and notify the Ministry if technical studies are completed. 	- Information noted and filed.
David Marriott MNR July 24, 2018 (via phone)	<ul style="list-style-type: none"> - Advised that there are records of species at risk potentially being present in the Port Albert area. - There may be other species or sensitive habitats present that may need to be considered. - Suggest pre-consultation with the Ministry to determine how to address potential impacts. 	- Comments noted and filed.
Karla Barboza Ministry of Tourism, Culture and Sport July 13, 2018 (via e-mail)	<ul style="list-style-type: none"> - Explained that Brooke had left the Ministry and requested an update on the status of the project. - Also asked for the status of a Stage 1 Archaeological Assessment and a Cultural Heritage Assessment Report. 	- Advised that an update would be sent once engineering reviews were completed.
Carol Leeming Huron County Planning Dept. January 28, 2019	<ul style="list-style-type: none"> - Met with Carol to discuss development inquiries in Port Albert in support of the survey results related to development potential. - Also asked about realtors working regularly in Port Albert. 	- Information noted and filed

4.3.2 On-Site Meeting with MVCA

An on-site meeting was held with staff from ACW, BMROSS and MVCA on May 10, 2019. The purpose of the meeting was to review project details and identify potential drainage outlets to Lake Huron that could be updated as part of the project. The group also reviewed the results of the natural heritage evaluation completed for two wooded areas located within the study area limits. Details of the meeting are included below. Meeting notes are within Appendix 'F'.

- Discussed recent developments in Port Albert, including possible severances in study area.
- Reviewed recent evaluation of a natural feature now classified as a locally significant wetland (LSW) feature at the end of Market Street.
- MVCA commented that new development should be located away from the LSW.
- The group reviewed various ravines, outlets, wooded areas and gullies in the area.
- Discussed next steps in the Master Plan process.

Discussions with the MVCA were also held upon occasion to review various aspects of the project. The MVCA noted that, if possible, they would prefer avoid stormwater related options that promoted infiltration given the vicinity of the lake bank and the desire not exacerbate emerging groundwater on at the slope.

4.3.3 Pre-Consultation Meeting with MECP

A virtual meeting was held with staff from the Ministry of Environment, Conservation and Parks (MECP), ACW and BMROSS on August 31, 2021. The purpose of the meeting was to review project details in advance of finalizing the Master Plan process, and to seek input on the preferred approach being recommended in the Master Plan for sanitary and water servicing of future development lands.

The group reviewed a presentation prepared in advance of the public meeting to provide details related to the Master Plan. Engineering studies completed as part of the project were reviewed as well as the Species at Risk Assessment, the Stage 1 Archaeological Assessment, and the Hydrogeological Assessment.

Details associated with the water and sanitary servicing assessment were reviewed in more detail, including background information on the existing septic systems and private water supplies servicing the community. The proposed servicing plan was reviewed, should the Township decide to proceed with municipally-owned servicing of the entire community. BMROSS staff indicated that the preferred alternative that will be presented as part of the Master Plan is to maintain the status quo in regards to sewage and water servicing. Therefore, new developments would continue to be serviced by private sewage disposal systems and private well supplies.

MECP staff indicated that they had no concerns with the proposed approach, providing that proposed lot sizes met the current Ontario Building Code (OBC) size requirements for new building lots serviced by private services. A copy of the Hydrogeological

Assessment, which supported this approach, was forwarded to MECP staff following the meeting.

4.3.4 Project Updates

In conjunction with the September 7, 2019 Public Information meeting and the September 27, 2021 Virtual Public Meeting, a project update letter was forwarded to the thirteen review agencies initially contacted as part of the Class EA Master Plan process. Letters were sent by both mail and email on August 26, 2019 and September 17, 2021. The correspondence provided additional details related to the Public Meetings, as well as key project recommendations. Additional feedback received is included below.

Table 4.5 - Summary of Agency Comments

Review Agency	Comments	Action Taken
Katherine Kirzati MTCS Sept. 24, 2019 (via e-mail)	- Requested copies of the presentation material from the Public Information Meeting.	- A copy of the presentation was forwarded.
Steve Jackson, MVCA July 28, 2021 (via email)	- Responded to a question regarding whether oil and grit separators would be an acceptable method of dealing with quality control at stormwater outlets. - Confirmed that oil & grit separators acceptable. - Cautioned that the design of the outlet would need to protect against high flow events.	- Information noted and filed.
Mark Badali, MECP Sept. 13, 2021 (via email)	- Thanked us for providing an update on the project. - No additional comments were provided.	- Information noted and filed.
Jamie McCarthy North Huron Sept. 23, 2021 (via email)	- Asked for clarification on the purpose of the correspondence.	- Confirmed that the letter was intended to keep them informed.
Karina Černiavskaja District Planner MDMNR Sept. 28, 2021 (via email)	- Advised that it's proponent's responsibility to screen for potential natural heritage issues. - Suggested we consult the Ontario Oil, Gas and Salt Resources Library website. - Check their website to determine if some projects may be subject to Public Lands Act or Lakes and Rivers Improvement Act.	- Comments noted and filed.
Joseph Harvey MHSTCI October 22, 2021 (via e-mail)	- Asked for a copy of the slides from the recent public meeting presentation.	- Slides were forwarded as requested.
Joseph Harvey MHSTCI October 26, 2021 (via e-mail)	- Acknowledged receipt of project update letter. - Confirmed that a Stage 1 Archaeological Assessment had been submitted to the Ministry and that Stage 2 Assessments also submitted. - Asked about the status of the Cultural Heritage Evaluation for the study area.	- Information noted and filed.

Review Agency	Comments	Action Taken
Mary Lynn MacDonald ABCA/MVCA Source Protection October 27, 2021 (via e-mail)	<ul style="list-style-type: none"> - Confirmed that there are no Municipal wells within Port Albert and no other vulnerable areas. - No Source Water Protection policies would affect the area. - Support a possible septic inspection program. 	- Information noted and filed.

4.4 Indigenous Consultation

4.4.1 Indigenous Consultation Process

The Crown has a duty to consult with First Nation and Métis communities if there is a potential to impact on Aboriginal or treaty rights. This requirement is delegated to project proponents as part of the Class EA process, therefore the project proponent has a responsibility to conduct adequate and thorough consultation with Aboriginal communities as part of the Class EA consultation process. The project study area is located adjacent to sensitive natural features that may be of concern to First Nation and Métis communities in the area. These features include the Nine Mile River and Lake Huron, as well as natural areas located adjacent to these water features.

4.4.2 Background Review

In order to identify Aboriginal Communities potentially impacted by the project the Aboriginal and Treaty Rights Information System (ATRIS) was consulted. A search was conducted for Aboriginal Communities, including their traditional territories that would lie within a 50 km radius of the project study area. Utilizing this process and feedback received from the MECP, nine aboriginal communities/organizations were identified in conjunction with this project including: Aamjiwnaang First Nation, Kettle and Stony Point First Nation, Bkejwanong Territory (Walpole Island First Nation), Chippewas of Nawash Unceded First Nation, Chippewas of Saugeen First Nation, Saugeen Ojibway Nation (SON) -Chippewas of Saugeen and Chippewas of Nawash, Metis Nation of Ontario, Historic Saugeen Métis, and Great Lakes Métis Council. Correspondence was forwarded to each community/organization on June 4, 2018 detailing the proposed project and asking for input. Following the initial consultation phase, input was received from one community, the Historic Saugeen Métis.

Table 4.6 - Summary of Indigenous Comments

Aboriginal Community	Comments	Action Taken
George Govier Historic Saugeen Métis (HSM) June 15, 2018 (via email)	<ul style="list-style-type: none"> - Received notice of the Master Plan Study. - Has no objections to the project. 	- Comments noted and filed.

4.4.3 Project Updates

In conjunction with the September 7, 2019 Public Information meeting and the September 27, 2021 Virtual Public Meeting, a project update letter was forwarded to the nine indigenous communities which provided details related to the Public Meetings, as well as key project recommendations. Additional feedback received is included in Table 4.7 below.

Table 4.7 - Summary of Indigenous Comments

Aboriginal Community	Comments	Action Taken
Chris Hachey, HSM August 30, 2019 (via email)	<ul style="list-style-type: none"> - Appreciated the opportunity to be consulted and looks forward to further consultation regarding the project. - Have an interest in environmental effects, sustainability and archaeological resources. 	<ul style="list-style-type: none"> - Comments noted and filed. - Forwarded presentation material from the PIC.
Chris Hachey, HSM November 8, 2019 (via email)	<ul style="list-style-type: none"> - Thanked us for providing the presentation material for the Master Plan. - Asked to review a copy of the Natural Heritage Assessment which assessed the two woodlots. 	<ul style="list-style-type: none"> - Comments noted and filed. - Copy of the Natural Heritage Assessment sent by email.
Emily Martin, Resources and Infrastructure Associate Saugeen Ojibway Nation (SON) November 11, 2021 (via email)	<ul style="list-style-type: none"> - At this point, the Saugeen Ojibway Nation's Environment Office does not have the resources to engage in consultation on this project. - We have no further comments on this project. If at any point anything of archaeological interest is revealed on site, please contact the SON Environment Office immediately. 	<ul style="list-style-type: none"> - Thanked Emily for her comments and advised that a Stage 1 Archaeological Assessment was completed that recommended Stage 2 Assessments for most undisturbed areas.
Chris Hachey, HSM November 18, 2021 (via email)	<ul style="list-style-type: none"> - Thanked me for sending a copy of the SAR Assessment and Stage 1 Archaeological Assessment - Agree with recommendations in reports and would be interested in receiving additional archaeological assessments. 	<ul style="list-style-type: none"> - Comments noted and filed. - Information forwarded to Township staff.

4.5 Consultation Summary

The public consultation program developed for this project was directed toward Port Albert residents who live within the project study area limits and will be potentially impacted by recommendations from the study. Input was also sought from federal/provincial review agencies and Indigenous communities. Significant feedback was received from residents throughout the Master Plan. The feedback received was helpful in confirming problem areas identified through the questionnaire and directly impacted the financing approach ultimately endorsed by council, as well as the phasing plan developed for the Master Plan. The method of consultation was directly impacted by the Covid-19 pandemic, with the first Public Meeting being held in person, and all subsequent consultation being completed virtually.

Agency consultation included feedback from the Maitland Valley Conservation Authority, the Ministry of Environment, Conservation and Parks, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry of Northern Development, Mines, Natural Resources and Forestry, Township of Huron-Kinloss and from the Huron County Planning and Development, Economic Development and Health Services Departments.

Input was sought from 9 Aboriginal communities and organizations identified through a background check and with input from MECP. Feedback was received from the Historic Saugeen Métis (HSM) and the Saugeen Ojibway Nation. Copies of various reports were also forwarded to HSM for their information.

5.0 Evaluation of the Preliminary Preferred Alternatives

5.1 Framework of Analysis

Following selection of **Alternative 1 – Reconstruct Existing Road Infrastructure to an Urban Road Standard and Provide Improved Stormwater Drainage Facilities**, for existing stormwater drainage infrastructure, a preference for **Alternative 1 – Develop a comprehensive approach for all future development lands to address Road Infrastructure and Stormwater Drainage requirements** for future development areas, and **Alternative 3 - The Do Nothing Alternative for Sanitary and Water Servicing**, a study framework was developed to further evaluate the potential impacts of implementing these projects. The purpose of this review was to assess the environmental interactions resulting from the construction and operation of the various projects, and to determine if the identified interactions would generate potential environmental impacts. The assessment of the preferred alternatives incorporated these activities:

- Assessment of the construction and operational requirements of the proposed works.
- Results of consultation with the public, stakeholder groups and government agencies.
- Review of engineering methods associated with the different projects.
- Evaluation of the potential impacts of the projects on the environmental features, including residual effects following mitigation.

The following section of the report summarizes the findings of the evaluation process.

5.2 Additional Engineering Evaluations

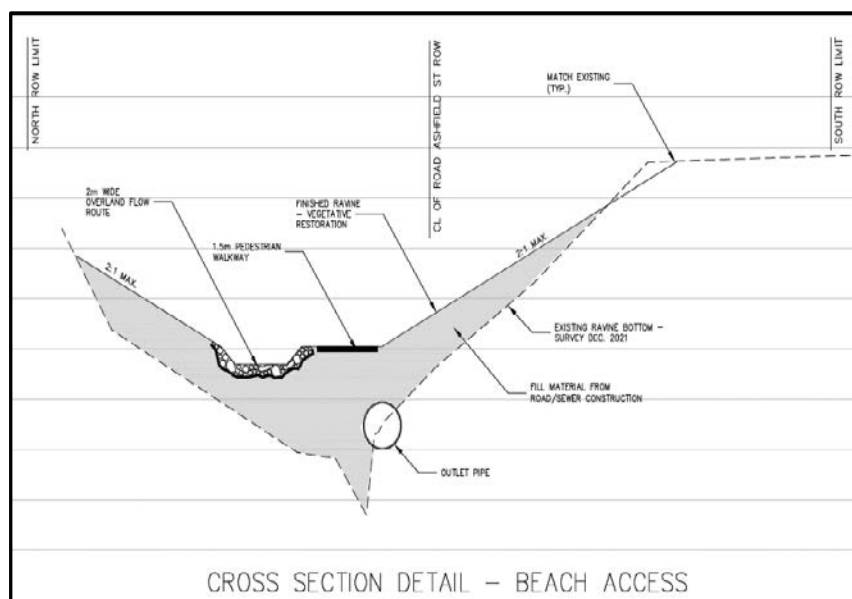
At the outset of the Class EA process, the Township indicated a preference for using Master Plan Approach #2, where sufficient work would be completed to satisfy all Schedule B activities identified in conjunction with Master Plan recommendations. Two projects identified for implementation required additional evaluation to confirm the appropriate schedule for implementation. The two projects are as follows:

- i) **Construction of a new stormwater drainage outlet at the west end of the Ashfield Street** - additional investigations were required to confirm that the work could be completed within the limits of the existing road allowance.
- ii) **Ashfield Street Reconstruction from Sydenham Street to Huron Street** – the road design needed to be reviewed to avoid the historic Elm tree located along the north limit of the road allowance. A preliminary design was completed to ensure that the Township standard urban road design could be completed within the limits of the road allowance.

5.2.1 New Stormwater Drainage Outlet

To confirm the construction limits of the proposed outlet, a survey of the existing road allowance was completed to confirm the current property limits in relation to existing site drainage features. A preliminary engineering design of the proposed outlet was then completed to ensure that the proposed works could be constructed within the identified road allowance boundaries. Figure 5.1 shows a cross-section through the proposed new outlet in relation to the road allowance limits.

Figure 5.1 - Proposed Storm Drain Outlet Detail



Results

Based on the survey and design, it was determined that the new outlet could be constructed within the limits of the existing road allowance. This confirmed that the work would be identified as a Schedule A+ activity, which means that it is pre-approved but requires some form of public notification, which has occurred through the Class EA Master Plan process.

5.2.2 Ashfield Street Reconstruction west of Sydenham

Township staff agreed to modify the road design in the vicinity of the historic Elm Tree located on the north side of the Ashfield Street road allowance. A site survey and preliminary engineering design was completed to ensure that the proposed works could be constructed within road allowance limits. Figure 5.2 illustrates a section of the proposed road construction adjacent to the Elm tree.

Figure 5.2 - Ashfield Street Construction at Elm Tree



Results

Based on the additional engineering and site survey, it was determined that the proposed road work could be completed within the limits of the existing road allowance, and minimize disturbances to the Elm Tree. This confirmed that the work would be identified as a Schedule A+ activity, which means that it is pre-approved but requires some form of public notification, which has occurred through the Class EA Master Plan process.

5.3 Identification of Potential Impacts

5.3.1 General

In reviewing the various assessment criteria identified in Section 3.4 of this report and additional comments provided during the public consultation program, a number of specific environmental elements were identified which could be adversely affected by the implementation of the preferred Master Plan alternatives. Potential impacts can be classified into two general categories; (1) construction related impacts, being impacts that are generally short term in nature and generally related to physical alterations, and (2) long term impacts, which are generally related to implementation of the preferred option and typically affect cultural and social aspects of the environment.

5.3.2 Road Reconstruction

(a) General Construction Sequence

Activities associated with road reconstruction generally includes the following tasks:

- Advise emergency services and school transportation services of potential road closures.
- Mobilize to the site.
- Provide traffic signs, barricades and roadside protection at the limits of the construction area, as required.
- Complete site layout, including service locates.
- Install erosion and sediment controls.
- Clear and grub trees to facilitate construction (if required).

- Remove existing road base and any service piping (reuse aggregate material, as practical).
- Install protective fencing around Elm Tree.
- Excavate for and place, structures and piping, including bedding (native or granular backfill).
- Construct outlet structures at municipal drains, provide quality control devices;
- Regrade boulevard areas where ditches were previously located;
- Grade and restore disturbed areas.
- Complete infiltration, exfiltration and deflection testing of storm sewers.
- Reconnect existing drain connections, complete all required inspections and testing.
- Place curb, gutter, granular base and asphalt surfacing.
- Carry out standard site restoration activities.
- Complete all required documentation and reporting on the works.
- Conduct any required remediation (i.e., surface sealing).

The tables below outline the potential impacts of specific components of the different construction plans on the identified environmental elements. Specific mitigation measures for the identified impacts are discussed in the following sections. Table 5.1 identifies impacts directly related to road reconstruction which are generally short-term in nature and of limited duration. Impacts of a greater magnitude and duration (traffic volume, cultural, social impacts) are also reviewed in the following section.

Table 5.1 - Construction Related Environmental Effects

	Environmental Components	Geology and Hydrology Resources	Aquatic Resources	Significant Environmental Features	Cultural Heritage Resources	Social Environment	Economic Environment	Technical Environment
	Key Project Works and Activities							
1	Construction Component							
	Contractor Mobilization to the site	○	○	○	○	●	○	○
	Establish Temporary Storage Areas	○	●	○	○	●	○	○
	Site Clearing	○	●	○	●	○	○	○
	Installation of Sediment Control Devices	○	●	○	○	○	○	○
	Traffic Control Plan Implementation	○	○	○	○	●	○	○
	Excavation	●	●	○	●	●	○	●
	Removal of Existing Road Base	○	●	○	●	○	○	○
	Dewatering	●	●	○	○	●	○	●
	Construction of new road and drainage	●	●	○	●	●	○	●
	Re-grading of boulevard areas	○	○	○	●	●	○	●
	Installation of Curb and Gutters	○	●	○	○	○	○	●
	Installation of Asphalt	○	○	○	○	○	○	●
	Site Restoration (seeding/topsoil)	○	○	○	○	○	○	○

● Potential for adverse effect ○ No adverse effect expected

5.3.2 Drainage Outlet Reconstruction

(a) General Construction Sequence

Activities associated with outlet construction/reconstruction generally includes the following general tasks:

- Advise emergency services and school transportation services of potential road closures.
- Mobilize to the site.
- Provide traffic signs, barricades and roadside protection at the limits of the construction area, as required.
- Complete site layout, including service locates.
- Employ erosion and sediment controls.
- Clear and grub trees to facilitate construction (if required).
- Excavate for, and place, outlet piping, including bedding (native or granular backfill).
- Install erosion protection at the end of pipe at Lake Huron.
- Regrade side slopes where erosion is evident and restore.
- Reconnect existing drain connections, complete all required inspections and testing.
- Carry out standard site restoration activities.
- Complete all required documentation and reporting on the works.

Table 5.2 identifies impacts directly related to the proposed outlet reconstruction. A majority of the construction-related impacts are generally short-term in nature and of limited duration. Impacts of a greater magnitude and duration (traffic volume, cultural, social impacts) are also reviewed in the following section.

Table 5.2 - Construction Related Environmental Effects

	Environmental Components	Geology and Hydrology Resources	Aquatic Resources	Significant Environmental Features	Cultural Heritage Resources	Social Environment	Economic Environment	Technical Environment
	Key Project Works and Activities							
1	Construction Component							
	Contractor Mobilization to the site	○	○	○	○	●	○	○
	Create Temporary Storage Areas	○	●	○	○	●	○	○
	Site Clearing/Vegetation Removal	○	●	○	●	○	○	○
	Installation of Sediment Control Devices	○	●	○	○	○	○	○
	Traffic Control Plan Implementation	○	○	○	○	●	○	○
	Excavation	●	●	○	●	●	○	●
	Installation of Outlet Piping	●	●	○	●	○	○	●
	Outlet construction at the lake	○	●	○	○	●	○	●
	Backfilling of the outlet pipe and eroded channel area at base of ravine	●	●	○	○	○	○	●

	Re-grading of slope areas	○	●	○	○	●	○	●
	Construction of overland flow route	●	●	○	○	●	○	●
	Installation of Beach Access	○	●	○	○	●	○	●
	Site Restoration (seeding/topsoil)	○	○	○	○	○	○	○

● Potential for adverse effect ○ No adverse effect expected

5.4 Impact Assessment and Mitigation

5.4.1 Environmental Impacts

Based upon the findings of the general impact assessment (Table 3.3), the environmental effects analysis (Table 3.4), and construction related impacts (Tables 5.1 & 5.2) the projects have the potential to impact upon a number of environmental components. They are as follows:

- Natural Environment
- Social Environment
- Cultural Environment
- Economic Environment

The potential impacts to each identified feature are described in detail within this section of the report. Measures designed to minimize the impacts are also presented. The determination of appropriate mitigation measures included an assessment of previous studies and investigations, site specific requirements and an evaluation of a broad range of alternatives. This assessment was based on consideration of three broad approaches to impact mitigation; avoidance, minimization of adverse effects and compensation.

5.4.2 Natural Environment

(a) Aquatic Habitat

The two main watercourses located within the project study area are both municipal drains. The Victoria Street Drain serves the north portion of the study area, while the Port Albert Drain serves the south. During completion of road reconstruction works within the study area, sediment and erosion control measures will be implemented to safeguard the receiving streams from sediment and other contaminants. Upgrades to the Victoria Street Drain and construction of the new outlet at the west end of Ashfield Street, may require in-water work. To minimize impacts, work will occur during approved in-water timing windows and sediment and erosion control measures will be implemented to minimize impacts to Lake Huron. If vegetation removal is required to address potential upgrades, it will be minimized as much as practical and will be restored after completion of the work.

(b) Terrestrial Habitat

A majority of the project areas are located within existing developed residential areas with manicured lawns located along the affected road allowances. During construction within these areas, disturbed portion of the road allowance will be restored following the

completion of the construction with grassed surfaces.

A locally significant wetland was identified at the west end of Market Street. No development is proposed within the wetland limits and development located in proximity to the wetland should be required to maintain hydraulic inputs to the wetland area by maintaining drainage currently discharging to the wetland.

There are a number of existing trees/shrubs along the existing Ashfield Street road allowance, west of Sydenham Street. A large Elm Tree will be preserved however the remaining trees, which were determined not be sensitive, will need to be removed to relocate the road within the limits of the road allowance (the west end of the road is partly located on private property and will be abandoned once construction is complete). To minimize impacts to wildlife, tree removal will be undertaken outside of the breeding bird season (prior to April 1 and after August 30th) of any given year.

To further minimize impacts to wildlife, we suggest that wildlife corridors be incorporated into development plans, extending south to north adjacent to development areas. This will provide a safe route of travel for wildlife traversing the area.

(c) Species at Risk

A species at risk (SAR) assessment was completed as part of the Master Plan investigations. It was determined that portions of the study area provided habitat for three bird species; bobolink, eastern meadowlark, and eastern wood-pewee. Forested areas identified as potential habitat for the Eastern wood-pewee are not anticipated to be impacted by the project. However, meadowlands and hay fields, which provide habitat for Bobolink and Eastern Meadowlark, may be impacted by proposed developments. Consultation will be undertaken with the Ministry of Environment, Conservation and Parks (MECP) to determine how to appropriately address these impacts.

5.4.3 Cultural Environment

A Stage 1 Archaeological Assessment was completed as part of the Master Plan Study process. The assessment included a review of historical maps and documents, as well as settlement records for the area. The report identified lands within the project study area limits where there was a high potential for buried cultural resources to be present. Lands identified through the study will require additional archaeological investigations to take place prior to the start of development. The report was forwarded to the Ministry of Heritage, Sport, Tourism and Culture Industries for their review and was also provided to the Huron County Planning Department and Township staff to ensure that proposed developments in the study area limits conform to the recommendation.

5.4.4 Social Environment - Community Level Impacts

a) Disruption During Construction

Road reconstruction work will mainly be restricted to the limits of existing road allowances. Construction activities associated with the project may therefore inconvenience local residents by restricting vehicular traffic movement and disturbing private property adjacent to boulevard areas. Traffic-related impacts resulting from construction are expected to be similar to those experienced during normal road construction activities. The mitigation measures discussed in Table 5.3 of this report will therefore be implemented to minimize restrictions to vehicular movement, as well as other construction-related impacts (e.g. excessive dust and noise). Generally, at least one lane of travel will remain open at all times during construction. Although there may be temporary periods when access is unavailable for portions of the work area.

b) Impacts to Private Property

Some residual impacts to private property may result from construction-related activities such as vegetation removal and disturbance to driveways and lawns. Disturbed areas will be restored following construction with material of a similar nature to pre-construction conditions. Input from residents collected during the Master Plan process indicated concerns related to new development. Lot grading and drainage plans for future development lands will therefore need to ensure that drainage runoff is collected at the property limits and directed to proposed stormwater management facilities planned in conjunction with the new developments, and not permitted to flow unrestricted onto adjacent developed residential properties. In addition, all work will be limited to the legal property limits of the proposed development lands.

c) Beach Access

Several residents expressed concerns related to proposed upgrades to the existing beach access at the west end of Ashfield Street, which will be completed in conjunction with the new outlet construction. The existing access, which is shown at right, was installed by local residents. Feedback collected during the Master Plan indicated a concern that the improved access would result in increased use of the area and a potential increase in garbage, vandalism, parking issues, and a need for washrooms. The Township has indicated that they will monitor the access once completed, and will respond to issues if they develop



5.4.5 Economic Environment

Implementation of all recommendations associated with the Port Albert Servicing Master Plan would represent a significant capital cost to the Township of ACW and to local residents who are responsible for portions of the costs. Below are additional details related to the proposed financing approach being recommended by the Township, along with specific concerns expressed by residents.

(a) Proposed Financing Approaches

The proposed Master Plan projects can be categorized as either drainage projects or road projects. A different financing approach is proposed for each type of project. In addition, road projects will be financed in a different manner, depending on the current status of the affected road section, with currently assumed Municipal roads financed differently than unassumed or unopened municipal road allowances.

i) Drainage Projects

Drainage projects, such as the proposed outlet at the west end of Ashfield Street, upgrades to the Victoria Street Drain, and proposed stormwater management measures, will be funded through a 50% contribution from the Township and a 50% contribution from residents located within the drainage catchment associated with the outlet. The resident's share will be determined based upon the size of the parcel located within the drainage catchment.

ii) Road Projects – Existing Municipally-Owned Roads

For road projects on roads that are currently owned and maintained by the Township of ACW, such as Wellington Street, Sydenham Street south of Ashfield, and Ashfield Street east of Sydenham, 100% of road reconstruction costs and 50% of the storm drainage costs will be paid by the Township. The remaining 50% of storm drainage costs will be paid by residents. The resident's share will be determined based on the size of the parcel located within the drainage catchment, plus a \$4000 base charge per property, which is subtracted from the resident's share of the costs. Portions of Sydenham Street, as determined in By-Law 46-2021 are exempt from this approach.

iii) Road Projects – Unassumed Municipal Road Allowances

For road projects on roads that are currently not assumed or maintained by the Township of ACW, (the unassumed portion of Ashfield Street from Sydenham Street South to Huron Street and Huron Street north of Ashfield Street), 50% of road reconstruction costs and 50% of the storm drainage costs will be paid by the Township. The remaining 50% of road construction and 50% of storm drainage costs will be paid by residents. The resident's share will be determined based on the size of the parcel located within the drainage catchment, plus a \$4000 base charge per property, which is subtracted from the resident's share of the costs.

iv) Road Projects – Unopened Municipal Road Allowances

For road projects on roads that are currently unopened, such as the unopened road allowances along Colborne and Arthur Streets and portions of Sydenham Street, 100% of the road and drainage costs will be paid by residents. This includes the portion of Sydenham Street subject to By-Law 46-2021.

b) Resident's Concerns

A number of affected property owners have stated objections to the proposed financing approach associated with some components of the Master Plan. Some particular concerns have been presented in this regard:

1. Service Areas have been established in an arbitrary manner, resulting in project costs being applied to lands which receive no drainage benefit.
2. Substantial costs are applied to lands receiving minimal perceived benefit, particularly larger parcels that are currently farmed with no immediate plans for future development. Moreover, given the minimal rate of development in Port Albert it would be unlikely that these costs could be recovered through land uptake.
3. Larger parcels within future development lands are owned by multiple members from the same family, resulting in significant costs to the family.

The aforementioned concerns were thoroughly evaluated during the course of the Class EA process and were discussed with Township Council on several occasions. As an outcome of this review process, the following was concluded:

- Service area boundaries established for the various projects were delineated following a review of existing drainage reports and topographic mapping, and with consideration for future development requirements. Refinements were made to these boundaries to exclude undevelopable lands which would not contribute drainage to the proposed storm sewer system (e.g., wetland areas). The service area boundaries are considered accurate for the purposes of apportioning project costs to benefiting properties.
- Completion of the proposed works will provide all properties within the project limits with improved surface drainage and access to roads constructed to a municipal urban standard. The methodology presented in this report is considered to be an appropriate and balanced approach, given the nature of the proposed works and the relative benefit provided to existing developed, and future development lands.
- Future development lands would be provided with access to an adequate stormwater drainage system. As discussed, completion of this work would remove a key constraint to the development of lands planned for low-density residential development. This represents an ancillary project benefit, as the affected property owners would be afforded real estate opportunities which are not currently available

(i.e., proceed with subdivision of land, market vacant parcels as future development lands).

- A number of measures were developed over the course of the Class EA process to mitigate the economic impacts to affected property owners:
 - Over the course of the study, the Township revised the various financing approaches, changing the base charge for road projects from \$5,000 per parcel, to \$4000, which will benefit smaller parcels.
 - The base charge was also removed from drainage projects entirely, so that landowner charges are based entirely on the size of the parcel draining to the identified outlet.
 - The stormwater pond facility concept was abandoned and oil and grit separators were identified as the preferred method to provide quality control to drainage waters discharging to the Lake. This minimized impacts to adjacent properties where the pond facility was proposed, and also reduced anticipated costs, as oil and grit separators are less expensive to install and maintain.
 - The stormwater project was separated from the outlet project at Ashfield Street, which benefited property owners located immediately adjacent to the outlet, where their drainage will not contribute directly to the stormwater facilities.
 - Proposed charges for the Victoria Drain upgrades were revised so that benefitting landowners pay 50% of project costs and the Township pays 50% of costs.
 - For Huron Street reconstruction, it was determined that the south portion of Huron Street (south of Ashfield Street), is privately owned. Given this information, the project extents were revised to exclude this portion of the project.
 - Affected property owners, if requested, would have an opportunity to have the municipality negotiate a loan with a financial institution on behalf of the affected property owners, for the applicable capital costs plus interest over a specified number of years term which will be determined at that time. Instalments would be payable to the Township similar to municipal taxes. It is understood that the loan once negotiated will be locked in for the entire term indicated and will not allow for early payout. This amortization program would reduce the immediate economic impact of project implementation.
 - Township staff have developed a policy which will determine when unopened road allowances could be constructed to a municipal urban standard. The policy is as follows:

“Unopened and unassumed road allowances within the study area of the Port Albert Master Servicing Plan can be opened and brought up to the municipal standard by a request by a developer to Council. This request must be in writing, and the developer should include the following for consideration:

1. *Consultation with adjacent landowners who have frontage on the proposed project;*
2. *Demonstrate that the project is in the public interest to be completed; and*
3. *A declaration of understanding that a request endorsed and approved by Council will trigger the project to proceed, and any expenses related to the project will be invoiced to all those who have frontage on the relevant project.*

Priority Infrastructure Projects in the Port Albert Master Servicing Plan are determined by the Council of the Township of Ashfield-Colborne-Wawanosh. Notwithstanding the above, any project may be initiated at the discretion of Council.”

(c) Applicable Charges

Appendix G presents the estimated per property costs for the various projects recommended in conjunction with the Master Plan. The Ashfield outlet table illustrates parcels located within the south portion of the study area, generally located within the Ashfield outlet catchment area. The Victoria Drain table illustrates properties located within the north portion of the study area, within the Victoria Street Drain catchment area.

5.5 Construction Mitigation

Construction-related activities associated with project implementation have the potential to impact upon existing environmental features, the general public and construction workers. The Contractor will therefore be responsible for carrying out these activities in accordance with industry safety standards and all applicable legislation. Mitigation measures will also be incorporated into the construction specifications to ensure that operations are conducted in a manner that limits detrimental effects to the environment.

Table 5.3 outlines a series of mitigation measures that are typically incorporated into construction specifications. For this project, contract specifications may need to be modified depending upon the nature of the construction activity and any additional requirements of the regulatory agencies.

Table 5.3 - Typical Mitigation for Construction-Related Activities

Construction Activity	Typical Mitigation Measure
Refuelling and Maintenance	<ul style="list-style-type: none"> - Identify locations for designated refuelling and maintenance areas. - Restrict refuelling or maintaining equipment near watercourses. Non-spill equipment is required within 30 m of any watercourse. Fuelled equipment shall be stored overnight not less than 30 m from the edge of water. - Avoid cleaning equipment in watercourses and in locations where debris can gain access to sewers or watercourses. - Prepare to intercept, clean up, and dispose of any spillage that may occur (whether on land or water).

Construction Activity	Typical Mitigation Measure
Traffic Control	<ul style="list-style-type: none"> - The Contractor shall prepare and submit a traffic plan to the Project Engineer for review and acceptance. - Traffic flow should be maintained at all times during construction for private access. The Contractor will provide adequate signage and barricades.
Disposal	<ul style="list-style-type: none"> - Dispose of all construction debris in approved locations. - Do not empty fuel or lubricants into sewers or watercourses.
Pesticides	<ul style="list-style-type: none"> - Co-ordinate the use of pesticides and herbicides with affected landowners and the local pesticide control officer.
Sensitive Areas	<ul style="list-style-type: none"> - Avoid encroachment on unique natural areas; do not disturb habitats of rare or endangered species.
Silt Control	<ul style="list-style-type: none"> - Silt fences shall be installed and maintained down slope from any stockpile locations or disturbed areas.
Dust Control	<ul style="list-style-type: none"> - Cover or wet down dry materials and rubbish to prevent blowing dust and debris. - Avoid the use of chemical dust control products adjacent to wetlands and watercourses.
Site Clearing	<ul style="list-style-type: none"> - Protective measures shall be taken to safeguard trees from construction operations. - Equipment or vehicles shall not be parked, repaired or refuelled near the dripline of any tree not designated for removal. Construction and earth materials shall also not be stockpiled within the defined dripline areas. - Restrict tree removal to areas designated by the Contract Administrator. - Minimize stripping of topsoil and vegetation.
Sedimentation/ Erosion Control	<ul style="list-style-type: none"> - Erect sediment fencing to control excess sediment loss during construction period. - Minimize removal of vegetation from sloped approaches to watercourses. - Protect watercourses, wetlands, catch basins and pipe ends from sediment intrusion. - Complete restoration works following construction. - Install straw bale check dams in ditch lines following rough grading of ditches.
Noise Control	<ul style="list-style-type: none"> - Site procedures should be established to minimize noise levels in accordance with local by-laws. - Provide and use devices that will minimize noise levels in the construction area. - Night time or Sunday work shall not be permitted, except in emergency situations.

(a) Operations Phase

Upon completion of the planned works the Township would maintain the road and drainage infrastructure in accordance with normal municipal practices. In this regard, the roadway and drainage infrastructure would be subject to routine maintenance activities. Standard response procedures would also be employed to resolve problems with the constructed works, as well as emergencies.

6.0 CONCLUSIONS AND PROJECT IMPLEMENTATION

6.1 Selection of a Preferred Alternative

Given the foregoing, the following alternatives have been selected by the Township of Ashfield-Colborne-Wawanosh, in conjunction with the proposed Servicing Master Plan.

- i) Alternative 1 – Reconstruct Existing Road Infrastructure to an Urban Road Standard and Provide Improved Stormwater Drainage Facilities**, was selected for existing road infrastructure.
- ii) Alternative 1 – Develop a comprehensive approach for all future development lands to address Road Infrastructure and Stormwater Drainage requirements**, was selected for future development areas.
- iii) Alternative 3 – Do Nothing**, was selected for sewage and water servicing of existing and developed areas within the community.

These recommendations were presented to, and supported by, ACW Council and staff.

6.2 Approvals

Implementation of Master Plan projects will be subject to the receipt of all necessary approvals. Following a review of existing legislation, it was determined that several formal approvals will be required to permit construction of the proposed works.

6.2.1 Conservation Authorities Act

Implementation of some components of the preferred alternatives may involve construction on lands regulated by the MVCA. In accordance with the Conservation Authorities Act, applications will be submitted to the MVCA for approval prior to construction. The application will define measures to protect sensitive lands during construction in order to minimize the negative impacts of the project. Site restoration and post-construction enhancements to disturbed areas will also be presented.

6.2.2 Ontario Water Resources Act

Construction of stormwater management facilities, which are a component of the Master Plan implementation associated with road reconstruction and stormwater drainage upgrades, will be subject to the Ontario Water Resources Act. Consequently, the project cannot proceed until the Township has received the necessary Environmental Compliance Approvals from the MECP.

6.2.3 Species at Risk

Approvals may be required from the MECP – Species at Risk Branch in regards to impacts to Eastern Meadowlark and Bobolink, which were identified within some vacant lands within the study area limits.

6.2.4 Ministry of Heritage, Sport, Tourism and Culture Industries

Based upon recommendations contained within the Stage 1 Archaeological Assessment completed in conjunction with the Master Plan, Stage 2 Archaeological Assessments must be completed prior to construction on lands identified as having potential for the presence of buried archaeological resources in the Stage 1 Report.

6.3 Implementation Phasing

Projects identified for implementation through the Master Plan have been categorized into a proposed phasing plan, based on infrastructure priorities identified by ACW staff or through engineering reviews. Table 6.1 outlines the proposed phasing plan, the associated Class EA Schedule, and whether the project was determined to be an infrastructure priority for the Township. Figure 6.1 illustrates the proposed phasing.

Table 6.1 - Proposed Phasing Plan: Preferred Master Plan Alternatives

Master Plan Project Component – Suggested Priorities	Priority Infrastructure Project	Class EA Schedule
Phase 1		
Wellington Str. Reconstruction: Russell to Ashfield St.	✓	A+
Ashfield Str. Reconstruction: Wellington to London Road	✓	A+
Market Street Reconstruction: Wellington to Sydenham	✓	A+
Sydenham Reconstruction: Market to 100m north	✓	A+
Ashfield St. Reconstruction: Wellington to Huron St.	✓	A+
Storm Drainage Outlet at west end of Ashfield Street	✓	A+
Victoria Street Drain upgrades: Wellington to 500m west	✓	A+
Install Oil and Grit Separators at west end of Ashfield	✓	A+
Phase 2		
Wellington Street Reconstruction: Ashfield to South St.	✓	A+
Sydenham Street Reconstruction: Ashfield to Market St.		A+
Sydenham St. Construction: 100m North of Market to Victoria Street Drain		A+
Phase 3		
Huron Street Reconstruction: Ashfield to Victoria Street		A+
Sydenham St. Reconstruction: Ashfield to Port Albert Drain		A+
Unopened Road Allowances		
Construction of Unopened Road Allowances		A

Legend

- Phase 1A
- Phase 1B
- Phase 1C
- Phase 2*
- Phase 3
- Unopened Road Allowances
- Priority Infrastructure Projects
- Existing Parcels
- Old Parcel Boundary
- SWM Oil Grit Separator (OGS) Unit

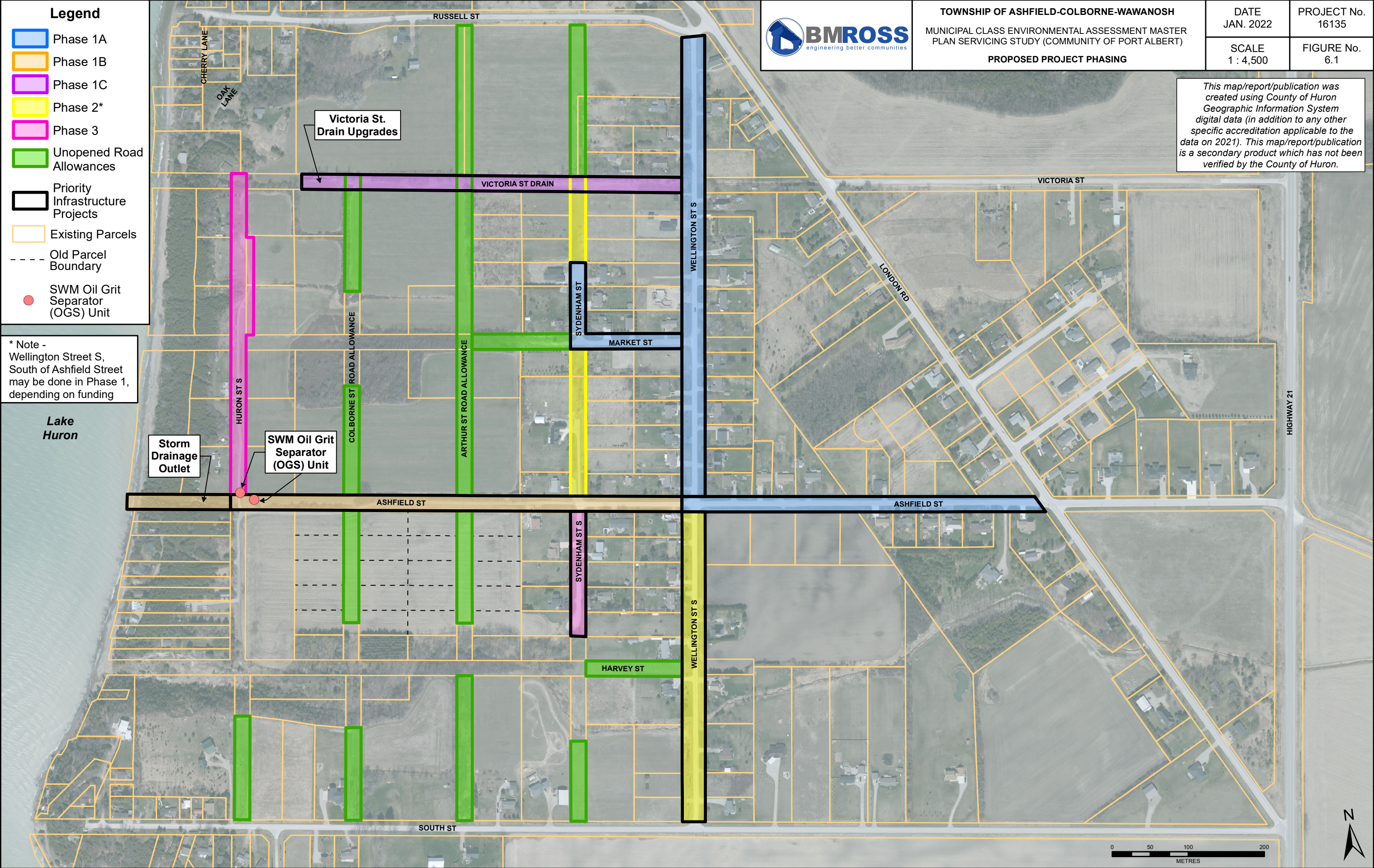
* Note - Wellington Street S, South of Ashfield Street may be done in Phase 1, depending on funding



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT MASTER
 PLAN SERVICING STUDY (COMMUNITY OF PORT ALBERT)
PROPOSED PROJECT PHASING

DATE JAN. 2022	PROJECT No. 16135
SCALE 1 : 4,500	FIGURE No. 6.1

This map/report/publication was created using County of Huron Geographic Information System digital data (in addition to any other specific accreditation applicable to the data on 2021). This map/report/publication is a secondary product which has not been verified by the County of Huron.



6.4 Anticipated Costs

It is anticipated that the Master Plan will be implemented over a 20-25 year time frame. As noted, the suggested priority infrastructure projects for road and storm drainage work are summarized on Figure 6.1. Table 6.2 illustrates anticipated costs for each component of the proposed plan. The first eight projects (suggested priority phases) listed can be considered as part of the suggested phasing while the remaining projects could be completed as time, finances, and/or other drivers dictated.

Table 6.2 - Anticipated Project Costs: Preferred Master Plan Alternatives

Master Plan Project Component – Suggested Priorities	Anticipated Costs*
Phase 1	
Wellington Street Reconstruction: Russell to Ashfield Street	\$1,855,500
Ashfield Street Reconstruction: Wellington to London Road	\$1,332,300
Market Street Reconstruction: Wellington to Sydenham	\$607,200
Sydenham Reconstruction: Market to 100m north	\$271,700
Ashfield Street Reconstruction: Wellington to Huron Street	\$1,741,200
Storm Drainage Outlet construction at west end of Ashfield Street	\$797,400
Victoria Street Drain upgrades: Wellington to 500m west	\$300,000
Installation of Oil and Grit Separators at west end of Ashfield	\$175,000
Sub-Total for Phase 1	\$7,080,300
Phase 2	
Wellington Street Reconstruction: Ashfield to South Street	\$1,195,600
Sydenham Street Reconstruction: Ashfield to 100m North of Ashfield	\$269,800
Sydenham Street Construction: 100m North of Market to Victoria Drain	\$319,120
Sub-Total for Phase 2	\$1,784,520
Phase 3	
Huron Street Reconstruction: Ashfield to Victoria Street	\$1,045,200
Sydenham Street Reconstruction: Ashfield to 200m south of Ashfield	\$549,500
Sub-Total for Phase 3	\$1,594,700
Construction of Unopened Road Allowances	

***Estimated costs do not include HST**

The above costs were developed based upon recent tender prices for similar types of construction and include a contingency allowance and an engineering allowance of (12%). A summary of project costs for each benefitting property, is included within Appendix G. Separate summaries are provided for properties located within the Victoria Drain sub-watershed and the Ashfield Outlet sub-watershed.

6.5 Implementation Timing

It is anticipated that the onset of construction for Master Plan projects will begin in 2023, subject to the receipt of required approvals and municipal financing. The proposed phasing plan detailed in Table 6.1 is preliminary and may be revised as municipal

priorities and funding availability is finalized. Affected property owners will be notified within the affected project areas prior to the start of construction. Development of unopened road allowances can occur at any time, providing that the required servicing infrastructure is available, a subdivision agreement is in place, and subject to the municipal policy for the development of unopened road allowances.

6.6 Environmental Commitments

A series of remediation measures have been identified which should be implemented in order to minimize the environmental impacts associated with construction of the proposed works. The following represent the key measures of the proposed mitigation plan:

- Plans for erosion and sedimentation control will be formulated and implemented in accordance with the requirements of applicable regulatory agencies;
- Construction activities will be conducted in accordance with contract documentation and the impact mitigation requirements of various regulatory agencies. The work will be monitored through on-site supervision;
- Additional input will be sought from the Maitland Valley Conservation Authority on the design of the Ashfield Street outlet to ensure that impacts to the receiving watercourse are minimized;
- That lot grading and drainage plans prepared for future development lands will direct all drainage runoff away from existing residential properties located adjacent to the sites.
- That input will be sought from MECP in regards to potential impacts to Species at Risk habitat for birds located within the study area limits.
- That where possible, wildlife corridors will be established along north to south corridors within the study area limits to allow wildlife to move freely within the study area.
- That design of the Ashfield Street road section between Sydenham and Huron Street, be modified to retain the large Elm Tree located along the north edge of the road allowance.
- Any areas which are disturbed as a result of construction will be restored following completion of the project;
- Any necessary approvals will be obtained from regulatory review agencies prior to implementation of the proposed works.
- That Stage 2 Archaeological Assessments be completed for undisturbed areas identified within the Stage 1 Archaeological Report.

6.7 Class EA Requirements

6.7.1 Master Plan Approval

The Port Albert Servicing Master Plan was developed following an approved Master Planning process, as set out by the Class EA document. The Master Planning process incorporated the completion of Phases 1 and 2 of the Class EA process. The Master Plan will be approved for implementation subject to successful completion of the Class EA Master Plan Process.

6.7.2 Additional Class EA Investigations

As an outcome of this assessment, a series of projects have been identified to implement the Master Plan. These projects are classified as Schedule 'A' or A+ activities under the terms of the Class EA document. No Schedule B activities were identified in conjunction with the Master Plan. All Schedule 'A' or 'A+' activities have been assessed in conjunction with the current Master Plan process and do not require additional Class EA review prior to implementation. Table 6.1 summarizes the proposed activities and the Class EA Schedule associated with implementation of specific phases of the Master Plan.

6.7.3 Requirements for Master Plan Completion

The following activities are required in order to complete the formal Class EA Master Plan process:

- Issue a Notice of Study Completion for the Master Plan.
- Make Master Plan Report available for public review in conjunction with publication of the Notice of Study Completion.
- Obtain feedback from public, stakeholders and agencies.
- Make the revised Master Plan report available for public/agency review.
- Address outstanding issues resulting from the Notice of Completion.
- Advise the Township and the Ministry of the Environment, Conservation and Parks (MECP) when the Master Plan process is complete.

6.8 Final Public Consultation

A Notice of Master Plan Completion was recently circulated to local residents, Indigenous Communities and government review agencies. The notice identified the preferred Master Plan alternatives and indicated the approval process needed to move forward with implementation. The following summarizes the distribution of the notice.

Contents:	Identification of preferred solutions, key project components
Issued:	April 27, 2022
Placed In:	Goderich Signal Star and Lucknow Sentinel newspapers (April 27 & May 4, 2022), and mailed to all property owners in the defined service area
Distributed To:	9 review agencies
Concludes:	May 27, 2022

6.9 Master Plan Recommendations

The following represent the key study recommendations developed following the evaluation of alternatives phase of the Master Planning process:

1. That Alternative 1 be adopted as the preferred long-term strategy to address deterioration of existing road infrastructure in the study area limits.
2. That alternative 1 be adopted as the preferred strategy to upgrade road and drainage infrastructure within future development lands in the project study area.
3. That Alternative 3 be adopted as the preferred strategy for water and sanitary sewage servicing within the project study area.
4. The Master Plan process was completed with sufficient detail to review Schedule 'A', 'A+' and 'B' activities under the terms of the Class EA document (refer to Table 6.1). Therefore these projects have been approved through the Master Plan process.
5. Implementation of the Master Plan should be conducted with reference to the project phasing strategy detailed in Section 6.0 of this report.
6. Impact mitigation measures discussed in Section 5.0 of this report should be incorporated into the detailed construction plans for each proposed activity, as appropriate.
7. Recommended components of the Preferred Master Plan Alternatives should be considered for incorporation into the next Official Plan update for the Township of ACW.
8. The Master Plan should be reviewed on a regular basis to evaluate the accuracy of key assumptions (e.g., condition of existing infrastructure/availability of funding) and to confirm the suitability of the implementation sequence. The Master Plan should be modified, as required, to address changes to the environmental setting and local drainage conditions.

7.0 SUMMARY

This report documents the Master Plan process which was conducted within the defined study area in the community of Port Albert to resolve deficiencies identified with existing road and stormwater drainage infrastructure serving the community and to identify stormwater servicing policies to be utilized for development of future development lands located adjacent to existing developed portions of the community.

The Master Plan process included a background review of the study area in order to characterize and identify potential impacts associated with the natural, cultural, social, economic and technical environments. A number of site specific studies were also completed to assist with this task, including a Stage 1 Archaeological Assessment, a Hydrogeological Assessment, a Natural Heritage and Species at Risk Assessment. In order to involve the general public and affected property owners in the process, a questionnaire was mailed to all property owners in the community seeking their input, and two public meetings were held to seek input on the proposed recommendations.

Agencies and indigenous communities were also engaged through a direct mail-out and several project updates.

The outcome of the Master Plan process, which identified a series of preferred implementation alternative solutions, being to reconstruct existing roads to an urban standard, upgrade infrastructure within future development lands in a comprehensive manner, and to maintain the status quo in regards to water and sanitary servicing for existing and future development lands, was reached following an analysis of a range of potential Master Plan alternatives.

The Port Albert Servicing Master Plan, developed through the Class EA Master Planning process, will require the construction of major infrastructure works (e.g., new road and storm drainage infrastructure, stormwater quality facilities, new outlet to Lake Huron at Ashfield Street and upgrades to the Victoria Street Drain), and are anticipated to be implemented over a twenty to twenty five year time frame. However, the ultimate timing of implementation will be dependent on financing limitations of the Township and development demand within the service area. The Master Plan sets out a series of recommendations for project implementation, including a proposed phasing plan for implementation of priority infrastructure projects. All projects identified in conjunction with the Master Plan have been reviewed in conjunction with the Class EA process and are therefore pre-approved.

All of which is respectfully submitted.

B. M. ROSS AND ASSOCIATES LIMITED



Per Kelly Vader
Kelly Vader, MCIP, RPP
Environmental Planner



Per Dale Erb
Dale Erb, P. Eng.
Senior Engineer

References

B.M. Ross and Associates Ltd. Township of Ashfield-Colborne-Wawanosh Road and Bridge Management Study. 2009.

B.M. Ross and Associates Ltd. Township of Ashfield-Colborne-Wawanosh Road; Stormwater Drainage Improvements, London Road Corridor (Port Albert Urban Area). Business Case. April 30, 2009.

Chapman, L.J. and Putnam, D.F. The Physiography of Southern Ontario. Third Edition. 1984.

Environment Canada. *Species at Risk Act* Public Registry.
[Http://www.speciesatrisk.gc.ca/default_e.cfm](http://www.speciesatrisk.gc.ca/default_e.cfm). June 15, 2010.

Hoffman, D.W. and Richards, N.R. and Morwick, F. F., Soil Survey of Huron County: Report No. 13 of the Ontario Soil Survey. February, 1952.

Municipal Engineers Association. Municipal Class Environmental Assessment. October 2000 (as amended in 2007).

Municipal Engineers Association, Ministry of Transportation. Ontario Provincial Standard Specifications. April 2004.

Ministry of Natural Resources (Ontario). Natural Heritage Information Centre.
[Http://www.mnr.gov.on.ca/MNR/nhic/areas/areaslist](http://www.mnr.gov.on.ca/MNR/nhic/areas/areaslist). June 15, 2010.

Statistics Canada. Census of Population and Dwelling Counts. 2006 reporting period.

Township of Ashfield-Colborne-Wawanosh. *Official Plan*. October 2003 (Consolidated: May 6, 2009).

Township of Ashfield-Colborne-Wawanosh. *Zoning By-law No. 32-2008*. June 3, 2008 (as amended).

List of Common Acronyms

ACW	Ashfield-Colborne-Wawanosh
ANSI	Area of Natural and Scientific Interest
BMROSS	B.M. Ross & Associates Ltd.
Class EA	Municipal Class Environmental Assessment
CA	Conservation Authority
CB	Catch Basin
DFO	Department of Fisheries and Oceans Canada
EA	Environmental Assessment
Hydro-G	Hydrogeological Assessment
L/min	Litres per minute
MP	Master Plan
MD	Municipal Drain
OP	Official Plan
MEA	Municipal Engineers Association
MECP	Ministry of the Environment, Conservation and Parks
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MVCA	Maitland Valley Conservation Authority
NHIC	Natural Heritage Information Centre
NDMNRF	Ministry of Northern Development, Mines, Natural Resources & Forestry
PPS	Provincial Policy Statement
R/A	Road Allowance
ROW	Right of Way
SWM	Stormwater Management
SWMF	Stormwater Management Facility
SAR	Species at Risk

APPENDIX A

NATURAL FEATURES ASSESSMENT SPECIES AT RISK SCREENING

Port Albert Servicing Study

Natural Feature Assessment Memorandum Report

Prepared by Dylan White Consulting
for B.M. Ross & Associates Ltd.
February 25, 2019



Prepared for: B.M. ROSS AND ASSOCIATES LIMITED

Prepared by: DYLAN WHITE CONSULTING

Primary author: Dylan White

TABLE OF CONTENTS

REPORT

Executive Summary.....	3
Introduction.....	3
Methods.....	3
Results.....	4
Discussions.....	5
References.....	7

TABLES

Table 1: ELC polygons.....	4
Table 2: Buffers and long-term management recommendations.....	6

APPENDICES

Appendix A: Plant Species List.....	8
Appendix B: Photos.....	10

FIGURES

Figure 1: Location of Features.....	11
Figure 2.1: Ecological Land Classification – Feature 1.....	12
Figure 2.2: Ecological Land Classification – Feature 2.....	13
Figure 3: Recommended Development Buffers – Feature 1.....	14
Figure 3.2: Recommended Development Buffers – Feature 2.....	15

Two previously unevaluated natural features were examined in the field.

Feature 1: Consists of lowland deciduous forest as well as anthropogenic and hedgerow polygons. No wetland is present in this feature: 5 m development buffer is recommended around the forest (Polygon 1.1; Figure 2.1 and 3.1)

Feature 2: Deciduous swamp (Polygon 2.1) and thicket swamp (Polygon 2.2) occur throughout this feature. 30 m development buffer is recommended around these wetland features (Figure 2.2 and 3.2).

Detailed vegetation information and mapping are found in the figures and appendices at the end of this document. Polygon summaries and recommendations are provided in Table 1 and Table 2 in the results and discussions sections respectively.

INTRODUCTION

In a letter from Maitland Conservation on July 6, 2018, two (2) unevaluated natural features within the Port Albert Servicing Area were flagged for additional study. These sites were considered 'potential wetlands' and Maitland Conservation requested that their statuses be evaluated as part of the class EA process.

In August 2018, Dylan White Consulting was retained by B.M. Ross & Associates Ltd. to conduct these evaluations.

These natural features will be referred to hereafter as *Feature 1* (adjacent to, and west of, London Rd, Port Albert) and *Feature 2* (adjacent to, and west of, Market St, Port Albert)(Figures 1, 2.1 and 2.2).

METHODS

Feature 1 and Feature 2 were examined on August 30, 2018. The assessment was conducted using ecological land classification (ELC)(Lee et al., 1998; 2008) and Ontario wetland evaluation system (OMNRF, 2013) methodologies. Vegetation and soil characteristics were recorded in the field to develop:

- wetland boundaries (refined from orthographic imagery);
- ecological land classification polygons;
- botanical species diversity, and;
- soil types.

RESULTS

Five (5) polygons, representing five (5) separate ecological land class types were identified within the two natural features (Figures 2.1 & 2.2). In total, 74 plant species were detected across the two features (5 polygons): 44 native species (59%), 26 introduced species (35%) and 4 specimens (5%) identified to genus level only (due to immature/incomplete characteristics, and/or seasonal requirements for identification). None of the plant species detected were species at risk, provincially rare species or species of other conservation concern (Appendix A).

Full plant species lists and feature mapping can be found in Appendix A and Figures 2.1 and 2.2 at the end of this document.

Table 1: ELC polygons

Feature	Polygon	Wetland	ELC Code	ELC Type	Area (ha)	No. Species Observed		Native Species		Introduced Species		Genus Only	
1	1.1	No	FOD7-2	Fresh-Moist Ash Lowland Deciduous Forest	0.98	53	30	35 (66%)	22 (73%)	15 (28%)	7 (23%)	3 (6%)	1 (4%)
	1.2	No	ANTH	Anthropogenic	0.68		17		11 (64%)		5 (29%)		1 (7%)
	1.3	No	HR	Hedgerow	0.23		33		24 (72%)		7 (21%)		2 (7%)
2	2.1	Yes	SWD 2-2	Green Ash Mineral Deciduous Swamp	1.43	43	40	23 (53%)	21 (52%)	17 (39%)	16 (40%)	3 (8%)	3 (8%)
	2.2	Yes	SWT2-5	Red-osier Dogwood Mineral Deciduous Thicket Swamp	0.58		21		12 (57%)		8 (38%)		1 (5%)

Feature 1

This feature occurs on a residential property. The house (Polygon 1.2), with its surrounding lawn and gardens is situated directly adjacent to London Rd. Moving west from the house there is a large mowed strip of forbs and grasses (Polygon 1.2), which is bordered to its north by a hedgerow (Polygon 1.3). Numerous planted trees are dotted around the house and lawn in Polygon 1.2. (Figure 2.1).

The main body of Feature 1 is comprised of a deciduous Green Ash (*Fraxinus pennsylvanica*) lowland forest (Polygon 1.1), which, in addition to its declining ash canopy (Emerald Ash Borer [*Agrilus planipennis*] damage was noted in the field), contained an assortment of deciduous and coniferous species: Silver Maple (*Acer saccharinum*), Black Walnut (*Juglans nigra*), Norway Maple (*Acer platanoides*), American Elm (*Ulmus americana*) as well as Eastern White Cedar (*Thuja occidentalis*) and pines (*Pinus* spp). The understory contained abundant Buckthorn (*Rhamnus cathartica*) as well as Choke Cherry (*Prunus virginiana*) and American Black Currant (*Ribes americanum*). The ground cover consisted of Wild Strawberry (*Fragaria virginiana*), avens (*Geum* spp), asters (*Symphyotrichum* spp) and goldenrods (*Solidago* spp).

According to the landowner, this forest (Polygon 1.1), was planted by students from the onsite schoolhouse (now converted into the house currently occupied on the property)(pers. communication, Aug 30, 2018). This aligns with field observations, which noted a varied mixture of tree species growing together – largely of a similar age – which have reached canopy height.

Micro-topography of Polygon 1.1 creates several small depressions, which sparsely contain wetland affiliated plant species. The majority of the site cover (>50%) consists of fresh-moist affiliated plant species in the canopy, understory and ground layers. Soil analysis similarly presented a fresh-moist moisture regime. This forest occurs in sandy clay loam soils, which for the majority of the site exhibited iron-mottling starting at a depth of about 29 cm (one soil core, in a localized depression presented mottling at 19 cm).

Short-term seasonal pooling of water appears to occur in this feature (i.e. during freshet). Drainage into and out of Feature 1 is assumed to occur from diffuse overland movement and soil infiltration: no watercourse was evident from orthographic examination or field assessment.

Feature 2

The Green Ash canopy in the swamp feature (complexed with lowland forest) (Polygon 2.1; Figure 2.2) was in a state of major decline. Emerald Ash Borer damage was noted in the field. There was some young ash regenerating throughout the polygon, but there was a limited diversity of other canopy species present. Buckthorn was rampant throughout the understory and sub-canopy layers. Other species present in the tree and shrub layers included Basswood (*Tilia americana*), Hawthorn (*Crataegus* sp), Choke Cherry, American Black Currant and dogwoods (*Cornus* spp). The ground layer had abundant Wood Avens (*Geum urbanum*) along with a mixture of wet affiliate forbs and graminoids such as sedges (*Carex* spp), Reed Canary Grass (*Phalaris arundinacea*) and New England Aster (*Symphotrichum novae-angliae*). The ground cover diversity also included a variety of agricultural weed species around the polygon edges.

Soils and understory plants (in addition to the ash canopy) indicated a wet (i.e. wetland) moisture regime throughout this degraded swamp/lowland forest complex. During multiple soil cores, iron mottling was observed within a depth of 15 cm in sandy clay soils. Microtopography observed in Polygon 2.1 created localized mounds, which presented lowland forest characteristics complexed within the larger deciduous swamp. Overall, upland plant species accounted for <50% of cover of the polygon.

West of the deciduous ash swamp/forest complex (Polygon 2.1), there is a deciduous thicket swamp (Polygon 2.2), where the dominant cover transitions from trees (Green Ash) and tall shrubs (Buckthorn) to lower wetland shrubs (i.e. Red-osier and Gray Dogwood [*Cornus sericea* & *C. racemosa*]). This thicket swamp contains more native cover and is wetter than Polygon 2.1 (Figure 2.2).

No watercourse flowing into Feature 2 was detected from orthographic examinations or field assessment: accumulation of water in this wetland feature is assumed to occur from diffuse overland water movement from the surrounding fields. The outflow of water from Feature 2 occurs out of the northern lobe of Polygon 2.2, and then connects with a small watercourse draining to the west over the bluff and into Lake Huron.

DISCUSSIONS

Feature 1

Feature 1 includes a forested polygon (Polygon 1.1) of planted trees surrounded by mowed lawn, managed gardens (Polygon 1.2) and a hedgerow (Polygon 1.3). Apart from a few small (<0.01 ha) depressions resulting from microtopography within the polygon, there is no wetland present in Feature 1.

In order to protect the existing feature, and improve the feature's potential to provide long-term ecological services, a 5 m development buffer is recommended around Polygon 1.1 (Figure 3.1). Long-term ecological improvement of this polygon would likely require invasive species management (i.e. Buckthorn) and installation of native plantings.

Feature 2

Feature 2 consists of two wetland polygons: a degraded Green Ash swamp (Polygon 2.1), and a Red-osier Dogwood thicket swamp (Polygon 2.2).

A 30 m buffer is recommended around all of Feature 2 (Polygons 2.1 and 2.2) to protect these wetlands and safeguard their provision of long-term ecological services. Long-term ecological improvements could be made in Polygon 2.1 through management of invasive species (i.e. Buckthorn), and installation of native plantings (such as Silver Maple or other swamp canopy alternatives to the declining ash). Appropriate swamp/lowland native tree plantings within the buffer strip (30 m) could provide long-term seed-rain to promote re-establishment of a native canopy in Polygon 2.1. No restoration measures are recommended for Polygon 2.2 at this time (Figure 3.2).

Table 2: Buffer and Long-term Management Recommendations

Feature	Polygon	Wetland	Area (ha)	Recommended Buffer	Recommended Long-term Management
1	1.1	No	0.98	5 m	Invasive species management (e.g. Buckthorn) and installation of native fresh-moist forest plantings
	1.2	No	0.68	0 m	None at this time.
	1.3	No	0.23	0 m	None at this time.
2	2.1	Yes	1.43	30 m	Invasive species management (e.g. Buckthorn) and installation of native wetland and lowland forest plantings. In particular, alternative swamp/lowland forest canopy tree options to replace the declining ash.
	2.2	Yes	0.58	30 m	None at this time.

REFERENCES

- Argus, G.W., K.M. Pryer, D.J. White, and C.J. Keddy (editors). 1982 – 1987.** Atlas of the Rare Vascular Plants of Ontario. Four parts. National Museum of Natural Sciences, Ottawa, Ontario.
- COSEWIC. 2019.** Canadian Wildlife Species at Risk. Committee on the Status of Endangered Wildlife in Canada. Website: <https://www.canada.ca/en/environment-climate-change/services/committee-status-endangered-wildlife.html>
- Cobb, B., Farnsworth, E., Lowe, C.** 2005. Peterson Field Guide to Ferns, Second Edition: Northeastern and Central North America.
- Farrar, J.L. 1995.** Trees in Canada. Fitzhenry & Whiteside Ltd. Ottawa, ON
- Gleason, H.A. and Cronquist, A.** (1991) Manual of Vascular Plants of Northeastern United States and Adjacent Canada. 2nd Edition, The New York Botanical Garden, Bronx, NY.
- Lee, H., W.D. Bakowsky, J. Riley, J. Bowles, M. Puddister, P. Uhlig and S. McMurray. 1998.** Ecological Land Classification for Southern Ontario: First Approximation and Its Application. Ontario Ministry of Natural Resources, Southcentral Science Section, Science Development and Transfer Branch. SCSS Field Guide FG-02.
- Oldham, M.J., and S.R. Brinker. 2009.** Rare Vascular Plants of Ontario, Fourth Edition. Natural Heritage Information Centre, Ontario Ministry of Natural Resources. Peterborough, Ontario. 188 pp.
- OMNRF (Ontario Ministry of Natural Resources and Forestry). 2000.** Significant Wildlife Habitat Technical Guide. 151pp.
- OMNRF. 2013.** Ontario Wetland Evaluation System, Southern Manual 3rd Edition, Version 3.2. 284 pp
- OMNRF. 2019.** Species at Risk in Ontario List (updated November 13, 2018). Website: <https://www.ontario.ca/page/species-risk-ontario>
- Soper, J.H., Hemiburger M.L. 1990.** Shrubs of Ontario. Royal Ontario Museum. Toronto, ON

DYLAN WHITE CONSULTING
APPENDIX A: PLANT SPECIES LIST

dylanwhite.ca

SPECIES NAME		RARITY RANK			Native Status	POLYGON(S) WHERE PRESENT				
Scientific Name	Common Name	Global	Provincial	NHIC Tracked		1.1	1.2	1.3	2.1	2.2
<i>Acer platanoides</i>	Norway Maple	GNR	SNA	N	I	X	X			
<i>Acer saccharinum</i>	Silver Maple	G5	S5	N	N	X	X			
<i>Alliaria petiolata</i>	Garlic Mustard	GNR	SNA	N	I				X	
<i>Anemone canadensis</i>	Canada Anemone	G5	S5	N	N				X	
<i>Argentina anserina</i>	Silverweed	G5	S5	N	N			X		
<i>Asclepias syriaca</i>	Kansas Milkweed	G5	S5	N	N				X	X
<i>Betula papyrifera</i>	Paper Birch	G5	S5	N	N		X			
<i>Bromus inermis</i>	Awnless Brome	GNR	SNA	N	I					X
<i>Centaurea jacea</i>	Brown Starthistle	GNR	SNA	N	I		X		X	
<i>Chelidonium majus</i>	Greater Celadine	GNR	SNA	N	I				X	
<i>Circaea lutetiana</i>	Southern Enchanter's Nightshade	G5	S5	N	N	X			X	
<i>Cornus amomum ssp. obliqua</i>	Silky Dogwood	G5T5	S5	N	N				X	X
<i>Cornus racemosa</i>	Stiff Dogwood	G5?	S5	N	N	X				X
<i>Cornus sericea</i>	Red-osier Dogwood	G5	S5	N	N				X	X
<i>Daucus carota</i>	Wild Carrot	GNR	SNA	N	I	X	X		X	
<i>Epilobium hirsutum</i>	Great-hairy Willow-herb	GNR	SNA	N	I			X		
<i>Epipactis helleborine</i>	Eastern Helleborine	GNR	SNA	N	I			X		
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane	G5	S5	N	N	X		X	X	
<i>Euthamia graminifolia</i>	Flat-top Fragrant-golden-rod	G5	S5	N	N				X	X
<i>Fragaria virginiana</i>	Virginia Strawberry	G5	S5	N	N	X	X	X	X	
<i>Fraxinus pennsylvanica</i>	Green Ash	G5	S5	N	N			X	X	X
<i>Geranium maculatum</i>	Wild Crane's-bill	G5	S5	N	N		X			
<i>Geranium robertianum</i>	Herb-robert	G5	SNA	N	I	X			X	
<i>Geum laciniatum</i>	Rough Avens	G5	S4	N	N	X				
<i>Geum urbanum</i>	Clover-root	G5	SNA	N	I	X		X	X	X
<i>Hypericum perforatum</i>	A St. John's-wort	GNR	SNA	N	I			X		
<i>Juglans nigra</i>	Black Walnut	G5	S4	N	N	X		X		
<i>Juniperus communis</i>	Ground Juniper	G5	S5	N	N			X		
<i>Lathyrus latifolius</i>	Broad-leaf Peavine	GNR	SNA	N	I				X	
<i>Lotus corniculatus</i>	Birds-foot Trefoil	GNR	SNA	N	I				X	
<i>Medicago sativa</i>	Alfalfa	GNR	SNA	N	I				X	X
<i>Onoclea sensibilis</i>	Sensitive Fern	G5	S5	N	N			X		
<i>Oxalis montana</i>	Mountain Woodsorrel	G5	S5	N	N			X		
<i>Phalaris arundinacea</i>	Reed Canary Grass	G5	S5	N	N				X	X
<i>Picea abies</i>	Norway Spruce	G5	SNA	N	I			X		
<i>Picea glauca</i>	White Spruce	G5	S5	N	N	X		X		
<i>Pinus resinosa</i>	Red Pine	G5	S5	N	N	X				

SPECIES NAME		RARITY RANK			Native Status	POLYGON(S) WHERE PRESENT				
Scientific Name	Common Name	Global	Provincial	NHIC Tracked		1.1	1.2	1.3	2.1	2.2
<i>Pinus strobus</i>	Eastern White Pine	G5	S5	N	N	X				
<i>Pinus sylvestris</i>	Scotch Pine	GNR	SNA	N	I			X		
<i>Plantago major</i>	Nipple-seed Plantain	G5	S5	N	N		X			
<i>Poa pratensis</i>	Kentucky Bluegrass	G5	S5	N	N		X	X	X	
<i>Populus deltoides</i>	Eastern Cottonwood	G5	S5	N	N			X		
<i>Populus tremuloides</i>	Trembling Aspen	G5	S5	N	N			X		
<i>Prunella vulgaris</i>	Self-heal	G5	S5	N	N	X	X			
<i>Prunus virginiana</i>	Choke Cherry	G5	S5	N	N	X		X	X	
<i>Quercus rubra</i>	Northern Red Oak	G5	S5	N	N		X			
<i>Ranunculus acris</i>	Tall Butter-cup	G5	SNA	N	I		X		X	
<i>Rhamnus cathartica</i>	Buckthorn	GNR	SNA	N	I	X		X	X	X
<i>Ribes americanum</i>	Wild Black Currant	G5	S5	N	N	X		X	X	X
<i>Rosa multiflora</i>	Multiflora Rose	GNR	SNA	Y	I				X	
<i>Rubus idaeus</i>	Common Red Raspberry	G5	S5	N	N				X	
<i>Rubus occidentalis</i>	Black Raspberry	G5	S5	N	N	X		X		
<i>Rumex crispus</i>	Curly Dock	GNR	SNA	N	I				X	X
<i>Solanum dulcamara</i>	Climbing Nightshade	GNR	SNA	N	I	X				
<i>Solidago caesia</i>	Blue-stemmed Goldenrod	G5	S5	N	N				X	
<i>Solidago canadensis</i>	Canada Goldenrod	G5	S5	N	N	X		X	X	X
<i>Solidago juncea</i>	Early Goldenrod	G5	S5	N	N	X	X	X		
<i>Symphyotrichum ericoides</i>	White Heath Aster	G5	S5	N	N	X		X	X	X
<i>Symphyotrichum lanceolatum</i>	Panicked Aster	G5	S5	N	N	X		X		
<i>Symphyotrichum novae-angliae</i>	New England Aster	G5	S5	N	N			X	X	X
<i>Taraxacum officinale</i>	Brown-seed Dandelion	G5	SNA	N	I		X			
<i>Thuja occidentalis</i>	Eastern White Cedar	G5	S5	N	N	X	X	X		
<i>Tilia americana</i>	American Basswood	G5	S5	N	N				X	
<i>Toxicodendron radicans</i>	Poison Ivy	G5	S5	N	N	X	X	X	X	
<i>Trifolium pratense</i>	Red Clover	GNR	SNA	N	I				X	X
<i>Trifolium repens</i>	White Clover	GNR	SNA	N	I					X
<i>Ulmus americana</i>	American Elm	G5?	S5	N	N	X		X		
<i>Viburnum opulus</i>	Guelder-rose Viburnum	G5	SNA	N	I	X			X	
<i>Vicia cracca</i>	Tufted Vetch	GNR	SNA	N	I				X	X
<i>Vitis riparia</i>	Riverbank Grape	G5	S5	N	N	X		X	X	X
<i>Carex</i> sp	Sedge Species					X		X	X	
<i>Crataegus</i> sp	Hawthorn Species								X	
<i>Geum</i> sp	Avens Species							X		
<i>Malus</i> sp	Apple Species						X		X	X



Photo 1: Polygon 1.1, deciduous forest



Photo 2: Polygon 1.3, hedgerow



Photo 3: Polygon 2.1, swamp/forest complex with snag



Photo 3: Polygon 2.1, swamp/forest complex

FIGURE 1: LOCATION OF FEATURES



FIGURE 2.1: ECOLOGICAL LAND CLASSIFICATION - FEATURE 1



40m

Huron County, DigitalGlobe

FIGURE 2.2: ECOLOGICAL LAND CLASSIFICATION - FEATURE 2



40m

Huron County, DigitalGlobe

FIGURE 3.1: RECOMMENDED DEVELOPMENT BUFFERS - FEATURE 1



40m

Huron County, DigitalGlobe

FIGURE 3.2: RECOMMENDED DEVELOPMENT BUFFERS - FEATURE 2



40m

Huron County, DigitalGlobe

Port Albert Servicing Study
Species at Risk, Wildlife Corridors,
Elm Tree and Market St natural feature



Bobolink ("Threatened" Species at Risk) near Ashfield St

November, 2020

Prepared by: Dylan White Consulting

Prepared for: B.M. Ross and Associates Limited

INTRODUCTION

Dylan White Consulting (DWC) was retained by B.M. Ross and Associates Ltd. to complete a natural heritage assessment of the following items within the Port Albert servicing study area:

- i) Wildlife Species at Risk (SAR);
- ii) Wildlife corridors;
- iii) American Elm on Ashfield St, and;
- iv) Market St corridor wetland and woodland feature.

The following memorandum report contains the findings from a 2020 field and desktop investigation of these features. This memorandum report is intended for use within a larger overall planning report to be completed by B.M. Ross and Associates Ltd.

METHODS

TABLE 1: Survey dates and conditions for Port Albert Servicing Study Area

Date	Time	Weather	Observer	Survey Type(s)
May 27, 2020	0800 – 1315	18° C, clear, sunny, calm (BF 2)	Dylan White	SAR, wildlife corridors, tree and wetland/woodland feature assessments

Assessment of Species at Risk Wildlife

All wildlife species detected were noted during the May 27 field survey (Table 1). A combined survey methodology was used incorporating visual encounter, active search and OBBA breeding bird survey techniques (OBBA, 2001). Binoculars (10x24) were used to inspect various habitat types, as well as manual lifting and investigation of various cover objects (natural and anthropogenic debris). These examinations encompassed the target features (see introduction), and various surrounding habitats.

Wildlife Corridors

The central wetland/woodland feature (to the west of Market St), as well as nearby and contiguous thickets and hedgerows, were investigated for signs of wildlife movement. Wildlife tracks were noted and identified. Relative abundance of tracks was recorded, and wildlife trails radiating from this wetland/woodland feature were followed wherever possible (Figure 1).

American Elm on Ashfield St

The large elm tree at the bend in the road on the north side of Ashfield St was inspected for biological, structural and other preservation priority considerations (Figure 1). The surrounding hedgerow was also surveyed and described.

Market St Corridor Wetland and Woodland

The central wetland and woodland feature at the western end of Market St was assessed to develop a higher resolution understanding of the slough microtopography (Figure 1). Botanical, topographic, soils and structural information was recorded.

RESULTS

Assessment of Species at Risk Wildlife

Field and desktop assessments of Species at Risk (SAR), were conducted for the study area (Table 1; Appendix A). Nineteen (19) SAR were assessed for probability of occurrence within the study area of which three were confirmed present: Bobolink (*Dolichonyx oryzivorus*), Eastern Meadowlark (*Sturnella magna*) and Eastern Wood-pewee (*Contopus virens*). General habitat mapping for these confirmed SAR is displayed in Figure 2, and the constraints associated with this habitat are described in the discussion section.

An additional three species are considered high probability for occurrence within or adjacent to the study area: Snapping Turtle (*Chelydra serpentina*), Barn Swallow (*Hirundo rustica*), and Little Brown Myotis (*Myotis lucifugus*). An additional thirteen (13) species are considered moderate or low probability of occurrence within the study area – see Appendix A for the full list, including rationale and mitigation measures.

Field investigation detected a total of 28 species: 25 birds and 3 mammals. Three of the birds are listed as SAR (as described above; Appendix A & B; Figure 2). Furthermore, four of the species detected are considered area sensitive, which means that larger contiguous blocks of naturalized lands are considered necessary for breeding habitat suitability: Veery (*Catharus fuscescens*), Savannah Sparrow (*Passerculus sandwichensis*), Bobolink and Eastern Meadowlark (Appendix B). Apart from the three SAR, all species detected have an Ontario rarity ranking of S4 *apparently secure* or S5 *secure* (Appendix B).

Avoidance and mitigation of impacts to SAR and other wildlife are described in the discussions section.

Wildlife Corridors

During the May 27, 2020 field survey, north-south terrestrial wildlife movement was noted along diffuse corridors within the study area (Figure 1). Three mammalian species were detected: White-tailed Deer (*Odocoileus virginianus*), Raccoon (*Procyon lotor*) and Gray Squirrel (*Sciurus carolinensis*). Although not detected during the field survey, other common local mammals – such as, but not limited to, Coyote (*Canis latrans*), Red Fox (*Vulpes vulpes*) and Striped Skunk (*Mephitis mephitis*) – are also expected to cross the study area using similar patterns.

In the absence of a clear north-south naturalized feature in the western half of the study area, terrestrial wildlife appears to move along highly diffuse corridors – in some cases a single set of tracks were observed. North-south wildlife movement within and adjacent to the central wetland feature (at the W end of the proposed Market St extension) was relatively clearly defined along the western side of the contiguous hedgerow (Figure 1).

Figure 1 demonstrates the approximate location and direction of travel for these north-south corridor areas. The size of the red arrow symbology indicates relative abundance of the wildlife tracks observed. This ranged from 5 sets of parallel tracks (most) to 1 set of tracks (least). However, various other diffuse corridors are undoubtedly also present, and this figure provides only a general concept of wildlife movement based on a single field investigation.

Any wildlife that utilizes the wetland and woodland habitats at the W end of the proposed Market St extension, are forced to cross fields and roadways to access surrounding habitats. As such, deer, and other mammals are highly likely to sporadically cross roadways at random locations in the western half of the study area.

Mitigation and restoration options to improve the predictability of this movement and reduce road mortality are provided in the discussions section.

American Elm on Ashfield St

The large American Elm (*Ulmus americana*) at the bend in the road of Ashfield St, is a high preservation priority specimen (Figure 1). This 8-stemmed American elm (DBH's: 75, 50, 45, 40, 35, 35, 30 and 26 cm) is the only large mature tree within the Ashfield St hedgerow, which is otherwise dominated by apple trees (*Malus* spp) and European buckthorns (*Rhamnus cathartica*), with occasional green ash (*Fraxinus pensylvanica*: largely declining), eastern white cedar (*Thuja occidentalis*), Norway maple (*Acer platanoides*), multiflora rose (*Rosa multiflora*), choke cherry (*Prunus virginianus*), cranberry viburnum (*Viburnum opulus*) and poison ivy (*Toxicodendron radicans*).



Photo 1: American elm towering over hedgerow (car for scale)



Photo 2: view of the American elm canopy

During the May 27, 2020 field investigation, biological health of the American elm was ranked as high (no canopy dieback, no indication of systemic rot or other pathogen/pest infestation), and its structural condition was ranked moderate (overall wood presents as structurally sound, however multi-stemmed growth increases risk of inter-stem rot). Overall preservation value is considered high: American elm specimens of this size are uncommon to rare in Ontario due to the historic and ongoing impacts of Dutch elm disease (*Ophiostoma* spp), introduced to Ontario in the mid-20th century.

Market St Corridor Wetland and Woodland

The natural feature at the western end of Market St presents a rectangular main body (western half) with a narrow tail (eastern half) (Figure 1). From east to west this feature transitions from a lowland fresh-moist cultural woodland (CUW1) to a Green Ash Mineral Deciduous Swamp (SWD2-2 – with declining ash canopy) and then a Red-Osier Dogwood Mineral Deciduous Thicket Swamp (SWT2-5).

The eastern tail feature (green polygon; Figure 1) is nearly entirely dominated (>90% cover) by buckthorn with occasional apple trees alongside cranberry viburnum, choke cherry and poison ivy as well as rare sub-canopy American elms. There are no wetland indicator species present in this eastern tail of the feature (green polygon; Figure 1). As you move west, towards and into the main body of the feature, the sloughs begin to broaden and the land approaches the lowest local topography: the thicket swamp. Areas with standing water and both facultative and obligate wetland plants such as Silky and Red-osier Dogwood (*Cornus amomum* ssp. *obliqua*, *C. sericea*) and Reed Canary Grass (*Phalaris arundinacea*) appear, which eventually transitions into the Red-Osier Dogwood Mineral Deciduous Thicket Swamp (SWT2-5).

Figure 1, shows a green labeled polygon, inside of which, no wetland indicator vegetation or standing water was present on May 27, 2020. This polygon represents a fresh-moist lowland cultural woodland with cultural thicket and slough topography elements, which gets wetter as you move west and transitions to a Green Ash Swamp (ash canopy largely dead) and eventually to a Red-Osier Dogwood Thicket Swamp. Within this polygon (the green polygon; Figure 1), wetland soil indicators (mottling) are present when sampled from the bottom of the slough topography – but not present for the majority of the area (i.e. from the top of the slough topography). This indicates that seasonal flooding occurs here within the sloughs, but was not present during the May 27, 2020 field survey.

DISCUSSION

Assessment of Species at Risk Wildlife

The three confirmed SAR within the study area occupy both forested (Eastern Wood-pewee) and open country (Bobolink and Eastern Meadowlark) habitats. The hayfield and meadow habitats of the study area contain numerous breeding pairs of Bobolink and Eastern Meadowlark (Figure 2). Furthermore, several of the other bird species detected breeding within the study area represent a seasonal constraint to vegetation clearing under the Migratory Birds Convention Act (Appendix B).

Endangered Species Act

Under the Ontario Endangered Species Act (ESA, 2007), species designated with the status of “Threatened” have automatic protection for both the organism itself and the organism’s critical habitat. From the findings of the May, 2020 field investigation, two Threatened species are

confirmed present: Bobolink and Eastern Meadowlark. This means that the open country, hayfield and meadow habitats where these two birds are nesting, are designated with automatic legal protections (yellow polygons; Figure 2). The protected Bobolink and Eastern Meadowlark habitats are generally displayed in Figure 2. However, due to land owner access constraints, the habitats occupied by Threatened SAR (i.e. Bobolink and/or Eastern Meadowlark) remain generally – but not exactly – defined (yellow polygons; Figure 2).

It is recommended that landowners develop an arrangement with the Ontario Ministries of Natural Resources and Forestry (MNRF) as well as Environment, Conservation and Parks (MECP) to establish potential incentives for long-term SAR supportive land stewardship. It is also recommended that these SAR occupied open country habitat areas be retained in their current crop types (i.e. graminoid dominant), and that mowing and/or hay harvesting be completed outside of the Bobolink/Eastern Meadowlark breeding season (i.e. after July 15).

Removal, or any other alteration, to protected open country habitats within the study area will require review by the Ontario Ministry of Environment, Conservation and Parks (MECP) and may require an ESA permit application. It is recommended that proposed servicing plan designs avoid and minimize the use of these open country habitats wherever possible.

Eastern Wood-pewee, which has an ESA designation of “Special Concern”, was detected in the forested ravines near Russell St and Harvey St (purple polygons; Figure 2). It is recommended that these forested ravines remain excluded from all development, vegetation clearing and other disturbances.

Migratory Birds Convention Act

The Migratory Birds Convention Act (MBCA 1994) protects birds from impacts to their nesting and breeding areas during the breeding season. Vegetation clearing and tree removal, if undertaken during the breeding period, may be at risk of contravention of the MBCA, which states that:

It is an offence under the Migratory Birds Convention Act, 1994, for anyone to kill, hunt, capture, injure, harass, take or disturb a migratory bird or to damage, destroy, remove or disturb a migratory bird nest or eggs without a permit. (MBCA 1994)

The breeding period for migratory birds (pertaining to the species detected within the study area) is between March 15 and September 1. It is recommended that all vegetation clearing or tree removal activity be completed after September 1. Tree removal or vegetation clearing may be possible before September 1, however, a pre-clearance nest sweep, performed by a qualified ecologist, would be required to prevent contravention of the Act.

Herpetofauna

Although no reptiles were detected during field surveys, the site presents as suitable habitat for snakes and turtles. Native species – especially Eastern Gartersnake (*Thamnophis sirtalis sirtalis*)

– may forage, breed or transit through the study area. Field surveys did not detect any snake hibernaculum features; however, there may be undetected hibernacula in the area.

In order to prevent mortality for snakes and turtles, which (although not detected during surveys) are highly likely to occupy the study area, exclusion fencing should be installed prior to any construction or clearing activities and in accordance with the Ministry of Natural Resources and Forestry guidelines, which have been summarized below: as per the *Reptile and Amphibian Exclusion Fencing Technical Note* (OMNRF, 2013).

- Light duty geotextile fabric fencing with pre-attached wooden stakes is recommended – unless project duration is expected to last for more than a year – in which case, heavy duty geotextile fabric should be used (see *Reptile and Amphibian Exclusion Fencing Technical Note*, OMNRF, 2013);
- Fencing should be attached to stakes (wooden, metal or heavy plastic) spaced 2 – 3 m apart;
- Metal supportive fencing (if used for heavy duty geotextile fencing) should be installed on the activity (i.e. demolition/construction) side of the geotextile;
- Fencing should be connected to stakes using heavy duty wire staples or tie wire;
- Geotextile fencing should be 60 cm high from point of contact with the ground;
- The bottom of the fencing should be buried 20 cm underground;
- Exclusion fencing should encompass the entire proposed demolition and construction area, throughout the entire period of demolition and construction work;
- All fencing should be installed on site **prior to** all demolition, construction, earth moving and/or other heavy machinery activity on site.

Wildlife Corridors

The wildlife corridors depicted in Figure 1, represent diffuse, general areas of terrestrial mammal movement in the western half of the study area. There is no north-south contiguous natural feature to provide sheltered movement across the study area, and as such wildlife movement is sporadic and variable.

Deer, and other wildlife, are expected to cross Ashfield, Huron and Russell St in the directions indicated on Figure 1. However, this movement is likely sporadic and unpredictable. The following items are recommended on an as-needed basis to reduce vehicle-wildlife interactions in the future:

- Install wildlife crossing signs as needed;
- Complete a local community education outreach concerning wildlife crossings;
- Using native vegetation plantings and altered land use (reduced mowing/tilling): establish a naturalized corridor that runs north-south between Russell St and the ravine south of Ashfield St to funnel wildlife movement through the study area along a more predictable corridor (and install signs accordingly).

American Elm on Ashfield St

The American Elm on Ashfield Rd is a large, healthy specimen, and elms of this size are uncommon to rare in Ontario due to historic and ongoing declines from the introduced Dutch elm disease. The current alignment of Ashfield Rd passes underneath the existing crown of the elm (Figure 1); moving the roadway bed closer to the tree presents a high likelihood of damaging the tree's root structure. It is recommended that the existing alignment of Ashfield Rd be retained and the American Elm preserved. If Ashfield Rd is re-aligned closer to the American Elm, it is recommended that the tree be retained if possible. Removal is only recommended if the tree becomes damaged during construction works and exhibits signs of failing health leading to a hazard tree condition.

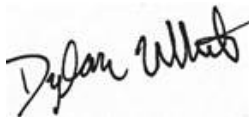
Market St Corridor Wetland and Woodland

This feature is a complex of upland and wetland, as well as cultural and natural habitats. From east to west it trends from upland to lowland, and from a more disturbed, invasive dominant cultural vegetation community to a more naturalized vegetation community. The polygon (green) displayed in Figure 1, indicates an area (just under 0.5 ha) that is nearly entirely European Buckthorn dominant and does not contain wetland plant indicators.

Any proposed work within this section of the feature (i.e. the green polygon; Figure 1), should include a restoration plan to enhance native plant prominence and reduce invasive plant cover (i.e. buckthorn). Any and all proposed activities in this polygon must ensure that site hydrology is retained to ensure that long-term water balance of the wetland features remain unaffected.

I trust the content of this report proves satisfactory and I welcome any questions or concerns you may have.

Dylan White, B.Sc,
Director and Ecologist - DWC



REFERENCES

BSC (Bird Studies Canada). 2003. Marsh Monitoring Program - Training Kit and Instructions for Surveying Marsh Birds, Amphibians and their Habitats. 2003 Edition. 40 pages. Published by Bird Studies Canada in cooperation with Environment Canada and the U.S. Environmental Protection Agency. March 2003.

Cadman, M., D. Sutherland, G. Beck, D. Lepage, and A. Couturier (Eds.). 2007. The Atlas of the breeding birds of Ontario, 2001–2005. Bird Studies Canada, Environment Canada, Ontario Field Ornithologists, Ontario Ministry of Natural Resources, and Ontario Nature: 728 pp. ISBN: 978-1-896059-15-0.

Cadman, M., P. Eagles, and F. Helleiner, (Eds.). 1987. Atlas of the breeding birds of Ontario, 1980- 1985. Federation of Ontario Naturalists and the Long Point Bird Observatory. University of Waterloo Press. 706 pp. <http://www.birdsontario.org/atlas/atlasbook.jsp>

Lee, H., W. Bakowsky, J. Riley, J. Bowles, M. Puddister, P. Uhlig, and Sean McMurray. 1998. Ecological Land Classification for Southern Ontario: first approximation and its application. North Bay: Ontario Ministry of Natural Resources, South-central Science Section, Science Development and Transfer Branch. SCSS Field Guide FG-02.

MBCA (Migratory Birds Convention Act). 1994. S.C. 1994, c. 22

OBBA (Ontario Breeding Bird Atlas). 2001. Guide for Participants. Atlas Management Board, Federation of Ontario Naturalists, Don Mills. 34pp.

OMNR (Ontario Ministry of Natural Resources). 2000. Significant Wildlife Habitat Technical Guide. 151pp.

OMNR (Ontario Ministry of Natural Resources). 2013. Reptile and Amphibian Exclusion Fencing: Best Practices, Versio 1.0. Species at Risk Branch Technical Note. Prepared for the Ontario Ministry of Natural Resources, Peterborough, ON. 11pp

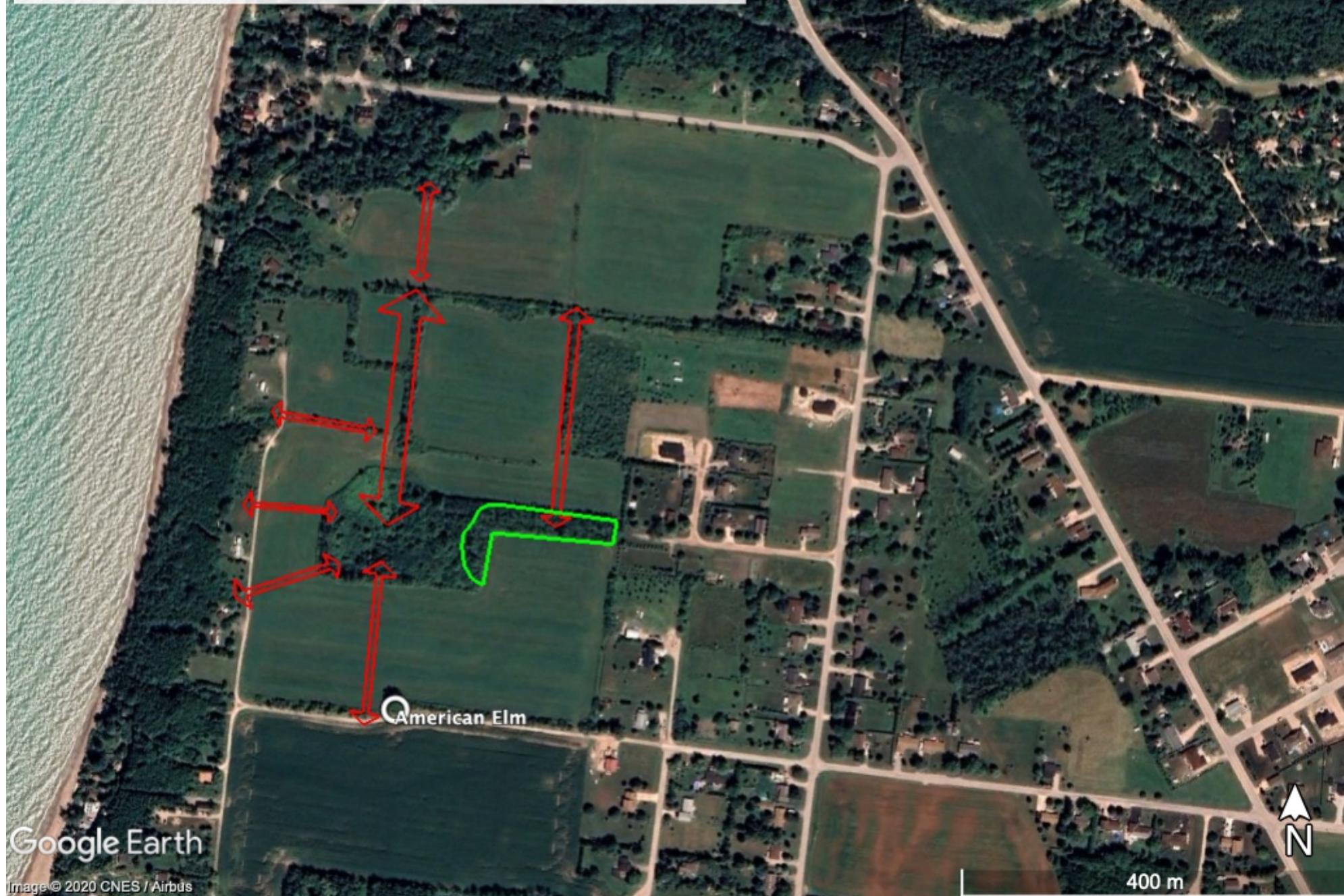
OMNRF (Ontario Ministry of Natural Resources and Forestry). 2015. Survey Protocol for Blanding's Turtle (*Emydoidea blandingii*) in Ontario. Species Conservation Policy Branch. Peterborough, Ontario. ii + 16 pp

OWES (Ontario Wetland Evaluation System). 2013. Southern Manual, 3rd Edition, Version 3.2.

Sauer, J. R., J. E. Hines and J. Fallon. 2005. The North American Breeding Bird Survey, Results and Analysis 1966 - 2004. Version 2005. 2. USGS Patuxent Wildlife Research Center, Laurel, MD

Figure 1 - Port Albert Natural Heritage Features

Wildlife Corridors (red)
Market St Buckthorn/Ash Woodland w/ Sloughs (green)
American Elm specimen along Ashfield Rd (white)



Google Earth

Image © 2020 CNES / Airbus

American Elm

400 m

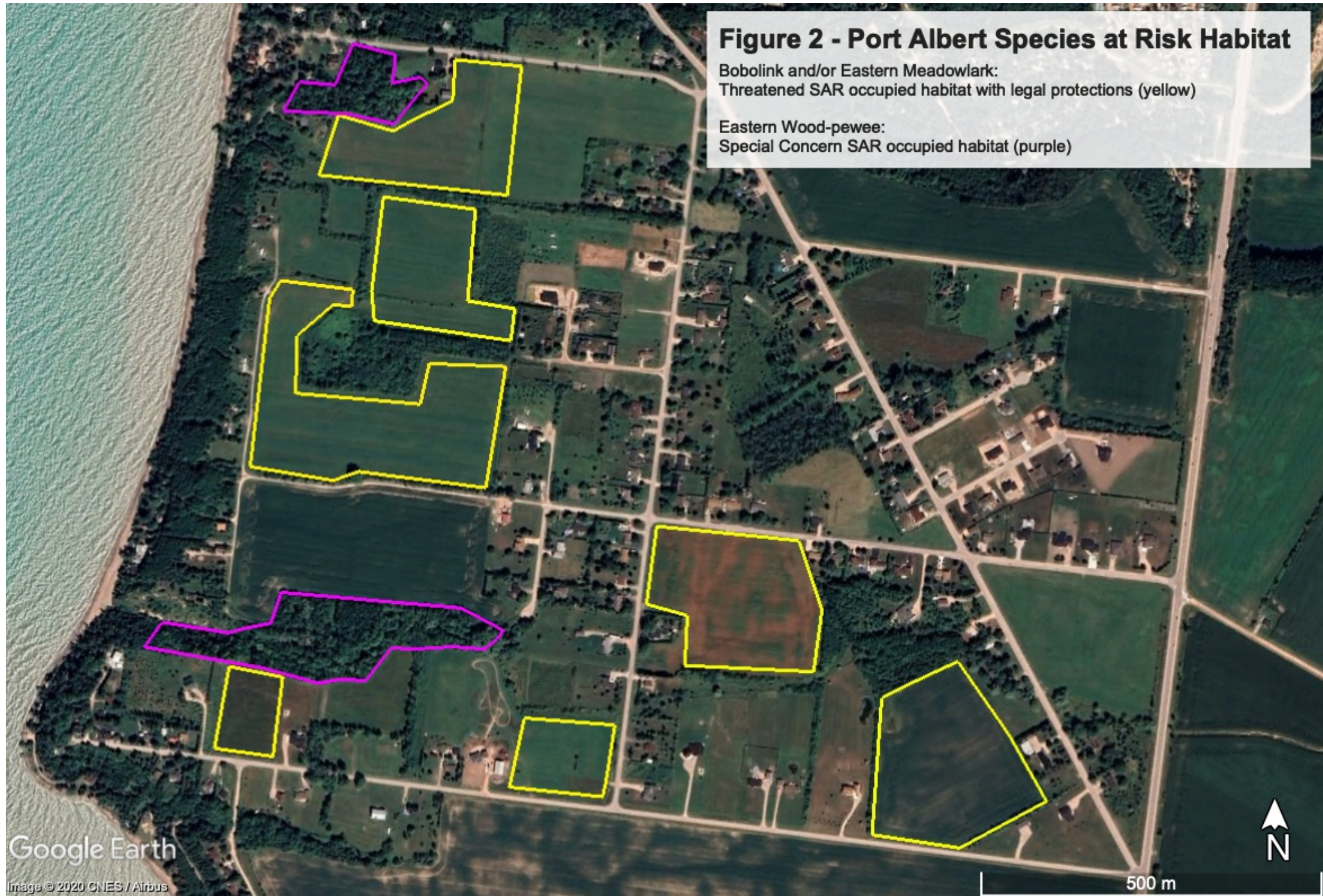
Figure 2 - Port Albert Species at Risk Habitat

Bobolink and/or Eastern Meadowlark:

Threatened SAR occupied habitat with legal protections (yellow)

Eastern Wood-pewee:

Special Concern SAR occupied habitat (purple)



Google Earth

Image © 2020 CNES / Airbus

500 m

APPENDIX A – Species at Risk Assessment

Common Name	Scientific Name	SAR Satus Provincial / Federal	Ontario Range and Habitat	Likelihood of Occurrence in Study Area	Rationale & Recommended Mitigation
Known to Occur Locally from NHIC* Query (2020)					
Snapping Turtle	<i>Chelydra serpentina</i>	Special Concern / Special Concern	Occurs throughout Ontario. Aquatic species, utilizing a wide range of lake, wetland and watercourse habitats. Nests in friable soils with good solar aspect	High Probability	Known to occur within – or adjacent to – the study area (NHIC, 2020). The ravines and ditches of the site may provide some aquatic habitat for snapping turtles, and they may nest onsite by moving overland to areas with suitably friable (sand/ loam/ gravel) soils. Herpetofauna exclusion fencing is recommended for any area of proposed development, machinery access or earth moving. This fencing should be installed as per the OMNRF guidelines (see discussion section). Public education is also recommended to reduce turtle road mortality.
Bobolink	<i>Dolichonyx oryzivorus</i>	Threatened / Threatened	Throughout southern Ontario, primarily south of the shield. Hayfields, pastures and prairie	Confirmed	Bobolink is ubiquitous throughout the study area. All graminoid dominant open country areas of the site contained breeding pair(s) in 2020 (Figure 2). These grassland/hayfields are protected Species at Risk habitat for both Bobolink and Eastern Meadowlark (Figure 2). It is recommended that landowners develop an arrangement with the OMNRF to establish potential incentives for long-term SAR supportive land stewardship. It is recommended that these fields be retained in their current crop types (i.e graminoid dominant), and that mowing/hay harvesting be completed outside of the Bobolink/Eastern Meadowlark breeding season (i.e. after July 15). All proposed construction activities should occur outside of the breeding bird season (i.e. March 15 to Sep 1), unless a pre-construction MBCA nest sweep is completed by a qualified ecologist. See discussion section.
Eastern Wood-pewee	<i>Contopus virens</i>	Special Concern / Special Concern	Across southern and central Ontario. Mid-canopy layer of deciduous and mixed forests	Confirmed	Eastern Wood-pewee was detected in the mature deciduous forest features of the Russell St and Harvey St ravines. Recommend retaining these – and all mature forest features on the site. No tree or vegetation clearing may occur during the breeding season (March 15 to Sep 1).

Common Name	Scientific Name	SAR Status Provincial / Federal	Ontario Range and Habitat	Likelihood of Occurrence in Study Area	Rationale & Recommended Mitigation
Additional Confirmed SAR from field work May 27, 2020					
Eastern Meadowlark	<i>Sturnella magna</i>	Threatened / Threatened	Across southern Ontario, primarily south of the shield. An open country bird of fields, pastures and thickets	Confirmed	Eastern Meadowlark is scattered throughout the study area. Many of the graminoid dominant open country areas of the site contained breeding pair(s) in 2020 (Figure 2). These grassland/hayfields are protected Species at Risk habitat for both Bobolink and Eastern Meadowlark (Figure 2). It is recommended that landowners develop an arrangement with the OMNRF to establish potential incentives for long-term SAR supportive land stewardship. It is recommended that these fields be retained in their current crop types (i.e. graminoid dominant), and that mowing/hay harvesting be completed outside of the Bobolink/Eastern Meadowlark breeding season (i.e. after July 15). All proposed construction activities should occur outside of the breeding bird season (i.e. March 15 to Sep 1), unless a pre-construction MBCA nest sweep is completed by a qualified ecologist. See discussion section.
Additional potential SAR known from the Region					
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Special Concern / Not at Risk	Widely spread across Ontario, nests in trees near major rivers and lakes.	Moderate Probability	Bald eagles may occur, or nest, within the study area. None were observed, and no nests were detected during 2020 field investigations. With its limited mature canopy, the wetland/woodland feature along Market St is low suitability for bald eagle nesting. As with all breeding birds within the study area, proposed construction activities should avoid the breeding bird season (March 15 to Sep 1), unless a pre-clearance MBCA nest sweep is conducted by a qualified ecologist.
Bank Swallow	<i>Riparia riparia</i>	Threatened / Threatened	Occurs widely across Ontario. Nests in habitats with exposed vertical faces of sand and silt.	Low Probability	No suitable breeding habitat was detected in the study area, and no bank swallows were observed.
Barn Owl	<i>Tyto alba</i>	Endangered / Endangered	Southern Ontario, but widely distributed globally. In Ontario it frequently nests in barns and other human structures.	Low Probability	Fewer than five breeding pairs in Ontario. No known records from the study area.

Common Name	Scientific Name	SAR Status Provincial / Federal	Ontario Range and Habitat	Likelihood of Occurrence in Study Area	Rationale & Recommended Mitigation
Barn Swallow	<i>Hirundo rustica</i>	Threatened / Threatened	Occurs widely across Ontario. Nesting habitat is almost exclusively on human structures.	High Probability	Although no barn swallows were observed during 2020 field investigations, the study may provide foraging or breeding habitat for this species. In addition to the MBCA (March 15 to Sep 1) restrictions for construction, it is recommended that no barn, culvert or other human structure is removed prior to inspection of the feature for barn swallow nests.
Grasshopper Sparrow	<i>Ammodramus savannarum</i>	Special Concern / Special Concern	Across southern Ontario south of the shield. Open country bird of grasslands, pastures and hayfields	Moderate Probability	The site contained a variety of open country bird species (bobolink, eastern meadowlark, savannah sparrow, killdeer etc.), and so the habitat is potentially suitable for grasshopper sparrow. None were detected during 2020 field investigations. The March 15 to Sep 1 MBCA restrictions on vegetation clearing are recommended to mitigate potential impacts to this species.
Olive-sided Flycatcher	<i>Contopus cooperi</i>	Special Concern / Special Concern	Widely distributed across Ontario and utilizes forest edge habitat. Frequently nests in conifers	Moderate Probability	No olive-sided flycatchers were detected. The site presents as moderately suitable breeding habitat for this species. Recommended breeding bird season avoidance (March 15 to Sep 1) would provide mitigation for this species.
Wood Thrush	<i>Hylocichla mustelina</i>	Special Concern / Threatened	Across southern Ontario in deciduous and mixed forests.	Moderate Probability	No wood thrush were detected within the study area. The larger deciduous forest features of the Russell St and Harvey St ravines, present as moderate suitability habitat for this species. Full protection of these ravines (i.e. no vegetation removal) is recommended.
American Badger	<i>Taxidea taxus</i>	Endangered / Endangered	Disjunct populations in northwestern and southwestern Ontario. Occupies open country habitats of farmland, prairie and barrens	Low Probability	American badger occurs within a very restricted range and at very low densities in Ontario. The study area does not occur within a known range of this species and no evidence of badger was observed during the 2020 field investigation. However, potentially suitable habitat does occur on site. Speed limit management, local awareness and education, wildlife crossing signs and the establishment of a north-south wildlife corridor (see discussion section) are recommended to mitigate potential impacts to badgers from road mortality.

Common Name	Scientific Name	SAR Status Provincial / Federal	Ontario Range and Habitat	Likelihood of Occurrence in Study Area	Rationale & Recommended Mitigation
Eastern Small-footed Myotis	<i>Myotis leibii</i>	Endangered / Not Assessed	Across southern Ontario as far north as Lake Superior. Especially in karst and escarpment areas. Occasionally uses human structures	Low Probability	2020 field investigations did not directly survey for the presence of bats. Eastern small-footed myotis is a rare species that occurs at low densities throughout its Ontario range. Known concentration areas utilize karst and escarpment features (which are not present within the study area). Recommend retention of all large trees and standing snags whenever feasible from a hazard perspective. No human structure removal should be completed prior to an investigation of bat use. As with the bird mitigation recommendations: all vegetation clearing should be restricted in the bat (and bird) breeding season (March 15 to Sep 1).
Little Brown Myotis	<i>Myotis lucifugus</i>	Endangered / Endangered	Occurs throughout Ontario and is associated with forested habitats and human structures	High Probability	2020 field investigations did not directly survey for the presence of bats. Although Endangered, little brown myotis is a relatively widespread species. Any of the treed habitats or human structures within the study area present as high suitability for this species. Recommend retention of all large trees and standing snags wherever feasible from a hazard perspective. No human structure removal should be completed prior to an investigation of bat use. As with the bird mitigation recommendations: all vegetation clearing should be restricted in the bat (and bird) breeding season (March 15 to Sep 1).
Northern Myotis	<i>Myotis septentrionalis</i>	Endangered / Endangered	Occurs throughout Ontario and is associated with boreal forest habitats	Low Probability	2020 field investigations did not directly survey for the presence of bats. Northern myotis is a rare species and is typically associated with more northern and boreal forests types (not present within the study area). Recommend retention of all large trees and standing snags wherever feasible from a hazard perspective. No human structure removal should be completed prior to an investigation of bat use. As with the bird mitigation recommendations: all vegetation clearing should be restricted in the bat (and bird) breeding season (March 15 to Sep 1).
Tricolored Bat	<i>Perimyotis subflavus</i>	Endangered / Endangered	Occurs across southern Ontario. Forested and riparian habitats.	Low Probability	2020 field investigations did not directly survey for the presence of bats. Tricolored bat is a rare species

Common Name	Scientific Name	SAR Satus Provincial / Federal	Ontario Range and Habitat	Likelihood of Occurrence in Study Area	Rationale & Recommended Mitigation
					occurring at very low densities and is therefore considered low probability of occurring within the study area. Recommend retention of all large trees and standing snags wherever feasible from a hazard perspective. No human structure removal should be completed prior to an investigation of bat use. As with the bird mitigation recommendations: all vegetation clearing should be restricted in the bat (and bird) breeding season (March 15 to Sep 1).
Eastern Hog-nosed Snake	<i>Heterodon platirhinos</i>	Threatened / Threatened	Southern Ontario, particularly around the great lakes and in the Carolinian zone. Sandy soiled habitats with access to American Toad (<i>Anaxyrus americanus</i>)	Moderate Probability	Eastern hog-nosed snake is known from just south (Goderich) and just east (Belfast) of the study area. This species is often difficult to detect as it is a burrowing species of friable, well-drained sites. Herpetofauna exclusion fencing is recommended for any area of proposed development, machinery access or earth moving. This fencing should be installed as per the OMNRF guidelines (see discussion section). Road signage for snakes and public education is also recommended to reduce snake road mortality.
Eastern Ribbonsnake	<i>Thamnophis sauritus</i>	Special Concern / Threatened	Found across southern Ontario. Semi-aquatic species of marsh habitats	Low Probability	Eastern ribbonsnake is most commonly associated with marshy and other aquatic habitats, which are limited within the study area. Retention of all marsh and thicket swamp habitat is recommended. Herpetofauna exclusion fencing is recommended for any area of proposed development, machinery access or earth moving. This fencing should be installed as per the OMNRF guidelines (see discussion section). Road signage for snakes and public education is also recommended to reduce snake road mortality.
Queensnake	<i>Regina septemvittata</i>	Endangered / Endangered	Restricted to south-western Ontario. Aquatic species, which prefers clear water, with abundant crayfish. Known from the lower reaches of the Maitland river	Low Probability	Queensnake is known from the downstream reaches Maitland river (Goderich). The preferred major watercourse or other clear water aquatic habitats of this species are not found within the study area. This is a very rare species and is not known to occur within the study area.

*Natural Heritage Information Centre (Ontario Ministry of Natural Resources and Forestry), 2020

APPENDIX B – Wildlife Species List

Common Name	Scientific Name	Canada SAR	Ontario SAR	Provincial Rarity Rank	Area Sensitivity
Killdeer	<i>Charadrius vociferus</i>	---	---	S5B,S5N	---
Red-bellied Woodpecker	<i>Melanerpes carolinus</i>	---	---	S4	---
Eastern Wood-Pewee	<i>Contopus virens</i>	SC	SC	S4B	---
Willow Flycatcher	<i>Empidonax traillii</i>	---	---	S5B	---
Eastern Phoebe	<i>Sayornis phoebe</i>	---	---	S5B	---
Great Crested Flycatcher	<i>Myiarchus crinitus</i>	---	---	S4B	---
Eastern Kingbird	<i>Tyrannus tyrannus</i>	---	---	S4B	---
Warbling Vireo	<i>Vireo gilvus</i>	---	---	S5B	---
Red-eyed Vireo	<i>Vireo olivaceus</i>	---	---	S5B	---
Blue Jay	<i>Cyanocitta cristata</i>	---	---	S5	---
American Crow	<i>Corvus brachyrhynchos</i>	---	---	S5B	---
House Wren	<i>Troglodytes aedon</i>	---	---	S5B	---
Veery	<i>Catharus fuscescens</i>	---	---	S4B	AS
American Robin	<i>Turdus migratorius</i>	---	---	S5B	---
European Starling	<i>Sturnus vulgaris</i>	---	---	SNA	---
Common Yellowthroat	<i>Geothlypis trichas</i>	---	---	S5B	---
Savannah Sparrow	<i>Passerculus sandwichensis</i>	---	---	S4B	AS
Song Sparrow	<i>Melospiza melodia</i>	---	---	S5B	---
Northern Cardinal	<i>Cardinalis cardinalis</i>	---	---	S5	---
Bobolink	<i>Dolichonyx oryzivorus</i>	THR	THR	S4B	AS
Red-winged Blackbird	<i>Agelaius phoeniceus</i>	---	---	S4	---
Eastern Meadowlark	<i>Sturnella magna</i>	THR	THR	S4B	AS
Common Grackle	<i>Quiscalus quiscula</i>	---	---	S5B	---
Brown-headed Cowbird	<i>Molothrus ater</i>	---	---	S4B	---
Baltimore Oriole	<i>Icterus galbula</i>	---	---	S4B	---
Gray Squirrel	<i>Sciurus carolinensis</i>	---	---	S5	---
Raccoon	<i>Procyon lotor</i>	---	---	S5	---
White-tailed Deer	<i>Odocoileus virginianus</i>	---	---	S5	---

LEGEND:

Canada SAR (COSEWIC): END - Endangered; THR - Threatened; SC - Special Concern; NAR - assessed and deemed to be not at risk; --- = not assessed as population secure

Ontario SAR (OMNR): END - Endangered; THR - Threatened; SC - Special Concern; NAR - assessed and deemed to be not at risk; --- = not assessed as population secure

Provincial Srank: S3 - vulnerable; S4 - apparently secure; S5 - secure; SNA - non-native exotic

OPIF: PLS - Priority Landbird Species Area Sensitivity: AS = Area Sensitive species

REFERENCES:

COSEWIC (Committee on the Status of Endangered Wildlife in Canada). 2020.

COSEWIC Species Assessments (detailed version), June 2019. http://www.cosewic.gc.ca/eng/sct0/rpt/dsp_booklet_e.htm

Government of Canada. 1994b. Migratory Birds Regulations, Consolidated Regulations of Canada (1994, c. 1035). Retrieved from the Department of Justice Laws Website: http://lawslois.justice.gc.ca/eng/regulations/C.R.C.,_c._1035/FullText.html

NHIC (Natural Heritage Information Centre). 2020. Srank Definition. <http://nhic.mnr.gov.on.ca/MNR/nhic/glossary/srank.cfm>

NHIC List of Ontario Birds. Ontario Natural Heritage Information Centre Home Page. Available at: <http://nhic.mnr.gov.on.ca/MNR/nhic/species/listout.cfm?el=ab>

OBBA (Ontario Breeding Bird Atlas). 2001. Guide for Participants. Atlas Management Board, Federation of Ontario Naturalists, Don Mills. 34pp.

OMNR (Ontario Ministry of Natural Resources). 2000. Significant Wildlife Habitat Technical Guide. 151 pp.

OMNR (Ontario Ministry of Natural Resources). 2019. Species at Risk in Ontario (SARO) List. Updated April 5, 2019. Available at: <http://www.mnr.gov.on.ca/en/Business/Species/2ColumnSubPage/276722.html>

OPIF (Ontario Partners in Flight). 2008. Ontario Landbird Conservation Plan: Lower Great Lakes/St. Lawrence Plain, North American Bird Conservation Region 13. Ontario

APPENDIX B

PLANNING EXCERPTS

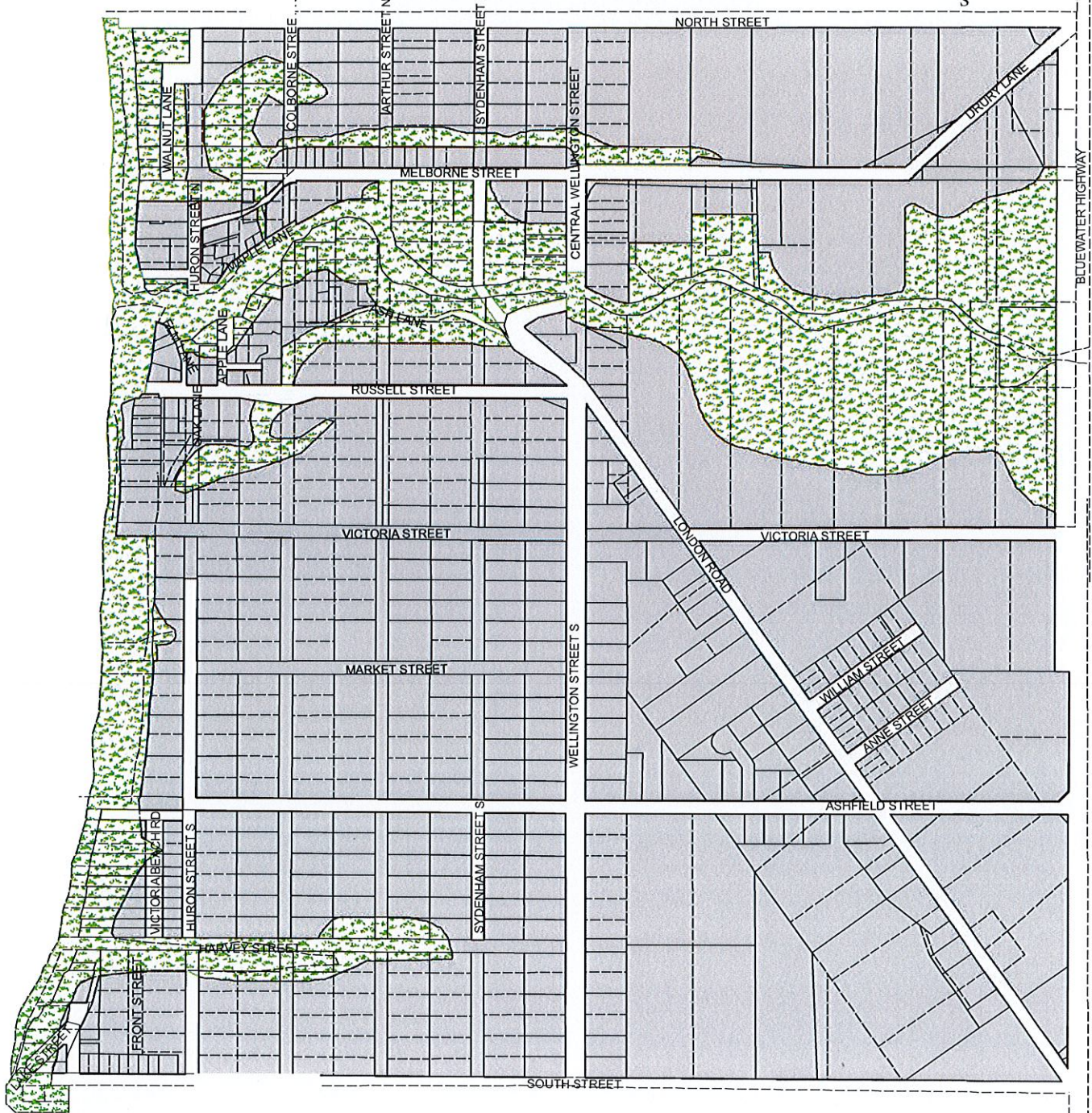
TOWNSHIP OF ASHFIELD - COLBORNE - WAWANOSH

SCHEDULE "M"

OFFICIAL PLAN

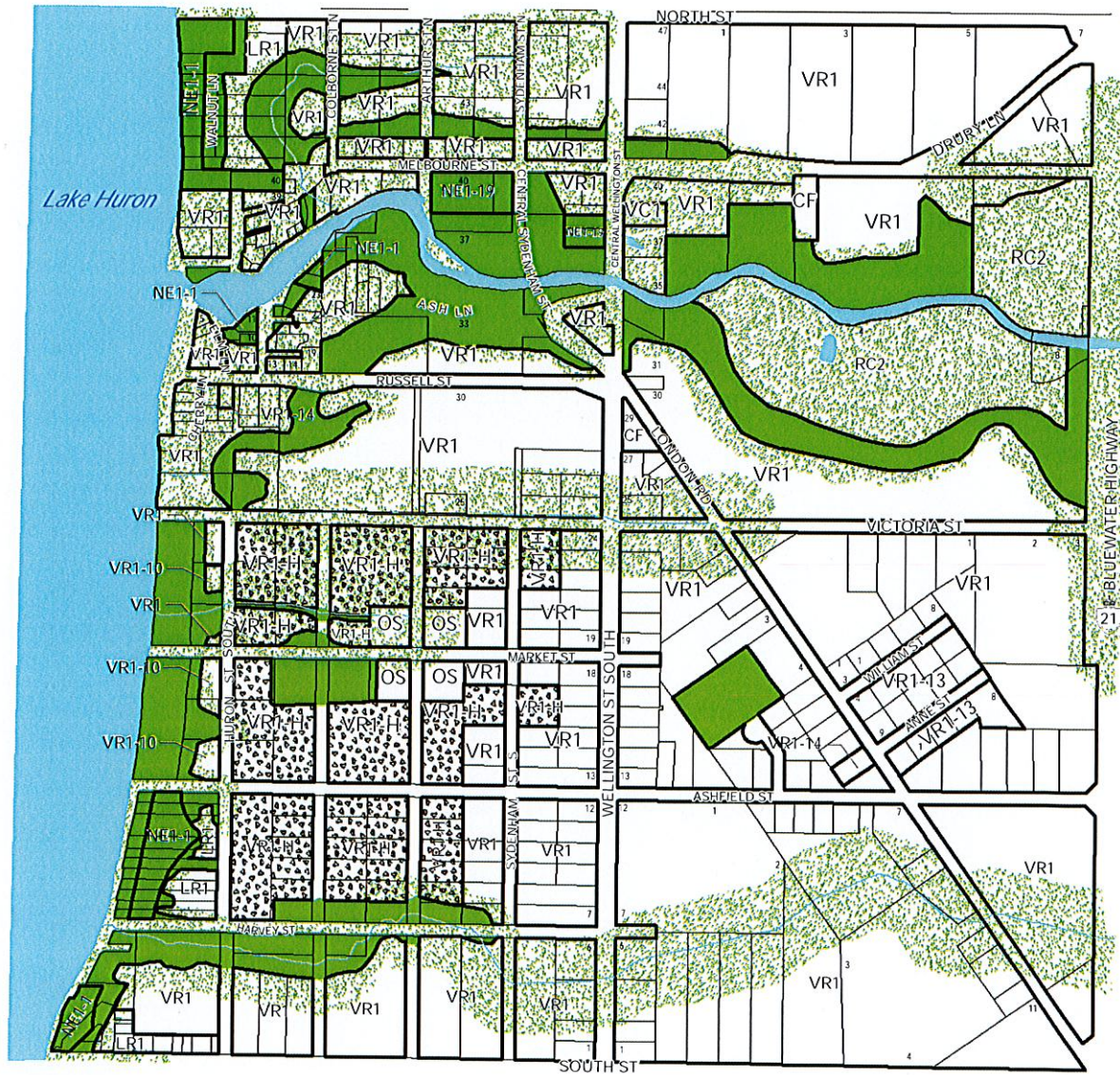
PORT ALBERT

0 190 380 570 Meters

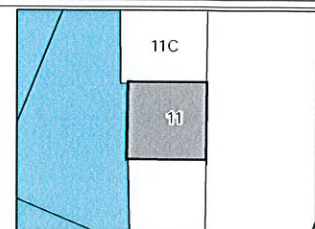
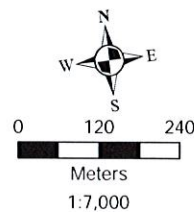
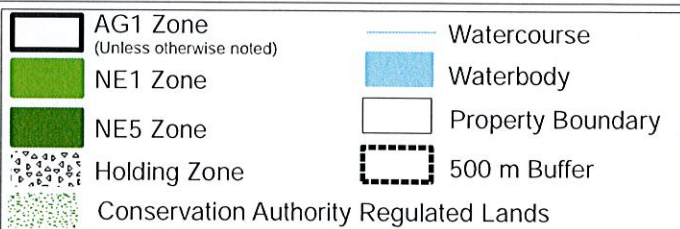


- VILLAGE
- NATURAL ENVIRONMENT

See Zone Map 11C



See Zone Map 11E



SECTION 18

VILLAGE/ HAMLET RESIDENTIAL - LOW DENSITY ZONE (VR1)

Within this ZONE, no person shall establish any use of land or building, or erect or alter any building or structure for any purpose except in accordance with the following provisions:

18.1 PERMITTED USES

- group home
- residential use
- a day nursery
- a duplex dwelling
- a home for the aged
- a nursing home
- the conversion of dwellings in existence on the day of passing of this By-law
- a community garden
- uses accessory to the permitted uses

18.2 ACCESSORY USES

- a bed and breakfast in a single detached dwelling
- a home occupation
- a second unit use
- a private market garden

18.3 PERMITTED STRUCTURES

- one main structure is permitted in the VR1 Zone
- a group home in a single detached dwelling
- one single detached dwelling
- A second unit in a single detached dwelling or in an accessory building in accordance with Section 18.8.5
- buildings and structures for the permitted uses
- other buildings and structures, not including residences, accessory to the permitted uses, in accordance with Section 3.4

18.4 ZONE REGULATIONS

Lot Area (minimum)	1,850 square metres Except lots in the Colborne Ward created before <i>By-law 13-1994</i> may have a minimum lot area of 1,395 sq. m. (Amended By <i>By-Law 13-1994</i>)
Lot frontage (minimum)	23 metres
Front Yard Depth (minimum)	7.5 metres
Interior Side Yard Depth (minimum)	3 metres
Exterior Side Yard (minimum)	6 metres
Rear Yard Depth (minimum)	7.5 metres

Where a lot exceeds 100 metres in depth, no building or structure or part thereof shall be located further than 100 metres from the front lot line	
Lot Coverage (maximum)	30 %
Landscaped Open Space (minimum)	30 %

18.5 BUILDING REGULATIONS

18.5.1 FOR SINGLE DETACHED DWELLINGS

Main Building Height (maximum)	9 metres
Total Floor Area (minimum)	95 sq. metres

18.6 PARKING REGULATIONS

Refer to General Provisions Section 3.26

18.7 ACCESSORY BUILDINGS AND STRUCTURES REGULATIONS

Refer to General Provisions Section 3.4

18.8 SPECIAL PROVISIONS

18.8.1 EXISTING BUILDINGS, STRUCTURES AND DEVELOPED LOTS

The lot area, lot frontage, all yards, gross floor area of the main building, lot coverage, and building height of existing permitted buildings, structures and lots, where lower than the foregoing minimum or higher than the foregoing maximum requirements, shall apply as they lawfully exist on the day of the passing of this By-law.

18.8.2 EXISTING UNDEVELOPED LOTS

Where a lot in the Ashfield, Colborne or Wawanosh ward having an area, depth and/or frontage less than the minimum requirements stated in Section 18.4 is held under distinct and separate ownership from abutting lots as shown by a registered conveyance in the records of the Registry Office, at the date of passing of By-law 5-1986 Ashfield in Ashfield, 18-1982 Colborne in Colborne, or 13-1991 Wawanosh in Wawanosh such lot may be used and a single detached dwelling erected on the lot provided:

Lot Frontage (minimum)	18 metres
Lot Area (minimum)	1,000 square metres
All relevant regulations made under the Public Health Act and all relevant requirements of the relevant Health Authority are fulfilled.	

18.8.3 DUNGANNON EXISTING UNDEVELOPED LOTS

Where two or more contiguous lots are held in common ownership on Registered Plans 228, 229 and 230 (the Village of Dungannon) at the date of passing of this by-law and have been deemed to be outside of a plan of Subdivision, such lot may be used and a single-detached dwelling erected on the lot, provided:

Lot Area (minimum)	1,600 square metres
All relevant regulations made under the Public Health Act and all relevant requirements of the relevant Health Authority are fulfilled.	

18.8.4 LOTS NOT FRONTING ON A PUBLIC STREET

No development shall be permitted on lots in the VR1 zone that do not have frontage on an open public road developed to municipal standards and assumed by the Township.

18.8.5 FRONT YARD

For lots fronting on Lake Huron or the Maitland River, and for lots abutting or including top-of-bank, the front yard shall be the lake/ top-of-bank side of the lot.

18.8.6 SECOND UNIT

- a. Any additional exterior stairways provided for the second unit leading to a full floor above the first storey in a single detached dwelling shall not be located in the front yard.
- b. One additional on-site parking space shall be provided for the second unit in addition to the parking for the main dwelling.
- c. Both the main dwelling and the second unit shall be served by one driveway.
- d. Second units in an accessory building will be subject to the Ontario Building Code and will require a change of use permit.
- e. No second unit will be established without a confirmation from the Huron County Health Unit that septic services are adequate for the main dwelling and the second unit.

18.8.7 Holding Zone

VR1-H

In the area VR1-H no development is permitted until the needed municipal services such as a public road or drainage have been provided. The Holding Zone –H may be removed when these services are available or will be provided by the developer to the satisfaction of the Township.

SPECIAL ZONES

18.9.1 VR1-1

- a) Notwithstanding the provisions of Sections 18.4 and 18.5.1 to the contrary, the dwelling shall not exceed 9 metres in height, except for the existing silo structures, which shall have a maximum height of 13 metres.
- b) Notwithstanding the provisions of Section 18.1 to the contrary, a contractor/ home builder home industry shall be permitted in the VR1-15 zone.
- c) A contractor/ home builder home industry shall be the only type of home industry permitted in the VR1-1 zone.
- d) Notwithstanding Section 2, definition of Home Industry, to the contrary, the contractor/ home builder home industry shall be wholly contained within the single detached dwelling.
- e) Notwithstanding any provision of this By-law to the contrary, in the area zoned VR1-15 the maximum area used for a home industry will be 40% of the floor area of the residence.
- f) The VR1-15 zone will permit a maximum of 6 full time employees, other than the owner, to be employed by the contractor/ home builder home industry. A maximum of 2 employees, other than the owner are permitted to work on the property zoned VR1-15.
- g) All other applicable provisions of this by-law, as amended, shall apply.

18.9.2 VR1-2

Notwithstanding Sections 18.1 and 18.2 to the contrary, in the area zoned VR1-1 a multiple residential use is permitted subject to the provisions of Section 18. Any multiple residential structure is permitted with up to 6 dwelling units provided that the minimum total floor area per dwelling unit shall be 55 square metres. All other applicable provisions of this by-law as amended shall apply.

18.9.3 VR1-3

Notwithstanding the provisions of Sections 18.3 and 3.4 to the contrary, the area zoned VR1-3 (Part Lot 1, Concession 1, Western division, including part road allowance closed as 22R2533, part 1 and 2) may have a residence and accessory buildings and structures located further than 100 metres from the front lot line. The special zone permits one existing accessory structure in the front yard. All other provisions of this by-law, as amended, shall apply. *(By-law 3-2004)*

18.9.4 VR1-4

Notwithstanding any provisions of this by-law to the contrary, the area zoned VR1-4 (Part Lot 1, Concession 1 and 2) may be used for an accessory building with a total floor area of 180 square metres. The residence and accessory buildings may be located further than 100 metres from the front lot line. The property shall have a minimum lot area of 5900 square metres. All other provisions of the by-law, as amended, shall apply. *(By-law 72-2003)*

18.9.5 VR1-5

Notwithstanding the provisions of Section 18.3 to the contrary, the area zoned VR1-5 (Part Lot 1, Concession 1 and 2) may have a residence and accessory buildings and structures located further than 100 metres from the front lot line. All other provisions of this By-law, as amended shall apply. *(By-law 48-2002)*

18.9.6 VR1-6

Notwithstanding any provision of this by-law to the contrary, the lots on Registered Plan 507, including the lots on Block 22 as created by severance application B60/94, shall be deemed to comply with the minimum lot area and minimum lot frontage requirements. Notwithstanding any provision of the by-law, as amended, to the contrary, no building or structure shall be located closer than 15 metres to the top-of-bank, except that those buildings and structures existing on the date of passing of this by-law shall be deemed to comply with the top-of-bank setback provisions of this by-law. All other applicable provisions shall apply. *(By-law 13-1994, 28-2002)*

18.9.7 VR1-7

Notwithstanding the provisions of Section 18.3 to the contrary, the area zoned VR1-7 (Part of Falls Reserve, West Division, R.P. 546) shall have a minimum lot area of 8500 square metres. *(By-law 15-1999)*

18.9.8 VR1-8

Notwithstanding and in addition to the provisions of Section 18.1 to the contrary, the area zoned VR1-8 permits a residence and a woodworking shop with accessory showroom and retail of items as produced on site.

18.9.9 VR1-9

Notwithstanding the provisions of Section 18.4 to the contrary, in the area zoned VR1-9 one residential structure is permitted; all other provisions of Section 18 shall apply.

18.9.10 VR1-10

Notwithstanding the provisions of Section 18.3 to the contrary, in the area zoned VR1-10 one mobile home is permitted; all other provisions of Section 18 shall apply.

18.9.11 VR1-11

18.9.11.1 Notwithstanding the provisions of Section 18.2 to the contrary, the lands zoned VR1-11 shall permit a home industry in an accessory building situated to the rear of the main residential use on the subject lands. The home industry shall satisfy the standards identified in Section 2 and Section 3.41, "Home Industry", except as amended below.

18.9.11.2 Notwithstanding Section 2 and Section 3.41, "Home Industry", to the contrary the maximum number of persons employed on site on a regular basis, other than the owner, shall not exceed 7 for an accessory farm equipment sales and service business only.

18.9.11.3 Notwithstanding Section 2 and Section 3.41, "Home Industry", to the contrary, outdoor display shall be permitted in front of the accessory building for up to 4 farm equipment items available for sale. Each item on display shall be set back a minimum of 30 metres from the front lot line. *(By-law 14-2000)*

18.9.12 VR1-12

Notwithstanding the provisions of Section 3.4 and 18 to the contrary, in the VR1-12 zone an existing former church building is permitted to be used for a home industry, accessory to an existing residence, a former rectory. All existing buildings and structures are deemed to comply with the provisions of this by-law. All other provisions of this by-law shall apply.

18.9.13 VR1-13

a) Notwithstanding the provisions of Section 18.4 to the contrary, in the VR1-13 zone where two or more contiguous lots are held in common ownership on Registered Plan 137 at the date of passing of this by-law, such lots may be used and a single-detached dwelling erected on the lots provided that the minimum Lot area shall be 1600 square metres and all relevant regulations made under the Public Health Act and all relevant requirements of the relevant Health Authority are fulfilled. All other provisions of this by-law shall apply.

18.9.14 VR1-14

Notwithstanding the provisions of Section 3.4 the VR1-14 zone permits an accessory building, a garage, to be constructed with a maximum height of 6.5 metres and a maximum height at the peak of the roof of 7.5 metres. The VR1-14 zone permits the garage to be constructed in the front yard and exterior side yard with a minimum setback from the east lot line of 3 metres and a minimum setback from the north lot line of 8 metres. The maximum lot coverage for the garage shall be 7.5% of the total lot area or the lot coverage of the main building, whichever is less. *(By-law 18-2010)*

18.9.15 VR1-15

Notwithstanding the provisions of Sections 3.22 and 18.3 to the contrary, the area zoned VR1-15 may be used for two single detached residences and accessory buildings, subject to the provisions of Section 18 (VR1 zone). The second single

detached residence located north of the other residence is restricted to a maximum ground floor area of 100 square metres. All other applicable provisions apply.
(By-law 57-2010)

18.9.16 VR1-16

Notwithstanding the provisions of Sections 18.1 and 18.3 to the contrary, the area zoned VR1-16 may be used for a three unit multiple dwelling and accessory buildings, subject to the provisions of Section 18 (VR1 zone). All other applicable provisions apply. (By-law 23-2011)

18.9.17 VR1-17

Notwithstanding the provisions of Section 3.4 to the contrary to the contrary, the area zoned VR1-17 zone permits a garage to be constructed with a maximum height of 7.5 metres and a maximum floor area of 375 square metres and the garage is permitted to be constructed closer to the street than the existing residence. All other applicable provisions shall apply.

18.9.18 VR1-18

Notwithstanding the provisions of Section 18.4 to the contrary to the contrary, VR1-18 permits a lot frontage of 20.1 metres. The existing shed is deemed to comply with the provisions of the Zoning By-law. All other applicable provisions shall apply.

18.9.18.1 VR1-18-h

In the area zoned VR1-18-h no development is permitted until the (-h) is lifted by Council; At such time as this area is further developed, a Development Agreement regarding services (e.g. water, road) will be entered into to the satisfaction of the Township of Ashfield-Colborne-Wawanosh. (By-law 56-2016)

APPENDIX C
QUESTIONNAIRE



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH SERVICING MASTER PLAN

Questionnaire

The following survey has been prepared to gather information from residents on existing water and sewage servicing, future growth potential and drainage issues affecting the Community of Port Albert. This questionnaire is being completed in conjunction with a Servicing Master Plan Study for the Port Albert settlement area and will include established residential areas as well as future development lands west of London Road, north of South Street and south of Russell Street. In accordance with the Municipal Freedom of Information and Protection of Privacy Act, personal information is collected under the authority of the Municipal Act and will **only** be used for the purpose of data collection. **Please return by June 29, 2018.**

Name: _____

Lot No. _____

Mailing Address: _____

Plan No. _____

Property Address: _____

Road: _____

Block: _____

Size: _____ (ha/acres)

PROPERTY INFORMATION:

1. Is your property:

- ☐ Developed
- ☐ Vacant
- ☐ Other (please specify)

3. What are the current uses of the property (check all that apply)

- ☐ Residential
- ☐ Agricultural
- ☐ Commercial
- ☐ Industrial
- ☐ Other (please specify)

2. If vacant, do you plan to develop the property:

- ☐ Yes (0-5 years)
- ☐ Yes (5-10 years)
- ☐ Yes (10+ years)
- ☐ No

4. Does your property have frontage on an open Municipal Road?

Yes ☐ No ☐ Other _____

If Yes, what type of development?

DRAINAGE INFORMATION:

1. Have you experienced drainage problems with your property?

- ☐ Never
☐ 1-2 times a year
☐ More than 2 times a year

2. Would you describe your lot drainage as:

- ☐ Good
☐ Fair
☐ Poor
☐ (Other (please specify)

3. If you have experienced drainage issues, please circle all that apply:

- ☐ Water ponding in yard
☐ Water in basement
☐ Water ponding on road surface
☐ Other (please specify)

4. If you have a sump pump, how often does it run:

- ☐ Frequently
☐ Intermittent
☐ Not often
☐ We don't have a sump pump

SERVICING INFORMATION:

1. What type of well services your property?

- ☐ Drilled Well ☐ Sand Point
☐ Dug Well

2. Is your well shared with other properties

- ☐ Yes ☐ No

If yes, how many properties share the well

3. How often do you sample your well water?

4. Have you had any water quality issues with your well? If yes explain.

5. What type of septic system services the property?

- ☐ Septic Tank and Disposal Field
☐ Tertiary Treatment System
☐ Septic Tank and Raised Bed
☐ Other (please specify)

6. How old is your septic system:

- ☐ 0-5 yrs. ☐ 5-15 yrs.
☐ 15-25 yrs. ☐ > 25

7. Have you had any issues with your septic system? If yes explain.

ADDITIONAL COMMENTS/INPUT:

If there is any additional information that you think would be useful to this study, or any additional comments that you wish to make, please include them here:

[illegible]

Please return completed questionnaires to the ACW Municipal Office or to BMROSS at 62 North Street, Goderich, Ontario, N7A 2T4. Questionnaires can be scanned and emailed to the address below. An on-line questionnaire is also available at **www.bmross.net**. If you have any questions regarding the questionnaire or the Master Plan Study process, please contact: Kelly Vader, Environmental Planner @ B.M. Ross and Associates Ltd., 62 North Street, Goderich, ON N7A 2T4. (Toll Free) 1-888-524-2641 (F) 519-524-4403. Email: **kvader@bmross.net**.



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT MASTER PLAN SERVICING STUDY
(COMMUNITY OF PORT ALBERT)

CIRCULATION AREA - PARCELS

DATE
MAY 22, 2018

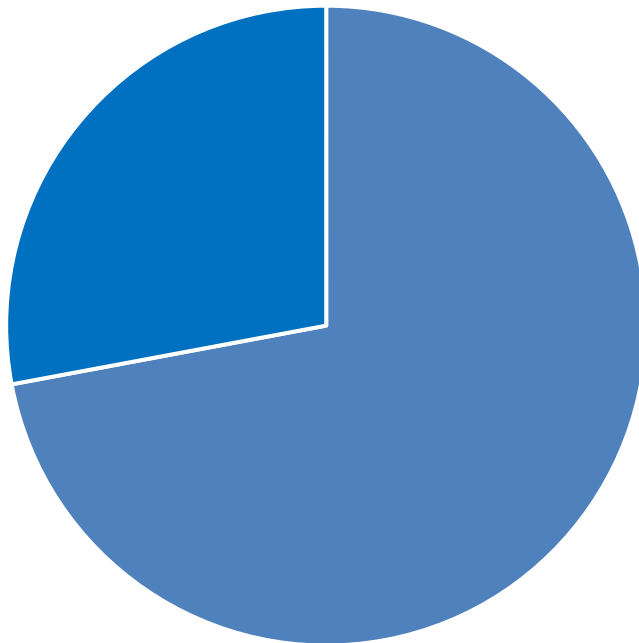
PROJECT No.
16135

SCALE
1 : 9,000

FIGURE No.

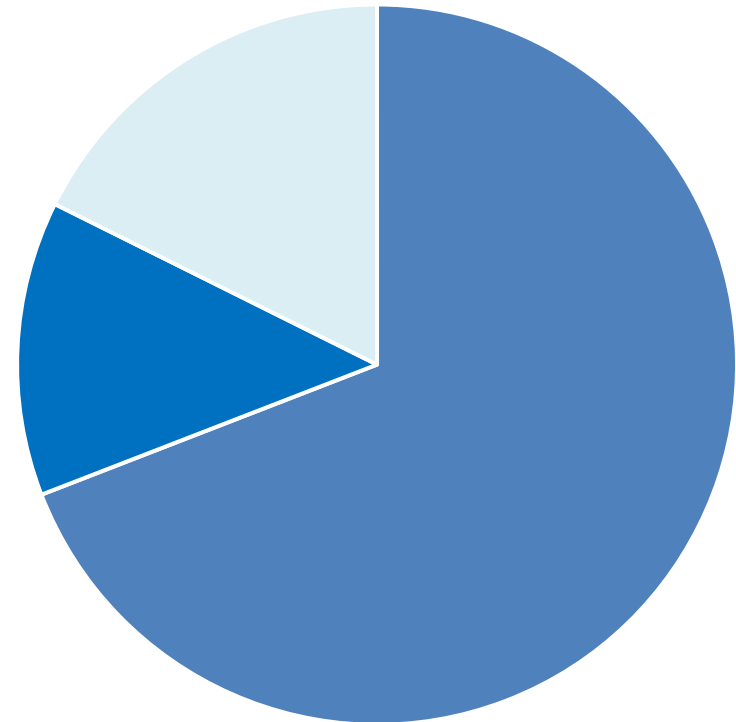
Questionnaire Results

Property Status



■ Developed ■ Vacant

Land Use

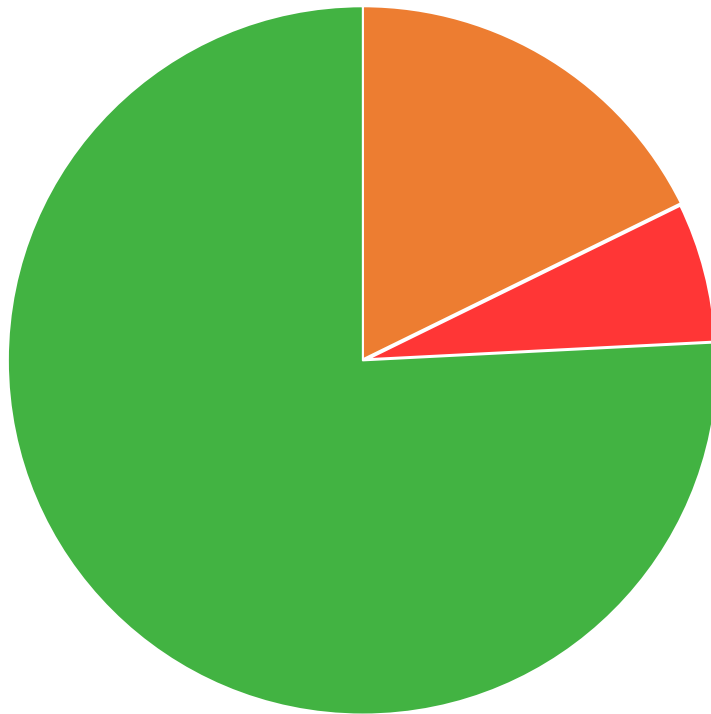


■ Residential ■ Agricultural ■ Other

- 65 Questionnaires Returned (affecting 68 Parcels)
- 26% Returned

Questionnaire Results

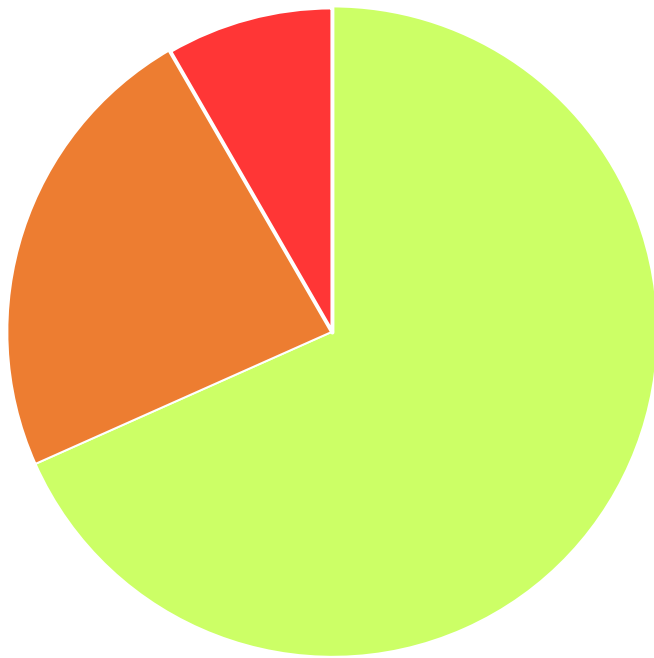
Drainage problems on Property



■ 1-2 times/year ■ >2 times/year ■ Never

Questionnaire Results

Lot Drainage



■ Good ■ Fair ■ Poor

Timestamp	Comments
5-31-2018 12:29:13	Wellington street is higher than property we get a lot of run off from snow when it melts it creates large puddles in the yard. The snow plow in the winter comes down the west side of wellington first and the snow piles up, in the spring the snow melting has no where to go, the hickenbottom is over two hundred feet away and our house is in between, if the plow came down the east side first, where the drainage is, the water has somewhere to go.
6-3-2018 4:58:12	
6-4-2018 9:26:21	On the topic of drainage, Burnside put together an engineers report for the Port Albert Municipal Drain in October 2017. Is this master plan a duplication of effort (and expense)? Natural gas is available locally. Is this going to be on the list of services being considered / offered? Are developers going to foot the bill for the infrastructure (roadway, drainage, services etc) upgrades required to service their developments?
6-4-2018 11:18:31	It would make things easier if a public sewage system and water were available. I would rather pay a bit more in taxes. I also believe it would encourage further growth of our community.
6-4-2018 23:32:38	No Comments
6-6-2018 9:24:54	No Comments
6-12-2018 16:43:28	No Comments
6-13-2018 20:46:09	I would like the municipal drain to be cleared.
6-16-2018 12:14:31	No Comments
6-19-2018 22:31:56	No Comments
6-20-2018 11:20:23	No Comments
6-25-2018 22:57:12	No Comments
6-25-2018 23:01:58	No Comments
6-26-2018 9:10:28	No Comments
6-27-2018 20:58:34	There are items i.e.: large pieces of tin that have become imbedded in the drain along my property line. Also the bank over the culvert that runs under Wellington Street near South St has some deterioration issues .
6-28-2018 12:49:45	We have lost major amounts of property to not having the drainage ditch prepared for the London drain improvement, not impressed with the handling of this project, as now it has added needless cost to the maintenance of the the London Drain! The erosion has caused the banks to be undercut! I have video proof of what the LondonRd Drain looked like before the erosion started!
6-29-2018 9:50:44	No Comments
6-29-2018 18:59:00	I think it would be very useful to do a site visit to our property to re-assess the areas marked currently and confirm lots available to develop
6-29-2018 19:02:21	These two lots are at end of a current no-maintenance road but accessible.
Previous to June 20	We contributed to reconstruction of London Road and had an outlet for our sump pump installed at that time. You should have asked if we have a basement. Some people don't have water problems but don't have a basement. We have a basement and a tile going from basement to ditch behind us. In about 10 years we may sever off the lot south of us on London Road. Do not need an outlet there, property drains to the ditch at south side of lot.
6-6-2018	Property drainage and grading was done prior of the subdivided into 3 lots. 2010-2011 year. BM ROSS 2 Properties 1 Survey
6-6-2018	Property drainage and grading was done prior of the subdivided into 3 lots. 2010-2011 year. BM ROSS 2 Properties 1 Survey

6-6-2018	*BM Ross Comment - No Comment Page with document*
Previous to June 20	*BM Ross Comment - No Comment Page with document*
15-Jun-10	*BM Ross Comment - No Comment Page with document*
15-Jun-10	*BM Ross Comment - This is entered as second entry from survey, they own 2 properties side by side*
11-Jun-18	*BM Ross Comment - No Comment Page with document*
11-Jun-18	*BM Ross Comment - This is entered as second entry from survey, they own 2 properties side by side*
Previous to June 20	*BM Ross Comment - No Septic/2nd Page included in document* We have poor drainage at the road culvert. It backs up on our lawn at the front - we have seen 20 to 40 feet width of water and the culvert under the driveway 6 inches under water many times. It is slow to drain away.
Previous to June 20	*BM Ross Comment - No Comment Page with document*
Previous to June 20	*BM Ross Comment - No Comment Page with document*
Previous to June 20	*BM Ross Comment - No Comment Page with document*
Previous to June 20	Since this process to develop a Servicing Master Plan for Port Albert is part of a Municipal Class Environmental Assessment key plan, and our residents are reliant on well water, my wife and I feel it imperative that all residents be made aware of, or reminded about the necessity to maintain the water quality on their properties. We have been aware of instances of spraying pesticides which are very questionable and allowing water to pond around well heads, both of which could possibly lead to contamination of our aquifer and soils, and pollution of Lake Huron, since our storm sewers drain untreated directly into the lake. We are in favour of our current well and septic systems and encourage all residents to be good stewards of their properties. Ravine & shore erosion on L. Huron are occurring partly due to current drainage practices which also need to be addressed.
Previous to June 20	*BM Ross Comment - No Comment Page with document*. Duplicate from Don Bester - 64 Wellington St S. RR3 Goderich -
Previous to June 20	*BM Ross Comment - No Comment Page with document*
20-Jun-18	*BM Ross Comment - No Comment Page with document, Information page not filled out*
20-Jun-18	The road ditch that is filled in and tiled. On Wellington is a 22" tile. Till Lot 4 then that home owner installed a 12". It is reduced to much and comes back on our lots! Outlets for new homes should be a must! Not outlet on our roads, to open ditch? Maintain our main outlets.
21-Jun-18	No Comments
21-Jun-18	No Comments
22-Jun-18	In general poor use of the ditch drainage on road ways, due to no culverts or reduced amount that have blocked the flow of surface water to and along road / street ditch ways. Due to the concerning driveway entrances and filling in of ditch ways without culverts being in place. Jogn Lohse 519-529-7656
25-Jun-18	No Comments
27-Jun-18	No Comments
June 28 ,2018	No Comments
29-Jun-18	No Comments
29-Jun-18	No Comments
29-Jun-18	No Comments
Previous to July 1	The property has frontage on Russel St but no access

26-Jun-18	The project: "as determined by need" - we have been waiting for "14 Years" (2004) to build on our property. We need Market St. to be extended west to Huron St. When we started to request to build on our property, ACW didn't even have a "Road Policy" (2007). It came into effect because of our inquiries. Also, ACW council, at the time (Zoning By-Law, June 3, 2008), added a new By-Law, section 19 19.8.4 to further block our request and cover a so called loop hole in section 3 "General Provisions" 3.3; 3.3.1 & 3.3.2 of the zoning By-Law (2986) that were in effect at the time of our initial request. I strongly doubt that anyone has waited longer (14 years) & we request to be in the 1st phase. We need Market St. upgraded, not Huron St. S. Our property is on the corner of Market St. and Huron St. and would front on Market St.
26-Jun-18	No Comments
Previous to July 1	No Comments
26-Jun-18	No Comments
11-Jul-18	We have no desire for the township to provide municipal water service or a sanitary sewer system
10-Sep-18	Being a cottage beyond the last intersection to "dead end" we wish not to see any more services such as storm sewers, sanitary sewers or street lights!!! If anything, developing a stair case on the roadway to the beach area would be advantageous for any new housing off South Street. The beach is a public beach and a public stairway would help as cottages along the front of the beach tend to think they own the beach. Having the Conservation Authority recognize that a public access by way of a stair case in the road allowance would acknowledge the beach is not private!!! Perhaps having natural gas services to the area would help reduce the need for Hydro One costly billing!!!
17-Oct-18	No Comments
9-20-2019 12:41:42	No Comments
9-20-2019 12:49:28	No Comments
9-20-2019 12:54:06	No Comments
9-20-2019 13:41:12	No Comments
9-20-2019 15:32:22	No Comments
9-20-2019 16:20:33	We have had no issues with our water quality or drainage
9-20-2019 16:29:18	No Comments
9-20-2019 19:25:24	Erosion from Point Albert Drain impacting lots, four lots south of our property, major risk based on 100 year erosion line. No safe public access to lake in our area, trespassers on our property. Concerned about our liability if anyone is hurt while trying to get access to lake.
9-20-2019 23:07:46	This is not a survey. It is a list of questions that can not be used to determine numbers expected from an engineering firm. Provide a survey that will produce real numbers and not the numbers currently present in the Port Albert Master Plan report. What safety measure is being put in place with this survey to ensure real measureable data and consistent repeatability. This survey and all of its current results should be scraped. A new survey should be created to ask questions in a format that can produce real statistical numbers. Please include these same answers to my properties at lots 11 and 12 Sydenham Street as well. I am disappointed that my township has not provided clear direction to BM Ross for fixing this defective survey.

9-21-2019 8:22:05	As an association of neighbours, we have always assumed the maintenance and drainage of our access roads. Culverts have been added and enlarged to redirect the increased flow. Increased volume has coincided with alterations to London Rd and recent developments in Port Albert.
9-21-2019 13:45:27	No Comments

I saw the:

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
MASTER PLAN SERVICING STUDY
(COMMUNITY OF PORT ALBERT)
NOTICE OF STUDY INITIATION

for the first time on Friday, August 2, 2019.

I requested a copy of the survey from the engineers after the ACW Council meeting on July 29, 2019. I have yet to received an email message from Kelly Vader with a copy of the survey or information on how I can get access to the survey.

I noticed the questionnaire was to be completed, and returned to Kelly Vader at BM Ross before June 29th, 2018.

How did the engineers get accurate information from this survey?

I have a number of questions about the survey?

Property Information section:

1. What does the engineer expect when they use:
 - a. Developed?
 - i. A property with an empty barn on it?
 - ii. A property that has hydro running to it
 - iii. The property has been mowed and has a proper driveway access
 - b. Vacant?
 - i. There are no residents living on the property?
 - ii. It is used for crops
 - c. Other?
 - i. Should there even exist a section with this on it as does the land not have either a development or not?
 - d. How does one interpret the answers to a question like this when the people answering the question have different ideas of what these terms mean.
2. I own one property and I co-own a second property. I would answer this question with two different results.

Drainage Information section:

1. What does the engineer mean when using the question “drainage problem”?
 - a. Depending on the season, there are different drainage issues
 - b. Depending on how the township plows in the winter, changes the drainage issues
 - c. Is there a difference between issue and problem as the word issue is used in a later part of this questionnaire?
2. What does the question “Would you describe your lot drainage as:
 - a. Good?
 - i. Why is there no choice of “Excellent”?
3. If you have experienced drainage issues, please circle all that apply:
 - a. How many properties in this research area have basements?
 - i. There are many properties in this area that do not have basements
 - ii. Why are we asked to circle answers when there are boxes in front of the concerns?

4. If you have a sump pump, how often does it run?
 - a. If you do not have a basement, you will not need to have a sump pump
 - b. If you do not have a sump pump, does not mean you do not need one
 - c. When you ask frequently what number do you think is frequently?
 - i. My interpretation of frequently would be once a year because I do not have a basement and I really have no need to address this question
 - ii. Another person could check this same box because they interpreted frequently as bi-weekly, weekly, daily, constantly,
 - d. What are you using as your baseline to interpret the word Intermittent? This word should have been put into the questionnaire as an adverb "Intermittently".

I am concerned that the questionnaire has too many interpretations for many of the questions asked. How can you get an accurate summary of the population responses when there are possibly ten, fifteen, twenty, ... different interpretations of the same question?

This questionnaire seems to have been created to arrive at a pre-planned conclusion. I do not think the township can put any faith in the results of this study.

The survey does not appear to have been professionally created. It appears as if it was created to get the results of conclusions that the township wanted.

I only see results from this study as biases results.

Unfortunately, I did not receive this questionnaire to respond to it.

The questions posed in this "study" do not seem to represent the land or the survey population they are supposed to address.

How can the township even consider moving forward on results of a study that does not address the specific population. This questionnaire appears to be addressing a different geographical area.

APPENDIX D

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

**Stage 1 Archaeological Assessment
Municipal Class EA
Proposed Servicing Master Plan
Port Albert Town Plot
Geographic Township of Ashfield,
Now Township of Ashfield-Colborne-Wawanosh,
Huron County, Ontario**

Submitted to

B.M. Ross and Associates Ltd.
62 North Street, Goderich, ON N7A 2T4

and

The Ontario Ministry of Heritage, Sport, Tourism and Culture Industries

Prepared by



**Timmins Martelle
Heritage Consultants Inc.**

**@ the Museum of Ontario Archaeology
1600 Attawandaron Road, London, ON N6G 3M6
Phone: (519) 641-7222 Fax: (519) 641-7220**

Archaeological License: Jim Sherratt, M.A., P074
Our File: 2019-177
PIF Number: P074-0059-2020

September 2020
Original report submitted to
the Ministry of Heritage, Sport, Tourism and Culture Industries
XX September 2020

Executive Summary

A Stage 1 archaeological assessment was conducted for the proposed Servicing Master Plan for the Township of Ashfield-Colborne-Wawanosh, Port Albert, Huron County, Ontario. The study area is bounded to the north by Russell Street (south of Nine Mile River), the south by South Street, the east by London Road and the west by the shore of Lake Huron. Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted by B.M. Ross and Associates Limited to carry out the assessment which was conducted in accordance with the provisions of the *Environmental Assessment Act* (R.S.O. 1990). It is our understanding that as part of this project B.M. Ross will be recommending the implementation of a number of projects that would be classified as Schedule B activities under the MEA Class EA process. As such the Stage 1 background study will refine the archaeological potential for both the study area in general, but also each individual project area recommended for road construction, road improvements, stormwater management infrastructure and facilities. It will address whether Stage 2 assessment will be required and, where necessary, it will identify the appropriate methodology.

The Stage 1 background study included a review of current land use, historic and modern maps, aerial photographs, previous archaeological investigations, topographic and historic settlement maps, as well as a list of registered and known archaeological sites within 1 km. As a portion of the study area is a residential area with surface disturbance, background and archival research was also undertaken in an effort to summarize former land use, identify previous buildings on and occupants of the property, evaluate integrity and establish whether there is potential for *in situ* deeply buried archaeological deposits. The Stage 1 background research determined that much of the overall study area has archaeological potential. The specific project areas are also in proximity to features signaling archaeological potential; however, the Stage 1 property inspection determined that some areas had been disturbed by roadbuilding (Wellington Street).

Based on the information compiled in the background study and observations made during the Stage 1 property inspection, the following general recommendations are made:

1. The overall study area generally has archaeological potential. As such, Stage 2 archaeological assessment should be completed prior to ground disturbance activities; and
2. With the exception of the travelled portions of the existing roads and the proposed storm drainage outlet, the individual project areas have archaeological potential and will require Stage 2 archaeological assessment prior to ground disturbance activities.



With respect to individual project areas, the follow specific recommendations are made:

Project Areas	Proposed Development	Recommended Stage 2 Survey Method
Ashfield Street	Road upgrades between Sydenham and Huron Street South.	Stage 2 test pit survey at a 5 m interval beyond the current travelled portion of the road allowance.
Harvey Street	Road construction between Wellington and Sydenham Streets	Stage 2 test pit survey at 5 m interval
Market Street	Road upgrades between Wellington and Sydenham Streets; road construction between Sydenham and Arthur Street	Stage 2 test pit survey at 5 m interval
Victoria Street Road Allowance	Road construction between Huron and Colborne Streets	Combination of test pit and pedestrian survey at a 5 m interval
Huron Street South	Road construction north of South Street; road upgrades between Harvey Street road allowance to north of Market Street road allowance; road construction from north of Market Street road allowance to Victoria Street road allowance	Stage 2 test pit survey at 5 m interval with the exception of the travelled portion of the road allowance between Harvey and Market Streets road allowances
Colborne Street Road Allowance	Four segments of road construction from north of South Street to north of the Victoria Street road allowance	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval
Arthur Street Road Allowance	Road construction between South and Russel Streets	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval
Sydenham Street	Road construction between South and Russell Streets with small section of road upgrade north of Market Street	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval excluding the travelled portions of the road allowance
Wellington Street	Road upgrades between South and Russel Streets	Stage 2 judgmental test pit survey at a 10 m interval where it is not clearly intensively and extensively disturbed
SWM Facility	New facility on the south side of Ashfield Street and west of Colborne Street road allowance	Stage 2 pedestrian survey at 5 m interval
Storm Drainage Outlet	Within Ashfield Street road allowance to the west of Huron Street South	Steeply sloped and of low archaeological potential; no Stage 2 survey

These recommendations are subject to the provisions outlined in Section 4.0 of this report, and to its review by the Ministry of Heritage, Sport, Tourism and Culture Industries and its acceptance into the Ontario Public Register of Archaeological Reports.



Table of Contents

Table of Contents	iv
List of Images	v
List of Maps	v
List of Tables	vi
Project Personnel	vii
Acknowledgements	vii
1.0 PROJECT CONTEXT	1
1.1 Development Context.....	1
1.1.1 Introduction	1
1.1.2 Purpose and Legislative Context	1
2.0 STAGE 1 ARCHAEOLOGICAL ASSESSMENT	2
2.1 Research Methods and Sources.....	2
2.2 Archaeological Context.....	5
2.2.1 Study Area: Overview and Physical Setting	5
2.2.2 Summary of Registered or Known Archaeological Sites	6
2.2.3 Summary of Past Archaeological Investigations Within 50 Metres	6
2.2.4 Dates of Archaeological Fieldwork.....	6
2.3 Project Context: Historical Context	7
2.3.1 Indigenous Settlement in Huron County.....	7
2.3.2 19 th Century Municipal Settlement	9
3.0 STAGE 1 PROPERTY INSPECTION	11
4.0 ANALYSIS AND CONCLUSIONS	13
5.0 RECOMMENDATIONS	13
6.0 SUMMARY	15
7.0 ADVICE ON COMPLIANCE WITH LEGISLATION	15
8.0 BIBLIOGRAPHY	16
9.0 IMAGES	19
10.0 MAPS	35



List of Images

Image 1: Ashfield Street from the Intersection with Sydenham Street (looking west).....	20
Image 2: Ashfield Street from the Intersection with Huron Street South (looking east)	20
Image 3: Harvey Street Road Allowance West of Wellington Street (looking west).....	21
Image 4: Market Street Road Allowance at Intersection with Sydenham Street (looking west).....	21
Image 5: Victoria Street Road Allowance (looking east)	22
Image 6: Huron Street South from Intersection with Ashfield Street (looking south)	22
Image 7: Huron Street South from Intersection with Ashfield Street (looking north).....	23
Image 8: Huron Street South Road Allowance north of South Street (looking north)	23
Image 9: Huron Street South North of Market Street (looking north).....	24
Image 10: Colborne Street to the North of South Street (looking north).....	24
Image 11: Colborne Street to the South of Ashfield Street (looking south)	25
Image 12: Colborne Street to the North of Ashfield Street (looking north)	25
Image 13: Arthur Street to the North of South Street (looking north)	26
Image 14: Arthur Street to the South of Ashfield Street (looking south)	26
Image 15: Arthur Street to the North of Ashfield Street (looking north).....	27
Image 16: Arthur Street to the South of Russel Street (looking south)	27
Image 17: Sydenham Street to the North of South Street (looking north).....	28
Image 18: Sydenham Street near the intersection with Harvey Street Road Allowance (looking south)....	28
Image 19: Sydenham Street from Intersection with Ashfield Street (looking north)	29
Image 20: Sydenham Street to the north of Ashfield Street (looking north)	29
Image 21: Sydenham Street north of Ashfield Street (looking south).....	30
Image 22: Sydenham Road Allowance north of Ashfield Street, (looking north).....	30
Image 23: Sydenham Street to the South of Russel Street (looking south)	31
Image 24: Wellington Street from the Intersection with South Street (looking north).....	31
Image 25: Wellington Street South (looking north)	32
Image 26: Wellington Street South from Intersection with Russel Street (looking south).....	32
Image 27: Wellington Street South to the North of Market Street (looking north)	33
Image 28: SWM Facility location in the southwest corner of the Intersection of Ashfield Street and Arthur Street Road Allowance (looking south).....	33
Image 29: SWM Facility location in the Southwest Corner of the Intersection of Ashfield Street and Arthur Street Road Allowance (looking south).....	34
Image 30: Location of Proposed Storm Drainage Outlet at the Western Terminus of Ashfield Street (looking west).....	34

List of Maps

Map 1: Location of the Study Area, Port Albert, ON.....	36
Map 2: Aerial Photograph Showing the Location of the Study Area, Port Albert, Ontario	37
Map 3: Unaltered Proponent Map of the Study Area	38
Map 4: Unaltered Proponent Mapping Showing Proposed Project Areas within the Study Area.....	39
Map 5: Proponent Mapping Showing Proposed SWM Improvements Within the Study Area.....	40
Map 6: Physiography within the Vicinity of the Study Area.....	41
Map 7: Drainage within the Vicinity of the Study Area.....	42
Map 8: Patent Plan for the Town of Albert (now Port Albert)	43
Map 9: Facsimile of a Segment of the 1862 Hermon Map Showing the Study Area.....	44
Map 10: Segment of the 1879 Illustrated Historical Atlas Map Showing the Study Area	45
Map 11: Segment of 1954 Aerial Photograph Showing the Location of the Study Area	46
Map 12: Existing Conditions and Stage 1 Assessment Results for the Study Area.....	47
Map 13: Existing Conditions and Stage 1 Results on Proponent Mapping for Study Area.....	48
Map 14: Existing Conditions and Stage 1 Results for Specific Project Areas.....	49
Map 15: Existing Conditions and Stage 1 Results for Specific Project Areas on Proponent Map	50



Map 16: Map of Previous Stage 1 Assessment for Kingsbridge Wind Farm Phase II51

Map 17: Results of Previous Assessment of 86 Wellington Street, Port Albert, ON52

List of Tables

Table 1: Cultural Chronology for Indigenous Settlement in Huron County.....7

Table 2: Observations for Project Areas with the Overall Study Area12

Table 3: Documentary Records13



Project Personnel

Project Coordinator:	Jim Sherratt, M.A. (P074)
Report Production:	Jim Sherratt, M.A. (P074) Kelly Gostick, M.A. (R1189)
Field Director:	Jim Sherratt, M.A. (P074)
GIS Technician:	David Gostick, B.A.

Acknowledgements

TMHC would like to acknowledge the assistance of the following individuals:

Kelly Vader

Planner

B.M. Ross and Associates Limited



**Stage 1 Archaeological Assessment
Municipal Class EA
Proposed Servicing Master Plan
Port Albert Town Plot
Geographic Township of Ashfield,
Now Township of Ashfield-Colborne-Wawanosh,
Huron County, Ontario**

1.0 PROJECT CONTEXT

1.1 Development Context

1.1.1 Introduction

A Stage 1 archaeological assessment was conducted for the proposed Servicing Master Plan for the Township of Ashfield-Colborne-Wawanosh, Port Albert, Huron County, Ontario. The study area is bounded to the north by Russell Street (south of Nine Mile River), the south by South Street, the east by London Road and the west by the shore of Lake Huron. Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted by B.M. Ross and Associates Limited to carry out the assessment which was conducted in accordance with the provisions of the *Environmental Assessment Act* (R.S.O. 1990). It is our understanding that as part of this project B.M. Ross will be recommending the implementation of a number of projects that would be classified as Schedule B activities under the MEA Class EA process. As such the Stage 1 background study will refine the archaeological potential for both the study area in general, but also each individual project area recommended for road construction, road improvements, stormwater management infrastructure and facilities. It will address whether Stage 2 assessment will be required and, where necessary, it will identify the appropriate methodology.

All archaeological assessment activities were performed under the professional archaeological license of Jim Sherratt, M.A. (P074) and in accordance with the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011, “*Standards and Guidelines*”). Permission to begin the study was given by Kelly Vader of B.M. Ross and Associates Limited.

1.1.2 Purpose and Legislative Context

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Heritage concerns are recognized as a matter of provincial interest in Section 2.6.2 of the *Provincial Policy Statement* (PPS) which states:

development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

In the PPS the term *conserved* means:

the identification, protection, management and use of *built heritage resources, cultural heritage landscapes and archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

The *Environmental Assessment Act* (R.S.O. 1990) also provides for the protection and conservation of the “environment,” widely defined to cover “cultural heritage” resources. Section 5(3)(c) of the *Act* stipulates that heritage resources to be affected by a proposed undertaking be identified during the environmental screening process. Within the context of an Environmental Assessment, the purpose of a Stage 1 background study is to determine if the project has potential to negatively impact known or unknown archaeological resources. A Stage 2 assessment establishes if archaeological sites are present within the proposed impact areas, while a Stage 3 assessment evaluates their cultural heritage value. In the case of archaeological resources, potentially detrimental effects to archaeological resources are mitigated through Stage 4 protection and avoidance and/or excavation.

2.0 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

2.1 Research Methods and Sources

A Stage 1 background study was conducted to gather information about known and potential archaeological resources within the study area. According to the *Standards and Guidelines*, a Stage 1 background study must include a review of:

- an up-to-date listing of sites from the Ontario’s Past Portal for 1 km around the property;
- reports of previous archaeological fieldwork within a radius of 50 m around the property;
- topographic maps at 1:10,000 (recent and historical) or the most detailed scale available;
- historic settlement maps (e.g., historical atlas, surveys);
- archaeological management plans or other archaeological potential mapping (when available); and



- commemorative plaques or monuments on or near the property.

For this project, the following activities were carried out to satisfy or exceed the above requirements:

- a database search was completed through the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) PastPortal (PastPort) system that compiled a list of registered archaeological sites within 1 km of the study area (completed April 16, 2020);
- a review of known prior archaeological reports for the property and adjacent lands (note: the MHSTCI currently does not keep a publicly accessible record of archaeological assessments carried out in the Province of Ontario, so a complete inventory of prior assessment work nearby is not available);
- Ontario Base Mapping (1:10,000) was reviewed through ArcGIS and mapping layers provided by geographynetwork.ca; detailed mapping providing by the client was also reviewed;
- a series of historic maps and photographs was reviewed related to post-1800 land settlement.

There are no commemorative plaques or monuments within the immediate vicinity of the study area and it is not covered by any archaeological management plan.

Additional sources of information were also consulted, including modern aerial photographs, local history accounts, soils and physiographic data provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), and both 1:50,000 (Natural Resources Canada) and finer scale topographic mapping.

When compiled, background information was used to create a summary of the characteristics of the study area, in an effort to evaluate its archaeological potential. The Province of Ontario (MTC 2011 – Section 1.3.1) has defined the criteria that identify archaeological potential as:

- previously identified archaeological sites;
- water sources;
 - primary water sources (lakes, rivers, streams, creeks);
 - secondary water courses (intermittent streams and creeks, springs, marshes, swamps);
 - features indicating past water sources (e.g., glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in topography, shorelines of drained lakes or marshes, cobble beaches);



- accessible or inaccessible shoreline (e.g., high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh);
- elevated topography (e.g., eskers, drumlins, large knolls, plateaux);
- pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground;
- distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases; there may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings;
- resource areas, including:
 - food or medicinal plants (e.g., migratory routes, spawning areas, prairie);
 - scarce raw materials (e.g., quartz, copper, ochre or outcrops of chert);
 - early 19th century industry (e.g., fur trade, logging, prospecting, mining);
- areas of early-19th century settlement. These include places of early military or pioneer settlement (e.g., pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks.
- early historical transportation routes (e.g., trails, passes, roads, railways, portage routes);
- property listed on a municipal register or designated under the *Ontario Heritage Act* or that is a federal, provincial, or municipal historic landmark or site; and
- property that local histories or informants have identified with possible archaeological sites, historical events, activities or occupations.

In southern Ontario (south of the Canadian Shield), any lands within 300 m of any of the features listed above are considered to have potential for the discovery of archaeological resources.

Typically, a Stage 1 assessment will determine potential for Indigenous and historic era sites independently. This is due to the fact that lifeways varied considerably during these eras so that criteria used to evaluate potential for each type of site also varies.

It should be noted that some factors can also negate the potential for discovery of intact archaeological deposits. Subsection 1.3.2 of the *Standards and Guidelines* indicates that archaeological potential can be removed in instances where land has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. Major disturbances indicating removal of archaeological potential include, but are not limited to:

- quarrying;
- major landscaping involving grading below topsoil;
- building footprints; and



- sewage and infrastructure development.

Some activities (agricultural cultivation, surface landscaping, installation of gravel trails, etc.) may result in minor alterations to the surface topsoil but do not necessarily affect or remove archaeological potential. It is not uncommon for archaeological sites, including structural foundations, subsurface features and burials, to be found intact beneath major surface features like roadways and parking lots. Archaeological potential is, therefore, not removed in cases where there is a chance of deeply buried deposits, as in a developed or urban context or floodplain where modern features or alluvial soils can effectively cap and preserve archaeological resources.

2.2 Archaeological Context

2.2.1 Study Area: Overview and Physical Setting

The study area comprises rural agricultural and residential area within the village of Port Albert, Ontario. It falls within the Town Plot of Port Albert, Ashfield Township, now the Township of Ashfield-Colborne-Wawanosh, Huron County, Ontario (Maps 1 and 2). The study area is bounded to the north by Russell Street (south of Nine Mile River), the south by South Street, the east by London Road and the west by the shore of Lake Huron.

The study area falls within the Huron Slope and Huron Fringe physiographic regions as defined by Chapman and Putnam (1984). The Huron Slope is an area occupying roughly 1,000 square miles along the eastern side of Lake Huron situated between the glacial Lake Algonquin shorecliff and the Wyoming Moraine (Chapman and Putnam 1984:160; Map 3). Essentially a vast clay plain, the Huron Slope is modified by a narrow strip of sand and the twin beaches of glacial Lake Warren which flank the moraine (Chapman and Putnam 1984:160). The Huron Fringe, as defined by Chapman and Putnam (1984:161), comprises the wave-cut terraces of glacial Lake Algonquin and Lake Nipissing. Although the fringe is narrow, it is over 300 km long and encompasses more than 1,100 km² (Chapman and Putnam 1984:161). The soils within the study area consist of poorly drained Brookston clay loam, a soil type that is particularly susceptible to gully erosion (Hoffman et al. 1952:49; Map 4).

The study area falls within the Lake Huron drainage basin (Map 5). Lake Huron lies along the western boundary and a number of artificial drains run through the study area. The Nine Mile River lies approximately 85 m to the north. The Port Albert drain, which empties into Lake Huron, appears to be a partially channelized natural watercourse and runs through the southern portion.



2.2.2 Summary of Registered or Known Archaeological Sites

According to Ontario's Past Portal, there are no registered archaeological sites within 1 km of the study area.

2.2.3 Summary of Past Archaeological Investigations Within 50 Metres

During the course of this study, it was established that two archaeological assessments had been previously conducted within 50 m of the study area. However, it should be noted that the Ministry of Heritage, Sport, Tourism and Culture Industries currently does not provide an inventory of archaeological assessments to assist in this determination.

In 2006, TMHC conducted a Stage 1 archaeological assessment for the Kingsbridge II Wind Power Project (Map 16). The Stage 1 background review examined a large area incorporating much of Ashfield Township and indicated that overall, the study area had high potential for the recovery of Indigenous archaeological resources and 19th century historic material. As such, Stage 2 assessment of the proposed wind farm properties was deemed necessary. The larger Stage 1 project area overlaps with the current study area, but the closest turbine location is over 1 km east of the study area. The results on this assessment are presented in a report entitled *Stage 1 Archaeological Assessment, Kingsbridge Wind Power Project Phase II, Ashfield Township, Huron County, Ontario* (Licensee Holly Martelle (P064); PIF # P064-61).

In 2019, TMHC conducted a Stage 1 & 2 assessment for a proposed severance at 86 Wellington Street South in the Town Plot of Port Albert (Map 17). The proposed severance was comprised of an active agricultural field and was subject to pedestrian survey at a 5 m interval. No archaeological material was documented during the Stage 2 assessment. The results on this assessment are presented in a report entitled *Stage 1 & 2 Archaeological Assessment, Proposed Severance Application (G-6276), 86 Wellington Street South, Town Plot of Port Albert, Geographic Township of Ashfield, Township of Ashfield-Colborne-Wawanosh, Huron County, Ontario* (Licensee Sherri Pearce (P316); PIF # P316-0405-2019).

2.2.4 Dates of Archaeological Fieldwork

A Stage 1 field review was conducted on June 2, 2020, in sunny, and warm weather conditions. Supplementary photos were taken September 9, 2020 in cool and overcast weather conditions. The field review was conducted by Jim Sherratt (P074)



2.3 Project Context: Historical Context

2.3.1 Indigenous Settlement in Huron County

In recent years, our archaeological knowledge of Huron County has improved greatly, largely due to various cultural resource management surveys that have accompanied *Green Energy Act* development projects. Nonetheless, our knowledge of past Indigenous land use in the area is still incomplete. Using province-wide and region-specific data, a generalized cultural chronology for Indigenous settlement in the area can be proposed. The following paragraphs provide a basic textual summary of the known general cultural trends and a tabular summary appears in Table 1.

Paleo Period

The first human populations to inhabit southern Ontario arrived between 12,000 and 10,000 years ago, coincident with the end of the last period of glaciation. Climate and environmental conditions were significantly different then they are today; local environs would not have been welcoming to anything but short-term settlement. Ontario's first peoples would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. In this area, caribou may have provided the staple of Paleo diet, supplemented by wild plants, small game, birds and fish.

Given the low density of populations on the landscape at this time and their mobile nature, Paleo sites are small and ephemeral. They are sometimes identified by the presence of fluted projectile points manufactured with high quality raw materials. Sites or find spots are frequently located adjacent to the strandlines of large glacial lakes. This settlement pattern has been attributed to the strategic placement of camps in high, dry areas and at logistical points for the interception of migrating caribou herds.

Table 1: Cultural Chronology for Indigenous Settlement in Huron County

Period			Time Range (circa)	Diagnostic Features	Complexes	
Paleo	Early		9000 - 8400 B.C.	fluted projectile points	Gainey, Barnes, Crowfield	
	Late		8400 - 8000 B.C.	non-fluted and lanceolate points	Holcombe, Hi-Lo, Lanceolate	
Archaic	Early		8000 - 6000 B.C.	serrated, notched, bifurcate base points	Nettling	
	Middle		6000 - 2500 B.C.	stemmed, side & corner notched points	Brewerton, Otter Creek, Stanly/Neville	
	Late		2000 - 1800 B.C.	narrow points	Lamoka	
			1800 - 1500 B.C.	broad points	Genesee, Adder Orchard, Perkiomen	
	Terminal		1500 - 1100 B.C.	small points	Crawford Knoll	
			1100 - 950 B.C.	first true cemeteries	Hind	
		Early	950 - 400 B.C.	expanding stemmed points, Vinette pottery	Meadowood	
		Middle	400 B.C. - A.D. 500	dentate, pseudo-scallop pottery	Saugeen	
Transitional		A.D. 500 - 900	first corn, cord-wrapped stick pottery	Princess Point		
	Late		A.D. 900 - 1300	first villages, corn horticulture, longhouses	Glen Meyer	
			A.D. 1300 - 1400	large villages and houses	Uren, Middleport	
			A.D. 1400 - 1650	tribal emergence, territoriality, first Europeans	Odawa	
		Contact	Indigenous	A.D. 1700 - present	treaties, mixture of Native & European items	Ojibway, Odawa
		Settler	A.D. 1796 - present	English goods, homesteads	European settlement, pioneer life	



Archaic Period

The archaeological record of early Indigenous life in southern Ontario indicates a change in lifeways beginning circa 8000 B.C. at the start of what archaeologists call the Archaic Period. The Ontario populations are better known than their Paleo predecessors, with numerous sites found throughout the area. The characteristic projectile points of early Archaic populations appear similar in some respects to early varieties and are likely a continuation of early trends. Archaic populations continued to rely heavily on game, particularly caribou, but diversified their diet and exploitation patterns with changing environmental conditions. A seasonal pattern of warm season river or lakeshore settlements and interior cold weather occupations has been documented in the archaeological record. Since the large cold weather mammal species that formed the basis of the Paleoindian subsistence pattern became extinct or moved northward with the onset of warmer climate, Archaic populations had a more varied diet, exploiting a range of plant, bird, mammal and fish species. Reliance on specific food resources like fish, deer and nuts becomes more pronounced through time and the presence of more hospitable environs and resource abundance led to the expansion of band and family sizes. In the archaeological record, this is evident in the presence of larger sites and aggregation camps, where several families or bands would come together in times of resource abundance.

The coniferous forests of earlier times were replaced by stands of mixed coniferous and deciduous trees by about 4000 B.C. The transition to more productive environmental circumstances led to a rise in population density. As a result, Archaic sites become more abundant over time. Artifacts typical of these occupations include a variety of stemmed and notched projectile points, chipped stone scrapers, ground stone tools (e.g., celts, adzes) and ornaments (e.g., bannerstones, gorgets), bifaces or tool blanks, animal bone and waste flakes, a byproduct of the tool making process.

Early, Middle and Transitional Woodland Periods

Significant changes in cultural and environmental patterns are witnessed in the Early, Middle and Transitional Woodland periods (c. 950 B.C. to 1000 A.D.). Occupations became increasingly more permanent, culminating in major semi-permanent villages by roughly 1,000 years ago. Archaeologically, the most significant changes by the Woodland Period are the appearance of artifacts manufactured from modeled clay and the emergence of more sedentary villages. The earliest pottery was crudely made by the coiling method and early house structures were simple oval enclosures. The Early and Middle Woodland periods are also characterized by extensive trade in raw materials, objects and finished tools, with sites in Ontario containing trade items with origins in the Mississippi and Ohio River valleys. A rise in mortuary ceremonialism is also evident, culminating in the construction of large burial mounds.



Late Woodland Period

Beginning circa 1000 A.D. the archaeological record of Southern Ontario documents the emergence of more substantial, semi-permanent settlements and the adoption of corn horticulture. These developments are most often associated with Iroquoian-speaking populations, the ancestors of the Wendat (Huron), Tionontati (Petun - Tobacco Nation) and Attawandaron (Neutral) nations who were known to have resided in the province upon the arrival of the first European explorers and missionaries. Iroquoian villages incorporated a number of longhouses, multi-family dwellings that contained several families related through the female line. Pre-contact Iroquoian sites may be identified by a predominance of well-made pottery decorated with various simple and geometric motifs, triangular projectile points, clay pipes and ground stone artifacts. Sites post-dating European contact are recognized through the appearance of various items of European manufacture. The latter include materials acquired by trade (e.g. glass beads, copper/brass kettles, iron axes, knives and other metal implements) in addition to the personal items of European visitors and Jesuit missionaries (e.g. finger rings, stoneware, rosaries, and glassware).

Algonquian Populations

At the time of European contact in the early 17th century the Bruce peninsula was occupied by Algonkian speaking groups (Odawa, Potawatomi, Ojibwa) who maintained a close relationship with the Iroquoian speaking Tionontati peoples living along the southern end of Georgian Bay (Fox 1990:461). Like other Indigenous people in the area, these groups were dispersed in the mid-17th century as a result of the conflict between the Five Nations Iroquois and the Huron-Wendat. Many moved along the Lake Huron shoreline, with others settling in the peninsula proper. Several probable Algonquin sites on the Bruce peninsula and Georgian Bay have been documented, including a component on the Inverhuron-Lucas site on the Lake Huron shoreline.

2.3.2 19th Century Municipal Settlement

The study area falls within Town Plot of Port Albert, Ashfield Township now the Township of Ashfield-Colborne-Wawanosh, Huron County, Ontario. A brief discussion of early-19th century and municipal settlement in the Township is provided below, as a means of providing the general context for understanding former land use.

What was to become Ashfield Township formed part of a parcel of land that was subject to a surrender by the Ojibwa to the Crown in 1825 called Treaty Number 27½ (Lee 2004:21). Treaty 27 ½ formalized the surrender of much of the Huron Tract, of which Ashfield Township was a part:

...being an agreement made at Amherstburg in the Western District of the Province of Upper Canada on the 26th of April, 1825, between James Givens, Esquire,



Superintendent of Indian Affairs, on behalf of His Majesty King George the Fourth and the Chiefs and Principal Men of the part of the Chippewa Nation of Indians, inhabiting and claiming the tract of land... (Morris 1943:26, 27).

The Treaty was concluded on April 26, 1825 (ITS 1992:65).

Early municipal settlement in Huron County came with the creation of the Huron Tract, established through the efforts of John Galt and the Canada Company. Incorporated in 1824, the company was organized by Galt and a number of wealthy investors who wished to wrest some control from Clergy and Crown who held reserves amounting to two sevenths of lands in Upper Canada in the early-19th century. These lands were largely vacant, which served to impede any sustained settlement efforts in the area. Galt's plans were vehemently opposed by Church of England officials, and the church's considerable influence prevented the sale of its designated lands (Beecroft 1984:20). In May of 1826, the Canada Company purchased lands from the British Government that included all of the fifteen townships comprising Huron County. Nine of these townships would form part of the Huron Tract.

Huron County at this time was covered by dense forest that had to be cleared, and access to these areas was an obvious necessity. In 1827, William Dunlop and Mahlon Burwell were contracted to undertake a preliminary survey for a colonization road into the tract. The official survey for what would become the Huron Road (now Highway 8) was carried out by John McDonald in 1828-29 (Beecroft 1984:37). McDonald was responsible for surveying all of the townships in Huron County, with the exception of Goderich Township, which was undertaken by Deputy Provincial Surveyor David Gibson (Lee 2004:226). However, completion of the Huron Road did not initially attract settlers to the region. Five years after the road was finished there were only 385 inhabitants in all of Huron County (Scott 1966:52). In an attempt to remedy the situation and assist immigrants, Galt made plans for three "inns" to be erected along the course of the Huron Road. These would be placed where settlers could stay on their journey into the deeper reaches of the tract. In the following years hundreds of families utilized the inns as they made their way through Huron County (Scott 1966:44). The Canada Company often constructed temporary residences for the accommodation of the settlers until they were able to build their own homes (H. Belden & Co. 1879:8). Censuses for Huron County show that the population in 1837 was 385, in 1838 it was 1,168, and by 1842 it had reached 7,190 (Scott 1966:57).

The Township of Ashfield was given its name by Crown Surveyor William Hawkins, who drew inspiration from a similarly named village in the County of Suffolk, England (H. Belden 1879). The Township of Ashfield was first settled in the late 1830s by English, Irish and Scottish immigrants, many of whom were attracted to the region as early as 1837. The first recorded settler to acquire clear title to his land was George May, who settled on Lot 1, Concession 11 in 1835. May was followed a year later by John Runciman and William Dougherty who settled in what would later become Dungannon and Sheppardton, respectively (Scott 1966:186).



In 1837, Hawkins recognized the settlement potential of the area and laid out the town site for the Village of Port Albert (Scott 1966:185). Early records name Andrew McConnell, Jerome Sharpe and Stephen Martin as the first individuals to settle here, sometime between the years 1837 and 1841 (H. Belden 1879:15). The 1842 Return of the Populations of the Townships of Ashfield and Wawanosh shows Hawkins and all three of these men and their families as having cleared land and been successfully settled by that year (Huron County 1842). Hawkins was joined in 1841 by his brother John and his family who, along with the Sharpes, formed the backbone of the nascent community (Scott 1966:187). The Township held its first Municipal meeting on January 3, 1842 with Maurice Dalton serving as chair. The first gristmill was constructed by the government the following year and was followed by several privately funded mills including William Harris' in 1854 (Scott 1966:189). Between the years 1850 and 1861, the Township of Ashfield would grow from a population of 266 to 2617 (Scott 1966:187).

Historically the study area is within the original town for the village of Port Albert, Ashfield Township (Map 8). The early settlement of the village focused on the banks of the Nine Mile (also called the Lucknow River). The current study area is located within the southern portion of the town plot on the plateau beyond the river's valley. Hawkins' original town plan included a harbour on the south side of the river, mills at the first rapids, a market square at the intersection of Arthur and Market Streets and a burying ground west of London Road on the north side of South Street.

The first post office in Ashfield was located in Port Albert, opened in 1851 (Scott 1966:189). Port Albert was expected to develop into a port and a major settlement, but the original town plan was never realized. At its peak Port Albert had two stores, a sawmill, a gristmill, a hotel, two blacksmith shops and a telegraph office (Scott 1966:189-190).

The village saw a resurgence in the early 1940s with the establishment of the British Commonwealth Air Training Plan's No. 31 School of Air Navigation to the northeast of the village. At its peak, the base trained 1200 students. The base closed in February 1945 (McGee 1987).

The 1862 Tremaine map (Map 9) depicts the study area within the Town Plot of Port Albert. No owners' names are listed in associated with specific lots in the original town plot. South Street and London Road are depicted as open at this time. The 1879 historic atlas map (Map 10) also does not inventory the name of owners of individual lots. Russell Street, Wellington Street, Ashfield Street, South Street and London Road are all depicted as open at this time.

3.0 STAGE 1 PROPERTY INSPECTION

As the study area contained several features signaling archaeological potential, a Stage 1 property inspection was conducted to identify existing conditions and evaluate integrity.



The property inspection was conducted on June 2, 2020 in sunny and warm weather. The weather conditions allowed for good visibility for the inspection of the surface features.

The study area comprises rural agricultural and residential area that falls within the village of Port Albert, Ontario. As the majority of the study area consisted of active agricultural fields, manicured lawns and small forested areas, the field review focused on the roadways and other areas of low archaeological potential.

Table 2: Observations for Project Areas with the Overall Study Area

Project Areas	Description	Observations
Ashfield Street	Road upgrades between Sydenham and Huron Street South.	Currently a gravel road with shallow ditches; section between Sydenham Street and Huron Street South (Images 1 and 2)
Harvey Street	Road construction between Wellington and Sydenham Streets	Currently manicured lawn (Image 3)
Market Street	Road upgrades between Wellington and Sydenham Streets; road construction between Sydenham and Arthur Street	Overgrown road allowance with a short section in an agricultural field west of Colborne Street and east of Huron Street South (Image 4 and 5)
Victoria Street Road Allowance	Road construction between Huron and Colborne Streets	Partially in an agricultural field, some overgrown with a watercourse (Image 6)
Huron Street South	Road construction north of South Street; road upgrades between Harvey Street road allowance to north of Market Street road allowance; road construction from north of Market Street road allowance to Victoria Street road allowance	Poorly developed road with no ditch or utilities (Images 6 and 7); the new road construction to the north of South Street is in pasture (8 and 9)
Colborne Street Road Allowance	Four segments of road construction from north of South Street to north of the Victoria Street road allowance	Most sections are in active agricultural fields, overgrown section north of South Street (Images 10-12)
Arthur Street Road Allowance	Road construction between South and Russel Streets	Most sections are in active agricultural fields, with overgrown section to the north of South Street, and a tree line between Market Street and Victoria Street road allowance (Images 13-16)
Sydenham Street	Road construction between South and Russell Streets with small section of road upgrade north of Market Street	Two sections in active agricultural fields, remaining sections are overgrown; a small section to the north of Ashfield Street is an existing gravel lane (Images 17-23)
Wellington Street	Road upgrades between South and Russel Streets	Well-developed paved road with deep open ditches; above and



Project Areas	Description	Observations
		below ground utilities present (Images 24-27)
SWM Facility	New facility on the south side of Ashfield Street and west of Colborne Street road allowance	Active agricultural field (Images 28-29)
Storm Drainage Outlet	Within Ashfield Street road allowance to the west of Huron Street South	Slope down to shoreline of Lake Huron (Image 30)

The results of our Stage 1 archaeological assessment, as well as the location and orientation of report photographs, are presented in Map 12 and 14. Map 13 and 15 depicts these results on the proponent mapping, and Maps 3 to 5 presents unaltered proponent mapping.

Table 3: Documentary Records

Field Notes and Field Maps	Dated June 2, 2020; September 9, 2020
Photo Catalogue	June 2 (43 digital photos) September 9, 2020 (23 digital photos)
Location of Records	Timmins Martelle Heritage Consultants Inc., @ the Museum of Ontario Archaeology, 1600 Attawandaron Road, London, Ontario N6G 3M6

4.0 ANALYSIS AND CONCLUSIONS

As noted in Section 2.1, the Province of Ontario has identified numerous factors that signal the potential of a property to contain archaeological resources. According to the map-based review and background research, the study area is in proximity (within 300 m) to: 1) water sources (Lake Huron, Nine Mile River and the Port Albert Drain); 2) area of 19th century settlement (Port Albert Town Plot); and 3) mapped 19th century thoroughfares (Russell Street, Wellington Street, Ashfield Street, South Street and London Road).

As the study area contained several features signaling archaeological potential, a Stage 1 property inspection was conducted to examine existing conditions and evaluate integrity. The Stage 1 property inspection has visually confirmed that the majority of the overall study area retained potential for the discovery of archaeological resources. The exceptions within the study area included traveled portions of roads, building footprints and areas of steep slope. The majority of the specific project areas and proposed infrastructure improvements also retain archaeological potential. The exceptions to this are the travelled portions of the roadway and their associated ditches. These are disturbed and are of low archaeological potential.

5.0 RECOMMENDATIONS

Based on the information compiled in the background study and observations made during the Stage 1 property inspection, the following general recommendations are made:



1. The overall study area generally has archaeological potential. As such, Stage 2 archaeological assessment should be completed prior to ground disturbance activities; and
2. With the exception of the travelled portions of the existing roads and the proposed storm drainage outlet, the individual project areas have archaeological potential and will require Stage 2 archaeological assessment prior to ground disturbance activities.

With respect to individual project areas, the follow specific recommendations are made:

Project Areas	Proposed Development	Recommended Stage 2 Survey Method
Ashfield Street	Road upgrades between Sydenham and Huron Street South.	Stage 2 test pit survey at a 5 m interval beyond the current travelled portion of the road allowance.
Harvey Street	Road construction between Wellington and Sydenham Streets	Stage 2 test pit survey at 5 m interval
Market Street	Road upgrades between Wellington and Sydenham Streets; road construction between Sydenham and Arthur Street	Stage 2 test pit survey at 5 m interval
Victoria Street Road Allowance	Road construction between Huron and Colborne Streets	Combination of test pit and pedestrian survey at a 5 m interval
Huron Street South	Road construction north of South Street; road upgrades between Harvey Street road allowance to north of Market Street road allowance; road construction from north of Market Street road allowance to Victoria Street road allowance	Stage 2 test pit survey at 5 m interval with the exception of the travelled portion of the road allowance between Harvey and Market Streets road allowances
Colborne Street Road Allowance	Four segments of road construction from north of South Street to north of the Victoria Street road allowance	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval
Arthur Street Road Allowance	Road construction between South and Russel Streets	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval
Sydenham Street	Road construction between South and Russell Streets with small section of road upgrade north of Market Street	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval excluding the travelled portions of the road allowance
Wellington Street	Road upgrades between South and Russel Streets	Stage 2 judgmental test pit survey at a 10 m interval where it is not clearly intensively and extensively disturbed
SWM Facility	New facility on the south side of Ashfield Street and west of Colborne Street road allowance	Stage 2 pedestrian survey at 5 m interval



Project Areas	Proposed Development	Recommended Stage 2 Survey Method
Storm Drainage Outlet	Within Ashfield Street road allowance to the west of Huron Street South	Steeply sloped and of low archaeological potential; no Stage 2 survey

These recommendations are subject to the provisions outlined in Section 4.0 of this report, and to its review by the Ministry of Heritage, Sport, Tourism and Culture Industries and its acceptance into the Ontario Public Register of Archaeological Reports.

6.0 SUMMARY

A Stage 1 archaeological assessment was conducted for the proposed Servicing Master Plan for the Township of Ashfield-Colborne-Wawanosh, Port Albert, Huron County, Ontario. The study area is bounded to the north by Russell Street (south of Nine Mile River), the south by South Street, the east by London Road and the west by the shore of Lake Huron. TMHC was contracted by B.M. Ross and Associates Limited to carry out the assessment which was conducted in accordance with the provisions of the *Environmental Assessment Act* (R.S.O. 1990). The background research indicated that the study area is in proximity to features signaling archaeological potential and therefore a Stage 1 background study was undertaken. The Stage 1 property inspection visually confirmed that the majority of the overall study area retained potential for the discovery of archaeological resources. The exceptions within the study area included travelled portions of roads, building footprints and areas of steep slope. The majority of the specific project areas and proposed infrastructure improvements also retained archaeological potential. The exceptions to this are also the travelled portions of the roadway and their associated ditches. These are disturbed and are of low archaeological potential.

7.0 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the study area of a development proposal have been addressed to the satisfaction of the MHSCTI, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the



site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*. Further, archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the *Ontario Heritage Act* and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must notify the police or coroner and Nancy Watkins, the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services. Her telephone number is 416-212-7499 and her e-mail address is Nancy.Watkins@ontario.ca.

8.0 BIBLIOGRAPHY

Beecroft, Margaret, S.

1984 *Windings: A History of the Lower Maitland River*. Wroxeter: Maitland Conservation Authority.

Chapman L.J. and D.F. Putnam

1984 *The Physiography of Southern Ontario*. Third Edition. Ontario: Ministry of Natural Resources, Ontario.

H. Belden & Co.

1879 *Illustrated Atlas of the County of Huron*. Reprint Edition.

Hawkins, W.

1837 *No. 62 Plan of the Town of Albert in the Township of Ashfield*. Surveyor General for Ontario.

Herman, R.W.

1862 *New Map of the County of Huron, Canada West*. Published by R.W. Herman, R. Martin and L. Bolton: Toronto. Accessed online at <http://maps.library.utoronto.ca/hgis/countymaps/huron/index.html>. Last Accessed September 16, 2020.

Huron County Census



1842 A Return of the Population of the Townships of Ashfield and Wawanosh, the No. of Acres Cleared and Under Crop, the Produce, Stock, March 7, 1842.

J.D. Barnes First Base Solutions and the Ontario Ministry of Natural Resources
2006 The South Western Ontario Orthoimagery Project. Huron County.

Lee, Robert C.

2004 *The Canada Company and the Huron Tract, 1826-1853*. Toronto: Natural Heritage Books.

Magee, Gene C.

1987 History of Port Albert No. 31 Air Navigation School.

Ministry of Natural Resources (MNR) & J.D. Barnes First Base Solutions

2010 Southwestern Orthoimagery Project – Mr. Sid Tiles for Southwestern Ontario.

Ministry of Northern Development and Mines (MNDM)

2007 *Physiography of Southern Ontario*. Chapman, L.J. and D.F. Putnam, authors. GIS map data layer distributed by the Ontario Geological Survey as Miscellaneous Release – Data (MRD) 228. Queen's Printer for Ontario.

Ministry of Tourism and Culture (MTC; now Ministry of Heritage, Sport, Tourism and Culture Industries)

2011 *Standards and Guidelines for Consultant Archaeologists*. Toronto.

Natural Resources Canada

2001 *Lucknow, Ontario*. 1:50,000 Scale Topographic Map. Section 40 P/13. Edition 6.

OMAFRA

2006 GIS Layers for Physiography and Soils in the Province of Ontario.

Ontario Fundamental Dataset, Ministry of Natural Resources and CanVec Geospatial Database

2013 Base Maps for the Province of Ontario.

Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA)

2006 GIS Layers for Soils and Physiography in the Province of Ontario.

Scott, James

1966 *The Settlement of Huron County*. Toronto: The Ryerson Press.

Timmins Martelle Heritage Consultants

2011 *Stage 1 Archaeological Assessment Registered Plan 136, Part of Park Lot 1 North of Melbourne Street, Village of Port Albert, Municipality of Ashfield-Colborne-Wawanosh, Huron County, Ontario*. Report on file, Ministry of Heritage, Sport, Tourism and Culture Industries.



2019 *Stage 1 & 2 Archaeological Assessment Proposed Severance Application (G-6276), 86 Wellington Street South Town Plot of Port Albert, Geographic Township of Ashfield Municipality, Township of Ashfield-Colborne-Wawanosh, Huron County, Ontario.* Report on file, Ministry of Heritage, Sport, Tourism and Culture Industries.

Trinity United Church Women

1976 *Frontier Ways to Modern Days, A History of North-East Ashfield.* Mildmay: The Town and Country Crier.



9.0 IMAGES



Image 1: Ashfield Street from the Intersection with Sydenham Street (looking west)



**Image 2: Ashfield Street from the Intersection with Huron Street South
(looking east)**



Image 3: Harvey Street Road Allowance West of Wellington Street (looking west)



**Image 4: Market Street Road Allowance at Intersection with Sydenham Street
(looking west)**



Image 5: Victoria Street Road Allowance (looking east)



Image 6: Huron Street South from Intersection with Ashfield Street (looking south)



Image 7: Huron Street South from Intersection with Ashfield Street (looking north)



Image 8: Huron Street South Road Allowance north of South Street (looking north)



Image 9: Huron Street South North of Market Street (looking north)



Image 10: Colborne Street to the North of South Street (looking north)



Image 11: Colborne Street to the South of Ashfield Street (looking south)



Image 12: Colborne Street to the North of Ashfield Street (looking north)



Image 13: Arthur Street to the North of South Street (looking north)



Image 14: Arthur Street to the South of Ashfield Street (looking south)



Image 15: Arthur Street to the North of Ashfield Street (looking north)



Image 16: Arthur Street to the South of Russel Street (looking south)



Image 17: Sydenham Street to the North of South Street (looking north)



Image 18: Sydenham Street near the intersection with Harvey Street Road Allowance (looking south)



Image 19: Sydenham Street from Intersection with Ashfield Street (looking north)



Image 20: Sydenham Street to the north of Ashfield Street (looking north)



Image 21: Sydenham Street North of Ashfield Street (looking south)



Image 22: Sydenham Road Allowance North of Ashfield Street, (looking north)



Image 23: Sydenham Street to the South of Russell Street (looking south)



Image 24: Wellington Street from the Intersection with South Street (looking north)



Image 25: Wellington Street South (looking north)



**Image 26: Wellington Street South from Intersection with Russell Street
(looking south)**



Image 27: Wellington Street South to the North of Market Street (looking north)



Image 28: SWM Facility Location in the Southwest Corner of the Intersection of Ashfield Street and Arthur Street Road Allowance (looking south)



Image 29: SWM Facility Location in the Southwest Corner of the Intersection of Ashfield Street and Arthur Street Road Allowance (looking south)

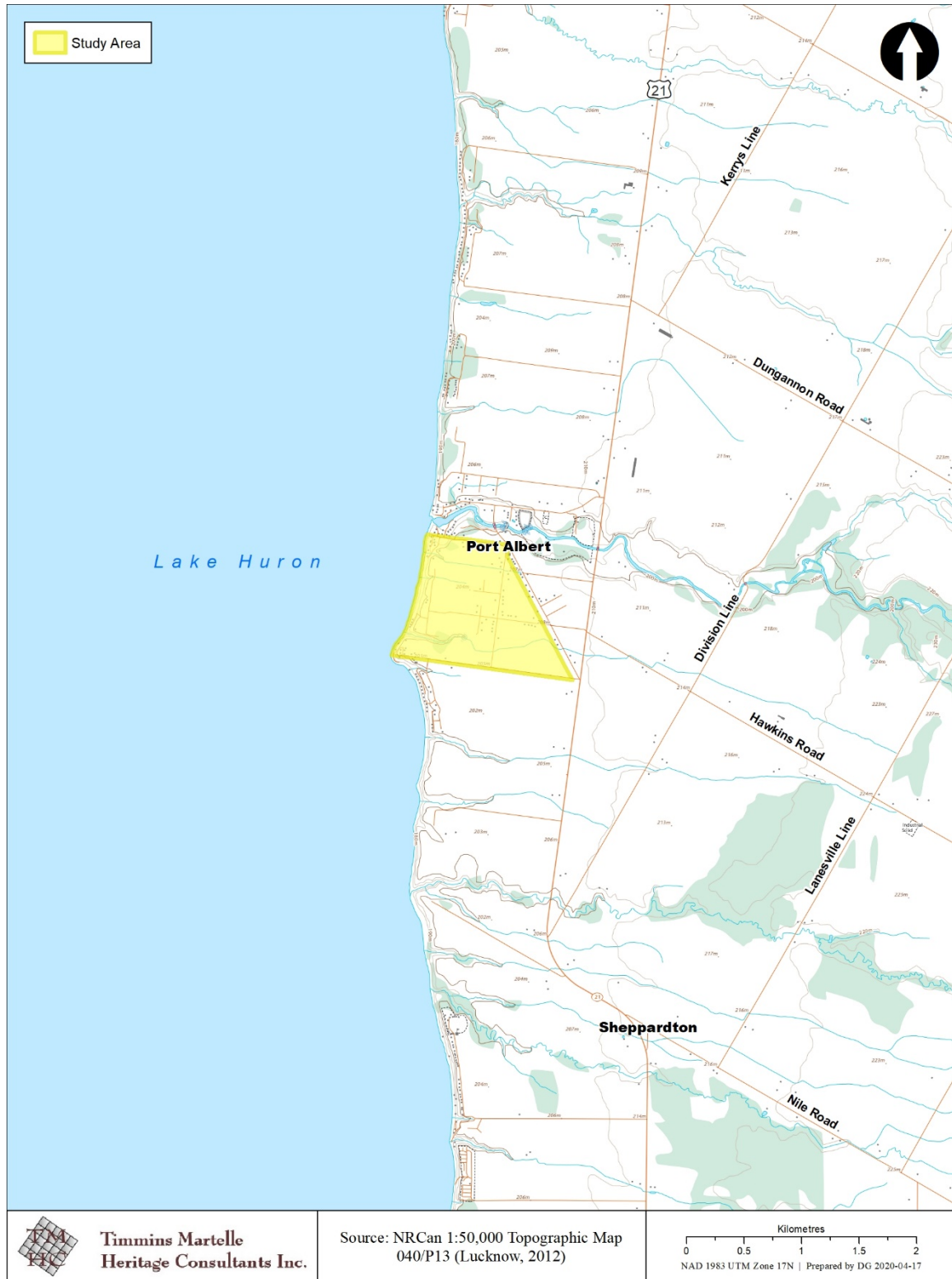


Image 30: Location of Proposed Storm Drainage Outlet at the Western Terminus of Ashfield Street (looking west)

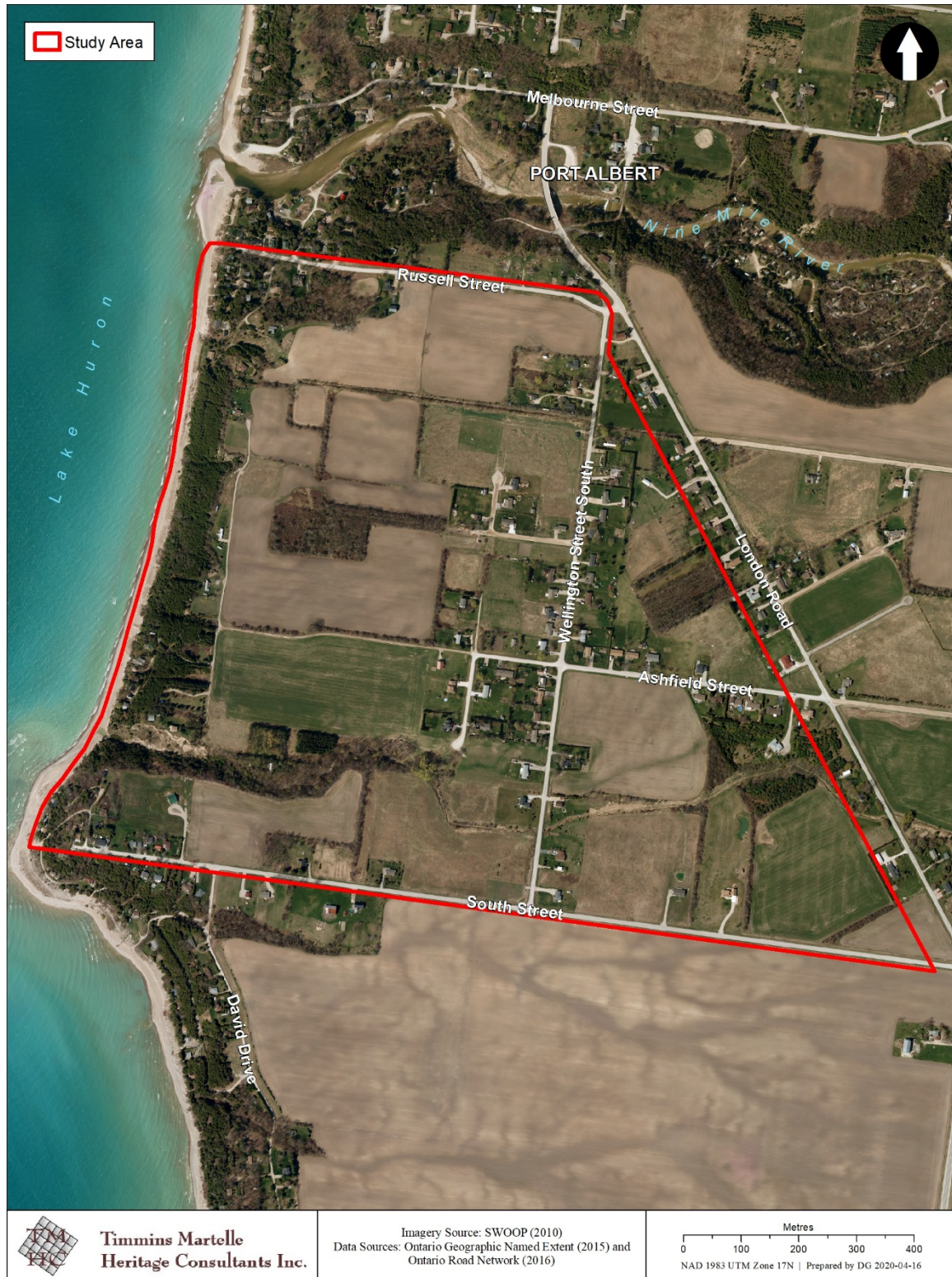


10.0 MAPS



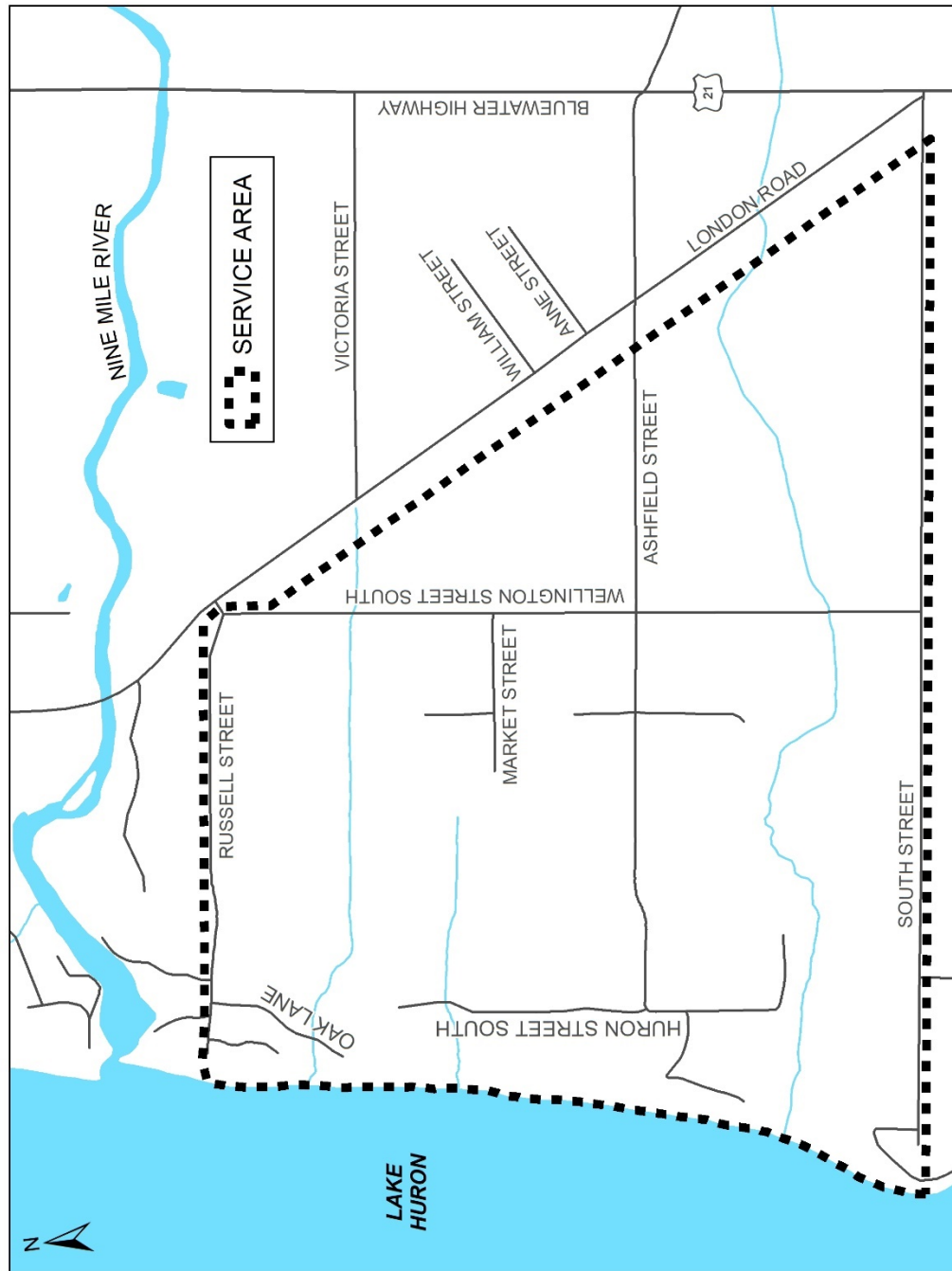


Map 1: Location of the Study Area in Port Albert, ON



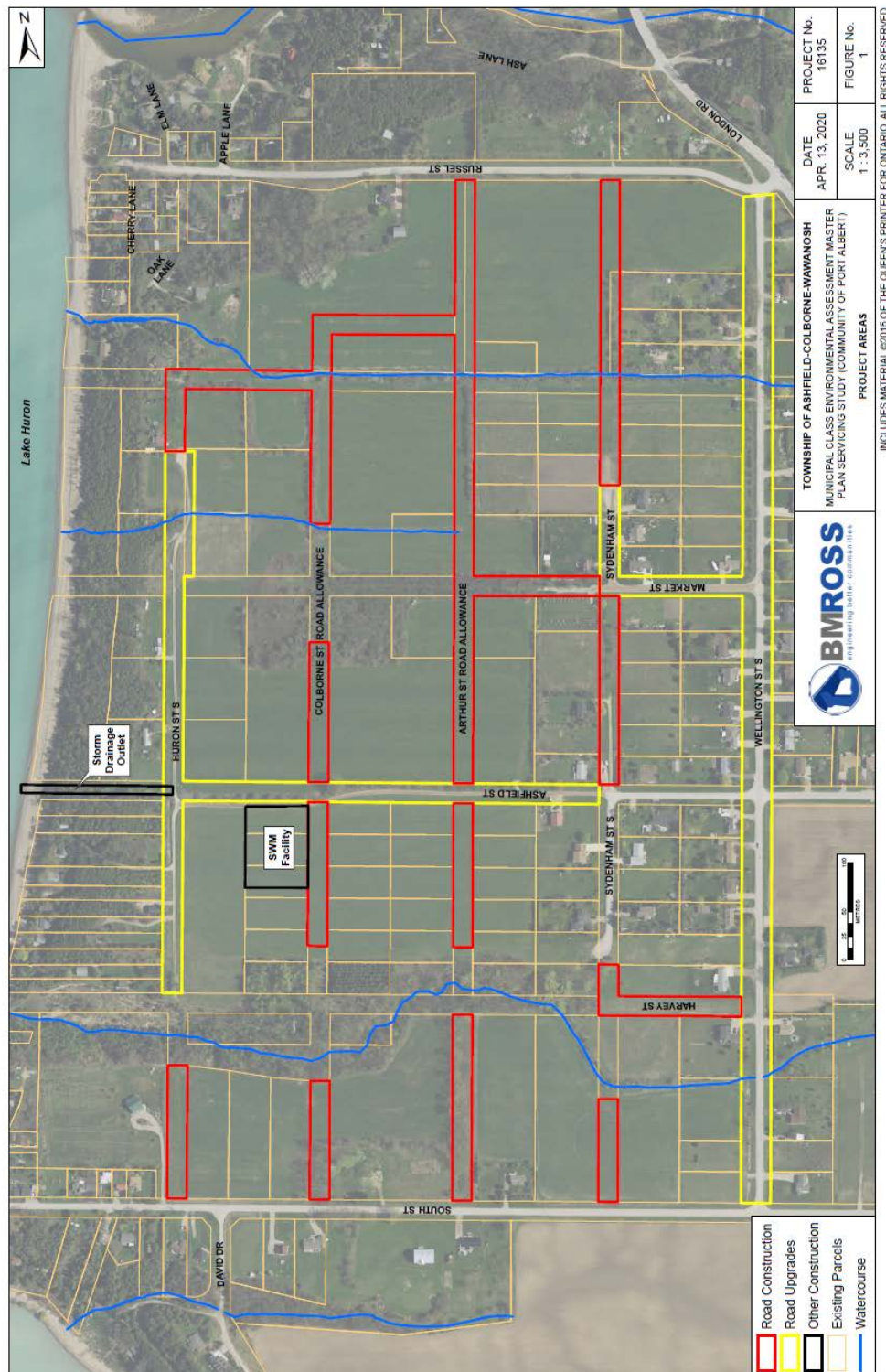
**Map 2: Aerial Photograph Showing the Location of the Study Area
in Port Albert, ON**





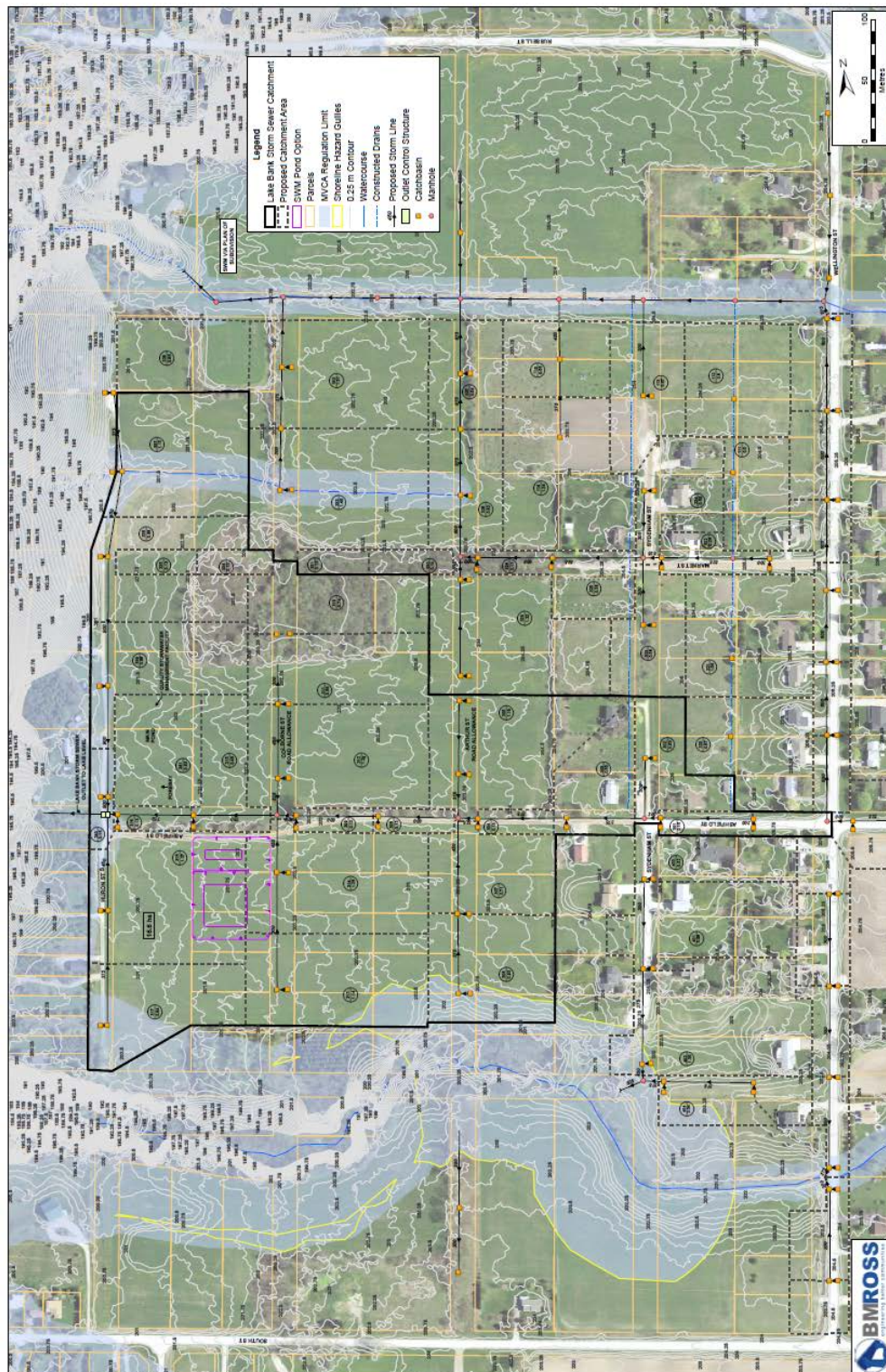
Map 3: Unaltered Proponent Map of the Study Area

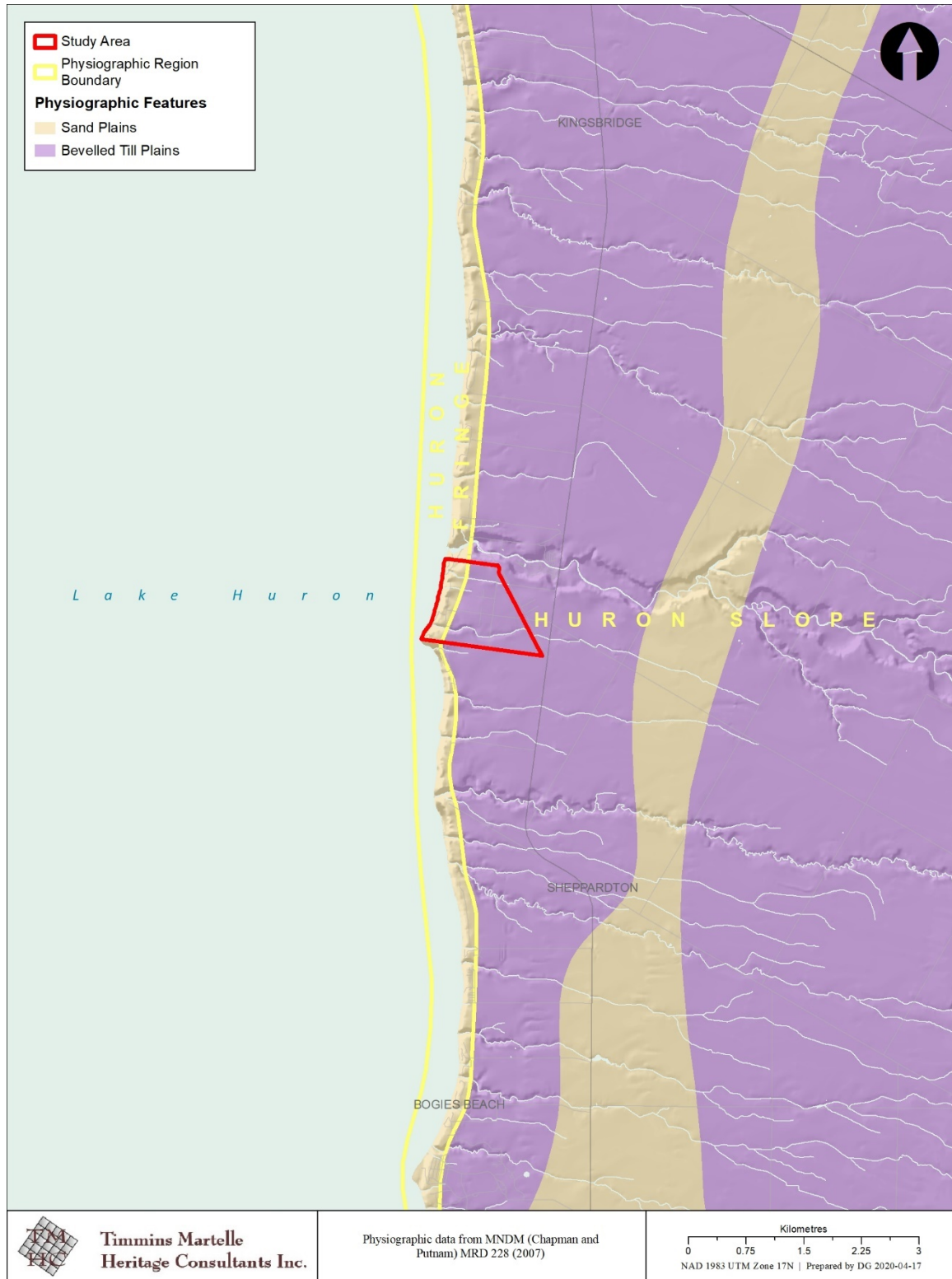




Map 4: Unaltered Proponent Mapping Showing Proposed Project Areas within the Study Area

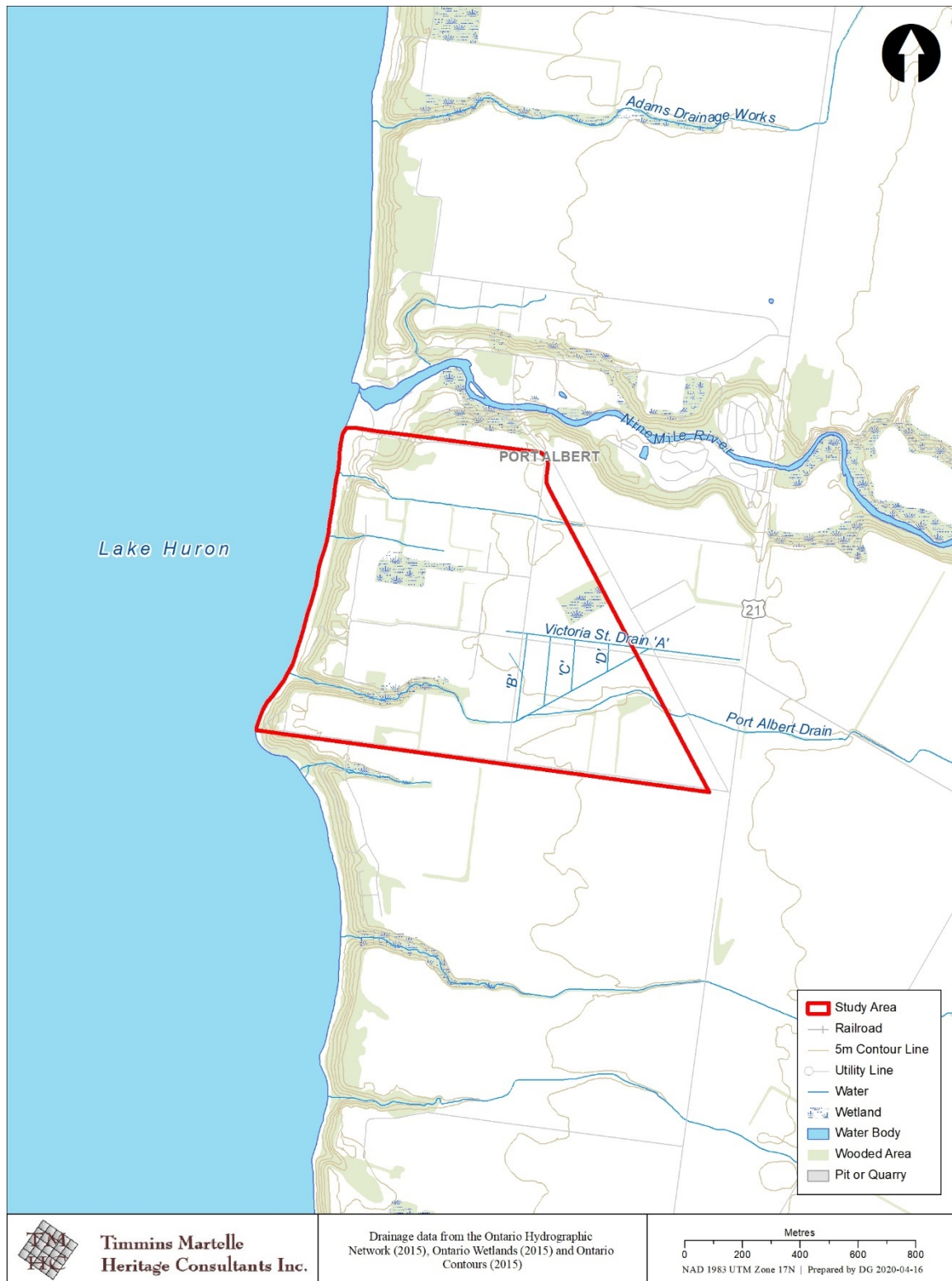




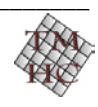


Map 6: Physiography within the Vicinity of the Study Area

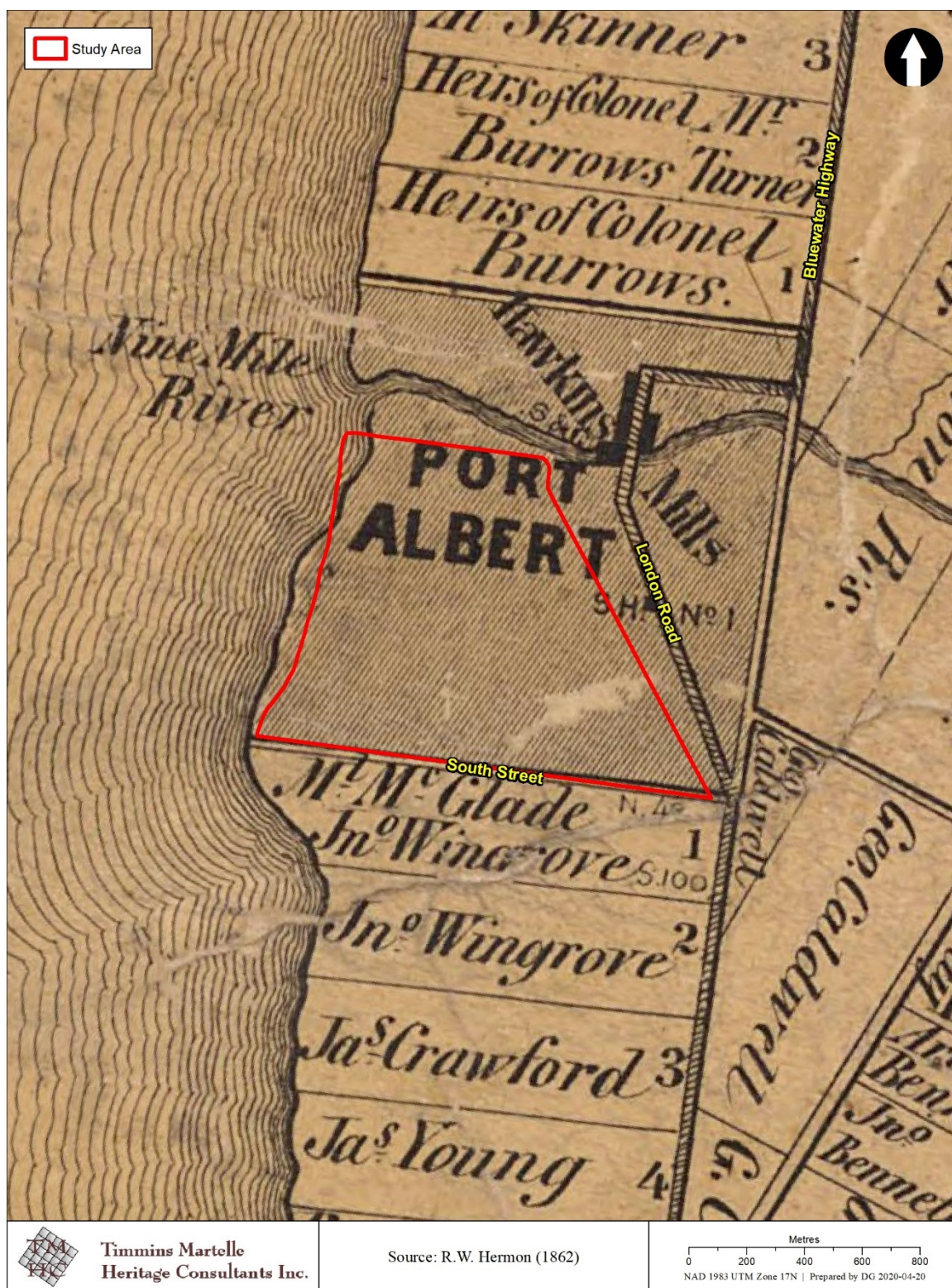




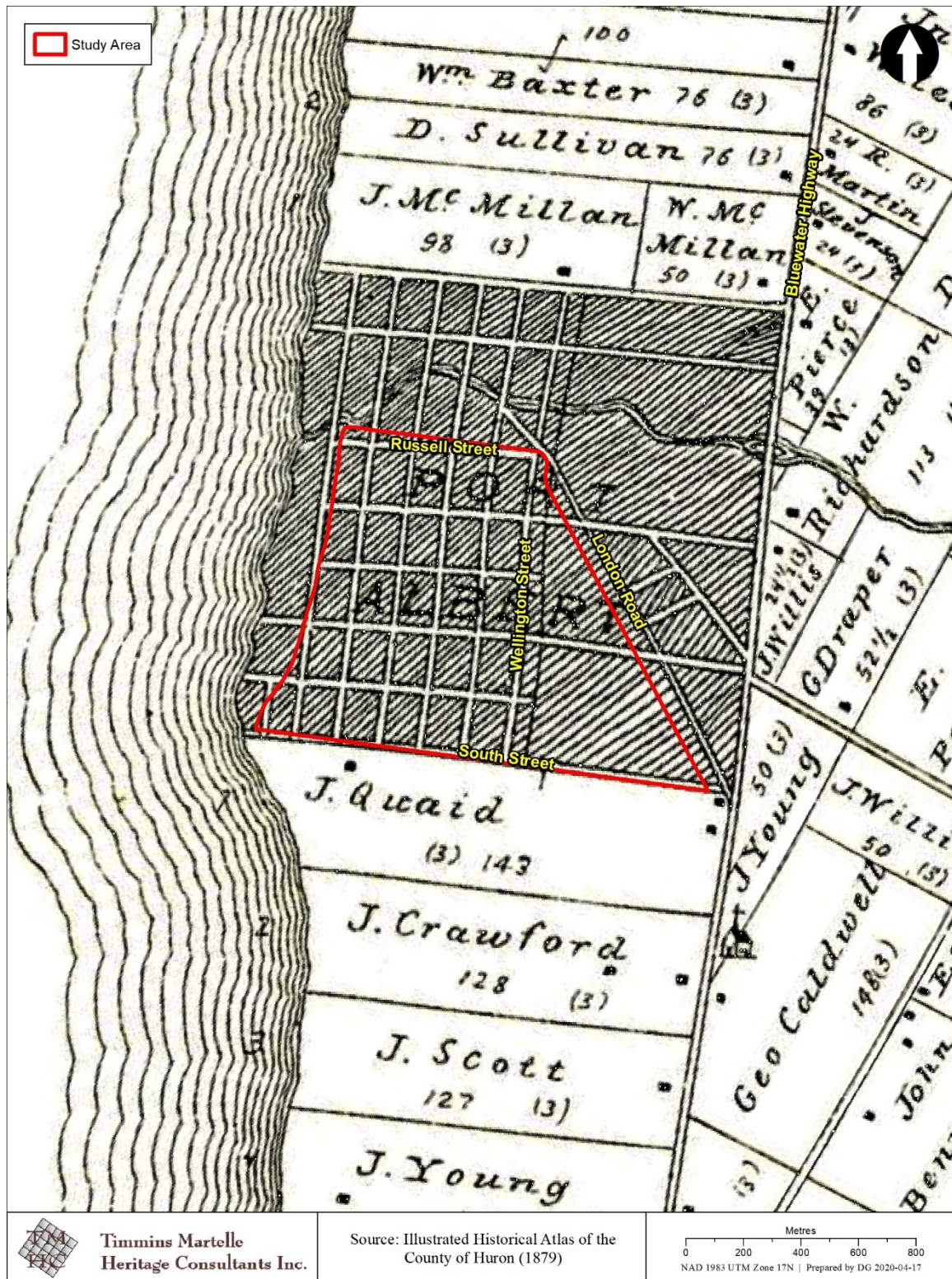
Map 7: Drainage within the Vicinity of the Study Area



Map 8: 1837 Hawkins Patent Plan for the Town of Albert (now Port Albert)



Map 9: Facsimile of a Segment of the 1862 Hermon Map Showing the Study Area

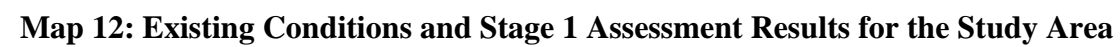


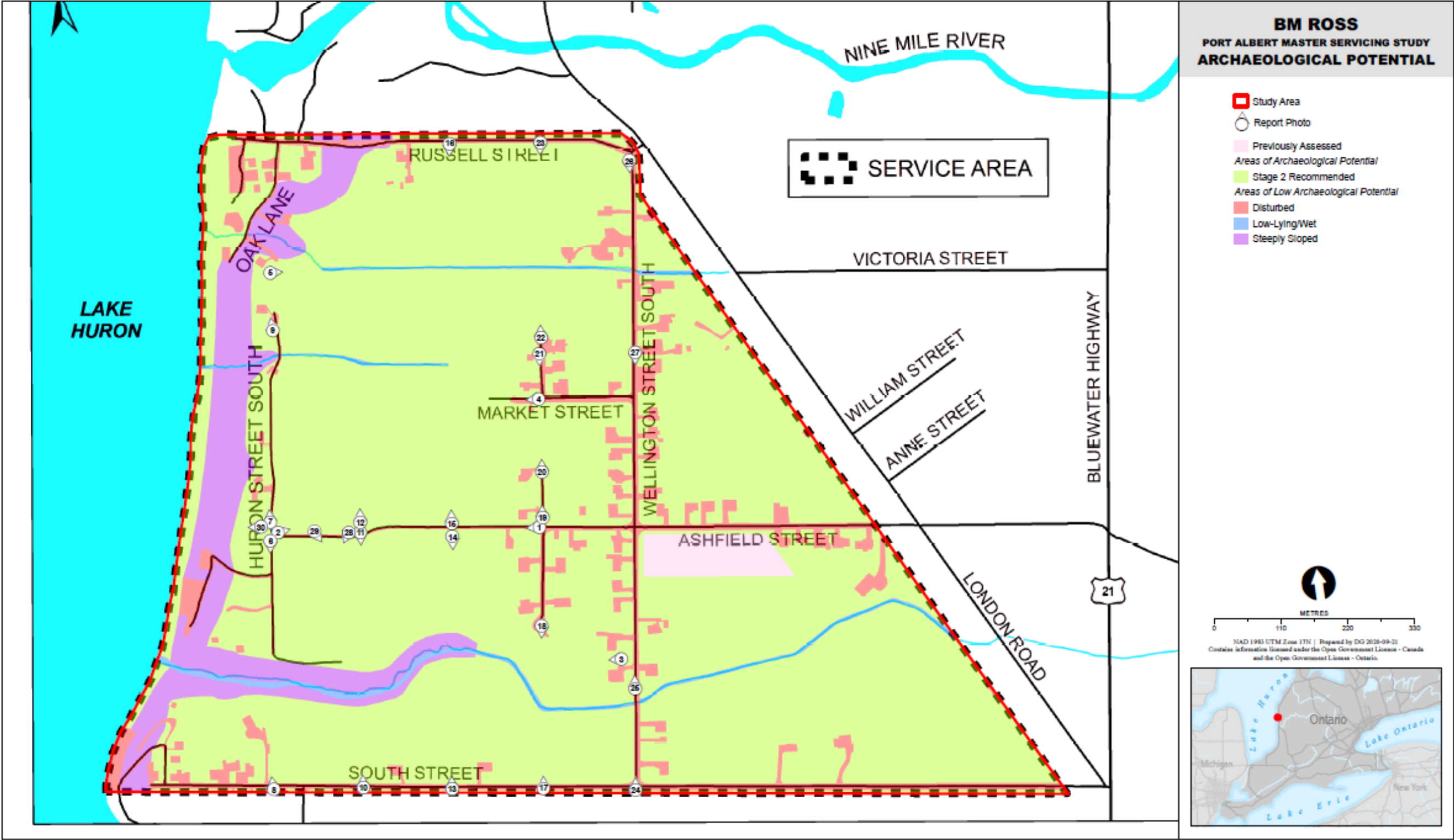
Map 10: Segment of the 1879 Illustrated Historical Atlas Map Showing the Study Area



Map 11: 1954 Aerial Photograph Showing the Location of the Study Area





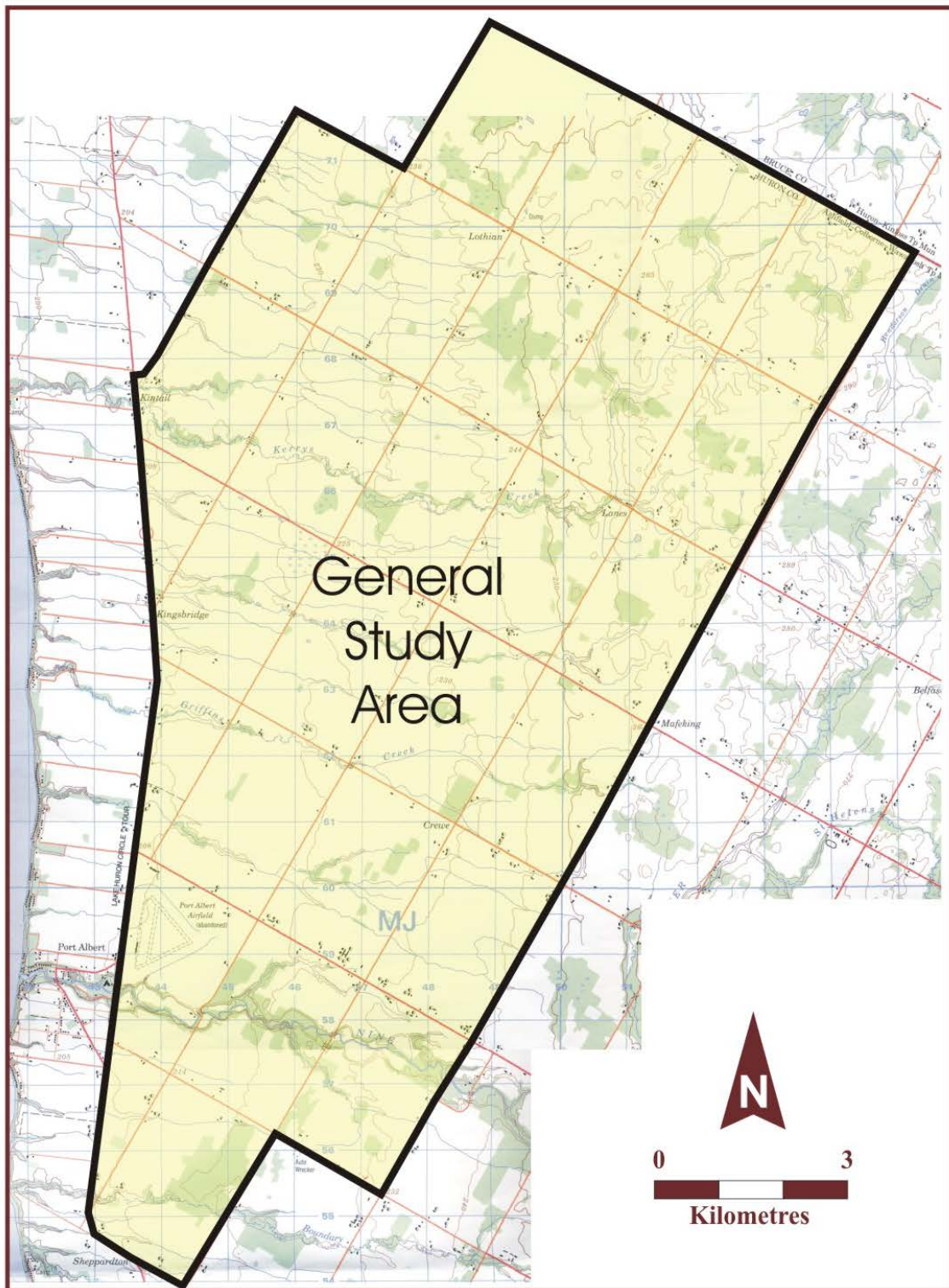


Map 13: Existing Conditions and Stage 1 Results on Proponent Mapping for Study Area









Topographic Map Section 40 P/13 Edition 6 Lucknow, Ontario Scale 1:50,000

Map 16: Map of Previous Stage 1 Assessment for Kingsbridge Wind Farm Phase II





Map 17: Results of Previous Assessment of 86 Wellington Street, Port Albert, ON



**Ministry of Heritage, Sport, Tourism, and
Culture Industries**

Archaeology Program Unit
Programs and Services Branch
Heritage, Tourism and Culture Division
5th Floor, 400 University Ave.
Toronto ON M7A 2R9
Tel.: (437) 339-8882
Email: Melissa.Wallace@ontario.ca

**Ministère des Industries du patrimoine, du sport, du
tourisme et de la culture**

Unité des programme d'archéologie
Direction des programmes et des services
Division du patrimoine, du tourisme et de la culture
5e étage, 400 ave. University
Toronto ON M7A 2R9
Tél. : (437) 339-8882
Email: Melissa.Wallace@ontario.ca



Dec 20, 2021

James Taylor Sherratt (P074)
Timmins Martelle Heritage Consultants Inc.
8 Elizabeth Bayfield ON N0M 1G0

**RE: Review and Entry into the Ontario Public Register of Archaeological Reports:
Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment
Municipal Class EA Proposed Servicing Master Plan Port Albert Town Plot
Geographic Township of Ashfield, Now Township of Ashfield-Colborne-Wawanosh,
Huron County, Ontario", Dated Nov 24, 2021, Filed with MHSTCI Toronto Office on
Nov 26, 2021, MHSTCI Project Information Form Number P074-0059-2020, MHSTCI
File Number 0009120**

Dear Mr. Sherratt:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18.¹ This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 *Standards and Guidelines for Consultant Archaeologists* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment/mitigation of the study area as depicted in Maps 12-15 of the above titled report and recommends the following:

Based on the information compiled in the background study and observations made during the Stage 1 property inspection, the following general recommendations are made:

1. The overall study area generally has archaeological potential, with the exception of the traveled portions of roads, building footprints and areas of steep slope. As such, Stage 2 archaeological assessment should be completed within all areas noted as containing archaeological potential prior to ground disturbance activities (Map 12); and
2. With the exception of the travelled portions of the existing roads and the proposed storm drainage outlet, the individual project areas have archaeological potential and will require Stage 2 archaeological assessment prior to ground disturbance activities (Map 13).

With respect to individual project areas, the follow specific recommendations are made:

Project Areas	Proposed Development	Recommended Stage 2 Survey Method
Ashfield Street	Road upgrades between Sydenham and Huron Street South	Stage 2 test pit survey at a 5 m interval beyond the current travelled portion of the road allowance
Harvey Street	Road construction between Wellington and Sydenham Streets	Stage 2 test pit survey at 5 m interval
Market Street	Road upgrades between Wellington and Sydenham Streets; road construction between Sydenham and Arthur Street	Stage 2 test pit survey at 5 m interval
Victoria Street Road Allowance	Road construction between Huron and Colborne Streets	Combination of test pit and pedestrian survey at a 5 m interval
Huron Street South	Road construction north of South Street; road upgrades between Harvey Street road allowance to north of Market Street road allowance; road construction from north of Market Street road allowance to Victoria Street road allowance	Stage 2 test pit survey at 5 m interval with the exception of the travelled portion of the road allowance between Harvey and Market Streets road allowances
Colborne Street Road Allowance	Four segments of road construction from north of South Street to north of the Victoria Street road allowance	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval

Arthur Street Road Allowance	Road construction between South and Russel Streets	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval
Sydenham Street	Road construction between South and Russell Streets with small section of road upgrade north of Market Street	Combination of Stage 2 test pit and pedestrian survey at a 5 m interval excluding the travelled portions of the road allowance
Wellington Street	Road upgrades between South and Russel Streets	Stage 2 judgmental test pit survey at a 10 m interval where it is not clearly intensively and extensively disturbed
SWM Facility	New facility on the south side of Ashfield Street and west of Colborne Street road allowance	Stage 2 pedestrian survey at 5 m interval
Storm Drainage Outlet	Within Ashfield Street road allowance to the west of Huron Street South	Steeply sloped and of low archaeological potential; no Stage 2 survey

These recommendations are subject to the provisions outlined in Section 4.0 of this report, and to its review by the Ministry of Heritage, Sport, Tourism and Culture Industries and its acceptance into the Ontario Public Register of Archaeological Reports.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Melissa Wallace
Archaeology Review Officer

cc. Archaeology Licensing Officer
Kelly Vader, BM Ross and Associates Ltd
Kelly Vader, BM Ross and Associates Ltd

¹ In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures

may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

The **purpose of the checklist** is to determine:

- if a property(ies) or project area may contain archaeological resources i.e., have archaeological potential
- it includes all areas that may be impacted by project activities, including – but not limited to:
 - the main project area
 - temporary storage
 - staging and working areas
 - temporary roads and detours

Processes covered under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

Archaeological assessment

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a licensed consultant archaeologist (see page 4 for definitions) to undertake an archaeological assessment.

The assessment will help you:

- identify, evaluate and protect archaeological resources on your property or project area
- reduce potential delays and risks to your project

Note: By law, archaeological assessments **must** be done by a licensed consultant archaeologist. Only a licensed archaeologist can assess – or alter – an archaeological site.

What to do if you:

- **find an archaeological resource**

If you find something you think may be of archaeological value during project work, you must – by law – stop all activities immediately and contact a licensed consultant archaeologist

The archaeologist will carry out the fieldwork in compliance with the *Ontario Heritage Act* [s.48(1)].

- **unearth a burial site**

If you find a burial site containing human remains, you must immediately notify the appropriate authorities (i.e., police, coroner's office, and/or Registrar of Cemeteries) and comply with the *Funeral, Burial and Cremation Services Act*.

Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages when completing this form.

Project or Property Name

Municipal Class Environmental Assessment for Development of a Servicing Master Plan (Port Albert Urban Area)

Project or Property Location (upper and lower or single tier municipality)

Township of Ashfield-Colborne-Wawanosh in the County of Huron

Proponent Name

Township of Ashfield-Colborne-Wawanosh

Proponent Contact Information

Kelly Vader (BM Ross and Associates Limited)

Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

	Yes	No
2. Has an archaeological assessment been prepared for the property (or project area) and been accepted by MTCS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, do **not** complete the rest of the checklist. You are expected to follow the recommendations in the archaeological assessment report(s).

The proponent, property owner and/or approval authority will:

- summarize the previous assessment
- add this checklist to the project file, with the appropriate documents that demonstrate an archaeological assessment was undertaken e.g., MTCS letter stating acceptance of archaeological assessment report

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g., environmental assessment document
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Are there known archaeological sites on or within 300 metres of the property (or the project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
4. Is there Aboriginal or local knowledge of archaeological sites on or within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
5. Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
6. Is there a known burial site or cemetery on the property or adjacent to the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
7. Has the property (or project area) been recognized for its cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to any of the above questions (3 to 7), do **not** complete the checklist. Instead, you need to hire a licensed consultant archaeologist to undertake an archaeological assessment of your property or project area.

If No, continue to question 8.

	Yes	No
8. Has the entire property (or project area) been subjected to recent, extensive and intensive disturbance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to the preceding question, do **not** complete the checklist. Instead, please keep and maintain a summary of documentation that provides evidence of the recent disturbance.

An archaeological assessment is not required.

If No, continue to question 9.

	Yes	No
9. Are there present or past water sources within 300 metres of the property (or project area)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If Yes, an archaeological assessment is required.

If No, continue to question 10.

	Yes	No
10. Is there evidence of two or more of the following on the property (or project area)?	<input type="checkbox"/>	<input type="checkbox"/>

- elevated topography
- pockets of well-drained sandy soil
- distinctive land formations
- resource extraction areas
- early historic settlement
- early historic transportation routes

If Yes, an archaeological assessment is required.

If No, there is low potential for archaeological resources at the property (or project area).

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g., under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
 - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

In this context, the following definitions apply:

- **consultant archaeologist** means, as defined in Ontario regulation as an archaeologist who enters into an agreement with a client to carry out or supervise archaeological fieldwork on behalf of the client, produce reports for or on behalf of the client and provide technical advice to the client. In Ontario, these people also are required to hold a valid professional archaeological licence issued by the Ministry of Tourism, Culture and Sport.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may be already in place for identifying archaeological potential, including:

- one prepared and adopted by the municipality e.g., archaeological management plan
- an environmental assessment process e.g., screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s. B.2.]

2. Has an archaeological assessment been prepared for the property (or project area) and been accepted by MTCS?

Respond 'yes' to this question, if all of the following are true:

- an archaeological assessment report has been prepared and is in compliance with MTCS requirements
 - a letter has been sent by MTCS to the licensed archaeologist confirming that MTCS has added the report to the Ontario Public Register of Archaeological Reports (Register)
- the report states that there are no concerns regarding impacts to archaeological sites

Otherwise, if an assessment has been completed and deemed compliant by the MTCS, and the ministry recommends further archaeological assessment work, this work will need to be completed.

For more information about archaeological assessments, contact:

- approval authority
- proponent
- consultant archaeologist
- Ministry of Tourism, Culture and Sport at archaeology@ontario.ca

3. Are there known archaeological sites on or within 300 metres of the property (or project area)?

MTCS maintains a database of archaeological sites reported to the ministry.

For more information, contact MTCS Archaeological Data Coordinator at archaeology@ontario.ca.

4. Is there Aboriginal or local knowledge of archaeological sites on or within 300 metres of the property?

Check with:

- Aboriginal communities in your area
- local municipal staff

They may have information about archaeological sites that are not included in MTCS' database.

Other sources of local knowledge may include:

- property owner
- [local heritage organizations and historical societies](#)
- local museums
- [municipal heritage committee](#)
- published local histories

5. Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 300 metres of the property (or property area)?

Check with:

- Aboriginal communities in your area
- local municipal staff

Other sources of local knowledge may include:

- property owner
- [local heritage organizations and historical societies](#)
- local museums
- [municipal heritage committee](#)
- published local histories

6. Is there a known burial site or cemetery on the property or adjacent to the property (or project area)?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulation Unit, Ontario Ministry of Consumer Services – for [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, ‘adjacent’ means ‘contiguous’, or as otherwise defined in a municipal official plan.

7. Has the property (or project area) been recognized for its cultural heritage value?

There is a strong chance there may be archaeological resources on your property (or immediate area) if it has been listed, designated or otherwise identified as being of cultural heritage value by:

- your municipality
- Ontario government
- Canadian government

This includes a property that is:

- designated under *Ontario Heritage Act* (the OHA), including:
 - individual designation (Part IV)
 - part of a heritage conservation district (Part V)
 - an archaeological site (Part VI)
- subject to:
 - an agreement, covenant or easement entered into under the OHA (Parts II or IV)
 - a notice of intention to designate (Part IV)
 - a heritage conservation district study area by-law (Part V) of the OHA
- listed on:
 - a municipal register or inventory of heritage properties
 - Ontario government’s list of provincial heritage properties
 - Federal government’s list of federal heritage buildings
- part of a:
 - National Historic Site
 - UNESCO World Heritage Site
- designated under:
 - *Heritage Railway Station Protection Act*
 - *Heritage Lighthouse Protection Act*
- subject of a municipal, provincial or federal commemorative or interpretive plaque.

To determine if your property or project area is covered by any of the above, see:

- Part A of the MTCS Criteria for Evaluating Potential for Built Heritage and Cultural Heritage Landscapes

Part VI – Archaeological Sites

Includes five sites designated by the Minister under Regulation 875 of the Revised Regulation of Ontario, 1990 (Archaeological Sites) and 3 marine archaeological sites prescribed under Ontario Regulation 11/06.

For more information, check [Regulation 875](#) and [Ontario Regulation 11/06](#).

8. Has the entire property (or project area) been subjected to recent extensive and intensive ground disturbance?

Recent: after-1960

Extensive: over all or most of the area

Intensive: thorough or complete disturbance

Examples of ground disturbance include:

- quarrying
- major landscaping – involving grading below topsoil
- building footprints and associated construction area
 - where the building has deep foundations or a basement
- infrastructure development such as:
 - sewer lines
 - gas lines
 - underground hydro lines
 - roads
 - any associated trenches, ditches, interchanges. **Note:** this applies only to the excavated part of the right-of-way; the remainder of the right-of-way or corridor may not have been impacted.

A ground disturbance does **not** include:

- agricultural cultivation
- gardening
- landscaping

Site visits

You can typically get this information from a site visit. In that case, please document your visit in the process (e.g., report) with:

- photographs
- maps
- detailed descriptions

If a disturbance isn't clear from a site visit or other research, you need to hire a licensed consultant archaeologist to undertake an archaeological assessment.

9. Are there present or past water bodies within 300 metres of the property (or project area)?

Water bodies are associated with past human occupations and use of the land. About 80-90% of archaeological sites are found within 300 metres of water bodies.

Present

- Water bodies:
 - primary - lakes, rivers, streams, creeks
 - secondary - springs, marshes, swamps and intermittent streams and creeks
- accessible or inaccessible shoreline, for example:
 - high bluffs
 - swamps
 - marsh fields by the edge of a lake
 - sandbars stretching into marsh

Water bodies not included:

- man-made water bodies, for example:
 - temporary channels for surface drainage
 - rock chutes and spillways
 - temporarily ponded areas that are normally farmed
 - dugout ponds
- artificial bodies of water intended for storage, treatment or recirculation of:
 - runoff from farm animal yards
 - manure storage facilities
 - sites and outdoor confinement areas

Past

Features indicating past water bodies:

- raised sand or gravel beach ridges – can indicate glacial lake shorelines
- clear dip in the land – can indicate an old river or stream
- shorelines of drained lakes or marshes
- cobble beaches

You can get information about water bodies through:

- a site visit
- aerial photographs
- 1:10,000 scale [Ontario Base Maps](#) - or [equally detailed and scaled maps](#).

10. Is there evidence of two or more of the following on the property (or project area)?

- elevated topography
- pockets of well-drained sandy soil
- distinctive land formations
- resource extraction areas
- early historic settlement
- early historic transportation routes

• **Elevated topography**

Higher ground and elevated positions - surrounded by low or level topography - often indicate past settlement and land use.

Features such as eskers, drumlins, sizeable knolls, plateaus next to lowlands, or other such features are a strong indication of archaeological potential.

Find out if your property or project area has elevated topography, through:

- site inspection
- aerial photographs
- [topographical maps](#)

• **Pockets of well-drained sandy soil, especially within areas of heavy soil or rocky ground**

Sandy, well-drained soil - in areas characterized by heavy soil or rocky ground - may indicate archaeological potential

Find out if your property or project area has sandy soil through:

- site inspection
- [soil survey reports](#)

- **Distinctive land formations**

Distinctive land formations include – but are not limited to:

- waterfalls
- rock outcrops
- rock faces
- caverns
- mounds, etc.

They were often important to past inhabitants as special or sacred places. The following sites may be present – or close to – these formations:

- burials
- structures
- offerings
- rock paintings or carvings

Find out if your property or project areas has a distinctive land formation through:

- a site visit
- aerial photographs
- 1:10,000 scale [Ontario Base Maps](#) - or [equally detailed and scaled maps](#).

- **Resource extraction areas**

The following resources were collected in these extraction areas:

- food or medicinal plants e.g., migratory routes, spawning areas, prairie
- scarce raw materials e.g., quartz, copper, ochre or outcrops of chert
- resources associated with early historic industry e.g., fur trade, logging, prospecting, mining

Aboriginal communities may hold traditional knowledge about their past use or resources in the area.

- **Early historic settlement**

Early Euro-Canadian settlement include – but are not limited to:

- early military or pioneer settlement e.g., pioneer homesteads, isolated cabins, farmstead complexes
- early wharf or dock complexes
- pioneers churches and early cemeteries

For more information, see below – under the early historic transportation routes.

- **Early historic transportation routes** - such as trails, passes, roads, railways, portage routes, canals.

For more information, see:

- historical maps and/or historical atlases
 - for information on early settlement patterns such as trails (including Aboriginal trails), monuments, structures, fences, mills, historic roads, rail corridors, canals, etc.
 - [Archives of Ontario](#) holds a large collection of historical maps and historical atlases
 - digital versions of historic atlases are available on the [Canadian County Atlas Digital Project](#)
- commemorative markers or plaques such as local, [provincial](#) or [federal](#) agencies
- [municipal heritage committee](#) or other [local heritage organizations](#)
 - for information on early historic settlements or landscape features (e.g., fences, mill races, etc.)
 - for information on commemorative markers or plaques

Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

A Checklist for the Non-Specialist

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
 - is a recognized heritage property
 - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
 - the main project area
 - temporary storage
 - staging and working areas
 - temporary roads and detours

Processes covered under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

Cultural Heritage Evaluation Report (CHER)

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.

Project or Property Name

Municipal Class Environmental Assessment for Development of a Servicing Master Plan (Port Albert Urban Area)

Project or Property Location (upper and lower or single tier municipality)

Township of Ashfield-Colborne-Wawanosh in the County of Huron

Proponent Name

Township of Ashfield-Colborne-Wawanosh

Proponent Contact Information

Kelly Vader (BM Ross and Associates Limited)

Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

	Yes	No
2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Is the property (or project area):		
a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. a National Historic Site (or part of)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. designated under the <i>Heritage Railway Stations Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. designated under the <i>Heritage Lighthouse Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
 - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's [Ontario Heritage Toolkit](#) or [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s.B.2.]

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

Note: Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

- i. designated under the *Ontario Heritage Act*
 - individual designation (Part IV)
 - part of a heritage conservation district (Part V)

Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note:** To date, no properties have been designated by the Minister.

Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
- [Ontario Heritage Trust](#)
- local land registry office (for a title search)

ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- [Ontario Heritage Trust](#) - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
- municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
- local land registry office (for a title search)

iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
- municipal heritage planning staff
- municipal heritage committee

iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act*. **Note:** To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
- [Ontario Heritage Trust](#)

- v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at registrar@ontario.ca.

3b. Is the property (or project area) a National Historic Site (or part of)?

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the [National Historic Sites website](#).

3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the [Directory of Designated Heritage Railway Stations](#).

3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the [Heritage Lighthouses of Canada](#) website.

3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the [Federal Heritage Buildings Review Office](#).

See a [directory of all federal heritage designations](#).

3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – [World Heritage Site website](#).

Part B: Screening for potential Cultural Heritage Value

4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- [municipal heritage committees](#) or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's [Heritage directory](#) – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a [list of plaques](#) commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a [list of plaques](#) commemorating Canada's history

4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the [Canadian Heritage River System](#).

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

Note: 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide [Heritage Property Evaluation](#).

Part C: Other Considerations

5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- [municipal heritage committees](#) or local heritage organizations
- Ontario Historical Society's "[Heritage Directory](#)" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through [Ontario Trails](#).

APPENDIX E

HYDROGEOLOGICAL ASSESSMENT

June 4, 2020

Ms. Kelly Vader, MCIP, RPP
B. M. Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, ON
N7A 2T4

**Wilson
Associates**

Consulting Hydrogeologists

Dear Ms. Vader:

Re: Desktop Hydrogeological Background Study
Community of Port Albert Servicing Master Plan
Township of Ashfield-Colborne-Wawanosh

As requested April 6, 2020, a background hydrogeological study has been completed to support the Servicing Master Plan process for the Community of Port Albert.

The background hydrogeological study components are as follows:

- Conduct a desktop review of readily-available geological and hydrogeological information to establish the hydrogeological setting of the study area and the immediate surroundings.
- Conduct a desktop analysis of MECP water well records to confirm aquifer conditions and expected water well yields.
- Provide comment regarding probable typical sewage system design criteria within the study area and provide comment on sewage system impact potential.

STUDY AREA SETTING, GEOLOGY AND HYDROGEOLOGY

The Port Albert Servicing Master Plan Area (SMPA) extends from the shore of Lake Huron eastwards to approximately London Road; and from South Street northwards to Russell Street, over an approximate area of 120ha. Development within the SMPA currently consists of residential lots, mostly concentrated in the eastern portions of the SMPA along London Road, Wellington Street South and Ashfield Street, and within the SMPA's western periphery along and nearby the Lake Huron shoreline. Much of the land area in the central and west-central portions of the SMPA are undeveloped, remaining in agricultural use, fallow or forest.

The SMPA lands are relatively flat-lying above the Lake Huron shore bluff, with an overall westwards slope of about 5m to 8m. The Lake Huron shore bluff is approximately 25m to 30m high above the shore of the Lake. Four minor tributaries of Lake Huron are mapped to flow westwards through the SMPA, all situated within relatively shallow incised gullies (i.e. <5m deep), except for the southernmost tributary (between Harvey Street and South Street), which becomes deeply incised (± 20 m) in the western half of the SMPA. Minor wetland areas are mapped in the central portion of the SMPA, west of Market Street, north of Ashfield Street and east of Huron Street South, as well as within the southernmost Lake Huron tributary gully. The Nine Mile River is situated in a deep river valley, approximately 100m to 150m north of the SMPA.

The SMPA is located within the Huron Slope physiographic region of southern Ontario, a clay plain situated between the Lake Huron shore bluff to the west and the Wyoming Moraine to the east. According to the Ontario Geological Survey Map P.2957 "Quaternary Geology of the Wingham-Lucknow Area", the upper soils over the entirety of the SMPA are mapped as St. Joseph Till, a clayey silt to silt glacial till. Potential bedrock outcrops are mapped at the base of the Lake Huron shore bluff, along the lake shore.

According to Ministry of the Environment, Conservation and Parks (MECP) water well records for the SMPA, the overburden above the Lake Huron shore bluff is between 16.7m and 42.1m deep, averaging 26m deep, and consists primarily of fine-grained deposits described in driller's logs as clay or hardpan. Isolated, discontinuous granular lenses are reported in a small number of well records. According to Ontario Department of Mines Map P.296 "Bedrock Topography of the Lucknow-Wingham Sheet", the bedrock surface appears to slope westwards beneath the SMPA, with an overall relief of at least 15m, which accounts for most of the variance in the reported overburden thickness in well records.

The bedrock beneath the SMPA consists of limestone, dolostone or shale of the Dundee Formation.

The bedrock aquifer is the only viable aquifer in the vicinity of the SMPA due to the fine-grained character of the overburden.

According to Figure 3.9 of the Maitland Valley Source Protection Area Assessment Report (amended January 31, 2019), groundwater in the bedrock aquifer is interpreted to flow generally westwards towards Lake Huron. No Well Head Protection Area, Intake Protection Zone, Highly Vulnerable Aquifer or Significant Groundwater Recharge Area are mapped in the vicinity of the SMPA by the Huron County Mapping Portal.

WELL RECORDS ANALYSIS

Reported Well Yields:

The MECP water well record database currently contains the records for 92 water wells mapped within the SMPA. Photo-reduced copies of the well records are attached.

The average well in the SMPA is completed in the bedrock aquifer to a depth of 38.4m, and is reported to yield an average of about 64L/min, more than sufficient for domestic water demand. None of the 92 reported wells are reported by contractors to have a yield less than the minimum typically required for domestic use without in-line storage (18L/min).

Theoretical Yields:

As all water wells in the SMPA have been completed for domestic purposes, and therefore not subjected to higher rate contractor's pumping tests, an analysis of contractor's pumping test data was conducted to identify the theoretical maximum yields of the reported wells within the SMPA. The theoretical yield of the wells was assessed by identifying the specific yields of each well (pumping rate divided by the reported drawdown), and then multiplying the specific yield by the available drawdown in the wells (distance from static water level to uppermost reported water yielding zone in the well). The theoretical yields were then multiplied by a safety factor of 50% to account for well efficiency losses at higher pumping rates, inconsistent contractor's reporting of the depths to upper water bearing zones and inconsistent contractor's reporting of pumping tests results (e.g. some "zero" drawdown tests). Based on this theoretical yield analysis, the maximum theoretical yield of the 92 reported wells within the SMPA ranges from 31L/min to 3,691L/min, averaging 389L/min. This average maximum theoretical yield far exceeds typical domestic requirements.

While this is not an indication of the true maximum yield of wells within the SMPA, it is illustrative of very favourable aquifer conditions for privately-serviced development. There is a high likelihood of obtaining viable groundwater supplies for domestic use throughout the SMPA. However, it is cautioned that there is a small risk that groundwater yields from a bedrock aquifer can vary significantly over short distances due to the heterogeneous distribution of water bearing zones in any bedrock aquifer.

General Water Quality:

The following provides a summary of the Contractor's reported water quality for the 92 reported wells within the SMPA:

Fresh (i.e. no objectionable tastes or odours):	87 (95%)
Sulphurous or mineralized:	2 (2%)
Quality not reported:	3 (3%)

While Contractor's reported water quality is typically a subjective opinion regarding the aesthetic quality of water from a well, the significant proportion of the wells reporting "fresh" quality is an indication of overall favourable groundwater quality. Aesthetically poor water quality is reported in only about 2% of wells by contractors in the area. Water wells which have no reported water quality can also be interpreted to mean that water quality may be marginally aesthetically poor, however we have noted a recent increasing trend of drilling contractors is to provide no indication of water quality on many well records, regardless of quality concerns.

Based on experience in the region, groundwater from the bedrock aquifer will typically exhibit elevated hardness, with the potential for a variety of aesthetic parameters (i.e. iron, manganese, sulphate, sodium) at variably elevated levels. Treatment for these aesthetically elevated parameters, when present, is commercially readily available. Naturally elevated levels of fluoride and arsenic have also been identified in some groundwater supplies in the wider region.

SEWAGE DISPOSAL

Sewage System Design:

Currently, sewage disposal within the SMPA occurs through individual subsurface disposal systems. Under the Ontario Building Code (OBC), for Class 4 subsurface sewage disposal systems to operate effectively, the leaching beds must be located in soil with a percolation rate (T-time) of between 1 and 50 minutes per centimetre and the base of the absorption trenches must be situated at least 0.9m above the high ground water table, bedrock or a soil with a permeability of greater than 50 minutes per centimetre. To achieve a normal, in-ground installation, the high groundwater table, rock or soil with a permeability of greater than 50 min/cm must be situated at least 1.5 to 1.8 metres below grade.

Due to the typically low permeability of the dense clayey silt soils throughout the SMPA and probable seasonally perched watertable conditions in these fine-grained soils, in the absence of site-specific testing, it should be expected that raised tile beds be typically required for most future residential development. For planning purposes, the sewage system envelope should follow the OBC loading rate of 4L/m²/day, which would require an area of 400m² for a standard 3-bedroom home, 500m² for a standard 4-bedroom home and 625m² for a standard 5-bedroom home.

Sewage Impact Potential:

MECP Procedure D-5-4 (entitled "Technical Guideline For Individual On-Site Sewage Systems: Water Quality Impact Risk Assessment", also known as the "nitrate guideline") details the methodology of risk assessment for sewage disposal systems with a design capacity of less than 10,000L/day. Residential sewage systems will have a design flow of less than 10,000L/day.

Under Step 1 of the MECP guideline, for developments where the average lot size for each private residence within a development is one hectare or larger, and no lot is smaller than 0.8ha, the risk that the limits imposed by the guideline may be exceeded is considered acceptable with no additional hydrogeologic assessment. As most current and future lots within the SMPA are anticipated to likely be less than 1ha in size, Step 1 of the guideline will not apply to most properties.

Step 2 of the guideline assesses the risk of development to groundwater resources. Developments will normally be considered as low risk where it can be demonstrated that sewage effluent is hydrogeologically isolated from existing or potential supply aquifers. As described above, the overburden in the vicinity of the SMPA is locally 16m to 42m deep, averaging 26m deep, and consists entirely of fine-grained sediments, except for isolated, discontinuous granular lenses reported in a small number of well records. Although Procedure D-5-4 does not provide guidance as to what geological settings are considered "hydrogeologically isolated", Section 22.5.14 of the 2008 MECP "Design Guidelines for Sewage Works" defines a low risk environment as at least 10m thickness of a soil with a hydraulic conductivity of 10⁻⁵cm/sec or less. This is consistent with most other industry assumptions for consideration of hydrogeological isolation.

Experience throughout the SMPA and local well records indicate that there are at least 16m of soils with a hydraulic conductivity of 10^{-5} cm/sec or lower, situated above the bedrock aquifer. As such, under Section 22.5.14 of the 2008 MECP guideline, and common industry assumptions, the fine-grained overburden throughout the SMPA will provide a high degree of security to the regional bedrock aquifer. In this geologic setting, the risk of adverse sewage impact to groundwater resources in the bedrock is considered very low. Fine-grained soil adsorption processes will ensure that sewage effluent will not impact the bedrock aquifer. Therefore the risk of developing residential lots using individual subsurface sewage disposal systems is considered acceptable under Step 2 of the MECP guideline. Therefore, for planning purposes, the number of lots within the SMPA will not be limited by the "nitrate guideline", but must be sized according to actual sewage system envelopes, setbacks to water wells, setbacks to the streams mapped within the SMPA, house envelopes, planning considerations, etc....

Step 3 of the guideline, which normally provides a calculated predictive assessment of potential sewage impact, is not required to be applied within the SMPA as Step 2 of the guideline demonstrates that the risk of adverse impact is low in the geological setting.

SUMMARY

1. Available information indicates that the Port Albert Servicing Master Plan Area (SMPA) is situated within a low-risk geological setting. The overburden above the Lake Huron shore bluff is between 16.7m and 42.1m deep, averaging 26m deep, and consists primarily of fine-grained deposits described in driller's logs as clay or hardpan.
2. The average water well in the SMPA is completed in the bedrock aquifer to a depth of 38.4m, and is reported to yield an average of about 64L/min, more than sufficient for domestic water demand. Based on this theoretical yield analysis, the maximum theoretical yield of the 92 reported wells within the SMPA ranges from 31L/min to 3,691L/min, averaging 389L/min. As such, There is a high likelihood of obtaining viable groundwater supplies for domestic use throughout the SMPA.
3. Due to the typically low permeability of the dense clayey silt soils throughout the SMPA and probable seasonally perched watertable conditions in these fine-grained soils, in the absence of site-specific testing, it should be expected that raised tile beds be typically required. For planning purposes, the sewage system envelope should follow the OBC loading rate of 4L/m²/day, which would require an area of 400m² for a standard 3-bedroom home, 500m² for a standard 4-bedroom home and 625m² for a standard 5-bedroom home.
4. Based on the low-risk geological setting, for planning purposes the number of lots within the SMPA will not be limited by MECP Procedure D-5-4 (the "nitrate guideline"), but must be sized according to actual sewage system envelopes, setbacks to water wells, setbacks to the streams mapped within the SMPA, house envelopes, planning considerations, etc....

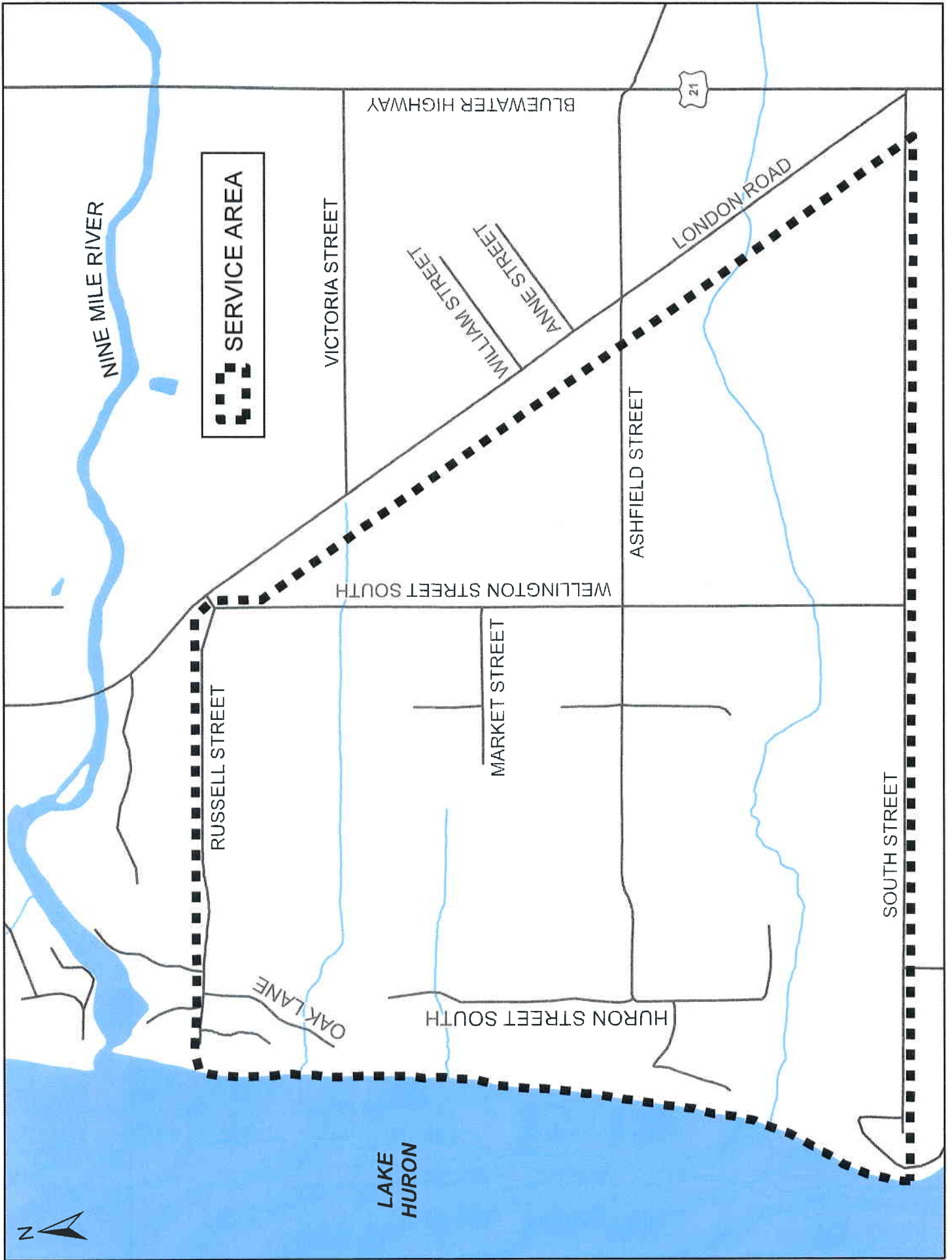
Should there be any questions or concerns regarding the above information and opinion, please feel free to contact this office.

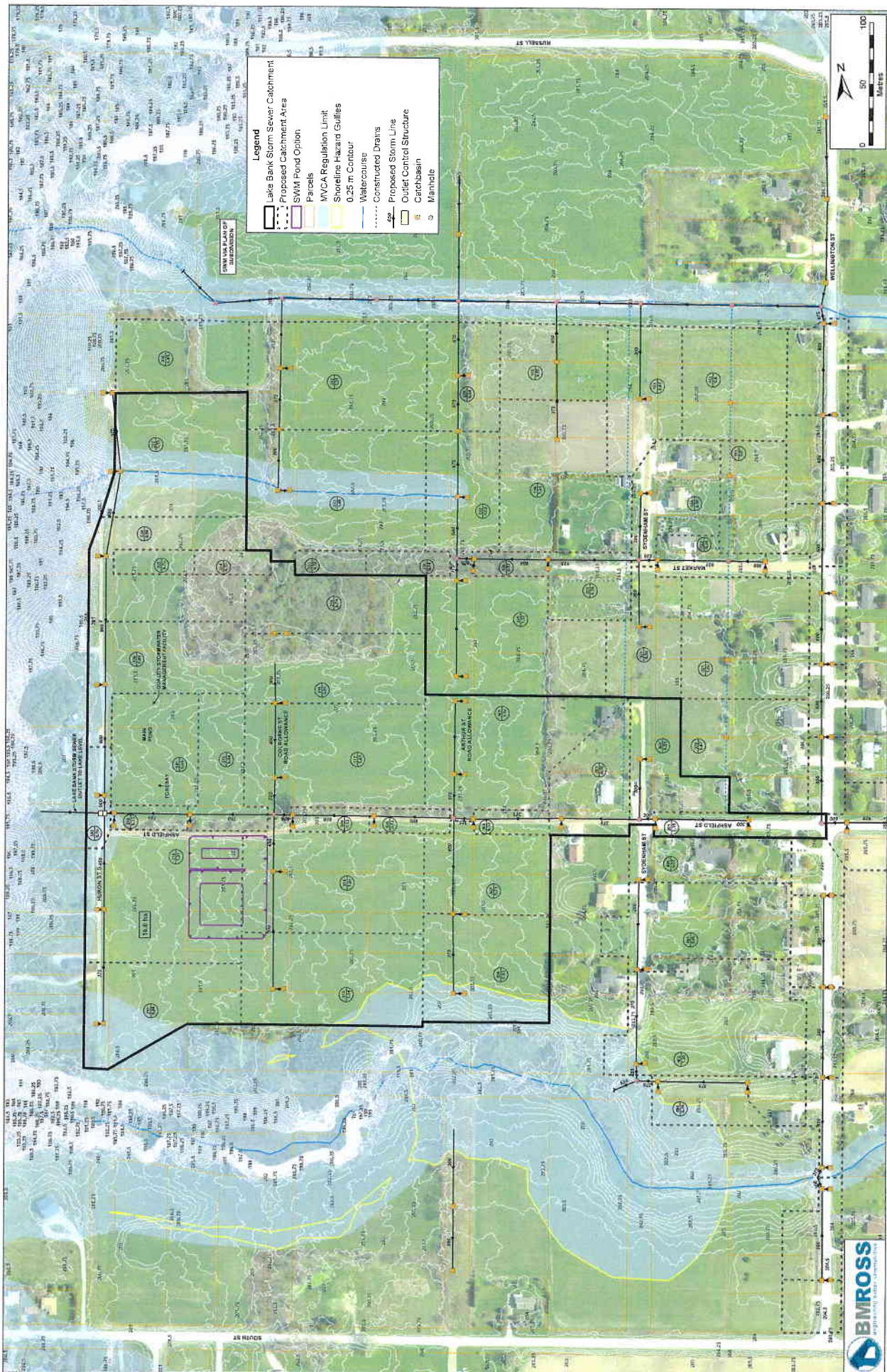
Yours sincerely,

IAN D. WILSON ASSOCIATES LIMITED


Geoffrey Rether, P. Geo.
President







**Port Albert Master Servicing Master Plan
Water Well Records Review**

Well (30-xxxx)	Overburden Depth feet	Well Depth feet	Yield	Test Period hours	Drawdown feet	Available Drawdown feet above WBZ	Specific Capacity GPM/ft	Theoretical Yield GPM
65	68	123	15	6	14	117	1.1	62.7
67	90	130	5	4	27	117	0.2	10.8
1167	80	128	10	6	1	53	10.0	265.0
1169	70	97	6		1	97	6.0	291.0
2476	83	126	10	1.75	1	63	10.0	315.0
2745	78	118	20	1.2	2	44	10.0	220.0
2811	73	126	10	1	2	58	5.0	145.0
2867	76	121	8	2.5	3	54	2.7	72.0
2978	79	145	8	2.2	4	75	2.0	75.0
3000	70	90	12	2	15	75	0.8	30.0
3062	74	100	20	2	17	82	1.2	48.2
3095	75	115	6	3	1	44	6.0	132.0
3216	90	126	10	1	1	48	10.0	240.0
3308	89	141	20	1.25	7	78	2.9	111.4
3380	71	190	15	2.5	30	118	0.5	29.5
3440	81	140	15	1.25	2	49	7.5	183.8
3536	81	126	10	1	5	46	2.0	46.0
3567	88	140	18	2	8	61	2.3	68.6
3570	98	147	10	2	20	50	0.5	12.5
3669	70	156	40	1.5	18	59	2.2	65.6
3676	132	156	10	1	5	89	2.0	89.0
4222	68	125	15	1.5	22	98	0.7	33.4
4401	96	125	15	1.5	4	40	3.8	75.0
4455	92	139	15	1.25	12	67	1.3	41.9
4053	55	80	60	2	20	60	3.0	90.0
6070	88	130	20	2	18	48	1.1	26.7
6211	89	122	10	1.1	4	42	2.5	52.5
6293	80	123	15	1	1	45	15.0	337.5

6563	71	138	25	1	1	12	25.0	150.0
6644	97	36	15	1.5	8	16	1.9	15.0
6651	95	180	10	2	63	88	0.2	7.0
6715	85	130	30	2	21	55	1.4	39.3
6743	85	125	15	2	15	40	1.0	20.0
6744	84	125	15	2	22	181	0.7	61.7
6756	103	110	12	2	4	46	3.0	69.0
6757	92	110	12	1.5	5	44	2.4	52.8
6786	86	137	25	2	1	65	25.0	812.5
6836	100	110	30	2	30	41	1.0	20.5
7263	73	125	15	2.5	3	29	5.0	72.5
7264	72	125	15	3	4	39	3.8	73.1
7265	75	125	15	1.5	5	49	3.0	73.5
7266	84	125	15	2	8	56	1.9	52.5
7267	86	100	15	1.5	5	28	3.0	42.0
7268	86	100	15	2	5	29	3.0	43.5
7269	103	110	15	1	2	35	7.5	131.3
7270	98	125	15	2	1	45	15.0	337.5
7282	74	125	10	3	4	45	2.5	56.3
7284	75	125	10	2	4	49	2.5	61.3
7285	76	125	10	2	7	48	1.4	34.3
7509	88	112	10	1	15	46	0.7	15.3
7628	81	116	10	2	14	41	0.7	14.6
7679	97	140	15	2.5	5	63	3.0	94.5
7680	92	125	15	2.5	4	52	3.8	97.5
A002409	85	151	8	1	38	123	0.2	12.9
A002410	84	121	8	1	1	47	8.0	188.0
A051323	92	120	10	1	6	46	1.7	38.3
A006846	56	160	10	22	53	98	0.2	9.2
A009294	108	137	15	1.5	19	61	0.8	24.1
A011611	119	140	6	1	23.5	77	0.3	9.8
A016814	90	120	8	1	4	43	2.0	43.0
A037484	82	140	12	1	1	41	12.0	246.0
A038530	70	115	12	1	13	42	0.9	19.4

A042461	96	120	40	1	19	40	2.1	42.1
A042495	80	105	20	1	7	16	2.9	22.9
A045098	81	120	10	1	15	50	0.7	16.7
A047137	78	110	8	1	2	33	4.0	66.0
A047138	76	100	8	1	3	27	2.7	36.0
A047139	77	100	8	1	2	28	4.0	56.0
A049607	82	120	10	1	17	91	0.6	26.8
A049608	57	100	10	2	1	85	10.0	425.0
A049610	79	120	10	1	5	47	2.0	47.0
A050115	100	140	10	1	1	43	10.0	215.0
A051328	77	120	10	1	4	49	2.5	61.3
A058273	92	122	10	2	12	48	0.8	20.0
A058287	113	146	15	1	31	75	0.5	18.1
A069201	104	230	8	1	57	112	0.1	7.9
A073189	38	88	10	1.5	1	15	10.0	75.0
A084682	80	122	10	1	27	87	0.4	16.1
A084726	72	115	10	1	7	40	1.4	28.6
A104824	78	122	20	1	12	39	1.7	32.5
A115109	81	109	10	1	14	61	0.7	21.8
A115110	107	142	20	1	39	46	0.5	11.8
A133147	89	140	15	1	15	62	1.0	31.0
A133151	81	115	10	1	10	45	1.0	22.5
A147770	99	197	10	1.5	6	85	1.7	70.8
A170116	138	177	15	1.5	4	86	3.8	161.3
A173659	72	120	10	6	65	112	0.2	8.6
A192960	128	142	15	1	16	76	0.9	35.6
A195505	111	160	16	1	17	62.5	0.9	29.4
A207473	68	117	15	2	16	46	0.9	21.6
A235537	109	142	12	1	24	73	0.5	18.3
A264184	81	122	15	1	17	50	0.9	22.1

40 P/3 E
 30 No 067
 174.42035
 15 R 14858320 N
 Elev. 61 106.25
 Basin 221 L Huron
 County St. District
 Front cont.
 Con Harbour Reserve - Lot 13 Town-Plan
 Township, Village, Town or City Ashfield
 Date completed 10 May 1967
 Loc north east
 178 College Ave. Knecht
 Casing and Screen Record
 Inside diameter of casing 4"
 Total length of casing 92'
 Type of screen —
 Length of screen —
 Depth to top of screen —
 Diameter of finished hole 4"
 Pumping Test
 Static level 3 ft.
 Test-pumping rate 5 G.P.M.
 Pumping level 30
 Duration of test pumping 4 hrs.
 Water clear or cloudy at end of test Clear
 Recommended pumping rate 5 G.P.M.
 with pump setting of 40 feet below ground surface
 Well Log
 Overburden and Bedrock Record
 yellow clay
 blue clay
 hard soil
 broken limestone
 brown limestone
 Water Record
 From ft. To ft. Depth (s) at which water(s) found Kind of water (fresh, salty, sulphur)
 0 5 120-130 Fresh
 5 70
 70 90
 90 95
 95 130
 For what purpose(s) is the water to be used? 20
 Is well on upland, in valley, or on hillside?
 Drilling or Boring Firm W.D. Hoggen & Sons
 Address R.R. #2 Seaforth Ont
 Licence Number 2671
 Name of Driller or Borer Neil Hoggen
 Address R.R. #2 Seaforth Ont
 Date Sept 5 1967
 Neil Hoggen
 (Signature of Licensed Driller or Boring Contractor)
 Harbour Reserve
 Town-Plan of Port Albert
 Form 7 15M-60-4138
 O.W.R.C. COPY
 407/3
 Location of Well
 In diagram below show directions of well from road and lot line. Indicate north by arrow.
 LURNOW R.
 HURON ST.
 650
 150'
 Lot 13
 WOOD
 4
 50

40 P / 13 EAST

Q/L
UTM 117K 1665255 03
19m 16657650m
Elev. 19m 16675'
2nd of 1st of 1st of 1st

ONTARIO

30 No 1169

RECEIVED
JUN 19 1966
GEOLOGICAL SURVEY
DEPARTMENT OF MINES

The Water-Well Drillers Act, 1954
Department of Mines

Water-Well Record

County or Territorial District Huron

Township, Village, Town or City Turn Post of Port Albion

[Redacted]

Village, Town or City Port Albert

Address Shelford

(Day)(Month)(Year)

Pipe and Casing Record

Casing diameter(s)	4
Length(s)	7.6
Type(s) of screen	
Length of screen	

Pumping Test

Static level	Flamingo pond
Pumping rate	6 G.M.
Pumping level	
Duration of test	

Wall Log

Driftstones and Bedrock Record	From ft.	To ft.	Depth (ft.) at which water(s) found	No. of feet water rises	Kind of water (fresh, salty, or sulphur)
Clay	0	6.0	97	flamingo	Leach
Sand & clay Clay	6.0	6.6			
Wash	7.0	9.7			

Water Record

For what purpose(s) is the water to be used?
domestic in Cottages

Is water clear or cloudy? clear

Is well on upland, in valley, or on hillside?

Drilling firm W.D. Hopper

Address

Name of Driller W.D. Hopper

Address Shelford

Licence Number 321

I certify that the foregoing statements of fact are true.

Date Nov 17 W.D. Hopper
Signature of Licensee

Location of Well

In diagram below show distances of well from road and lot line. Indicate north by arrow.

John Brown

N

North

1 mile

100

100

100

100

100

40/136

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

WATER WELL RECORD

3002476 30001 PAT

County of Huron Ashfield Township, Port Albert Wellington St. Plan 2-66
R. 3, Goderich, Ontario. 03 July-72

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH - FEET
Brown	Topsoil		Soft	0 1
Blue	Clay		Soft	1 9
Brown	Hardpan	Stones	Hard	9 79
Brown	Limestone		Soft	79 83
Brown	Limestone		Hard	83 87
Brown	Limestone		Soft	87 121
Brown	Limestone		Soft	121 126

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

9 mile River
Port Albert
Well 0-6' 1/2
Lot 1-16
Plan 2-66
Ashfield Twp.
Huron County

DAVIDSON WELL DRILLING LTD. 1737
Box 486, Wingham, Ontario.
R. Jardine, Wingham
5-6-72

OWRC COPY

40/136

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

WATER WELL RECORD

3002745 30001 PAT

County of Huron Ashfield Township, Port Albert Wellington St. Plan 2-66
R. 3, Goderich, Ontario. 03 July-72

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH - FEET
Brown	Topsoil		Soft	0 1
Brown	Clay		Soft	1 6
Blue	Clay		Soft	6 78
Brown	Limestone		Med.	78 92
Brown	Limestone		Soft	92 118

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

9 mile River
Port Albert
Well 0-6' 1/2
Lot 1-16
Plan 2-66
Ashfield Twp.
Huron County

DAVIDSON WELL DRILLING LTD. 1737
Box 486, Wingham, Ontario.
R. Jardine, Wingham
5-6-72

OWRC COPY

40/136

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

WATER WELL RECORD

3002811 30001 PAT

County of Huron Ashfield Township, Port Albert Range A
R. 3, Goderich, Ontario. 18 Oct-74

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH - FEET
Brown	Topsoil		Hard	0 1
Blue	Clay		Soft	1 17
Blue	Clay		Soft	17 58
Brown	Hardpan	Stones	Hard	58 67
Blue	Clay	Stones	Soft	67 73
Brown	Limestone	Shale	Soft	73 76
Brown	Limestone		Medium Soft	76 126

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

9 mile River
Port Albert
Well 0-6' 1/2
Lot 1-16
Plan 2-66
Ashfield Twp.
Huron County

DAVIDSON WELL DRILLING LTD. 1737
Box 486, Wingham, Ontario.
R. Jardine, Wingham
5-6-72

OWRC COPY

40/136

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

WATER WELL RECORD

3002867 30001 PAT

County of Huron Ashfield Township, Port Albert Range A
R. 3, Goderich, Ontario. 18 Oct-74

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH - FEET
Brown	Clay		Soft	0 12
Blue	Clay		Soft	12 86
Blue, bn.	Limestone		Broken, hard	86 90
Blue, bn.	Limestone		Soft, loose, caving	90 121

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

9 mile River
Port Albert
Well 0-6' 1/2
Lot 1-16
Plan 2-66
Ashfield Twp.
Huron County

DAVIDSON WELL DRILLING LTD. 1737
Box 486, Wingham, Ontario.
R. Jardine, Wingham
5-6-72

OWRC COPY



40 P/13E

[illegible]

408/135

[illegible]

40 p / 13E

[illegible]

40 T/25

[illegible]



MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act
WATER WELL RECORD

30001 PAT

Ashted Top, Town Plot, Port Albert

3, Goderich, Ontario

57539 5 0875 5 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS

GENERAL COLOUR	WELL LOGGING	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
Brown	Clay		Soft	0 16
Blue	Clay		Soft	16 42
Grey	Sand	Gravel	Soft	42 46
Blue	Clay		Soft	46 81
Grey	Hardpan	Stones	Hard	81 90
Brown	Limestone		Medium soft	90 108
Brown	Limestone	Shale	Soft, broken	108 126

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED 1737

Box 466, Wingham, Ontario

21 - Aug. - 76



MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act
WATER WELL RECORD

3003308 PAT

Ashted Top, Town Plot, Port Albert

3, Goderich, Ontario

57539 5 0875 5 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS

GENERAL COLOUR	WELL LOGGING	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
Brown	clay		soft	0 15
blue	clay		soft	15 66
blue	clay	stones	hard	66 81
blue	clay		soft	81 89
brown	broken lime	shale	medium	89 93
brown	limestone		soft	93 116
brown	limestone	white shale streaks	soft	116 141

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED 1737

Box 466, Wingham, Ontario

21 - Aug. - 76



MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act
WATER WELL RECORD

3003308 PAT

Ashted Top, Town Plot, Port Albert

3, Goderich, Ontario

57539 5 0875 5 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS

GENERAL COLOUR	WELL LOGGING	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
Brown	Gravel Fill			0 3
Brown	Clay	Stones		3 22
Blue	Clay	Stones		22 93
Grey	Limestone			93 110
Brown	Limestone			110 190

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED 1737

Box 466, Wingham, Ontario

21 - Aug. - 76



MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act
WATER WELL RECORD

3003308 PAT

Ashted Top, Town Plot, Port Albert

3, Goderich, Ontario

57539 5 0875 5 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS

GENERAL COLOUR	WELL LOGGING	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
Topsoil				0 1
Brown	Clay		Soft	1 18
Blue	Clay		Hard	18 72
Grey	Hardpan	Stones	Hard	72 81
Brown	Limestone	Shale	Hard, broken	81 89
Lc. Brown	Limestone		Soft	89 140

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED 1737

Box 466, Wingham, Ontario

21 - Aug. - 76



WATER WELL RECORD

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

407/35

1. PREPARED BY: HURON
2. CHECKED BY: [Signature]
3. DATE: 01/06/78

4. WELL NO.: 3003536
5. PLAN: PAT
6. LOCATION: Ashfield Twp., London Road, Port Albert, Huron Co., Ontario

7. LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	DEPTH (FEET)	DESCRIPTION	REMARKS
Brown	0	Topsoil	
Clay	1	Clay	
Blue	12	Clay	
Blue	75	Clay	
lt. Brown	81	Limestone	
Brown	85	Limestone	
Gray-brown	110	Limestone	

8. WATER RECORD

9. CASING & OPEN HOLE RECORD

10. PLUGGING & SEALING RECORD

11. LOCATION OF WELL

12. PUMPING TEST

13. FINAL STATUS OF WELL

14. WATER USE

15. METHOD OF DRILLING

16. CONTRACTOR: Davidson Well Drilling Limited, Box 486, Wingham, Ontario

17. DATE OF RECORD: 01/06/78

18. OFFICE USE ONLY



WATER WELL RECORD

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

407/35

1. PREPARED BY: HURON
2. CHECKED BY: [Signature]
3. DATE: 01/06/78

4. WELL NO.: 3003537
5. PLAN: PAT
6. LOCATION: Ashfield Twp., London Road, Port Albert, Huron Co., Ontario

7. LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	DEPTH (FEET)	DESCRIPTION	REMARKS
Brown	0	Topsoil	
Clay	1	Clay	
Blue	12	Clay	
Blue	75	Clay	
lt. Brown	81	Limestone	
Brown	85	Limestone	
Gray-brown	110	Limestone	

8. WATER RECORD

9. CASING & OPEN HOLE RECORD

10. PLUGGING & SEALING RECORD

11. LOCATION OF WELL

12. PUMPING TEST

13. FINAL STATUS OF WELL

14. WATER USE

15. METHOD OF DRILLING

16. CONTRACTOR: Davidson Well Drilling Limited, Box 486, Wingham, Ontario

17. DATE OF RECORD: 01/06/78

18. OFFICE USE ONLY



WATER WELL RECORD

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

407/35

1. PREPARED BY: HURON
2. CHECKED BY: [Signature]
3. DATE: 01/06/78

4. WELL NO.: 3003570
5. PLAN: PAT
6. LOCATION: Ashfield Twp., London Road, Port Albert, Huron Co., Ontario

7. LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	DEPTH (FEET)	DESCRIPTION	REMARKS
Brown	0	Topsoil	
Clay	1	Clay	
Blue	12	Clay	
Blue	75	Clay	
lt. Brown	81	Limestone	
Brown	85	Limestone	
Gray-brown	110	Limestone	

8. WATER RECORD

9. CASING & OPEN HOLE RECORD

10. PLUGGING & SEALING RECORD

11. LOCATION OF WELL

12. PUMPING TEST

13. FINAL STATUS OF WELL

14. WATER USE

15. METHOD OF DRILLING

16. CONTRACTOR: Davidson Well Drilling Limited, Box 486, Wingham, Ontario

17. DATE OF RECORD: 01/06/78

18. OFFICE USE ONLY



WATER WELL RECORD

MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act

407/35

1. PREPARED BY: HURON
2. CHECKED BY: [Signature]
3. DATE: 01/06/78

4. WELL NO.: 3003669
5. PLAN: PAT
6. LOCATION: Ashfield Twp., London Road, Port Albert, Huron Co., Ontario

7. LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	DEPTH (FEET)	DESCRIPTION	REMARKS
Brown	0	Topsoil	
Clay	1	Clay	
Blue	12	Clay	
Blue	75	Clay	
lt. Brown	81	Limestone	
Brown	85	Limestone	
Gray-brown	110	Limestone	

8. WATER RECORD

9. CASING & OPEN HOLE RECORD

10. PLUGGING & SEALING RECORD

11. LOCATION OF WELL

12. PUMPING TEST

13. FINAL STATUS OF WELL

14. WATER USE

15. METHOD OF DRILLING

16. CONTRACTOR: Davidson Well Drilling Limited, Box 486, Wingham, Ontario

17. DATE OF RECORD: 01/06/78

18. OFFICE USE ONLY



Ministry of the Environment

The Ontario Water Resources Act
WATER WELL RECORD

3003676 30004 PAT

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
Brown	Clay	Stones	Hard	0 14
Blue	Clay	Stones	Hard	14 77
Blue	Clay		Soft	77 121
Grey	Gravel	Hardpan	Hard	121 132
Brown	Limestone		Soft, broken	132 141
Lt. Br.	Limestone		Hard	141 144
Br. Br.	Limestone		Soft	144 146
Lt. Br.	Limestone		Medium	146 156

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED

MINISTRY OF THE ENVIRONMENT COPY



Ministry of the Environment

The Ontario Water Resources Act
WATER WELL RECORD

3004222 30004 PAT

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
Black	Topsoil			0 1
Brown	Clay			1 13
Blue	Clay			13 68
Brown	Limestone		Loose	68 73
Brown	Limestone			73 125

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED

MINISTRY OF THE ENVIRONMENT COPY



Ministry of the Environment

The Ontario Water Resources Act
WATER WELL RECORD

3004401 30004 PAT

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
96	Clay			0 96
96	125	GREY-BROWN LIMESTONE		96 125

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED

MINISTRY OF THE ENVIRONMENT COPY



Ministry of the Environment

The Ontario Water Resources Act
WATER WELL RECORD

3004455 30004 PAT

LOG OF OVERBURDEN AND BEDROCK MATERIALS (SEE INSTRUCTIONS)

GENERAL COLOR	SOIL	OTHER MATERIALS	GENERAL DESCRIPTION	DEPTH (FEET)
	Topsoil			0 1
Brown	Clay			1 14
Blue	Clay			14 92
Grey	Hardpan	Stones		92 101
Brown	Limestone	Shale layers	Soft	101 139

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

DAVIDSON WELL DRILLING LIMITED

MINISTRY OF THE ENVIRONMENT COPY



MINISTRY OF THE ENVIRONMENT
The Ontario Water Resources Act
WATER WELL RECORD

40 P/SE

3005053 30001 PAT

County of Huron Ashfield (Port Albert) c/o Dawson Plumbing

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Yellow	Clay		Soft	0 5
Brown	Clay		Loose	5 6
Blue	Clay		Dense	6 47
Grey	Clay		Hard	47 56
Brown	Limestone	marl	broken	56 58
Brown	Limestone		medium	58 59
Brown	Limestone	grey streaks		59 80

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

MINISTRY OF THE ENVIRONMENT COPY



The Ontario Water Resources Act
WATER WELL RECORD

3006070 30001 PAT

County of Huron Ashfield (Port Albert) c/o Dawson Plumbing

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Black	TOPSOIL			0 3
Brown	CLAY			3 18
Blue	CLAY			18 88
Brown	LIMESTONE		MED. HARD	88 115
Brown	LIMESTONE		SOFT, FRACTURED	115 130

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

MINISTRY OF THE ENVIRONMENT COPY



The Ontario Water Resources Act
WATER WELL RECORD

3006211 30001 PAT

County of Huron Ashfield (Port Albert) c/o Dawson Plumbing

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Blue	Topsoil			0 1
Blue	Clay		Hard	1 77
Brown	Clay	Stones	Hard	77 89
Brown	Limestone	Shale	Soft	89 93
Brown	Limestone		Med. hard	93 122

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

MINISTRY OF THE ENVIRONMENT COPY



The Ontario Water Resources Act
WATER WELL RECORD

3006293 30001 PAT

County of Huron Ashfield (Port Albert) c/o Dawson Plumbing

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 80
Brown	Limestone			80 113

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

MINISTRY OF THE ENVIRONMENT COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006563

30001 PAT

County or District: **Simcoe** Township/Borough/City/Village: **Port Albert** Con. Block: **18** Survey: **18** Lot: **18**

Address: **1801 Albert Avenue** Date completed: **18 June 99** By: **Rich Wilson**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				0 - 1
				1 - 23
				23 - 56
				56 - 71
				71 - 128
				128 - 138

WATER RECORD

Water found at:	Kind of water:	Water level (ft. above/below datum):	Water level (ft. above/below datum):	Water level (ft. above/below datum):
84	Surface	25.30	25.30	25.30
15	Surface	72	72	72
133	Surface	72	72	72

CASING & OPEN HOLE RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	186	75	138

PLUGGING & SEALING RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	75	138	138

LOCATION OF WELL

In diagram below show distances of well from road and to line. Indicate north by arrow.

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

2 - MINISTRY OF THE ENVIRONMENT COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006644

30001 PAT

County or District: **Simcoe** Township/Borough/City/Village: **Port Albert** Con. Block: **18** Survey: **18** Lot: **18**

Address: **1801 Albert Avenue** Date completed: **18 June 99** By: **Rich Wilson**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				0 - 1
				1 - 4
				4 - 11
				11 - 19
				19 - 36

WATER RECORD

Water found at:	Kind of water:	Water level (ft. above/below datum):	Water level (ft. above/below datum):	Water level (ft. above/below datum):
24	Surface	188	188	188
33	Surface	188	188	188

CASING & OPEN HOLE RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	188	10	10

PLUGGING & SEALING RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	188	10	10

LOCATION OF WELL

In diagram below show distances of well from road and to line. Indicate north by arrow.

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

2 - MINISTRY OF THE ENVIRONMENT COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006651

30001 PAT

County or District: **Simcoe** Township/Borough/City/Village: **Port Albert** Con. Block: **18** Survey: **18** Lot: **18**

Address: **1801 Albert Avenue** Date completed: **5/8/2000** By: **Rich Wilson**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				0 - 7
				7 - 97
				97 - 100

WATER RECORD

Water found at:	Kind of water:	Water level (ft. above/below datum):	Water level (ft. above/below datum):	Water level (ft. above/below datum):
188	Surface	188	188	188

CASING & OPEN HOLE RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	188	100	100

PLUGGING & SEALING RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	188	100	100

LOCATION OF WELL

In diagram below show distances of well from road and to line. Indicate north by arrow.

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

2 - MINISTRY OF THE ENVIRONMENT COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006715

30001 PAT

County or District: **Simcoe** Township/Borough/City/Village: **Port Albert** Con. Block: **18** Survey: **18** Lot: **18**

Address: **1801 Albert Avenue** Date completed: **5/8/2000** By: **Rich Wilson**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				0 - 2
				2 - 11
				11 - 86
				86 - 96
				96 - 104
				104 - 130

WATER RECORD

Water found at:	Kind of water:	Water level (ft. above/below datum):	Water level (ft. above/below datum):	Water level (ft. above/below datum):
188	Surface	188	188	188

CASING & OPEN HOLE RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	188	100	100

PLUGGING & SEALING RECORD

Material	Depth (ft.)	Material	Depth (ft.)
6	188	100	100

LOCATION OF WELL

In diagram below show distances of well from road and to line. Indicate north by arrow.

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006743 B3000 PAT

County or District: Huron Township/Parish/City/Town/Village: Ashfield PAT Date completed: 11/11/2000

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
From	To			
BLACK	TOPSOIL			0 2
GREY	GRAVEL			2 3
BROWN	CLAY			3 13
GREY	CLAY	STONES		13 29
GREY	CLAY			29 85
BROWN	LIMESTONE	MED.		85 87
BROWN	LIMESTONE	BROKEN		87 90
BROWN	LIMESTONE	MED.		90 125

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

NAME OF WELL: WILSON & SON LTD. 2604 DEC 29 2000

NAME OF WELL SECTION: RING 2: BRAPORTH OHT. T-3578

NAME OF WELL SECTION: ALAN HOPPER T-3578

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006744 B3000 PAT

County or District: Huron Township/Parish/City/Town/Village: Ashfield PAT Date completed: 11/11/2000

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
From	To			
BLACK	TOPSOIL			0 2
BROWN	CLAY			2 12
GREY	CLAY			12 84
BROWN	LIMESTONE	BROKEN		84 85
BROWN	LIMESTONE			85 125

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

NAME OF WELL: WILSON & SON LTD. 2604 DEC 29 2000

NAME OF WELL SECTION: RING 2: BRAPORTH OHT. T-3578

NAME OF WELL SECTION: ALAN HOPPER T-3578

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006756 B3000 PAT

County or District: Huron Township/Parish/City/Town/Village: Ashfield Twp. (Port Albert) Sydenham St. Con. PAT Date completed: 20 DEC 00

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
From	To			
BROWN	CLAY			0 18
GREY	CLAY			18 96
GREY	CLAY	STONES		96 103
BROWN	LIMESTONE			103 110

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

NAME OF WELL: Davidson Hill Drilling Limited 1737

NAME OF WELL SECTION: R. Loesch 10927

NAME OF WELL SECTION: R. Loesch 10927

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3006757 B3000 PAT

County or District: Huron Township/Parish/City/Town/Village: Ashfield Twp. (Port Albert) Sydenham St. Con. PAT Date completed: 20 DEC 00

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
From	To			
PILL				0 3
BROWN	CLAY			3 17
GREY	CLAY			17 92
BROWN	LIMESTONE			92 110

WATER RECORD

CASING & OPEN HOLE RECORD

PLUGGING & SEALING RECORD

LOCATION OF WELL

FINAL STATUS OF WELL

WATER USE

METHOD OF CONSTRUCTION

NAME OF WELL: Davidson Hill Drilling Limited 1737

NAME OF WELL SECTION: R. Loesch 10927

NAME OF WELL SECTION: R. Loesch 10927

2 - MINISTRY OF THE ENVIRONMENT COPY

Print only in spaces provided. Mark correct box with a checkmark, where applicable.

3006786

30001 PAT
TOWN OF PORT ALBERT

County or District: **Huron** Township/Village/City/Town: **ASHFIELD** Date: **31 07 00**
Address: **PT. ALBERT** Date completed: **31 07 00**

General colour	Most common material	Other materials	General description	Depth - feet
BROWN	TOSSOL		LOAM	0 1
BROWN	CLAY		SOIL	1 17
GRAY	CLAY		SOIL	17 86
BROWN	LIMESTONE		LOOSE BRACKET	96
BROWN	LIMESTONE		HARD, CRACKED	137

WATER RECORD
Well No.: **129** Kind of water: **1** () Surface () Subsurface () Other: **1**
Depth to water: **6'** Date: **188** **1 17**
Flow rate: **137**

CASING & OPEN HOLE RECORD
Casing: **188** **1 17** **137**

PLUGGING & SEALING RECORD
Plugging: **0 78** **CLAY SLURRY** **AND GROUT**

LOCATION OF WELL
In diagram below show distances of well from road and lot line. Indicate north by arrow.

213285

FINAL STATUS OF WELL
Status: **1** () Abandoned () Inactive () Other: **1**
Reason: **1** () Abandoned () Inactive () Other: **1**

WATER USE
Use: **1** () Domestic () Industrial () Other: **1**

METHOD OF CONSTRUCTION
Method: **1** () Drilling () Other: **1**

213285

Print only in spaces provided. Mark correct box with a checkmark, where applicable.

3006836

30001 PAT
TOWN OF PORT ALBERT

County or District: **Huron** Township/Village/City/Town: **PORT ALBERT** Date: **08 05 01**
Address: **0.1 R. R. 3, GODERICH, ONT.** Date completed: **08 05 01**

General colour	Most common material	Other materials	General description	Depth - feet
BROWN	STICKY CLAY			0 15
BLUE	CLAY			15 100
SHALE	ROCK			100 106
BROWN	LIMESTONE			106 110

WATER RECORD
Well No.: **110** Kind of water: **1** () Surface () Subsurface () Other: **1**
Depth to water: **6'** Date: **188** **0 25**
Flow rate: **107**

CASING & OPEN HOLE RECORD
Casing: **188** **0 25** **107**

PLUGGING & SEALING RECORD
Plugging: **107** **110**

LOCATION OF WELL
In diagram below show distances of well from road and lot line. Indicate north by arrow.

224573

FINAL STATUS OF WELL
Status: **1** () Abandoned () Inactive () Other: **1**
Reason: **1** () Abandoned () Inactive () Other: **1**

WATER USE
Use: **1** () Domestic () Industrial () Other: **1**

METHOD OF CONSTRUCTION
Method: **1** () Drilling () Other: **1**

224573

Print only in spaces provided. Mark correct box with a checkmark, where applicable.

3007265

30001 PAT
TOWN OF PORT ALBERT

County or District: **Huron** Township/Village/City/Town: **ASHFIELD Twp. (Port Albert)** Date: **23 Aug 02**
Address: **R.R. 3, Goderich, Ontario** Date completed: **23 Aug 02**

General colour	Most common material	Other materials	General description	Depth - feet
Brown	Clay	Sand		0 16
Gray	Clay	Stones		16 75
Brown	Limestone			75 125

WATER RECORD
Well No.: **119** Kind of water: **1** () Surface () Subsurface () Other: **1**
Depth to water: **6'** Date: **188** **1 10** **77**
Flow rate: **125**

CASING & OPEN HOLE RECORD
Casing: **188** **1 10** **77** **125**

PLUGGING & SEALING RECORD
Plugging: **77** **20** **Bentonite grout** **20** **0** **Holeplug**

LOCATION OF WELL
In diagram below show distances of well from road and lot line. Indicate north by arrow.

249553

FINAL STATUS OF WELL
Status: **1** () Abandoned () Inactive () Other: **1**
Reason: **1** () Abandoned () Inactive () Other: **1**

WATER USE
Use: **1** () Domestic () Industrial () Other: **1**

METHOD OF CONSTRUCTION
Method: **1** () Drilling () Other: **1**

249553

Print only in spaces provided. Mark correct box with a checkmark, where applicable.

3007263

30001 PAT
TOWN OF PORT ALBERT

County or District: **Huron** Township/Village/City/Town: **ASHFIELD Twp. (Port Albert)** Date: **21 Aug 02**
Address: **R.R. 3, Goderich, Ontario** Date completed: **21 Aug 02**

General colour	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 12
Gray	Clay			12 73
Brown	Limestone			73 125

WATER RECORD
Well No.: **124** Kind of water: **1** () Surface () Subsurface () Other: **1**
Depth to water: **6'** Date: **188** **1 15** **74**
Flow rate: **125**

CASING & OPEN HOLE RECORD
Casing: **188** **1 15** **74** **125**

PLUGGING & SEALING RECORD
Plugging: **74** **20** **Bentonite grout** **20** **0** **Holeplug**

LOCATION OF WELL
In diagram below show distances of well from road and lot line. Indicate north by arrow.

249517

FINAL STATUS OF WELL
Status: **1** () Abandoned () Inactive () Other: **1**
Reason: **1** () Abandoned () Inactive () Other: **1**

WATER USE
Use: **1** () Domestic () Industrial () Other: **1**

METHOD OF CONSTRUCTION
Method: **1** () Drilling () Other: **1**

249517

County or District: Huron
Township/Village/City/Town/Village: Ashfield Twp. (Port Albert)
Address: R.R. 3, Coderich, Ontario
Date completed: 27 Aug. 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General color	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 13
Grey	Clay			13 72
Brown	Limestone			72 125

WATER RECORD

Water level (ft. sea)	Kind of water	Flow rate (gpm)	Water level during pumping (ft. sea)	Water level during pumping (ft. sea)
110'	1. Fresh 2. Saline 3. Brackish 4. Other	6	188'	1-4 73

CASING & OPEN HOLE RECORD

Casing size (in.)	Material	Depth (ft.)	Open hole size (in.)	Depth (ft.)
6	1. Steel 2. Concrete 3. Other	188	1-4	73

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material	Depth (ft.)
73	1. Bentonite grout 2. Other	20	1. Bentonite grout 2. Other	20

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

249550

Davidson Well Drilling Ltd. 1737
Box 486, Wingham, Ontario N0G 2W0
Name of well: K. Loach
Well Tester's License No.: T0927
Date of completion: 27 Aug. 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

County or District: Huron
Township/Village/City/Town/Village: Ashfield Twp. (Port Albert)
Address: R.R. 3, Coderich, Ontario
Date completed: 26 Aug. 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General color	Most common material	Other materials	General description	Depth - feet
Brown	Clay	Sand		0 18
Grey	Clay	Stones		18 84
Brown	Limestone			84 125

WATER RECORD

Water level (ft. sea)	Kind of water	Flow rate (gpm)	Water level during pumping (ft. sea)	Water level during pumping (ft. sea)
124'	1. Fresh 2. Saline 3. Brackish 4. Other	6	188'	1-4 90

CASING & OPEN HOLE RECORD

Casing size (in.)	Material	Depth (ft.)	Open hole size (in.)	Depth (ft.)
6	1. Steel 2. Concrete 3. Other	188	1-4	90

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material	Depth (ft.)
90	1. Bentonite grout 2. Other	20	1. Bentonite grout 2. Other	20

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

249554

Davidson Well Drilling Ltd. 1737
Box 486, Wingham, Ontario N0G 2W0
Name of well: K. Loach
Well Tester's License No.: T0927
Date of completion: 26 Aug. 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

County or District: Huron
Township/Village/City/Town/Village: Ashfield Twp. (Port Albert)
Address: R.R. 1, Dunganee, Ontario
Date completed: 27 Aug. 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General color	Most common material	Other materials	General description	Depth - feet
Brown	Clay	Sand		0 16
Grey	Clay			16 86
Brown	Limestone			86 100

WATER RECORD

Water level (ft. sea)	Kind of water	Flow rate (gpm)	Water level during pumping (ft. sea)	Water level during pumping (ft. sea)
95'	1. Fresh 2. Saline 3. Brackish 4. Other	6	188'	1-6 86

CASING & OPEN HOLE RECORD

Casing size (in.)	Material	Depth (ft.)	Open hole size (in.)	Depth (ft.)
6	1. Steel 2. Concrete 3. Other	188	1-6	86

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material	Depth (ft.)
86	1. Bentonite grout 2. Other	20	1. Bentonite grout 2. Other	20

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

249555

Davidson Well Drilling Ltd. 1737
Box 486, Wingham, Ontario N0G 2W0
Name of well: K. Loach
Well Tester's License No.: T0927
Date of completion: 27 Aug. 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

County or District: Huron
Township/Village/City/Town/Village: Ashfield Twp. (Port Albert)
Address: R.R. 1, Dunganee, Ontario
Date completed: 28 Aug. 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General color	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 15
Grey	Clay			15 86
Brown	Limestone			86 100

WATER RECORD

Water level (ft. sea)	Kind of water	Flow rate (gpm)	Water level during pumping (ft. sea)	Water level during pumping (ft. sea)
98'	1. Fresh 2. Saline 3. Brackish 4. Other	6	188'	1-6 87

CASING & OPEN HOLE RECORD

Casing size (in.)	Material	Depth (ft.)	Open hole size (in.)	Depth (ft.)
6	1. Steel 2. Concrete 3. Other	188	1-6	87

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material	Depth (ft.)
87	1. Bentonite grout 2. Other	20	1. Bentonite grout 2. Other	20

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

249556

Davidson Well Drilling Ltd. 1737
Box 486, Wingham, Ontario N0G 2W0
Name of well: K. Loach
Well Tester's License No.: T0927
Date of completion: 28 Aug. 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007269 **3000 PAT**

County or District: Huron Township/Village: Ashfield Twp. (Port Albert) Con. Check mark survey, etc. Pt. 13
Address: R.R. 3, Goderich, Ontario Date completed: 29 Aug 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				From To
Brown	Clay	Sand		0 16
Grey	Clay			16 103
Brown	Limestone			103 110

WATER RECORD

Water found: 110' Kind of water: (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____

CASING & OPEN HOLE RECORD

Casing: 6" Material: Steel Depth: 188' From: 0 To: 188'
 Open hole: 6" Material: Steel Depth: 104' From: 188' To: 110'

FLUDDING & SEALING RECORD

Depth to seal: 104' Material: Bentonite grout
 Depth to seal: 20' Material: Holeplug

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

249557

Davidson Well Drilling Ltd. 1737
 Box 486, Wingham, Ontario N0G 2W0
 E. Loach
 10927
 16 Sept. 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007270 **3000 PAT**

County or District: Huron Township/Village: Ashfield Twp. (Port Albert) Con. Check mark survey, etc. Pt. 13
 Address: R.R. 3, Goderich, Ontario Date completed: 30 Aug 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				From To
Brown	Clay	Sand		0 18
Grey	Clay			18 98
Brown	Limestone			98 125

WATER RECORD

Water found: 120' Kind of water: (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____

CASING & OPEN HOLE RECORD

Casing: 6" Material: Steel Depth: 188' From: 0 To: 188'
 Open hole: 6" Material: Steel Depth: 99' From: 188' To: 125'

FLUDDING & SEALING RECORD

Depth to seal: 99' Material: Bentonite grout
 Depth to seal: 20' Material: Holeplug

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

249558

Davidson Well Drilling Ltd. 1737
 Box 486, Wingham, Ontario N0G 2W0
 E. Loach
 10927
 16 Sept. 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007282 **3000 PAT S**

County or District: Huron Township/Village: Ashfield Twp. (Port Albert) Con. Check mark survey, etc. Pt. 13
 Address: R.R. 3, Goderich, Ontario Date completed: 10 May 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				From To
Fill				0 3
Brown	Clay			3 21
Grey	Clay			21 74
Brown	Limestone			74 125

WATER RECORD

Water found: 119' Kind of water: (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____

CASING & OPEN HOLE RECORD

Casing: 6" Material: Steel Depth: 188' From: 0 To: 188'
 Open hole: 6" Material: Steel Depth: 78' From: 188' To: 125'

FLUDDING & SEALING RECORD

Depth to seal: 78' Material: Bentonite grout
 Depth to seal: 20' Material: Holeplug

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

243076

Davidson Well Drilling Ltd. 1737
 Box 486, Wingham, Ontario N0G 2W0
 E. Loach
 10927
 20 May 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Ontario Ministry of the Environment
The Ontario Water Resources Act
WATER WELL RECORD

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007284 **3000 PAT S**

County or District: Huron Township/Village: Ashfield Twp. (Port Albert) Con. Check mark survey, etc. Pt. 13
 Address: R.R. 3, Goderich, Ontario Date completed: 9 May 02

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
				From To
Brown	Clay			0 18
Grey	Clay			18 75
Brown	Limestone			75 125

WATER RECORD

Water found: 119' Kind of water: (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____
 (1) Fresh (2) Salty (3) Brackish (4) Other: _____

CASING & OPEN HOLE RECORD

Casing: 6" Material: Steel Depth: 188' From: 0 To: 188'
 Open hole: 6" Material: Steel Depth: 77' From: 188' To: 125'

FLUDDING & SEALING RECORD

Depth to seal: 77' Material: Bentonite grout
 Depth to seal: 20' Material: Holeplug

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

243075

Davidson Well Drilling Ltd. 1737
 Box 486, Wingham, Ontario N0G 2W0
 E. Loach
 10927
 20 May 02

2 - MINISTRY OF THE ENVIRONMENT COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007285

ASHFIELD ECTR 5

County or District: **Buron** Township/Village/City/Town/Village: **Ashfield Twp. (Post Albert)** Con. Book last survey, etc.: **Con. FC** Lot: **13**

Address: **R.R. 3, Goderich, Ontario** Date completed: **8 May 03**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 18
Gray	Clay			18 76
Brown	Limestone			76 125

WATER RECORD

Water level (ft. sea)	Kind of water	Static water level (ft. sea)	Flow rate (gpm)	Flow rate (lpm)	Flow rate (m³/hr)
119	1. Fresh 2. Saline 3. Brackish 4. Bore 5. Tidal 6. Other	6	188	1-4	77

CASING & OPEN HOLE RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	77	125

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	91	112

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

FINAL STATUS OF WELL

1. Abandoned 2. Inactive 3. Active 4. Other

WATER USE

1. Domestic 2. Industrial 3. Agricultural 4. Other

METHOD OF CONSTRUCTION

1. Cased 2. Open 3. Other

DRILLER'S NAME **Davidson Well Drilling Ltd. 1737**

DRILLER'S ADDRESS **Box 466, Wingham, Ontario N0G 2W0**

DRILLER'S PHONE **72859**

DRILLER'S FAX **72859**

DRILLER'S E-MAIL **info@dwdrilling.com**

DRILLER'S WEBSITE **www.dwdrilling.com**

DRILLER'S LICENSE NO. **72859**

DRILLER'S EXPIRATION DATE **20 May 02**

2 - MINISTRY OF THE ENVIRONMENT COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007509

ASHFIELD ECTR 5

County or District: **Buron** Township/Village/City/Town/Village: **Ashfield Twp. (Post Albert)** Con. Book last survey, etc.: **Con. FC** Lot: **13**

Address: **R.R. 3, Goderich, Ontario** Date completed: **26 May 03**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 23
Gray	Clay			23 76
Gray	Clay & Stone			76 88
Brown	Limestone			88 112

WATER RECORD

Water level (ft. sea)	Kind of water	Static water level (ft. sea)	Flow rate (gpm)	Flow rate (lpm)	Flow rate (m³/hr)
109	1. Fresh 2. Saline 3. Brackish 4. Bore 5. Tidal 6. Other	6	188	0	91

CASING & OPEN HOLE RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	91	112

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	91	112

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

FINAL STATUS OF WELL

1. Abandoned 2. Inactive 3. Active 4. Other

WATER USE

1. Domestic 2. Industrial 3. Agricultural 4. Other

METHOD OF CONSTRUCTION

1. Cased 2. Open 3. Other

DRILLER'S NAME **Davidson Well Drilling Ltd. 1737**

DRILLER'S ADDRESS **Box 466, Wingham, Ontario N0G 2W0**

DRILLER'S PHONE **72859**

DRILLER'S FAX **72859**

DRILLER'S E-MAIL **info@dwdrilling.com**

DRILLER'S WEBSITE **www.dwdrilling.com**

DRILLER'S LICENSE NO. **72859**

DRILLER'S EXPIRATION DATE **20 May 02**

2 - MINISTRY OF ENVIRONMENT AND ENERGY COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007628

ASHFIELD ECTR 5

County or District: **Buron** Township/Village/City/Town/Village: **Ashfield Twp. (Post Albert)** Con. Book last survey, etc.: **Con. FC** Lot: **13**

Address: **R.R. 3, Goderich, Ontario** Date completed: **8 May 03**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 17
Gray	Clay Hard			17 60
Gray	Clay Soft			60 91
Brown	Limestone			91 116

WATER RECORD

Water level (ft. sea)	Kind of water	Static water level (ft. sea)	Flow rate (gpm)	Flow rate (lpm)	Flow rate (m³/hr)
114	1. Fresh 2. Saline 3. Brackish 4. Bore 5. Tidal 6. Other	6	188	0	86

CASING & OPEN HOLE RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	86	116

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	99	140

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

FINAL STATUS OF WELL

1. Abandoned 2. Inactive 3. Active 4. Other

WATER USE

1. Domestic 2. Industrial 3. Agricultural 4. Other

METHOD OF CONSTRUCTION

1. Cased 2. Open 3. Other

DRILLER'S NAME **Davidson Well Drilling Ltd. 1737**

DRILLER'S ADDRESS **Box 466, Wingham, Ontario N0G 2W0**

DRILLER'S PHONE **72859**

DRILLER'S FAX **72859**

DRILLER'S E-MAIL **info@dwdrilling.com**

DRILLER'S WEBSITE **www.dwdrilling.com**

DRILLER'S LICENSE NO. **72859**

DRILLER'S EXPIRATION DATE **20 May 02**

2 - MINISTRY OF ENVIRONMENT AND ENERGY COPY

Print only in spaces provided.
Mark correct box with a checkmark, where applicable.

3007679

ASHFIELD ECTR 5

County or District: **Buron** Township/Village/City/Town/Village: **Ashfield Twp. (Post Albert)** Con. Book last survey, etc.: **Con. FC** Lot: **13**

Address: **45 Highpark Ave, Wingham, Ont** Date completed: **12 Aug. 03**

LOG OF OVERBURDEN AND BEDROCK MATERIALS (see instructions)

General colour	Most common material	Other materials	General description	Depth - feet
Brown	Clay			0 18
Gray	Clay			18 86
Gray	Clay	Scoria		86 97
Brown	Limestone			97 140

WATER RECORD

Water level (ft. sea)	Kind of water	Static water level (ft. sea)	Flow rate (gpm)	Flow rate (lpm)	Flow rate (m³/hr)
139	1. Fresh 2. Saline 3. Brackish 4. Bore 5. Tidal 6. Other	6	188	1-4	99

CASING & OPEN HOLE RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	99	140

PLUGGING & SEALING RECORD

Depth (ft.)	Material	Depth (ft.)	Material
0	1. Cement 2. Grout 3. Sand 4. Gravel 5. Other	99	140

LOCATION OF WELL

In diagram below show distances of well from road and lot line. Indicate north by arrow.

FINAL STATUS OF WELL

1. Abandoned 2. Inactive 3. Active 4. Other

WATER USE

1. Domestic 2. Industrial 3. Agricultural 4. Other

METHOD OF CONSTRUCTION

1. Cased 2. Open 3. Other

DRILLER'S NAME **Davidson Well Drilling Ltd. 1737**

DRILLER'S ADDRESS **Box 466, Wingham, Ontario N0G 2W0**

DRILLER'S PHONE **72859**

DRILLER'S FAX **72859**

DRILLER'S E-MAIL **info@dwdrilling.com**

DRILLER'S WEBSITE **www.dwdrilling.com**

DRILLER'S LICENSE NO. **72859**

DRILLER'S EXPIRATION DATE **20 May 02**

2 - MINISTRY OF ENVIRONMENT AND ENERGY COPY

Print only if space provided. Mark correct box with a checkmark, where applicable.

3007680

ASHFIELD TWP. (Port Albert) 05 Ashfield St.

County of Grand Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

Address of Well Location (County/Division/Municipality) Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

General Colour	Most common material	Other materials	General Description	Depth (m)	Notes
Brown	Clay			0	17
Grey	Clay			17	86
Grey	Clay	Stones		86	92
Brown	Limestone			92	125

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

2 - MINISTRY OF ENVIRONMENT AND ENERGY COPY

Print only if space provided. Mark correct box with a checkmark, where applicable.

Well Tag Number A 002409

Well Record Regulation 902 Ontario Water Resources Act

County of Grand Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

Address of Well Location (County/Division/Municipality) Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

General Colour	Most common material	Other materials	General Description	Depth (m)	Notes
Brown	Clay			0	17
Grey	Clay			17	86
Grey	Clay	Stones		86	92
Brown	Limestone			92	125

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

2 - MINISTRY OF ENVIRONMENT AND ENERGY COPY

Print only if space provided. Mark correct box with a checkmark, where applicable.

Well Tag Number A 002410

Well Record Regulation 902 Ontario Water Resources Act

County of Grand Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

Address of Well Location (County/Division/Municipality) Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

General Colour	Most common material	Other materials	General Description	Depth (m)	Notes
Brown	Clay & Gravel Fill			0	1.2
Brown	Clay			1.2	10.9
Gray	Clay			10.9	25.6
Brown	Limestone			25.6	26.5
Brown	Limestone			26.5	30.8

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

2 - MINISTRY OF ENVIRONMENT AND ENERGY COPY

Print only if space provided. Mark correct box with a checkmark, where applicable.

Well Tag Number A 051323

Well Record Regulation 902 Ontario Water Resources Act

County of Grand Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

Address of Well Location (County/Division/Municipality) Ashfield Twp. (Port Albert) 05 Ashfield St. R. 3, Goderich, Ontario

General Colour	Most common material	Other materials	General Description	Depth (m)	Notes
Brown	Clay			0	31.6
Gray	Clay			31.6	86.6
Gray	Clay & Stones			86.6	92.6
Brown	Limestone			92.6	120.6

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

Water Level	Water Level	Water Level	Water Level	Water Level	Water Level
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72
124	72	74	74	72	72

2 - MINISTRY OF ENVIRONMENT AND ENERGY COPY

Ontario Ministry of the Environment
Well Log Form **A 006846** Regulation 902 Ontario Water Resources Act

Well Record
page 1 of 1

Instructions for Completing Form
For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-239-6203.
All measurements shall be reported to 1/10" of a meter.
Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Log of Overburden and Bedrock Materials (see instructions)

Depth (m)	Material	Thickness (m)	Notes
0.00	CLAY GRAVEL	0.00	
0.00	CLAY	0.00	
0.00	CLAY & STONE	0.00	
0.00	LIMESTONE	0.00	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Static Head (m)	Drawdown (m)	Recovery (m)
0.00	0.00	0.00	0.00	0.00
17.98	0.00	0.00	0.00	0.00

Plugging and Sealing Record

Well Number: **17.98**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Method of Construction

Well Use: **17.98**
Well Status: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Well Contractor/Technician Information

Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Ontario Ministry of the Environment
Well Log Form **A 009294** Regulation 902 Ontario Water Resources Act

Well Record
page 1 of 1

Instructions for Completing Form
For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-239-6203.
All measurements shall be reported to 1/10" of a meter.
Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Log of Overburden and Bedrock Materials (see instructions)

Depth (m)	Material	Thickness (m)	Notes
0.00	CLAY GRAVEL	0.00	
0.00	CLAY	0.00	
0.00	CLAY & STONE	0.00	
0.00	LIMESTONE	0.00	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Static Head (m)	Drawdown (m)	Recovery (m)
0.00	0.00	0.00	0.00	0.00
17.98	0.00	0.00	0.00	0.00

Plugging and Sealing Record

Well Number: **17.98**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Method of Construction

Well Use: **17.98**
Well Status: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Well Contractor/Technician Information

Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Ontario Ministry of the Environment
Well Log Form **A 011611** Regulation 902 Ontario Water Resources Act

Well Record
page 1 of 1

Instructions for Completing Form
For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-239-6203.
All measurements shall be reported to 1/10" of a meter.
Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Log of Overburden and Bedrock Materials (see instructions)

Depth (m)	Material	Thickness (m)	Notes
0.00	CLAY GRAVEL	0.00	
0.00	CLAY	0.00	
0.00	CLAY & STONE	0.00	
0.00	LIMESTONE	0.00	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Static Head (m)	Drawdown (m)	Recovery (m)
0.00	0.00	0.00	0.00	0.00
17.98	0.00	0.00	0.00	0.00

Plugging and Sealing Record

Well Number: **17.98**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Method of Construction

Well Use: **17.98**
Well Status: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Well Contractor/Technician Information

Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Ontario Ministry of the Environment
Well Log Form **A 016814** Regulation 902 Ontario Water Resources Act

Well Record
page 1 of 1

Instructions for Completing Form
For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-239-6203.
All measurements shall be reported to 1/10" of a meter.
Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Log of Overburden and Bedrock Materials (see instructions)

Depth (m)	Material	Thickness (m)	Notes
0.00	CLAY GRAVEL	0.00	
0.00	CLAY	0.00	
0.00	CLAY & STONE	0.00	
0.00	LIMESTONE	0.00	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Static Head (m)	Drawdown (m)	Recovery (m)
0.00	0.00	0.00	0.00	0.00
17.98	0.00	0.00	0.00	0.00

Plugging and Sealing Record

Well Number: **17.98**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Method of Construction

Well Use: **17.98**
Well Status: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Well Contractor/Technician Information

Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**
Well Contractor/Technician: **17.98**

Well Owner's Information and Location of Well Information

Well Owner: **ARON**
Address: **336 Queen Street, House #31**
City/Town/Village: **Scarborough**
Province: **ON**
Postal Code: **M1S 1Y4**
Phone: **(416) 291-4555**
Well Name: **CLAY & STONE**
Well Type: **W**
Well Depth: **17.98**
Well Diameter: **17.98**
Well Construction: **17.98**
Well Completion: **17.98**
Well Status: **17.98**

Ontario Ministry of the Environment
Well Record
 Regulation 903 Ontario Water Resources Act

Well Tag Number: A037484
Well Record
 Regulation 903 Ontario Water Resources Act

Instructions for Completing Form

- For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
- All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
- Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-235-6203.
- All metre measurements shall be reported to 1/10th of a metre.
- Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner's Name: HURON
Address: 117 4227531
City/Town/Village: HURON
Province: ON
Postal Code: N2R 1A9
Phone: (519) 422-7531
Well Location: 117 4227531
Well Depth: 117 4227531
Well Type: 117 4227531
Well Use: 117 4227531

Log of Overburden and Bedrock Materials (see instructions)

General Color	Material	Depth (m)	Notes
BROWN	CLAY	0	
GRAY	CLAY	7	
BROWN	LIMESTONE	82	

Construction Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Pressure (kPa)
0	1.0	1.0
7	1.0	1.0
82	1.0	1.0

Water Record

Depth (m)	Water Level (m)	Notes
0	1.0	
7	1.0	
82	1.0	

Plugging and Sealing Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Location of Well

Well Tag Number: A037484
Well Record
 Regulation 903 Ontario Water Resources Act

Ontario Ministry of the Environment
Well Record
 Regulation 903 Ontario Water Resources Act

Well Tag Number: A038530
Well Record
 Regulation 903 Ontario Water Resources Act

Instructions for Completing Form

- For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
- All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
- Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-235-6203.
- All metre measurements shall be reported to 1/10th of a metre.
- Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner's Name: HURON
Address: 117 4227531
City/Town/Village: HURON
Province: ON
Postal Code: N2R 1A9
Phone: (519) 422-7531
Well Location: 117 4227531
Well Depth: 117 4227531
Well Type: 117 4227531
Well Use: 117 4227531

Log of Overburden and Bedrock Materials (see instructions)

General Color	Material	Depth (m)	Notes
BROWN	CLAY	0	
GRAY	CLAY	7	
BROWN	LIMESTONE	82	

Construction Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Pressure (kPa)
0	1.0	1.0
7	1.0	1.0
82	1.0	1.0

Water Record

Depth (m)	Water Level (m)	Notes
0	1.0	
7	1.0	
82	1.0	

Plugging and Sealing Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Location of Well

Well Tag Number: A038530
Well Record
 Regulation 903 Ontario Water Resources Act

Ontario Ministry of the Environment
Well Record
 Regulation 903 Ontario Water Resources Act

Well Tag Number: A042451
Well Record
 Regulation 903 Ontario Water Resources Act

Instructions for Completing Form

- For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
- All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
- Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-235-6203.
- All metre measurements shall be reported to 1/10th of a metre.
- Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner's Name: HURON
Address: 117 4227531
City/Town/Village: HURON
Province: ON
Postal Code: N2R 1A9
Phone: (519) 422-7531
Well Location: 117 4227531
Well Depth: 117 4227531
Well Type: 117 4227531
Well Use: 117 4227531

Log of Overburden and Bedrock Materials (see instructions)

General Color	Material	Depth (m)	Notes
BROWN	CLAY	0	
GRAY	CLAY	7	
BROWN	LIMESTONE	82	

Construction Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Pressure (kPa)
0	1.0	1.0
7	1.0	1.0
82	1.0	1.0

Water Record

Depth (m)	Water Level (m)	Notes
0	1.0	
7	1.0	
82	1.0	

Plugging and Sealing Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Location of Well

Well Tag Number: A042451
Well Record
 Regulation 903 Ontario Water Resources Act

Ontario Ministry of the Environment
Well Record
 Regulation 903 Ontario Water Resources Act

Well Tag Number: A042495
Well Record
 Regulation 903 Ontario Water Resources Act

Instructions for Completing Form

- For use in the Province of Ontario only. This document is a permanent legal document. Please retain for future reference.
- All sections must be completed in full to avoid delays in processing. Further instructions and explanations are available on the back of this form.
- Questions regarding completing this application can be directed to the Water Well Management Coordinator at 416-235-6203.
- All metre measurements shall be reported to 1/10th of a metre.
- Please print clearly in blue or black ink only.

Well Owner's Information and Location of Well Information

Well Owner's Name: HURON
Address: 117 4227531
City/Town/Village: HURON
Province: ON
Postal Code: N2R 1A9
Phone: (519) 422-7531
Well Location: 117 4227531
Well Depth: 117 4227531
Well Type: 117 4227531
Well Use: 117 4227531

Log of Overburden and Bedrock Materials (see instructions)

General Color	Material	Depth (m)	Notes
BROWN	CLAY	0	
GRAY	CLAY	7	
BROWN	LIMESTONE	82	

Construction Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Test of Well Yield

Depth (m)	Flow Rate (L/min)	Pressure (kPa)
0	1.0	1.0
7	1.0	1.0
82	1.0	1.0

Water Record

Depth (m)	Water Level (m)	Notes
0	1.0	
7	1.0	
82	1.0	

Plugging and Sealing Record

Depth (m)	Material	Notes
0	CLAY	
7	CLAY	
82	LIMESTONE	

Location of Well

Well Tag Number: A042495
Well Record
 Regulation 903 Ontario Water Resources Act

Address of Well (Street, County, Municipality, Province, Postal Code)
HURON ASHFIELD ONTARIO
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village

Log of Overburden and Bedrock Materials (see instructions)
General Color Most common material Other Materials General Description Depth (m) Depth (ft)

BROWN	CLAY			0	31ft
GRAY	CLAY			31ft	77ft
BROWN	LIMESTONE			77ft	120ft

Construction Record
Depth (m) Depth (ft) 0 80ft 120ft 61m

Test of Well Yield
Pumping test method: Pump - 15gpm
Pump rate (gpm) 15
Pump rate (m³/hr) 0.02
Pump rate (L/min) 1500
Pump rate (m³/day) 0.36
Pump rate (L/hr) 900
Pump rate (m³/week) 8.64
Pump rate (L/day) 900
Pump rate (m³/month) 25.92
Pump rate (L/year) 311.04
Pump rate (m³/decade) 3110.4

Water Details
Water Use: Domestic, Industrial, Agricultural, Other
Water Source: Surface Water, Groundwater, Other
Water Quality: Good, Fair, Poor, Other

Map of Well Location
Lane South St

Address of Well (Street, County, Municipality, Province, Postal Code)
HURON ASHFIELD ONTARIO
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village

Log of Overburden and Bedrock Materials (see instructions)
General Color Most common material Other Materials General Description Depth (m) Depth (ft)

BROWN	CLAY			0	31ft
GRAY	CLAY			31ft	77ft
GRAY	CLAY & STONES			77ft	92ft
BROWN	LIMESTONE			92ft	122ft

Construction Record
Depth (m) Depth (ft) 0 94ft 122ft 61m

Test of Well Yield
Pumping test method: Pump - 15gpm
Pump rate (gpm) 15
Pump rate (m³/hr) 0.02
Pump rate (L/min) 1500
Pump rate (m³/day) 0.36
Pump rate (L/hr) 900
Pump rate (m³/week) 8.64
Pump rate (L/day) 900
Pump rate (m³/month) 25.92
Pump rate (L/year) 311.04
Pump rate (m³/decade) 3110.4

Water Details
Water Use: Domestic, Industrial, Agricultural, Other
Water Source: Surface Water, Groundwater, Other
Water Quality: Good, Fair, Poor, Other

Map of Well Location
Lane South St

Address of Well (Street, County, Municipality, Province, Postal Code)
HURON ASHFIELD ONTARIO
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village

Log of Overburden and Bedrock Materials (see instructions)
General Color Most common material Other Materials General Description Depth (m) Depth (ft)

BROWN	CLAY			0	18ft
GRAY	CLAY			18ft	113ft
BROWN	LIMESTONE			113ft	146ft

Construction Record
Depth (m) Depth (ft) 0 115ft 146ft 61m

Test of Well Yield
Pumping test method: Pump - 15gpm
Pump rate (gpm) 15
Pump rate (m³/hr) 0.02
Pump rate (L/min) 1500
Pump rate (m³/day) 0.36
Pump rate (L/hr) 900
Pump rate (m³/week) 8.64
Pump rate (L/day) 900
Pump rate (m³/month) 25.92
Pump rate (L/year) 311.04
Pump rate (m³/decade) 3110.4

Water Details
Water Use: Domestic, Industrial, Agricultural, Other
Water Source: Surface Water, Groundwater, Other
Water Quality: Good, Fair, Poor, Other

Map of Well Location
Lane South St

Address of Well (Street, County, Municipality, Province, Postal Code)
HURON ASHFIELD ONTARIO
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village
Municipal Name
ASHFIELD
City/Town/Village

Log of Overburden and Bedrock Materials (see instructions)
General Color Most common material Other Materials General Description Depth (m) Depth (ft)

BROWN	CLAY			0	18ft
GRAY	CLAY			18ft	113ft
BROWN	LIMESTONE			113ft	146ft

Construction Record
Depth (m) Depth (ft) 0 115ft 146ft 61m

Test of Well Yield
Pumping test method: Pump - 15gpm
Pump rate (gpm) 15
Pump rate (m³/hr) 0.02
Pump rate (L/min) 1500
Pump rate (m³/day) 0.36
Pump rate (L/hr) 900
Pump rate (m³/week) 8.64
Pump rate (L/day) 900
Pump rate (m³/month) 25.92
Pump rate (L/year) 311.04
Pump rate (m³/decade) 3110.4

Water Details
Water Use: Domestic, Industrial, Agricultural, Other
Water Source: Surface Water, Groundwater, Other
Water Quality: Good, Fair, Poor, Other

Map of Well Location
Lane South St

[illegible]

Wavelength (nm) 300 400 500 600 700 800 900

[illegible][illegible]

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Address or Vial Location (Street Number)		Tel/Fax	Lot	Corrosion	FCIP
458FRIELD			1		
Country/State/Province		City/Town/Village	Province		Field Code
RUSOM			Ontario		
UNIV. Coordinates (Lat. / Long.)		Mineral Plant and Soil/Soil Method			
Halter in 37 452530		4575898			
Substrates and Parent Material (and/or Mining Record) (Use appropriate for the Parent Material)					
General Group	Very Common Material	Other Minerals	General Description		GLWID #
BROWN	CLAY				0 2144
GRAY	CLAY				2144 6847
GRAY	CLAY & STONES				6847 7247
BROWN	LIMESTONE				7247 11347

[illegible][illegible][illegible]

Ontario Ministry of the Environment Well Tag No. (Please Sticker under Print Below) 113109 Well Record Regulation 932 Ontario Water Resources Act

Well Location: Address of Well Location (Street Number/Name) Ashfield, Lot 1, Concession FCTP, Township Ashfield, City/Town/Village Huron, Province Ontario, Postal Code

County/District/Municipality: Huron, UTM Coordinates: Zone 18, Easting 44250, Northing 4858374, Magnetic Declination: 14° 17' 44.2525, 4857400

Construction and Test Method: Material: Bentonite Slurry, Sealing Method: Sealant, Sealing Record: Sealant, Other Materials: Other Materials, General Description: Other Materials

General Color: Most Common Material: Other Materials: General Description: Other Materials

Stratigraphic Column: Brown Clay, Gray Clay, Brown Limestone

Annular Space: Depth (ft) 0 to 84ft, Type of Sealed Unit (Material and Type) Bentonite Slurry, Volume Filled (cu ft) 84ft

Results of Well Yield Testing: After test of well yield, water level: 0.11ft, 11ft, 81ft, 81ft, 109ft, 109ft, 142ft, 142ft

Method of Construction: Casing Type: 6in steel, Well Use: 100gpm, Status of Well: 100gpm

Construction Record - Screen: Screen Type: 6in steel, Screen Size: 100gpm, Screen Depth: 84ft, Screen Material: 100gpm

Water Details: Water Level at Depth (ft) 0 to 84ft, Water Level at Depth (ft) 84ft to 109ft, Water Level at Depth (ft) 109ft to 142ft

Well Contractor and Well Technician Information: Keith Lang Well Drilling Inc, 251 Eldon St, Godfrey, ON, N7A3B9, Phone: 7154, Business E-mail Address: 7154

Signature of Well Contractor: Keith Lang, Signature of Well Technician: Keith Lang, Date: 2013 9 9, Ministry Use Only: 2130460, MAR 4 2012

Ontario Ministry of the Environment Well Tag No. (Please Sticker under Print Below) 113110 A115110 Well Record Regulation 932 Ontario Water Resources Act

Well Location: Address of Well Location (Street Number/Name) Ashfield, Lot 1, Concession FCTP, Township Ashfield, City/Town/Village Huron, Province Ontario, Postal Code

County/District/Municipality: Huron, UTM Coordinates: Zone 18, Easting 44250, Northing 4858374, Magnetic Declination: 14° 17' 44.2525, 4857400

Construction and Test Method: Material: Bentonite Slurry, Sealing Method: Sealant, Sealing Record: Sealant, Other Materials: Other Materials, General Description: Other Materials

General Color: Most Common Material: Other Materials: General Description: Other Materials

Stratigraphic Column: Brown Clay, Gray Clay, Brown Limestone

Annular Space: Depth (ft) 0 to 109ft, Type of Sealed Unit (Material and Type) Bentonite Slurry, Volume Filled (cu ft) 109ft

Results of Well Yield Testing: After test of well yield, water level: 0.11ft, 11ft, 81ft, 81ft, 109ft, 109ft, 142ft, 142ft

Method of Construction: Casing Type: 6in steel, Well Use: 100gpm, Status of Well: 100gpm

Construction Record - Screen: Screen Type: 6in steel, Screen Size: 100gpm, Screen Depth: 109ft, Screen Material: 100gpm

Water Details: Water Level at Depth (ft) 0 to 109ft, Water Level at Depth (ft) 109ft to 142ft, Water Level at Depth (ft) 142ft to 155ft

Well Contractor and Well Technician Information: Keith Lang Well Drilling Inc, 251 Eldon St, Godfrey, ON, N7A3B9, Phone: 7154, Business E-mail Address: 7154

Signature of Well Contractor: Keith Lang, Signature of Well Technician: Keith Lang, Date: 2013 9 9, Ministry Use Only: 2130467, MAY 4 2012

Ontario Ministry of the Environment Well Tag No. (Please Sticker under Print Below) 133147 Tag#: A133147 Well Record Regulation 932 Ontario Water Resources Act

Well Location: Address of Well Location (Street Number/Name) Ashfield, Lot 1, Concession FCTP, Township Ashfield, City/Town/Village Huron, Province Ontario, Postal Code

County/District/Municipality: Huron, UTM Coordinates: Zone 18, Easting 442525, Northing 4857400, Magnetic Declination: 14° 17' 44.2525, 4857400

Construction and Test Method: Material: Bentonite Slurry, Sealing Method: Sealant, Sealing Record: Sealant, Other Materials: Other Materials, General Description: Other Materials

General Color: Most Common Material: Other Materials: General Description: Other Materials

Stratigraphic Column: Brown Clay, Gray Clay, Brown Limestone

Annular Space: Depth (ft) 0 to 95ft, Type of Sealed Unit (Material and Type) Bentonite Slurry, Volume Filled (cu ft) 95ft

Results of Well Yield Testing: After test of well yield, water level: 0.11ft, 11ft, 81ft, 81ft, 109ft, 109ft, 142ft, 142ft

Method of Construction: Casing Type: 6in steel, Well Use: 100gpm, Status of Well: 100gpm

Construction Record - Screen: Screen Type: 6in steel, Screen Size: 100gpm, Screen Depth: 95ft, Screen Material: 100gpm

Water Details: Water Level at Depth (ft) 0 to 95ft, Water Level at Depth (ft) 95ft to 140ft, Water Level at Depth (ft) 140ft to 155ft

Well Contractor and Well Technician Information: Keith Lang Well Drilling Inc, 251 Eldon St, Godfrey, ON, N7A3B9, Phone: 7154, Business E-mail Address: 7154

Signature of Well Contractor: Keith Lang, Signature of Well Technician: Keith Lang, Date: 2013 9 9, Ministry Use Only: 2169285, MAY 4 2012

Ontario Ministry of the Environment Well Tag No. (Please Sticker under Print Below) 133151 Tag#: A133151 Well Record Regulation 932 Ontario Water Resources Act

Well Location: Address of Well Location (Street Number/Name) Ashfield, Lot 1, Concession FCTP, Township Ashfield, City/Town/Village Huron, Province Ontario, Postal Code

County/District/Municipality: Huron, UTM Coordinates: Zone 18, Easting 442525, Northing 4858197, Magnetic Declination: 14° 17' 44.2525, 4858197

Construction and Test Method: Material: Bentonite Slurry, Sealing Method: Sealant, Sealing Record: Sealant, Other Materials: Other Materials, General Description: Other Materials

General Color: Most Common Material: Other Materials: General Description: Other Materials

Stratigraphic Column: Brown Clay, Gray Clay, Brown Limestone

Annular Space: Depth (ft) 0 to 88ft, Type of Sealed Unit (Material and Type) Bentonite Slurry, Volume Filled (cu ft) 88ft

Results of Well Yield Testing: After test of well yield, water level: 0.11ft, 11ft, 81ft, 81ft, 109ft, 109ft, 142ft, 142ft

Method of Construction: Casing Type: 6in steel, Well Use: 100gpm, Status of Well: 100gpm

Construction Record - Screen: Screen Type: 6in steel, Screen Size: 100gpm, Screen Depth: 88ft, Screen Material: 100gpm

Water Details: Water Level at Depth (ft) 0 to 88ft, Water Level at Depth (ft) 88ft to 115ft, Water Level at Depth (ft) 115ft to 155ft

Well Contractor and Well Technician Information: Keith Lang Well Drilling Inc, 251 Eldon St, Godfrey, ON, N7A3B9, Phone: 7154, Business E-mail Address: 7154

Signature of Well Contractor: Keith Lang, Signature of Well Technician: Keith Lang, Date: 2013 9 9, Ministry Use Only: 2169285, MAY 4 2012



Map: Well records

This map allows you to search and view well record information from reported wells in Ontario.
Full dataset is available in the [Open Data catalogue](#).

Go Back to Map

Well ID

Well ID Number: 7254995
Well Audit Number: 2201629
Well Tag Number: A147770

This table contains information from the original well record and any subsequent updates.

Well Location

Address of Well Location 63 SOUTH STREET
Township ASHFIELD TOWNSHIP
Lot
Concession
County/District/Municipality HURON
City/Town/Village PORT ALBERT
Province ON
Postal Code n/a
UTM Coordinates NAD83 — Zone 17
Easting: 442652.00
Northing: 4857390.00
Municipal Plan and Sublot Number
Other

Overburden and Bedrock Materials Interval

General Colour	Most Common Material	Other Materials	General Description	Depth From	Depth To
BRWN	LOAM			0 ft	2 ft
BRWN	CLAY	STNS		2 ft	16 ft
GREY	HPAN			16 ft	99 ft
BRWN	LMSN		SOFT	99 ft	114 ft
GREY	LMSN			114 ft	197 ft

Annular Space/Abandonment Sealing Record

Depth From	Depth To	Type of Sealant Used (Material and Type)	Volume Placed
0 ft	24 ft	BENTONITE GROUT	
24 ft	115 ft	BENTONITE SLURRY	

15	69 ft	15	63 ft
20	69 ft	20	63 ft
25	69 ft	25	63 ft
30	69 ft	30	63 ft
40	69 ft	40	63 ft
45		45	
50	69 ft	50	63 ft
60	69 ft	60	63 ft

Water Details

Water Found at Depth	Kind
148 ft	Untested
189 ft	Untested

Hole Diameter

Depth From	Depth To	Diameter
0 ft	197 ft	8.75 inch

Audit Number: 2201629

Date Well Completed: July 13, 2015

Date Well Record Received by MOE: December 29, 2015

Updated: January 24, 2020

Method of Construction & Well Use

Method of Construction	Well Use
Rotary (Convent.)	Domestic

Status of Well

Water Supply

Construction Record - Casing

Inside Diameter	Open Hole or material	Depth From	Depth To
6 inch	STEEL	-2 ft	115 ft
	OPEN HOLE	115 ft	197 ft

Construction Record - Screen

Outside Diameter	Material	Depth From	Depth To
------------------	----------	------------	----------

Well Contractor and Well Technician Information

Well Contractor's Licence Number: 7090

Results of Well Yield Testing

After test of well yield, water was	CLEAR
If pumping discontinued, give reason	CLEAR
Pump intake set at	105 ft
Pumping Rate	10 GPM
Duration of Pumping	1 h:30 m
Final water level	69 ft
If flowing give rate	
Recommended pump depth	105 ft
Recommended pump rate	10 GPM
Well Production	
Disinfected?	Y

Draw Down & Recovery

Draw Down Time(min)	Draw Down Water level	Recovery Time(min)	Recovery Water level
SWL	63 ft		
1	64.7 ft	1	68.1 ft
2	65.9 ft	2	67.2 ft
3	66.1 ft	3	66.3 ft
4	68.1 ft	4	65.4 ft
5	69 ft	5	64.5 ft
10	69 ft	10	63 ft



Map: Well records

This map allows you to search and view well record information from reported wells in Ontario.
Full dataset is available in the [Open Data catalogue](#).

Go Back to Map

Well ID

Well ID Number: 7254994
Well Audit Number: 2201698
Well Tag Number: A170116

This table contains information from the original well record and any subsequent updates.

Well Location

Address of Well Location SOUTH STREET
Township ASHFIELD TOWNSHIP
Lot
Concession
County/District/Municipality HURON
City/Town/Village PORT ALBERT
Province ON
Postal Code n/a
UTM Coordinates NAD83 — Zone 17
Easting: 442074.00
Northing: 4857460.00
Municipal Plan and Sublot Number
Other

Overburden and Bedrock Materials Interval

General Colour	Most Common Material	Other Materials	General Description	Depth From	Depth To
BRWN	FILL			0 ft	3 ft
BRWN	CLAY			3 ft	16 ft
GREY	HPAN		STNY	16 ft	138 ft
BRWN	LMSN		LYRD	138 ft	177 ft

Annular Space/Abandonment Sealing Record

Depth From	Depth To	Type of Sealant Used (Material and Type)	Volume Placed
0 ft	24 ft	BENTONITE GROUT	
24 ft	177 ft	BENTONITE SLURRY	

Method of Construction & Well Use

Method of Construction	Well Use
Rotary (Convent.)	Domestic

Status of Well

Water Supply

Construction Record - Casing

Inside Diameter	Open Hole or material	Depth From	Depth To
6 inch	STEEL	-2 ft	130 ft
	OPEN HOLE	130 ft	177 ft

Construction Record - Screen

Outside Diameter	Material	Depth From	Depth To
------------------	----------	------------	----------

Well Contractor and Well Technician Information

Well Contractor's Licence Number: 7090

Results of Well Yield Testing

After test of well yield, water was	CLEAR
If pumping discontinued, give reason	CLEAR
Pump intake set at	100 ft
Pumping Rate	15 GPM
Duration of Pumping	1 h:30 m
Final water level	69 ft
If flowing give rate	
Recommended pump depth	60 ft
Recommended pump rate	15 GPM
Well Production	
Disinfected?	Y

Draw Down & Recovery

Draw Down Time(min)	Draw Down Water level	Recovery Time(min)	Recovery Water level
SWL	65 ft		
1	65.8 ft	1	68.3 ft
2	66.6 ft	2	67.2 ft
3	67.4 ft	3	66.1 ft
4	68.2 ft	4	65.1 ft
5	69 ft	5	65 ft
10	69 ft	10	65 ft
15	69 ft	15	65 ft
20	69 ft	20	65 ft



Map: Well records

This map allows you to search and view well record information from reported wells in Ontario.

Full dataset is available in the [Open Data catalogue](#).

Go Back to Map

Well ID

Well ID Number: 7268892
Well Audit Number: 2220297
Well Tag Number: A173659

This table contains information from the original well record and any subsequent updates.

Well Location

Address of Well Location	
Township	ASHFIELD TOWNSHIP
Lot	
Concession	
County/District/Municipality	HURON
City/Town/Village	
Province	ON
Postal Code	n/a
UTM Coordinates	NAD83 --- Zone 17 Easting: 441884.00 Northing: 4858464.00
Municipal Plan and Sublot Number	
Other	

Overburden and Bedrock Materials Interval

General Colour	Most Common Material	Other Materials	General Description	Depth From	Depth To
BRWN	GRVL	CLAY		0 ft	4 ft
BRWN	CLAY			4 ft	35 ft
GREY	CLAY	SINS		35 ft	72 ft
BRWN	LMSN			72 ft	120 ft

Annular Space/Abandonment Sealing Record

Depth From	Depth To	Type of Sealant Used (Material and Type)	Volume Placed
0 ft	77 ft	BENTONITE SLURRY	

Method of Construction & Well Use

Method of Construction	Well Use
------------------------	----------

25	69 ft	25	65 ft
30	69 ft	30	65 ft
40	69 ft	40	65 ft
45		45	
50	69 ft	50	65 ft
60	69 ft	60	65 ft

Water Details

Water Found at Depth	Kind
151 ft	Untested
164 ft	Untested
171 ft	Untested

Hole Diameter

Depth From	Depth To	Diameter
0 ft	177 ft	9 inch

Audit Number: Z201698

Date Well Completed: June 25, 2015

Date Well Record Received by MOE: December 29, 2015

Updated: January 24, 2020

Rotary (Convent.)	Domestic
-------------------	----------

Status of Well

Water Supply

Construction Record - Casing

Inside Diameter	Open Hole or material	Depth From	Depth To
6.25 inch	STEEL	0 ft	77 ft
6 inch	OPEN HOLE	77 ft	120 ft

Construction Record - Screen

Outside Diameter	Material	Depth From	Depth To
------------------	----------	------------	----------

Well Contractor and Well Technician Information

Well Contractor's Licence Number: 7151

Results of Well Yield Testing

After test of well yield, water was	CLEAR
If pumping discontinued, give reason	
Pump intake set at	100 ft
Pumping Rate	10 GPM
Duration of Pumping	6 h:0 m
Final water level	70 ft
If flowing give rate	
Recommended pump depth	100 ft
Recommended pump rate	10 GPM
Well Production	
Disinfected?	Y

Draw Down & Recovery

Draw Down Time(min)	Draw Down Water level	Recovery Time(min)	Recovery Water level
SWL	5 ft		
1		1	
2		2	
3		3	
4		4	
5	43 ft	5	28 ft
10	58 ft	10	15 ft
15	65 ft	15	7 ft
20	68 ft	20	6 ft
25		25	5 ft

30	70 ft	30
40		40
45		45
50	70 ft	50
60		60

Water Details

Water Found at Depth	Kind
117 ft	Fresh

Hole Diameter

Depth From	Depth To	Diameter
0 ft	77 ft	8.75 inch
77 ft	120 ft	6 inch

Audit Number: Z220297

Date Well Completed: May 24, 2016

Date Well Record Received by MOE: August 15, 2016

Updated: January 24, 2020



Map: Well records

This map allows you to search and view well record information from reported wells in Ontario.

Full dataset is available in the [Open Data catalogue](#).

[Go Back to Map](#)

Well ID

Well ID Number: Z223748

Well Audit Number: Z234477

Well Tag Number: 4192960

This table contains information from the original well record and any subsequent updates.

Well Location

Address of Well Location	
Township	ASHFIELD TOWNSHIP
Lot	
Concession	
County/District/Municipality	HURON
City/Town/Village	
Province	ON
Postal Code	n/a
UTM Coordinates	NAD83 - Zone 17 Easting: 441779.00 Northing: 4857776.00
Municipal Plan and Sublot Number	
Other	

Overburden and Bedrock Materials Interval

General Colour	Most Common Material	Other Materials	General Description	Depth From	Depth To
BIRWN	CLAY			0 ft	21 ft
GREY	CLAY			21 ft	114 ft
GREY	CLAY	STNS		114 ft	128 ft
BKWN	LMSN			128 ft	142 ft

Annular Space/Abandonment Sealing Record

Depth From	Depth To	Type of Sealant Used (Material and Type)	Volume Placed
0 ft	131 ft	BENTONITE SLURRY	

Method of Construction & Well Use

Method of Construction	Well Use
------------------------	----------

Rotary (Crimvent)	Domestic
-------------------	----------

Status of Well

Water Supply

Construction Record - Casing

Inside Diameter	Open Hole or material	Depth From	Depth To
6.25 inch	STEEL	0 ft	131 ft
6 inch	OPEN HOLE	131 ft	142 ft

Construction Record - Screen

Outside Diameter	Material	Depth From	Depth To
------------------	----------	------------	----------

Well Contractor and Well Technician Information

Well Contractor's Licence Number: 7154

Results of Well Yield Testing

After test of well yield, water was	CLEAR
If pumping discontinued, give reason	
Pump intake set at	100 ft
Pumping Rate	15 GPM
Duration of Pumping	1 h:0 m
Final water level	78 ft
If flowing give rate	
Recommended pump depth	100 ft
Recommended pump rate	15 GPM
Well Production	
Disinfected?	Y

Draw Down & Recovery

Draw Down Time(min)	Draw Down Water level	Recovery Time(min)	Recovery Water level
SWL	62 ft		
1	62 ft	1	
2	62 ft	2	
3	62 ft	3	
4	62 ft	4	
5	68 ft	5	64 ft
10	72 ft	10	62 ft
15	74 ft	15	62 ft
20	76 ft	20	62 ft
25	78 ft	25	62 ft

30	78 ft	30	62 ft
40	78 ft	40	62 ft
45		45	
50	78 ft	50	62 ft
60	78 ft	60	62 ft

Water Details

Water Found at Depth	Kind
138 ft	Fresh

Hole Diameter

Depth From	Depth To	Diameter
0 ft	131 ft	8.75 inch
131 ft	142 ft	6 inch

Audit Number: Z234477

Date Well Completed: October 03, 2016

Date Well Record Received by MOE: October 21, 2016

Updated: January 24, 2020



Map: Well records

This map allows you to search and view well record information from reported wells in Ontario.
Full dataset is available in the [Open Data catalogue](#).

Go Back to Map

Well ID

Well ID Number: 7294404
Well Audit Number: 7258835
Well Tag Number: A195505

This table contains information from the original well record and any subsequent updates.

Well Location

Address of Well Location	SOUTH ST.
Township	ASHFIELD TOWNSHIP
Lot	
Concession	
County/District/Municipality	HURON
City/Town/Village	PORT ALBERT
Province	ON
Postal Code	n/a
UTM Coordinates	NAD83 --- Zone 17 Easting: 442078.00 Northing: 4857451.00
Municipal Plan and Sublot Number	
Other	

Overburden and Bedrock Materials Interval

General Colour	Most Common Material	Other Materials	General Description	Depth From	Depth To
BLCK	LOAM			0 ft	1 ft
BRWN	CLAY			1 ft	15 ft
GREY	CLAY			15 ft	80 ft
GREY	CLAY	SINS		80 ft	111 ft
BRWN	LMSN		FCRD	111 ft	118 ft
BRWN	LMSN	MGRD		118 ft	160 ft

Annular Space/Abandonment Sealing Record

Depth From	Depth To	Type of Sealant Used (Material and Type)	Volume Placed
0 ft	118 ft	BENTONITE	

15	79.2 ft	15	63.5 ft
20	79.3 ft	20	63.4 ft
25	79.3 ft	25	63.4 ft
30	79.4 ft	30	63.1 ft
40	79.4 ft	40	63.1 ft
45		45	
50	79.45 ft	50	63 ft
60	79.5 ft	60	62.9 ft

Water Details

Water Found at Depth	Kind
125 ft	Fresh
150 ft	Fresh
160 ft	Fresh

Hole Diameter

Depth From	Depth To	Diameter
0 ft	118 ft	8.9 inch
118 ft	160 ft	6.125 inch

Audit Number: 7258835

Date Well Completed: July 28, 2017

Date Well Record Received by MOE: September 12, 2017

Updated: January 24, 2020

Method of Construction & Well Use

Method of Construction	Well Use
Rotary (Convent.)	Domestic

Status of Well

Water Supply

Construction Record - Casing

Inside Diameter	Open Hole or material	Depth From	Depth To
6.25 inch	STEEL	-2 ft	118 ft

Construction Record - Screen

Outside Diameter	Material	Depth From	Depth To
------------------	----------	------------	----------

Well Contractor and Well Technician Information

Well Contractor's Licence Number: 2604

Results of Well Yield Testing

After test of well yield, water was	CLEAR
If pumping discontinued, give reason	
Pump Intake set at	110 ft
Pumping Rate	16 GPM
Duration of Pumping	1 h:0 m
Final water level	79.5 ft
If flowing give rate	
Recommended pump depth	105 ft
Recommended pump rate	16 GPM
Well Production	
Disinfected?	Y

Draw Down & Recovery

Draw Down Time(min)	Draw Down Water level	Recovery Time(min)	Recovery Water level
SWL	62.5 ft		
1	71.1 ft	1	70.5 ft
2	75.1 ft	2	66.5 ft
3	77.3 ft	3	66.1 ft
4	77.7 ft	4	65.4 ft
5	78.2 ft	5	65.2 ft
10	79.1 ft	10	63.5 ft



Map: Well records

This map allows you to search and view well record information from reported wells in Ontario.
Full dataset is available in the [Open Data catalogue](#).

Go Back to Map

Well ID

Well ID Number: 7268691
Well Audit Number: 2236647
Well Tag Number: A207471

This table contains information from the original well record and any subsequent updates.

Well Location

Address of Well Location	WEST OF SYDENHAM
Township	ASHFIELD TOWNSHIP
Lot	
Concession	
County/District/Municipality	HURON
City/Town/Village	PORT ALBERT
Province	ON
Postal Code	n/a
UTM Coordinates	NAD83 --- Zone 17 Easting: 442311.00 Northing: 4838168.00
Municipal Plan and Sublot Number	
Other	

Overburden and Bedrock Materials Interval

General Colour	Most Common Material	Other Materials	General Description	Depth From	Depth To
BRWN	CLAY			0 ft	8 ft
GREY	CLAY			8 ft	68 ft
BRWN	LMSN			68 ft	117 ft

Annular Space/Abandonment Sealing Record

Depth From	Depth To	Type of Sealant Used (Material and Type)	Volume Placed
0 ft	68 ft	BENTONITE B/INSEAL	

Method of Construction & Well Use

Method of Construction	Well Use
------------------------	----------

Rotary (Convent.)

Domestic

Status of Well

Water Supply

Construction Record - Casing

Inside Diameter	Open Hole or material	Depth From	Depth To
6.25 inch	STEEL	-3 ft	68 ft
6 inch	OPEN HOLE	68 ft	117 ft

Construction Record - Screen

Outside Diameter	Material	Depth From	Depth To
------------------	----------	------------	----------

Well Contractor and Well Technician Information

Well Contractor's Licence Number: 7343

Results of Well Yield Testing

After test of well yield, water was	CLEAR
If pumping discontinued, give reason	
Pump intake set at	77 ft
Pumping Rate	15 GPM
Duration of Pumping	2 h:0 m
Final water level	70 ft
If flowing give rate	
Recommended pump depth	77 ft
Recommended pump rate	10 GPM
Well Production	
Disinfected?	Y

Draw Down & Recovery

Draw Down Time(min)	Draw Down Water level	Recovery Time(min)	Recovery Water level
SWL	64 ft		
1	66.2 ft	1	67.3 ft
2	67.8 ft	2	66.9 ft
3	68.4 ft	3	65.3 ft
4	69.2 ft	4	64.2 ft
5	69.8 ft	5	64 ft
10	70 ft	10	64 ft
15	70 ft	15	64 ft
20	70 ft	20	64 ft
25	70 ft	25	64 ft



Map: Well records

This map allows you to search and view well record information from reported wells in Ontario.

Full dataset is available in the [Open Data Catalogue](#).

Go Back to Map

Well ID

Well ID Number: 7322706
Well Audit Number: Z236647
Well Tag Number: A235537

This table contains information from the original well record and any subsequent updates.

Well Location

Address of Well Location	
Township	ASHFIELD TOWNSHIP
Lot	
Concession	
County/District/Municipality	HURON
City/Town/Village	
Province	ON
Postal Code	n/a
UTM Coordinates	NAD83 — Zone 17 Easting: 442196.00 Northing: 4857457.00
Municipal Plan and Sublot Number	
Other	

Overburden and Bedrock Materials Interval

General Colour	Most Common Material	Other Materials	General Description	Depth From	Depth To
BRWN	CLAY			0 ft	24 ft
GREY	CLAY	STNS		24 ft	109 ft
BRWN	LMSN			109 ft	142 ft

Annular Space/Abandonment Sealing Record

Depth From	Depth To	Type of Sealant Used (Material and Type)	Volume Placed
0 ft	117 ft	BENTONITE SLURRY	

Method of Construction & Well Use

Method of Construction	Well Use
------------------------	----------

30	70 ft	30	64 ft
40	70 ft	40	64 ft
45		45	
50	70 ft	50	64 ft
60	70 ft	60	64 ft

Water Details

Water Found at Depth	Kind
110 ft	Fresh

Hole Diameter

Depth From	Depth To	Diameter
0 ft	68 ft	9 inch
68 ft	117 ft	6 inch

Audit Number: Z236647

Date Well Completed: August 01, 2016

Date Well Record Received by MOE: August 12, 2016

Updated: January 24, 2020

Rotary (Convent.)

Domestic

Status of Well

Water Supply

Construction Record - Casing

Inside Diameter	Open Hole or material	Depth From	Depth To
6.25 inch	STEEL	0 ft	117 ft
6 inch	OPEN HOLE	117 ft	142 ft

Construction Record - Screen

Outside Diameter	Material	Depth From	Depth To
------------------	----------	------------	----------

Well Contractor and Well Technician Information

Well Contractor's Licence Number: 7154

Results of Well Yield Testing

After test of well yield, water was	CLEAR
If pumping discontinued, give reason	
Pump intake set at	100 ft
Pumping Rate	12 GPM
Duration of Pumping	1 h:0 m
Final water level	86 ft
If flowing give rate	
Recommended pump depth	100 ft
Recommended pump rate	12 GPM
Well Production	
Disinfected?	Y

Draw Down & Recovery

Draw Down Time(min)	Draw Down Water level	Recovery Time(min)	Recovery Water level
SWL	62 ft		
1	64 ft	1	76 ft
2	66 ft	2	74 ft
3	68 ft	3	72 ft
4	70 ft	4	70 ft
5	73 ft	5	68 ft
10	77 ft	10	68 ft
15	81 ft	15	64 ft
20	84 ft	20	64 ft
25	85 ft	25	64 ft

Updated: January 24, 2020

Canada Post Canada		
Mail owner's information package delivered <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date Package Delivered 2019 07 16 City Work Occurrence 2019 7 12 V V V V V U B B D	Ministry Use Only Audit No. 2306306 AUG 28 2019 Received

APPENDIX F

CONSULTATION PROGRAM

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT MASTER PLAN SERVICING STUDY (COMMUNITY OF PORT ALBERT)

NOTICE OF STUDY INITIATION

THE PROJECT:

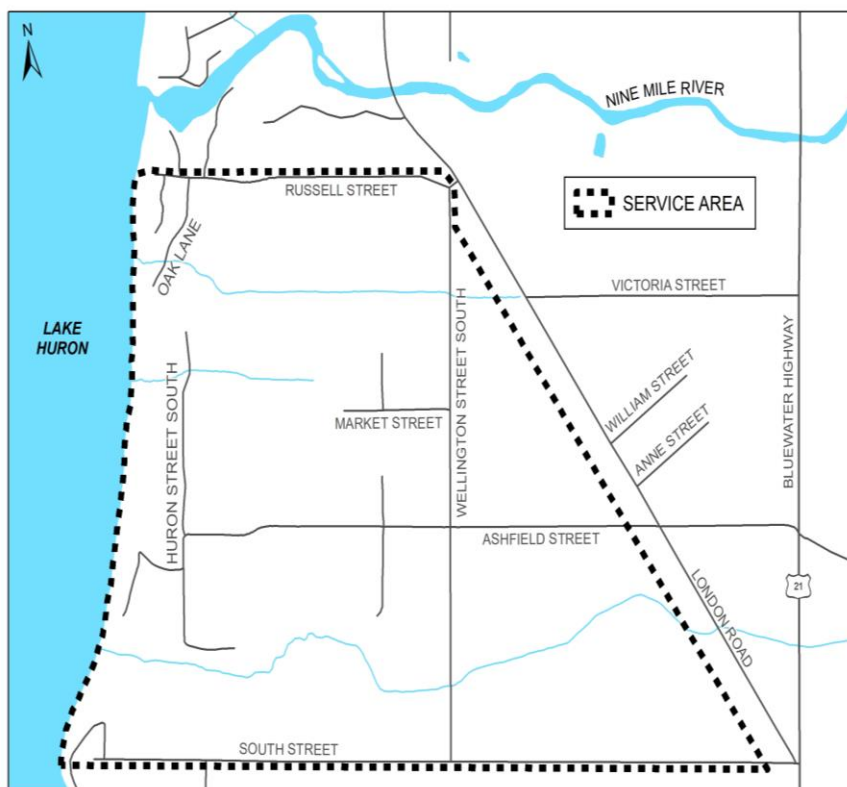
The Township of Ashfield-Colborne-Wawanosh has initiated a Municipal Class Environmental Assessment (Class EA) process to develop a Servicing Master Plan for the Port Albert Settlement area, as shown on the attached key plan. The Servicing Review is being undertaken in order to inventory and evaluate existing road, water, sewage and drainage infrastructure within the community and to investigate the most cost effective and efficient manner to provide additional servicing within established and future development areas of the community. When completed, the Master Plan will recommend a road and servicing strategy that could be implemented in phases as determined by need, to address the growth needs of Port Albert.

THE ENVIRONMENTAL ASSESSMENT PROCESS:

The Servicing Master Plan is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) which is an approved process under the Environmental Assessment Act. Master Plan projects incorporate Phases 1 & 2 of the Class EA process and also include consultation with the general public, government review agencies First Nation and Métis communities, and affected property owners. This notice is being issued to advise of the start of study investigations.

PUBLIC INVOLVEMENT

The consultation program for the Class EA Master Plan process includes several opportunities for public input and involvement including a questionnaire and a public information meeting. Details related to the public meeting will be provided at a later date. For the initial phase of the program, public input into the planning and design of this study will be received until **June 29, 2018**. Additional opportunities for comment will be provided as the process proceeds. Any comments collected in conjunction with the Class EA Master Plan process will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.



For further information on this project, or to review the Master Plan process, please contact the study engineers: B.M. Ross and Associates: 62 North Street, Goderich, Ontario, N7A 2T4. Telephone: (519) 524-2641. Fax: (519) 524-4403. Attn: **Kelly Vader, Environmental Planner** (e-mail: kvader@bmross.net).



This Notice issued May 30, 2018
Township of Ashfield-Colborne-Wawanosh

B. M. ROSS AND ASSOCIATES LIMITED
Engineers and Planners
62 North Street, Goderich, ON N7A 2T4
p. (519) 524-2641 • f. (519) 524-4403
www.bmross.net

File No. 16135

June 4, 2018

Agency Letter
(see attached list)

**RE: Township of Ashfield-Colborne-Wawanosh
Master Plan Servicing Study for Port Albert Settlement Area**

The Township of Ashfield-Colborne-Wawanosh has initiated a Municipal Class Environmental Assessment (Class EA) process to develop a Servicing Master Plan for the Port Albert Settlement area, as shown on the attached key plan. The Servicing Review is being undertaken in order to inventory and evaluate existing road, water, sewage and drainage infrastructure within the community and to investigate the most cost effective and efficient manner to provide additional servicing within established and future development areas of the community. When completed, the Master Plan will recommend a road and servicing strategy that could be implemented in phases as determined by need, to address the growth needs of Port Albert.

The Servicing Master Plan is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) which is an approved process under the Environmental Assessment Act. Master Plan projects incorporate Phases 1 & 2 of the Class EA process and also include consultation with the general public, government review agencies First Nation and Métis communities, and affected property owners.

Your organization has been identified as possibly having an interest in this project and we are soliciting your input. Please forward your response to our office by **July 13, 2018**. If you have any questions or require further information, please contact the undersigned at kvader@bmross.net or by phone at 1-888-524-2641.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, MCIP, RPP
Environmental Planner

KV:hv
Encl.

cc. Township of Ashfield-Colborne-Wawanosh

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

**CLASS ENVIRONMENTAL ASSESSMENT
MASTER PLAN SERVICING STUDY
(COMMUNITY OF PORT ALBERT)
PROJECT: 16135**

REVIEW AGENCY CIRCULATION LIST

REVIEW AGENCY	INVOLVEMENT
Ministry of the Environment and Climate Change (London) - EA Coordinator	Mandatory Contact
Ministry of Natural Resources and Forestry Guelph	Potential Impact on Natural Features
Ministry of Tourism, Culture and Sport Toronto	Potential Impact to Cultural Heritage Features
North Huron	Adjacent Municipality
Central Huron	Adjacent Municipality
Huron-Kinloss	Adjacent Municipality
Huron County - Highways Department - Planning & Development Department - Economic Development - Health Unit	- General Information - Implications for Long-Term Development
Maitland Valley Conservation Authority	Potential Impact on Natural Features
Township of Ashfield-Colborne-Wawanosh	Proponent
Department of Fisheries and Oceans Canada	Burlington

B. M. ROSS AND ASSOCIATES LIMITED
Engineers and Planners
62 North Street, Goderich, ON N7A 2T4
p. (519) 524-2641 • f. (519) 524-4403
www.bmross.net

File No. 16135

June 4, 2018

Aboriginal Community
(see attached list)

**RE: Township of Ashfield-Colborne-Wawanosh
Master Plan Servicing Study for Port Albert Settlement Area**

The Township of Ashfield-Colborne-Wawanosh has initiated a Municipal Class Environmental Assessment (Class EA) process to develop a Servicing Master Plan for the Port Albert Settlement area, as shown on the attached key plan. The Servicing Review is being undertaken in order to inventory and evaluate existing road, water, sewage and drainage infrastructure within the community and to investigate the most cost effective and efficient manner to provide additional servicing within established and future development areas of the community. When completed, the Master Plan will recommend a road and servicing strategy that could be implemented in phases as determined by need, to address the growth needs of Port Albert.

The Servicing Master Plan is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) which is an approved process under the Environmental Assessment Act. Master Plan projects incorporate Phases 1 & 2 of the Class EA process and also include consultation with the general public, government review agencies First Nation and Métis communities, and affected property owners.

Your community has been identified as possibly having an interest in this project. For your convenience, a response form is enclosed along with a self-addressed stamped envelope. Please forward your response to our office by July 20, 2018. If you have any questions or require further information, please contact the undersigned at 519-524-2641 or by e-mail at kvader@bmross.net.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, MCIP, RPP
Environmental Planner

KV:hv
Encl.

cc. Township of Ashfield-Colborne-Wawanosh

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

**CLASS ENVIRONMENTAL ASSESSMENT
MASTER PLAN SERVICING STUDY
(COMMUNITY OF PORT ALBERT)
PROJECT: 16135**

ABORIGINAL CIRCULATION LIST

Chippewas of Kettle and Stony Point First Nation
Chief Jason Henry
6247 Indian Lane, RR #2
Forest, ON N0N 1J0

Chippewas of Nawash Unceded First Nation
Chief Gregory Nadjiwon
R.R. #5 Wiarton, ON N0H 2T0

Chippewas of Saugeen First Nation
Chief Lester Anoquot
Hwy. 21, R.R. # 1
Southampton, ON N0H 2L0

Saugeen Ojibway Nation (SON) – Chippewas of Saugeen &
Chippewas of Nawash
Land Use Planning: Doran Ritchie
25 Maadookii Subdivision
Neyaashiinigmiing, ON N0H 2T0

Historic Saugeen Métis
Consultation Coordinator
204 High Street, Box 1492
Southampton, ON N0H 2L0

Metis Nation of Ontario
355 Cranston Crescent, PO Box 4
Midland, ON L4R 4K6
consultations@metisnation.org

Great Lakes Métis Council
380 9th Street East
Owen Sound, ON N4K 1P1
greatlakesmetis@gmail.com

Aamjiwnaang First Nation Administration Office
Chief Chris Plain
978 Tashmoo Ave.
Sarnia, ON N7T 7H5

Bkejwanong Walpole Island First Nation
Chief Dan Miskokomon
RR#3 Walpole Island, ON N8A 4K9

Response Form

Project Name: Servicing Master Plan for the Port Albert Settlement Area

Project Description: Class EA process to develop a Servicing Master Plan for the Port Albert Settlement Area in order to inventory and evaluate existing road, water, sewage and drainage infrastructure within the community and to investigate the most cost effective and efficient manner to provide additional servicing.

Project Location: Township of Ashfield-Colborne-Wawanosh

(Key Plan of Project Location attached)

Please Detach and Return in Envelope Provided

Name of Aboriginal Community: _____

Please check appropriate box

☐

Please send additional information on this project

☐

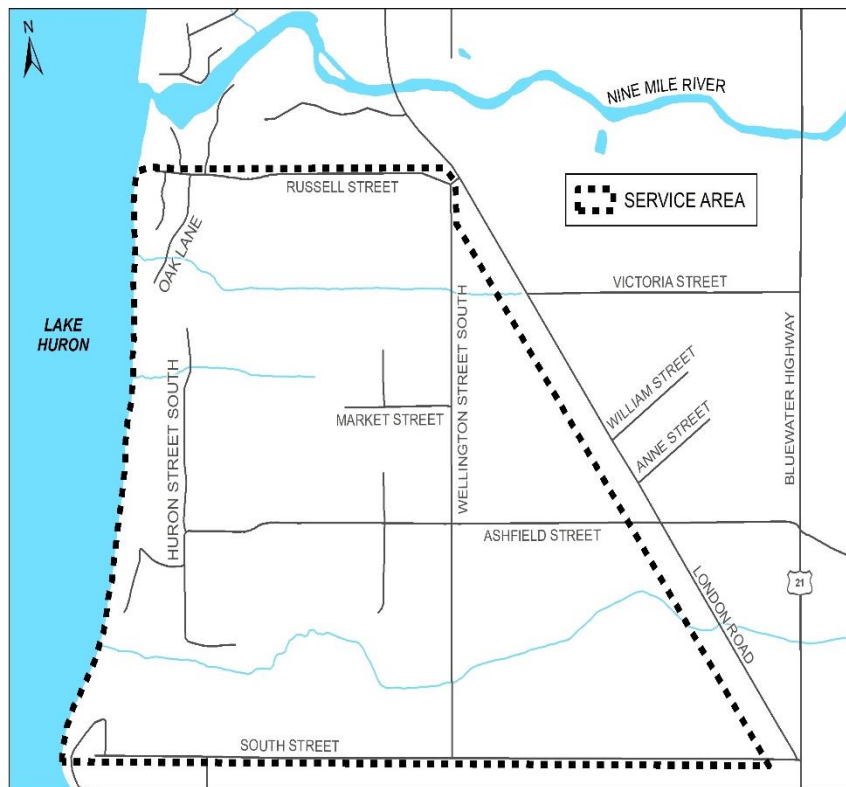
We would like to meet with representatives of this project.

☐

We have no concerns with this project and do not wish to be consulted further

Project Name: Master Plan Servicing Study **Location:** Port Albert

Proponent: Ashfield-Colborne-Wawanosh



Project Name: Master Plan Servicing Study **Location:** Port Albert
Proponent: Ashfield-Colborne-Wawanosh



KEY PLAN
NOT TO SCALE



INTERSECTION OF SOUTH STREET AND WELLINGTON STREET LOOKING NORTHWEST



ASHFIELD STREET LOOKING WEST



ASHFIELD STREET JUST PAST SYDENHAM STREET LOOKING WEST



INTERSECTION OF WELLINGTON STREET AND RUSSELL STREET LOOKING WEST

SITE PHOTOS TAKEN ON JUNE 1, 2018



AERIAL PHOTOGRAPHY OF PROJECT AREA
SCALE 1 : 10,000



TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
MASTER PLAN SERVICING STUDY
(COMMUNITY OF PORT ALBERT)
GENERAL LOCATION PLAN

DATE JUNE 04, 2018	PROJECT No. 16135
SCALE AS SHOWN	FIGURE No. 1.0

Hi Kelly,

RE: Township of ACW Master Plan Servicing Study for Port Albert

My comments are noted below and relate to policies in the Township of ACW Official Plan and the ACW Zoning By-law (32-2008). Please see attached the Port Albert mapping from the Township of ACW Official Plan and Zoning By-law.

These 2 documents can be found at:

<http://www.acwtownship.ca/property-development/zoning/>

<http://www.acwtownship.ca/property-development/official-plan/>

Township of ACW Official Plan

Port Albert is designated both 'Village' and 'Natural Environment' on Schedule M, Township of ACW Official Plan. The 'Village' designation permits a variety of urban uses/zones.

Settlement Section 8.4.2. DEFINITION: The villages function as centralized locations for residential, commercial and social activities. Port Albert is one of the 6 villages in the Township of ACW.

Section 8.4.4 contains the Village and Hamlet policies

8.4.4.1 Fully serviced and partially serviced settlement areas like, Benmiller and Saltford offer the best intensification opportunities.

Section 8.4.24. Port Albert

Surrounding the mouth of the Nine Mile River, Port Albert is located between the shore of Lake Huron and Highway 21. Port Albert was envisioned as a major town, with the original town plot covering over 600 acres. Development is concentrated in the river valley with a scattering of recreational and permanent residences above the river valley and along the lake. Port Albert provides ample opportunity for residential development in a rural and lakeshore setting.

Section 8.4.4.9 contains the Development Standards for 'Village' and includes:

8.4.4.9. Development Standards

The following development standards shall apply to all development in the villages and hamlets.

1. Development must be compatible with surrounding uses.
2. Most development will proceed by plan of subdivision. Infilling and small-scale development may proceed by consent based on an acceptable concept plan.
3. Natural features and functions will be protected. The design will be harmonized with natural features, including topography and woodlands.
4. Lot sizes will be sufficient to accommodate the proposed method of servicing over the long term. Where septic systems are proposed, developments will comply with the provincial groundwater protection criteria for nitrates, and lots will contain a contingency tile bed area.
5. New developments, including the opening up of new areas, will be required to connect to an existing municipal water supply or establish a new municipal water supply. Infilling and small scale

developments may be serviced by communal or individual wells where municipal water is not available. Development adjacent to serviced communities outside Ashfield-Colborne-Wawanosh will be required to connect to existing services.

6. For new developments, including the opening up of new areas, the Township may require a study on the need for a piped sewage system and treatment facility. Where full services are not required, individual septic systems may be permitted. Development adjacent to serviced communities outside Ashfield-Colborne-Wawanosh will be required to connect to existing services.

7. Water supply and sewage disposal are subject to approvals from the appropriate authority before development occurs.

8. Open space areas, natural areas and parkland will be conveyed to the municipality or owned in common by the subdivision residents. Council may accept payment in lieu of parkland where appropriate.

9. Vehicle access will be provided by a public road developed to municipal standards.

10. Adequate lot grading and drainage, and storm water management are required.

11. A development agreement will be signed and registered on title to the satisfaction of the municipality.

12. The appropriate zoning is in force.

13. Development will be considerate of Heritage, Accessibility, and Clean Air, Water, and Soil:

a) Heritage

Development and redevelopment will complement small town scale, character and historic streetscapes.

b) Accessibility

All development and redevelopment will be accessible and prevent land use barriers which restrict persons with disabilities from full participation in society in accordance with provincial legislation.

c) Clean Air, Water, and Soil

Development design will incorporate a variety of alternative modes of transportation (e.g. walking and cycling) and will consider energy efficiency and air quality with respect to building design and transportation. Community energy planning is encouraged and may be pursued by the Township to assess future energy needs and options. Development and redevelopment will be encouraged to consider energy efficient construction techniques and incorporate energy efficient design principles and materials (e.g. LEED and EnergyStar). Prior to new development or redevelopment, contaminated sites will be restored and remediated to remove or address any adverse effects.

14. For development proposed on private communal services, hydrogeologic studies are required.

15. New developments will be limited to 5 or fewer lots or units where private on-site water and sewage are to be used.

16. Adequate off-street parking is provided to accommodate residents and visitors.

17. Requirements for a complete application as outlined in Section 9.14 must be met.

9.12. ROADS POLICY

Schedule C (Roads Plan) identifies the jurisdiction and status of roads in the Township. Roads will be developed in accordance with this Plan and the Township Roads policy.

Also, please review the attached Schedule M which shows the roads that are not open in 'grey'.

ACW Zoning By-law (32-2008)

Port Albert is zoned on Key Map 11D of the ACW ZBL.

The zones in your study area include:

Section 7

- NE1 (Natural Environment)
 - NE1-1 (Natural Environment – Special)

Notwithstanding the provisions of Section 7.1 and 7.2 to the contrary, the area zoned NE1-1 may be used for one recreational residence and accessory buildings, subject to the provisions of Section 15 (LR1 zone).

Section 18

- VR1 (Village / Hamlet Residential – Low Density)
- VR1-H (Village / Hamlet Residential – Low Density – Holding)
 - 18.8.7 Holding Zone VR1-H

In the area VR1-H no development is permitted until the needed municipal services such as a public road or drainage have been provided. The Holding Zone –H may be removed when these services are available or will be provided by the developer to the satisfaction of the Township.

- VR1 – # (Village / Hamlet Residential – Low Density – Special)
 - VR1-10

Notwithstanding the provisions of Section 18.3 to the contrary, in the area zoned VR1-10 one mobile home is permitted; all other provisions of Section 18 shall apply

- VR1-14

Notwithstanding the provisions of Section 3.4 the VR1-14 zone permits an accessory building, a garage, to be constructed with a maximum height of 6.5 metres and a maximum height at the peak of the roof of 7.5 metres. The VR1-14 zone permits the garage to be constructed in the front yard and exterior side yard with a minimum setback from the east lot line of 3 metres and a minimum setback from the north lot line of 8 metres. The maximum lot coverage for the garage shall be 7.5% of the total lot area or the lot coverage of the main building, whichever is less. (By-law 18-2010)

Section 15

- LR1 (Lakeshore Residential – Seasonal)

Section 20

- OS (Urban Natural Environment and Open Space)

Section 25

- CF (Community Facility)

I would also highlight the following Zoning By-law requirements related to roads in settlement areas:

From the Township of ACW Zoning By-law GENERAL PROVISIONS, Section 3.21 LOTS TO FRONT ON A PUBLIC ROAD

3.21.1

Unless otherwise specified by this by-law, no lots shall be created, no person shall erect a building or structure on a lot and no person shall use any land, building, or structure on a lot unless, in each case:

- a) the lot to be created or used abuts or fronts on a public road;
- b) such public road is of satisfactory construction and maintenance as to permit the reasonable and safe passage of motor vehicles; and
- c) an assumed public road is required in Village/Hamlet areas.
- d) Existing Lots in the VR1 zone without frontage on a public road will be controlled with a holding zone (-h). The holding zone may be lifted subject to a development agreement with the Township to construct a public road.

SECTION 18 VILLAGE/ HAMLET RESIDENTIAL - LOW DENSITY ZONE (VR1)

18.8.4 LOTS NOT FRONTING ON A PUBLIC STREET

No development shall be permitted on lots in the VR1 zone that do not have frontage on an open public road developed to municipal standards and assumed by the Township.

Development in Port Albert is also affected by regulations of the Maitland Valley Conservation Authority and the following Zoning By-law requirements:

Top of bank setbacks and 100 year Shoreline Erosion Hazard

EROSION HAZARD, 100 YEAR – shall mean the area defined by the Maitland Valley Conservation Authority as being subject to natural hazards from erosion along the shoreline of Lake Huron.

3.16 HAZARD LAND REQUIREMENTS

In addition to the zone provisions of the applicable zones, this By-law shall regulate development on and adjacent to Hazard lands. Hazard lands include those lands that are susceptible to flooding or erosion, have steep slopes or soil instability or other environmental or human made hazard. No development shall be permitted on hazard lands or adjacent to hazard lands until required studies have been completed to the satisfaction of, and approved by, the Township of Ashfield-Colborne-Wawanosh and the Maitland Valley Conservation Authority. All hazard lands are subject to this general provision. Development on vacant Lakeshore Residential (LR1 and LR2) lots within the 100 year erosion hazard area along the shore of Lake Huron and within the gully erosion hazard will be controlled with a holding zone (-h). The holding symbol may be lifted when necessary studies are completed and approved in accordance with the requirements of this regulated area under the Conservation Authority jurisdiction.

Section 3.31 SETBACKS OF BUILDINGS AND STRUCTURES ALONG MUNICIPAL DRAINS,
SINKHOLES AND NATURAL WATERCOURSES

3.31.1

No building or structure shall be erected closer than 7.5 metres from the centerline of a closed municipal drain or from the top-of-bank of a natural watercourse or open municipal drain having a top width of less than 4.5 metres from top-of-bank to top-of bank;

3.31.2

No building or structure shall be erected closer than 15 metres from the top-of-bank of a natural watercourse or open municipal drain having a width of between 4.5 metres and 7.5 metres from top-of-bank to top-of-bank;

.....

3.31.7

The top of bank setback from Lake Huron for all new development and reconstruction of existing development shall be established as the 100 year erosion hazard.

The above excerpts have been provided for your information and are for your consideration for evaluation of road, water, sewage and drainage infrastructure in Port Albert.

I do have inquiries from people looking at purchasing property in Port Albert on a continuous basis and sometimes it is regarding property that does not abut an open public road, and therefore, cannot be developed at this point in time.

If you have any questions, please let me know.

Warm Regards,
Carol

Carol Leeming MCIP, RPP | Planner
Huron County Planning & Development Department

57 Napier Street, Goderich, ON, N7A 1W2
T. 519.524.8394 x 3 | F. 519.524.5677 | Email: cleeming@huroncounty.ca

733 Exeter Road
London ON N6E 1L3
Tel.: 519 873-5000
Fax: 519 873-5020

733, rue Exeter
London ON N6E 1L3
Tél.: 519 873-5000
Fax: 519 873-5020

June 13th, 2018

Township of Ashfield-Colborne-Wawanosh
82133 Council Line
R.R.#5
Goderich, Ontario
N7A 3Y2

Attention: Brian Van Osch, Public Works Superintendent

**Re: Notice of Study Initiation Master Plan Servicing Study Community of Port Albert,
Municipal Class EA, Township of Ashfield-Colborne-Wawanosh**

Dear Mr. Van Osch:

This letter acknowledges this ministry's receipt of the Notice of Commencement for the above noted project.

It is this ministry's understanding that the Municipality has initiated the Municipal Class EA process to develop a Servicing Master Plan for the Port Albert Settlement Area. When completed, the Master Plan will recommend a road and servicing strategy that could be implemented in phases as determined by need, to address the growth needs of Port Albert.

As you know, the Class Environmental Assessment (Class EA) planning process includes consultation with interested stakeholders, evaluation of alternatives, assessment of the effects of the proposed works and identification of measures to mitigate any adverse impacts. In addition to consultation with public agencies and the general public, consultation with Aboriginal communities is required.

Aboriginal Consultation

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to your proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to you through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information you have provided to date and the Crown's preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project:

Chippewas of Kettle and Stony Point First Nation	<p>Chippewas of Kettle and Stony Point First Nation 6247 Indian Lane, R.R.#2 Forest, ON N0N 1J1 519-786-2125 Chief Tom Bressette thomas.bressette@kettlepoint.org Other Contact: Valerie George Consultation Coordinator valerie.george@kettlepoint.org</p>	
Saugeen First Nation	<p>Saugeen Ojibway Nation Environment Office 25 Maadookii Road Neyaashiinigmiing, ON N0H 2T0 519-534-5507 Doran Ritchie Infrastructure Planning Coordinator d.ritchie@saugeenojibwaynation.ca (Please send hard copy to Doran Ritchie)</p>	<p>Saugeen First Nation 6493 Highway 21 R.R.#1 Southampton, ON N0H 2L0 519-797-2781 Chief Lester Anoquot lanoquot@saugeenfirstnation.ca (Email copy to Chief Anoquot)</p>
Chippewas of Nawash Unceded First Nation		<p>Chippewas of Nawash Unceded First Nation R.R.#5 Wiarton, ON N0H 2T0 519-534-1689 Chief Gregory Nadjiwon chiefsdesk@nawash.ca (Email copy to Chief Nadjiwon)</p>

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link:

<https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments.

You must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- aboriginal or treaty rights impacts are identified to you by the communities;
- you have reason to believe that your proposed project may adversely affect an aboriginal or treaty right;
- consultation has reached an impasse;
- a Part II Order request or elevation request is expected.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBGen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

Source Water Protection

As per the recent amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in a Project File report or ESR. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The proponent should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply to the project.

Please include a section in the report on Source Water Protection. Specifically, it should discuss whether or not the project is located in a vulnerable area or changes or creates new vulnerable areas, and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the Project File Report/ESR how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.

Climate Change

The Municipality is strongly encouraged to include climate change in this EA. Climate change should be considered in the context of mitigation and the context of adaptation. The Ministry has recently released a guidance document to support proponents in including climate change in environmental assessments. The guide can be found online:

<https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process>

It should be noted that Climatic Features are identified in Appendix 2 of the Municipal Class EA page 2-7 (2015).

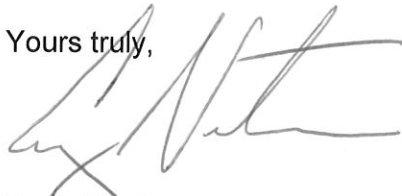
Conclusion

Thank you for the opportunity to comment on this project. Please keep this office fully informed of the status of this project as it proceeds through the Class EA process.

Please send all future correspondence with respect to this project to my attention, as I am this ministry's one window contact for this project: Craig Newton, Regional Environmental Planner / Regional EA Coordinator at the address below; email address: craig.newton@ontario.ca; telephone number: 519-873-5014.

A draft copy of the Environmental Study Report should be forwarded to my attention prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final ESR to me when completed. Thank you in advance.

Yours truly,



Craig Newton
Regional Environmental Planner / Regional EA Coordinator
Ministry of Environment and Climate Change
733 Exeter Road
London ON, N6E 1L3
519 873-5014

Copy: Mr. Scott Abernethy, Group Leader Surface Water, Water Resources Unit, MOECC
SWR
Mr. John Ritchie, Supervisor, Safe Drinking Water Branch, MOECC Owen Sound
Mr. Rick Chappel, District Manager, MOECC Owen Sound District
Ms. Kelly Vader, Environmental Planner, BM Ross and Associates Limited, Goderich

Kelly Vader

From: Lands and Resources Consultation Coordinator <saugeenmetisadmin@bmts.com>
Sent: June 15, 2018 9:44 AM
To: Kelly Vader
Subject: Request for Comments - Huron County-Ashfield-Colborne-Wawanosh Master Plan Servicing Study - Port Albert Settlement Area

Your File: 16135

Our File: Huron County - Ashfield-Colborne-Wawanosh (Projects)

Good Morning Kelly,

The Historic Saugeen Metis (HSM) Lands, Resources, and Consultation Department has reviewed the relevant documents and have no objection or opposition to the proposed development, land re-designation, rezoning, land severance, Official Plan and/or Zoning By-law Amendments.

I trust this may be helpful.

Regards,

George Govier

Co-ordinator Lands, Resources, and Consultation

Historic Saugeen Metis
204 High Street
Southampton, Ontario
N0H 2L0
Direct Line (519) 483-4001
Fax (519) 483-4002
Email saugeenmetisadmin@bmts.com

This message is intended for the addressees only. It may contain confidential or privileged information. No rights to privilege have been waived. Any copying, retransmittal, taking of action in reliance on, or other use of the information in this communication by persons other than the intended recipient(s) is prohibited. If you have received this message in error, please reply to the sender by e-mail and delete or destroy all copies of this message.

Kelly Vader

From: Hugh Nichol <hnichol@huronkinloss.com>
Sent: July 6, 2018 4:05 PM
To: Kelly Vader (kvader@bmross.net)
Subject: Port Albert study

Hi Kelly,

Council received for information the notice of a Master Plan Servicing Study for Port Albert at the July 5th Committee of the Whole meeting, and has no comments or concerns with the project.

Hugh Nichol
Director of Public Works
Township of Huron-Kinloss
519-395-3735 ext 130
519-395-4107 fax



July 6, 2018

B.M. Ross and Associates Limited
62 North Street
Goderich, ON N0G 2X0

Attention: Kelly Vader, MCIP, RPP

Dear Ms. Vader;

**RE: Township of Ashfield-Colborne-Wawanosh
Master Plan Servicing Study for Port Albert Settlement Area**

It is the understanding of Maitland Valley Conservation Authority (MVCA) the Township of Ashfield-Colborne-Wawanosh (ACW) has initiated a Municipal Class Environmental Assessment (Class EA) process to develop a Servicing Master Plan for the Port Albert Settlement area. When completed, the Master Plan will recommend a road and servicing strategy to address the growth need of Port Albert.

MVCA has reviewed the study area (as shown on the attached map) with regard for natural hazards, MVCA regulated lands, and surface and groundwater resources.

The attached map demonstrates the study area is affected by:

- The Lake Huron Shoreline and associated hazard lands, including flood hazards, dynamic beach hazards, and gully erosion hazards.
- Watercourses.
- Ministry of Natural Resources and Forestry (MNRF) unevaluated wetlands.
- River valley and regulatory floodplain are located north of the study area.

The above-noted features are regulated by the MVCA, including; the Lake Huron Shoreline from the furthest offshore extent inland to the 100 year erosion hazard plus 15 metres; gully erosion hazard areas; watercourses plus 15 metres from stable top of bank; wetlands plus 30 metres from the wetland boundary; river valleys plus 15 metres from stable top of bank; and floodplains plus 15 metres. The above noted features are regulated pursuant to *Ontario Regulation 164/06* made under the *Conservation Authorities Act (R.S.O., 1990, chapter C.27)*. Subject to the Regulation, development (construction, reconstruction, filling, grading) interference, and alteration within Authority regulated lands requires permission from MVCA, prior to undertaking the work.

There are no Wellhead Protection Areas, Significant Groundwater Recharge Areas, nor Highly Vulnerable Aquifers located within the Study Area.

Hazard Land / MVCA Regulated Area Constraints to Development

Development involving site grading/alteration and filling, and watercourse interference for the purpose on constructing infrastructure (roads, water, sewage, and drainage) within the aforementioned hazard lands/MVCA regulated areas requires the permission of MVCA under *O. Regulation 164/06*, prior to doing the work. The works will be reviewed by MVCA to assess potential impacts of the development on the control of flooding, erosion, pollution, dynamic beaches, and the conservation of land. In general, no development will be permitted which will aggravate existing hazards or will have a significant impact on pollution control or the conservation of land, in the opinion of the Authority.

Depending on the works proposed, technical studies may be required to mitigate impacts to the control of flooding, erosion, pollution, dynamic beaches, or the conservation of land. These studies may include geotechnical assessment, hydrology review, and/or environmental impact studies. However, without knowledge of the proposed works we cannot further advise on our requirements for technical review. As such, in order to facilitate timely review under the Class EA process, we ask to be involved in technical review early in the planning process. Staff would be pleased to meet with your engineering team when required.

For your consideration, we have attached MVCA' Stormwater Management Policies. The policies provide a guideline for stormwater management review/assessment acceptable to MVCA.

MNRF Unevaluated Wetlands

Within the study area there are two locations that have been identified by MNRF as potential wetlands. The status of these wetlands have not been assessed by MNRF or MVCA. However, the Class EA process provides for an opportunity to evaluate these areas; and to provide for mitigating impacts of development on the wetlands (if applicable).

As such, we recommend the two 'potential' wetlands be assessed to evaluate their status as part of this Class EA process. MVCA staff would be pleased to meet your biologist/ecologist on site to assist in the evaluation.

Summary

Proposed development within the study area will require MVCA review, specifically for infrasture proposed within MVCA regulated areas which are largely present in the study area. We ask to be included in the planning process early on to help expedite the Class EA.

Thank you for the opportunity to comment at this time. Feel free to contact the undersigned should you have any questions.

Kind Regards,

A handwritten signature in black ink that reads "Brandi Walter". The script is cursive and fluid.

Brandi Walter
Environmental Planner / Regulations Officer
MAITLAND VALLEY CONSERVATION AUTHORITY

Encl.: MVCA Regulations Map, Stormwater Management Policies
C.c.: Trevor Hallam, Deputy Clerk, Twp of ACW, via email



Ontario Regulation 164/06 Regulated Features

Port Albert

Master Plan for Service Area

LEGEND

- Floodplain
- Flood Hazard 15m Buffer
- Shoreline Gully Hazard
- 100 year Erosion Hazard Line
- 15 m Erosion Hazard Buffer
- Watercourses
- 15 metre Watercourse Buffer
- MNRF Unevaluated Wetland
- Regulations Limit



1:8,506
1 cm = 85 meters
0 20 40 60 80 100
Meters

Map Projection: UTM NAD83 Zone 17

Produced by Maitland Valley Conservation Authority,
GIS/Planning Services under Licence with Ontario
Ministry of Natural Resources.
Copyright (c) Queen's Printer 1992, 2015

Aerial Photography taken in 2015 by Fugro Geospatial.

This map is for illustrative purposes only. Information
contained hereon is not a substitute for professional review
or a site survey and is subject to change without notice. The
Maitland Valley Conservation Authority takes no
responsibility for, nor guarantees, the accuracy of the
information contained on this map. Any interpretations or
conclusions drawn from this map are the sole
responsibility of the user.

Planning & Regulations - Development & Alterations

Date: 29/06/2018

Produced by: Patrick Huber-Kidby



Subject Area

Kelly Vader

From: Chris Watson <cwatson@huroncounty.ca>
Sent: July 13, 2018 11:54 AM
To: Kelly Vader
Cc: Carol Leeming; ACW Clerk
Subject: RE: Port Albert Servicing Master Plan - Interested in Being Added to the Study Contact List

Hi Kelly! Thanks again for sending along the information.

At this point, we won't be submitting any comments as a department, but would definitely be interested in remaining on the contact list as the project moves forward.

Thanks again!

Chris

Chris Watson

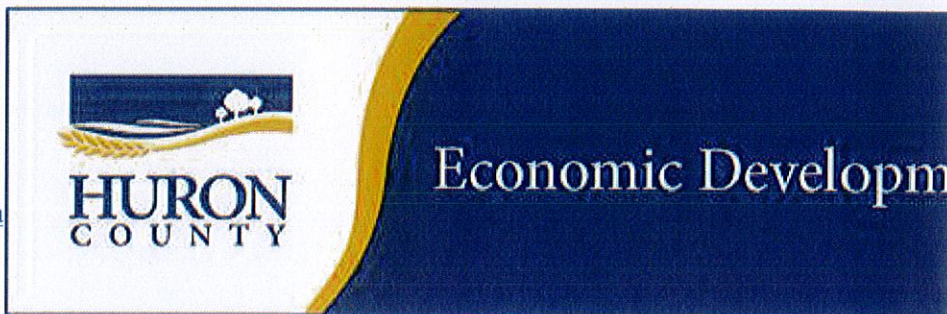
Economic Development Officer

Huron County

m:5194401463

a: 54 West St. Goderich, ON N7A 2K3

w:huroncounty.ca e: cwatson@huroncounty.ca



From: Kelly Vader [mailto:kvader@bmross.net]
Sent: Wednesday, June 13, 2018 11:36 AM
To: Chris Watson <cwatson@huroncounty.ca>
Cc: Carol Leeming <cleeming@huroncounty.ca>; ACW Clerk <clerk@acwtownship.ca>
Subject: RE: Port Albert Servicing Master Plan - Interested in Being Added to the Study Contact List

Hi Chris:

Sure, no problem. Attached is the initial letter for the project and Notice that went into the local paper. Feel free to submit your comments.

Kelly Vader, MCIP, RPP
B. M. Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, ON N7A 2T4

Ph: (519) 524-2641
Fax: (519) 524-4403
kvader@bmross.net
www.bmross.net

From: Chris Watson [<mailto:cwatson@huroncounty.ca>]

Sent: June 13, 2018 11:32 AM

To: kvader@bmross.net

Cc: Carol Leeming <cleeming@huroncounty.ca>; ACW Clerk <clerk@acwtownship.ca>

Subject: Port Albert Servicing Master Plan - Interested in Being Added to the Study Contact List

Hi Kelly,

I was just sitting down with Carol and she mentioned that BM Ross was in the process of undertaking a Servicing Master Plan study in Port Albert. This sounds amazing!

I was wondering if you could add me to the study contact list and if you could add Huron County Economic Development to the agency circulation for comment.

Thanks in advance!

Chris

Chris Watson

Economic Development Officer

County of Huron

54 West Street Goderich ON N7A 2K3

C: 519.440.1463

cwatson@huroncounty.ca

Disclaimer: This email message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential or privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender and destroy the original message and all copies.

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7133
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7133
Téléc: 416 212 1802



July 13, 2018 (EMAIL ONLY)

Kelly Vader
B.M. Ross and Associates Limited
62 North Street
Goderich ON N7A 2T4
E: kvader@bmross.net

RE: MTCS file #: 0009120
Proponent: Township of Ashfield- Colborne-Wawanosh
Subject: Notice of Commencement
Master Plan Servicing Study for Port Albert Settlement Area
Location: Municipality/Township/District, Ontario

Dear Ms. Vader:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this Master Plan project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the Municipal Class Environmental Assessment (EA) process, the proponent is required to determine a project's potential impact on cultural heritage resources. A Master Plan project at minimum will address Phases 1 and 2 of the Municipal Class EA process. Developing and reviewing inventories of known and potential cultural heritage resources within the study area can identify specific resources that may play a significant role in guiding the evaluation of alternatives for subsequent project-driven EAs.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Your Master Plan project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) and [Criteria for Evaluating Marine Archaeological Potential](#) to determine if archaeological assessments will be needed for subsequent project-driven Municipal Class EAs. MTCS archaeological sites data are available at archaeology@ontario.ca, and if your Master Plan project area exhibits archaeological potential or encompasses archaeological sites of high cultural heritage value or interest, these data should be used in the evaluation of alternatives.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your Master Plan project may impact cultural heritage resources. The Clerk/s for the municipalities encompassing the EA project can provide information on property registered or designated under the *Ontario Heritage Act* and municipal Heritage Planners can also provide information that will assist you in completing the checklist. A determination of whether the Master Plan project area impacts potential or known heritage resources of cultural heritage value or interest should be used in the evaluation of alternatives.

If subsequent project-driven Municipal Class EAs may impact potential or known heritage resources MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in review.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into Master Plan projects. Please advise MTCS whether any technical heritage studies will be completed for your Master Plan project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the Master Plan report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the Master Plan process, and contact me for any questions or clarification.

Sincerely,

Brooke Herczeg
Heritage Planner
Brooke.Herczeg@Ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Kelly Vader

From: Marriott, David (MNRF) <David.Marriott@ontario.ca>
Sent: July 24, 2018 11:56 AM
To: 'Kelly Vader'
Subject: Master Plan Servicing Study for the Port Albert Settlement - MNRF

Hi Kelly,

The Ministry of Natural Resources and Forestry (MNRF) Guelph District Office can confirm receipt of the notice of study commencement from the Township of Ashfield-Colborne-Wawanosh, for the 'Master Plan Servicing Study for the Port Albert Settlement Area'. The notice states that the Master Plan will be completed in accordance with the Municipal Class Environmental Assessment (EA). This includes completing Phases 1 and 2 of the Class EA process.

We understand that the purpose of the Master Plan will be to inventory and evaluate the existing servicing in the study area (e.g. roads, water, sewer, and drainage infrastructure), and investigate how best to increase the servicing capacity to address the established and future development areas of the community. This will help to inform future servicing projects in the study area. The Master Plan may also identify any additional Class EA requirements to support these projects.

We can confirm that there are known records of provincial species at risk (e.g. Barn Swallow and Bobolink) in the Port Albert area. There may also be potential habitats in the area for other listed species that are protected under the *Endangered Species Act* as well. To help inform the reporting requirements for any future servicing projects, it is recommended that the Township pre-consult with the province regarding the ESA and other natural heritage values that may be of interest.

Thanks

Dave

Dave Marriott
District Planner
Ministry of Natural Resources and Forestry, Guelph District
1 Stone Road West
Guelph ON, N1G 4Y2
(P) 519-826-4926
(F) 519-826-6849
email: david.marriott@ontario.ca

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
SERVICING MASTER PLAN – PORT ALBERT

On-Site Meeting with MVCA - Notes
May 10, 2019

Location: Intersection of Ashfield and Wellington Streets

Time Started: 9:00 a.m.

Time Ended: 11:15 a.m.

In Attendance: Steve Jackson, Maitland Valley Conservation Authority (MVCA)

Dale Erb, B.M Ross & Associates Ltd. (BMROSS)

Kelly Vader, (BMROSS)

Bob Corrigan, (BMROSS)

Township Staff: Brian Van Osch, Public Works Superintendent
Brett Pollock, Chief Building Official
Florence Witherspoon, Deputy-Clerk

Meeting Details:

1. The meeting began with a round of introductions.
2. Dale thanked everyone for attending and then reviewed preliminary mapping of the study area that showed contour information and existing drainage catchments. Dale explained that the purpose of the meeting was to review the project scope with staff and with MVCA and to assess current and potential drainage outlets to the lake.
3. The group discussed some recent development activity in Port Albert, including some possible severances on the parcel located at the southeast corner of Ashfield and Wellington Streets.
4. Kelly told the group that a biological consultant had been retained to evaluate the wooded area at the end of Market Street and determined that it was a locally significant wetland feature. She will forward the report to Steve Jackson for his information.

5. Steve indicated that it would be preferred if new development was located outside of the wetland area, however some drainage could be directed into the wetland, as long as the existing drainage regime is maintained.
6. The group drove down Ashfield Street to the lakeshore and stopped at the ravine adjacent to the Port Albert Drain outlet to review the condition of the gully. Although some minor slumping activity was noted along the north face of the ravine, the area appears to have stabilized somewhat. It was agreed that, due to historic erosion issues along the ravine, as much overland flow as possible would be diverted away from the Port Albert drain to minimize impacts to the outlet and ravine.
7. The outlet at the westerly extent of Ashfield Street was visited next. A small drain extends west towards the lakeshore west of Huron Street at the westerly extent of Ashfield. Brian Van Osch noted that the westerly extent of Ashfield Street is not located within the limits of the road allowance but is on private property to the south. Because the road has not been upgraded by the Township, the alignment has never been corrected.
8. The group discovered a large ravine with recent erosion activity that has formed west of Huron Street. A set of stairs is located along the south edge of the ravine which is used to access a lakeshore cottage situated on the parcel immediately south of the Ashfield Street road allowance. The stairs are being threatened by recent erosion activity in the gully. Different options for utilizing the gully for an improved drainage outlet were discussed by those in attendance.
9. Everyone travelled to the wooded area at the end of Market Street to view the area and see what drainage opportunities might be present. Although standing water was present within the easterly extent of the wooded area, the west end of the site was dominated by shrubs (dogwood) and was drier.
10. A small gully located adjacent to the wooded area was viewed. Huron Street has deviated to the east, adjacent to the gully, due to erosion occurring at this outlet. There doesn't appear to be significant drainage discharging to the gully currently.
11. The Victoria Street drain outlet was then examined and appeared to be in good condition although the outlet at Lake Huron was not viewed. Steve noted that the MVCA would recommend that the pipe be doubled if upgrades to the outlet were being considered. This would minimize the possibility of the outlet pipe becoming blocked. Florence indicated that she would prefer that the municipal drain status be removed from the Victoria Street drain and the drain be taken over by the Township as part of the project.
12. Before concluding the meeting, the next steps in the Master Plan process were discussed. Kelly suggested that a presentation to Council occur prior to engaging the general public in the status of study investigations. Dale asked if financial information should be presented to the public. Brett confirmed that it was the Township's intent to fund the project in a manner similar to the London Road project, where upgrades were billed to the Township and residents based on the amount of drainage coming from their property. It was agreed that preliminary financial information should be provided to the public at the meeting in the summer.

13. Florence indicated that Council meets only once a month in July and August. It was agreed to try to have the information ready in order to present the project to Council at the 2nd meeting in June. A public meeting could then be held later in July or August.
14. The meeting concluded at 11:15 p.m.

Should there be any errors or omissions to these meeting notes, please notify the undersigned.

Meeting Notes Prepared by:

Kelly Vader, Environmental Planner
B. M. ROSS AND ASSOCIATES LIMITED

KV:es

Distribution (via email):

All in attendance

B. M. ROSS AND ASSOCIATES LIMITED
Engineers and Planners
62 North Street, Goderich, ON N7A 2T4
p. (519) 524-2641 • f. (519) 524-4403
www.bmross.net

File No. 16135

August 26, 2019

Agency Letter
(see attached list)

**RE: Master Plan Servicing Study – Community of Port Albert
Public Meeting Notice – Township of ACW**

The Township of Ashfield-Colborne-Wawanosh (ACW) initiated a Class Environmental Assessment (Class EA) Master Plan process in May 2018 to develop a Servicing Master Plan for the Port Albert Settlement area, as shown on the attached key plan. The Servicing Review is being undertaken in order to inventory and evaluate existing road, water, sewage and drainage infrastructure within the community and to investigate the most cost effective and efficient manner to provide additional servicing within established and future development areas of the community. When completed, the Master Plan will recommend a road and servicing strategy that could be implemented in phases as determined by need, to address the growth needs of Port Albert.

STUDY RECOMMENDATIONS:

A preliminary approach has now been identified for the Master Plan and input is being sought from review organizations prior to finalizing the study. Key study recommendations are as follows:

- 1) Develop a new municipal stormwater outfall at the west end of Ashfield Street discharging to Lake Huron.
- 2) Install a stormwater management facility, to address stormwater quality issues, near the intersection of Ashfield Street and Huron Street South.
- 3) Develop a phasing plan for the implementation of key capital projects needed to implement the improvements.
- 4) Develop a financing approach for the Township to equally distribute costs associated with implementation of key capital features.

PUBLIC INFORMATION CENTRE:

A Public Information Centre (PIC) has been scheduled to advise stakeholders of the current status of the project and to receive additional input from interested parties before finalizing the plans. Representatives of the Township and the Project Engineers will be in attendance. Details of the meeting are included below:

Date: Saturday, September 7, 2019
Time: 10:00 a.m. – 12:00 p.m.
Location: Christ Church, 7 London Road, Port Albert, ON

Your organization was identified as possibly having an interest in this project. If you are unable to attend the meeting, but would still want to review the information, the presentation material can be forwarded for your information. Following the PIC, comments will be received until October 11, 2019.

Please contact the undersigned directly if you have any questions or want to receive the presentation material.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, RPP, MCIP
Environmental Planner

KV:hv

Encl.

cc. Mark Becker, Township of Ashfield-Colborne-Wawanosh

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

**CLASS ENVIRONMENTAL ASSESSMENT
MASTER PLAN SERVICING STUDY
(COMMUNITY OF PORT ALBERT)
PROJECT: 16135**

REVIEW AGENCY CIRCULATION LIST

REVIEW AGENCY	INVOLVEMENT
Ministry of the Environment, Conservation and Parks (London) EA Coordinator	Mandatory Contact
Ministry of Natural Resources and Forestry Guelph	Potential Impact on Natural Features
Ministry of Tourism, Culture and Sport, Toronto	Potential Impact to Cultural Heritage Features
North Huron	Adjacent Municipality
Central Huron	Adjacent Municipality
Huron-Kinloss	Adjacent Municipality
Huron County - Highways Department - Planning & Development Department - Health Unit	- General Information - Implications for Long-Term Development
Maitland Valley Conservation Authority	Potential Impact on Natural Features
Township of Ashfield-Colborne-Wawanosh	Proponent
Department of Fisheries and Oceans Canada	Burlington

August 26, 2019

Aboriginal Community
(see attached list)

RE: Master Plan Servicing Study – Community of Port Albert
Public Meeting Notice – Township of ACW

The Township of Ashfield-Colborne-Wawanosh (ACW) initiated a Class Environmental Assessment (Class EA) Master Plan process in May 2018 to develop a Servicing Master Plan for the Port Albert Settlement area, as shown on the attached key plan. The Servicing Review is being undertaken in order to inventory and evaluate existing road, water, sewage and drainage infrastructure within the community and to investigate the most cost effective and efficient manner to provide additional servicing within established and future development areas of the community. When completed, the Master Plan will recommend a road and servicing strategy that could be implemented in phases as determined by need, to address the growth needs of Port Albert.

STUDY RECOMMENDATIONS:

A preliminary approach has now been identified for the Master Plan and input is being sought from interested stakeholders prior to finalizing the study. Key study recommendations are as follows:

- 1) Develop a new municipal stormwater outfall at the west end of Ashfield Street discharging to Lake Huron.
- 2) Install a stormwater management facility, to address stormwater quality issues, near the intersection of Ashfield Street and Huron Street South.
- 3) Develop a phasing plan for the implementation of key capital projects needed to implement the improvements.
- 4) Develop a financing approach for the Township to equally distribute costs associated with implementation of key capital features.

PUBLIC INFORMATION CENTRE:

A Public Information Centre (PIC) has been scheduled to advise stakeholders of the current status of the project and to receive additional input from interested parties before finalizing the plans. Representatives of the Township and the Project Engineers will be in attendance. Details of the meeting are included below:

Date: Saturday September 7, 2019
Time: 10:00 a.m. – 12:00 p.m.
Location: Christ Church, 7 London Road, Port Albert, ON

Your community was identified as possibly having an interest in this project. If you are unable to attend the meeting, but would still want to review the information, the presentation material can be forwarded for your information. Following the PIC, comments will be received until October 11, 2019.

Please contact the undersigned directly if you have any questions or want to receive the presentation material.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, RPP, MCIP
Environmental Planner

KV:hv

Encl.

cc. Mark Becker, Township of Ashfield-Colborne-Wawanosh

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

**CLASS ENVIRONMENTAL ASSESSMENT
MASTER PLAN SERVICING STUDY
(COMMUNITY OF PORT ALBERT)
PROJECT: 16135**

ABORIGINAL CIRCULATION LIST

Chippewas of Kettle and Stony Point First Nation
Chief Jason Henry
6247 Indian Lane, RR #2
Forest, ON N0N 1J0

Chippewas of Nawash Unceded First Nation
Chief Gregory Nadjiwon
R.R. #5 Wiarton, ON N0H 2T0

Chippewas of Saugeen First Nation
Chief Lester Anoquot
Hwy. 21, R.R. # 1
Southampton, ON N0H 2L0

Saugeen Ojibway Nation (SON) – Chippewas of Saugeen &
Chippewas of Nawash
Land Use Planning: Doran Ritchie
25 Maadookii Subdivision
Neyaashiinigmiing, ON N0H 2T0

Historic Saugeen Métis
Consultation Coordinator
204 High Street, Box 1492
Southampton, ON N0H 2L0

Metis Nation of Ontario
355 Cranston Crescent, PO Box 4
Midland, ON L4R 4K6
consultations@metisnation.org

Great Lakes Métis Council
380 9th Street East
Owen Sound, ON N4K 1P1
greatlakesmetis@gmail.com

Aamjiwnaang First Nation Administration Office
Chief Chris Plain
978 Tashmoo Ave.
Sarnia, ON N7T 7H5

Bkejwanong Walpole Island First Nation
Chief Dan Miskokomon
RR#3 Walpole Island, ON N8A 4K9

Kelly Vader

From: Chris Hachey <hsmasstlrcc@bmts.com>
Sent: August 30, 2019 3:36 PM
To: Kelly Vader
Subject: Request for Comments - Ashfield-Colborne-Wawanosh - Class EA Master Plan Servicing Study, Community of Port Albert

Your File: 16135

Our File: Huron County – Ashfield-Colborne-Wawanosh (Projects)

Ms. Vader,

The Historic Saugeen Métis (HSM) Lands, Resources and Consultation Department appreciates the opportunity to be consulted regarding the Class EA Master Plan Servicing Study for the Community of Port Albert. HSM interests related to the study largely focus on environmental effects / sustainability and the potential for archaeological resources associated with future development.

HSM looks forward to further consultation regarding this project as information becomes available.

Regards,

Chris Hachey

Assistant Coordinator, Lands, Resources and Consultation

Historic Saugeen Métis
204 High Street
Southampton, Ontario, N0H 2L0
Telephone: (519) 483-4000
Fax: (519) 483-4002
Email: hsmasstlrcc@bmts.com

This message is intended for the addressees only. It may contain confidential or privileged information. No rights to privilege have been waived. Any copying, retransmittal, taking of action in reliance on, or other use of the information in this communication by persons other than the intended recipients(s) is prohibited. If you have received this message in error, please reply to the sender by e-mail and delete or destroy all copies of this message.

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

NOTICE OF PUBLIC INFORMATION CENTRE

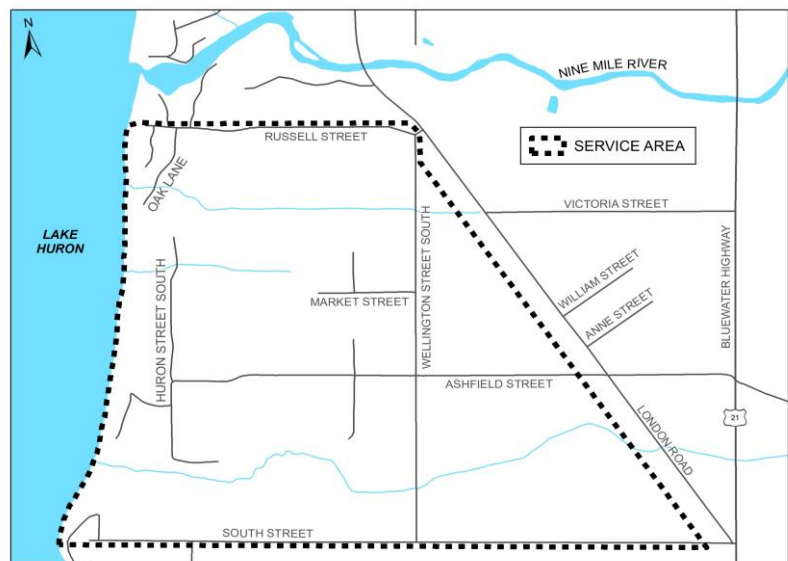
MASTER PLAN SERVICING STUDY FOR THE COMMUNITY OF PORT ALBERT

PUBLIC INFORMATION CENTRE

The Township of ACW is preparing a Master Plan Servicing Study for the community of Port Albert (study area shown on attached key plan) to address drainage and other servicing issues within developed areas of the community as well as future development lands. Master Plan investigations completed to date have evaluated the condition of existing stormwater drainage infrastructure within the study area and identified a strategy for dealing with stormwater servicing within future development areas.

PUBLIC MEETING:

A Public information session is planned to present details of the Master Plan study investigations and preliminary recommendations to study area residents in order to obtain their feedback before finalizing the Master Plan process. Representatives of the Township of ACW and the Project Engineers will be in attendance.



MEETING DETAILS:

DATE:	Saturday September 7, 2019
LOCATION:	Christ Church, 7 London Road, Port Albert
TIME:	10:00 A.M. to 12 P.M
PRESENTATION:	10:30 A.M.



Township of Ashfield-Colborne-Wawanosh Servicing Master Plan Community of Port Albert

Public Information Meeting
September 7, 2019

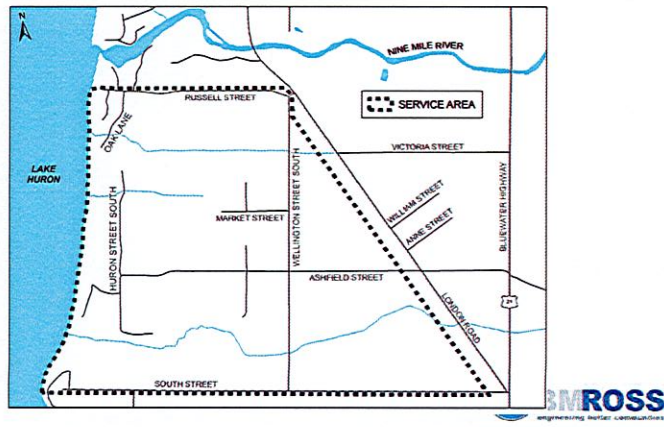


Agenda

- Project Scope
- Study Area Limits
- Master Plan Process
- Components of Master Plans
- Preferred Implementation Options
- Report Recommendations
- Council Endorsement
- Next Steps



Project Study Area



Master Plan Study Scope

- Examine existing drainage facilities within the study area and define drainage catchments
- Review municipal sanitary and water servicing issues within the study area and suggest an approach
- Consult with Local Residents and Review Agencies
- Develop a phased urban expansion strategy for the study area that addresses drainage requirements as well as other servicing needs
- Identify and assess existing and required drainage outlets to Lake Huron needed to accommodate development plan
- Prepare a report documenting the Master Plan process and study recommendations



Features of a Master Plan

- Takes a System Wide Approach to Planning which relates Infrastructure either Geographically or by Function
- Recommends projects to be implemented over an extended period of time
- Addresses at minimum the First Two Phases of the Municipal Class EA and can also cover other phases
- Recommends an Infrastructure Master Plan which can be Implemented through the completion of separate individual projects



Master Plan Timelines

- | | |
|---|----------------|
| • Initial Notice Published | June 2018 |
| • Questionnaire Mailed to Residents | June 2018 |
| • Compiled Results of Questionnaire | Jan/Feb 2019 |
| • On-Site Meeting with MVCA | May 2019 |
| • Preliminary Engineering | Spring 2019 |
| • Consultation with Affected Landowners | Spring 2019 |
| • Public Meeting | September 2019 |
| • Finalize Master Plan | Winter 2019/20 |



INVESTIGATIONS



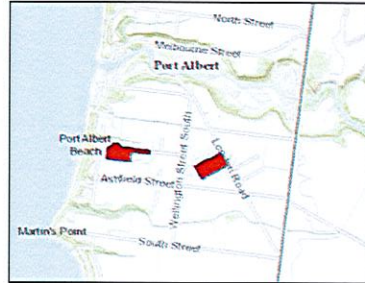
Inventory of Existing Facilities

- Collection and review of existing infrastructure details from Township staff
- Infrastructure survey to confirm details of existing facilities
 - Pipe Inverts and size
 - Pipe gradients and current condition
 - Location and condition of outlets
- Review of digital elevation information and drainage reports to determine drainage catchments
- Site observation to confirm desktop review

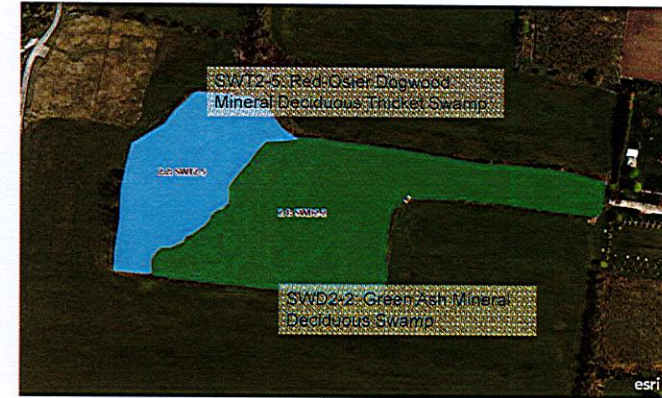


Natural Heritage Assessment

- Based on feedback from MVCA and MNRF, potential wetland habitats were identified within the study area
- Retained services of an ecologist to visit the site and assess the properties
- Obtained permission from landowners in advance
- No wetland on east parcel
- Locally significant wetland present on westerly site
- Setbacks will be required for adjacent developments



Locally significant wetland



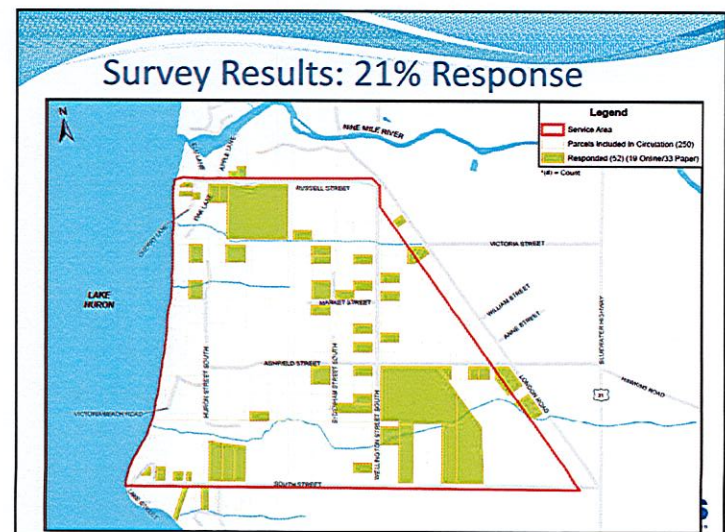
Drainage Catchments

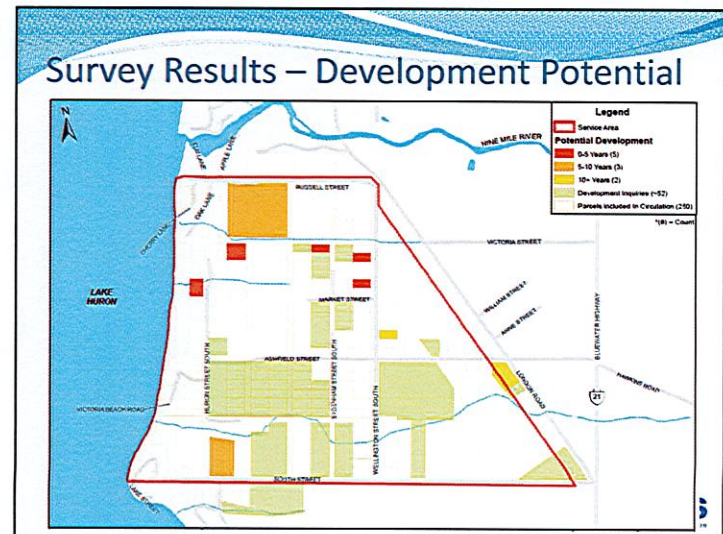
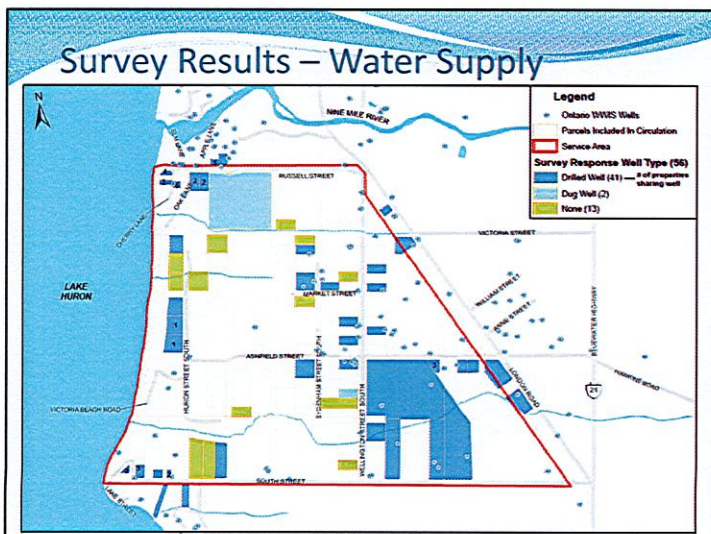
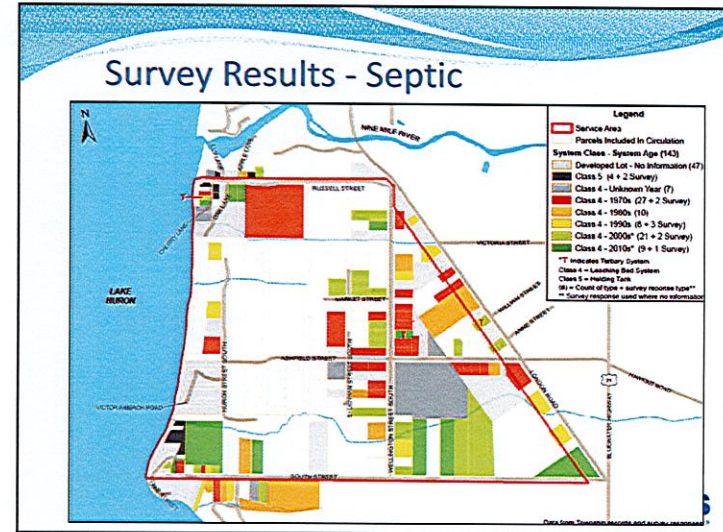
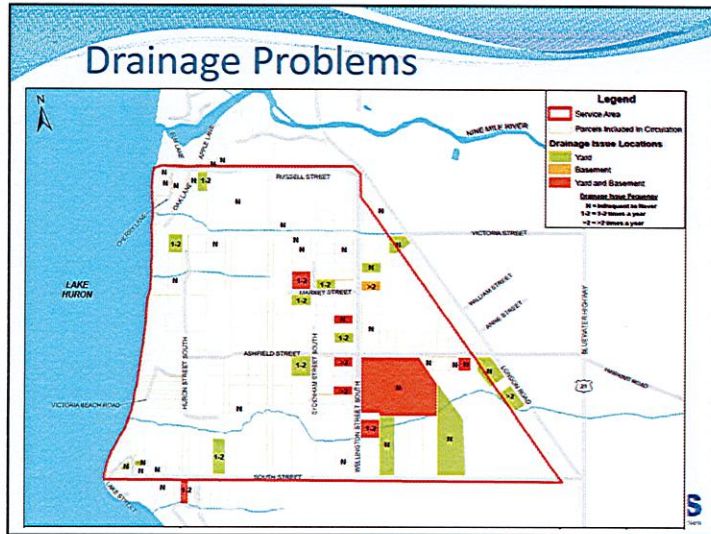


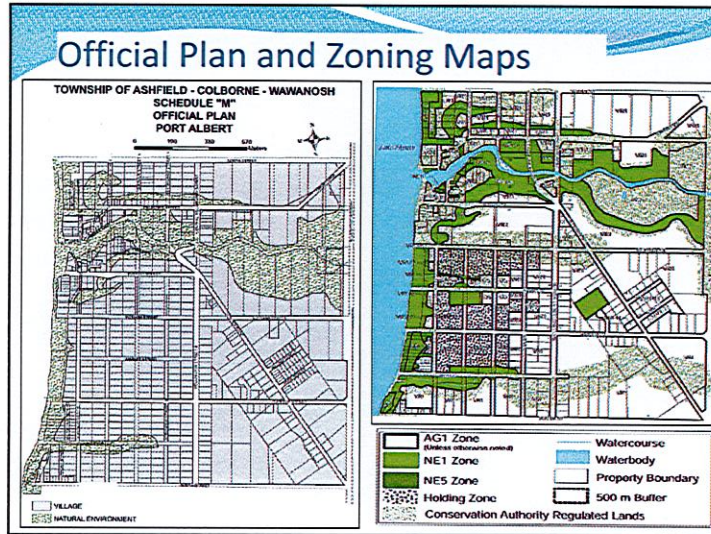
Drainage Outlets

- Four existing drainage outlets within the study area limits
 - Victoria Street MD
 - Ravine north of Market Street
 - Ravine at end of Ashfield Street
 - Port Albert Drain
- Upgrades needed to existing outlets in order to accommodate additional flows from new development
- Port Albert Drain outlet an ongoing concern due to erosion
- Not possible to direct all flows to Victoria Street drain outlet
- Upgrades to Ashfield Street outlet preferred









Master Plan Alternatives – Existing Roads

Problem Statement: Some existing road infrastructure within the east extent of the study area lacks sufficient drainage infrastructure to address the drainage needs of existing development

Alternative 1 – Reconstruct existing road infrastructure to an urban road cross-section and improve drainage infrastructure

Alternative 2 – Reconstructed existing road infrastructure to a rural road cross-section and improve drainage infrastructure

Alternative 3 – Do Nothing



Evaluation Considerations

- **Alternative 1**
 - Will provide more efficient drainage of the road infrastructure
 - Meets the design standard established by the Public Works department for urban settlement areas
- **Alternative 2**
 - Less expensive than alternative 1
 - May not address all the drainage needs of existing development located adjacent to the corridor
 - Does not meet current urban design standard established by the Public Works Department for urban settlement areas



Master Plan Alternatives – Future Development

Problem Statement: Upgrades to Existing Infrastructure are needed to facilitate development of Vacant Development lands in Port Albert (most currently in a holding zone)

Section 18.8.7 Holding Zone – VR1-H

In the area VR1-H no development is permitted until the needed municipal services such as a public road or drainage have been provided. The Holding Zone-H may be removed when these services are available or will be provided by the developer to the satisfaction of the Township.

Alternative 1 – Address stormwater drainage on a parcel by parcel basis as development applications are received

Alternative 2 – Develop a comprehensive approach dealing with drainage for the entire service area

Alternative 3 – Do Nothing



Evaluation Considerations

• Alternative 1

- Does not allow Township to plan ahead for infrastructure-related capital works projects
- Difficult to address drainage impacts for entire sub-catchment
- Leaves timing to chance and whim of developers
- May result in multiple facilities for Township to maintain

• Alternative 2

- Allows drainage requirements to be addressed for each sub-catchment as a whole
- Phased approach will allow Township to plan ahead and budget for necessary infrastructure projects
- Ensures that drainage outlets are designed to address full development within each catchment



REPORT Recommendations



Recommendations

Select Alternative 1 for Existing Developed Areas and Alternative 2 for Future Development Areas

In Existing Developed Areas

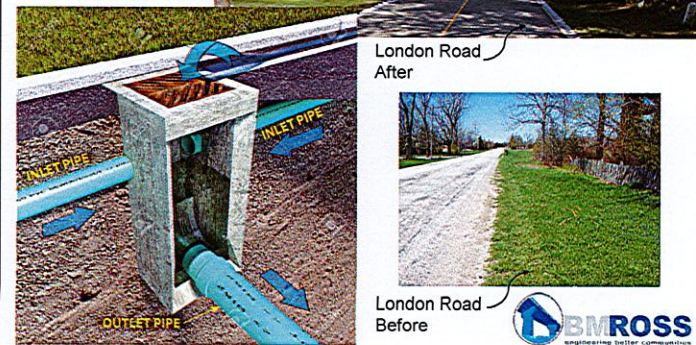
- Reconstruct roads to an urban design standard – Similar to London Road
- Develop minimum standards for grading, drainage and lot sizes
- Retrofit Existing Facilities to Improve Water Quality

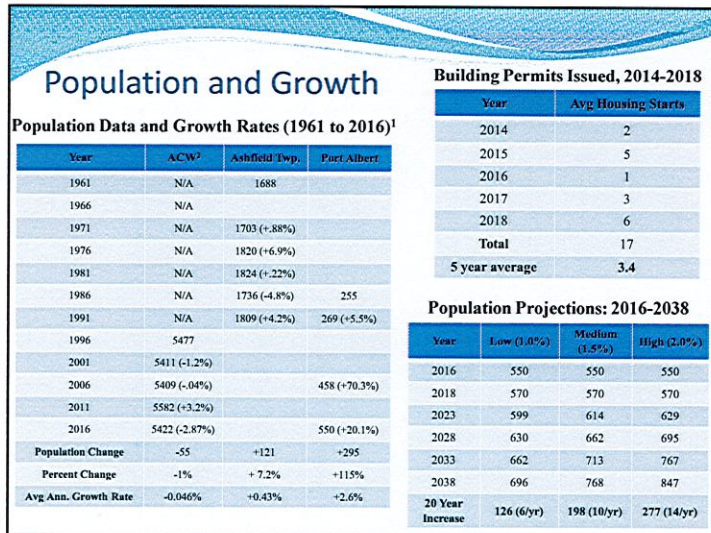
In Future Development Areas

- Develop a phasing plan for road and drainage infrastructure improvements
- Confirm locations and standards for drainage and road infrastructure



Urban Road Standard



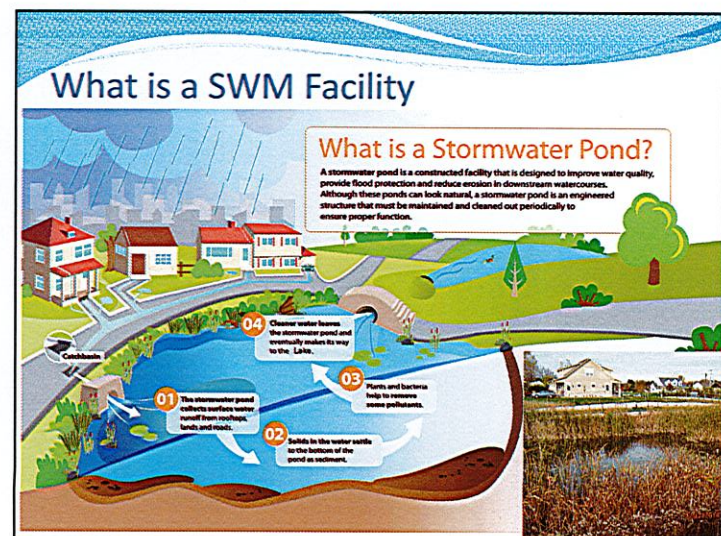


Proposed Phasing Plan – Developed Areas

- 1) Reconstruct Wellington Street between Ashfield & Russell
 - Lower profile of road to allow front yard drainage at more lots.
 - Install new drainage infrastructure discharging to Victoria MD
- 2) Reconstruct Wellington from Ashfield to South Street and Ashfield from Sydenham to London Road.

Future Development Lands

- 1) Reconstruct & realign Ashfield Street to 'municipal standard'
 - Upgrade outlet at west end of Ashfield Street
- 2) Construct a Stormwater Management (SWM) retention facility adjacent to Huron & Ashfield
- 3) Additional extensions of currently 'unopened' roads, based on demand, along with associated drainage upgrades



Financing Approach

- Options for financing of new storm systems within established community areas: D.C., Drainage Act, Municipality Pay, Area Rating:
 - Development Charges (D.C.) – Municipality pays upfront (more suited for new development).
 - Drainage Act – Not recommended in urban setting
 - Municipality Pay – Different than past projects for the area
 - Area Rating Bylaw – Benefitting landowners pay
- Suggest similar approach to that used on the London Road Project
 - Base rate plus area charge based on property size
 - Will need to calculate costs based on benefitting drainage area and 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
 - As with London Road, Township would pay for a share of the storm sewer related costs along the established road corridor



Next Steps

- Collect input from public meeting and review with ACW staff
- Modify report recommendations based on feedback
- Finalize Financing Approaches and Cost Estimates
- Public Open House to Present Financing Approaches
- 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?



TOWNSHIP OF ASHFIELD- COLBORNE-WAWANOSH

MASTER PLAN SERVICING STUDY COMMUNITY OF PORT ALBERT

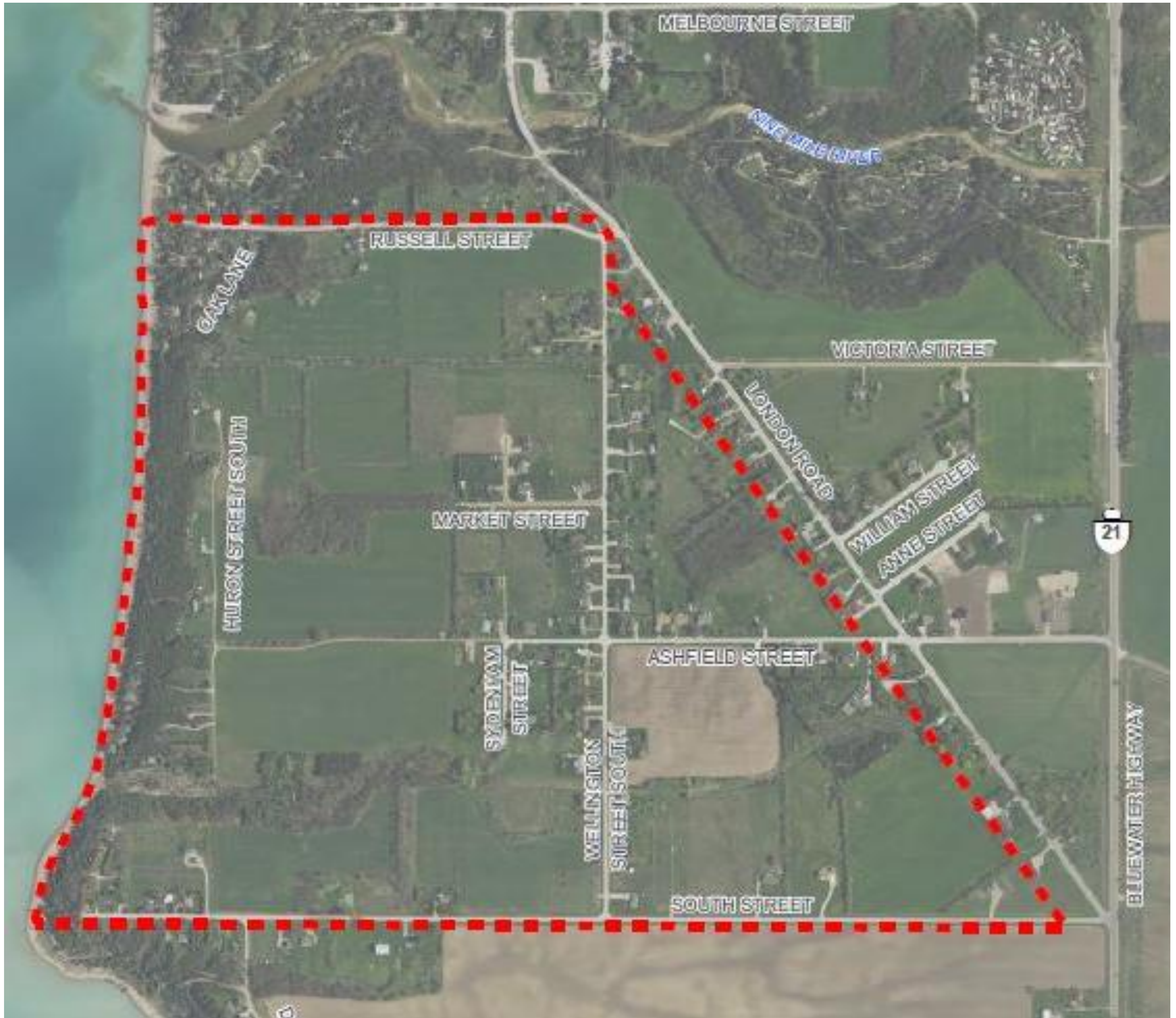
WELCOME

PUBLIC INFORMATION MEETING

September 7, 2019



AERIAL PHOTOGRAPHY OF THE PROJECT STUDY AREA



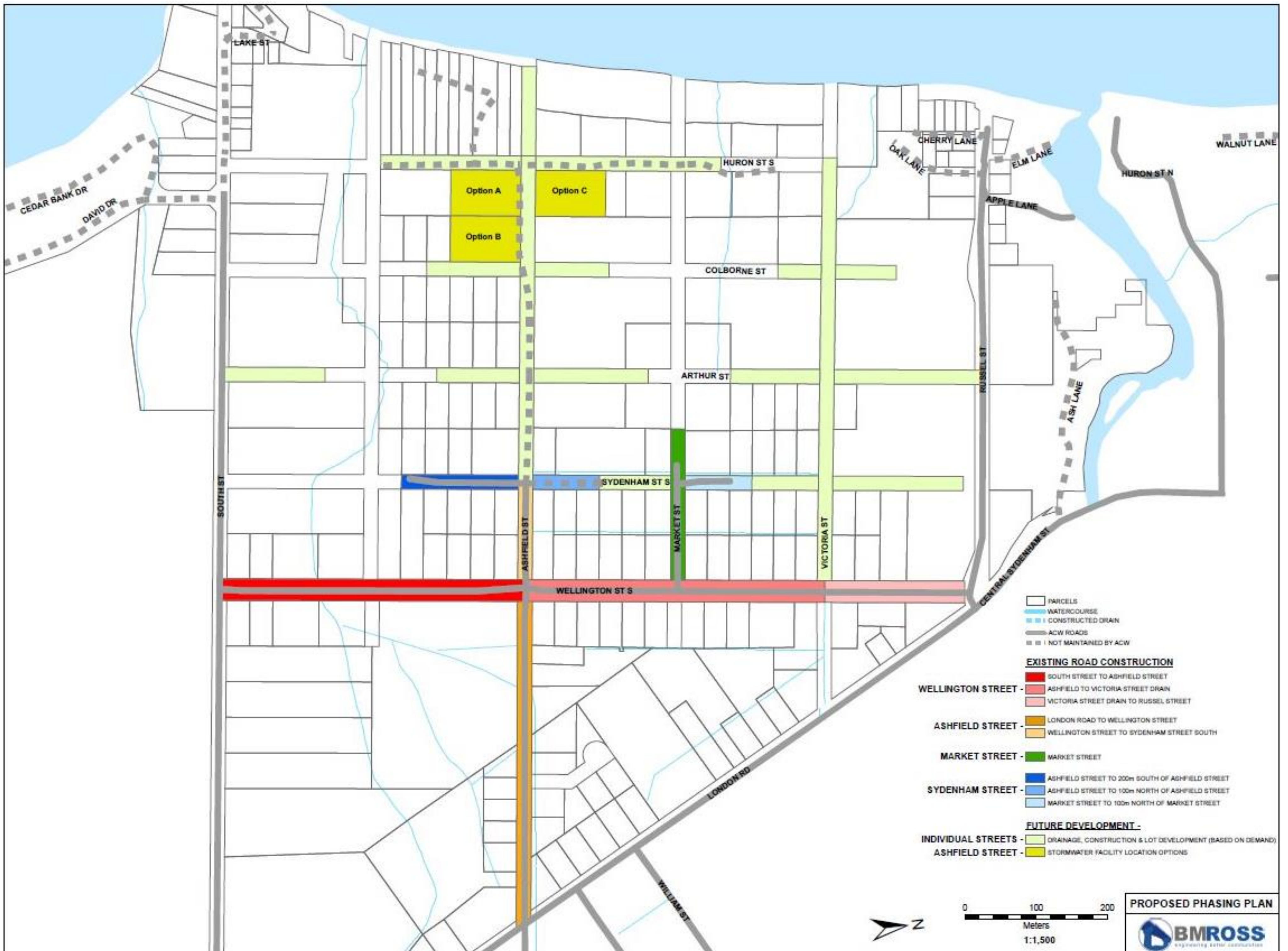
- RUSSEL STREET, SOUTH STREET, LAKE HURON AND REAR OF LOTS FRONTING ON LONDON ROAD

ASHFIELD STREET STORM DRAINAGE OUTLET



- DEVELOPMENT OF NEW MUNICIPAL OUTLET TO LAKE HURON FROM STUDY AREA
- UNOPENED MUNICIPAL ROAD ALLOWANCE FROM HURON STREET TO LAKE HURON
- PIPED OUTLET TO LAKE – RAVINE BANKS RESTORED
- PEDESTRIAN ACCESS TO THE LAKE INCORPORATED INTO THE DESIGN

PROPOSED PHASING PLAN



- PRIORITIES BASED ON ROAD AND STORM SEWER NEEDS (AGE/CONDITION)
- ONCE INITIAL PHASES CONSTRUCTED FOR FUTURE DEVELOPMENT LANDS, OTHER INTERIOR ROAD CONSTRUCTION BASED ON DEMAND
- RESULTS OF DRAINAGE QUESTIONNAIRE ALSO CONSIDERED
- PROPOSED PHASING IS PRELIMINARY AND WOULD BE SUBJECT TO CHANGE BASED ON OTHER PRIORITIES



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

SUMMARY OF MASTER PLAN PROCESS:

- LONG RANGE PLANS DESIGNED TO INTEGRATE INFRASTRUCTURE REQUIREMENTS WITH ENVIRONMENTAL ASSESSMENT PLANNING PRINCIPLES
- EXAMINES A GROUP OF RELATED PROJECTS IN ORDER TO OUTLINE A FRAMEWORK FOR PLANNING FOR SUBSEQUENT PROJECTS AND/OR DEVELOPMENTS
- INVOLVES CONSULTATION WITH THE PUBLIC, REGULATORY AGENCIES AND ADJACENT PROPERTY OWNERS

SCOPE OF THIS STUDY:

- EXAMINE EXISTING STORMWATER DRAINAGE FEATURES AND FACILITIES IN PORT ALBERT AND INVENTORY COMPONENTS
- DEVELOP RECOMMENDATIONS FOR IMPROVEMENTS WITHIN EXISTING DEVELOPED AREAS OF AND FUTURE DEVELOPMENT LANDS (WEST END OF STUDY AREA)
- IDENTIFY GENERAL AREAS OF CONCERN WHICH NEED TO BE ADDRESSED – **NOT INDIVIDUAL LOT GRADING PROBLEMS**
- CONSULT WITH RESIDENTS AND REVIEW AGENCIES
- PROVIDE A PROPOSED PHASING PLAN FOR UPGRADES TO IMPLEMENT OVER A 20 YEAR TIMEFRAME
- PREPARE A REPORT DOCUMENTING THE MASTER PLAN PROCESS AND STUDY RECOMMENDATIONS

MASTER PLAN ALTERNATIVES

PROBLEM STATEMENT: Upgrades to Existing Infrastructure are needed to facilitate development of Vacant Development lands in Port Albert (most in holding zone)

ALTERNATIVE 1 – Address stormwater drainage on a parcel by parcel basis as development applications are received

ALTERNATIVE 2 – Develop a comprehensive approach dealing with drainage for the entire service area

ALTERNATIVE 3 – Do Nothing

PROJECT TIMELINES

JUNE 2018 – MASTER PLAN PROCESS INITIATED

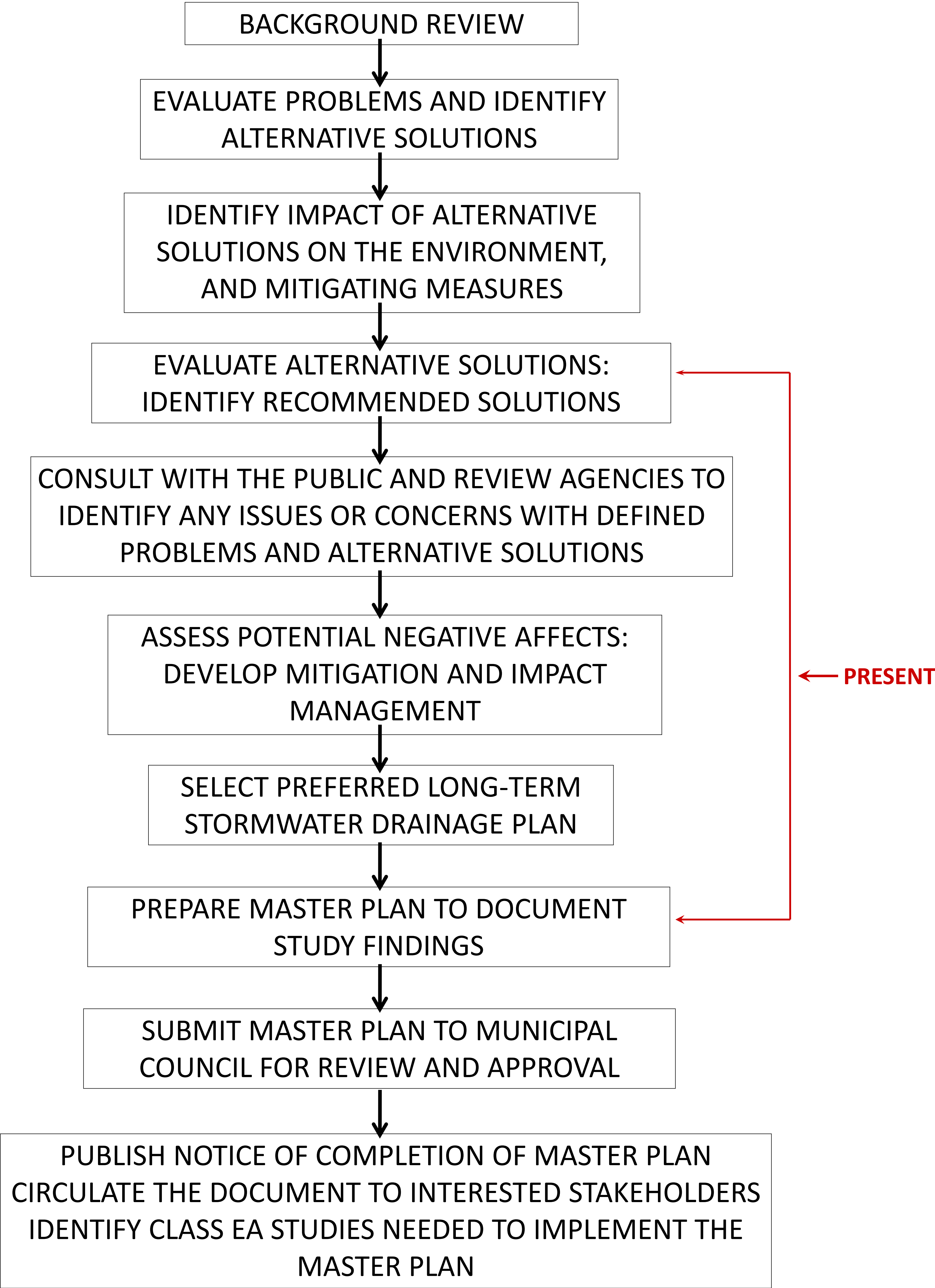
MAY 2019 – ON-SITE MEETING WITH MVCA

SPRING 2019 – PRELIMINARY ENGINEERING/ CONSULTATION
WITH AFFECTED LANDOWNERS

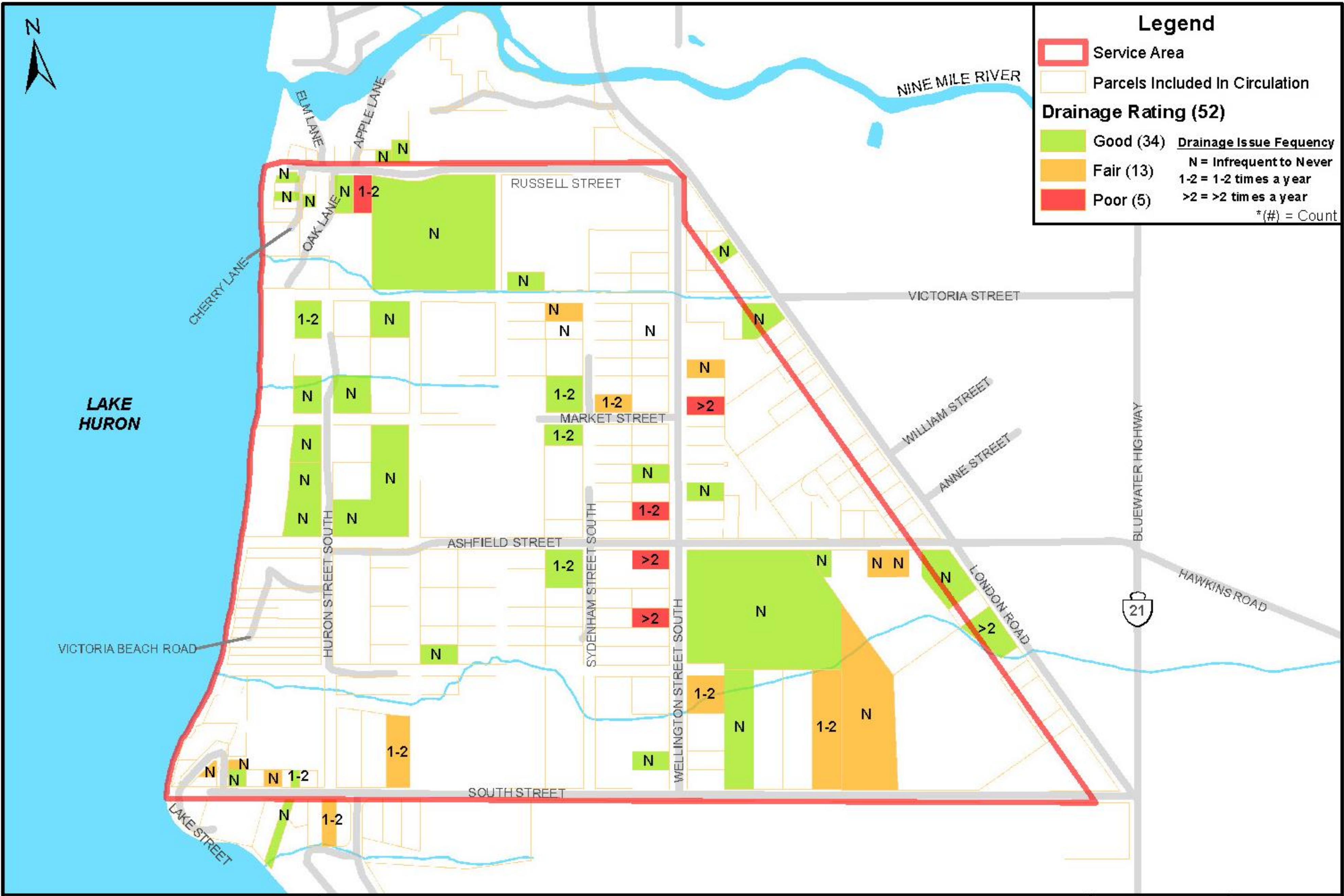
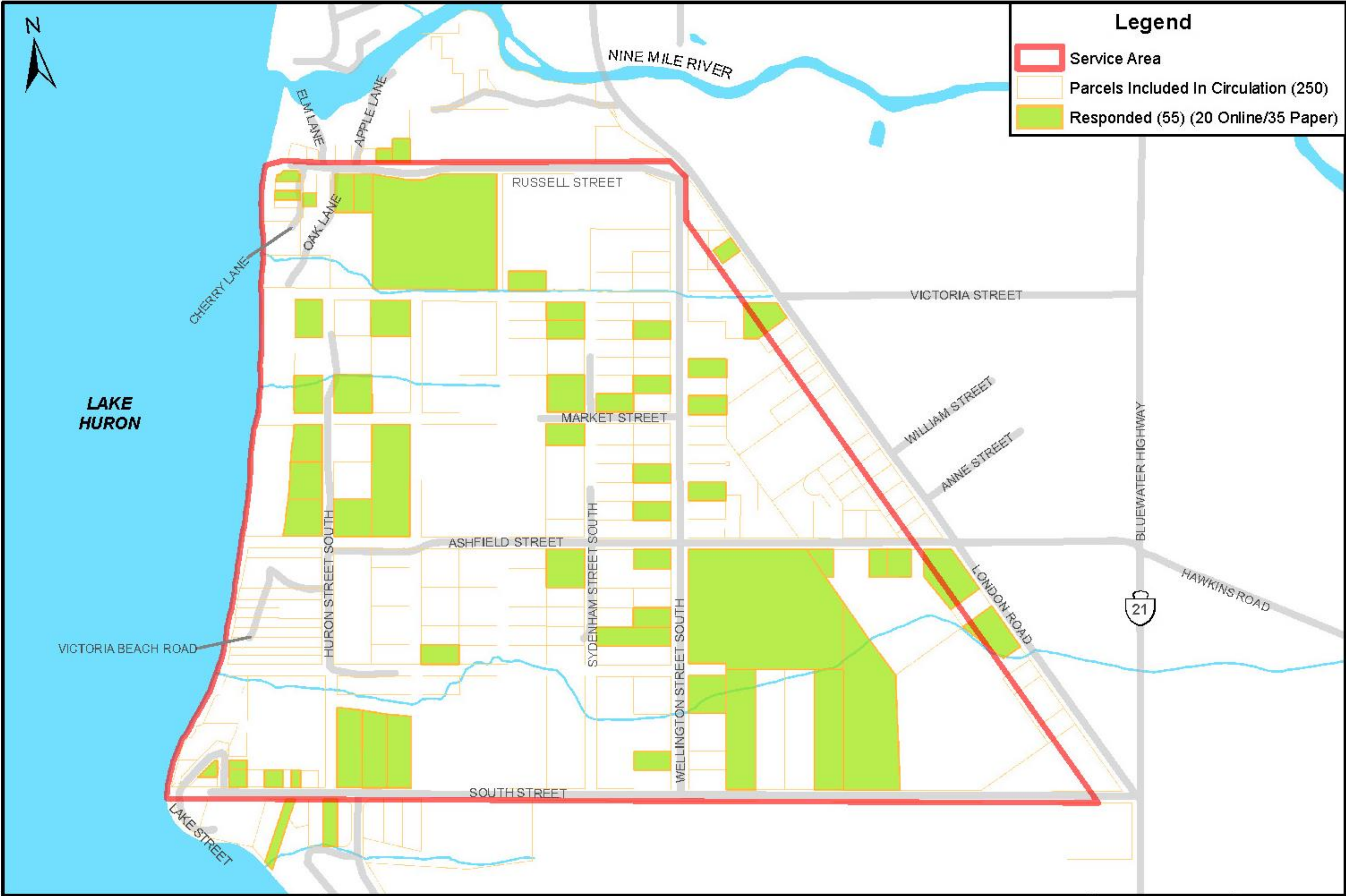
JULY 2019 – TOWNSHIP COUNCIL PRESENTATION

FALL 2019 – FINALIZE MASTER PLAN PROCESS

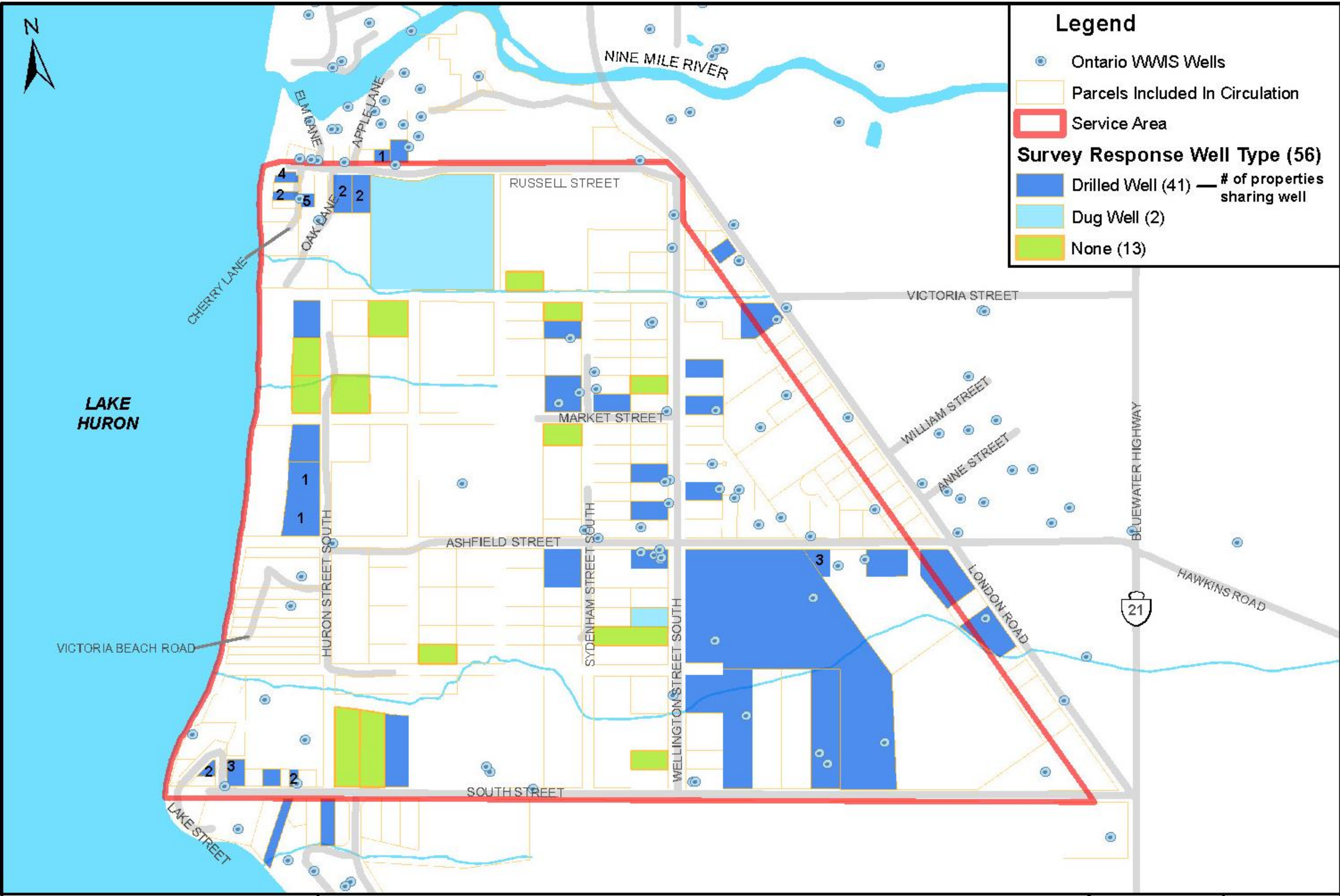
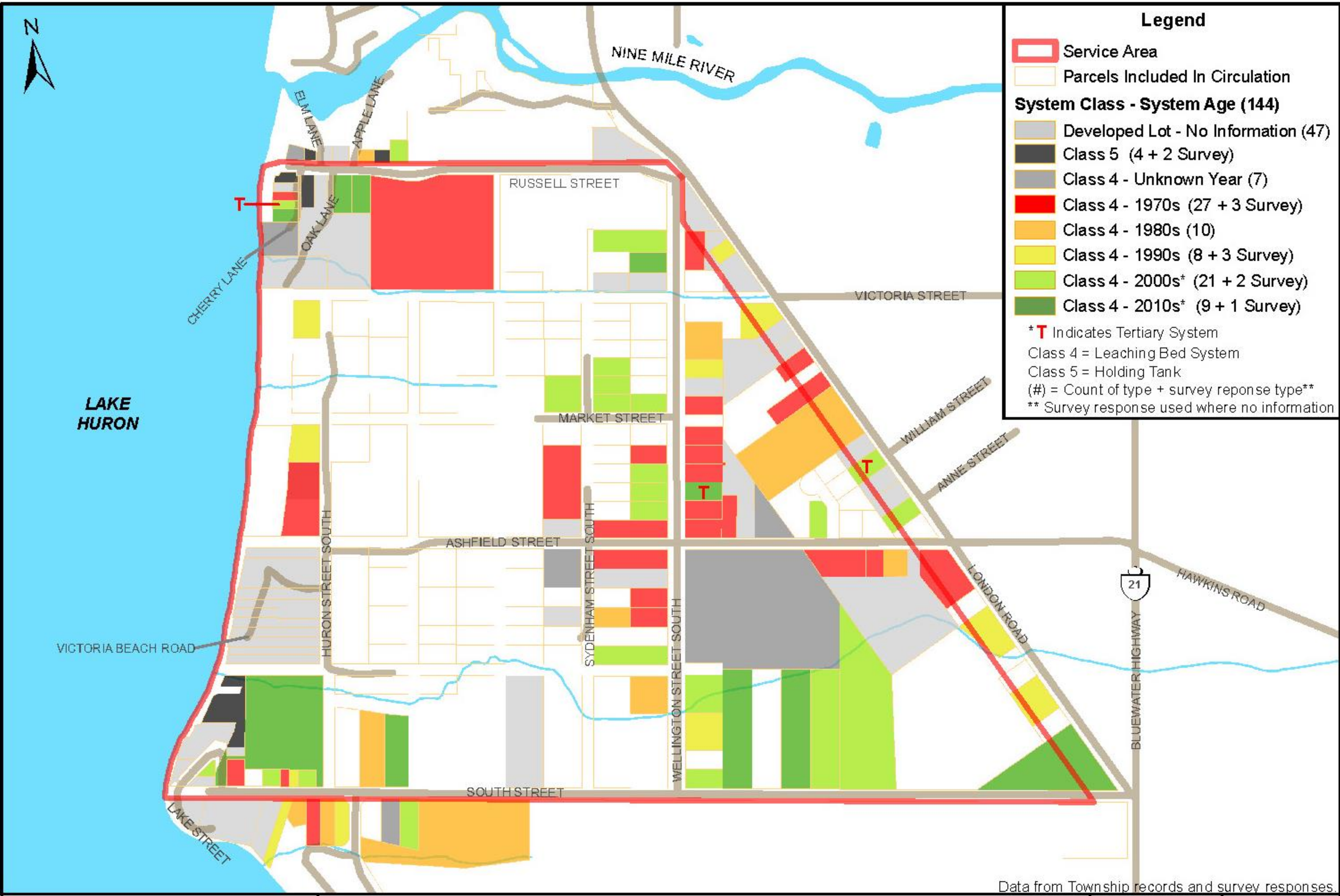
MASTER PLAN PROCESS



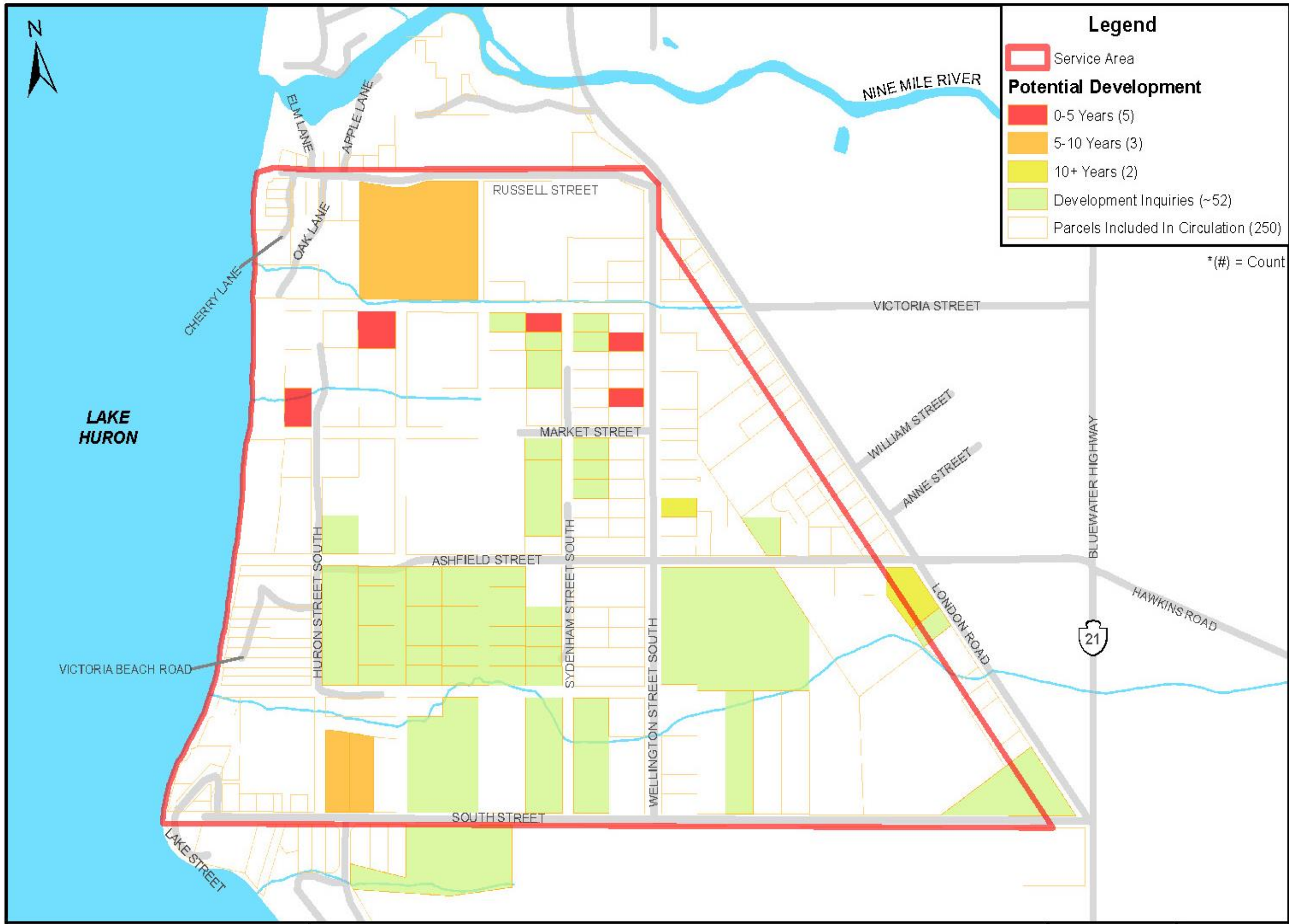
QUESTIONNAIRE RESULTS



QUESTIONNAIRE RESULTS



DEVELOPMENT POTENTIAL



Population Data and Growth Rates

Year	ACW ²	Ashfield Twp.	Port Albert
1961	N/A	1688	
1966	N/A		
1971	N/A	1703 (+.88%)	
1976	N/A	1820 (+6.9%)	
1981	N/A	1824 (+.22%)	
1986	N/A	1736 (-4.8%)	255
1991	N/A	1809 (+4.2%)	269 (+5.5%)
1996	5477		
2001	5411 (-1.2%)		
2006	5409 (-.04%)		458 (+70.3%)
2011	5582 (+3.2%)		
2016	5422 (-2.87%)		550 (+20.1%)
Population Change	-55	+121	+295
Percent Change	-1%	+ 7.2%	+115%
Avg Ann. Growth Rate	-0.046%	+0.43%	+2.6%

Building Permits 2014-2018

Year	Avg Housing Starts
2014	2
2015	5
2016	1
2017	3
2018	6
Total	17
5 year average	3.4

PLANNING ACT REQUIREMENTS

ACW ZONING BY-LAW



POPULATION GROWTH

Year	Low (1.0%)	Medium (1.5%)	High (2.0%)
2016	550	550	550
2018	570	570	570
2023	599	614	629
2028	630	662	695
2033	662	713	767
2038	696	768	847
20 Year Increase	126 (6/yr)	198 (10/yr)	277 (14/yr)

Section 18.8.7 Holding Zone – VR1-H
In the area VR1-H no development is permitted until the needed municipal services such as a public road or drainage have been provided. The Holding Zone-H may be removed when these services are available or will be provided by the developer to the satisfaction of the Township.

Port Albert Servicing Master Plan

Public Information Session – September 7, 2019

A Public Information Session was held at Port Albert Christ Church on Saturday, September 7, 2019 between 10:00AM and 12:00PM. The sign in sheets reported 97 individuals who attended from the community.

Display boards were placed in the hall, and community members were invited to view the information made available.

At 10:30AM, Township of Ashfield-Colborne-Wawanosh Mayor Glen McNeil introduced the proposed project, introducing Council present, staff members, as well as representatives from BM Ross and Associates Ltd.

Kelly Vader and Dale Erb from BM Ross presented to the community. The meeting today will outline the status of the study, costs will be detailed at a future meeting. The study limits were defined, and the scope of the project was described – including a review of existing infrastructure, where the deficiencies are and to create a plan to address those deficiencies.

The Master Plan process was explained, in addition to the timeframe of the project.

Investigations were presented, noting the two wetland areas that were identified. A local ecologist was hired to review and it was determined that only one area is considered to be a wetland. The location was confirmed to be west of Market Street.

The drainage catchments were shown, noting four outlets: The Victoria Street Municipal Drain, Market Street, Ashfield Street and the Port Albert Municipal Drain. The condition of each was detailed.

The survey results were shared, including drainage conditions, septic status, well information as well as development potential sought from each landowner. It was noted that there was not a large response rate to the survey.

The Official Plan designation and Zoning was outlined, including the explanation of the Holding Zone.

Alternatives were shared with respect to existing areas, as well as future development areas. BM Ross and Associates recommends that for existing areas an urban design standard be implemented, which will include a minimum grading standard. For future development, a comprehensive phasing plan will be proposed with locations yet to be determined.

For storm water, it was emphasized that as much water as possible would be taken away from the Port Albert Municipal Drain to prevent further erosion downstream of the outlet.

A storm water management facility is being proposed at the end of Ashfield Street, 3 locations are being considered.

While costs were not discussed at the meeting, there are four financial approaches to paying for the infrastructure. These are Development Charges, Drainage Act, Municipality Pays and Area Rating By-law.

The next steps were explained, and comments for the Master Plan Process will be open for one month.

Questions and comments were heard.

Concerns were expressed with regards to the capacity of the Port Albert Drain, as well as the Victoria Street Drain.

It was confirmed that the intent is to put an outlet for Ashfield Street at the beach to help prevent further erosion to the gully.

Residents expressed concerns related to erosion at the beach.

Concerns were shared about the lack of communication. It was noted that a website will be made available to allow all questions and answers to be posted for the whole community to access.

A question was asked about who is requesting the development.

A comment was mentioned that appropriate drainage is needed as development is inevitable.

Comments were shared that future development should pay for future development.

A question was raised if the engineers had considered any eco-friendly avenues for the project.

The timeline for comments was determined to be extended.

The meeting concluded at 12:00PM with remarks from the Mayor.

Class EA Master Plan Servicing Study – Port Albert

QUESTIONS AND ANSWERS

Please Note: Because of privacy concerns, any questions posted to this forum that include individual names or addresses has been blacked out.

Q1. What size is the proposed drainage pond to be built at the bottom of Huron Road and Ashfield?

A. A final design for the stormwater detention facility has not been completed. However, based on preliminary calculations, the detention facility will be approximately 0.55 hectares (1.4 Acres). A preliminary layout is shown on the drawing titled “Proposed Catchments and Three SWM Pond Option”. See link in the Documents section.

Q2. Do we have assurance that the existing public access to the beach will be recreated?

A. The Township has indicated that a Public Beach Access will be incorporated into the design of the new storm water drainage outfall to be constructed at the westerly extent of the Ashfield Street road allowance.

Q3. Will Ashfield St. from Sydenham St. be widened and paved? What is the projected direction of the road if so?

A. As noted during the presentation, in order to upgrade road and drainage infrastructure in the west end of the study area to support potential development of existing lots of record in this part of the community, lots are required to front on a ‘Municipal Road’ and have an approved drainage plan. Upgrading Ashfield Street to an urban cross-section and installing the associated drainage upgrades, is one of the first projects identified for implementation. Ultimately it is the Township’s decision which project they decide to implement first. If selected, Ashfield (between Huron Street and Sydenham Street) would be reconstructed to a similar standard as the recent reconstruction on London Road. The road would have two lanes, one east bound and one west bound.

Q4. BIGGEST CONCERN are the trees, including the very large, 100 year old tree, along Ashfield. Too cut that down would be a crime.

A. Typically the issue of trees along a road allowance are addressed during final design, which has not been completed for the Ashfield Street section noted above. Road reconstruction would typically involve reconstruction of the boulevard to ensure that drainage is directed toward the road where the storm sewer inlets are located. The westerly extent of Ashfield is not located within the road allowance, therefore some realignment of the existing road surface will need to occur to ensure that the road is located within the municipally-owned road allowance, rather than on private property. We understand the concern related to the large tree adjacent to the current road surface. The Township is willing to investigate whether it is possible to preserve the tree during reconstruction of this section of Ashfield Street.

Q5. In the following response, "As noted during the presentation, in order to upgrade road and drainage infrastructure in the west end of the study area to support potential development of existing lots of record in this part of the community, lots are required to front on a 'Municipal Road' and have an approved drainage plan. Upgrading Ashfield Street to an urban cross-section and installing the associated drainage upgrades, is **one of the first projects** identified for implementation. Ultimately it is the Township's decision which project they decide to implement first. If selected, Ashfield (between Huron Street and Sydenham Street) would be reconstructed to a similar standard as the recent reconstruction on London Road. The road would have two lanes, one east bound and one west bound", you state **one of the first projects**. What are the specific projects? The projects have been mentioned in the light of the word projects, but there has not been any specific identification of "the projects".

A. The only other specific projects needed to address general road and drainage infrastructure deficiencies in the west end of the study area would be construction of the regional stormwater management facility and the improved outlet at the west end of Ashfield Street. Of course individual road construction, including drainage infrastructure, would also be required so that lots have frontage on a municipal road and drainage issues are addressed.

Q6. ACW Township is central to answering all questions posted. Why has the Township delegated these questions to BM Ross when the public asked September 07 that the township post and answer all questions themselves? This may include seeking input from BM Ross. How do I know where the answers to my questions are coming from? How do I know that the Township understands my view point if they excuse themselves from the communication or the learning opportunities that arise when seeking the answers? To ensure that the Township is taking leadership by promoting public confidence for their commissioning of the Port Albert Master Plan, can all questions posted to this BM Ross forum get added even if there isn't an immediate answer? Can all answers either cite the source or indicate that the Township is going to follow up publicly with the answer?

A. The Township of ACW retained the services of BMROSS to undertake the Servicing Master Plan Study on their behalf. This includes consultation efforts associated with the Class EA Master Plan process. Responses to the questions are drafted initially by BMROSS technical staff and are then reviewed and approved by the Township before being posted. We will strive to post the questions and answers as quickly as possible after they are received.

Q7. Has Ashfield St. been surveyed by a professional surveyor to determine the actual position and boundaries of the road? Specifically from where the road turns from paved to gravel. If so, have 'stakes' been placed to show the boundaries?

A. Ashfield Street has not been surveyed by an Ontario Land Surveyor (OLS). A survey would be undertaken as part of the engineering design process.

Q8. As a cottage owner I was not included in the survey. I would like to be part of the survey process. Especially since the entire project is based on the survey results. Will I be included?

A. The BMROSS website for the Master Plan has the questionnaire on-line. If residents still want to complete the questionnaire we can incorporate your responses into the final report summaries. The survey results were used to support the preliminary Master Plan recommendations, but additional information obtained through engineering investigations was also used in developing the plan's recommendations.

Q9. Will there be a review or revised edition to the Port Albert Master Plan? Since the majority (12 of the 22) property owners in the Huron Street South, Ashfield Street and Sydenham Street area did not receive the survey questionnaire and therefore were not included in the survey?

A. The current recommendations have not been finalized. The Township is looking for feedback from residents before confirming the report recommendations and finalizing the Master Plan.

Q10. Kelly and Dale will you kindly meet with us again to help clarify the many questions and misunderstandings that are going around?

A. There is going to be another public meeting held either later this fall or in 2020 to present the final recommendations and cost estimates before the Master Plan is finalized.

Q11. This question is directed to our Mayor. I think that ACW has identified the development of future lands along the unassumed township roads of Ashfield and Huron Streets as a specific township project. My question is specific to the plot of land that borders the Harvey Street ravine, running north to Ashfield Street and from 210 feet west of Sydenham Street to 210 feet east of Huron Street. If I owned this property in question, I would choose to keep it as revenue generating crop land, with its current property drainage flowing towards the Harvey Street ravine. Would ACW still proceed with the Ashfield / Huron Street road and drainage development and reroute this property drainage towards your proposed Ashfield Street ponding facility and outlet?

A. The decision of Council, including myself, would depend heavily on the recommendation of BM Ross as to where the land should be drained to.

Q12. This question is being directed to our Mayor for a response. We have gathered the facts as presented to us by ACW via public township meetings or public postings of information by the township. We requested to speak to a Councillor prior to us asking questions on this BM Ross forum. We wanted to give ACW the benefit of clearing up our possible misconceptions prior to airing our concerns on this BM Ross forum. [REDACTED], speaking on behalf of the township, denied our request for a meeting. He directed us to this BM Ross forum. We are trying to establish a dialog with our elected Councillor to discuss the very serious issue of how the township proposes to develop Port Albert. We are not being

vexatious or frivolous. We do not have any design on swaying public opinion, as can happen with a forum like this. Is it your opinion that we don't have the right to speak to our Councillor? Do you direct us to post all of our questions and concerns to this BM Ross forum? Is this BM Ross forum our only means of communicating to our township officials concerning the issues affecting our community?

A: Council encourages questions related to the project be directed to BM Ross for the benefit of the whole Port Albert community. BM Ross is working with Township staff to provide accurate responses to the questions raised.

Q13. This question is directed to all ACW Councillors. Councillors please post your independent answers along with your names with your answers. I attended the July 29 and September 07 public meetings and have read all of the information that ACW has provided to the public. From these meetings, I think I understand, that Port Albert is facing approximately \$10 million dollars in infrastructure repairs/upgrades over the next 20 years. I didn't gain any insight from any of our Councillors during either meeting, just the Mayor. Please provide to this forum, what each of you believe, is the name or title for each defined project that the township is considering. From your perspective as both ACW residents, as well as ACW Councillors, what do you recommend, as the order of importance, that these defined projects proceed, and why?

A. ACW Council initiated this project. The order of construction, if and when, will be determined by development interest and upgrades to existing infrastructure.

Q14. The younger generation of current Port Albert residents can't afford to purchase housing in Port Albert's fast growing lakeside community real estate market. At the September 07 meeting, the Mayor's opening statements canvassed for Bruce Power employees to move to future development lands in Port Albert.

A. ACW Council recognizes that Port Albert is an inviting place to live. Initiating this review is the first step in addressing this opportunity.

Q15. Does ACW own industrial land to host the Nuclear Industry companies? If not, why not? Why hasn't the purchase of ACW owned industrial land been given a priority over promoting the development of unassumed township owned roads and drainage in the undeveloped Port Albert Master Plan footprint? Why do the children and grandchildren, we have raised in our own ACW communities, have to leave ACW to prosper?

A: ACW Council has identified Port Albert as an area with potential development opportunities to allow our youth to continue to live close to where they work.

Q16. I question the location of the storm water facility and drainage pond. There are three options as presented. The blue one being on the [REDACTED] property on Huron Street. The red one being on the [REDACTED] property Huron Street. The last option the purple one being on the [REDACTED] property on Ashfield Street. The first two options require taking land from families that have owned the land for generations. Upwards of 50 years. Why

take from them? The land owned by the [REDACTED] was ONLY purchased in 2015. In addition, their lot of land is the biggest.

Other than an extra cost because the [REDACTED] property is furthest from the outlet why is that not the logical location? Why take land handed down for generations if there is another choice? This is not the moral or ethical thing to Please tell me why the [REDACTED] property is not the right option to put the drainage pond on?

A. As part of the Class EA review process a range of alternative locations are typically considered before a preferred location and design is ultimately selected. The preferred choice is selected after evaluating the impacts associated with the different options. Your input is assisting in identifying those impacts. A preferred location for the stormwater facility will be identified prior to the next public meeting and before the Master Plan process is finalized.

Q17. This question is being asked of our Chief Building Officer. Without including inquiries from real estate agents in your reply, how many actual building permit application forms are on file from land owners within the BM Ross Master Plan defined study area for 2017 through 2019? Please don't include any permits that fall outside of the defined footprint in this Master Plan. Also can you break down the numbers by year?

A. Response Pending.

Q18. When will proper consideration be given in the correct manner for the following important issues? With each proposal of further/future development, important wildlife is increasingly under the threat of losing their habitat and having their established movement and routes curtailed. Families of Deer, packs of Coyote and Red Fox regularly cross the ravine West of the Port Albert drain and move across the land to the North. (Typically the undeveloped land East of Huron St. South, South of Ashfield St. and West of Sydenham St.) This is a common route for them to take as a corridor which helps them to limit their proximity to man as they move in their search for food and their efforts to maintain territory. Other animals seen using similar routes are Porcupine, Wild Turkey and species of Snake. In addition to this, the area described above is regularly used as a roosting location for local Canadian Geese populations. Eagles also nest in the trees alongside Ashfield St. at its Western end. Developing such zones without the proper studies being conducted in order to learn the full impact on this wildlife would be wrong. Are such studies going to be conducted? Which bodies will be making the studies?

A. When completing a Master Plan using the Class EA process, the proponent is required to inventory the environment to identify any sensitive species that may be impacted by the project. To determine what areas must be inventoried, we rely on input from federal and provincial agencies, various provincial and federal data bases, and input from project stakeholders. Based on input received from the Ministry of Natural Resources and Forestry (MNRF) and from the Maitland Valley Conservation Authority (MVCA), the wooded areas located central to the study area, were previously identified and assessed. This is the first comment received regarding additional wildlife using the study area. Therefore, prior to

undertaking individual projects associated with the Master Plan, an ecologist will be retained to assess potential impacts to wildlife from implementation of the Master Plan.

Q19. The section of Ashfield St, that runs between Sydenham St. and Huron St. South is bordered by many trees including a magnificent Elm tree as well as Pear and Apple trees. These trees should be retained. They should not be destroyed. If Ashfield St. is to be widened then land should be used to the South for this expansion so as not to kill the trees and the wildlife which depend on them. If needed, this land could be expropriated as necessary from the [REDACTED] development. Is this solution for this part of Ashfield St. going to be reviewed and carefully considered?

A. If reconstruction of Ashfield Street is selected for implementation by the Township, a consideration of the trees along the perimeter of the roadway will be included in the engineering investigations for that project.

Q20. I have another question about this subdivision. Will there be limit to how tall the residences will be? When building a house near a lake, you'd like to have a water view and can imagine people will want to build up to see the water. Can you imagine this land with 3-4 story buildings...that's what it would take to get the view because of the height of the trees.

Just as a side note... on a certain street in my city there is a bylaw that any new buildings can't be higher than "x" feet off the ground, in effect, 2 stories. The developer wanted to add a third level, so he raised the surface of the ground around the house about the height of a story and then built his 2 story house on there, in effect making it a 3 story house. He found a loophole and used it, and the city couldn't do anything. This totally blocked all sunlight into his neighbours property and make the sight a total eyesore....

A. The VR1 zone policies, which can be found in the ACW Zoning By-Law at the following link: <http://www.acwtownship.ca/wordpress/wp-content/uploads/2019/08/ACW-ZBL-Consolidated.pdf> includes policies which would apply to new construction within this area. Section 18.5 of the VR1 zone includes the following policy: "Main Building Height (maximum) 9 metres"

As to ground elevations, typically a grading plan is required in conjunction with a new building permit application to ensure that site drainage conforms to the overall grading plan for the area and to ensure that site drainage will not negatively impact adjacent properties. If the grading plan does not conform, the building permit would not be issued.

Q21. Can you confirm that any new surveys sent in will have their data included in a revised Master Plan? Will the Master Plan be revised? Will the results be presented to us?

A. Yes, any new survey results will be incorporated into the final Master Plan report. The Master Plan has not been finalized. The results presented at the public meeting were preliminary and won't be finalized until the public consultation efforts are completed. There will be a second public meeting either later this fall or in 2020 where the final results and costs will be presented.

Q22. Please let me know the specific plan for funding and paying for the infrastructure projects (SWP pond locations, Roads, etc) for the proposed housing development at the corners of Ashfield and Huron roads. I want to know which property owners and or ACW township residents or developers are going to be paying for those infrastructure improvements. I live at [REDACTED] Beach road and do not feel that any of the properties on that road and Huron road in particular will be benefiting at all from this proposed infrastructure development and do not feel we should be in any way paying for this project. Please list the properties and or individuals ie: the developer of the subdivision who will be paying for this project and how much the proposed costs for each will be.

A. The funding approach has not yet been finalized but will be presented to residents before the Master Plan is finalized later in 2019 or in 2020.

Q23. My comment is that adding our survey responses changes the data input into the study and therefore changes the results. We would like to see the NEW results of the study. We would like another meeting with BM Ross at which the new study and results be presented. There is NO transparency in just including the responses and not qualifying them. Please can you confirm that we the public (and the taxpayers who are paying for the BM Ross study) will be presented the new information before the FINAL Master Plan be completed? Currently you are operating on false data!!! The study is incomplete.

A. As stated previously in the responses to Question 8, 9 & 21, the current Master Plan recommendations were not based solely on the responses to the questionnaire. Other information including the results of input from agencies, ACW staff, and the results of engineering investigations, were used to develop the preliminary recommendations. Prior to finalizing the Master Plan and holding another public meeting, input received from residents through new survey results and from feedback following the first Public Meeting, will be reviewed and assessed before the Master Plan is finalized. This new information will be included in any results presented at the next public meeting.

Q24. Was the Ashfield Ravine drainage problem researched primarily due to the expected increase in drainage (via Ashfield street) to this ravine, from the pending Wellington Street construction plan? If the Ashfield Street drainage plan were to not go forward, what effect would run-off from Wellington Street have on the ravine?

A. As part of the Master Plan investigations, all existing drainage outlets within the study area were examined to determine which outlet might be the most appropriate to utilize for an enhanced drainage outlet from lands within the central portion of the study area. The Ashfield Street outlet was selected due to its location, central to the lands requiring drainage, and due to elevations within the general study area. Drainage from lands located along the Wellington Street corridor will not discharge to the proposed outlet at Ashfield Street. A majority of drainage from Wellington Street will discharge to the Victoria Street Drain, while a portion of the south extent (south of the Ashfield Street intersection) will discharge to the Port Albert Drain (where it currently outlets).

Q25. Since there are many concerns voiced also about the Port Albert Drain Ravine Erosion, would a larger storm water management pond be required if that drainage was also diverted to the Ashfield drain?

A. The current preliminary design for the regional stormwater management facility was based upon diverting as much drainage as is feasible to the proposed outlet at the west end of Ashfield Street. A bigger pond is not required. The amount of drainage that can be diverted is limited by elevation. It is not possible to divert all the water that current discharges to the Port Albert Drain to the new outlet.

Q26. I have read that other municipalities use storm water management ponds for recreational purposes such as paddle boats and ice skating ponds. Is this an option with the planned Port Albert pond? Perhaps the beautiful 100 year old elm cited above could be incorporated into a recreational pond/park plan? We all want the best for Port Albert. I have been appreciative of the progressive beautiful improvements that have changed this village in the past 50 years. As many of the local families, like my own know, Port Albert was at one time the site of the ACW dump (which existed 50 years ago), so like this important environmental removal of the dump, it would be great to continue to see environmental improvements to our village.

A. The proposed SWM facility is called a 'wet pond' because a permanent water level is maintained at the lowest level of the pond. Following a rainfall event, the pond would fill up to the design level and then slowly lower over a number of hours to the permanent level. Use of the pond for paddle boats and ice skating is probably not possible due to the fluctuation in water levels, however a trail could be incorporated around the perimeter and bird boxes and other natural features could be included that would enhance the area for residents.

Q27. Will Huron Street South be brought up to standard with the equivalent drainage and infrastructure as Ashfield Street? If not, what are the reasons for not doing this?

A. If Huron Street South is selected by the Township to be upgraded, the affected road section would be designed to the municipal urban design standard, which would be the same standard used for the design of Ashfield Street.

Q28. Is there a reason that the Open Question and Answer Forum became a censored Question posting?

A. At the Public Meeting a resident requested that a forum be developed for posting questions on-line where questions and answers could be provided for all residents to view. This has been provided.

Q29. What is the expected turn-around time to view the submitted questions and responses?

A. As noted in the response to Question 6, responses to the questions are drafted initially by BMROSS technical staff and are then reviewed and approved by the Township before being

posted. We will strive to post the questions and answers as quickly as possible after they are received but cannot guarantee a specific timeframe for the process.

Q30. What are the specific sources used to create your presentation?

- A. A number of sources were used in developing the presentation material, including engineering investigations conducted by BMROSS, survey results submitted to BMROSS, the Natural Feature Assessment completed by Dylan White Consulting, ACW Official Plan and Zoning By-Law, ACW staff inputs, and the knowledge and experience of the presenters.

Q31. Noting the presentation is point form for the presenters; where can we view the whole story for all the points listed in the presentation?

- A. There is no additional documentation associated with the presentation.

Q32. Why do the news reports represent a message quite different from the message that was delivered at the September 7, 2019 meeting? The report can be read at: <https://blackburnnews.com/midwestern-ontario/2019/09/09/residents-attend-meeting-future-expansion-port-albert/#>

- A. The presentation material was based upon BMROSS's understanding of the scope of the Master Plan Servicing Study being undertaken on behalf of the Township of ACW. We have no knowledge of the message delivered to the media following the public meeting.

Q33. How many properties are expected to be directly affected by this study results?

- A. There are approximately 250 parcels located within the study area limits that could potentially be impacted by the study results.

Q34. How many of these property owners have been spoken to directly, by phone or in person? (owners and not relatives of these owners)

- A. In advance of the public meeting, property owners potentially impacted by the proposed stormwater pond and proposed Ashfield Street outlet were identified with the assistance of the Township. Four property owners were then contacted either by phone or in person to seek preliminary input on the possible pond locations. Approximately 97 residents were in attendance at the public meeting.

Q35. Who decided what property owners will be directly affected?

- A. BMROSS technical staff, in consultation with ACW staff, identified the property owners that might be directly impacted by the proposed locations being considered for the stormwater management facility.

Q36. Who spoke to each of the property owners?

- A. BMROSS technical staff spoke to or corresponded with the property owners that were identified.

Q37. Will you post a map identifying the properties that you expected to be directly affected by this possible "Development"?

- A. We are unsure what 'Development' you are referring to in this question. Regardless, site specific information related to individual properties cannot be released due to privacy concerns.

Q38. In regards to your answer in Question 10.... Request that the next meeting be held no later than November or next spring so **ALL** have a **fair and equal chance** to attend. Many of us seasonal residents spread out during the winter months. In addition, request that the meeting be held on a weekend. Again so ALL have a fair chance to attend. Please post this comment.

- A. It would be the intention of the Township to hold the next meeting on a weekend during the spring of 2020.

Q39. After reviewing the proposed catchment areas for the SWM Pond the logical location is in the site outlined in purple. The option that solely runs along Ashfield Street. That property has the biggest parcel of land available. In addition, is closest to the possible residential development to be built in the near future. As proclaimed by the owner of the property [REDACTED] The SWM Pond could serve **two uses**. First as a drainage facility and second as a "green space" for that community. With a new housing development of possibly 20 homes a "green space" of natural beauty as close as possible would be very beneficial.

- A. As part of the Class EA review process a range of alternative locations are typically considered before a preferred location and design is ultimately selected. The preferred choice is selected after evaluating the impacts associated with the different options. Input through this forum is assisting in identifying those impacts. A preferred location for the stormwater facility will be identified prior to the next public meeting and before the Master Plan process is finalized. Utilizing the SWM facility as community 'green space' is definitely an option in the design of the pond.

Q40. What are the specific reasons why us the residents in the immediate area of Huron Street and Ashfield Street will benefit from the Port Albert Servicing Master Plan? Please qualify any answers with supporting documentation. This is a multi million dollar project and deserves the utmost investigation, research and attention. We are not taking about building a park for kids to play in.

- A. When it comes to drainage, 'benefit' is the advantage on lands, roads, buildings or other structures from the improved flow of water. This results in better control of surface and subsurface water. When water is controlled, it diverts from its natural flow, preventing

adverse effects on lands such as ponding, erosion, etc. This means that there will be less water collecting towards Huron Street, and a proper outlet will be available to keep water from coming to your property.

The Master Plan simply sets out *how and where* water will go, *if and when* development is to happen. It ensures that adequate planning is put in place so that when development occurs, it can be completed with the least amount of negative impacts on neighboring properties.

Development is paid for by development, with landowners contributing where needed. At the next Public Information Session, information will be shared on the decided outlets, as well as how the infrastructure would be paid for, if and when development would occur.

Q41. After reviewing the three options for the Catchment and Drainage Pond locations it seems most logical to select the most furthest site located solely on Ashfield Street. The most significant reason that it is furthest from the very fragile erosion ridge and bluff. Anywhere along the frontage of Huron Street South is very sensitive. Added additional stress seems counterproductive when there are other options. If any of the two options located on Huron Street South are chosen will there be further studies carried out to determine what impact such a project will have on that area of the bluff? Will Maitland Valley Conservation Authority be called upon to study the area first?

A. Please see the answer to Q39 above regarding selecting a location for the regional stormwater management facility. As to involvement from MVCA, an on-site meeting was previously arranged with MVCA staff to review the project and preliminary plans. Once a location is finalized for the SWM facility, a Stormwater Management Report will be submitted to the MVCA for their review and approval prior to moving forward with a final design. In addition, a permit will be required for the MVCA for any engineering works that are located within their regulated area. This will include the new stormwater outlet at the west end of Ashfield Street and possibly the pond facility, depending on the final location selected for construction.

Q42. We are concerned about the quality of water that will be draining down the new proposed outlet. The possibility of contaminants from roads and farmland are a great concern to us who swim and enjoy the lake. Can you please outline the steps that will be taken to ensure that the natural environment is not negatively effected by the new drainage outlet? What kind of monitoring will be in place for the future as well?

A. There will be no agricultural runoff directed to the new stormwater facility, only runoff from residential development lands. The primary purpose of the stormwater facility is to improve the quality of water being discharged through the outlet to the lake. After a rainfall event, drainage runoff will be directed to the pond facility where it will be held allowing contaminants to settle out before being discharged. The pond will be designed in accordance with Ministry of Environment design guidelines as it relates to the quality of the discharge from the facility. An Environmental Compliance Approval (ECA) must be obtained from the Ministry of Environment, Conservation and Parks for the pond facility

who will review and approve the design prior to any work on the facility being implemented. The approval from the Ministry may include monitoring requirements. Ongoing maintenance of the facility would be completed by ACW staff including checking the pond after significant rainfall events:

- Check inlet/outlet for plugging
- Check for erosion
- Check vegetation

Monitoring of the accumulated sediment depth in the forebay should be done every few years.

Q43. Most developments in today's age are sensitive to incorporating green spaces into their plans. Preparing this area for future development what are the plans for incorporating green space? For example trees, native plants and flowers etc. Especially since the proposal is to cut down and remove all existing natural environment to bring in new roads etc. Please in detail outline the plan for incorporating green space. (other than the drainage pond).

- A. The locations of most existing unopened road allowances within the study area that could be developed are on lands currently utilized for agricultural uses, not natural environment areas. The Township has committed to investigating existing tree cover along Ashfield Street as part of the detailed design process to determine what could be retained and also investigate wildlife currently using the area (see responses to Questions 4, 18 & 19). The wetland area at the west extent of Market Street will also be preserved based on current wetland protection policies enforced by MVCA and contained within the ACW Official Plan.

When new development is proposed, a Plan of Subdivision application is submitted to the County of Huron for review (typically required for developments of 5 lots or more). As part of the review, the provision of green space would be evaluated on a site by site basis. A component of the planning review process requires that adjacent property owners be given an opportunity to provide input to the County on the application; concerns regarding the amount of green space provided could be submitted at that time.

Q44. How will the planning process consider the interactions of various hydraulic systems, and the downstream, beach-level implications of diverting water to the drains at the top of the embankment including:

- accounting for years of low lake levels
 - considering run-off ponding at the outlets
 - considering foreseeable implications for regulatory bodies beyond the immediate jurisdiction of the township?
- A. As part of the Class EA process, the current and design capacity of the Victoria Street drain will be investigated to ensure that the system has sufficient capacity to accept any drainage being directed to the existing outlet. This review will also consider the current uses of the drain upstream of the Master Plan study area and implications to the outlet at Lake Huron.

As to potential long-term management issues at the outlet associated with periods of low lake levels, input will be sought from the Maitland Valley Conservation Authority and from public works staff at the Township, on how to best address these concerns.

Q45. At the meeting it was mentioned that Council would be in communication with First Nations groups. I do not see anything mentioned on the site. What groups have been contacted and for what purpose?

- A. As part of the Class EA Master Plan process proponents are required to undertake a consultation plan to ensure that there is adequate input from interested stakeholders in the proposed project. This requires consultation with affected property owners, Federal and Provincial review agencies, and with First Nation and Métis communities. Project information has been forwarded to nine First Nation and Métis contacts located in general proximity to the project seeking input on the project.

Q46. Part of question 43 answer states "When new development is proposed, a Plan of Subdivision application is submitted to the County of Huron for review (typically required for developments of 5 lots or more)". It goes on to state "A component of the planning review process requires that adjacent property owners be given an opportunity to provide input to the County on the application".

On Sept 26, several concerned citizens met with our Mayor and Township Department Heads, to discuss the [redacted] proposed new housing development on land situated west of Sydenham, east of Huron, north of Harvey and south of Ashfield. The meeting included discussion on road and drainage development and the sharing of these costs amongst surrounding land owners (everyone benefits in some way). The townships position on the [redacted] development is it is not considered a "new" development as it is already a subdivision. The [redacted] would not be required to submit a Plan of Subdivision to the County of Huron for a planning review for their 16 (+) lot development. The opportunity for adjacent property owner input to the County would not happen as the development is not considered "new". Adjacent property owners would not be contacted when the zoning hold is released from the [redacted] property. Housing construction will begin with no adjacent landowner input. The Townships position conflicts with the answer to Q43 about opportunities to provide input. It raises further questions concerning the Townships cutting of the "review of municipal and sanitary water servicing issues" from the BM Ross Master Plan Study Scope. This appears to be in conflict with the Township of Ashfield-Colbourne-Wawanosh Official Plan requiring communal water and sewage on "new" developments of 6 or more lots. It is fair to assume that land owners are going to share road/drainage costs for the development of the Ashfield Street infrastructure proportionate to their benefitting land base. Owners of the lands east of Huron and north of Ashfield will be facing substantial costs as they have the biggest land base along the Ashfield Street drainage area. As an adjacent property owner, I am concerned that the largest land base owners will be forced to develop their lands to recoup costs. Following the same township position, this area would also not be considered a "new" subdivision and would not be subject to County Plan of Subdivision review. Once the Ashfield Street Drain is in place and Ashfield, Arthur and Colborne Streets are developed, the potential addition of 50 (+) houses west of Sydenham

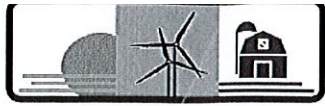
Street with 50 private wells and 50 private septic systems does not seem a suitable approach to development within our “developing” lakeshore community.

1. Water and sewage are forefront in any future development planning along the Lake Huron shoreline. Why was water and sewage cut from the scope of the Servicing Master Plan footprint that directly affects this shoreline?
 2. What other developing lakefront community allows the potential of this many new private wells and septic systems without the requirement for communal or municipal water as well as communal or municipal piped and treated sewage systems?
 3. Who can we contact to confirm the Townships position that subdivision development west of Sydenham Street is indeed not “new” and not subject to the requirement for a developer to submit a Plan of Subdivision to the County of Huron for a planning review?
- A. There is no proposed development by any one individual. There are a number of properties that have the potential for development. In order to develop the properties, the relevant roads would need to be constructed to municipal standard, as no building permits will be issued for properties not fronting on a municipal road. Once the road has been constructed, and drainage issues have been addressed, the developer could then apply to have the holding zone lifted.

The reason a Plan of Subdivision is not needed is because the lot fabric already exists on title. If, for whatever reason, the owner of land doesn't like the way the lot fabric is laid out, they can apply to have the lot lines changed through a Plan of Subdivision. The Lot Fabric has been in place since around 1840, or earlier, when Port Albert was first surveyed.

The only difference between a development on this property vs. a vacant lot in another area of Port Albert (say on Wellington Street) is that it doesn't front onto an Open Public Road. Once a road has been constructed to the Township's standards (at the developer's expense), then they can apply to have the holding zone lifted and THEN a residence could be built. To address resident's concerns, the Township has agreed to notify adjacent property owners if an application to remove the holding zone is received on a vacant parcel within the future development area.

In regards to water and sanitary servicing for Port Albert, this will be reviewed in more detail prior to the next public meeting and finalization of the Master Plan process. It was noted at the September public meeting that no evidence of problems with existing water and sanitary servicing was identified during initial EA investigations (residents' questionnaire and feedback from agencies). A high level review of costs associated with providing municipal water and sanitary servicing to the entire community will be examined prior to finalizing the Master Plan. Based on this information, the Township will need to decide whether to pursue full municipal servicing for Port Albert as part of the Master Plan process.



TOWNSHIP OF
ASHFIELD - COLBORNE - WAWANOSH

PAGE 1 OF 3

File: 16135

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH
SERVICING MASTER PLAN FOR PORT ALBERT URBAN AREA

PUBLIC INFORMATION CENTRE
Saturday September 7, 2019

RECEIVED

OCT 02 2019

COMMENTS

Name:

Address:

RE [REDACTED] LONDON RD PORT ALBERT

KNOWN ISSUES ID WASHOUT AT MOUTH (LONDON RD)
WASHED OUT BOTH SIDES OF ROAD
2) FLOOD OF KEN & AGNUS L. BASEMENT (FALLEN TREE)
3) KNOWN ISSUES (CHARLIE CRAWFORD SECTION)
4) MAJOR BANK EROSION & DEEPENING ALONG
THE DRAIN THROUGH OUR PROPERTY. TREE ROOTS
ARE EXPOSED AND BANKS BEING UNDERCUT -
ARE FALLING IN.
5) OUTLET OF DRAIN HAS CAUSED MAJOR
SAFETY & STRUCTURAL ISSUES TO PROPERTY
OWNERS.

PLEASE HAND IN, MAIL, EMAIL, OR FAX TO:

B. M. ROSS AND ASSOCIATES LIMITED
Engineers and Planners
62 North Street
Goderich, Ontario
N7A 2T4

Phone: (519) 524-2641 Fax: (519) 524-4403

E-mail: kvader@bmross.net

Attention: Kelly Vader, Environmental Planner

Comments and Information collected by B.M. Ross & Associates Limited on behalf of the Township of ACW will assist in decision making pertaining to the project. Comments and opinions will be kept on file but will not be made available for public review. Under the Freedom of Information and Protection Act (1987) personal information provided to the Township of ACW will remain confidential unless prior consent is obtained.

PORT ALBERT DRAIN

THE DRAIN WAS CLEANED OUT IN THE 90'S; WITH A BACKHOE PUTTING THE MATERIAL ON LEFT SIDE OF THE BANKS.
* NO COST TO US *

AT THE TIME OF CONSTRUCTION OF LONDON RD. STORM SEWER SYSTEM I CONTACTED MAITLAND VALLEY CONSERVATION (THROUGH BTM ROSS). THEY WALKED THE DRAIN (ROCK WAS PROMISED TO BE PUT DOWN TO SLOW EROSION).
(WELL WITHIN 2yr CONTINGENCY WINDOW)

THE COST OF REMEDIATION OF THE DRAIN (TREES & BANKS ETC.) SHOULD BE COVERED BY TOWNSHIP!

EACH "RAIN EVENT" CAUSES MORE EROSION, CAUSING MORE TURBULENCE IN THE FLOW.

AFTER THE "RAIN EVENT" WATER STANDS IN SECTIONS CAUSING SMELL & MOSQUITOS.

THE BANKS OF THE DRAIN ARE UNSTABLE!
- NOT ACCEPTABLE IN A RESIDENTIAL AREA -

IN A PREVIOUS LETTER TO TOWNSHIP THESE ISSUES WERE BROUGHT UP AND NEGLECTED.

WE WANT A QUIET, SAFE AND PEACEFUL LIFE ON OUR PROPERTY AS I PRESUME THE MAJORITY OF PORT ALBERT DO AS WELL!

PORT ALBERT DRAIN

WE DO NOT PROMOTE DEVELOPMENT FOR DEVELOPMENTS SAKE. WE ARE ONE OF MAJOR LANDOWNERS IN THE PORT. WE PREFER OUR OPEN SPACE. PORT ALBERT HAS BEEN AN OASIS FOR FAMILY FOR FOUR GENERATIONS AND HOPEFULLY FOR GENERATIONS TO COME!

THE TOWNSHIP HAS CLOSED ITS EYES ON THE DRAIN AND IS BLINDLY GOING AHEAD WITH DEVELOPMENT; TURNING ITS BACK ON ITS RESIDENTS.

JUST IGNORING THIS ISSUE WILL NOT MAKE IT GO AWAY! IT AFFECTS ALL THE RESIDENTS OF PORT ALBERT. ARE OUR BEST INTERESTS BEING LOOKED AFTER?

BY WANTING TO CHARGE US PERSONALLY FOR DRAIN IMPROVEMENTS IS DOUBLE-DIPPING AS WE ARE PAYING TAXES ON LAND THAT HAS DISAPPEARED TO NEGLECT!

PORT ALBERT MASTER PLAN PRESENTATION QUESTIONS

Friday, December 11, 2020
~~XXXXXXXXXXXX~~

Thank you for a detailed presentation of the plans moving forward with the Port Albert Master Plan. I enjoyed the knowledge that came to the table this morning.

I have a number of questions that I would like to clarify my understanding of some of the concerns with moving forward.

These questions are in no particular order but I am trying to put them in order to correspond with the order of the slides.

1. On the presentation, would it be possible to put the acronyms used throughout the presentation in brackets beside the first use of the acronym?
 - a. Master Plan (MP)
 - b. Environmental Assessment (EA)
 - c. Storm Water Management (SWM)
 - d. MECP?
 - e. Road Allowance (R/A)
 - f. Species at Risk (SAR)
 - g. Victoria MD?
 - i. Those of us reading this report as ratepayers may have difficulties knowing what the acronyms represent in Engineering and Township languages
2. Who/What are the specific Review Agencies consulted in this study?
3. Species at Risk Assessment
 - a. Three out of nineteen species were identified during the Field Survey on one specific day, May 27, 2020. How many of the other sixteen species would be observed on different days?
 - b. What time-line were the observations viewed over?
 - c. What was the weather like during the observation period?
 - i. One day of observation will not bring about all of the possible species at risk.
 - ii. Time of day determines feeding and other issues for different species
4. Port Albert Species at Risk Habitat map is nicely representative of the area. Currently one property in Figure 1 of the Natural Heritage Features has transferred hands. This property is directly in the Wildlife Corridors (red) and the new owner has planted about twenty (20) trees in the East/West direction.
 - a. We cannot stop progress, but will some of these new landowners create stumbling blocks by doing their own thing before the plan gets too far along?
5. Will current landowners be informed in writing about the required Archaeological Stage 2 Assessment that must take place for their properties?
 - a. Will they also be informed the cost is 100% on their dime?
6. Drainage Problems
 - a. How were the drainage problems defined?
 - i. Did they come just from the landowners responses to the questionnaire?
 - ii. Good, Fair, Poor. What is the specific definition of each of these words?
 - iii. My "Good" may be the definition of "Poor" in another person's interpretation.
 - (1) Drainage was a conversation I had with my brother just the other day and we had two different responses to the drainage of my properties in the

study area.

7. Options for Port Albert
 - a. Is the new development (currently five lots) draining to the Victoria Street Drain or is it draining to the Ashfield Street Drain?
 - b. Are these new lots being developed in 2021?
 - c. Should the suggested outlet ponds be built to accommodate the new development?
 - d. Will these new builds create more problems with drainage if the drainage is developed after they are erected?
8. What is a SWM (Storm Water Management) Facility?
 - a. Is there stagnant water in a stormwater pond?
 - b. Are there mosquito issues with stormwater ponds?
9. Urban Road Standard
 - a. What does a Rural Road Cross-Section look like?
10. Proposed Phasing Plan – Developed Areas
 - a. Will the new developments on Wellington and Russell Streets affect the current drainage issues being considered for the Ashfield Street Drain and/or the Victoria Street Drain?
 - b. Phase 3 construction of Huron Street has quite a long portion of the street being washed out by the potential 100 year erosion line. Has there been consideration of the erosion during this past year?
 - i. Maitland Valley Conservation Authority Map 16 Shoreline Generic Regulation 2012 100 year Erosion Potential.
 - ii. Have the “Stable Slope” and the “Erosion Potential Line” been factored into these plans?
11. Financing Approach
 - a. When using the London Road approach for financing, are apples being compared to apples? i.e. Were there grants offered to the township for improvements? Are the same grants available to us that were offered at the development of London Road?
 - b. Complaints from Residents was asked about by Councillor Miltenburg and I want to let you know that there are at least three residents who moved out because of the cost they incurred for the road.
 - c. There has been new homes built since the road was improved. Did the new homes incur the costs or was the land purchased the improvements? It is the silent complaints that concern me.
 - d. Construction of road allowances not currently assumed by Township (eg. Ashfield)
 - i. This is the only access to all cottages and properties on Victoria Beach Road, along Huron Road South and Harvey Street. How are these residents considered into the financing approach?
12. Does the drainage outlet include a public access to the beach?
13. The property for sale along the south edge of Ashfield Street has it advertised as beach access. The only public beach access is at the end of Ashfield Street. This access has been there since the time the cottage was built on Harvey Street.
 - a. Since crown land exists along the bluff between Ashfield Street and the north end of Huron Street South, a public access would be a critical asset for the development of the land this close to the lake.

Port Albert

Servicing Master Plan

I was unable to attend the Zoom meeting on December 11, 2020, where BM Ross reviewed with Council, the Servicing Master Plan for Port Albert. I did, however, have an opportunity to review the presentation attached to the agenda package. I have a few questions that I am hoping you can answer prior to the next public input meeting.

1. ACW By-Law No. 70-2011 (15 November 2011) formalizes road development within the township (Fig-1) stating: For road development purposes, when new development establishing new residential lots, Schedule “A” is used (Fig-2). An example of existing Port Albert road development following Schedule “A” is Anne Street (Fig-3). For redevelopment of existing or creation of new lots, where the development has the ultimate potential of 5 lots or less, Schedule “B” is used (Fig-4). Examples of existing Port Albert road development following Schedule “B” are Sydenham Street Central (Fig-5) and Bowers Lane (Fig-6).
 - **QUESTION**...Will current development properties, having the potential of more than 5 lots (Nine Mile Enterprise and Besters), be required to build roads following Schedule “A” (asphalt surface with concrete curbs and gutters)? **Yes. By-law 70-2011 was repealed by By-law 60-2020, which adopted new servicing standards for the Township.**
 - **QUESTION**...Anne Street was an existing Township assumed road prior to its upgrade to a Schedule “A” road. What cost sharing formula was used to finance the upgrades to Anne Street? **The Township covered the cost of the road reconstruction and everyone that benefited from the storm sewer (drainage) would have paid their part**
 - **QUESTION**...Bowers Lane and Sydenham Street Central were un-assumed Township roads prior to being built up to Schedule “B” standards. What cost sharing formula was used to finance the upgrades to these roads for the Township to assume the upgraded portions of them? **The developers paid 100% of the upgrades.**

Where servicing or road improvements are made on municipal property, and assumed by the Township, subdivision or development agreements are required. For development to occur in the Bester development, Ashfield, Arthur and Colborne Streets in this footprint of land, will be maintained by ACW. In the Nine Mile Enterprise development, Sydenham and Arthur streets in this footprint of land will be maintained by ACW.

- **QUESTION**...Is either a subdivision or development agreement required for each of the Bester and Nine Mile Enterprise developments respectively? **Yes.**

2. The Huron County Official Plan (September 24, 2015), has defined Port Albert as a Tertiary Settlement Area (Fig-7). Tertiary Settlement Areas are not provided municipal water or municipal sewer (Fig-8). For small scale development, the ACW Official Plan (Amended July 28, 2016), permits communal or individual wells, when municipal water is unavailable (Fig-9). Individual septic systems may be permitted if full services are not required. The township may require a study on the need of a piped sewage system and treatment facility. New development will be limited to 5 or fewer lots where private on-site water and sewage are to be used. Both the Nine Mile Enterprise property and the Bester property's real estate listings show the potential of greater than 5 lots (Fig-10 through Fig-13).

- **QUESTION**...*Both the Bester and Nine Mile Enterprise developments are greater than 5 lots. Will the township require the developers to supply and maintain communal water and sewage to their developments?* **No. This position supported by the Master Plan Recommendations.**

An example of a development within ACW borders supplying communal water and sewage is the 400 house development called The Bluffs at Huron. ACW does not provide municipal water or sewage to this development. The development uses communal water and sewage provided and maintained by the developer. The BM Ross Report includes 3 Alternatives for Sewage and Water Servicing. The first 2 are invalid as Port Albert is a tertiary community, and does not receive these municipal services per the Huron County and ACW Official Plans.

- **QUESTION**...*to better align with both the Huron County and ACW Official Plans, should BM Ross include a 4th alternative to include developer supplied and maintained "Communal Sewage and Water Servicing"?* **No. Same answer as above.**

The BM Ross report proposes a 5 stage Phasing Plan for road development. Stage One projects include upgrades to Ashfield Street west of Sydenham, upgrades to the drainage outlet at the west end of Ashfield Street and a SWM Facility. Stage Five projects include unopened roads like Arthur and Colborne Streets south of Ashfield Street (Fig-14).

- **QUESTION**...*have the Bester's (or potential purchasers of their property) officially approached the township requesting road and drainage upgrades to Ashfield Street as a step towards removing zoning holds on their development land?* **No.**
- **QUESTION**...*if the Bester's development land is not an official request, what justifies a Stage One priority need, to develop Ashfield Street's road and drainage, for the current farming and cottage uses in this footprint of land?* **To address ongoing drainage issues.**
- **QUESTIONS**...*Upgrades to current unopened roads are needed before zoning holds are removed (Arthur and Colborne Streets south of Ashfield Street). These upgrades are a recommended Stage 5 priority. The same upgrades are required for the un-*

assumed portion of Ashfield Street before the zoning holds are removed. Why isn't the un-assumed portion of Ashfield Street west of Sydenham also a Stage 5 recommendation? Upgrades to Ashfield are needed to facilitate the drainage improvements and allow other unopened road allowances (Huron, Colborne, Arthur) access to a municipally-assumed road allowance.

The BM Ross report recommends retaining the American Elm tree on Ashfield Street. It also lists the remaining trees along this fence line as less sensitive. The growth along this fence line is integral to the unique character of our neighborhood. The report recommends incorporating north/south wildlife corridors in future development plans.

- **QUESTION...** The growth along this fence line is a major part of the existing north/south wildlife corridor. We need to preserve this fence line growth. Will the entire fence line corridor be retained as it currently exists? **It may be possible to retain some of the additional tree line. This will be examined more fully during the detailed design process.**



THE CORPORATION OF THE TOWNSHIP OF
ASHFIELD-COLBORNE-WAWANOSH

BY-LAW NO. 70-2011

BEING A BY-LAW TO FORMALIZE ROAD DEVELOPMENT STANDARDS

WHEREAS the Municipal Council of the Corporation of the Township of Ashfield-Colborne-Wawanosh wishes to formalize road development standards to encourage and promote the orderly expansion of new road development;

NOW THEREFORE the Council of the Corporation of the Township of Ashfield-Colborne-Wawanosh ENACTS as follows:

1. The Council of the Township of Ashfield-Colborne-Wawanosh hereby adopts two standard road cross sections as shown on Appendix 'A' and 'B' attached to this bylaw. All servicing and development of roads within the municipality shall be completed in substantial conformance to these standards.
2. For all new development which establishes new residential lots, the typical urban road cross section as shown on the attached drawing in Schedule 'A' shall be applied.
3. The typical suburban road cross section as shown on the attached drawing in Schedule 'B' shall be applied for the redevelopment of existing lands or creation of new lots where the development has an ultimate potential of five lots or less; infilling; extensions; or consents for:
 - a. Development on or accessing any existing Port Albert street, and:
 - b. TRUE second row cottage type developments.
4. Subdivision or development agreements will be required wherever one is dictated by a planning application; or where servicing or road improvements will be made on municipal property and assumed by the Township.
5. This By-Law Repeals By-Law No. 56-2007.

Read a FIRST and SECOND time this 15th day of November 2011.

Read a THIRD TIME and FINALLY PASSED this 15th day of November 2011.

Original signed by
Reeve, Ben Van Diepenbeek

FIG-1

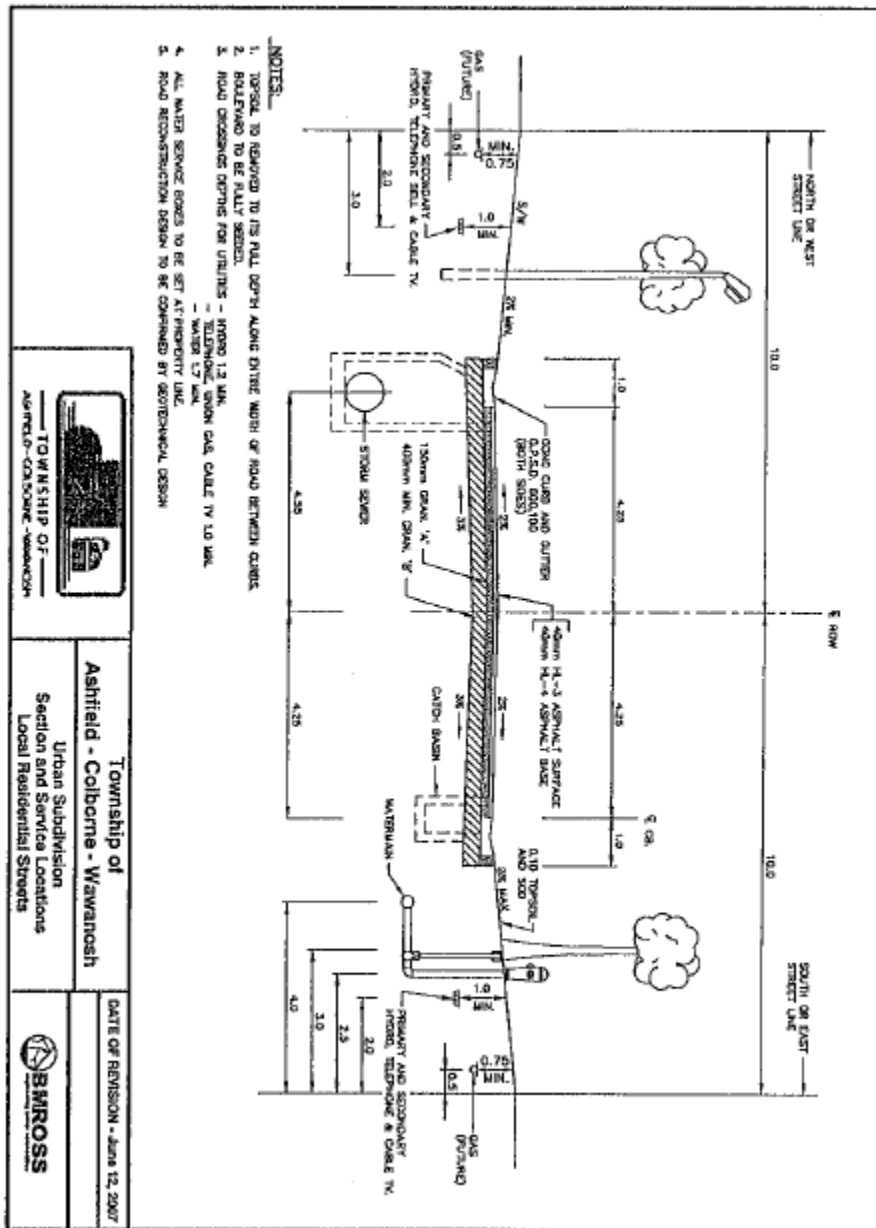


FIG-2



FIG-3



FIG-5



FIG-6

County of Huron Official Plan

APPENDIX

Table 1: Settlement Area Type Classification for Growth Allocation

Primary Settlement Areas (full services existing or required)		Secondary Settlement Areas (partial services)	Tertiary Settlement Areas (private services)			Lakeshore Residential Settlement Areas
PI	PII					
Clinton South of Clinton Exeter Goderich East of Goderich South of Goderich Seaforth South of Seaforth- Bridges Wingham North of Wingham East of Wingham	Bayfield North of Bayfield Blyth Brussels Centralia Huron Park Crediton Hensall Vanastra Zurich North of Grand Bend South of Lucknow	Belgrave Benmiller Brucefield Dashwood Egmondville Dungannon Saltford St. Joseph	Amberley Auburn Belfast Belmore Blake Bluevale Corbet Cranbrook Dublin Elimville Ethel Fordwich Gorrie Graham Survey	Greenway Harpurhey Henfryn Holmesville Hutton Heights Junctionville Kinburn Kingsbridge Kippen Kirtan Lakelet Lochalsh Londesborough Lowertown	Molesworth Mount Carmel Nile Port Albert Shipka St. Columban St. Helens Varna Walton Whitechurch Winthrop Woodham Wroxeter	Lakeshore Residential (Ashfield- Colborne-Wawanosh) Lakeshore Residential (Central Huron) Lakeshore Residential (Bluewater) Lakeshore Residential (South Huron)

Note: Table 1 is subject to change and amendments to Table 1 do not require an Official Plan Amendment. Place names are in accordance with local Official Plans.

FIG-7

Primary Settlement Areas

Primary Settlement Areas are Huron's largest urban centres, and have full, municipal water and sewer services. These areas are intended to be the primary location for growth and development in the County, and offer a full range of amenities and employment options. The County's five major towns (P1 in Appendix Table 1) are fully serviced by municipal water and sewer and provide a broad range of employment opportunities and community services. The remaining fully serviced communities (P2 in Appendix Table 1) will accommodate a smaller proportion of growth than the five major towns.

Secondary Settlement Areas

Secondary Settlement Areas include villages and hamlets with partial municipal services (water or sewer), which generally have significant populations but are less densely populated than Primary Settlement Areas. These areas are intended to accommodate a limited amount of residential growth, new community facilities and employment uses on full municipal water and sewage services or private communal water and sewage services. Limited infilling or rounding out of existing development may occur provided that the development is within the reserve sewage system capacity and reserve water system capacity; and site conditions are suitable for the long-term provision of such services. (Minister's Modification 32)

Tertiary Settlement Areas

Tertiary Settlement Areas are villages and hamlets which are serviced by individual or private communal on-site services. Development in these areas will be small-scale and limited to infilling and rounding out. These communities are intended to provide fewer opportunities for growth, a limited variety of services, and employment opportunities that are in keeping with the rural setting and character of the community.

FIG-8

The use of future development lands, open space lands and vacant residential lots in Villages and Hamlets for community gardens or private gardens is encouraged. The zoning by-law will establish provisions for community gardens and private market gardens in settlement areas.

8. Accessibility

In cooperation with the County, Ashfield-Colborne-Wawanosh will prepare and implement Accessibility Guidelines to promote universal access where appropriate for all forms of development.

9. Development Standards

The following development standards shall apply to all development in the villages and hamlets.

1. Development must be compatible with surrounding uses.
2. Most development will proceed by plan of subdivision. Infilling and small-scale development may proceed by consent based on an acceptable concept plan.
3. Natural features and functions will be protected. The design will be harmonized with natural features, including topography and woodlands.
4. Lot sizes will be sufficient to accommodate the proposed method of servicing over the long term. Where septic systems are proposed, developments will comply with the provincial groundwater protection criteria for nitrates, and lots will contain a contingency tile bed area.
5. New developments, including the opening up of new areas, will be required to connect to an existing municipal water supply or establish a new municipal water supply. Infilling and small-scale developments may be serviced by communal or individual wells where municipal water is not available. Development adjacent to serviced communities outside Ashfield-Colborne-Wawanosh will be required to connect to existing services.
6. For new developments, including the opening up of new areas, the Township may require a study on the need for a piped sewage system and treatment facility. Where full services are not required, individual septic systems may be permitted. Development adjacent to serviced communities outside Ashfield-Colborne-Wawanosh will be required to connect to existing services.
7. Water supply and sewage disposal are subject to approvals from the appropriate authority before development occurs.
8. Open space areas, natural areas and parkland will be conveyed to the municipality or owned in common by the subdivision residents. Council may accept payment in lieu of parkland where appropriate.
9. Vehicle access will be provided by a public road developed to municipal standards.
10. Adequate lot grading and drainage, and storm water management are required.
11. A development agreement will be signed and registered on title to the satisfaction of the municipality.
12. The appropriate zoning is in force.
13. Development will be considerate of Heritage, Accessibility, and Clean Air, Water, and Soil:
 - a) Heritage
 - Development and redevelopment will complement small town scale, character and historic streetscapes.
 - b) Accessibility
 - All development and redevelopment will be accessible and prevent land use barriers which restrict persons with disabilities from full participation in society in accordance with provincial legislation.
 - c) Clean Air, Water, and Soil
 - Development design will incorporate a variety of alternative modes of transportation (e.g. walking and cycling) and will consider energy efficiency and air quality with respect to building design and transportation.
 - Community energy planning is encouraged and may be pursued by the Township to assess future energy needs and options.
 - Development and redevelopment will be encouraged to consider energy efficient construction techniques and incorporate energy efficient design principles and materials (e.g. LEED and EnergyStar).
 - Prior to new development or redevelopment, contaminated sites will be restored and remediated to remove or address any adverse effects.
14. For development proposed on private communal services, hydrogeologic studies are required.
15. New developments will be limited to 5 or fewer lots or units where private on-site water and sewage are to be used.

FIG-9



PHASE 1 SOLD OUT!

PORT ALBERT, ONTARIO



Nine Mile Enterprises Inc.
Port Albert ON



Erin Wilson
SALES REPRESENTATIVE | 519-440-2032

FIG-10



June 29, 2020

Re: Landowner Information Meeting

Please accept this letter as an invitation to attend an information meeting to discuss the construction and reconstruction, including storm water drainage, of Sydenham Street South and Market Street extending from Wellington Street South to Russel Street. All landowners abutting are invited to attend.

At the May 19th Council meeting, a delegation was presented to Council regarding a proposed development to the north of the Victoria Street Drain. The report has been included for your information. Council determined that should the development proceed north of the Drain then consideration should be made to bring the road through, joining Sydenham Street South, including Market Street to Wellington Street.

As a landowner abutting the road allowances, you are invited to participate in a meeting to discuss the proposed construction of Sydenham Street South, south of Russel Street to Market Street, then Market Street to Wellington Street.

A similar project was undertaken in 2012 where Anne Street, Ashfield Street and London Road were either constructed or re-constructed and included storm water drainage. For that project, the associated costs were distributed as follows:

- The cost of the drainage was paid by the landowners (including the Township as landowner of the road)
- The cost of the road construction where the lots front onto an open Township Road was paid for by the Township
- The cost of the road construction, in addition to the drainage, was paid by the landowner where the lot fronted onto an unopen Township Road

FIG-11



FIG-12



0 ASHFIELD STREET, PORT ALBERT

Located in the highly sought after village of Port Albert, this 10 acre parcel of land consists of 20 fully approved deeded lots. Only a short walk to stairs leading to the beautiful shore of Lake Huron. This is a prime opportunity for any developer or investor. Opportunity is knocking, don't delay.... call today. See attached documentation for specific details for each lot.
(id:24750)

PRICE
\$850,000

ADDRESS
0 Ashfield Street
Port Albert, Ontario N7A3X9

Hwy 21 North from Goderich, turn left onto Ashfield St,
lots on left side.

MLS NUMBER
30823639

FIG-13

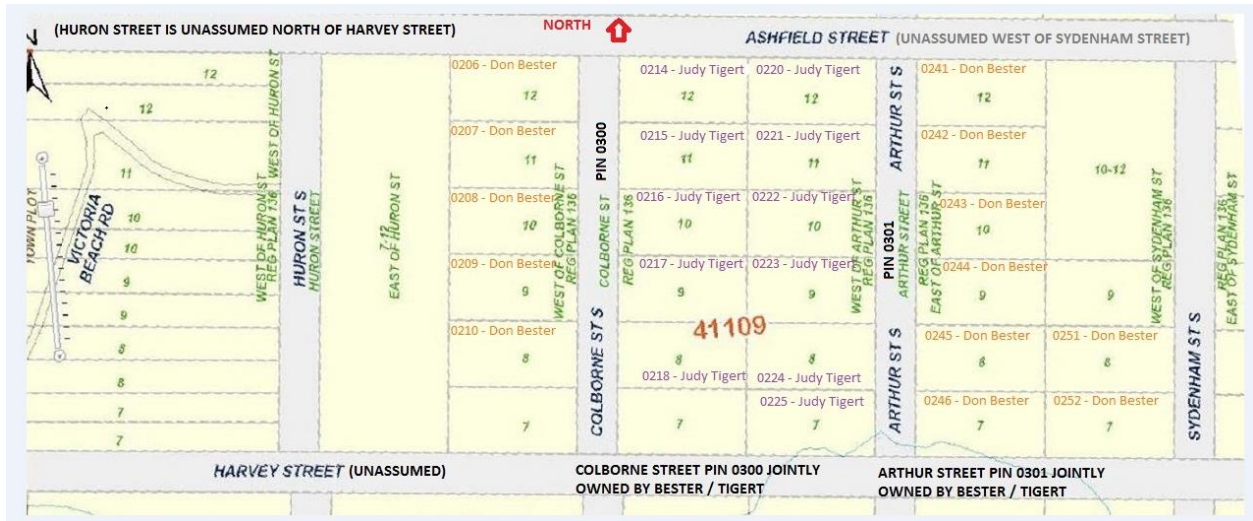


FIG-14

March 24 BM Ross presentation to Council

1. The BM Ross financial approach recommendations, changed, between the December 11, 2020 presentation to Council, and the March 24, 2021 presentation to Council. It was stated that decreases in the Township's "percentages to pay" were based on BM Ross's conversations with Township staff to determine what was fair. The financial approach was being modelled after the London Road Project.
 - Question - What was discussed in these conversations to merit Township percentage decreases and subsequent property owner percentage increases from the December 2020 recommendation?
 - Question - Was there federal or provincial monies made available during the time frame of the London Road Project, that aren't available for this current footprint of work? (eg - Federal Infrastructure money made available to municipalities due to the market crash after 2008)
2. There were three species defined as "at risk" in the December, 2020 presentation, but only 2 at risk in the March, 2021 presentation. The American Elm along the Ashfield Street corridor was recommended to be retained but the other trees along the fence line were listed as not sensitive.
 - Question – Is the Eastern Wood-pewee no longer "at risk"?
 - Question – how does re-creating a habitat for our neighborhood "species at risk", eight miles away, help preserve the unique character of our neighbourhood, and allow us to continue to enjoy this wildlife, from our own backyards?
 - Question – As the "not sensitive" trees, are part of the country lane ambiance of our neighbourhood, how can we ensure these trees be preserved along with the elm to maintain the uniqueness of our neighbourhood?
3. Stage 1 Archaeological Assessment was completed during Phase 2 of the BM Ross Master Plan. Stage 2 Archaeological Assessments will be required by developers.
 - Question – If Stage 1 is required before Stage 2, will the costs associated with the Stage 1 Assessments be downloaded to the developers?
4. The Hydrogeological Review, revealed no concerns of septic systems contaminating wells due to suitable minimal property land sizes as well as a thick layer of Port Albert clay soil. Proposed road upgrades along Ashfield, Huron, Arthur and Colborne Streets will include cement curbs, tarmac, as well as drainage to the proposed Ashfield Street Drain. I live on Sydenham Street South. My 7 year old septic system failed 22 years ago. The Ministry of the Environment ordered a complete septic replacement due to the Ministries concern that my sewage would end up contaminating the lake as a result of my clay soil, my proximity to the Port Albert Drain, and my proximity to Lake Huron.
 - Question – Will sewage from a failing septic system within any new development west of Wellington Street, still have the potential to make its way over clay soil, hardtop and drainage conduit, to Lake Huron, as was the concern by the Ministry 22 years ago?

5. Alternative 3 to “Do Nothing for Sewage and Water Servicing” is recommended by BM Ross within the footprint of their Master Plan. The presentation stated that communal services would be too expensive (\$65800 per household). I am completely supportive of Alternative 3 (Do Nothing), but for totally different reasons. The Huron County Official Plan lists Port Albert as a Tertiary community. Tertiary communities receive no municipal services like water and sewage. The ACW Official Plan lists communal services as private (not municipal). The ACW Official Plan states that developments are restricted to 5 lots when local (household) water and septic are to be used. Developments with the potential greater than 5 lots will supply and maintain private communal water and sewage. A development at the corner of Wellington and Russell Streets has a potential of greater than 5 lots, as does the developable land south of Ashfield and west of Sydenham Street South. Developer supplied and maintained communal services will have ongoing oversight by Huron County or the province. No impact on ACW resources or ACW funds would be required to ensure water and sewage quality, and its subsequent effect on the lake. A septic inspection program could help address any septic concerns for current property owners, outside of the new developments. The developer of the 400 house lakeside development within ACW boundaries (The Bluffs – north of Goderich), supplies and maintains communal water and sewage services to their community. The neighbours of this lakeside community benefit from the county / provincial government oversight, testing and inspection of these developer supplied communal services. This helps ensure negative impact to the surrounding neighbourhoods are kept to a minimum and that costs associated to any problems are the responsibility of the developer.
- Question - Does Alternative 3 mean that municipally supplied (not communal) services, like water and sewage, would have cost \$65800 per household, and BM Ross is recommending that ACW not supply these municipal services?
 - Question - Will future developments, within the Master Plan footprint, that have the potential greater than 5 lots, be required to supply and maintain private communal (not municipal) water and sewage to their developments, as directed in the ACW Official Plan?
 - Question - Would developer supplied and maintained communal water and sewage help alleviate any threat of sewage from these new developments ending up in Lake Huron?
 - Question – As a lakeside community, would the Port Albert neighbours of new developments, greater than 5 lots, within its community, benefit, similarly, as the neighbours of The Bluffs?
6. The SWM pond is estimated to cost \$493000 and take up 1.5 acres. One third acre lots on Anne Street were listed for \$130000. Local real estate is currently selling over asking prices. Lots closer to the lake sell for higher prices than those closer to Highway 21. Other than the Russell Street development, currently no developer has officially approached ACW to request development within Port Albert.
- Question – will ACW be purchasing the land required for the SWM ponds?
 - Question – Does the \$493000 estimate also include the purchase price of 3 half acre lots that are second row from the lake?

- Question – If SWM ponds will help alleviate the drainage issues in Port Albert, shouldn't ACW's first priority be to build huge SWM ponds east of Highway 21, so that the storm water problem doesn't get to Port Albert, thus relieving Port Albert residents from the financial burden of resolving an issue not originating in Port Albert?
 - Question – If the Port Albert Drain is currently a major erosion concern to the residents whose properties drain there, shouldn't ACW put a high priority on the repair of this drain before creating any new drainage (Ashfield Street Drain), that, primarily benefits future land developers, but financially subsidised by all affected landowners?
7. The land that will become Arthur and Colborne Streets, south of Ashfield Street, is currently developer owned. Prior to removing the holding symbols from the lots along these streets, ACW requires the developer to upgrade these streets to municipal standards. The developer will assume 100% of the costs of the roads and drainage upgrades.
- Question – Does the developer give (or gift) ACW these developed streets or does ACW purchase these developed streets from the developer?
 - Question – If ACW pays the developer for this property, was this budgeted for...and how are the payment percentages allocated?
 - Question – If ACW purchases these streets, has the developer really assumed 100% of the costs, or in a roundabout way, will these costs be downloaded to the ratepayers?
8. BM Ross is recommending adding a charge to 25 properties on Sydenham Street South and Wellington Street South as they drain into the Port Albert Drain. In 2017, Burnside Engineering provided ACW with a report on the Port Albert Municipal Drain. This report outlined the percentages that property owners would pay if any work was done on the Port Albert Drain. I believe I paid over \$900 for my share of producing this engineering report.
- Question – If these 25 properties pay the charge recommended by BM Ross, does that exempt them from paying the percentage amounts that Burnside prescribed?
 - Question – Do these properties receive reimbursement for their cost of the Burnside report if they no longer fall under its jurisdiction?
 - Question – Is this charge only for the portion of the proposed road upgrades that will drain into the Port Albert Drain?
 - Question – How do you measure the increase of water volume that will go into the Port Albert Drain based on the new road work upgrades?
 - Question – As these roads are currently paved, ditched, and drain to the Port Albert Drain, how will any infrastructure work done to these roads have an effect of increased water volume to the Port Albert Drain?
 - Question - Does the footprint of the Port Albert Drain end at Lake Huron or does it end at the concrete drainage steps at the intersection of Arthur and Harvey Streets?
 - Question – If the Port Albert Drain ends at the drainage steps, how does the water drain to the lake with no properly maintained and eroding outlet to the lake?

9. Throughout the BM Ross 2 hour presentation, I understood that the primary problem facing Port Albert, within the footprint of the BM Ross report was a drainage issue. Most, if not all of the proposed infrastructure work was somehow related to improving drainage in this footprint. When Council was summing up the presentation, I noticed a marked change in the message Council was relaying. The message shifted quite clearly from drainage, to land development and developer enticement. “If you build it, they will come” was repeated several times. The summary discussion was not about drainage or roads, but about advertising for developers. The Council members that expressed an opinion appeared quite excited about Huron County Planning Department’s phone ringing off the wall, on a daily basis, with land speculators inquiring about development opportunities along Lake Huron. I believe the haste of some members of Council, to develop Port Albert, has clouded how they see the reality of what current Port Albert residents want for the future of our community. This Council cheerleading was also present during the first public meeting in the church basement in 2019. The backlash by residents was apparent at the meeting in 2019 and hasn’t subsided going into 2021. Council continues with a message that I believe is in clear contrast to the wishes of the residents of our community. I enjoy watching my neighbourhood’s diverse wildlife from my backyard. It backs onto quiet farmland. Soon it will be a sea of rooftops, lights and noise. I won’t have my family as neighbors as development will ensure that that’s cost prohibitive. Neighbours with 150 year histories in Port Albert, will have to face the realities of having to sell major portions of their property to land developers, due to ACW’s proposed road and drainage costs. The neighbours that choose to stay in Port Albert will get to pay for these unwanted infrastructure upgrades on their property taxes for the next 10 years. The wildlife that I use to enjoy from my backyard, will be “moved” by the stroke of a pen, to some location “designated” for developer wildlife credits. The only person I know in Port Albert, saying the same quote as some Councillors, “build it, they will come”, owned the development property directly west of my property. In my opinion, this property clearly is the prime benefiter of the high priority Ashfield Street and Ashfield Drainage projects proposed by Council.

- Question – If developers are lining up for opportunities to develop Port Albert, should ACW consider a developer fee that would significantly offset the infrastructure upgrade costs to the surrounding property owners?
- Question – Prior to the April public meeting, should all Councillors do more to communicate firsthand with Port Albert ratepayers, residing in the footprint of the BM Ross report, so that they will be better prepared with answers to the many questions that will arise during the 2 hour time frame allotted for April’s public presentation?
- Question – BM Ross stated that once Council passes the Master Plan, it can’t be repealed. Does this mean that ratepayers have no appeal options available to them (LPAT etc) if they disagree with Council on any of the proposals within the Master Plan?

RR3 Station Main

Goderich, ON
N7A 3X9

March 29, 2021

re: Infrastructure, Owners, Beneficiaries

Ashfield-Colborne-Wawanosh Council,
Ashfield-Colborne-Wawanosh Staff
Township of Ashfield-Colborne-Wawanosh
82133 Council Line
R.R.#5
Goderich, Ontario
N7A 3Y2
Tel: (519) 524-4669

cc: Honourable Lisa Thompson, MPP Huron-Bruce; Honourable Ben Lobb, MP Huron-Bruce; Kelly Vader;
Dale Erb

Dear Voted Representatives, Hired Representatives and Acclaimed Members,

I would like to start by noting however you came to represent the ratepayers, that you are representing the ratepayers. At the end of the presentation from BM Ross and Associates on March 24, 2021 it was becoming more obvious that you were not representing the ratepayers but working instead of the ratepayers. You were showing a position of Developer Agents and not members of Ashfield-Colborne-Wawanosh Ratepayers' Council and Staff.

The presentation was specifically to identify the information presented for the Master Plan. Later in the presentation a member on the table stated "It has been said on many different occasions, build and they will come." This changed the meeting to a developer's theme.

Is our Council working as agents for developers? The costs associated with the Master Plan provide a huge parcel of funding by the ratepayers for the development of Port Albert. This includes ratepayers providing funding to create/improve the infrastructure for personal property developers. This public funding is only causing stress and unnecessary expense to the ratepayers for individual developers and the Township of Ashfield-Colborne-Wawanosh to benefit financially.

Presently, there is one active development underway in Port Albert. This development is eighteen (18) building lots at the Wellington Street and Russel Street corner in Port Albert. The developers are [REDACTED] Enterprise Inc. The development requires **NEW** additions for drainage on the development of this land. The majority of this infrastructure investment will benefit the developers Nine Mile Enterprise Inc. as their land sales will be able to move forward with housing development and the funding is involuntarily being taken from the ratepayers. Has [REDACTED] Inc. Developers approached the proposed funding partners (ratepayers AND the Township of Ashfield-Colborne-Wawanosh) to discuss their profit sharing terms in creating the necessary infrastructure to continue their development?

A second development potential is located south of Ashfield Street, west of Sydenham St. S, north of Harvey Street and east of Huron Street and includes twenty (20) fully deeded building lots. This property is privately owned. The potential of development is requiring the VR1-H to be lifted. BM Ross states in its Master Plan for Future Development Lands that "Upgrades to Existing Infrastructure are needed to facilitate development of **Vacant Development** lands in Port Albert (most currently in a holding zone)." "In the area VR1-H no development is permitted until the needed municipal services such as a public road or drainage have been provided. The Holding Zone-H may be removed when these services are available or **will be provided by**

the developer to the satisfaction of the Township". The property requiring the major infrastructure is personally owned. Again, I ask, has the Township of Ashfield-Colborne-Wawanosh become agents for developers? Privately owned property and the township is proposing that ratepayers personally pay to allow the owner of the property to benefit financially at the investment of the ratepayers. The infrastructure is required and should "**be provided by the developer to the satisfaction of the Township**". Has the Owner/Developer approached the proposed funding partners (ratepayers) to discuss their profit sharing terms in creating the necessary infrastructure to continue their development?

The BM Ross Master Plan is pooled into "one" plan, but appears to be addressing many different plans involving one positive outcome; proper drainage of Port Albert. A unified plan for proper drainage is necessary to have the Port Albert Community continue to work as partners with the positive maintenance of environment.

Street upgrades and drainage to existing outlets that are working for the current residents as of the time of the August 22, 2017, R.J. Burnside and Associates Limited "Engineer's Report – Port Albert Municipal Drain 2017" (date filed with the Township of Ashfield-Colborne-Wawanosh).

- a. Funding schedules and tables were provided in this report.
- b. Residents paid for this report.
- c. October 12, 2017 "Council is of the opinion that the new maintenance and repair schedules in the Report are desirable."
- d. All residents in the prospective areas provide funding as outlined in provincial funding models.

Developer Infrastructure for drainage to move forward with their developments.

- a. Developer funded.
- b. Ratepayers are not being compensated for their proposed expenses to these costs.
- c. Developer is able to sell the land and personally profit with their investment.
- d. Ratepayers are not developers.

Township of Ashfield-Colborne-Wawanosh (ACW) acting as Developer Agents

- a. ACW Council blurring the line between working **FOR** the current ratepayers and **INSTEAD OF** the current ratepayers.

The following information is a segment taken from the website,

<https://www.investopedia.com/terms/i/infrastructure.asp> and summarizes a few points about infrastructure. I have underlined one key takeaway for my letter.

KEY TAKEAWAYS

- ▶ Infrastructure are the basic systems that undergird the structure of the economy.
- ▶ Examples of infrastructure include transportation facilities, telecommunications networks, and water supplies.
- ▶ Large scale infrastructure is usually produced by the public sector or publicly regulated monopolies, but at smaller scales infrastructure can often be produced by private firms or through local collective action.
- ▶ **As an investment, infrastructure tends to be less volatile than some other asset classes and is sometimes sought as an investment.**



The developers, [REDACTED] Inc. and [REDACTED] purchased their development properties as investments. These investments came with infrastructure requirements to take better advantage of their investments. Development Investors need to take personal responsibility for their investments. These developers chose to invest in development land instead of the stock markets or other investment opportunities and need to take personal responsible for their gains/losses. These investment risks are the developers choices. Please note that BM Ross referred to these properties as Vacant Development.

The ratepayers should not be responsible for the infrastructure providing financial benefit to developers and their agents.

Best Regards;

[REDACTED]

Comments/Questions/Objections for BM Ross
with respect to the Township of Ashfield-Colborne-Wawanosh
Servicing Master Plan - Community of Port Albert

We privately own  Huron Street South in Port Albert, described as Lots 1A, 1B, 21A and 21B as shown on Slide 25 of BM Ross' presentation of 24 March 2021, and we are co-owners of the adjacent 17 acre family farm. On Lot 21A is our Seasonal cottage ( Huron Street South); Lot 21B is vacant land which we maintain, and Lots 1A and 1B are farmed in conjunction with the family farm.

Dale Erb and Kelly Vader visited with us at the very preliminary stage of their work, and much has changed since that time.

We have attended the recent ACW Council meetings held on 11 December 2020 and 24 March 2021, as well as a previous in-person public meetings, as we have been able.

At this point, we have several comments which we feel are important for BM Ross to be aware of, as well as questions and objections with respect to the proposal, all of which are detailed below:

- Lots 1A and 1B are farmed in conjunction with the other portion of our co-owned family farmland, and it is our intention that this land will always remain farmed and therefore no access to the property is required, and these lots should not be allocated to contribute to the Ashfield Street project
- A few short years ago we made inquiries about renovating our Seasonal cottage to make it a year-round destination and we were advised by the Township that we would personally have to bear the cost of bringing Ashfield Street and Huron Street South up to municipal standards all the way to our cottage; of course, the costs were prohibitive for us, so we have invested our savings in facelifting our Seasonal cottage. Bringing these roads up to standard now is of no benefit to us and expecting us to contribute financially, extremely unfair!!
- Lot 21A fronts onto Huron Street South, which we absolutely do not wish to have assumed or brought up to standard
- Lot 21B does not front on Ashfield Street, it fronts on Huron Street South and abuts the road allowance that goes over the bank to the beach; it should not be included in properties that are allocated to contribute to the Ashfield Street project

- If the upgrade of Ashfield Street does go ahead, despite the significant community objection, it does not appear that there is significant room on the Ashfield Street road allowance to allow traffic passage during construction; How will those of us who use Ashfield Street to access our properties do so? This needs to be made known in print prior to approval of this proposal.
- Why is the portion of Crown land between our lots and the beach divided into lots, when the Crown land further north is not? What is the purpose of indicating lots on any Crown land?
- At the 11 December 2020 Council meeting, the concept of stormceptors that were used in the drainage upgrade of London Road and which were clearly recommended by BM Ross as the preferred method for cleaning the water before it goes into the lake for this proposal, were not consistently mentioned in the presentation at the 24 March 2021 Council meeting. Why is that?
- Also, why did BM Ross not recommend stormceptors for all 4 drains in the project study area?
- At the 11 December 2020 Council meeting BM Ross estimated the costs of the Ashfield Street construction/Ashfield Drain Outlet/SWM was \$2,350,00 and the same work was estimated at the 24 March 2021 meeting as \$3,031,600; what caused the increase?
- A professional drainage system for Lots 21A and 21B was installed in 1982 (we have the receipts to show if you need to see them); there has been no erosion of the bank in front of these lots since 1978 and there is no ponding on the properties; there is no reason these lots should be required to access a new Ashfield outlet. In addition, the SWM pond is approximately 400' east of these lots and any drainage water would have to be forced east to the pond, only to have to return west to the drain. Also, why are Lots 21A and 21B allocated to contribute to the cost of the Ashfield outlet when Lots 10F, 15A, 15B, 16, 17, 18, 19, 20A, 20B and 23-32 are not? We contend that none of these lots should be allocated to contribute to the cost of the Ashfield outlet. Please explain or confirm these lots will be removed from this allocation.

- In the December 2020 BM Ross presentation to Council, the cost division for the new storm drainage outlet at the bottom of Ashfield Street or the pond/stormsceptor was to be borne 66% by the Township and 33% by Residents (less \$5,000); in the March 2021 BM Ross presentation to Council, the cost division for the new storm drainage outlet at the bottom of Ashfield Street or the pond/stormsceptor was changed to 50% by the Township and 50% by Residents (less \$5,000) ~ what is the rationale for this change which increases the financial burden on the residents, many of whom have been forced to be Seasonal because of the Township requirements?
- Furthermore, Ashfield Street was created and has always been maintained financially and physically by those who use it, without any assistance from the Township; initially by our family since their land acquisition from the Crown in the 1800s and more recently by all the Seasonal property owners that access it, and the northern section of Huron Street South was created and maintained physically and financially by my family who have cottages along this street without any assistance from the Township ; there is no benefit to us to have either Ashfield Street or Huron Street South assumed or brought up to standard. We are Seasonal residents, with Seasonal cottages, who were denied by the Township the ability to create year-round dwellings and have now invested their savings to upgrade their Seasonal dwellings.
- In the December 2020 BM Ross presentation to Council, the cost division for the upgrade of unassumed roads, such as Ashfield Street or Huron Street was to be borne 75% by the Township and 25% by Residents (less \$5,000); in the March 2021 BM Ross presentation to Council, the cost division for the upgrade of unassumed roads, such as Ashfield Street or Huron Street was changed to 50% by the Residents that front onto Ashfield Street, 1/3 by Residents that access Ashfield Street and the remainder to be paid by the Township ~ what is the rationale for this change which increases the financial burden on the residents, many of whom have been forced to be Seasonal because of the Township requirements?
- As it was mentioned at the 11 December 2020 Council meeting, that \$65,000+ was thought to be too much for individual property owners to bear for services for a property at the corner of Wellington and Russell Streets, how can it be reasonable to expect our families on Huron Street to each pay over \$100,000 plus interest towards the various costs of the proposal?

- According to the proposal, the costs that have been allocated - \$152, 623 - to our two Seasonal and two farm lots are exponential, unreasonable, and intolerable, and no matter how lengthy the financial payment plan, they are unmanageable. At the 11 December 2020 Council meeting mention was made that properties such as ours that would suffer such extreme financial burdens would be dealt with separately to alleviate such financial burdens; there is nothing in the tables in the presentation made on 24 March 2021 to indicate any financial relief. If this proposal is to go ahead, we need the plan to deal with our properties included in print, prior to approval of the proposal. What are the plans in this regard?
- If an improved access is created to the beach at the foot of Ashfield Street, what will this beach access look like? This information needs to be included as part of the proposal.
- If an improved access is created to the beach at the foot of Ashfield Street, the idea of "if you build it, they will come" no doubt will prove true and accommodations will need to be made, but we don't see any plans for, increased parking, garbage clean up, safe water testing and washroom facilities, etc. As it is, although most people are respectful, a timely inspection of the bush just around the public beach access will show that lack of washroom facilities is already a problem, and when Goderich beach is closed, and often on long weekends especially, we find many cars parked at the top of the hill, around the dumpster, edging onto our property and in the ditches. Plans to deal with these important issues, need to be included in print prior to approval of the proposal. What are the plans in this regard?
- Also, we understand the basis used for allocating who would be required to contribute to the proposed upgrade of Ashfield Street is that those of us who use it for access to our properties should contribute. What about the many locals who will use it to access the new, improved beach access on the road allowance at the foot of Ashfield Street? It would seem that the upgrade of Ashfield Street and the proposed improved beach access would be an asset to the enhancement of all the Village of Port Albert, not just the few select, Seasonal cottage owners. To allocate the expenses fairly, it would seem that this should be taken into consideration. Will this be taken into consideration and acted on?

- Why is the Community of Port Albert portion of the Township of Ashfield-Colborne-Wawanosh Service Master Plan this select small, outlying portion of the Village of Port Albert when there are many other access roads with adjacent farmland that are not up to municipal standards within the Village? At Council meetings it has been stated that the upgrade to London Road solved many basement flooding issues. This cannot be the case on Ashfield or Huron Streets. Using the precedent of the upgrade of London Road to urban standards to upgrade other roads within Port Albert to urban standards is inappropriate. It is clear the proposal is to facilitate/ease development, and we contend that the costs should not be borne by existing, Seasonal residents, who were previously not given any assistance, support or concessions by the Township. **As stated in the County of Huron Growth Planning Best Practices Guide dated 25 November 2020, prepared by BM Ross & Associates at Paragraph 2.0 Growth Planning and Development “It is expected that ‘development pay for development’ and potential developers should do the requisite cost and benefit analysis prior to investing their time and money into a potential development proposal”.** If the proposal is to go ahead, all aspects of the proposal and the resulting financial burden should be implemented as legislatively required by the developers and THE CORRESPONDING COSTS DIRECTLY ALLOCATED TO SAID DEVELOPERS, NOT PLACED ON THE BACKS AND BANK ACCOUNTS OF CURRENT SEASONAL RESIDENTS.

7 April 2021

~~REDACTED~~

April 7, 2021

Township of
Ashfield-Colborne-Wawanosh
Servicing Master Plan

We privately own lots indicated as **17, 14A and 14B** as shown on Slide 25 of BM Ross' presentation of 24 March 2021.

On Lot **17** has two bunkies; which we **DO NOT HAVE HYDRO OR WATER.** address  Huron Street South.

Lots 14A and 14B are farmed in conjunction with the other portion of our co-owned family farmland, and it is our intention that this land will always remain farmed and therefore no access to the property is required, and these lots should not be allocated to contribute to the Ashfield Street project.

Furthermore, Ashfield Street was created and has always been maintained financially and physically by those who use it, without any assistance from the Township; initially by our family since their land acquisition from the Crown in the 1800s and more recently by all the seasonal property owners that access it, and the northern section of Huron Street South was created and maintained physically and financially by my family who have cottages along this street without any assistance from the Township ; there is no benefit to us to have either Ashfield Street or Huron Street South assumed or brought up to standard. We are seasonal residents, with seasonal cottages.

According to the proposal, the costs that have been allocated - **\$122,275 FOR A SMALL PIECE OF LAND WITH BUNKIES; WHICH IS A TAD HIGHER THAN TENT CAMPING AND TWO FARM LOTS** are **exponential, unreasonable, and intolerable**, and no matter how lengthy the financial payment plan, they are **unmanageable**. At the 11 December 2020 Council meeting mention was made that properties such as ours that would suffer such extreme financial burdens would be dealt with separately to alleviate such financial burdens; there is nothing in the tables in the presentation made on 24 March to indicate any financial relief. We need the plan to deal with our properties put in print. What are the plans in this regard?

Also, we understand the basis used for allocating who would be required to contribute to the upgrade of Ashfield Street is that those of us who use it for access to our properties should contribute. What about the many locals who will use it to access the new, improved beach access on the road allowance at the foot of Ashfield Street? It would seem that the upgrade of Ashfield Street and the improved beach access would be an asset to the enhancement of all the Village of Port Albert, not just the few select, seasonal cottage owners. To allocate the expenses fairly, it would seem that this should be taken into consideration. Will this be taken into consideration and acted on?

Why is the Community of Port Albert portion of the Township of Ashfield-Colborne-Wawanosh Service Master Plan this select small, outlying portion of the Village of Port Albert when there are many other access roads with adjacent farmland that are not up to municipal standards within the Village? If it is primarily to accommodate possible development, which is what it definitely appears, the costs should not be borne by existing, seasonal residents, who were previously not given any assistance, support or concessions by the Township. As stated in the County of Huron Growth Planning Best Practices Guide

Think of the millions of dollars (12, according to the information given to us) that will be saved if you deny the ACW Servicing Master Plan. As for the residents who live in this small town, they, too, cherish the ways of simple country life. Please consider their choice to reside in this magnificent oasis as well, if you will.

This proposal has subtly attempted to pass without the consideration of your taxpayers, and voters. We suspect residents of the village are unaware of the impending costs will be to us all. We feel bullied and will NOT be coerced into paying for what is neither wanted nor welcomed!!

We thank you for your time and plead that you will consider our thoughts and concerns in this pressing matter.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

April 7, 2021

BM Ross: K. Vader, D. Erb
 ACW Council Members: J. Miltenburg, G. Fisher, B. Vanstone, A. Snobelen, W. Forster
 Clerks: Mark Beck, Florence Witherspoon
 CBO: Brett Pollock
 Superintendent: Brian Van osch
 Mayor Glen McNeil
 Deputy Mayor Roger Watt
 MP: B. Lobb, L. Thompson
 Planner: Celina Whaling-Rae

Dear Leaders and Planners:

RE: Proposal from BM Ross for the ACW and Community of Port Albert Servicing Master Plan

I am the owner, along with my three daughters, of **18 Huron Street South in Port Albert**. I was gifted this property that has been passed down from my Grandmother **[REDACTED]** to me. I reside in Hamilton, Ontario and enjoy my childhood property with my husband, children, grandchildren, and great children during the six months of beautiful weather. Myself and my family have attended the December 11, 2020 and March 24, 2021 ACW Council zoom meetings and have reviewed both proposals from BM Ross regarding the upcoming Port Albert **Master Plan**. I will be joining the public meeting/presentation at the end of April 2021 and wanted to provide this feedback prior to the public meeting and for consideration before the plan is brought to council for approval.

I do understand that the vision of a Master Plan is to **benefit the needs of current and future residents** and do appreciate the time and skill of BM Ross and the ACW council in preparing the proposal. While I support parts of the noted upgrades, I need to express and put on record, that **do I oppose other parts, most understandably, the finance** required to complete the projects most notably 1B and Phase 3. I would like to start with a summary of **my personal estimated** costs so that the Mayor and the Council can begin to understand and consider my expressions respectfully.

Street Address of Cottage Principal Property

[REDACTED] S. (Plan 136 Lot 17 Lot 18 W of Huron Street and Plan 136 Lot 17 Lot 18E of Huron Street)

BM Ross Identification of the Same Property Noted Above



Roll Number	Prop. ID	Ashfield St.	Ashfield Storm Outlet	Huron St.	Total
407064002204648	12A	\$7,226	\$8,649	\$21,113	\$36,988
407064002204648	12B	\$7,257	\$8,647	\$21,577	\$37,481
407064002204670	19	\$8,517		\$37,690	\$46,207
407064002204696	22A	\$8,868			\$8,868
407064002204696	22B	\$8,836			<u>\$8,836</u>
					\$138,380
*Family Joint Crown Property (Our share of co-owned)					<u>\$ 84, 194</u>

GRAND TOTAL FOR [REDACTED] FAMILY **\$222,574**

*Family Joint Crown Property - We are co-owners (5) of our family-owned farm property which is shown on Slide 25/Ashfield Outlet map, of BM Ross' 24 March presentation as lots

2A, 2B, 2C, 2D, 3A, 3B, 3C, 3D, 3E, 3F, 3G, 3H, 4A, 4B, 4C, 4D, 33A, 33B, 33C, 33D and on Slide 23/Victoria Drain Watershed map as lots 65, 66, 67, 68, 80A, 80B, 80C, 80D, 80E, 80F, 80G, 80H, 80I,

Total \$420,972

2A	3A	3E	4A	80A	80F
2B	3B	3F	4B	80B	80G
2C	3C	3G	4C	80C	80H
2D	3D	3H	4D	80D	80I
				80E	81A
					81B

AGREE

I do agree that we should contribute to the cost of the Ashfield Road Upgrade project **within means** as noted above. We also agree that we should contribute to the **SWM within means** as noted above.

I also appreciate the notes to preserve the birds, the trees along Ashfield, as well as the wildlife corridor.

OPPOSE

Phase 1B – Ashfield/Outlet/SWM

It is proposed that properties using Ashfield Street as an access road to pay 1/3 of road construction costs. I feel this needs to be recalculated **if public beach access** will be granted at the end of the street as all residents and residents/visitors from surrounding areas will be accessing Ashfield to get there and not just the owners who have occasional use during the six months of the year.

We would like to express and record that the residents have the percentage lowered of the road construction costs.

We would like to express and record that the co-ownership **joint family properties mentioned above be removed entirely from the Ashfield Road Project as these are not separate residents** accessing the properties but rather already covered under the main principal property in our case Property ID 19. Our other ID 12A and 12B is farmed property. Specifically, please consider removing Ashfield Road Project expenses for unaccessed joint property (2A, 2B, 2C, 2D, 3A, 3B, 3C, 3D, 3E, 3F, 3G, 3H, 4A, 4B, 4C, 4D, 33A, 33B, 33C, 33D and on Slide 23/Victoria Drain Watershed map as lots 65, 66, 67, 68, 80A, 80B, 80C, 80D, 80E, 80F, 80G, 80H, 80I)

Phase 3 – Reconstruction of Huron Street South

In the December 11 meeting, it was noted that Huron Street was **not part of the original planning** but rather was perhaps being considered as a “few” inquiries had been made over the past years. A few out of the majority, does not constitute including this cottage access road into the overall master plan to municipal standards. It is historically noted that these roads typically do not get upgraded to municipal standards due to the prohibitive cost to the residents. It is clear that there has been a more than substantial hike in fees when it is being compared to the London Road upgrade which were all four season, residential lots, and not seasonal lots that are accessed for six months of the year.

We also note that our chosen “season” allocation has been automatically upgraded to medium residential for hydro and tax purposes without any input from us. We accept this as we are reasonable owners but do note it was not communicated or within consultation.

We wish to express and place on record that **we are opposed to the upgrading and cost to Huron Street South** due to no planned development by the majority of the owners and **the hardship of the high cost** which does not provide any benefit other than a paved surface. The current owners along Huron Street have shown respect and proper upkeep at their own expense by maintaining the stone surface, grass cutting on either side, and allowing right of way for many years.

PROPERTY AFFECTS

We do understand and agree to the upgrades required for the development of new parcels for the village, yet it will **financially cripple** many if not all family members along Huron Street South including myself/my family. Port Albert is such a community hamlet that we enjoy and contribute to surrounding areas from Grand Bend to Sauble Beach during our time in Port Albert, but those monies may no longer be possible.

Our family has enjoyed and taken good care of our property since the 1800's. There is no planned development and would like to have the **Huron Road upgrade removed** or by majority vote due to the Possessory factor in the Municipal act.

We also understand that with increased sprawl in the village and along the lake bank, we will be faced with increased foot and car traffic, potential for increased danger of the steep embankment, strangers on our properties, vandalism, etc. but respect and welcome new residents. **Community visioning is part of an effective Master Plan, is it our vision to create unwanted behaviours that comes with sprawl to a water access area?** At a time when we are in an affordable housing crisis and townships like Ashfield, Dungannon, and Lucknow need the development, need the job creation, revitalizing, not Port Albert. The council should be **promoting those underdeveloped and hardship townships** to the developers with minutes to water/beach access through the Public Beach.

Our joint family members along Huron Street will also be submitting feedback that we have provided input into as well. I would like to know the timelines and what allocations are being made for us to **access our property during** the first few phases involving Ashfield Street?

Lastly, I can understand not charging development fees in an area that already has upgraded roads and hydro, however, to have the surrounding neighbours pay for the upgrades that will benefit the developer more than the residents is unacceptable. I do not feel that we have basing our feedback/questions on misinformation or miscommunication but rather fact.

I will appreciate everyone hearing our family's concerns and that our oppositions be seriously considered as you would if it were your family being asked to pay these **crippling costs (\$222, 574)** especially during a global crisis when all come to Port Albert for peace of mind, relaxation, supporting small business, and spending time with family. Our family has faced job loss due to Covid and to reconsider/postpone some parts of the Master Plan is fiscally and community responsible.

Respectfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Phone: [REDACTED] on land line [REDACTED]

Email: [REDACTED]

To the attention of:

Mayor Glen McNeil
Deputy Mayor Roger Watt
Councillor Gloria Fisher
Councillor Wayne Forster
Councillor Jennifer Mittenberg
Councillor Anita Snobelen
Councillor Bill Vanstone
Florence Witherspoon, Clerk
Dale Erb, BM Ross
Kelly Vader, BM Ross

From:

Re. Port Albert Servicing Master Plan

Background

We have owned the 75 Victoria Beach Road property since 2001. On this property sits a simple summer cottage, located "down the bank" as some refer to it and overlooking the lake. Our summer season annually starts when the risk of frost has passed, typically in May, and ends with frost typically in October. We shut down the cottage and do not stay at the property through the other colder months as the cottage is wholly unsuited for cold weather.

As the Servicing Master Plan currently focuses on drainage and road reconstruction, we will offer background comments on those aspects. Drainage at 75 Victoria Beach Road has not been a problem historically; gravity pulls any rain/snow melt directly west to Lake Huron. The unassumed roads of Ashfield St, Huron St and Victoria Beach Road have been maintained by the group of cottagers along this section of the shore (18 owners of existing cottages in total). The group has paid to have Ashfield St graded in the spring, for summer usage. For reference, in 2020 this grading cost each of the 18 owners \$25 each - and this amount is typical for a given year. Several of us voluntarily cut the grass/weeds along Huron St during the summer and normally Victoria Beach Road requires no maintenance, providing vehicle access down the hill to our cottage. Over our 20 years of ownership, these 3 simple roads have been completely adequate for ourselves, guests, and service contractors.

We have no plans to build a 4 season structure. We enjoy the property as is and there is no way that Victoria Beach Road "down the bank" could accommodate 4 season access. For example, to rebuild the narrow, steep Victoria Beach Road would be ridiculously expensive and ineffective, and there is not enough space for a snow plow etc. Therefore, our summer cottage will always be that - not a 4 season property, regardless of the potential reconstruction of Ashfield St and Huron St.

So given our preference, we enjoy our summer cottage and community as is and we would be very pleased just to continue with things as they are.

Servicing Master Plan

Concerning our involvement with the Servicing Master Plan, Larry attended the July 21/19 Council Meeting, the Sept 7/19 Information Session at the Port Albert church and listened to Council's zoom meetings from December 11/20 and March 24/21. Following the latest March 24 council meeting, Larry spoke with Deputy Mayor Watt and subsequently with Kelly Vader of B.M. Ross.

Generally, during the above referenced meetings, we noticed that the growing message of the mayor, deputy mayor and councillors has been "build it and they will come" and "everyone benefits". And in recent zoom meetings it seems that the potential reaction of developers to costs has been a key point of discussion and on the opposite spectrum, little/no discussion has been around the impacts to existing cottager group, including costs.

Trying to be objective, we could see that our benefit from this Servicing Master Plan is that road grading would no longer be our task to arrange and directly pay a negligible amount for it. Once assumed, the Township would look after reconstructed road maintenance. So for us, the inconvenience of organizing road grading would be a minor benefit. However, the benefit, as measured by cost allocation in the proposed Servicing Master Plan, is seen as substantial and unreasonable in our opinion.

At the most recent March 24/21 presentation, our property ID'd #30, was allocated \$7800 for Ashfield St road reconstruction and \$13,300 for Huron St road reconstruction - approximately \$21,000 in total. Interestingly, in the December 11/20 meeting, the proposed cost allocations to us were much, much less.

We understand the potential development south of Ashfield St is 4 season residences, full time occupancy, and therefore they require road access to match. But we do not require such access. So why should we subsidize the costs for reconstructed roads necessary for the proposed development?

Post March 24/21 contact

After the March 24 meeting, Larry spoke to Deputy Mayor Watt to clarify our "down the bank "cottage situation and the current cost allocations. From our perspective the discussion was positive. It included consideration that our cottage fronts on the lake and backs on Victoria Beach Road and is used in the warmer months only. An 8 month versus 12 month weighting concept to cost allocations was discussed, to give consideration to seasonal usage. The Deputy Mayor suggested I contact Kelly Vader/BM Ross with that idea. Thereafter, Kelly and Larry talked about that weighted 6 months versus 12 months allocation consideration (which Kelly advised had not been considered to date) and we also talked a lot about the cottage area in general and the upcoming process regarding the public meeting, feedback period thereafter, and council approval.

Overall, we were pleased that Roger and Kelly communicated freely with Larry and we feel that all participants came away with a better understanding of the situation. So we sincerely thank both Roger and Kelly for their time and openness.

Environmental Concerns

There are two areas of continued concern we look to be addressed in the final Servicing Master Plan:

1. Increased beach access via the Ashfield St drain is an additional goal of the Servicing Master Plan. Adequate washrooms and garbage collection etc has been mentioned in numerous meetings but details have yet to be released to the public. How will these be addressed so as to not damage the environment? This is particularly concerning because the nearby beach at the mouth of Nine Mile River is not a positive example of these issues being well handled. And although not an environmental issue, increased access equates to increased vehicles. Where do increased numbers of people safely park their vehicles?
2. Development of the lands south of Ashfield St means more runoff of household, including chemical waste. The track record of drain outlets in the area is not positive (most notably Port Albert drain). Design for the upstream system has been generally communicated. But how will the outlet be designed and entire system maintained to operate differently, positively to benefit the environment?

Summary

- _____ is a summer cottage. Being "down the bank", its' use will always be limited to 6 months, never 4 season.
- We are not asking for improved, reconstructed roads or drainage improvements for our property. Our situation is fine - development to the east of us is driving this need.
- We front on the lake and back on to Victoria Beach Road. So why should we be allocated costs for Ashfield St or Huron St reconstruction?
- Development is driving this Servicing Master Plan. Developers will benefit from this infrastructure plan to make profit.
- In exchange for the inconvenience of no longer maintaining unassumed roads, we are allocated \$21,000 as currently proposed. Therefore, we do not agree that we benefit from the Servicing Master Plan. We feel we are subsidizing development costs.
- Does road reconstruction automatically reclassify our properties as 4 season and therefore trigger tax increase, even though this is a summer use only property? If it does, this is totally unfair and adds further evidence that we do not benefit from the Servicing Master Plan.
- We look forward to receiving details concerning the two environmental issues above.

Our request

We feel current allocated costs for _____ are too high, effectively subsidizing developer costs. We request that the mayor, deputy mayor, council, staff and BM Ross reconsider the benefit to 75 Victoria Beach Road as the Servicing Master Plan is finalized and reduce our cost allocation. Further, we request details concerning the two environmental concerns described above.

Sincerely

To the Attention of:
Mayor Glen McNeil
Deputy Mayor Roger Watt
Councillor Gloria Fisher
Councillor Wayne Forster
Councillor Jennifer Mittenberg
Councillor Anita Snobelen
Councillor Bill Vanstone
Florence Witherspoon, Clerk
Dale Erb, B.M. Ross
Kelly Vader, B.M. Ross

April 22, 2021

From:

████████████████████ Victoria Beach Road

Meetings attended: July 21, 2019 council meeting; September 7, 2019, Information session; March 24, 2021, Zoom council meeting

████████████████████ Victoria Beach Road

Meetings attended - July 21, 2019 council meeting; September 7, 2019 information session; September 26, 2019 informal meeting with the Mayor and selected staff; March 24, 2021 Zoom council meeting

With respect, we find it necessary to reach out to the ACW Council and B.M. Ross to express our strong opinion about the most recent Servicing Master Plan proposal that was presented at the public meeting dated March 24, 2021. We have been following the progress of the Servicing Master Plan proposed changes since 2019 when we attended the council meeting on September 7, 2019. At this meeting, and during further meetings and discussions with the Mayor, Councillors, Staff, and B.M. Ross Associates, we learned that the changes being proposed were significant, costly, and intended for the future development of Port Albert. These changes would have a major impact on our three-season property at █████ Victoria Beach Road as well as a financial cost that was not yet known. The latest revision of the Servicing Master Plan, which was presented at the March 24, 2021 council meeting, gave us our first look at the proposed cost structure and how much was expected to be paid by those that ‘benefit’.

Concerns:

- 1) According to the latest Servicing Master Plan proposal, our three-season cottage located at █████ Victoria Beach Road (tag number █████ per the plan) will contribute approximately \$8,047 for the upgrading of Ashfield Street (1/3 cost) and \$15,174 for the upgrading of Huron Street (1/2 cost) totaling \$23,221.

In our opinion, it is evident that the Servicing Master Plan is changing to accommodate new development. Why, then, is our seasonal residence being forced to contribute such a large amount for the benefit of the developers? Development should pay for development. To put the financial burden on current landowners for the necessary road upgrades to allow for future development is wrong. The perceived ‘benefit’ to us is exceedingly small compared to the allocated costs that are being assigned to us.

Ashfield Street and Huron Street have been maintained by the seasonal cottage owners, not only for the twenty-two years that we have owned our cottage, but for many, many years before that. We were assigned the responsibility by the cottage owners to have the roads maintained each spring for the past eight years and the cost to each cottage did not exceed \$25 annually. In our opinion, the roads have always been sufficient for our three-season needs and any upgrades are not needed, not wanted and not of significant benefit.

We are especially concerned and strongly object to being charged any rate for the Ashfield Street upgrade as our property does not boarder on Ashfield Street. To say we must pay a portion of Ashfield Street upgrade because we have to drive on it to get to Huron Street which connects us to Victoria Beach Road is unacceptable.

Of particular note, the current road cost allocation for our seasonal property in the Servicing Master Plan is \$8047 for Ashfield Street and \$15,174 for Huron Street; whereas, the December 11, 2020 Servicing Master Plan proposal had proposed allocated costs at a much lower rate.

2) Improved Beach Access at the Ashfield Street drain has been added to the Servicing Master Plan.

We have concerns surrounding the proposed beach access. The current beach access, built by residents and poorly maintained, has allowed increased traffic to the beach. This traffic has caused some localized issues to the beach area and at the end of Ashfield Street where the access begins. Our private garbage and recycling area is a target for dumping of beach items as well as food and drink containers. The dumpster is locked, and the items are being left there making for a messy cleanup for us as well as extra dumpster tipping costs to our cottagers. We have also found that the beach area at the bottom of the access is often a mess with litter and other discarded items. Even with this limited traffic, the lack of washrooms is also evident. Many weekends, we have driven down Ashfield Street to find multiple cars belonging to those using the beach access parked along the road and dumpster area on private property. If a new and properly maintained beach access is to be built then these concerns must be addressed.

3) Eventual erosion of the Ashfield Street Drain.

The Port Albert Drain is a very good example of how a drain can deteriorate under the flow of increase drainage area. What contingencies are in place to upkeep and repair the new Ashfield Drain when it sees similar issues. Nothing has been done for the Port Albert drain. Can we expect the same for the Ashfield drain?

4) Increased taxes

Currently, our three-season cottage of 900 square feet has a higher tax bill then our four-season home. Are these high tax rates going to increase even more after the road upgrades? Will we be taxed as a four-season property even though we will still not have four-season access to our cottage? Even though Huron Street borders our property, we must use Victoria Beach Road to access our cottage and, therefore, winter access is impossible.

Respectfully, we are asking ACW council, staff and B.M. Ross to carefully review and address our concerns,

[REDACTED]

To the Attention of
Mayor Glen McNeil
Deputy Mayor Roger Watt
Councilor Gloria Fisher
Councilor Wayne Forster
Councilor Jennifer Mittenberg
Councilor Anita Snobelen
Councilor Bill Vanstone
Florence Witherspoon, Clerk
Dale Erb, B.M. Ross
Kelly Vader, B.M. Ross

April 28, 2021

From:

Victoria Beach Road
Victoria Beach Road

To all the members of ACW Council and BM Ross,

As property owners, taxpayers and heavy financial supporters of the local Port Albert economy for the past 21 years, we feel it is important to express our concerns regarding the most recent Servicing Master Plan proposal that was presented in the public meeting dated March 24, 2021.

We own a small three season cottage located on Victoria Beach Road (tag number according to the latest Master Servicing Plan.) We have owned this cottage since 2000 and have dutifully paid our property taxes on time, despite a considerably high tax rate and with little to no township services provided. We love Port Albert and have always supported local business and all aspects of the local economy.

Because you are our representatives in the AWC council, we would like you to take into consideration our concerns as your constituents.

Concerns:

1) How proposed future development infrastructure is being financed.

We feel that the current Master Servicing Plan is putting an unfair and disproportionate financial burden on *existing property owners* in order to build infrastructure that will only be benefiting *future developers*. The seasonal residential property owners like those on *Victoria Beach Rd.* shouldn't be forced to contribute to infrastructure needed for the benefit of the developers that plan to build adjacent to Ashfield and Huron Streets. Shouldn't developers or the township be the *only ones* paying for infrastructure needed for their development? Please reconsider how the current Master Servicing plan is putting a financial burden on current landowners and taxpayers.

The specifics for our Property are listed below. Please note that Property is located on *Victoria Beach Road* not Huron as was stated in the Servicing Master Plan.

According to the latest Servicing Master Plan proposal, our three-season cottage located at [REDACTED] Victoria Beach Road (tag number [REDACTED] per the plan) will be required to contribute approximately \$7,756 for the upgrading of Ashfield Street (1/3 cost) and \$13,831 for the upgrading of Huron Street (1/2 cost) totaling \$21,587.

We are completely satisfied with Ashfield Rd and Huron Road in its current state. The cottage owners and local residence have always paid for the maintenance of these roads and they are completely sufficient for the *existing landowners* needs. Again, if the Township wants to attract developers, then the Township has the right to grant permission for development with the condition that the developers pay for the necessary road upgrades. The developers will be able to recoup their costs and make a profit and the Township will be able to collect additional revenue from new residents of the development via new property taxes.

We are respectfully asking ACW council, staff and B.M. Ross to carefully review and address our concerns and to seriously reconsider how to best serve the needs of your *current constituents*.

[REDACTED]

From:
To:

Subject: Re: ACW Master Plan questions and concerns
Date: May 3, 2021 7:23:15 PM

Good Evening,

We are writing this email to express our concerns, questions and strong **OPPOSITION** to the road upgrade assessment of the cost burden allotted to the seasonal property owners along Huron St, Harvey St and Victoria Beach Rd with regards to the ACW Township's Development Master Plan to upgrade Ashfield St and Huron St South. We also have great concerns regarding the storm water assessment and the potential for future cost burdens that may arise and be directed towards these property owners as well.

We, personally, are directly impacted by this new development in many ways. At risk are our privacy and security, our natural flora and fauna, and our control over the increased land and water pollutants, to name a few. These concerns, which we will have no control over, are only magnified by the incredible financial burden being assessed and placed upon us. We are being asked to contribute upwards of \$50,000 for a development from which we will have **NO** benefits.

We have two seasonal cottage properties in the area directly impacted by the ACW Township Development Master Plan. One cottage property is a family cottage built by our father approximately 55 years ago, located at ____ (this is the street that is now in the Port Albert Drain ravine that has eroded over the years due to poor planning and design). Our other cottage property is located at _____. Neither cottage "fronts" Huron St, despite what the development plan states. Both cottages are three-season cottages at best (actually only 5 months) and not winterized. The road upgrades in the proposed master plan will not improve our access to either of these properties whatsoever, since our Victoria Beach Association already maintains Huron and Ashfield Streets to a very good seasonal standard for the minimal cost of \$25/summer per property. This cost is a fraction of the cost of the road allowance assessment that is being proposed by the Master Plan. The planned road upgrades will in no way change the access that we have to our properties and will not change the fact that they will always be three-season cottages. Keep in mind, that from Huron Street, we still need to access the cottages via a gravel driveway through the trees for the Harvey St cottage and down Victoria Beach Road for the other cottage. Neither access will ever be maintainable in the winter for direct access off-season.

Questions:

- Is the ACW Township being subsidized by a provincial grant or other government moneys for the planned development at Ashfield and Huron streets? If so, is there a timeline/deadline for the use of the money?
- Why is the developer not being asked to fully pay for the upgrades to the roads, as would be the rational, reasonable and usual legal expectation? We oppose the development as a whole, of course, but if you want to develop the land anyways, then the developer should bear 100% of the cost burden. In fact, it would've been expected and reasonable to actually compensate us for the loss of our privacy and sanctuary.
- What is the rationale for repeatedly increasing the portion of the cost burden to the seasonal cottage landowners? (Originally the ACW Township was going to be responsible for 75% of the cost, then it changed to 66% of the cost, and now most recently, they will only be asked to pay 50% of the cost)
- How are our properties going to be designated (i.e. seasonal vs residential?) If seasonal, are we considered 3-season, even though we can only reside overnight at our

cottages from May through October (5 months)? Was this considered when determining our cost burden of the road upgrades?

- If future drainage issues develop, as we anticipate will happen, will the cottage landowners be asked to share those upgrades/repairs/improvement costs as well? We currently have no drainage issues.
- Please outline, clearly and specifically, how the cottage landowners would benefit from the road upgrades and how do any perceived “benefits” make up for the burdens of a new development directly behind us (which could directly impact our property values in a negative way). We have great concerns about the public use/potential soiling and vandalism of our secluded properties and the beach we directly access from our properties. Vandalism, theft, break-ins and garbage dumping has already been an issue for us and this will only be more prevalent with the increased population and traffic.
- How will the public access to our quiet beach via the upgraded roads be monitored, maintained, repaired and policed? (i.e. trespassing/vandalism on our private properties, party and noise concerns, garbage and refuse, car and other vehicle traffic trespassing on private property, bonfire/firework management, etc)
- Neither of our properties front nor drain towards Huron St, so why is it stated that we do? Our actual access via Harvey St (which no longer exists) and Victoria Beach Rd will never be maintainable by the township nor are we asking for that.
- We have lost much of our land and the road at our upper property on 78 Harvey St beside the Port Albert Drain. How will the potential increased flow due to the development be addressed, so that we don’t lose everything? Please justify why we should pay even one penny towards the road upgrades for that property.
- How can we trust and be assured that the same mistakes won’t be made/ignored by the Township with regards to this new drain? If history is any indication, it is clear that the Township does not have the best interest of its current residents in mind with the decision they make, and they fail to take responsibility for their actions.
- Will there be lake water quality/safety monitoring due to the drains which will now be BOTH south and north of us? How will the water quality/safety be addressed, if it becomes an ongoing issue?

We hope that you will take our concerns and statements of opposition seriously, and that you will be addressing our questions/concerns

From: [Stephen Jackson](#)
To: [Kelly Vader](#)
Cc: [Dale Erb \(derb@bmross.net\)](#); [Patrick Huber-Kidby](#)
Subject: Re: FW: 16135 - Port Albert Master Plan
Date: July 28, 2021 4:12:24 PM

Hi Kelly,

I have no issue with the proposal to use Stormceptors for quality control

Given the proximity to Lake Huron, conceptually I have no issue with not providing quantity control, provided that the outlet to the Lake is able to handle the minor and major flood events.

Please let me know if you need more information or comment at this time.

Steve Jackson, Flood & Erosion Safety Service Coordinator

Maitland Valley Conservation Authority

Phone: (519) 335-3557 x 230 **Cell:** (519) 357-7387

Mail: 1093 Marietta St. Box 127, Wroxeter, ON. N0G 2X0

From: Kelly Vader <kvader@bmross.net>
To: Steve Jackson <sjackson@mvca.on.ca>
Cc: "Dale Erb (derb@bmross.net)" <derb@bmross.net>
Date: Mon, 26 Jul 2021 12:03:39 -0400
Subject: FW: 16135 - Port Albert Master Plan

Hi Steve:

We are close to finalizing the Master Plan for Port Albert. I wondered if I could get your feedback on our recommendations for Stormwater Management.

For the Victoria Drain sub-watershed (roughly north ½ of study area), we will be completing some upgrades in the channel (upstream of the current underground section) to create additional storage.

For the south half of the study area, we will be diverting as much flow as possible to a new outlet at the west end of Ashfield Street. We will be upgrading the outlet to address the current erosion problems and will also be installing a beach access along one side (the current one is not particularly safe). This work is scheduled for Phase 1 of the Master Plan and would be completed in conjunction with the reconstruction of Ashfield Street from Wellington to the outlet.

We would like to recommend that quality control be addressed through the installation of stormceptors for the south drainage area to the Ashfield outlet. Suitably sized stormceptors would be installed as part of the road work on Ashfield and eventually Huron, to deal with upstream drainage areas directing drainage to those road sections.

From a quantity perspective, the outlet system will need to be sized/designed to address the additional runoff (i.e., outlet baffling, etc.) but at this time we are not suggesting any controls.

We had concerns from residents about the pond option. Are you ok with this approach if we recommend it to council?

There will still be some properties that will discharge to the Port Albert Drain. We are recommending to Council that a capital charge be added to those properties for future drainage improvements in the Port Albert drain.

Kelly Vader, MCIP, RPP
B. M. Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, ON N7A 2T4

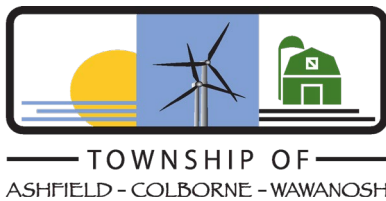
Ph: (519) 524-2641

C: (519) 525-2170

kvader@bmross.net

<https://link.edgepilot.com/s/e1d7f452/Tqj6Mj9nzkCIstOORlee-w?u=http://www.bmross.net/>

Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.



Township of Ashfield-Colborne-Wawanosh

82133 Council Line, RR5

Goderich, ON N7A 3Y2

www.acwtownship.ca

519-524-4669

Notice of Public Meeting

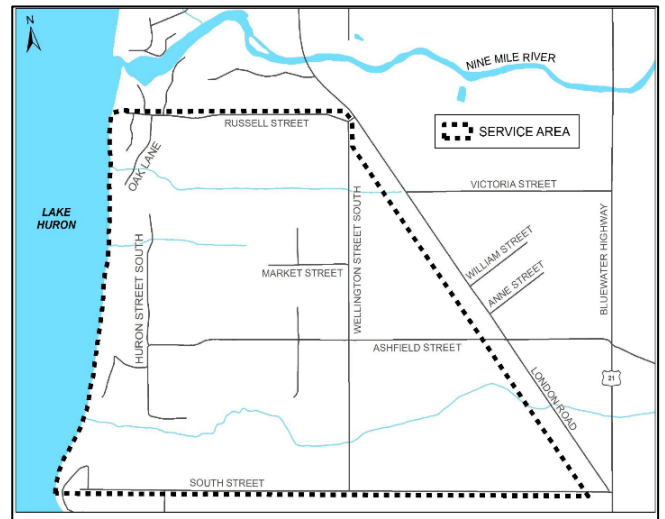
August 26, 2021

To present the updated findings and present the financing approaches and cost estimates for the Port Albert Servicing Master Plan Process.



September 27th 2021 at 7:00 p.m.

The Township of Ashfield-Colborne-Wawanosh (ACW) is completing a Master Plan for Servicing the village of Port Albert. Consultants have completed a review of the potential impacts on the natural, social, and economic environments associated with each of the strategies identified in earlier meetings. This meeting will present the updated findings and present the financing approaches and cost estimates for the Plan.



You are invited to participate in an online Public Meeting on Monday, September 27th, 2021, at 7:00 pm.

During this time, BM Ross will make a video presentation followed by a question period to allow the public to ask questions and make comments to Council.

How to Access the Public Meeting

As a result of the COVID-19 Pandemic, the Public Meeting will be held in electronic format. Details on participating in the electronic meeting will be provided when the agenda is published at the end of the business day on the Friday, September 24th. To participate in the Public Meeting, please visit the municipal website at:

<http://www.acwtownship.ca/council/council-agendas-4/>

If you have any questions regarding how to participate in the meeting, please phone the municipal office at 519-524-4669.

For more information...

A project website has been set up where you can access the pre-recorded presentation, past presentations and documentation available. You can access it here:

<http://www.acwtownship.ca/port-albert-servicing-master-plan/>

We ask that you review the material and direct any questions, comments or concerns to

communications@acwtownship.ca

TOWNSHIP OF ACW
PRE-CONSULTATION MEETING WITH MECP
MEETING NOTES

A zoom meeting was held with representatives from the Ministry of Environment, Conservation and Parks (MECP) on Tuesday August 31, 2021 at 1:30 pm to discuss the Port Albert Servicing Master Plan prior to finalizing the Class EA Master Plan process. The following were in attendance:

Brett Pollock)	Township of ACW
Ian Mitchell)	MECP
Mark Badali)	
Lisa Hines)	
Dale Erb)	B. M. Ross and Associates Limited (BMROSS)
Kelly Vader)	

Dale began the meeting by thanking MECP staff for meeting on this project. He asked everyone to introduce themselves and then turned the meeting over to Kelly.

Ian and Lisa indicated that they would have to leave the meeting at 2 pm for another call but would return after if time permitted.

Kelly shared a PowerPoint presentation which had previously been prepared for ACW Council at the end of 2020. The presentation included information on sewage and water servicing evaluations for the Port Albert study area.

Kelly presented background information on the Class EA Master Plan process for the Port Albert study area, including study work that had been undertaken. She reviewed mapping of the study area limits, as well as zoning, and official plan maps showing the status of those planning documents.

Kelly indicated currently the Master Plan process is following Approach #1, which would complete Phases 1 & 2 of the Class EA process but would not approve Schedule B activities. She noted that this may change, as one of the road projects (reconstruction of Ashfield Street) may require construction outside of the municipal road allowance to avoid an elm tree on the north edge of the road allowance. Should this be the case, Approach #2 would be utilized, and additional work would be completed to address the Schedule B requirements for that project. This will be confirmed in the next few months once a legal survey is completed and preliminary design work is undertaken.

Kelly then reviewed the studies that have been completed to date, in support of the Master Plan, including an engineering review and topographic survey of the study area, a natural habitat and species at risk assessment, stage 1 archaeological assessment, and a hydrogeological assessment. She briefly described each study and provided maps of each that illustrated the results and recommendations.

Kelly noted that the hydrogeological assessment included reference to MECP Policy D-5-4, which includes guidelines for private sewage disposal systems. The report concluded that new sewage systems could be installed within the Port Albert area without impacting groundwater resources. Kelly said she would send a copy of the report to Mark after the meeting.

Kelly reviewed several figures/slides which illustrated the results of the questionnaire that was sent to residents at the start of the Master Plan process. She explained that the septic system figure showed the location and age of the existing systems in the community and clarified that the results were based on information provided by residents through the survey as well as permit details provided by the local Health Unit. She also noted that there are approximately 50% of the systems that are older than 30 years in age.

Kelly asked Brett Pollock if he could comment on the condition of the existing septic systems in the community, based on his experience as CBO. Brett indicated he was unaware of any issues with septic systems in Port Albert and confirmed that new septic systems would be raised bed designs. He added that few tertiary systems have been installed.

Kelly also reviewed the well supply figure, showing the location of wells and the type of well. She noted that a majority of the existing wells are drilled and a number of the systems are shared well supplies, as indicated on the figure.

Kelly then reviewed recommendations from the report related to road reconstruction, servicing of future development lands, and stormwater drainage. She indicated that initially a stormwater management pond had been proposed, but concerns were expressed by residents. The preferred approach now is to install oil/grit separators upstream of the outfall to Lake Huron. The Maitland Valley Conservation Authority was consulted in advance and are supportive of this approach.

Dale provided details on the evaluation of sanitary and water servicing for the community. He indicated an engineering evaluation was completed to determine how much it would cost to provide sanitary and water servicing to the project study area, as well as existing developed parts of Port Albert. Dale reviewed several figures that showed where sanitary and water servicing would be located and then reviewed the anticipated costs to provide the servicing. Based on the current population, and anticipated growth, it was estimated that each property owner would have to pay over \$65,000 to provide both sewage and water servicing, which would have a significant impact on residents.

Kelly reviewed several figures that illustrated the location of projects included in the Master Plan as well as a proposed phasing plan for implementation of the various projects. She then finished the presentation by explaining the financing approach being used for the various projects. She noted that some residents were not happy with having to pay towards the identified Master Plan projects.

Mark asked what consultation has been completed to date with indigenous communities. Kelly indicated that communities were contacted at the start of the Master Plan process and a project update letter will be sent out in advance of the September 27th Public Meeting outlining the Master Plan recommendations and providing an opportunity to review the presentation material from the meeting. The same update letter would be sent to review agencies.

Mark asked Dale if he could provide additional details on the operation of the oil/grit separator (Stormceptor being a manufacturer of these products). Dale said he would send some documentation to Mark on their operation and provide some examples if available.

Kelly asked MECP staff if they had any concerns about the Township's proposed approach to water and sanitary servicing for future development lands, which would be, to maintain the current approach and provide individual private sewage and water servicing for each parcel. She noted that lots would be sized appropriately to meet current OBC guidelines.

Ian commented that the MECP did not have concerns with the proposed approach to servicing.

The meeting concluded at 2:45 p.m.

Should there be any errors or omissions to these meeting notes, please notify the undersigned.

Meeting Notes prepared by:
B. M. ROSS AND ASSOCIATES LIMITED

Kelly Vader, Environmental Planner

KV:hv

Distribution: (via email only)

All participants

Township of Ashfield-Colborne-Wawanosh Servicing Master Plan Community of Port Albert

Virtual Public Meeting
September 27, 2021

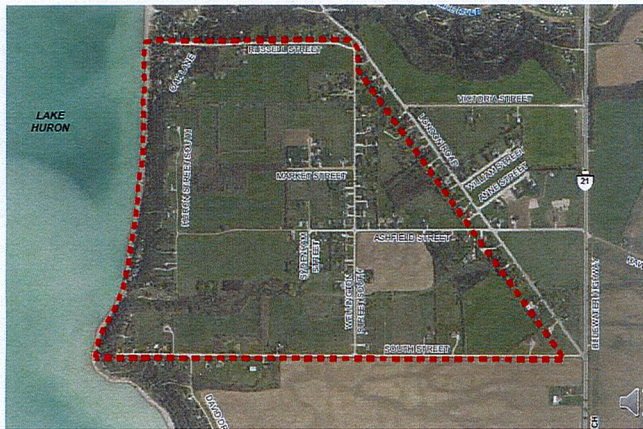


Agenda

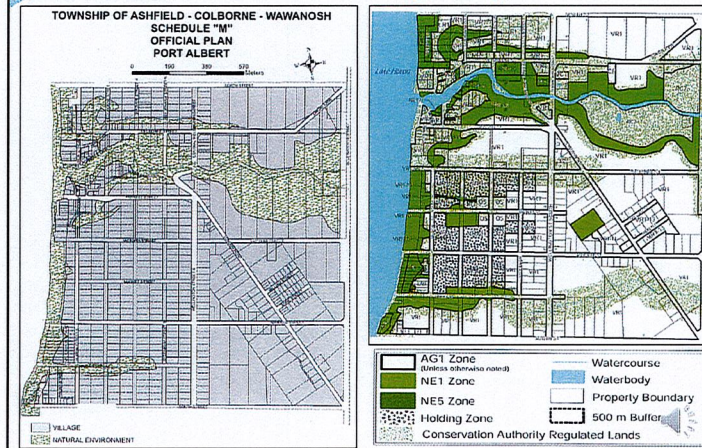
- Project Background
- Master Plan Process
- Summary of input to Date
- Study Investigations
- Master Plan Alternatives
- Report Recommendations
- Anticipated costs
- Financing Approaches
- Next Steps



Project Study Area



Official Plan and Zoning Maps



Master Plan Study Scope

- Examine existing drainage facilities within the study area and define drainage catchments
- Review municipal sanitary and water servicing issues within the study area and suggest an approach
- Consult with Local Residents and Review Agencies
- Develop a phased urban expansion strategy for the study area that addresses drainage requirements as well as other servicing needs
- Identify and assess existing and required drainage outlets to Lake Huron needed to accommodate development plan
- Prepare a report documenting the Master Plan process and study recommendations



Master Plan Timelines

- | | |
|-------------------------------------|--------------------|
| • Initial Notice Published | June 2018 |
| • Questionnaire Mailed to Residents | June 2018 |
| • Compiled Results of Questionnaire | Jan/Feb 2019 |
| • Phase 1 Investigations | Winter/Summer 2019 |
| • 1 st Public Meeting | September 2019 |
| • Consultation following Meeting | Fall/Winter 2019 |
| • Additional Investigations | Winter/Spring 2020 |
| • 2 nd Public Meeting | September 2021 |
| • Finalize Master Plan | Winter 2021 |



Summary of Public Input

- Comments regarding the size, operation and location of proposed SWM Facility
- Comments regarding upgrades to Ashfield Street and impact on existing trees (Large Elm Tree in Particular)
- Comments/concerns regarding the Questionnaire
- Comments regarding wildlife present within study area
- Questions about project funding and how capital costs will be allocated
- Comments/questions related to defined drainage areas and the proposed outlet at the west end of Ashfield Street.
- Concerns about sewage and water servicing of future development lands within the study area



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



Hydrogeological Investigation

- Completed by Ian D. Wilson Associates
- Familiar with the Port Albert Area due to past investigative work completed within the Township
- Purpose of the Study was as follows:
 - Conduct a desktop review of available geological and hydrogeology information to establish the hydrogeological setting of the study area and surrounding lands
 - Conduct desktop analysis of MECP water well records for the study area to confirm aquifer conditions and well yields
 - Provide comments on typical septic system design criteria and sewage system impact potential



Hydro-G Results

- Available information indicates that the project study area is within a low-risk geologic setting due to depth of overburden (avg. 26m) consisting of clay or hardpan.
- Average well is completed to a depth of 38.4m into the bedrock aquifer with an average yield of 64 L/min
- Due to low permeability of dense silty clays in study area, and probable seasonally perched water table conditions, raised beds would typically be required for septic disposal.
- Based on the low risk geological setting, the number of lots within the Master Plan area will not be limited by MECP Procedure D-5-4 ("nitrate guideline").



Species at Risk (SAR) Assessment

- As a result of feedback from residents following the first public meeting, the services of an ecologist were retained to assess the remainder of the study area and the Ashfield Street road allowance to assess trees and species at risk.
- Trees adjacent to the Ashfield Street R/A were assessed to evaluate current health and sensitivity and determine if they could be retained during construction
- Remainder of study area was assessed for presence of species at risk or other sensitive species that might be impacted by the proposed Master Plan projects



Results

- Nineteen (19) SAR were identified as potentially being present and were assessed for their presence
- Three (3) SAR were identified as being present
 - Bobolink (*Dolichonyx oryzivorus*)
 - Eastern Meadowlark (*Sturnella magna*)
 - Eastern Wood-pewee (*Contopus virens*)
- Wildlife Corridors
 - No clearly defined north/south corridor
 - West edge of wetland utilized regularly
 - Could be considered in future developments

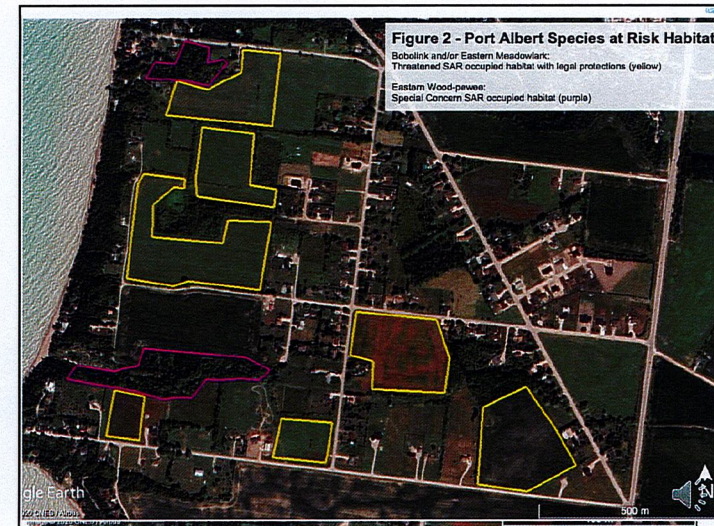


Bobolink photo from near Ashfield St.



Ashfield Street corridor

- American Elm is in good condition and should be retained
 - Trees of this size and condition are rare due to ongoing effects of Dutch Elm Disease
- Other trees are not sensitive species
 - Apple trees, european buckthorn, green ash, eastern white cedar, norway maple, multiflora rose, chokecherry, cranberry viburnum, poison ivy



Recommendations from Report

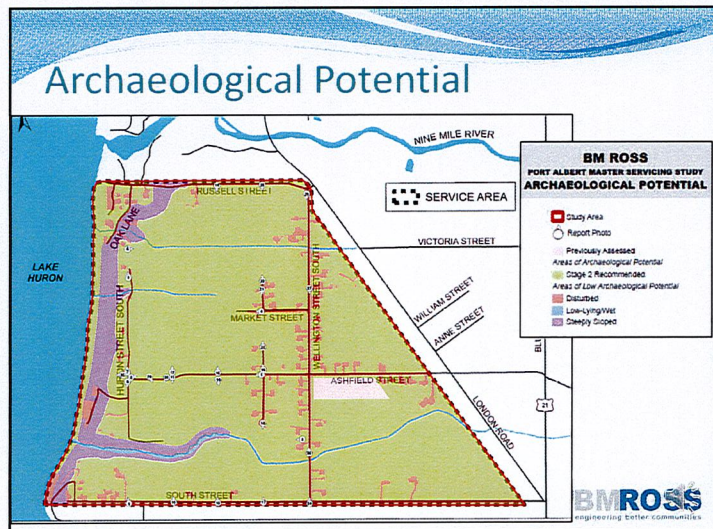
- Ashfield Street**
 - Review engineering design to address impacts to Elm
 - Approach adjacent property owners to modify road alignment
- SAR Habitat**
 - Initiate discussions with MECP on compensation for SAR Habitat
- Market Street**
 - Buckthorn-dominated portion of feature less sensitive as long as hydrology addressed so wetland not be negatively impacted
- Wildlife Corridors**
 - Incorporate north/south corridors in future development plans wherever possible



Stage 1 Archaeological Assessment

- Completed by Timmins Martelle Heritage Consultants
- A Stage 1 Assessment is a background review of the study area which identifies potential for the presence of buried cultural artifacts to be present and triggers the need for a Stage 2 (on-site) assessment
- Background review evaluated historic mapping, records of previous archaeological sites, current and historic land uses
- It was determined that a majority of the study area has archaeological potential and would require Stage 2 Assessment prior to development

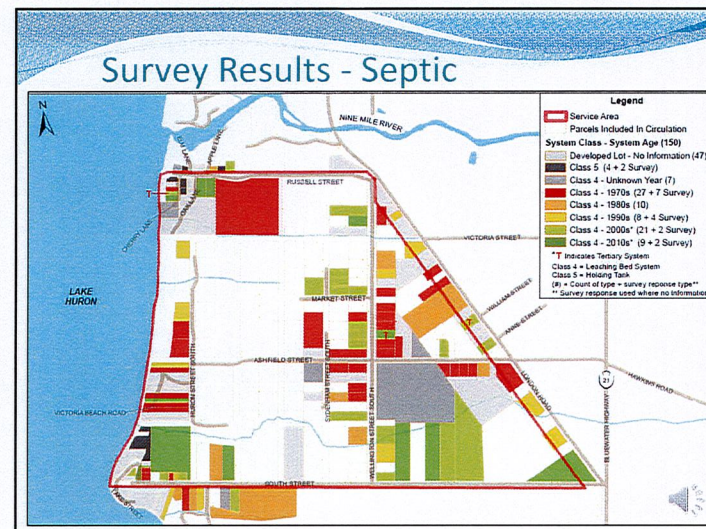
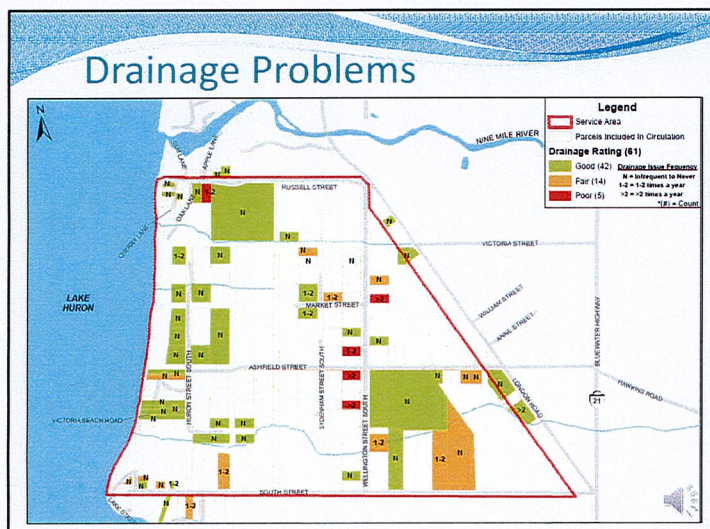


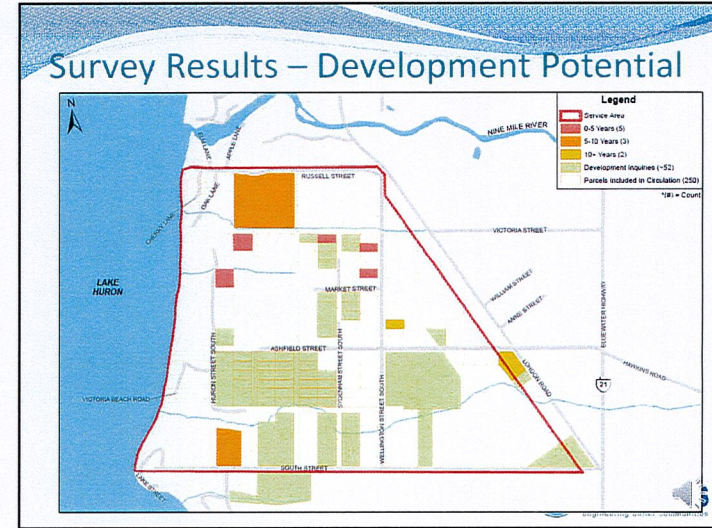
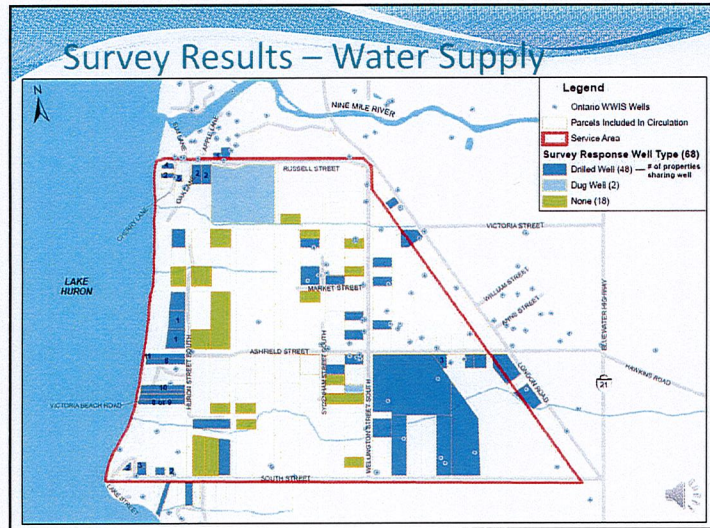


Updated Survey Results

- 52 Surveys Received within Initial Consultation Period
 - 19 online and 33 paper
- 6 additional surveys received prior to public meeting
 - Paper copies as a result of meetings with residents
- 11 Surveys received following first public meeting
 - 9 online and 2 paper
- 68* Total Surveys Received – 27% Response Rate

* 1 survey was removed by request of the owner





Stormwater Management and Drainage Upgrades



Stormwater Management

- As development occurs, ground surfaces are hardened through construction of roads, buildings, landscaping, etc.
- A municipally owned conveyance system (storm sewer piping) collects the runoff and conveys it to the outlet.
- Stormwater management is a method of managing stormwater runoff to replicate an undeveloped state.
- Designed to address water quantity issues (volume of runoff) and water quality (removal of sediment and contaminants from runoff).
- In some cases on-site (infiltration) methods can be used vs. end-of-pipe methods (such as ponds).



Options for Port Albert

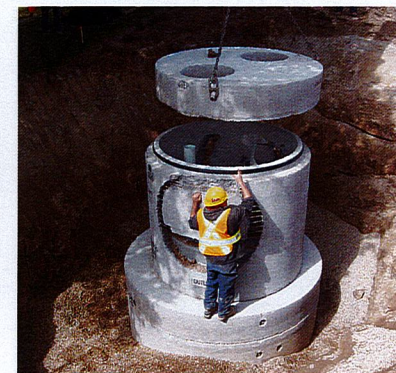
- Due to silty clay soils in study area, infiltration options are not recommended as confirmed with the Conservation Authority.
- Options considered for the management of stormwater prior to letting it escape to the lake include ponds or a series of oil and grit separators at key locations within the drainage collection system. A key factor includes a properly designed outlet to the Lake.
- In Port Albert we have two main outlets...one at the end of Victoria Street (which is in good condition) and one at the end of Ashfield Street (which is not in good condition).
- Regular maintenance is required to maintain function



Oil Grit Separator



Stormceptor® EF

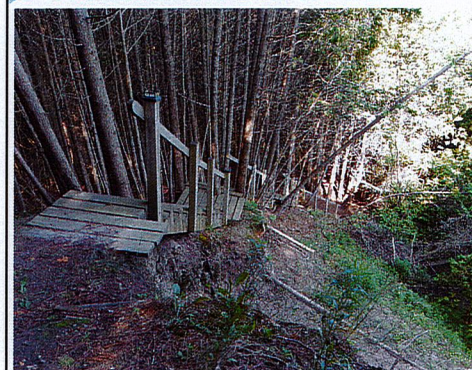


Stormceptor installed on London Road

Ashfield Street Outlet



Ashfield Street Outlet



Municipal Road Allowance.
Significant Erosion at the top end.
Very flashy flows during extreme rainfall events.
Upgrades to include installation of pipe from Huron Street to Lake.
Regrading and revegetation of ravine side slopes.
Erosion protection at outlet.



Victoria Street Outlet



Master Plan Recommendations

- Provide a municipal storm sewer system within the study area that will become a municipal asset and ACW's responsibility once construction.
- Upgrade outlet at west end of Ashfield Street to provide a resilient/protected outlet to Lake Huron and divert drainage away from the Port Albert Drain – create an improved beach access as part of the design.
- Complete upgrades to the Victoria Drain to create additional storage upstream of the outlet to provide discharge control.
- Install oil and grit separators upstream of outlet to provide quality control prior to discharge to the Lake.
- Conservation Authority is accepting of the approach providing that the outlet is designed appropriately to handle high flows events.



Sewage and Water Servicing



Sewage and Water Servicing

- High level review of Sewage and Water Servicing completed.
- Survey results do not indicate a significant concern with septic system operations and/or water quality.
- Of the 150 septic systems in study area, 51 > 25 years in age, 47 are of an unknown age – 65% could be at risk of failure.
- Hydrogeology report indicates that most wells are drilled to bedrock aquifer and overburden provides sufficient separation between septic systems and well supplies.
- Aquifer has potential to provide sufficient water quantities for a municipal water supply.



Conceptual Servicing Approach

• Sewage Servicing

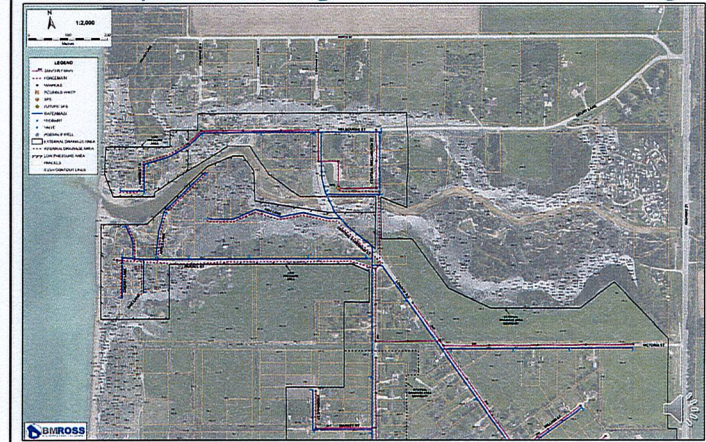
- Package Treatment Facility to be constructed south of Port Albert discharging to Lake Huron.
- Gravity sanitary sewers and sewage pumping stations to be installed throughout the community to service existing and future development areas.

• Water Servicing

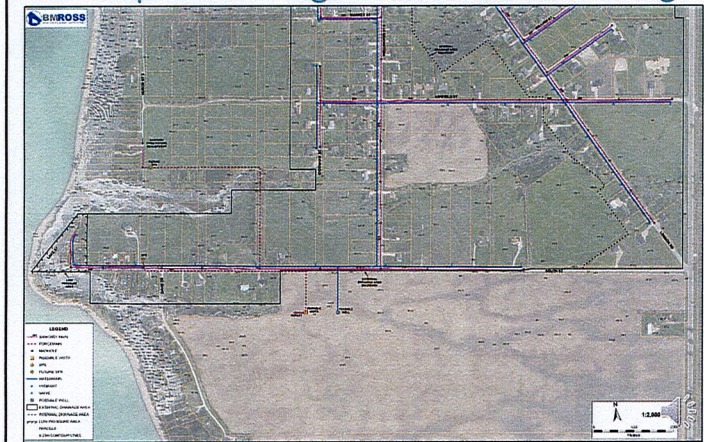
- Municipal well system would be developed on municipally-owned land within the community with sufficient capacity to service the fire and water needs of the community.
- Distribution watermain would be required throughout the community to service existing and future development areas.



Conceptual Sewage and Water Servicing



Conceptual Sewage and Water Servicing



Anticipated Costs

• Conceptual Level Costs to Service the Existing Community

• Distribution Watermain	\$ 3,800,000 + HST
• Sanitary Collection System	\$ 6,000,000 + HST
• Sewage Treatment	\$ 4,300,000 + HST
• Water Treatment	\$ 1,800,000 + HST
Sub-Total	\$ 17,100,000

Potential Customers – 260

Total cost per property \$66,000



Review of Master Plan Alternatives



MP Alternatives – Sewage & Water Servicing

Alternative 1 – Service the Entire Community of Port Albert with a Municipally-Owned and Operated Water Distribution and Sanitary Collection and Treatment System. This means that the entire community would be serviced by a new sanitary collection and water system.

Alternative 2 – Service only Future Development Lands with a Municipally-Owned and Operated Water Distribution and Sanitary Collection and Treatment System. This means that new development proposed within the community would be serviced through a municipally owned system.

Alternative 3 - Do Nothing. This option proposes that no improvements or changes be made to address the servicing needs.



Review of Sewage & Water Servicing Alternatives

Alternative	Advantages	Disadvantages
Service Entire Community	<ul style="list-style-type: none"> - More cost effective approach - Addresses potential water quality issues associated with aging septic systems & wells - Preferred form of servicing is full municipal servicing 	<ul style="list-style-type: none"> - Recently developed lots would lose investment in new septic and well systems. - Economic impacts to existing residents could be significant.
Service only Future Development Lands	<ul style="list-style-type: none"> - New development would be serviced by a municipally-owned sewage and water system. - Potential water quality impacts to adjacent properties would be minimized. 	<ul style="list-style-type: none"> - Costs associated with servicing only future development lands could make new development costs prohibitive.
Do Nothing	<ul style="list-style-type: none"> - No significant concerns have been identified with existing sewage and water servicing. - Hydrogeology of study area supports existing servicing approach. 	<ul style="list-style-type: none"> - Potential water quality issues associated with existing septic systems would not be addressed.

Pre-Consultation with MECP

- Ministry of Environment, Conservation and Parks (MECP), is Provincial Ministry that regulates sewage and water systems.
- BMROSS & ACW thought it would be wise to consult with MECP prior to finalizing the Master Plan.
- A virtual meeting was held in late August with MECP staff to review the Master Plan and specifically recommendations related to water and sewage servicing.
- Result was that MECP staff were not concerned with the recommendation to maintain the status quo in Port Albert in regards to sewage and water servicing, providing that lots/parcels are sized appropriately to meet Ontario Building Code (OBC) guidelines.



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.



Existing Road & Drainage Infrastructure



MP Alternatives – Road & Drainage Infrastructure

Alternative 1 – Reconstruct Existing Road Infrastructure to an Urban Road Cross-Section and Provide Improved Stormwater Drainage Facilities. This means that existing roads would be constructed with curb and gutters and stormwater drainage infrastructure discharging to existing or improved drainage outlets.

Alternative 2 – Reconstruct Existing Road Infrastructure to a Rural Road Cross-Section and Provide Improved Stormwater Drainage Facilities. This means that roads would be reconstructed with roadside ditches to convey stormwater to existing or improved outlets.

Alternative 3 - Do Nothing. This option proposes that no improvements or changes be made to address the road and drainage needs of the community.



Review of Road & Drainage Alternatives

Alternative	Advantages	Disadvantages
Reconstruct to an Urban Cross-Section	<ul style="list-style-type: none"> - Conforms to the current municipal standard for urban areas - Provides more efficient drainage from developed parcels - Provides enhanced road drainage - Provides a longer service life 	<ul style="list-style-type: none"> - More costly to construct - Entire road infrastructure needs to be reconstructed
Reconstruct to a semi-urban cross-section	<ul style="list-style-type: none"> - Less expensive to construct - Does not meet current municipal standard for urban areas. 	<ul style="list-style-type: none"> - Requires more ongoing maintenance - Shorter service life - Less efficient drainage
Do Nothing	<ul style="list-style-type: none"> - Least expensive option for residents 	<ul style="list-style-type: none"> - Does not address deficiencies with existing road infrastructure - Does not allow for roads to be assumed by Municipality



MP Alternatives – Future Development Lands

Problem Statement: Upgrades to Existing Infrastructure are needed to facilitate development of Vacant Development lands in Port Albert (most currently in a holding zone)

Section 18.8.7 Holding Zone – VR1-H

In the area VR1-H no development is permitted until the needed municipal services such as a public road or drainage have been provided. The Holding Zone-H may be removed when these services are available or will be provided by the developer to the satisfaction of the Township.

Alternative 1 – Address stormwater drainage on a parcel by parcel basis as development applications are received

Alternative 2 – Develop a comprehensive approach dealing with drainage for the entire service area

Alternative 3 – Do Nothing



Evaluation Considerations

• Alternative 1 – Parcel by Parcel Approach

- Does not allow Township to plan ahead for infrastructure-related capital works projects
- Difficult to address drainage impacts for entire sub-catchment
- Leaves timing to chance and whim of developers
- May result in multiple facilities for Township to maintain

• Alternative 2 – Comprehensive Approach

- Allows drainage requirements to be addressed for each sub-catchment as a whole
- Phased approach will allow Township to plan ahead and budget for necessary infrastructure projects
- Ensures that drainage outlets are designed to address full development within each catchment



Recommendations

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

For Existing Road and Drainage Infrastructure

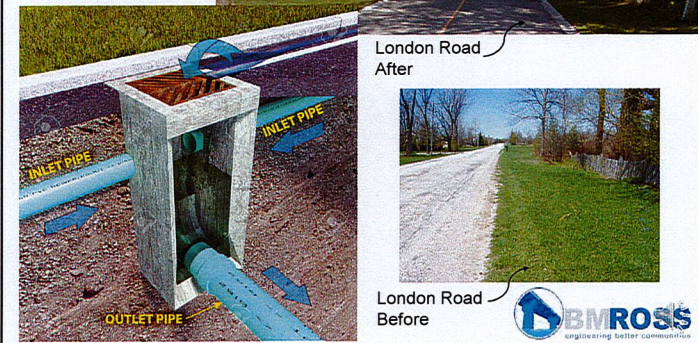
- Reconstruct roads to an urban design standard – Similar to London Road
- Develop minimum standards for grading, drainage and lot sizes

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



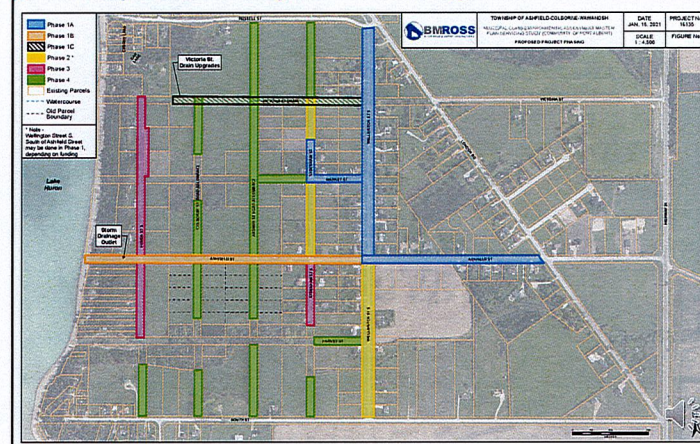
Urban Road Standard



Proposed Phasing Plan – Developed Areas

- 1a) Reconstruct Wellington from Russel to Ashfield, East end of Ashfield, Market & south part of Sydenham (north of Market). Complete upgrades to Victoria Street outlet ditch.
- 1b) Upgrade outlet at west end of Ashfield Street & install Stormceptor on Ashfield.
- 1b) Reconstruct Ashfield Street between Huron and Wellington.
- 1c) Complete upgrades to the Victoria Street Drain (likely complete as part of 1a.
- 2a) Reconstruct Sydenham, north of Ashfield & from 100m north of Market Street.
- 2b) Reconstruct Wellington south of Ashfield 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



Anticipated Costs (No HST)

• Phase 1A	
• Wellington from Russell to Ashfield	\$ 1,855,500
• Ashfield from Wellington to London Rd.	\$ 1,332,300
• Market to Sydenham + 100m North	\$ 878,900
Sub Total	\$ 4,066,700
• Phase 1B	
• Ashfield from Wellington to Huron	\$ 1,741,200
• Outlet Construction	\$ 797,400
• Stormwater Facility Allowance	\$ 175,000
Sub Total	\$ 2,713,600
• Phase 1C	
• Victoria Drain Upgrades	\$ 300,000
Total of Phase 1	\$ 7,080,300

Anticipated Costs (No HST)

• Phase 2	
• Sydenham from Ashfield to Market	\$ 559,800
• Sydenham from 100m N. of Market to Drain	\$ 319,120
• Wellington from Ashfield to South Street	\$ 1,195,600
Sub Total	\$ 2,074,520
• Phase 3	
• Huron Street reconstruction	\$ 1,567,800
• Sydenham south of Ashfield	\$ 549,500
Sub Total	\$ 2,117,300
• Phase 4	
• Any Remaining Unopened Road allowances	

Summary of Estimated Costs

- | | |
|--|---------------------|
| • Phase 1A - Wellington/Ashfield E./Market | \$ 4,066,700 |
| Phase 1B - Ashfield/Outlet/SWM | \$ 2,713,600 |
| • Phase 1C - Victoria Drain Upgrades | \$ 300,000 |
| • Phase 2 - Pt. Sydenham/Wellington South | \$ 2,074,520 |
| • Phase 3 – Huron/Sydenham South | \$ 2,117,300 |
| • Total Anticipated Costs | \$11,272,120 |



Financing Approach

- A proposed financing approach has been recommended, however it will not be finalized until council has received input from residents
- 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
 - For road projects, a base charge of \$4000 plus area or frontage charge based on property size
 - For drainage projects (Victoria Drain, Ashfield Outlet, SWM) costs are divided amongst properties based strictly on parcel size
 - Payment won't be triggered until benefitting works are constructed
 - Township will have to finance some work initially and then collect from residents over a set time frame



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 \$4000*
- **Construction of road allowances not currently assumed by Township (eg. Ashfield/Huron)**
 - Properties that front on road/or abut road allowance to pay 50% road construction and 50% storm drainage costs
 - Township to pay 50% road construction and 50% storm drainage costs
 - Each parcel will only contribute to one road project
 - Properties that are accessed from Victoria Beach Road will pay 75% of share with remainder paid by the Township



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 (no base charge)
- **Construction of new storm water management facilities (oil and grit separator)**
 - Township to pay 50% of the stormwater quality costs
 - Residents to pay 50% of the costs based on the area of land draining to the outlet (no base charge)

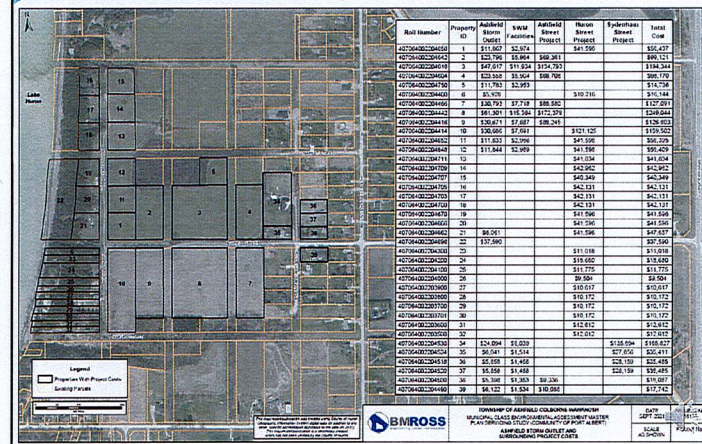


Preliminary costs for property owners

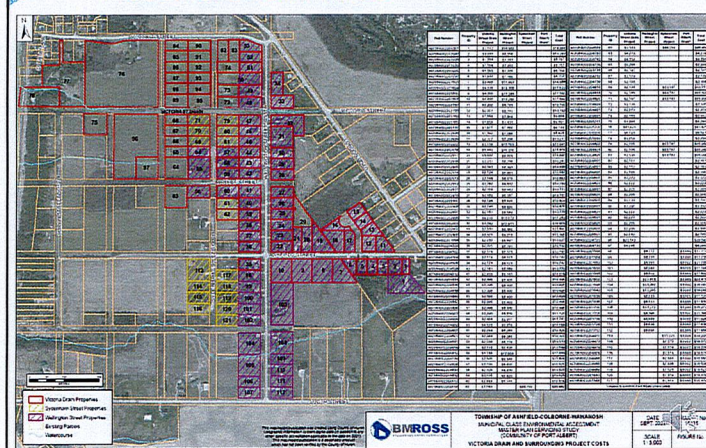
- Each parcel/lot area within the two separate drainage areas was assigned a property I.D.
- Because of multiple projects within each area, some parcels will have multiple charges related to the separate projects
- The following figures show the two drainage areas and the table summarizes proposed charges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



Ashfield Drainage Area



Victoria Drain Area



Next Steps

- Collect input from public meeting and review with ACW staff
- Prepare recommendations for Council
- 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



From: [MNRF Ayl Planners \(NDMNRF\)](#)
To: [Kelly Vader](#)
Subject: RE: 16135 - Port Albert Servicing Master Plan
Date: September 28, 2021 9:15:06 AM
Attachments: [image001.wmz](#)
[image002.png](#)
[image003.png](#)
[NHGuide_MNRF_2019-04-01.pdf](#)
[16135-2021-09-07-MNRF Let.pdf](#)

**Ministry of Northern Development,
Mines, Natural Resources
and Forestry**

**Ministère du Développement du Nord,
des Mines, des Richesses naturelles
et des Forêts**

September 28, 2021

Subject: 16135 - Port Albert Servicing Master Plan

The Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) received the notice for the Port Albert Servicing Master Plan. Thank you for circulating this information to our office, however, please note that we have not completed a screening of natural heritage or other resource values for the project at this time. Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

This response provides information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, and engaging with the Ministry for advice as needed.

Natural Heritage & Endangered Species Act

-
In order to provide the most efficient service possible, the attached Natural Heritage Information Request Guide has been developed to assist you with accessing natural heritage data and values from convenient online sources.

It remains the proponent's responsibility to complete a preliminary screening for each project, to obtain available information from multiple sources, to conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. We wish to emphasize the need for the proponents of development activities to complete screenings prior to contacting the Ministry or other agencies for more detailed technical information and advice.

The Ministry continues to work on updating data housed by Land Information Ontario and the Natural Heritage Information Centre, and ensuring this information is accessible through online resources. Species at risk data is regularly being updated. To ensure access to reliable and up to date information, please contact the Ministry of the Environment, Conservation and Parks at SAROntario@ontario.ca.

Petroleum Wells & Oil, Gas and Salt Resource Act

-
There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website

(<https://link.edgepilot.com/s/eece63ce/t4tWZO5v00eG6hOCY4WMzA?u=http://www.ogsrlibrary.com/>) for the best known data on any wells recorded by NDMNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.

Public Lands Act & Lakes and Rivers Improvement Act

Some projects may be subject to the provisions of the *Public Lands Act* or the *Lakes and Rivers Improvement Act*. Please review the information on NDMNRF's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*:
<https://link.edgepilot.com/s/d3bf2e77/C4H7ac8l1UaPBPDelTtBPQ?u=https://www.ontario.ca/page/crown-land-work-permits>
- For more information about the *Lakes and Rivers Improvement Act*:
<https://link.edgepilot.com/s/56c6dcbb/c9KGP3jHQEqRAgcV2KqTmw?u=https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide>

After reviewing the information provided, if you have not identified any of NDMNRF's interests stated above, there is no need to circulate any subsequent notices to our office.

If you have any questions or concerns, please feel free to contact me.

Sincerely,
Karina

Karina Černiavskaja | District Planner

Ministry of Northern Development, Mines, Natural Resources and Forestry

Email: MNRF.Ayl.Planners@ontario.ca



As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Kelly Vader <kvader@bmross.net>

Sent: September-13-21 9:26 AM

To: Cerniavskaja, Karina (MNRF) <Karina.Cerniavskaja@ontario.ca>

Subject: 16135 - Port Albert Servicing Master Plan

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Karina:

Please find attached a project update for the Port Albert Servicing Master Plan.

*Kelly Vader, MCIP, RPP
B. M. Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, ON N7A 2T4*

Ph: (519) 524-2641

C: (519) 525-2170

kvader@bmross.net

<https://link.edgepilot.com/s/7c0ad655/dVpjgfEO4UKS3vJmwDJ8Ww?u=http://www.bmross.net/>

Questions

1. Will all ratepayer questions and suggestions to this email address be posted to a public forum? This will allow full transparency, and give all ratepayers an opportunity to become informed, or inspire other questions or suggestions.
A question-and-answer document is being compiled in conjunction with BMROSS, our Planner and Township Staff. This document will be frequently updated and available on the project website <http://www.acwtownship.ca/port-albert-servicing-master-plan/> once prepared.
 2. For question 1, if not, why not?
N/A
 3. As Council members rely heavily on "expert" recommendations during public meeting votes, will ratepayers answers, include the name of the "expert" answering the question along with a link to the source material for the ratepayer to review?
The question and document answer will include the sources of the answer and will reference any applicable project material.
 4. Will the ratepayers be given a specific cutoff date for questions? This will prevent the appearance of "lack of transparency" as experienced from the arbitrary cutoff date of the BM Ross Master plan public forum?
Once a date is set for the Public Meeting, we will issue a Notice of Public Meeting this document will provide a cut-off date for questions.
 5. Council assigned BM Ross the roll of spokesperson for questions to the public forum. "Misunderstandings" of the Master Plan process came from answers (or lack there of) posted to the public forum. How will seeking answers via this email address ensure clarity to ratepayer questions, if BM Ross couldn't provide that clarity originally?
Questions submitted have different elements, some technical, administrative, and political. Having one place to bring these to will allow the Township to collect and get answers more efficiently and provide for better communication of answers.
-
1. If the farmer who farms our family farm declines to farm our property during the proposed road construction, how does the Township plan to reimburse us for loss of revenue that we specifically rely upon to pay the taxes?
There should be limited impact to properties outside of the proposed road allowance that would prevent adjacent lands from being farmed. Response based on experience with previous road construction projects by BMROSS.
 2. A large part of the value of our properties is enjoying the wildlife that frequent and inhabit the trees on Ashfield Street, often travelling between them and the bush on the south side of Market Street; how does re-creating a habitat for this wild-life a distance away preserve the value and enjoyment of these beautiful animals from our properties?

As part of the final engineering design for Ashfield Street, engineering staff will investigate whether the existing trees located on the north side of the road allowance can be retained. The Master Plan report will also recommend that wildlife corridors be created within future development lands, extending from south to north through the study area. Response based on experience with previous road construction projects by BMROSS and knowledge of MP recommendations.

3. In the December 2020 BM Ross presentation to Council, the cost division for the upgrade of unassumed roads, such as Ashfield Street or Huron Street was to be borne 75% by the Township and 25% by Residents (less \$5,000); in the March 2021 BM Ross presentation to Council, the cost division for the upgrade of unassumed roads, such as Ashfield Street or Huron Street was changed to 50 % by the Residents that front onto Ashfield Street, 1/3 by Residents that access Ashfield Street and the remainder to be paid by the Township ~ what is the rationale for this change which increases the financial burden on the residents, many of whom have been forced to be Seasonal because of the Township requirements?

The financing approach presented at the December 2020 Council meeting was very preliminary. It was revised following the meeting after a more detailed assessment of the costs was undertaken and compared to financing associated with previous road reconstruction projects completed by the Township. Project costs were also updated prior to the March 2021 meeting, to reflect current construction estimates. Response by BMROSS based on attendance at meetings.

4. Current drain outlets have design faults, are not maintained, or cleared and have been responsible for beach level erosion and damage. How will the proposed Ashfield Street drain differ?

The Master Plan Report will contain a recommendation that the Township develop an ongoing maintenance program for existing and proposed storm drainage outlets in the Township. Response by BMROSS based on knowledge of proposed Master Plan recommendations.

5. What assurances are there that future issues related to the newly diverted water, and increased volume, will be addressed?

See answer to 4. Above.

6. How will the public beach access be incorporated alongside the Ashfield Street drain with inconsistent flow and lake levels?

The proposed beach access will be designed as part of the outlet reconstruction, so we cannot confirm how this would be addressed at this time. BMROSS has designed a number of shoreline accesses and can incorporate features to address fluctuations in lake levels. Once the outlet upgrades are completed, the Township would maintain the facilities and address any ongoing maintenance issues that might arise. Response by BMROSS based on previous BMROSS experience with lakeshore and beach accesses.

7. The largest erosion of bank within the project study area is at the Port Albert drain outlet due to lack of municipal maintenance for over 40 years. There is nothing in the proposal to indicate definite allowance for ongoing maintenance and prevention of erosion at the 4 drain outlets. Plans for ongoing maintenance and prevention to ensure protection from erosion at the 4 drain outlets need to be part of the written proposal. Please advise how this will be addressed?

See the response to 4. above.

8. There is nothing mentioned in the latest proposal to address beach erosion from the Ashfield Street drain and the 3 other drains to the lake; all within the proposed project study area. Prevention of beach erosion needs to be part of the written proposal. Please advise how this will be addressed?

See the response to 4. above.

9. The drainage survey results shown in the 2019 BM Ross presentation clearly indicate very few drainage issues and none of significance in the project study area and certainly none to the magnitude that warrant the majority of the drainage aspects of this proposal. Please explain how this aspect of the proposal has proceeded when the survey results clearly do not support it?

The survey results were only one component of the Master Plan investigations. A major driver for the study was the current holding zone policies in the Township Zoning-By-Law, which indicated that the needed services, such as public road or drainage are provided, before the holding zone could be lifted and new home construction could occur. Response by BMROSS based on Township request for Master Plan study.

10. With respect to drainage and erosion, even though a new improved drain is being contemplated, does Council really want to eliminate farmland to ease the creation of housing developments which will only serve to increase hard surface runoff?

Although some of the subject lands are currently being used as farmland, the ACW Official Plan designates the whole of Port Albert as a Village/Hamlet Settlement Area. Policies in the Official Plan direct new development to these designated settlement areas, so that further encroachment does not occur into designated Agricultural areas outside of Port Albert. Response by BMROSS based on planning experience.

11. In the December 2020 BM Ross presentation to Council, the cost division for the new storm drainage outlet at the bottom of Ashfield Street or the pond/stormsceptor was to be borne 66% by the Township and 33% by Residents (less \$5,000); in the March 2021 BM Ross presentation to Council, the cost division for the new storm drainage outlet at the bottom of Ashfield Street or the pond/stormsceptor was changed to 50% by the Township and 50% by Residents (less \$5,000) ~ what is the rationale for this change which increases the financial burden on the residents, many of whom have been forced to be Seasonal because of the Township requirements?

See the response to 3. above.

12. The Township has taken upon themselves to redesignate our 17 acre family farm as "Medium Residential" without our input or prior knowledge, without notice, our input or consideration. This is unacceptable conduct on the part of the Township! If, as individual property owners we were to request a redesignation of this farmland to something else, there is a process which we would be compelled to follow, which process would include completing an application, notice to neighbours to allow for objections, a fee to be paid, and an appeal process. How is it considered reasonable or ethical for the Township to have redesignated this property in this manner?

Our Planner provided the following response to your question. "These properties are presently designated Village/Hamlet. They are zoned 'Village/Hamlet Residential – Low Density - Holding (VR1-H)' and 'Natural Environment (NE1)'. From my records, these properties have been designated Village/Hamlet since prior to 2003 when the original ACW Official Plan was adopted, and the Ashfield Secondary Plan was in place. This designation is consistent with the properties being within the historic settlement area boundaries of Port Albert. I can further confirm that the zoning on the subject properties has remained the same since at least 2012."

13. If an improved access is created to the beach at the foot of Ashfield Street, the idea of "if you build it, they will come" no doubt will prove true and accommodations will need to be made, but we don't see any plans for, increased parking, garbage clean up, safe water testing and washroom facilities, etc. As it is, although most people are respectful, a timely inspection of the bush just around the public beach access will show that lack of washroom facilities is already a problem, and when Goderich beach is closed, and often on long weekends especially, we find many cars parked at the top of the hill, around the dumpster, edging onto our property and in the ditches. Plans to deal with these important issues, need to be included in print prior to approval of the proposal. What are the plans in this regard?

The beach access will be monitored, maintained, enforced, and repaired in the same manner other beach access and roads are. Unwanted behaviours and concerns will be addressed as they arise.

14. According to the proposal, the costs that have been allocated - \$152, 623 - to our two Seasonal and two farm lots are exponential, unreasonable, and intolerable, and no matter how lengthy the financial payment plan, they are unmanageable. At the 11 December 2020 Council meeting mention was made that properties such as ours that would suffer such extreme financial burdens would be dealt with separately to alleviate such financial burdens; there is nothing in the tables in the presentation made on 24 March 2021 to indicate any financial relief. If this proposal is to go ahead, we need the plan to deal with our properties included in print, prior to approval of the proposal. What are the plans in this regard?

The financing approaches and cost estimates have not been finalized. These finalized approaches and estimates will be presented following the next Public Meeting. Following the Public Meeting report recommendations may be modified based on feedback.

15. Given the fact that we and many other constituents who we are in contact with oppose this proposal, please advise how each of you, as our elected representatives, intend to represent our interests?

The Township cannot speak on behalf of elected representatives.

1. I would like to know the timelines and what allocations are being made for us to access our property during the first few phases involving Ashfield Street?

The proposed construction timelines will be finalized once the Master Plan process is complete, a final design is completed, and approvals are obtained from the Ministry of Environment, Conservation and Parks (MECP) and possibly from the Maitland Valley Conservation Authority. It is possible that the proposed Phase 1 projects, such as reconstruction of Ashfield Street, could be scheduled for construction in 2022. During the final design phase of the project, notifications would be provided to existing residents explaining how property access would be maintained during construction. Response by BMROSS based on BMROSS experience related to approvals and final design for similar road reconstruction projects, and project timelines suggested in the Master Plan.

2. We also understand that with increased sprawl in the village and along the lake bank, we will be faced with increased foot and car traffic, potential for increased danger of the steep embankment, strangers on our properties, vandalism, etc. but respect and welcome new residents. Community visioning is part of an effective Master Plan, **is it our vision to create unwanted behaviours that comes with sprawl to a water access area?**

Some Master Plan processes do include a visioning component. An example of this would be a new Secondary Plan process through the Planning Act. Master Plans being completed through the Municipal Class Environmental Assessment process are more technically-based processes that are responding to an infrastructure need within the community and don't require a visioning component. Response by BMROSS based on a review of Master Plan guidelines contained within MCEA document.

That is not the Townships vision, the beach access will be monitored, maintained, enforced, and repaired in the same manner other beach access and roads are. Unwanted behaviors and concerns will be addressed as they arise.

1. At the 11 December 2020 Council meeting mention was made that properties such as ours that would suffer such extreme financial burdens would be dealt with separately to alleviate such financial burdens; there is nothing in the tables in the presentation made on 24 March to indicate any financial relief. We need the plan to deal with our properties put in print. What are the plans in this regard?

The financing approaches and cost estimates have not been finalized. These finalized approaches and estimates will be presented following the next Public Meeting. Following the Public Meeting report recommendations may be modified based on feedback.

2. Also, we understand the basis used for allocating who would be required to contribute to the upgrade of Ashfield Street is that those of us who use it for access to our properties should contribute. What about the many locals who will use it to access the new, improved beach access on the road allowance at the foot of Ashfield Street? To allocate the expenses fairly, it would seem that this should be taken into consideration. Will this be taken into consideration and acted on?

This is not being considered, the initial construction of infrastructure is to be paid by landowners. After construction is complete the road maintenance and repairs of the roads will be a part of the yearly budget and will be paid for by the tax levy of the entire Township.

3. Why is the Community of Port Albert portion of the Township of Ashfield-Colborne-Wawanosh Service Master Plan this select small, outlying portion of the Village of Port Albert when there are many other access roads with adjacent farmland that are not up to municipal standards within the Village? If it is primarily to accommodate possible development, which is what it definitely appears, the costs should not be borne by existing, seasonal residents, who were previously not given any assistance, support or concessions by the Township.

The project study area was selected due to the large central area zoned as VR1 Holding that needed upgrades to drainage and road infrastructure. There were also numerous inquiries from existing property owners requesting that services be provided that would allow for the construction of homes on portions of these lands. Response by BMROSS based on Township request for Master Plan.

This Servicing Master Plan is specific to the Port Albert Settlement area, which has been designated in the Official Plan to serve the surrounding agricultural community and function as a residential area. Settlement areas are identified to protect the agricultural land base and natural environment areas by directing development towards the designated areas. As a Village, Port Albert functions as a centralized location for residential, commercial, and social activities. For more information on the history of Port Albert, please review the 'History of Port Albert' document on our project page <http://www.acwtownship.ca/port-albert-servicing-master-plan/>.

The following are questions I have with respect the Recommendations in the presentation by BMRoss on March 24, 2021.

Sewage and Water Servicing

Select Alternative 3 – Do Nothing for Sewage and Water Servicing

Rationale for Selecting Alternative 3

1. Financial Impact to residents would be significant
 - a. Why would the Financial Impact to existing residents be significant when the developers should be required to provide proper sewage and water systems for the new development(s)?
 - b. New developments should require communal water and sewage for their areas provided by the developers.
 - c. Is new infrastructure for new developments not the responsibility of the developer(s)?
 - d. Are specific upgrades to add new drainage to existing drainage out lets not the responsibility of the developer(s)?
 - e. Current residents are already serviced.

Alternative 1 was to Service the Entire Community of Port Albert with a Municipally-Owned and Operated Water Distribution and Sanitary Collection and Treatment System. This alternative was not chosen due to the economic impact to existing residents who are already serviced with private or shared services. Alternative 2 was to Service only Future Development Lands with a Municipally-Owned and Operated Water Distribution and Sanitary Collection and Treatment System, this alternative was not chosen because the preference is to service a whole community, and the cost associated with servicing only future lands could make new development costs prohibitive. Alternative 3 the one chosen was to 'Do Nothing.' This option proposes that no improvements or changes be made to address the servicing needs. This means landowners remain responsible for the water and sewage service of their own property, water and sewage needs will be addressed during the planning process of any new development.

2. No evidence of significant issues with existing sewage and water systems

a. How was this evidence (lack of evidence) determined?

A high-level review of Sewage and Water Servicing was completed including a survey. Which results did not indicate a significant concern with septic system operations and/or water quality. Hydrogeology report indicates that most wells are drilled to bedrock aquifer and overburden provides sufficient separation between septic systems and well supplies. Lastly, the Aquifer has potential to provide sufficient water quantities for the needed water supply.

3. Hydrogeology of study area supports existing servicing model

a. Does this Hydrogeological Study address intensification in the area?

b. The size of the lots recommended in the study do not appear to support safe septic and drilled wells on the same property as the dwellings:

i. A standard 3 bedroom home only requires 400 m² or 0.0988422 acres

ii. A standard 4 bedroom home only requires 500 m² or 0.123553 acres

iii. A standard 5 bedroom home only requires 625 m² or 0.154441 acres

c. How will the township maintain the current lot sizes when these minimum standards are reported?

d. Were the Hydrogeologic Studies backed up with soil samples and proper on-site investigations?

A Hydrogeological Study is an objective science-based review of the subsurface hydrogeologic and geologic conditions in an area or location to identify development suitability and constraints. The hydrogeological investigation was completed by Ian D. Wilson Associates, they are familiar with the Port Albert Area due to past investigative work completed within the Township. The purpose of the Study was as follows:

- Conduct a desktop review of available geological and hydrogeology information to establish the hydrogeological setting of the study area and surrounding lands
- Conduct desktop analysis of MECP water well records for the study area to confirm aquifer conditions and well yields
- Provide comments on typical septic system design criteria and sewage system impact potential

Results from the Hydrogeological Study

Port Albert Master Servicing Plan- Question and Answer

- Available information indicates that the project study area is within a low-risk geologic setting due to depth of overburden (avg. 26m) consisting of clay or hardpan.
 - Average well is completed to a depth of 38.4m into the bedrock aquifer with an average yield of 64 L/min
 - Due to low permeability of dense silty clays in study area, and probable seasonally perched water table conditions, raised beds would typically be required for septic disposal.
 - Based on the low risk geological setting, the number of lots within the Master Plan area will not be limited by MECP Procedure D-5-4 ("nitrate guideline").
4. Septic inspection program could be developed to address aging septic systems within the community
- a. Why specifically aging septic systems?
 - b. Aging septic systems does not require any responsibility to be part of the new developments to maintain the new systems

At this point we have not received direction from Council to investigate or pursue a septic inspection program. Therefore, we do not have any further details on what the program would look like.

Thank you for your responses. Please clarify some of the unclear responses for me.

Please clarify:

3. No evidence of significant issues with existing sewage and water systems
- a. How was this evidence (lack of evidence) determined?

A high-level review of Sewage and Water Servicing was completed including a survey. Where can we locate this "high-level review of Sewage and Water Servicing"? (what is the location we can reference this report at?) What was the one survey? Who was included in answering this survey? Were the questions opinion based or factual based? Which results did not indicate a significant concern with septic system operations and/or water quality. Please provide the questions and the summary of statistical analyses of this survey; confidence intervals for the accuracy of the factual results will help rate payers understand the definition of "significant". Hydrogeology report indicates that most wells are drilled to bedrock aquifer and overburden What is meant by overburden? provides sufficient separation between septic systems and well supplies. Lastly, the Aquifer has potential to provide sufficient water quantities for the needed water supply.

Also, clarify:

A Hydrogeological Study is an objective science-based review of the subsurface hydrogeologic and geologic conditions in an area or location to identify development suitability and constraints. The hydrogeological investigation was completed by Ian D. Wilson Associates, they are familiar with the Port Albert Area due to past investigative work completed within the Township. The purpose of the Study was as follows:

- Conduct a desktop review of available geological and hydrogeology information to establish the hydrogeological setting of the study area and surrounding lands
- Conduct desktop analysis of MECP water well records for the study area to confirm aquifer conditions and well yields. Did this desktop analysis of MECP get accurate information for the multiple files lost in the fire, flood, and/or move when the Huron County Health Unit experienced these different incidents before the merger with Perth, January 1, 2020? The missing information on the map suggests there is quite a number of residents located in the Master plan footprint data, with respect to both wells and septic systems, unaccounted for. What percentage of the data is not represented?
- Provide comments on typical septic system design criteria and sewage system impact potential

Results from the Hydrogeological Study

- Available information indicates that the project study area is within a low-risk geologic setting due to depth of overburden (avg. 26m) consisting of clay or hardpan.
- Average well is completed to a depth of 38.4m into the bedrock aquifer with an average yield of 64 L/min
- Due to low permeability of dense silty clays in study area, and probable seasonally perched water table conditions, raised beds would typically be required for septic disposal.
- Based on the low risk geological setting, the number of lots within the Master Plan area will not be limited by MECP Procedure D-5-4 ("nitrate guideline").

Thank you for clarifying these outstanding questions?

I look forward to your responses.

All information and reports for the Port Alert Servicing Master Plan we have received are linked on the project website

<http://www.acwtownship.ca/port-albert-servicing-master-plan/>. The Survey Results as presented by BM Ross are included in the Presentation to Council December 2020, view it here <http://www.acwtownship.ca/wordpress/wp-content/uploads/2021/04/16135-December-11-Council->

[Presentation.pdf](http://www.acwtownship.ca/wordpress/wp-content/uploads/2021/04/Hydrogeological-Background-Study.pdf). Additionally the Desktop Hydrogeological Background Study completed by Ian D. Wilson Associates, view it here <http://www.acwtownship.ca/wordpress/wp-content/uploads/2021/04/Hydrogeological-Background-Study.pdf>.

Increased beach access via the Ashfield St drain is an additional goal of the Servicing Master Plan. Adequate washrooms and garbage collection etc has been mentioned in numerous meetings but details have yet to be released to the public. How will these be addressed so as to not damage the environment? This is particularly concerning because the nearby beach at the mouth of Nine Mile River is not a positive example of these issues being well handled. And although not an environmental issue, increased access equates to increased vehicles. Where do increased numbers of people safely park their vehicles?

The beach access will be monitored, maintained, enforced, and repaired in the same manner other beach access and roads are. Unwanted behaviours and concerns such as parking will be addressed as problems arise.

Development of the lands south of Ashfield St means more runoff of household, including chemical waste. The track record of drain outlets in the area is not positive (most notably Port Albert drain). Design for the upstream system has been generally communicated. But how will the outlet be designed and entire system maintained to operate differently, positively to benefit the environment?

The concern for maintenance of drains has been heard and taken into consideration, one of the additional recommendations presented by BM Ross on March 24, 2021 is to develop a policy for the maintenance of storm outlets. More information on this policy will be available before the Servicing Master Plan is finalized.

We front on the lake and back on to Victoria Beach Road. So why should we be allocated costs for Ashfield St or Huron St reconstruction?

The current recommendation is for those properties that use Ashfield Street as an access road to pay 1/3 of road construction costs.

Does road reconstruction automatically reclassify our properties as 4 season and therefore trigger tax increase, even though this is a summer use only property?

Tax Collector was consulted. There is currently no seasonal tax class, and therefore your cottage will remain in the residential tax class it is currently in. It is her understanding that the reconstruction would not directly impact your property taxes. According to MPAC there are five key factors that affect your property's assessment value: age of the buildings on the property, total square footage of living area, location of your property, size of your lot and the quality of construction. For more information on how MPAC assesses your property visit

<https://www.mpac.ca/en/PropertyTypes/ResidentialPropertyAssessment>

Port Albert Master Servicing Plan- Question and Answer

In our opinion, it is evident that the Servicing Master Plan is changing to accommodate new development. Why, then, is our seasonal residence being forced to contribute such a large amount for the benefit of the developers?

Along with being a guide to growth and development, the Servicing Master Plan also improves the existing infrastructure and drainage in the area. The infrastructure and drainage improvements will provide benefit to all landowners and therefore there is a cost sharing allocation.

The Port Albert Drain is a very good example of how a drain can deteriorate under the flow of increase drainage area. What contingencies are in place to upkeep and repair the new Ashfield Drain when it sees similar issues. Nothing has been done for the Port Albert drain. Can we expect the same for the Ashfield drain?

The concern for maintenance of drains has been heard and taken into consideration, one of the additional recommendations presented by BM Ross on March 24, 2021 is to develop a policy for the maintenance of storm outlets. More information on this policy will be available before the Servicing Master Plan is finalized.

Currently, our three-season cottage of 900 square feet has a higher tax bill then our four-season home. Are these high tax rates going to increase even more after the road upgrades? Will we be taxed as a four-season property even though we will still not have four-season access to our cottage?

Tax Collector was consulted. It is her understanding that the reconstruction would not directly impact your property taxes. There is currently no seasonal tax class, and therefore your cottage will remain in the residential tax class it is currently in. According to MPAC there are five key factors that affect your property's assessment value: age of the buildings on the property, total square footage of living area, location of your property, size of your lot and the quality of construction. For more information on how MPAC assesses your property visit

<https://www.mpac.ca/en/PropertyTypes/ResidentialPropertyAssessment>

I am writing to inquire about the Port Albert drain. As the landowners of PROPERTY which includes the creek that is the outlet into the lake we are concerned by the amount of water that flows through there and the impact it can have on our property. Will the work in the recommendations increase the water flow? We are particularly concerned about the peak times such as during a significant rain storm. Over the years erosion and slope failures have occurred but the stream is pretty much down to lake level, so it cannot go lower. The failures seem to occur as the stream starts to widen out or meander at the bottom to disturb the toes of the slope on each side. We would like to request some erosion control along the creek bank. Perhaps rip rap as we have seen along the creek in other areas along the creek in Port Albert.

From the BMROSS Q & A document available on our website. The current preliminary design for the regional stormwater management facility is based upon diverting as much drainage as is feasible to the proposed outlet at the west end of Ashfield Street. Although limited by elevation, the stormwater management facility will divert some water that currently discharges to the Port Albert Drain to the new outlet.

As for your request on erosion control along the creek bank, I will ensure BMROSS is informed and receives your request for erosion control, including the suggestion of rip rap along the creek.

From: [Mary Lynn MacDonald](#)
To: [Kelly Vader](#)
Cc: [Donna Clarkson](#)
Subject: RE: 16135 - Port Albert Master Plan
Date: October 27, 2021 4:00:06 PM
Attachments: [image005.jpg](#)
[image006.jpg](#)

Hi Kelly,

Thank you for circulating the Port Albert Master Servicing Plan for our consideration.

As there are no current Wellhead Protection Areas, Intake Protection Zones or highly vulnerable areas in the community and a new municipal well is not being considered as part of the Master Servicing Plan at this time, there would be no Maitland Valley Source Protection Plan policy effect for the designated area now or in the future.

The recommendation made for regular septic inspections, considering the age of the many of the septic systems, does align with the rational of the 5 year inspections in vulnerable areas near municipal water supplies that was added to the Ontario building code.

Mary Lynn

Mary Lynn MacDonald

Co-DWSP Program Supervisor/Risk Management Official

Ausable Bayfield Maitland Valley Source Protection Region, 71108 Morrison Line, RR 3 Exeter N0M 1S5
519-235-2610 ext. 247 [https://link.edgepilot.com/s/6e3bcc0f/2fAnHmOeBkWxZHA9n4df6w?](https://link.edgepilot.com/s/6e3bcc0f/2fAnHmOeBkWxZHA9n4df6w?u=http://www.sourcewaterinfo.on.ca/)
[u=http://www.sourcewaterinfo.on.ca/](http://www.sourcewaterinfo.on.ca/)

Our office is currently closed and I may be working from home as well. My cell phone is 519-643-8112



My normal office days are Mon., Tues. and Thurs. or contact Donna Clarkson at dclarkson@abca.ca 519-335-3557 ext.224

From: Kelly Vader <kvader@bmross.net>
Sent: Monday, October 25, 2021 4:33 PM
To: Mary Lynn MacDonald <mmacdonald@abca.ca>
Subject: 16135 - Port Albert Master Plan

Hi Mary Lynn:

Please find attached correspondence related to a Servicing Master Plan that we are completing in

the community of Port Albert for ACW.

Kelly Vader, MCIP, RPP
B. M. Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, ON N7A 2T4

Ph: (519) 524-2641

C: (519) 525-2170

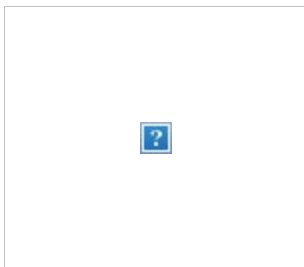
kvader@bmross.net

<https://link.edgepilot.com/s/58cff668/l2Z-DaGqBE6yZd7Ym8Ff9w?u=http://www.bmross.net/>

From: [Emily Martin](#)
To: [Kelly Vader](#)
Cc: [Emily Martin](#); [Juanita Meekins](#)
Subject: Re: 16135 - Port Albert Servicing Master Plan
Date: November 3, 2021 10:40:09 AM

Hello and thank you for your email,
At this point, the Saugeen Ojibway Nation's Environment Office does not have the resources to engage in consultation on this project.
We have no further comments on this project. If at any point anything of archeological interest is revealed on site, please contact the SON Environment Office immediately.
Thank you,
Emily

Emily Martin
Resources and Infrastructure Associate
T: (867)687-2697



25 Maadookii Subdivision
Neyaashiinigmiing
Ontario, N0H 2T0
saugeenojibwaynation.ca

On Wed, Sep 8, 2021 at 4:53 PM Kelly Vader <kvader@bmross.net> wrote:

Hi Emily/Juanita:

Please find attached an update on the Port Albert Servicing Master Plan.

We have also sent copies of this correspondence to the two communities that you represent.

Kelly Vader, MCIP, RPP

B. M. Ross and Associates Limited

Engineers and Planners

62 North Street

Goderich, ON N7A 2T4

Ph: (519) 524-2641

C: (519) 525-2170

kvader@bmross.net

<https://link.edgepilot.com/s/58004a09/zcVCX-3ghkW7YQjAFrxHmg?u=http://www.bmross.net/>

From: [Coordinator LRC HSM](#)
To: [Kelly Vader](#)
Subject: Request for Comments - Ashfield-Colborne-Wawanosh - Port Albert Master Plan
Date: Thursday, November 18, 2021 2:49:28 PM

Your File: Port Albert Master Plan
Our File: Ashfield-Colborne-Wawanosh Municipality

Hi Kelly,

The Historic Saugeen Métis (HSM) Lands, Resources and Consultation Department has reviewed the Natural Heritage Assessment (Nov. 2020) and the Stage 1 Archaeological Assessment for the Port Albert Master Plan. We support the mitigation measures noted in the report table to protect the habitat and breeding periods of the Bobolink, Eastern Wood-peewee and Eastern Meadowlark. We are also interested to review any future Archaeological Assessments for this proposed development area.

Thank you for the opportunity to review this matter.

Regards,

Chris Hachey

Coordinator, Lands, Resources & Consultation
Historic Saugeen Métis
email: hsmlrcc@bmts.com
phone: 519-483-4000
site: saugeenmetis.com
address: 204 High Street Southampton, ON

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

Via E-mail Only

April 8, 2022

Kelly Vader
Environmental Planner
B. M. Ross and Associates Limited
kvader@bmross.net

**Re: Port Albert Servicing Master Plan
Township of Ashfield-Colborne-Wawanosh
Municipal Class Environmental Assessment – Master Plan (Approach #2)
Project Review Unit Comments – Draft Master Plan Report**

Dear Kelly Vader,

Thank you for providing the ministry with an opportunity to comment on the draft Master Plan Report (Report) for the above noted Class Environmental Assessment (EA) project. Our understanding is that in order to address ongoing concerns with inadequate stormwater drainage, road, and water/wastewater servicing infrastructure in portions of the community of Port Albert, the Township of Ashfield-Colborne-Wawanosh (the proponent) has determined that the preferred alternatives are to reconstruct existing road infrastructure to an urban road standard and provide improved stormwater drainage facilities, to develop a comprehensive approach to road and stormwater infrastructure for all future development lands, and to continue servicing existing and proposed residential developments by private water supplies and septic systems. The Ministry of the Environment, Conservation and Parks (ministry) provides the following comments for your consideration.

Class EA Process

- 1) Section 6.6.2 of the Report states, *“As an outcome of this assessment, a series of projects have been identified to implement the Master Plan. These projects are classified as Schedule ‘A’, A+ or ‘B’ activities under the terms of the Class EA document.”* However, all the

recommended projects listed in Table 6.1 of section 6.3 are shown as either Schedule A or A+ projects. Earlier sections of the Report establish that some proposed solutions may include components which would be categorized as Schedule B activities, but the Report seems to conclude in section 5.2 that the preferred solutions should all be classified as Schedule A+ projects.

To avoid confusion, section 6.6.2 should be revised to clarify that only Schedule A and A+ projects are recommended through this Master Plan process, and that no Schedule B activities are recommended.

Planning and Policy

- 2) The Report provides a policy framework both in the provincial context, with excerpts from the Provincial Policy Statement, 2020 (PPS), and in the municipal context, with excerpts from the proponent municipality's Official Plan (OP).

The ministry's understanding of "Alternative 3 – Do Nothing" for Sewage and Water Servicing, which the Report concludes is a preferred alternative, is that existing and future residential developments will continue to be serviced by privately owned and operated septic systems and wells, as opposed to Alternatives 1 and 2 which propose municipally owned and operated sewage and water servicing.

The ministry notes that a discussion on whether this private servicing for future residential developments would take the form of communal systems or individual systems is not included in the Report, nor is an explanation of the servicing hierarchy outlined in PPS policies 1.6.6.2 through 1.6.6.5 and the ministry's D-5 Guideline (www.ontario.ca/page/d-5-planning-sewage-and-water-services). As such, it is the ministry's understanding that these considerations do not form part of the preferred alternatives that are being evaluated in this Class EA process and are beyond the scope of the Master Plan. The ministry notes that some OP policies that are relevant to this discussion have been documented in the Report.

- 3) Future residential developments should be planned in accordance with the ministry's D-5 Guidelines, including but not limited to Procedure D-5-2, which notes that where municipal ownership of communal water and sewage services cannot be achieved, a Responsibility Agreement between the developer and the municipality should be established. A Municipal Responsibility Agreement should include provisions for municipal assumption of communal services in the event of default and the provision of up-front secured funds.

Indigenous Consultation

- 4) The proponent should continue to engage with all communities that have been engaged with to date as the Class EA process proceeds.
- 5) Please continue reaching out to communities if there are any substantial changes to the project/process or if the proponent is applying for subsequent permits from the ministry that may be of interest or concern to communities. We recommend that the proponent include the record of consultation with any subsequent applications to the ministry to help in our review of those applications.

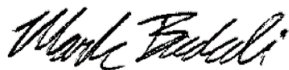
Excess Materials and Waste

- 6) In December 2019, the ministry released a new regulation under the Environmental Protection Act, titled *On-Site and Excess Soil Management* (O. Reg. 406/19) to support improved management of excess construction soil. The regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit www.ontario.ca/page/handling-excess-soil. The ministry recommends that the Report reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the ministry's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014). All waste generated during construction must be disposed of in accordance with ministry requirements.
-

Thank you for circulating this draft Report for the ministry's consideration. Please document the provision of the draft Report to the ministry as well as this Project Review Unit Comments letter in the final report, and please provide an accompanying response letter to support our review of the final report. A copy of the final Notice should be sent to the ministry's Southwest Region EA notification email account (eanotification.swregion@ontario.ca).

Should you or any members of your project team have any questions regarding the material above, please contact me at mark.badali1@ontario.ca.

Sincerely,



Mark Badali
Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks

cc John Ritchie, Manager, Owen Sound District Office, MECP

TOWNSHIP OF ASHFIELD-COLBORNE-WAWANOSH

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT MASTER PLAN SERVICING STUDY (COMMUNITY OF PORT ALBERT)

NOTICE OF STUDY COMPLETION

THE PROJECT:

The Township of Ashfield-Colborne-Wawanosh (ACW) initiated a Municipal Class Environmental Assessment (Class EA) process to develop a Servicing Master Plan for the Port Albert Settlement area in May 2018. The servicing review was undertaken to inventory and evaluate existing road, water, sewage and drainage infrastructure within the community and to investigate a cost effective and efficient approach to provide additional services within established and future development areas of the community. A preferred servicing strategy has now been identified, which will be implemented in phases, within established areas.

THE ENVIRONMENTAL ASSESSMENT PROCESS:

The Servicing Master Plan was conducted in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) which is an approved process under the Environmental Assessment Act. Master Plan projects incorporate Phases 1 & 2 of the Class EA process and also include consultation with the general public, government review agencies, Indigenous communities and affected property owners. The Master Plan addresses the need and justification for the proposed road and drainage facilities at a broad level and also provides sufficient detail to satisfy Phases 1 & 2 of the Class EA. No additional review is required prior to implementation. The information below outlines the Class EA status of various works included as a component of the Servicing Master Plan.

TYPE OF PROJECT:

- Storm drainage construction or repair within limits of existing road allowances
- Road reconstruction, including storm drainage upgrades, within existing road allowances
- Construction of new stormwater drainage outlets within limits of road allowance
- Construction of new stormwater quality facilities within the limits of an existing road allowance
- Construction of new roads

STATUS:

Schedule A+ - Pre-Approved

Schedule A+ - Pre-Approved

Schedule A+ – Pre-Approved

Schedule A+ - Pre-Approved

Reviewed in conjunction with Planning Act review process – Schedule A – Pre-Approved

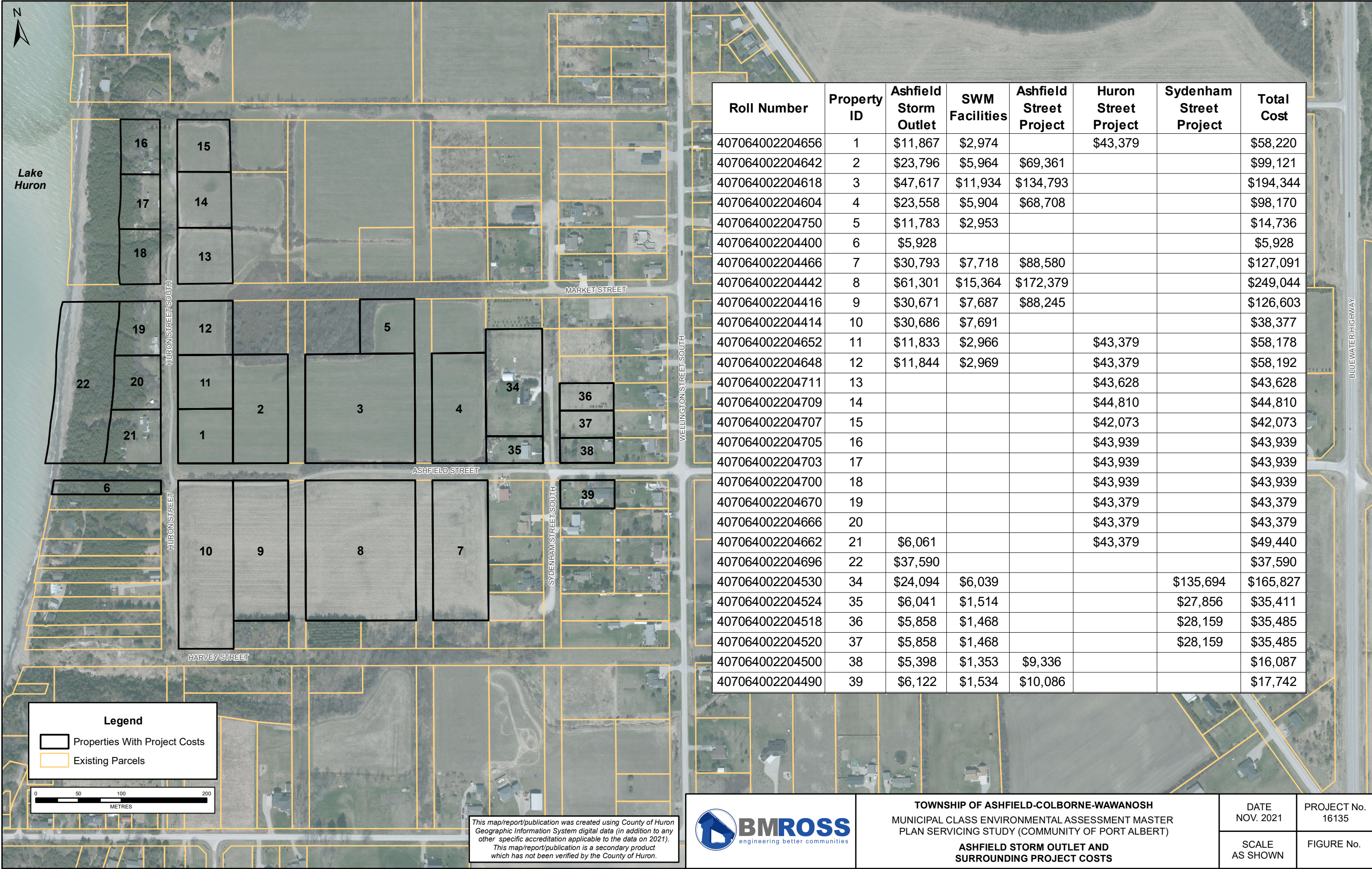
The Master Plan has been completed and, by this Notice, is being placed on the public record for review. A Master Plan Report will be available for review on the ACW website at www.acwtownship.ca. Please provide written comments on the Servicing Master Plan to the Study Engineers by **May 27, 2022**. Subject to comments received as a result of this Notice, the Master Plan will be formally adopted and ACW staff will move forward with implementation. For further information on this project, or to review the Class EA Master Plan process, please contact the study engineers: B.M. Ross and Associates, 62 North Street, Goderich, Ontario, N7A 2T4. Telephone: (519) 524-2641 Attn: Kelly Vader, Environmental Planner (e-mail: kvader@bmross.net).



This Notice issued April 27, 2022
Township of Ashfield-Colborne-Wawanosh

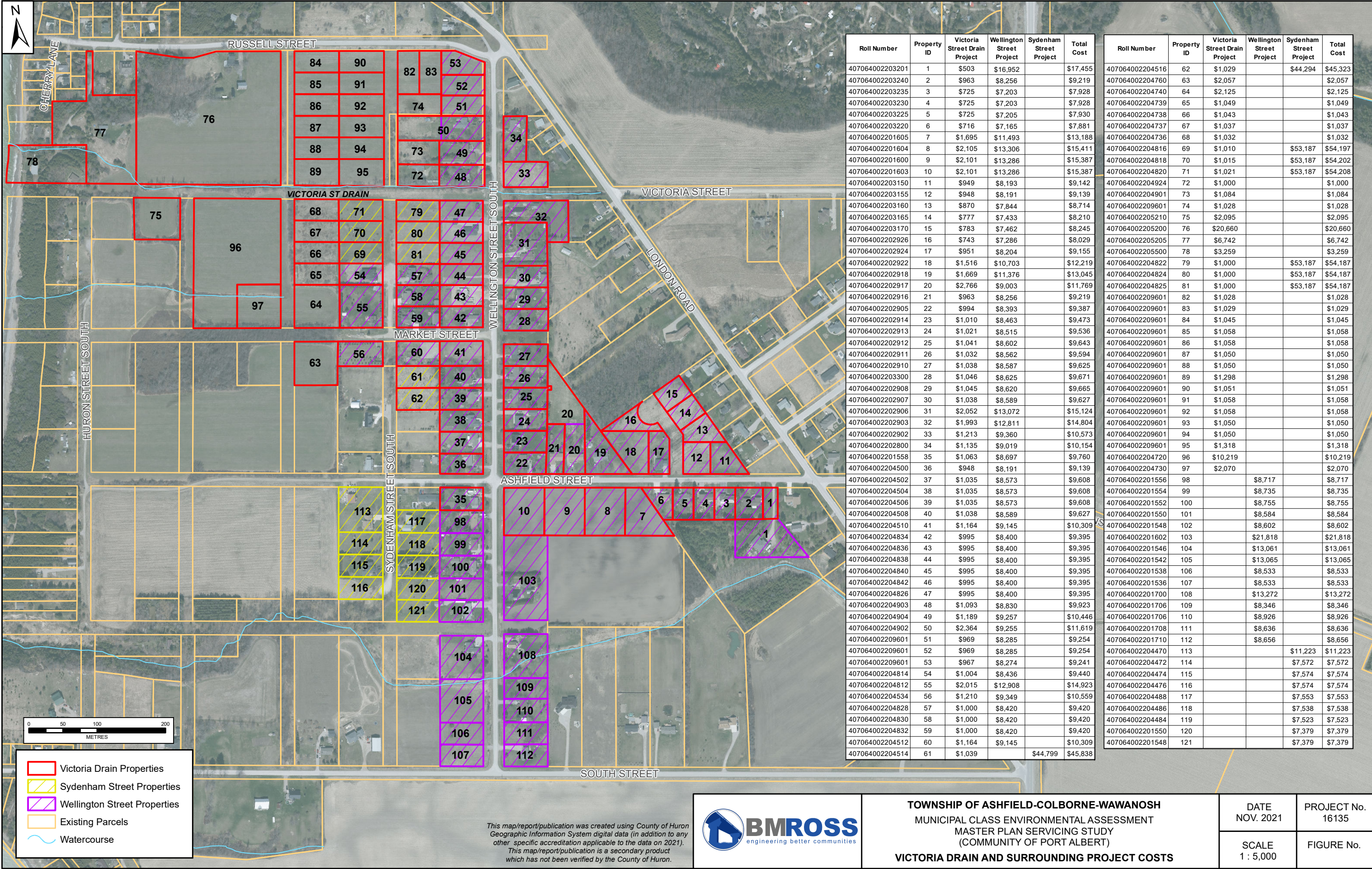
APPENDIX G

PROJECT COST SUMMARY



Roll Number	Property ID	Ashfield Storm Outlet	SWM Facilities	Ashfield Street Project	Huron Street Project	Sydenham Street Project	Total Cost
407064002204656	1	\$11,867	\$2,974		\$43,379		\$58,220
407064002204642	2	\$23,796	\$5,964	\$69,361			\$99,121
407064002204618	3	\$47,617	\$11,934	\$134,793			\$194,344
407064002204604	4	\$23,558	\$5,904	\$68,708			\$98,170
407064002204750	5	\$11,783	\$2,953				\$14,736
407064002204400	6	\$5,928					\$5,928
407064002204466	7	\$30,793	\$7,718	\$88,580			\$127,091
407064002204442	8	\$61,301	\$15,364	\$172,379			\$249,044
407064002204416	9	\$30,671	\$7,687	\$88,245			\$126,603
407064002204414	10	\$30,686	\$7,691				\$38,377
407064002204652	11	\$11,833	\$2,966		\$43,379		\$58,178
407064002204648	12	\$11,844	\$2,969		\$43,379		\$58,192
407064002204711	13				\$43,628		\$43,628
407064002204709	14				\$44,810		\$44,810
407064002204707	15				\$42,073		\$42,073
407064002204705	16				\$43,939		\$43,939
407064002204703	17				\$43,939		\$43,939
407064002204700	18				\$43,939		\$43,939
407064002204670	19				\$43,379		\$43,379
407064002204666	20				\$43,379		\$43,379
407064002204662	21	\$6,061			\$43,379		\$49,440
407064002204696	22	\$37,590					\$37,590
407064002204530	34	\$24,094	\$6,039			\$135,694	\$165,827
407064002204524	35	\$6,041	\$1,514			\$27,856	\$35,411
407064002204518	36	\$5,858	\$1,468			\$28,159	\$35,485
407064002204520	37	\$5,858	\$1,468			\$28,159	\$35,485
407064002204500	38	\$5,398	\$1,353	\$9,336			\$16,087
407064002204490	39	\$6,122	\$1,534	\$10,086			\$17,742

This map/report/publication was created using County of Huron Geographic Information System digital data (in addition to any other specific accreditation applicable to the data on 2021). This map/report/publication is a secondary product which has not been verified by the County of Huron.



Roll Number	Property ID	Victoria Street Drain Project	Wellington Street Project	Sydenham Street Project	Total Cost
407064002203201	1	\$503	\$16,952		\$17,455
407064002203240	2	\$963	\$8,256		\$9,219
407064002203235	3	\$725	\$7,203		\$7,928
407064002203230	4	\$725	\$7,203		\$7,928
407064002203225	5	\$725	\$7,205		\$7,930
407064002203220	6	\$716	\$7,165		\$7,881
4070640022031605	7	\$1,695	\$11,493		\$13,188
407064002201604	8	\$2,105	\$13,306		\$15,411
407064002201600	9	\$2,101	\$13,286		\$15,387
407064002201603	10	\$2,101	\$13,286		\$15,387
407064002203150	11	\$949	\$8,193		\$9,142
407064002203155	12	\$948	\$8,191		\$9,139
407064002203160	13	\$870	\$7,844		\$8,714
407064002203165	14	\$777	\$7,433		\$8,210
407064002203170	15	\$783	\$7,462		\$8,245
407064002202926	16	\$743	\$7,286		\$8,029
407064002202924	17	\$951	\$8,204		\$9,155
407064002202922	18	\$1,516	\$10,703		\$12,219
407064002202918	19	\$1,669	\$11,376		\$13,045
407064002202917	20	\$2,766	\$9,003		\$11,769
407064002202916	21	\$963	\$8,256		\$9,219
407064002202905	22	\$994	\$8,393		\$9,387
407064002202914	23	\$1,010	\$8,463		\$9,473
407064002202913	24	\$1,021	\$8,515		\$9,536
407064002202912	25	\$1,041	\$8,602		\$9,643
407064002202911	26	\$1,032	\$8,562		\$9,594
407064002202910	27	\$1,038	\$8,587		\$9,625
407064002203300	28	\$1,046	\$8,625		\$9,671
407064002202908	29	\$1,045	\$8,620		\$9,665
407064002202907	30	\$1,038	\$8,589		\$9,627
407064002202906	31	\$2,052	\$13,072		\$15,124
407064002202903	32	\$1,993	\$12,811		\$14,804
407064002202902	33	\$1,213	\$9,360		\$10,573
407064002202800	34	\$1,135	\$9,019		\$10,154
407064002201558	35	\$1,063	\$8,697		\$9,760
407064002204500	36	\$948	\$8,191		\$9,139
407064002204502	37	\$1,035	\$8,573		\$9,608
407064002204504	38	\$1,035	\$8,573		\$9,608
407064002204506	39	\$1,035	\$8,573		\$9,608
407064002204508	40	\$1,038	\$8,589		\$9,627
407064002204510	41	\$1,164	\$9,145		\$10,309
407064002204834	42	\$995	\$8,400		\$9,395
407064002204836	43	\$995	\$8,400		\$9,395
407064002204838	44	\$995	\$8,400		\$9,395
407064002204840	45	\$995	\$8,400		\$9,395
407064002204842	46	\$995	\$8,400		\$9,395
407064002204826	47	\$995	\$8,400		\$9,395
407064002204903	48	\$1,093	\$8,830		\$9,923
407064002204904	49	\$1,189	\$9,257		\$10,446
407064002204902	50	\$2,364	\$9,255		\$11,619
407064002209601	51	\$969	\$8,285		\$9,254
407064002209601	52	\$969	\$8,285		\$9,254
407064002209601	53	\$967	\$8,274		\$9,241
407064002204814	54	\$1,004	\$8,436		\$9,440
407064002204812	55	\$2,015	\$12,908		\$14,923
407064002204534	56	\$1,210	\$9,349		\$10,559
407064002204828	57	\$1,000	\$8,420		\$9,420
407064002204830	58	\$1,000	\$8,420		\$9,420
407064002204832	59	\$1,000	\$8,420		\$9,420
407064002204512	60	\$1,164	\$9,145		\$10,309
407064002204514	61	\$1,039		\$44,799	\$45,838

Roll Number	Property ID	Victoria Street Drain Project	Wellington Street Project	Sydenham Street Project	Total Cost
407064002204516	62	\$1,029		\$44,294	\$45,323
407064002204760	63	\$2,057			\$2,057
407064002204740	64	\$2,125			\$2,125
407064002204739	65	\$1,049			\$1,049
407064002204738	66	\$1,043			\$1,043
407064002204737	67	\$1,037			\$1,037
407064002204736	68	\$1,032			\$1,032
407064002204816	69	\$1,010		\$53,187	\$54,197
407064002204818	70	\$1,015		\$53,187	\$54,202
407064002204820	71	\$1,021		\$53,187	\$54,208
407064002204924	72	\$1,000			\$1,000
407064002204901	73	\$1,084			\$1,084
407064002209601	74	\$1,028			\$1,028
407064002205210	75	\$2,095			\$2,095
407064002205200	76	\$20,660			\$20,660
407064002205205	77	\$6,742			\$6,742
407064002205500	78	\$3,259			\$3,259
407064002204822	79	\$1,000		\$53,187	\$54,187
407064002204824	80	\$1,000		\$53,187	\$54,187
407064002204825	81	\$1,000		\$53,187	\$54,187
407064002209601	82	\$1,028			\$1,028
407064002209601	83	\$1,029			\$1,029
407064002209601	84	\$1,045			\$1,045
407064002209601	85	\$1,058			\$1,058
407064002209601	86	\$1,058			\$1,058
407064002209601	87	\$1,050			\$1,050
407064002209601	88	\$1,050			\$1,050
407064002209601	89	\$1,298			\$1,298
407064002209601	90	\$1,051			\$1,051
407064002209601	91	\$1,058			\$1,058
407064002209601	92	\$1,058			\$1,058
407064002209601	93	\$1,050			\$1,050
407064002209601	94	\$1,050			\$1,050
407064002209601	95	\$1,318			\$1,318
407064002204720	96	\$10,219			\$10,219
407064002204730	97	\$2,070			\$2,070
407064002201556	98		\$8,717		\$8,717
407064002201554	99		\$8,735		\$8,735
407064002201552	100		\$8,755		\$8,755
407064002201550	101		\$8,584		\$8,584
407064002201548	102		\$8,602		\$8,602
407064002201602	103		\$21,818		\$21,818
407064002201546	104		\$13,061		\$13,061
407064002201542	105		\$13,065		\$13,065
407064002201538	106		\$8,533		\$8,533
407064002201536	107		\$8,533		\$8,533
407064002201700	108		\$13,272		\$13,272
407064002201706	109		\$8,346		\$8,346
407064002201706	110		\$8,926		\$8,926
407064002201708	111		\$8,636		\$8,636
407064002201710	112		\$8,656		\$8,656
407064002204470	113			\$11,223	\$11,223
407064002204472	114			\$7,572	\$7,572
407064002204474	115			\$7,574	\$7,574
407064002204476	116			\$7,574	\$7,574
407064002204488	117			\$7,553	\$7,553
407064002204486	118			\$7,538	\$7,538
407064002204484	119			\$7,523	\$7,523
407064002201550	120			\$7,379	\$7,379
407064002201548	121			\$7,379	\$7,379