

# **PLANNING REPORT**

## **PORT GLASGOW COMMUNITY**

**Municipality of West Elgin**

**County of Elgin**



**Seaside Waterfront Developments Inc.**

Prepared by:

**Kirkness Consulting Inc. - Urban and Rural Planning**

**Ron Koudys, Landscape Architect**

**November 2010**

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**Previous BACKGROUND TECHNICAL APPENDIX (under separate cover)**

## **1.0 Purpose and Background**

This document describes the proposed “old Scottish Village” style community of Port Glasgow by Seaside Waterfront Developments Inc. – “Seaside”, and to provide a land use planning rationale for the approval of the development applications, comprising:

1. A draft plan of subdivision
2. A draft plan of common elements plan of condominium, and .....
3. The associated amendment to the Zoning Bylaw for the Municipality of West Elgin. (WE).

The Report and applications and Report follow up on the Council resolution from West Elgin which reads as follows.

This Report contains land use planning, engineering, traffic impact and natural heritage components and provides an update of previous Reports as follows:

- a) Pre-consultation Planning Report, May 2008;
- b) Policy Review and Analysis Report, November 2008,
- c) **Pre-consultation Planning Report, March 2009**, which included:
  - A refined Community Concept Plan which constitutes the ‘vision” and ultimate development for Port Glasgow on Lot 6;
  - A Draft Plan of Subdivision concept for Lot 6 which includes lands owned by Seaside Waterfront Developments Inc.
  - A revised description of the yield of housing, commercial floor space and population;
  - A more detailed policy analysis of the “Lakeshore Area” land use designation of the local Official Plan, showing conformity with it;
  - A more detailed policy analysis of the Provincial Policy Statement demonstrating consistency with it.

This Background Technical Appendices to the March 2009 -Pre-consultation Report are reprinted and submitted with the applications because it contains an enormous amount of Study that has been undertaken and is still relevant. In addition, there have been further technical studies completed as a response to the MMAH pre-consultation summary letter of Aug. 7, 2009, and these have been placed as Appendices in the back of this Report. The table of contents lists the additional studies. The MMAH letter is contained in Appendix B for convenience.

There have been numerous and significant meetings/discussions that have occurred and have assisted in the preparation of this Planning Report, as follows:

- Pre-consultation Meeting with MMAH – June 17, 2008 and December 17, 2008
- Public meeting for the beginning of the Environmental Assessment (EA) Study on Sanitary Servicing as well as unveiling of the Community Plan Vision by Seaside– September 4, 2008
- West Elgin Council meeting on January 22, 2009 to provide update and status report on Environmental Assessment Study for the sanitary sewage collection and treatment system.
- Public meeting for the Screening Report as part of the EA process - March 5, 2009
- Pre-consultation meeting with MMAH and WE – May 1, 2009
- Meetings with local groups such as the Port Glasgow Yacht Club and the Chamber of Commerce in April thru September 2010
- Meetings and discussion with Twp. of West Elgin Council, staff and its’ Planning Consultant, Community Planners Inc.

The major issues that have consumed significant amounts of time were:



1. The need to be able to provide municipal services to the new community and hence the Environmental Assessment (EA) Study;
2. The EA Study concluded that the waste water treatment plan would be private and therefore financed, constructed and maintained by the new development. The preliminary engineering and feasibility was carried out and discussed in section 8 of this Report.
3. The private waste water plant being recommended brought forth the matter of setting up the organizational structure that had to be defined for the new community, to ensure that ongoing future ownership and maintenance responsibilities were taken into account;
4. The Vision for the new community of Port Glasgow includes a “downtown” along Haven’s Lake Road and a need to study the future right-of-way evolved in order to determine the lands that were not needed as part of the right-of-way that could be a part of the downtown. Possible title transfer had to be examined carefully.

## **2.0 Location and Context**

**See Figure 1 – Location Plan.** The general location of the subject lands located is in the southwest quadrant of Gray Line and Furnival Road (County Road #103) in the Municipality of West Elgin and in the County of Elgin. It is also described as PART OF LOT 6 - CONCESSION XIV. The 24 ha (60 acre) site is generally shown by the red square on Figure 1. “Havens Lake Road” is within Lot 6 and is a north – south local road extending south from Gray Line, accessing the marina, the harbour and beach lands of Port Glasgow, and the mouth of Sixteen Mile Creek where it flows into Lake Erie. The site is topographically diverse with areas of agriculture fields on the table lands, mixed with wooded ravines and valley lands along the Sixteen Mile Creek. These features together with its’ views and vistas over Lake Erie make it highly desirable for residential and tourism development.

Figure 1 – Location Plan

Earlier reports and proposal included Lots 4 and 5 to the west of Lot 6. Lots 4 and 5 are now not included in the Seaside proposed development nor contained in the applications being submitted for approval. Most of the westerly abutting LOT 5 is owned by James Howard Culligan and other principles of another company, Waterfront Development Inc. LOT 4 lands have since been divested.

Land uses surrounding the Seaside holdings on Lot 6 are described.

- To the North, agricultural field crops and wooded ravines. No livestock operations prevail and no barns or agricultural buildings exist within a 1 km distance of the Seaside lands with the exception of the buildings that are part of the nursery-tree farm, later on described in Section 11.
- To the East, the upper residential enclave of Port Glasgow along Furnival Road and Douglas Street together with two trailer parks (*Port Glasgow Trailer Park and Lakewood Trailer Park*) exist together with a the public park (“Memorial”).
- To the West, wooded ravines and agricultural fields and a rural residence exists.
- To the South, Lake Erie shoreline including the Port Glasgow Marina and public beach.

Please see **Appendix A for a Photo file.**

### **3.0 Activities and Tasks in 2008 thru 2010**

The effort to bring this Project forward has been immense and has consumed proportionate amounts of time since the MMAH pre-consultation summary of August 7, 2009 was issued. The major tasks from that date are summarized, together with those major tasks of 2008 and up to October 2010.

#### 2010

January thru September 2010

- Surplus lands application along Havens Lake Road, and gaining Council’s resolution to declare surplus lands and conditions for conveyance
- Commercial Block – Pre-consultation with West Elgin
- Sanitary Sewer and Waste Water Treatment Plan Preliminary Study
- Storm Water Management Plan Preliminary Study
- Tenure Structure – Draft Plan of Subdivision and Common Elements Condominium
- Requirements of the MOE and the Environmental Assessment Act and the Environmental Protection Act
- Preparing Draft Plan applications and Plans
- Environmental Impact Study along west top of valley

- Butternut assessment
- Archaeological update

## 2009

- Surplus lands along Havens Lake Road
- Traffic Impact Study
- Tenure Structure – Draft Plan of Subdivision and Condominium
- Sanitary Sewer and Waste Water Treatment Plan
- Marketing Research Event – Information and Open House on site
- Pre-consultation with the MMAH – meeting in May and letter received August
- Further archaeology study
- Environmental Assessment – and Report in February and public meeting in April
- Preparation of Pre-consultation Report for MMAH and WE

## 2008

- December – MMAH and WE pre-consultation meeting
- November – Policy Review Report
- October – EA started by Spriet
- May – Pre-consultation report – preliminary

## **4.0 The Port Glasgow Community Concept Plan and Vision**

The VISION for the Seaside project is illustrated on the **Port Glasgow Community Concept Plan** prepared for Lot 6 only. **The Concept Plan** contemplates a complete residential community with a downtown, as illustrated in **Figure 2, Community Concept Plan**. The community would comprise a seasonal and permanent population. The Downtown would build upon the natural features of the Lake and beach and 16 mile Creek to enhance tourism. The urban design and architecture would follow an “old Scottish Village” theme .

The Vision started with a DESIGN CHARETTE held in late 2007 in collaboration with the Municipality. It is the basis of the Draft Plans later described. From the Charette, the vision for the new Community of Port Glasgow was born. It will be founded on principles of providing a healthy, livable and safe community environment, sustained by utilizing lands efficiently, accommodating a range of housing types and tenures, mixed use and compact commercial and residential built form, substantial social and recreational facilities and services, all the while respecting the existing natural heritage and cultural features. The existing residence and their perception of “community” would be respected. Sufficient and proper municipal service infrastructure would be put in place as part of the Seaside Project.

Over one third of the entire community would be left in natural heritage open space and conservation areas.

The new Community is intended to be complimentary to the existing marina, public beach and trailer park communities that comprise part of the existing settlement of Port Glasgow.

The “Downtown” would include retail shops and restaurants, cafes, boutiques and other local and tourist service uses. Part of the lands for the Downtown are currently part of the very irregular – shaped road allowance of Havens Lake Road. Negotiations have taken place between Seaside and West Elgin to establish an ultimate 25 m wide road allowance which would enable the surplus lands to be assembled with lands owned by Seaside to make viable mixed commercial residential land development blocks. On September and October, 2010 Council passed a resolution and adopted a bylaw to declare the lands surplus, and set down conditions for transfer. Seaside is proceeding to act in accordance with the Bylaw to acquire the surplus lands. More on this matter is described in Section 4.0. When Seaside obtains title to the surplus lands they would be added to the Draft Plan of Subdivision during the approval process.

The Downtown will serve the local community but have amenities and services that will bring people from afar to compliment the excellent natural beach and natural open space, all intended to spur tourism, consistent with Local and County economic development strategies.

Out from the Core would be a variety of low and medium residential densities from single detached to multiple attached dwellings together with parks, trails, boardwalks, beaches, and major areas of conserved and protected natural open space. The scale and size of the Community is an important determinant to the feasibility of such an energetic town-building project.

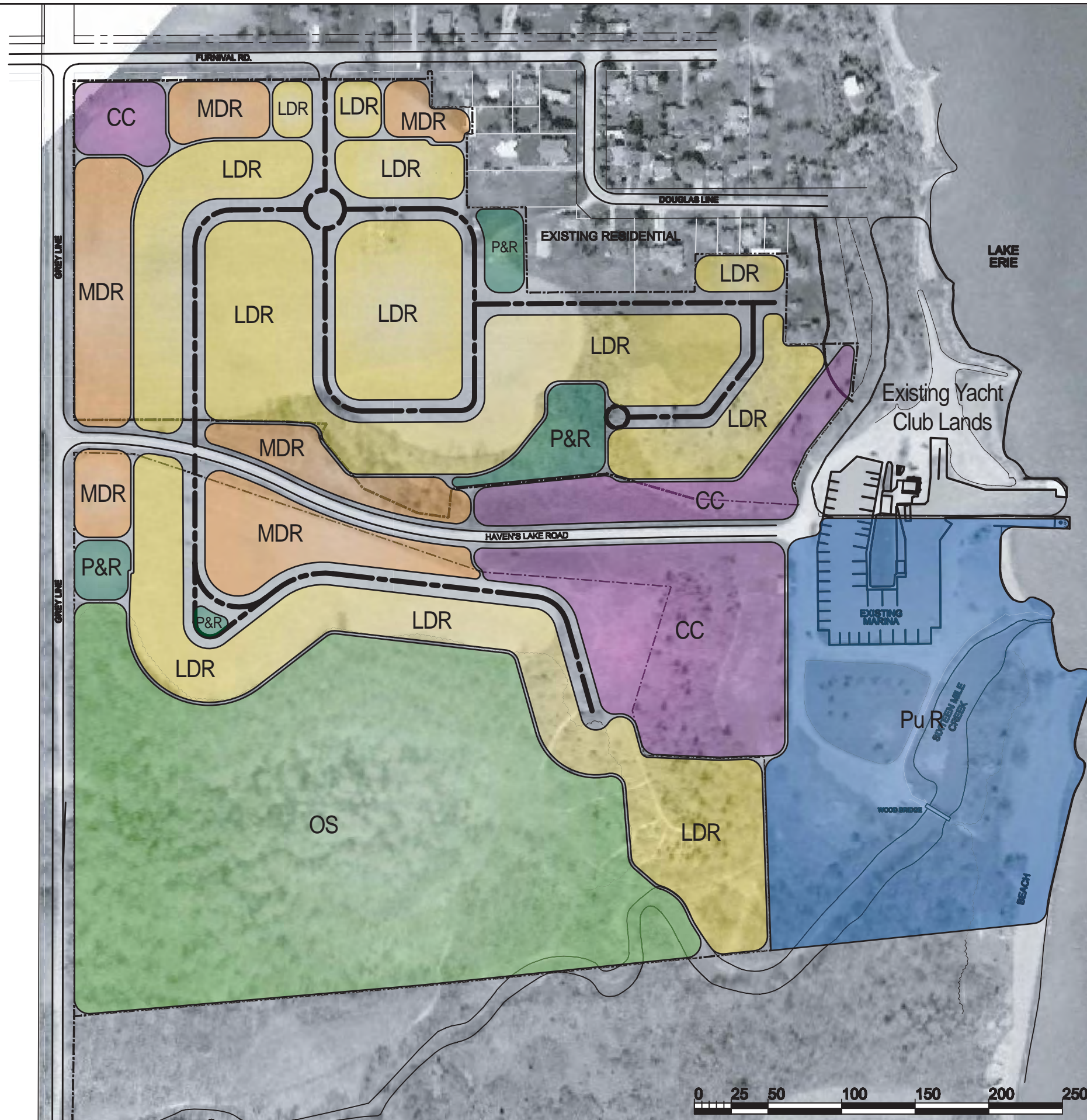
There is additional land space for development to the west of Havens Lake Road in the vicinity of the existing public washroom facility. Should these lands come available in the future, a resort-hotel/conference centre with additional retail shops, restaurants and amphitheatre for the performing arts, are all possibilities in later stages of the development.



Research is being carried onto investigate sustainable community infrastructure such as geothermal heat generation and wind turbine energy production, of which part of the site is zoned to permit. A winery is planned for the area to augment the agri-tourism appeal of the area on the Western leg of the Winery Trails from Niagara on the Lake along the historic Talbot Highway route.

## Figure 2 -- Community Concept Plan



EXISTING AGRICULTURAL



-  Parks and Recreation
-  Public Recreation
-  Community Commercial
-  Medium-Density Residential
-  Low-Density Residential
-  Open Space



**RON KOUDYS**  
**LANDSCAPE ARCHITECT**  
 308 Oxford Street East, London, Ontario, N6A 1V7  
 Tel: (519) 667-3322, Fax: (519) 646-2474

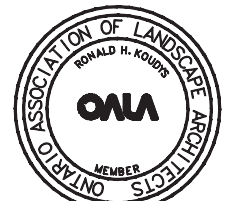
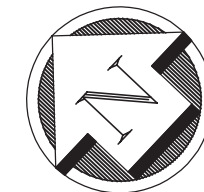
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THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION OR TENDER PURPOSES UNLESS SIGNED AND DATED BY RONALD H KOUDYS, OALA, CSLA, LANDSCAPE ARCHITECT, LONDON, ONTARIO (519) 667-3322.

Ronald H. Koudys, O.A.L.A. C.S.L.A. DATE \_\_\_\_\_

PLOTTING INFORMATION:

PLOTTED DATE = 09/02/21  
 PLOTTED SCALE = 1:3000



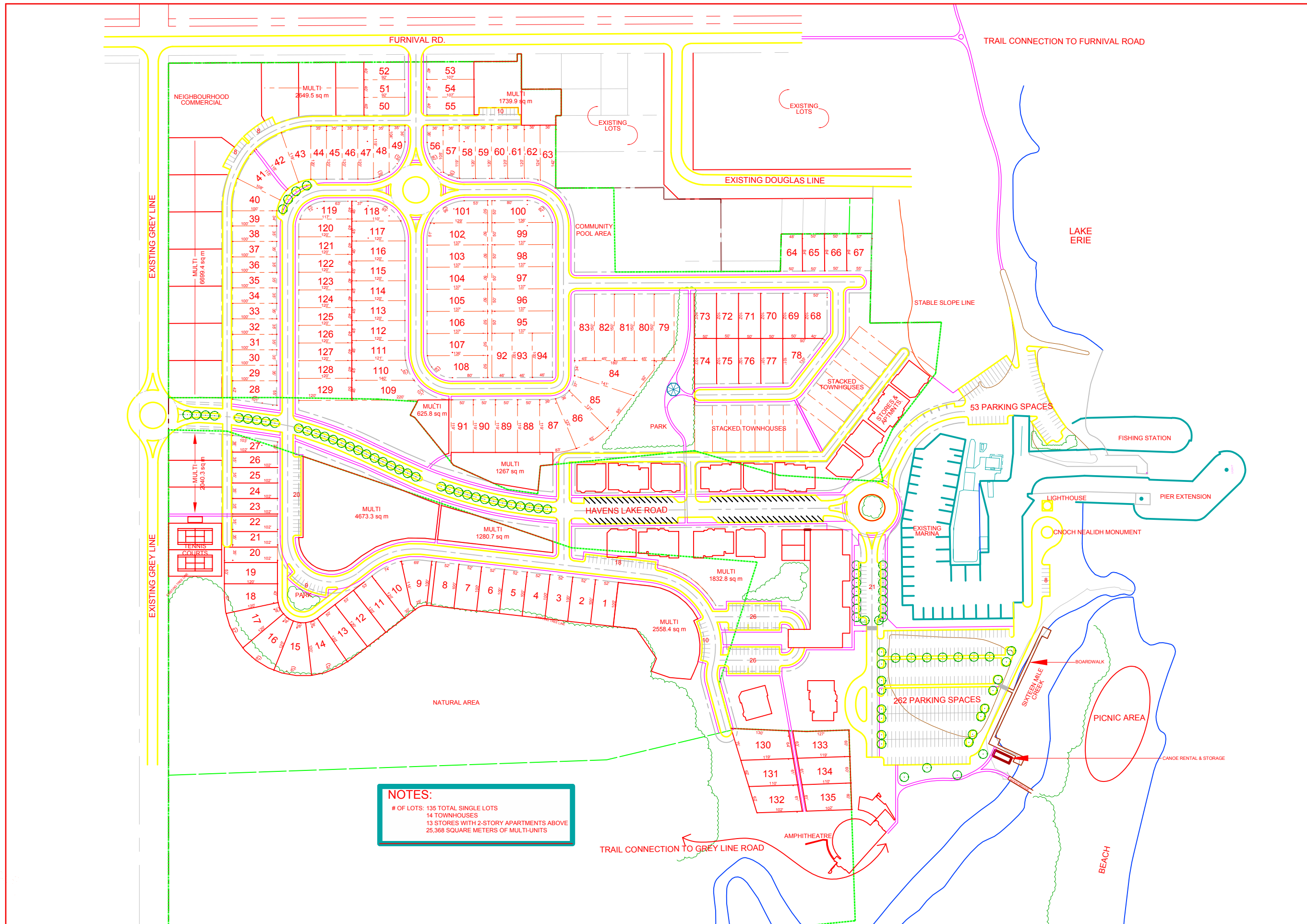
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 SEASIDE BEACH  
 PORT GLASGOW  
 PHASE #1  
 DEVELOPMENT

DRAWING TITLE:  
 FIGURE 3  
 COMMUNITY CONCEPT PLAN

DATE: FEB. 2009	SCALE: AS NOTED	DRAWING No.  <b>F-3</b>
DRAWN: RCLA	CHECKED BY: RHK	
PROJECT No. 07-192		

# Figure 3 -- Subdivision Concept





**NOTES:**  
 # OF LOTS: 135 TOTAL SINGLE LOTS  
 14 TOWNHOUSES  
 13 STORES WITH 2-STORY APARTMENTS ABOVE  
 25,368 SQUARE METERS OF MULTI-UNITS



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 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION OR TENDER PURPOSES UNLESS SIGNED AND DATED BY RONALD H. KOU DY S, O.A.L.A., C.S.L.A., LANDSCAPE ARCHITECT, LONDON, ONTARIO (519) 667-3322.

Ronald H. Kou dys, O.A.L.A. C.S.L.A. \_\_\_\_\_ DATE \_\_\_\_\_

DATE	DESCRIPTION	NO.

PLOTTING INFORMATION:  
 PLOTTED DATE = 08/08/20  
 PLOTTED SCALE = 1:2500

PROJECT TITLE:  
 SEASIDE BEACH  
 PORT GLASGOW  
 MUNICIPALITY OF  
 WEST ELGIN, ONTARIO

DRAWING TITLE:  
 CONCEPT  
 PLAN

DATE: JUNE 2008	SCALE: AS NOTED	DRAWING NO.:
DRAWN: RELA	CHECKED BY: R.H.K.	C - 1
PROJECT NO.:	07-192	



#### 4.1 Design Features

The contemporary, sustainable and place making design of the proposed Plan of Subdivision - see **Figure 4** - requires explanation and the following points are of note.

- There would be **two entrances** to the residential development, namely: Havens Lake Road and Furnival Road. The one entrance from Furnival Road would have a Gateway Street entering to a 4-way intersection. The entry road allowances would be 25 m in width with gateway features, a centerline landscaped median and trees. The Havens Lake Road entrance would have gateway entrance features and landscaping as well.
- **Single detached residential lots** are to be of different sizes based on approximate lot frontage, and these would be as follows:
  - 13.5 m (45 feet) - wide lots
  - 15 m (50 feet) – wide lots in the central portion east of Havens Lake Road and the west side of Havens Lake Road
  - 18 m (60 feet) - wide lots in the south portion and east of Havens Lake Road and some on the west side of Havens Lake Road, overlooking Lake Erie.

Along the frontages of Gray Line and Furnival Road are proposed **multi-family attached dwelling units**, held as a, freehold street townhomes, cluster townhouse or quadraplex – vacant land condominium units” or rentals. To promote enhanced built form design, front placement and orientation of buildings within ornamented landscaped gardens are intended. Vehicular parking to each unit will be in the rear yards or garages. The conceptual building design of the **multi-family quad units** would be two 1 storey dwellings on the ground floor and two 2-storey dwelling units on the 2<sup>nd</sup> and 3<sup>rd</sup> floors, for a total of 4 units and three storeys in height. Other attached forms of housing are proposed as well, such as conventional “street townhouses” and “cluster townhouses”.

- The **Street Network** of internal roads is proposed to be mostly 16 m wide private rights-of-way. These streets would be private streets owned and maintained by the Common Elements Condominium Corporation.
- At the intersection of Furnival Road and Gray Line would be a **Neighbourhood Community Commercial Centre** comprising a full indoor and outdoor recreation centre of swimming pool, tennis court, squash and racquet ball courts, fitness centre, games rooms, local retail and retail service uses, all based on Village Centre design principles. Because of its strategic gateway location and intersection location it is expected that certain components would serve passing traffic and the existing residential population in the Douglas Street area and the two Trailer Parks. The ground floor area of the Neighbourhood Centre would

be about 600 m2. This site and facility would be a common element of the CEC corporation.

- A full and extensive **walkway-pedestrian and multi-use trail system** is contemplated. Walkways/sidewalks are proposed on one side of all streets.
- The **Downtown would be a “ traditional main-street”** along Havens Lake Road. At the outset a commercial block is proposed at the foot of Havens Lake Road on the east side. This is proposed to be a 3-storey 15000 m2 (total gfa) building accommodating retail, restaurant and pub uses on the ground floor and tourist accommodation above. The ultimate main-street would be a 25 m right-of-way with parallel parking and two through lanes with a 3 m wide centerline landscaped median. Sidewalks would be a generous 4m width. See **Figure 6 and 7**.

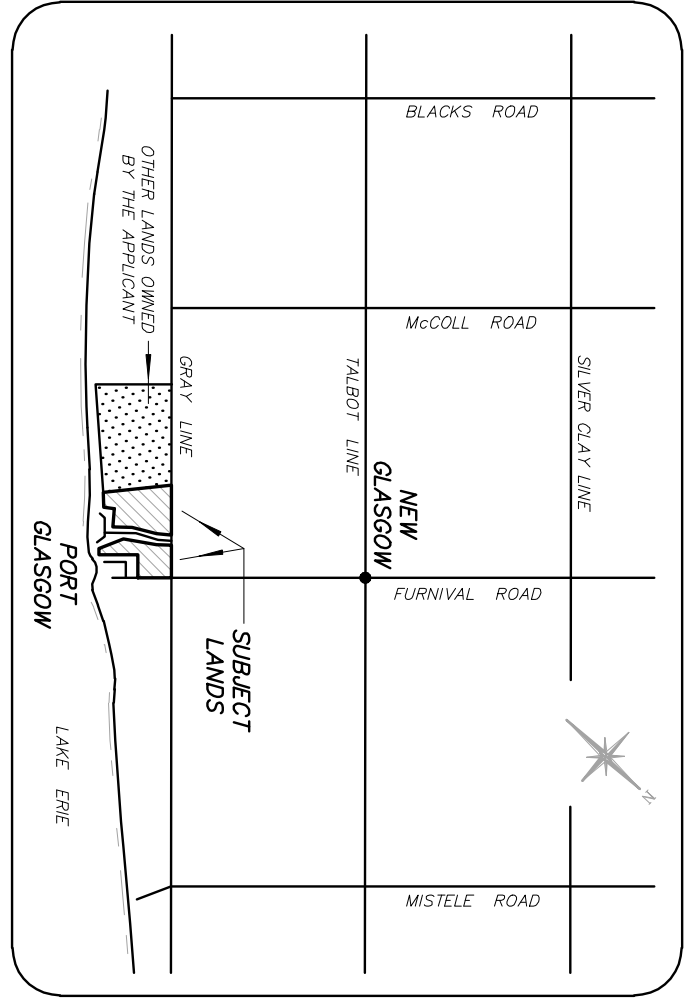
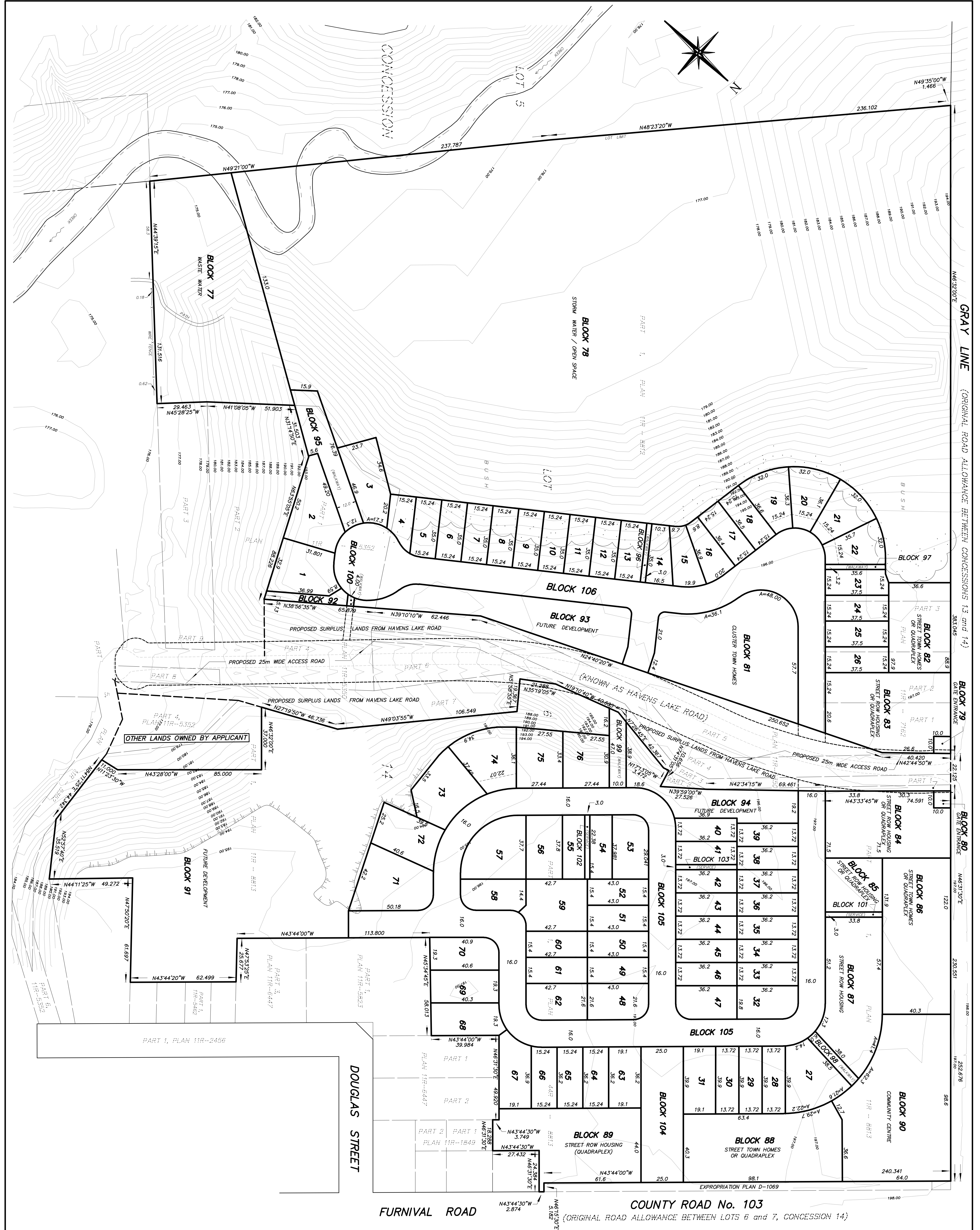
Ultimately, mixed use commercial residential buildings of 3 storeys in height would include B&Bs, live-work places, cafes, restaurants, boutiques and specialty shops etc.

#### **4.2 Lands not owned by Seaside in the Harbour Area**

There is additional land space for development to the west of Havens Lake Road in and around the harbour. As noted previously, these lands are included in the overall Community Concept Plan – the Vision.

These lands becoming available in the future, would enhance the design and function of the “downtown” and the entire Port Glasgow Community. Along Havens Lake Road more retail stores and services could be accommodated to realize the Downtown element. West of Havens Lake Road around the harbour, a site could be established for a resort-hotel/conference centre with additional retail shops, restaurants and amphitheatre for the performing arts. The location of these uses would have to be reconciled with the existing and expanding uses of the harbor and marina/yacht club. These are to be born mind for later, more mature stages, in the development of the Port Glasgow Community.

# Figure 4 – Draft Plan of Subdivision



**DRAFT PLAN OF PROPOSED SUBDIVISION**  
 OF PART OF  
**LOT 6**  
**CONCESSION 14**  
 (GEOGRAPHIC TOWNSHIP OF ALDBOROUGH)  
 NOW IN THE  
**MUNICIPALITY OF WEST ELGIN**  
**COUNTY OF ELGIN**

**MENDEL SURVEYING LIMITED**  
 ONTARIO LAND SURVEYORS

**METRIC:** DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

**SCHEDULE OF LAND USE**

LOTS/BLOCKS	LAND USE	# UNITS	AREA (ha)
1. LOTS 1 - 76	RESIDENTIAL	76	5.088
2. BLOCK 77	(WASTE WATER)	1	0.888
3. BLOCK 78	(STORM WATER / OPEN SPACE)	1	8.612
4. BLOCKS 79 & 80	(GATE ENHANCEMENT)	2	0.020
5. BLOCKS 81-89	ROW HOUSING	1	2.765
6. BLOCK 90	(COMMUNITY CENTRE)	0	0.559
7. BLOCKS 91 - 94	(FUTURE DEVELOPMENT)	4	2.866
8. BLOCKS 95 - 100	WALKWAYS	6	0.209
9. BLOCKS 101 - 103	SERVICE PRIVATE ROAD	3	0.032
10. BLOCKS 104 - 106	(PRIVATE ACCESS)	3	2.273
TOTAL		106	23.292

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT**

- D - PROPOSED USES: RESIDENTIAL
- E - ADJOINING USES: RESIDENTIAL, AGRICULTURAL, FUTURE DEVELOPMENT
- H - WATER SUPPLY: WELL & PUMP STATION
- I - SOILS: CLAYEY SILT TILL
- K - MUNICIPAL SERVICES: SEPTIC SYSTEM, STORM POUNDS PER SITE PLAN

**NOTES:**  
 1) BEARINGS AND DISTANCES SHOWN HEREON ARE REFERRED TO PLANS TN-8812 and TN-8813.

**BENCH MARK:**  
 ELEVATIONS ARE GEODETIC AND REFERRED TO STATION 0019710078 PRESBYTERIAN CHURCH ON THE SOUTHWEST SIDE OF COUNTY ROAD No. 3 IMMEDIATELY SOUTHEAST OF HIGHWAY 3 INTERSECTION. ELEVATION = 200.149

**OWNER'S CERTIFICATE**

I HEREBY AUTHORIZE THE FIRM OF MENDEL SURVEYING LIMITED TO SUBMIT THIS DRAFT PLAN OF SUBDIVISION.  
**SEASIDE INC.**  
 I HAVE THE AUTHORITY TO BIND THE CORPORATION  
**HOWARD CULLINAN**  
 PRESIDENT

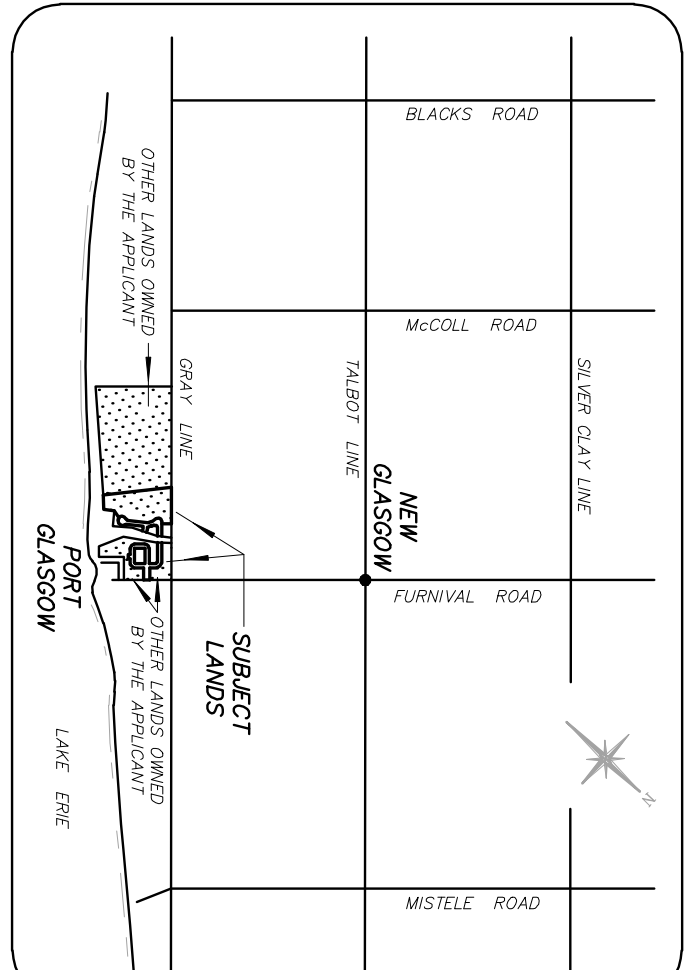
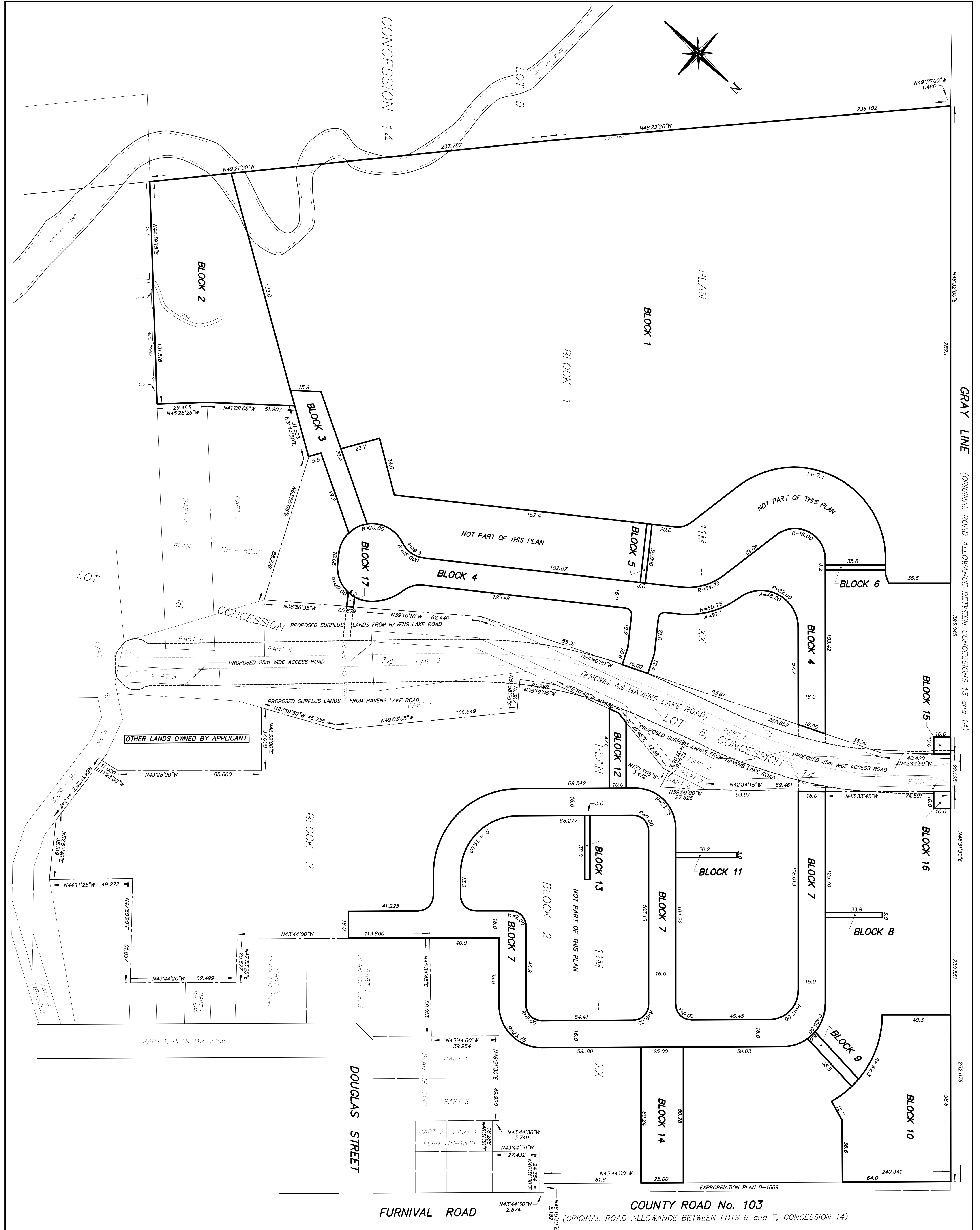
**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT THE REQUIREMENTS OF THE LANDS TO BE SUBDIVIDED HAVE BEEN FULLY COMPLIED WITH AND THAT THE PLAN AND ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

**MENDEL SURVEYING LIMITED**  
 ONTARIO LAND SURVEYORS  
 160 ONE STREET  
 STRATFORD, ONTARIO N5A 2M7  
 TEL: (519) 271-7992  
 FAX: (519) 271-5345

DATE: \_\_\_\_\_  
 KENNETH J. KETCHUM  
 ONTARIO LAND SURVEYOR  
 O.L.S.  
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 Drawn By: Sean McConnell Checked By: K. Ketchum, O.L.S. (1)

# Figure 5 -- Draft Plan of Common Elements Condominium



**DRAFT PLAN OF PROPOSED COMMON ELEMENT CONDOMINIUM OF PART OF BLOCKS 1 and 2 OF PLAN 44M-XX IN THE MUNICIPALITY OF WEST ELGIN COUNTY OF ELGIN**

McNEIL SURVEYING LIMITED  
ONTARIO LAND SURVEYORS

**METRIC:** DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

**SCHEDULE OF LAND USE**  
SITE AREA = 13,533 ha.  
TOTAL NUMBER OF BLOCKS = 17

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT**

- D - PROPOSED USES - RESIDENTIAL
- E - ADDITIONAL USES - RESIDENTIAL, AGRICULTURAL, FUTURE DEVELOPMENT
- H - WATER SUPPLY, WELL & PUMP STATION
- I - SOILS, CLAYEY SILT TILL
- K - MUNICIPAL SERVICES - SEPTIC SYSTEM, STORM PONDS PER SITE PLAN

**NOTES:**  
1) BEARINGS AND DISTANCES SHOWN HEREON ARE REFERRED TO PLANS 11R-5812 and 11R-5813.

**UNIT DEFINITION:**  
THE MONUMENTS CONTROLLING THE EXTENT AND LOCATIONS OF THE UNITS ARE THE VERTICAL PLAINES ESTABLISHED BY MEASUREMENT AND WITNESSED DECLARATION. THE UNITS HAVE NO DEPEND ON OTHER DIMENSIONS.

**CERTIFICATE OF DECLARANT**  
THIS IS TO CERTIFY THAT THE PROPERTY INCLUDED IN THIS PLAN WAS DIVIDED INTO COMMON ELEMENTS IN ACCORDANCE WITH MY INSTRUCTIONS.  
DATED AT STRATFORD, ONTARIO THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2010.  
SEASIDE INC.  
I HAVE THE AUTHORITY TO SIGN THE CORPORATION  
HOWARD CULLINAN  
PRESIDENT

**McNEIL SURVEYING LIMITED**  
ONTARIO LAND SURVEYORS  
1650 GERRARD STREET EAST  
STRATFORD, ONTARIO N5A 2M7  
TEL: (519) 271-7932  
FAX: (519) 271-3545  
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Drawn By: Sean McConnall Checked By: K. Ketchum, O.L.S. (P) No. 9745-6 (1)



## **5.0 The Condominium Structure for the new Community**

### **5.1. Approvals**

Development approvals of the draft plan of subdivision, the draft plan of common elements condominium and the associated rezoning are being sought for that portion of LOT 6 which is owned by Seaside

### **5.2 Development Needs for How Land is Held and Services Provided**

A conventional plan of subdivision with freehold lots and blocks for residential buildings to be sold and conveyed would be workable if the municipal services were available. Municipal water services are available and currently serve the existing trailer parks and the residential enclave along Douglas Line. However, there are no municipal sanitary treatment nor storm water management facilities. The Municipality of West Elgin is not prepared to build and maintain a Waste Water Treatment Plant (WWTP) or Storm Water Management Facilities (SWMF).

Therefore, other ways of providing these services are set out within a structure that relies on creating a plan of subdivision with a common elements plan of condominium to own and manage the supporting infrastructure. Another important feature in determining the ownership tenure and structure of the town-building development project has been the outcome of discussions with the Ministry of the Environment (MOE) whom approve such facilities through the granting of a Certificate of Approval. MOE requires that there only be ONE owner of such major facilities as WWTP and SWMFs, if they are to be privately owned. The Common Elements Condominium (CEC) would accomplish this requirement. All lands being served by the CEC would become “parcels of tithed land” (i.e. POTLs).

### **5.3 Organizational Structure**

Proposed is a two-tier structure of Registered Plans, namely a Registered Plan of Subdivision (SEE FIGURE 4) and a Registered Plan of Common Element Condominium -- CEC (SEE FIGURE 5).

**The first tier is the I(Draft) PLAN OF SUBDIVISION – FIGURE 5 -- and would comprise:**

1. 76 single detached lots
2. 9 attached multi-family housing blocks
3. 6 walkway blocks
4. 3 servicing blocks
5. 1 storm water management an open space block
6. 1 community centre block
7. 1 waste water treatment block
8. 4 future development blocks
9. 2 gateway feature blocks ( Havens Lake road entrance from Gray Line)

Each residential lot would become a Parcel of Tithed Land (POTL) to the CEC. Each residential lot would pay management and maintenance fees to the CEC. Each standard or vacant land condominium unit would pay a management and maintenance fee to its own condo corporation and also each unit would pay a fee to the CEC corporation.

**The second tier is the Plan of (Draft) COMMON ELEMENTS CONDOMINIUM – FIGURE 6 – and would comprise:**

1. The Waste Water Treatment Plant (WWTP) in the southwest portion of LOT 6 near Sixteen Mile Creek – shown as Block 2;
2. The Storm water Management Facility (SWMF) including a pond in the valley lands of Sixteen Mile Creek – shown to be within Block 1;
3. All new roads that serve the residential units, including the roadways, boulevards – shown as Blocks 4, 7 and 14;
4. The common open spaces, such as the valley lands of Sixteen Mile Creek – shown as Block 1;
5. Other community amenities, such as the community centre, tennis courts and swimming pools – shown as Block 10;
6. Pedestrian walkways that link the residential blocks – shown as Blocks 3, 5, 6, 9, 12 and 17.

A Common Elements Condominium (CEC) - would be the “one owner” and comprise of all the common elements as above, thereby satisfying the MOE requirement of a “**single**” owner for the WWTP and SWMF. The CEC would own and manage of the roads and services for all of the new residential and related use development.

**The third tier of governance structure (that is not part of the current applications)** would be the possibility of **VACANT LAND CONDOMINIUMS (VLC)** or **STANDARD CONDOMINIUM (SC)** on residential development blocks within the Plan of Subdivision -- if Seaside chooses to have this form of tenure rather than freehold ownership or rental. Each of the VLC Blocks would require an application for approval of a (draft plan) vacant land condominium to MMAH. Zoning would be in place simultaneously with, or be a condition of, the approval of Draft Plan of Residential Subdivision. Each VLC would become a Parcel of Tithed Land (POTL) to the CEC. Each VLC would pay condo fees to its’ own VLC corporation and would also pay fees to the CEC corporation. The fees to each VLC would likely be very nominal, and be more significant to the CEC as it would look after most of the infrastructure that the VLCs would rely on.

## **6.0 Development Yield and Ultimate Population**

Table 1 tabulates the developable area and unit yields for the single detached residential, multi residential and commercial development anticipated in the ultimate build out of Seaside’s land holdings on Lot 6, excluding the Blocks of land that are considered “future development” and would contribute to the lands for the Downtown and the southerly table lands west of Douglas Line.



**Table 1 – Land Use and Yield - Draft Plan of Subdivision** (excluding future development blocks)

Land Use	Lots/ Blocks	# of Dwelling Units	Land area (ha)	Density/ Commer - cial floor space	Popula- ion
RESIDENTIAL SINGLE DETACHED	Lots 1 thru 76	76	5.088	15 upha	228 <i>Assumes 3 person per unit</i>
RESIDENTIAL QUADS AND TOWNHOUSES	Blocks 81 thru 89	83	2.765	30 upha	166 <i>Assumes 2 persons per unit</i>
COMMUNITY CENTRE <i>Assumes 40% lot coverage</i>	Block 90	na	0.559	2236 m2 gfa on ground floor x 2 storeys = <b>4472 m2</b> gfa	na
GATE ENTRANCE	Block 79- 80	na	0.020	na	na
PEDESTRIAN WALKWAYS	Blocks 95 thu 100	na	0.209	na	na
ENGINEERING SERVICING BLOCKS FOR LOTS	Blocks 101 thru 103	na	0.032	na	na
WASTE WATER TREATMENT	Block 77	na	0.868	na	na
CONSERVATION and STORM WATER MANAGEMENT	Block 78	na	8.612	na	na
FUTURE DEVELOPMENT BLOCKS	Block 91 thru 94	na	2.866	na	na

STREETS - ACCESS	Blocks 104 thru 106	na	2.273	na	na
<b>TOTAL</b>		<b>159</b>	<b>23.29</b>	<b>4472 m2</b>	<b>394</b>
<b>Net residential density overall = 20 upha</b>		<b>159</b>	<b>7.978</b>		

**Table 2** tabulates the “future development lands” with respect to commercial floor space, and residential dwelling units. Assumptions are made as follows:

- a) The public lands along the east and west sides of Havens Lake Road (HLR) that are beyond the 25 m road allowance will be developed together with the future development blocks 91 thru 94, such that a Downtown would be created that would form developable blocks of land approximately 35 m depth.
  - a. On the west side of HLR the frontage would be approximately 200 m frontage.
  - b. On the east side of HLR there would be two blocks with 200 and 100 m (approximately) frontage.
  - Assumptions are made to permit coverage at 75%, in three storey buildings with the ground floor being commercial and the upper two floors being residential apartment units. Buildings with a depth of 23 m would be built to the street-line with some parking and storage in the rear.
  - Assumptions are made to develop apartment units with an approximate gross floor space of 100 m<sup>2</sup> - about 10 m x 11m
  
- b) The remainder of Block 91 would form the table lands and westerly slope, to be developed for residential use (west of Douglas Line) and has a table land area of approximately 1.2 ha. Again a density is assumed at 20 units per has which could be a combination of singles and attached forms of housing on public or private streets.

**Table 2 – Land Use and Yield -- Downtown and the other “Future Development Blocks”**

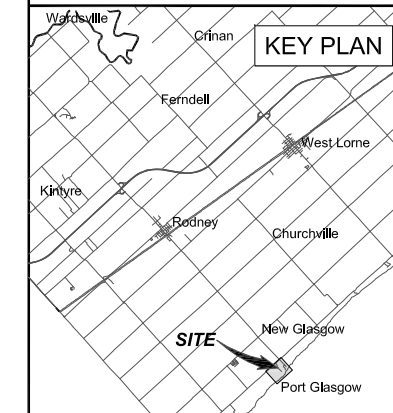
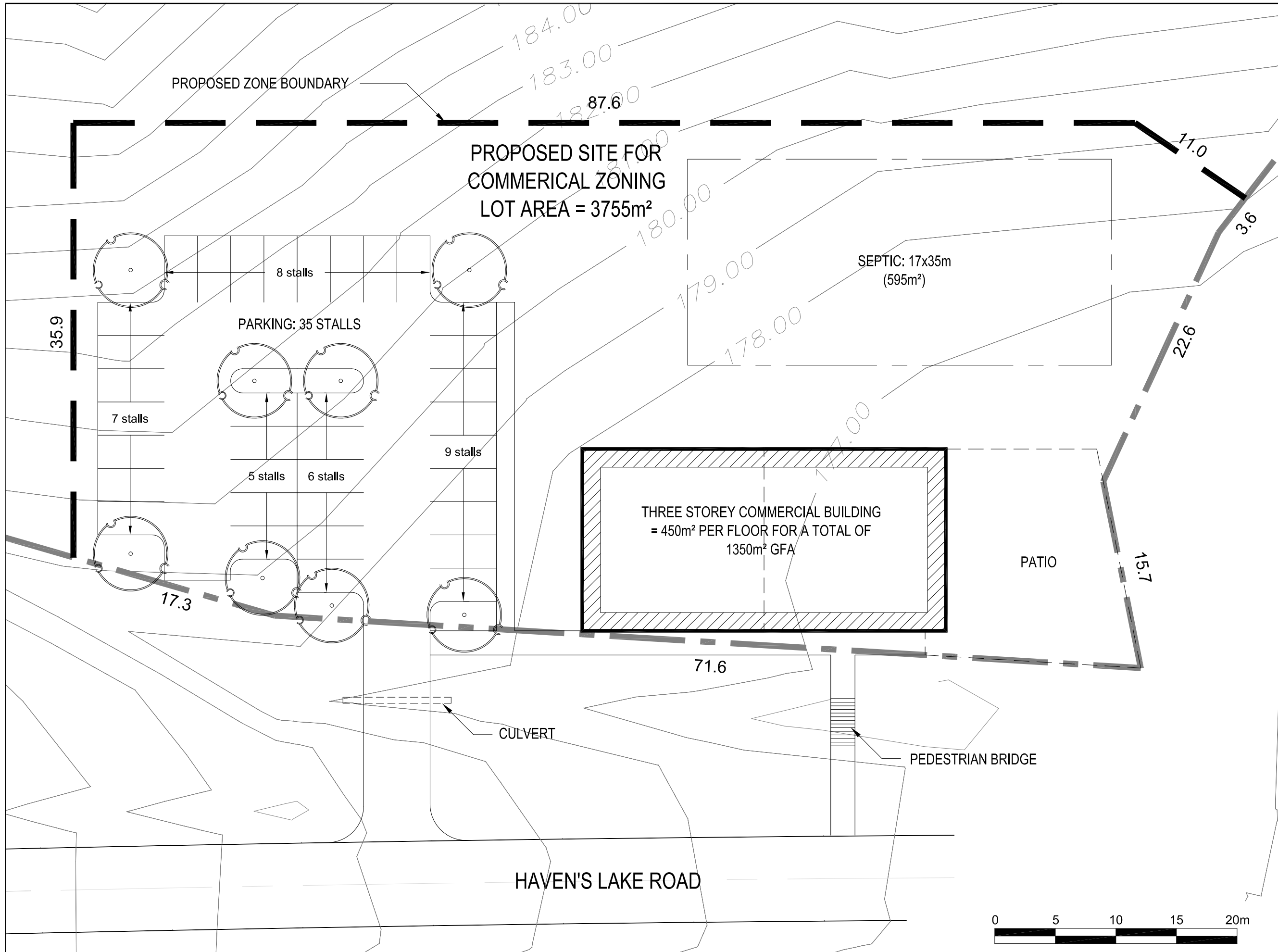
<b>BLOCKS AS SHOWN ON DRAFT PLAN</b>	<b>Developable block dimensions (approximate) and area</b>	<b>Ground floor area at 75% coverage for commercial</b>	<b>Upper two floors yield of apartment units</b>	<b>Residential Population Assumes 1.5 person per unit</b>
Blocks 92 and 93 – mixed use	150 m x 35 m = 5250 m <sup>2</sup>	3937 m <sup>2</sup>	30 per floor x 2 storeys = 60 dwelling units	90
Blocks 91 and 94 – mixed use	225 m x 35 m = 7875 m <sup>2</sup>	5906 m <sup>2</sup>	45 per floor x 2 storeys = 90 dwelling units	135
Blocks 91 – table land	1.2 ha		50 dwelling units – assuming a density of 20 upha	150 people – assuming a ppu of 3
<b>total</b>	<b>25,125 m<sup>2</sup></b>	<b>9843 m<sup>2</sup></b>	<b>200 dwelling units</b>	<b>375 residents</b>

Combining Tables 1 and 2, the yields area:

- Residential dwelling units = 359 ..... say 360
- Residential population ... = 769 ..... say 770
- Commercial floor space .. = 14,315 m<sup>2</sup> (154,000 sq. ft)

The above excludes the separate commercial block being proposed for the south end of Havens Lake Road – east side. This would yield approximately 1500 m<sup>2</sup> additional commercial gfa.

Figure 6 -- Commercial Block  
proposed – *outside of Draft Plans*



**RON KOUDYS**  
**LANDSCAPE ARCHITECT**  
 368 Oxford Street East, London, Ontario, N6A 1V7  
 Tel: (519) 667-3322, Fax: (519) 645-2474

ALL DRAWINGS REMAIN THE PROPERTY OF THE LANDSCAPE ARCHITECT AND SHALL NOT BE REPRODUCED OR REUSED WITHOUT THE LANDSCAPE ARCHITECTS WRITTEN PERMISSION.  
 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION OR TENDER PURPOSES UNLESS SIGNED AND DATED BY RONALD H. KOUDYS, O.A.L.A., C.S.L.A. LANDSCAPE ARCHITECT, LONDON, ONTARIO (519) 667-3322.

Ronald H. Koudys, O.A.L.A., C.S.L.A. DATE

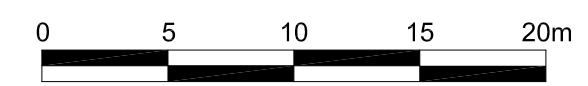
DATE	DESCRIPTION	No.

FLOTTING INFORMATION:  
 PLOTTED DATE = APRIL 14, 2010  
 PLOTTED SCALE = 1:300

PROJECT TITLE:  
**SEASIDE WATERFRONT DEVELOPMENTS INC. PORT GLASGOW**

DRAWING TITLE:  
**INITIAL COMMERCIAL PROJECT OPTION A**

DATE: APRIL 2010	SCALE: AS NOTED	DRAWING No.  L1
DRAWN: RKLA Inc.	CHECKED BY: RHJK	
PROJECT No. 07-192 (L1ab)		



# Figure 7 -- Havens Lake Road Surplus Lands



Grey Line



Haven's Lake Road

Marina

### Haven's Lake Road Surplus Lands Proposal

#### Legend

-  Seaside lands
-  25m road allowance
-  Municipal lands
-  Seaside lands to be deeded to town

#### AREA SUMMARY

	Square metres	Square feet	Acres
Municipal - East	6793	73122	1.68
Municipal - West	2806	30207	0.69
<b>Subtotal</b>	<b>9599</b>	<b>103329</b>	<b>2.37</b>
<hr/>			
Seaside - to be deeded to town	305	3280	0.08
<b>TOTAL</b>	<b>9904</b>	<b>106609</b>	<b>2.45</b>



## 7.0 Zoning and the Proposed Amendment Framework

The existing zoning is AGRICULTURE that does not permit the land uses contemplated by the Vision and the Draft Plans. A new zoning framework is proposed. The framework is “generic” in that the zone symbols may have to be adjusted to fit the Municipal Comprehensive Zoning Bylaw.

The following regulations are proposed as part of the proposed zoning amendment that would accompany the application for Draft Plan of Subdivision and the Draft Plan of Common Elements Condominium. All regulations are minimums unless otherwise stated as a maximum (max).

**Figure 8** illustrates the zones on the plan of subdivision.

### **For 18 m (60 feet) wide single detached units - (R1-1) – applied to lots 1 thru 3 and 68 thru 76**

Permitted Uses and Buildings – single detached residential dwellings

Lot area	600 m <sup>2</sup>
Lot frontage	18 m
Front and Exterior Side Yard	6 m
Rear yard	7m
Interior Side Yard	2 m
Lot coverage	40%
Building height	10 max
Parking	2 spaces per dwelling unit

### **For 15 m (50 feet) wide single detached lots - (R1-2) – applied to lots 4 thru 26 and 48 thru 67**

Permitted Uses and Buildings – single detached residential dwellings

Lot area	450 m <sup>2</sup>
Lot frontage	15m
Front and Exterior Side Yard	6 m
Rear yard	7m
Interior Side Yard	2 m
Lot coverage	40% max
Building height	10 max for the main building, except that a “viewing room”, with a maximum floor area of 20 m <sup>2</sup> , shall be permitted to extend above the to a maximum of 13 m
Parking	2 spaces per dwelling unit

### **For 13.5 m wide single detached lots - (R1-3) applied to lots 27 thru 47**

Permitted Uses and Buildings – single detached residential dwellings

Lot area	400 m <sup>2</sup>
Lot frontage	13.5m
Front and Exterior Side Yard	6 m
Rear yard	7m
Interior Side Yard	1.5 m
Lot coverage	40% max



Building height	10 max for the main building, except that a “viewing room”, with a maximum floor area of 20 m <sup>2</sup> , shall be permitted to extend above the to a maximum of 13 m
Parking	2 spaces per dwelling unit

**For Multi’s – quad lots and street townhouse blocks -- (RMF - QT) applied to blocks 82, 83, 84, 86, 88, and 89.**

Permitted Uses and Buildings – multiple attached residential dwellings

Lot area	900 m <sup>2</sup>
Lot frontage	60m
Front and Exterior Side Yard	6 m
Rear yard	7m
Interior Side Yard	1.5 m
Lot coverage	50% max
Building height	3 storey max
Parking	1 space per dwelling unit

**For cluster townhouse blocks -- (RMF - ST) applied to blocks 81, 85 and 87.**

Lot area	150 m <sup>2</sup>
Lot frontage	6 m
Front and Exterior Side Yard	6 m
Rear yard	7m
Lot coverage	50% max
Building height	3 storey max
Parking	1 space per dwelling unit

**For Neighbourhood Community Commercial (NCC) applied to block 90**

Permitted Uses and Buildings – retail stores, retail services, personal services, offices, attached residential dwellings, recreation services and facilities

Lot area	500 m <sup>2</sup>
Lot frontage	60 m
Front and Exterior Side Yard	6 m
Rear yard	6m
Interior Side Yard	2.0 m
Lot coverage	40% max
Building height	10 max for the main building, except that a “viewing room”, with a maximum floor area of 20 m <sup>2</sup> , shall be permitted to extend above the to a maximum of 13 m
Parking	1 space per 30 m <sup>2</sup> gfa for commercial

**For Village Commercial (VC) applies to future development blocks 91, 92, 93 and 94.**

Permitted Uses and Buildings – retail stores, retail services, personal services, offices, attached residential dwellings.

Lot area	150 m2 (assume a 6m wide store x 25 m depth of lot)
Lot frontage	6 m
Front and Exterior Side Yard	0 m max
Rear yard	0 m min
Interior Side Yard	0 m minimum on one side and 1.5 m on the other side
Lot coverage	80% max
Building height	4 storey maximum – 2 storey minimum
Parking	1 space per 50 m2 gfa for commercial and 1 space dwelling unit or 1 per three tourist accommodation places

**For Open Space (OS) applies to blocks 78 and 95 thru 100,**

Permitted Uses – natural conservation, neighbourhood parks, pedestrian walkways

**For Waste Water Treatment (WWT) applies to block 77 and 95**

Permitted Uses – waste water treatment facilities

**For Storm Water Management (SWM) – applies to Blocks 78 and 95**

Permitted Uses – storm water management facilities

## **8.0 Municipal Services**

### **8.1 Traffic Impact**

**Appendix C** contains the Traffic Impact Study (TIS) conducted by F.R. Berry and Associates in October 2009 development proposal at that time which provided for 113 single detached dwelling units and 115 attached dwelling units for a total of 228 dwelling units. Overall, the traffic impact was carried out on a “worse case” scenario and peak hour demands will not generate improvements to Furnival Road, Grey line or Havens Lake Road. Each of the roads and intersections will operate at a good level of service.

The Draft Plan now provides for a total 159 dwelling units comprising 76 single detached units and 83 attached units. In addition, the ultimate Downtown Village population was not included in the TIS which would add an additional 200 dwelling units and 14,000 m2 of commercial floor space. The TIS points out that the commercial blocks are uncertain and a more appropriate time to carry out traffic impact would be when these proposals are more definite. This is now the case and the update to the TIS could be a condition of the Draft Approval.

## **8.2 Sanitary Waste Water Treatment**

Scoterra Engineering is continuing to work on a preliminary engineering study for waste water collection and treatment. It is understood that the collection and treatment system will be privately financed, owned, operated and maintained by a COMMON ELEMENTS CONDOMINIUM CORPORATION. In this way the infrastructure will be held by ONE owner.

**Figure 9** illustrates the sanitary collection system basically using the roadways. The general flow is from east to west with the treatment facility proposed to be located in the extreme southwest area of the Seaside lands proximal to 16 mile Creek.

A Certificate of Approval will be required by the Ministry of the Environment, and further work is in process. Conditions of Draft Approval are also expected.

## **8.3 Storm Water Management**

Scoterra Engineering is continuing to work on a preliminary engineering study for storm water collection and treatment. It is understood that the collection and treatment system will be privately financed, owned, operated and maintained by a COMMON ELEMENTS CONDOMINIUM CORPORATION. In this way the infrastructure will be held by ONE owner.

**Figure 10** illustrates the storm water collection system basically using the roadways. The general flow is from east to west with the retention pond facility proposed to be located in the west area of the Seaside lands proximal to 16 Mile Creek within the valley lands.

A Certificate of Approval will be required by the Ministry of the Environment, and further work is in process. Conditions of Draft Approval are also expected.

## **8.4 Water**

In 2000, The Municipality of West Elgin installed a 250mm watermain along Furnival Road from the Town of Rodney to service residential development along the Lake. It is proposed that the subject development will connect to the watermain at the intersection of Gray Line and Furnival Road and provide the development with conventional municipal water supply. IBI Group (formerly PEIL) has provided the demand for water service and provided this to Spreit Associates who is the engineering consulting firm for West Elgin. This information is contained in the Technical Background Appendix to the Pre-consultation Report of March 2009 -- Appendix F.

## **8.5 Hydro Electric Power**

Discussions with Hydro One have been held and are ongoing. The preliminary results are that Lot 6 development can be accommodated by the existing systems. Costs of servicing for hydro electric power are being prepared and will be the responsibility of Seaside.

## Figure 8 -- Waste Water Plan



# WASTEWATER SERVICING PLAN (PRELIMINARY)

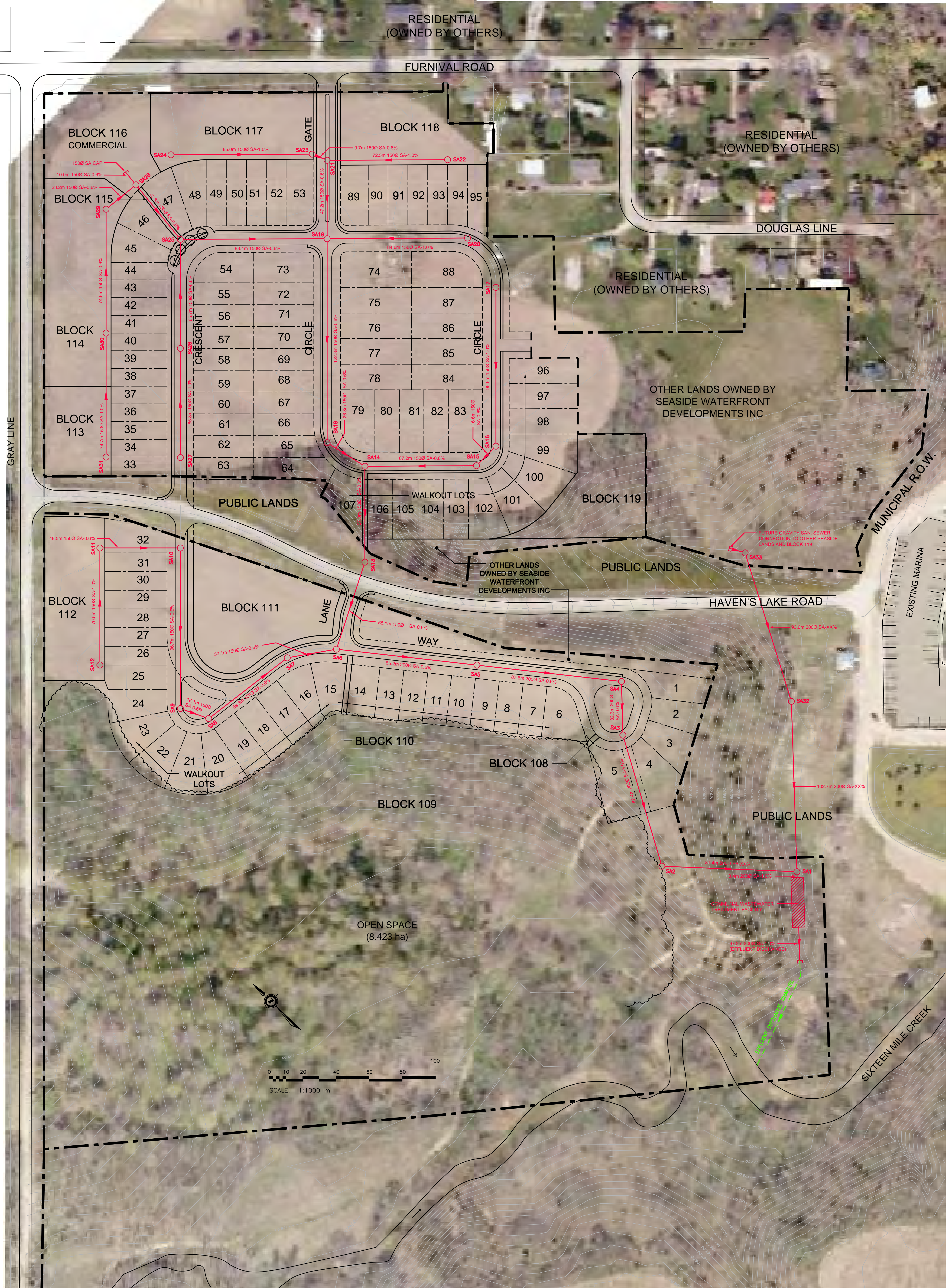
SEASIDE WATERFRONTS INC. RESORT-RESIDENTIAL DEVELOPMENT  
PART LOT 6, CONCESSION 14, GEOGRAPHIC TOWNSHIP OF ALDBOROUGH  
PORT GLASGOW, MUNICIPALITY OF WEST ELGIN, COUNTY OF ELGIN

PRELIMINARY

FOR CLIENT REVIEW

Sco-Terra Consulting Group Limited Project No. E-09457

Issue Date: 25 January 2010





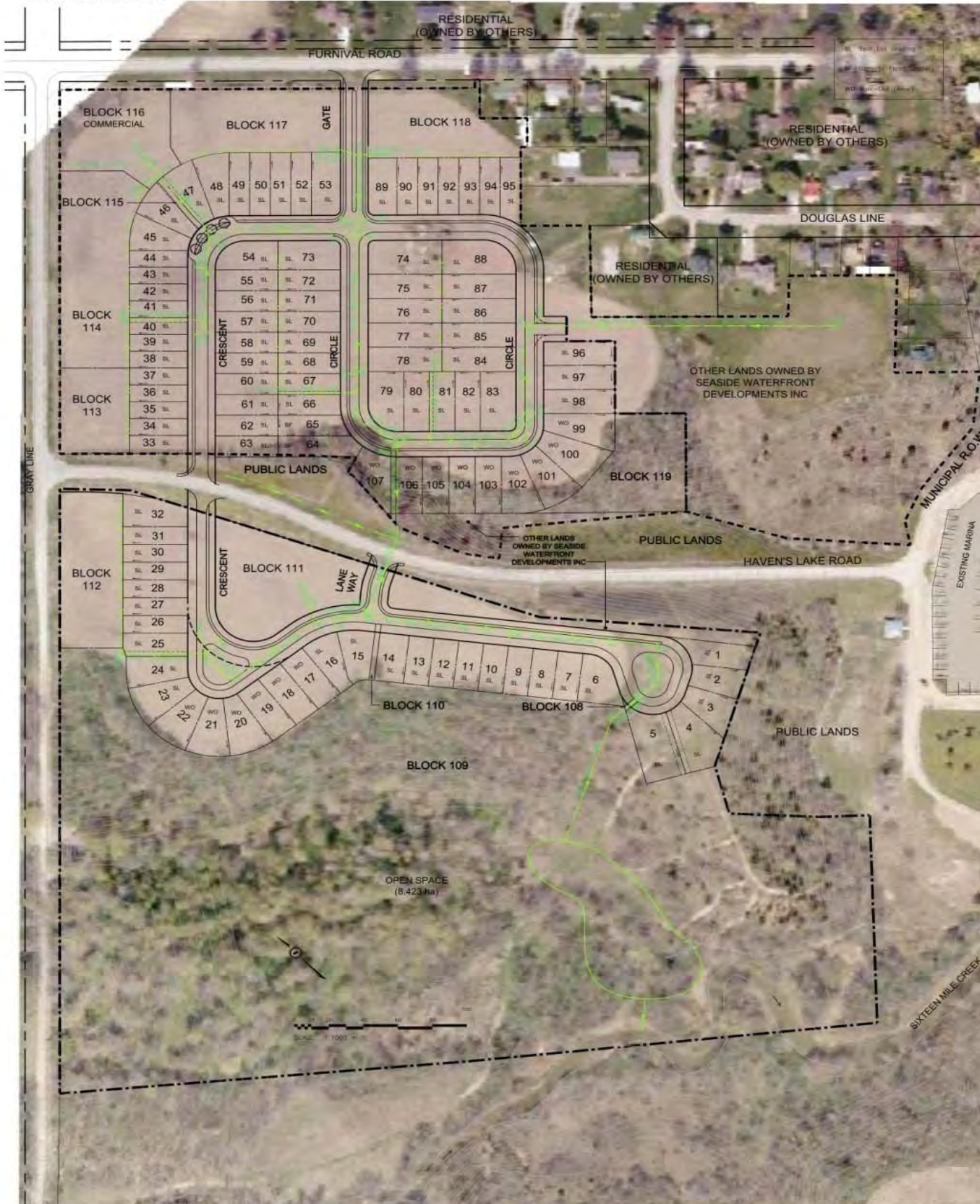
# Figure 9 -- Storm Water Plan

# STORM SEWER LAYOUT (PRELIMINARY)

SEASIDE WATERFRONTS INC. RESORT-RESIDENTIAL DEVELOPMENT  
 PART LOT 6, CONCESSION 14, GEOGRAPHIC TOWNSHIP OF ALDBOROUGH  
 PORT GLASGOW, MUNICIPALITY OF WEST ELGIN, COUNTY OF ELGIN

PRELIMINARY  
 FOR REVIEW

So-Terra Consulting Group Limited Project No. E-09457  
 Issue Date: 29 March 2010



## 9.0 Other Studies Completed since MMAH pre-consultations

### 9.1 Archaeology

The following letter from Mayer Heritage Consultants Inc., dated September 13, 2010, confirms the work yet to be completed on the Seaside lands, and implies that further Stage 4 work could be a condition of Draft Plan Approval.

**Appendix D** contains an **Addendum to Archaeological Assessment (Stages 1 to 3)** for lands on the west side of Havens Lake Road in the southwest corner and these lands were not assessed with the other lands back in 2007. The Addendum then deals with this southwest area.

This is in addition to the substantial work done during Phase 1 thru 3 on the lands that is documented in the Background Technical Appendix ( under separate cover).

## Mayer Heritage Consultants Inc.

*Archaeological Assessments and Mitigative Excavations*

---

2509 Main Street  
P. O. Box 456, Lambeth Stn.  
London, Ontario N6P 1R1  
519-652-1818 (Bus.) 519-652-1820 (Fax.)  
800-465-9990 (Toll Free)  
mayerheritage@bellnet.ca (E-mail)  
www.archaeologicalconsultants.com (Web Page)

September 13, 2010

*Attention: Howard Culligan  
Culligan Realty  
62 Ontario St.  
Mitchell, Ontario  
NOK 1N0*

***RE: Archaeological Assessment for the Proposed Development, Part Lot 6, Concession 14,  
Aldbororough, Ontario***

*Dear Sir,*

*After completing Stages 1-3 archaeological assessments and partially completing the Stage 4 mitigation on the above property, we are contemplating the completion of the Stage 4 archaeological mitigative excavation (east portion of property). This involves the final block excavation and some mechanical excavation of areas of high concentration identified during the Stage 3 investigation. Less than 10% of the property that is actually of any further archaeological interest will be the subject of that further assessment.*



*A final report following provincial regulations and guidelines will also be issued requesting full clearance from the Ministry of Culture at that time.*

*Up to this time, there has been no indication that this stage 4 mitigative excavation will uncover anything more substantive than has already been discovered. There is no indication that sacred ritual components or human remains will be forthcoming. Indeed, our extensive experience in archaeological mitigation, is that human remains are very rare on any archaeological site, and this one is no different. We further are confident that this further work can be completed within the framework and time constraints of the Draft Plan process.*

*We feel that once the Stage 4 is complete, the Ministry of Culture will concur with our recommendations that no further archaeological investigations are required and issue a letter to that effect.*

*Yours Truly,*

*Paul O'Neal*

*Chief Archaeologist*

## **9.2 Butternut Tree Assessment**

William Huys, a qualified Butternut Tree Assessor, has prepared a Report, dated July 30, 2010 and it is contained in **Appendix E** of this Report. Two trees were assessed and both do not meet the retention criteria.

## **9.3 OMAFRA and section 1.1.3.9(d) of PPS**

OMAFRA's pre-consultation comments were reviewed and field checked for livestock operations and existing barns. Figure 10 below is a current ortho photo that illustrates the absence of live stock and agriculture barns and buildings within a distance of 1 km to the north, west and east.

**Figure 8 Otho-photo Port Glasgow area and MDS**

## 10.0 Land Use Planning Policy Review and Analysis

### 10.1 THE CURRENT 1989 OFFICIAL PLAN.....

This section comprises:

1. a caution about the application of the PPS against the 1989 OP policies;
2. a description of the 1989 OP policies and how the Community Concept Plan complies with them;
3. an analysis of relating the OP policies to the PPS policies set out above.

One caution needs to be noted at the outset of the discussion in this section. The 1989 Official Plan pre-dates the 2005 Official Plan, by 16 years. The 1989 Official Plan had been evaluated and analyzed by the Local Government and the Provincial Ministries according to the Provincial planning framework of the day (1989). The 1989 OP was adopted by the elected local Council of the day and approved by the Ministry of Municipal Affairs of the day. It is the legal and “in force” Plan. Therefore, the 1989 OP does not have the same language and its’ policies were not put to the Provincial Planning tests. For example, there was no need to show “having to be consistent with ...”. This suggests that the 1989 OP has to be read and interpreted for “what it is”, word-by word, with no intended linkage to the PPS. Still, there is an onus on the proponent to review and analyze the PPS to understand its’ measure of sound land use planning of the Community Concept Plan. It is with certainty that the planning of the Port Glasgow Community Plan Concept took the PPS into full account.

The land use designation placed on the Port Glasgow lands in the 1989 Official Plan is “Lakeshore Recreation”. Schedule A -- Land Use, shows this designation on Lot 6 where the immediate development is proposed to take place and is the basis of the Community Concept Plan. The Lakeshore Recreation land use designation also includes Lots 5 and 7. The Hazard Lands designation also appears along Sixteen Mile Creek and the Lake Erie shoreline within the three Lots.

Section 2.7.1 sets out the permitted land uses, namely:

“ Within the areas designated Lakeshore Recreation . the primary use of land shall be for outdoor recreation uses and activities as well as uses which are attracted by the scenic character and recreational opportunities of the area. Uses permitted include recreation campgrounds and travel trailer parks, golf courses, boating and marina facilities, tourist retail and service establishment, seasonal residential and year –around residential development, parks and conservation areas”. Section 2.1.7 – page 2-23)

All of the uses proposed in the Community Concept Plan are included in the above policy.

The text continues to section 2.7.2 which sets out evaluation criteria for development proposals. Nine criteria are listed dealing with such subject matters as follows:

- a) site characteristics
- b) adjacent and surrounding land use
- c) vehicular access
- d) lot frontage, depth and size
- e) services
- f) storm drainage
- g) zoning
- h) year-round occupancy
- i) licensing bylaw

All of the criteria would be satisfied by the proposed Community Concept Plan

The following is a commentary on how the proposed Community Concept Plan meets the above criteria in the same order.

SITE CHARACTERISTICS AND SUITABILITY FOR THE PROPOSED USES – is well demonstrated in the background studies by Law Engineering who did the original environmental site work concluding that there was nothing to impede land development for the proposed Community. The Planning references with respect to site description describing the area as very scenic and rich with natural habitat and excellent views of the Lake, all culminating in making Port Glasgow ideal for residential and commercial development

CONSERVATION AND ENHANCEMENT OF NATURAL AND SCENIC QUALITY – is well established in the Community Plan Concept, supported by ecological studies on the wooded and wetland areas. Conservation of woodlots, ravines, Seventeen Mile Creek, enhancement of beach lands and the development of nature trails all culminate to establish conservation and enhancement of the natural environment as being a major part of the healthy community theme and life style for Port Glasgow. The Natural Environment will be protected and enhanced.

RESPECT FOR ADJACENT AND SURROUNDING LAND USES – is measured partly on the basis of the above description of conserving and enhancing the natural environment that is located to the south, north and west. In addition, low profile buildings are intended for the table land development in the southeast area of the site where the existing Port Glasgow residential enclave exists. Existing residents are concerned they would lose their view and expressed this at the public meeting on September 4, 2008. Although it is recognized there is no basic rights to views, such as to Lake Erie, effort is being made to better understand the view altering impacts of the new development and this will come forth at future public meetings. No adverse impact on surrounding land uses is contemplated. The southeast area of the Seaside project is being left for “future development” at this time.

VEHICULAR ACCESS – utilizes the existing main road of Havens Lake Road which will be re-built to an urban cross-section and standard and will give appropriate access to the marina and other public lands for picnicking and beach activities. Furnival Road is an arterial County road that is a two lane paved road with graveled shoulders and can adequately enable access to the area from the north (Rodney, and Hwy 401). Gray Line is a seasonal road and as development materializes, consideration will have to be given to the need to make it a year-around road. Circulation throughout the residential areas is adequate with proper street cross section standards of 18 m and two entry points for each neighbourhood as shown on the Community Plan Concept. Safe and reliable access will be provided as required by section 6.7.5.

LOT SIZE AND SHAPE FOR INTENDED USES – is excellent to give a broad ranging variety of types and tenures of dwellings and commercial uses. With respect to residential uses, the streets would be public and the lots would be freehold, save and except fro a small block of vacant land condominium development in the southeast area. Along Furnival Road and Gray Line, large manor homes would be built that would appear as large mansions, but contain 4 dwelling, likely to be freehold, condo or rental. Transitioning to the south and west would be bands of lots with frontages of 13.5 m, 15 m and 18 m. To the west of Havens Lake Road would be large lot singles (18 m frontage on the perimeter backing onto the ravine and more multi family along Havens Lake Road. Section 6.7.6 states that lot creation shall “normally” take place by consent, “except” where a plan of subdivision or plan of condominium is needed to ensure orderly development. The orderly development contemplated by the Concept Plan should be done by plan of subdivision.

With respect to commercial uses along Havens Lake Road, 3 storey buildings would be built on blocks of land measuring approximately 200 m frontage by 35 m depth. Commercial uses would occupy the ground floors and the upper floors would likely be residential. They could be rental or freehold owned spaces.

In general the Community Plan Concept shows the suitability of the lots and parcel configuration together with roads for the Port Glasgow development.

WATER SUPPLY AND SANITARY SEWAGE DISPOSAL – provides fresh water from a public system currently in place. The Community Plan Concept anticipates sewage treatment and Environmental Assessment Study was carried out during 2008-9 to determine the optimal means of servicing. The result was that a private waste water treatment plant would be the result.

STORM WATER MANAGEMENT – will be part of the Community and that storm water will be treated with an engineered retention pond and outlet to 16 Mile Creek.

SITE PLAN CONTROL – multi family residential blocks and commercial development will be further regulated by Site Plan Approval.

In conclusion, the evaluation criteria for development is exceeded and therefore conformity with the OP is established.

Two additional policies are set out as follows. Section 2.7.3 directs zoning to be Agricultural as a way of regulating development until a comprehensive plan is brought forth. A comprehensive plan is now being brought forth and appropriate amendments to the Zoning Bylaw are being applied for. Section 2.7.4. expresses the Municipality's desire of increasing public access to the Lake Erie shoreline. The Community Concept Plan would ensure increased public access.

The last part of this discussion is about the relationship of these policies to the PPS. From the preceding policy description it is clear that the Lakeshore Recreation land use designation contemplates a variety of uses including residential and recreational. The policies of the Lakeshore Recreation Area also contain evaluation criteria for growth and development. The two key messages of these policies establish a "settlement area" in that both a) and b) part are met.

Part a) requires the area to have built up areas and a mix of land uses. Port Glasgow has "built up" areas with approximately thirty permanent residences and a large campground of seasonal dwellings, all forming a sufficient population to require a community park, which exists and is called "Memorial Park". This concentration of uses is located at the south end of Furnival Road, south of Gray Line. A Marina with associated buildings is located in the harbour. A conservation and picnic area is located to the west of the marina.

Part b) requires that the lands are designated in an official plan for development over the long term provided in "designated growth areas" to accommodate the basic land uses for up to 20 years. This would suggest that there should be part of the calculations and projections available in technical appendices or background documents to show that the area designated Lakeshore Recreation was part of the land requirements to be able to make sufficient lands available for projected needs. There were no land requirement projections done for the 1989 OP with respect to matching land availability with population growth needs, nor was that the practice in those years when preparing official plans for rural communities throughout southern Ontario. It is expected that the existing development and the potential for more given the Lake Erie shoreline resource were sufficient reasons to establish the Lakeshore Recreation area land use designation on these lands. The second sentence of part b) is not relevant to the discussion as there are physically available lands for development in Port Glasgow.

Part of the discussion is about section 1.4.1 a) of the PPS which is part of the definition of "designated growth area". In a "regional context", section 1.4.1a) requires the provision of an appropriate range of housing to meet projected requirements and that planning authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 10 years through intensification, re-development and which are designated and available for development. It is suggested that the 1989 OP probably made sufficient accommodation for future growth within the existing Villages of West Lorne and Rodney. Port Glasgow was not being relied on heavily to accommodate the major share of the growth. With West Lorne and Rodney having municipal services, it is likely that future growth was to be mostly accommodated within the two settlements. There appears to have been no shortage of land for development in those two settlements since the 1989 OP came into effect.



The probable fact that Rodney and West Lorne were intended to accommodate the growth of the Municipality and its share of the “regional” demand is of no surprise. However, it does not take away or negate the presence of the Lakeshore Recreation designation that anticipated growth and development as well. Whether it was needed to accommodate growth and development is not a relevant question to be asked of the 1989 Official Plan.

In conclusion, the current land use designation in the current Official Plan of West Elgin (1989) does establish Port Glasgow as a “settlement area” by meeting the requirements of both a) and b) parts (of the definition of settlement areas) of the PPS. The Lakeshore Recreation land use designation in the current Official Plan of West Elgin (1989) establishes Port Glasgow as a “designated growth area” of part b). The 1989 Official Plan does establish the “settlement area” and does establish a “designated growth area” sufficient to accommodate the growth contemplated by the Community Concept Plan.

## **10.2 THE NEW DRAFT 2007 OFFICIAL PLAN ..**

Another caution needs to be noted at the outset of the discussion in this section. The 2007 Draft OP perpetuates the same notion or contemplation for development of lands within the Lakeshore Area designation. It does **not** do so on the same basis of projection of need for land to accommodate population and housing, for the Port Glasgow area. It is expected that the PPS is interpreted to require the application of section 1.1.2 and 1.4.1 a) setting out the justification based on projections of growth for the rational allotment of land demand and supply. The Official Plan does this for the more traditional agricultural centre towns such as Rodney and West Lorne, that have municipal services. This is justifiable on the basis that the agricultural hamlets are expected to accommodate growth generated from within the Municipality, such as providing a place for retiring farmers etc. The development contemplated by Seaside would not necessarily cater to the provision of land supply for housing and employment from within the Municipality. It can be expected that some growth needs would be accommodated by the Seaside Waterfront Development Inc project. Rather, the focus of Seasides’ Community Concept Plan is to develop lands for a population that is likely now largely outside of the Municipality. New markets would be created. Other sections of this Report have already detailed this concept. Seaside Developments is presenting an economic development opportunity for the Elgin Region and indeed southwestern Ontario. Therefore, one cannot expect the NEED for development of Port Glasgow to be rationalized only on the basis of land supply to meet “internal” demands generated from the West Elgin community or even the “region”. Rather, the rationale is to be based on the need for economic development opportunity that would play out over much of southern Ontario and beyond. The new draft OP recognizes this in its special policy 7.5. The County recognizes this in its’ Economic Development Study cited on page 14 – section 9.2.

Within the new draft Official Plan, Figure 7, Map1, designates the subject lands a “LAKESHORE”. Section 6.7 describes the rationale for the LAKESHORE designation and section 6.7.1 describes the permitted uses. The uses are the same as in the 1989 Official Plan. Section 6.7.7 sets out Criteria for Development and there are eight criteria that are also very similar to the criteria in the 1989

Official Plan. Other sections contain policies to make aware of the need to have development provide proper sustainable servicing and caution against the development of lands near the hazard lands.

The new draft OP also contains a special policy in the Official Plan, section 7.5 that addresses the long term vision of development in Port Glasgow, as follow:

#### Section 7.5 PORT GLASGOW

The hamlet of Port Glasgow on the shores of Lake Erie lies within the 'Lakeshore Area' and consists of a small concentration of both year round and seasonal dwellings, two campgrounds, a yacht club, marina and beach. It is the one area along the lakeshore within West Elgin where public access to the lake and views of the lake are greatest. Improvements to the harbour and adjoining municipally owned lands are continuing. The hamlet is serviced by a municipal water supply system. It is intended that Port Glasgow continues to develop as the centerpiece of the 'Lakeshore Area' offering a range of housing types, recreational and cultural opportunities and commercial activities catering to both residents of the Municipality and visitors from outside the area. Future development in this area is anticipated and encouraged subject to the appropriate level of services being in place and that is in keeping with the natural and cultural heritage of the area.

The fundamental question is ..... ARE THE POLICIES OF THE NEW DRAFT OFFICIAL PLAN SUFFICIENT TO ESTABLISH PORT GLASGOW AREA AS A SETTLEMENT AREA .. thereby permitting development that is consistent with the PPS (2005)?

It would appear that the policies of the new draft Official Plan are similar to the 1989 Official Plan, although augmented by section 7.5. The contention is that the new draft Official Plan designates Port Glasgow sufficiently to fit part a) and part b) part of the definition of "Settlement Area" and meets the definition of "designated growth areas". Firstly, with respect to "Settlement Areas", the Port Glasgow lands have been designated in the Official Plan for development over the long term provided for in policy 1.1.2., which is to ensure there municipalities plan to have sufficient lands to accommodate growth. West Elgin not only placed this designation on these lands to accommodate growth but also to capture economic opportunity with respect to Lake Erie oriented development be it tourist or a permanent population residents and cottagers. And the Port Glasgow lands are in *designated growth areas* and are available for development, as the Community Plan Concept shows. The Lakeshore land use designation meets the definition of "designated growth areas" meaning the lands are intended for growth over the long term planning horizon, but which have not been fully developed.

Designated growth areas include lands which are designated and available for residential growth in accordance with policy 1.4.1 (a), as well as lands required for employment and other uses. The Lakeshore Areas designation is about providing lands for residential, recreational and commercial uses.

### **10.3 OTHER RELEVANT PROVINCIAL POLICIES ...**

**the PPS growth area policies have been addressed within the context of the 1989 Official Plan and the new draft Official Plan to show that it has been long contemplated that growth and development have been anticipated by the Municipality. The following are other policies that are relevant to the community concept Plan is the descriptions show how it is consistent with the PPS policies.**

- a) Policy 1.1.1 – Building healthy, livable and safe communities is intended and illustrated on the Community Plan Concept with essentially proposing a walk-able community with mixed use compact form and a network of trails and boardwalks;
- b) Policy 1.2 – coordinated, integrated and comprehensive approach to planning matters is reflected in the Community Plan Concept with the sensitively arranged mixed land uses and gradual changes in development intensity;
- c) Policy 1.4 – Housing policies comprising a range of housing types and densities required to meet projected requirements of current and future residents – again displayed in the Community Plan Concept showing a broad range of housing types and possible tenures;
- d) Policy 1.5 – Policies promoting the provision and proper planning of public spaces, parks and open space, including providing opportunities for public access to shoreline – demonstrated by the Community Plan Concept showing public lands to the beach from of Lake Erie and how such lands will be improved and integrated into the development. This is not to mention a Civic Square, amphitheatre, beach accessibility and continuity from public to private lands;
- e) Policy 1.6 – Policies on providing coordinated, efficient and cost effective infrastructure and public service facilities, including transportation will be provided as the Community Plan Concept anticipates and reflects. An Environmental Assessment study for the sanitary sewer system is in progress and the first public meeting has been held on September 4, 2008. The existing municipal water system is in place and an assessment is being made as to its current and projected capacity. Other public facilities such as parks and trails will be developed as they are contemplated by the Community Plan Concept. Roads will be improved, specifically Havens Lake Road will have to be re-built to an urban cross section and standards.
- f) Policy 1.7 – Policies on long term prosperity, such as providing opportunities for sustainable tourism – is a basic pillar of the Community Plan Concept which anticipates a unique Scottish Village “by the sea”, reflected in the architectural style and built form proposed.

g) Policy 1.8 – Policies on Energy and Air Quality have been considered to be consistent with them. Solar and geothermal energy, as well as wind turbine energy is being considered as per section 1.8.1 d) and 1.8.3 of the PPS.

h) Policy 2.1 – Protecting natural heritage features for the long term is fundamental to the Community Plan Concept as well and the ecology professional expertise represented by BioLogics is currently doing the required three-season plant and habitat inventory and analysis, all in order to make recommendations on how development can be sensitively interfacing the natural heritage resources of the lands;

i) Section 2.6 – Conserving heritage resources through archaeology study has already been completed with a Stage 4 being conducted at this time.

j) Section 3.0 – Protection from natural hazards such as erosion hazards and dynamic beach hazards is basic to the Community Plan Concept with respect to keeping development back from coastline slopes and steep ravines. Golders Associates, the geotechnical engineering consult is currently studying slope stability throughout the area.

## **11.0 MMAH Pre-consultation – May thru August 2009**

The MMAH letter summarizing the pre-consultation comments is attached as Appendix D. This section describes Seaside’s response to it. Reference is made to the letter of August 7, 2009, in paragraphs and page numbers.

- a. Page 1 -- Paragraph 2 –new plans are now being submitted being one draft plan of subdivision and 1 draft plan of common elements condominium with development quantified in section 6.
- b. Page 1 -- Paragraph 3 – there are no future phases proposed at this time and development is proposed on Lot 6 only – there are no phases defined in the current submission.
- c. Page 2 – Paragraph 4 – County of Elgin requests a Traffic Impact Study and one is being provided in this Report.
- d. Page 3 – Paragraph 4 – OMAFRA requires section 1.1.3.9(d) of the PPS to be addressed, being ... “impacts of new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible. This has been dealt with in section 9.4.
- e. Page 3 – Paragraph 6 – MNR requires greater setback of additional information on development close to significant woodlands. We ask that this be a condition of draft approval

- f. Page 3 – Paragraph 7 – MNR points out that a restrictive covenant on some of the lands in Lot 6 **not owned by Seaside** shall be used for free public access to Lake Erie and municipal parks and recreation. This resolution of this matter is in process as explained in section 4.0.
- g. Page 4 – paragraph 2 –The Port Glasgow Area Natural Heritage Study” by Biologics is included in the re-assembled Background Studies as part of this submission.
- h. Page 4 – paragraph 3 – MNR notes that the Butternut trees will have to be identified and reviewed by a qualified Butternut Health Assessor, and this assessment has been completed and contained in Section 9.2. and Appendix C of this Report.
- i. Page 4 – paragraph 4 – MNR notes that the location of the nest should be confirmed and residence habitat reassessed prior to work being carried out. We ask that this be a condition of draft approval.
- j. Page 4 paragraph 5 – MNR is commenting on the matter of significant woodlands on Lot 5 which is no longer part of the Seaside proposal. Comments with respect to “Area 2” and “Area 3” on lot 6 suggested more study of the area in conjunction with the Butternut assessment. We ask that this be a condition of draft approval
- k. Page 5 – paragraphs 3 and 4 – LTVCA comments on “erosion” on Lots 4 and 5 that are no longer part of the Seaside proposal.
- l. Page 5 – paragraph 5 -- LTVCA comments on “Bank Stabilization” on Lot 5 which is no longer part of the Seaside proposal.
- m. Page 6 – paragraph 1 – LTCVA comments on the filling of lands on east side of Havens Lake Road will have to be engineered and it is preferable that the lands remain in public ownership for ease of maintenance. Detailed engineering design has not been carried out, nor is it usually carried out at this stage, and it is therefore acceptable that a condition be placed in the Draft Approval to deal with this matter.
- n. Page 6 -- paragraph 2 – LTVCA are concerned about Future Residential and Future Mixed-use Commercial because it involves steep slopes. It is requested that these lands be left labeled as such with the understanding that slope stabilization and setback issues will be dealt with when detailed development applications are made in the future.
- o. Page 6 paragraph 4 – LTVCA are comment about the requirement of an EIS along the west side of development against the 16 Mile Creel valley wall. We ask that this be a condition of draft approval

- p. Page 6 – paragraph 5- LTVCA recommend surface drainage to the roads, rather than the valley walls and this has been followed in the preliminary engineering study in section 8.0.
- q. Page 6 – paragraph 6- LTVCA states concerns about Lot 5 which is no longer part of the Seaside proposal.
- r. Page 7 – paragraphs 1 thru 5 – MOE comment about the lack of sanitary servicing information and study and this has been provided now in Section 8.
- s. Page 7 – paragraph 6 – MOE comment on oil and grit separators and a SWM preliminary study – showing feasibility has been conducted and contained in section 8.
- t. Page 7 and 8 – MMAH – comments on consistency with PPS and conformity with OP. Section 9.0 sets this out for your review. It is also understood that discussions with West Elgin have been taking place.

## **12.0 Conclusion**

Seaside has carried out comprehensive community planning and adhered to sound design principles of sustainability, healthy living, natural heritage preservation and economic development opportunity, for the new Community of Port Glasgow.

Ultimately, the new Port Glasgow Community, in addition to the existing Trailer Parks and residential uses along Douglas and Furnival Road will accommodate a population of about 770 persons in 360 dwelling units yielding a net density of 20 units per hectare.

The new Community conforms to the goals of Provincial land use planning and the goals of West Elgin land use planning, subject to the recommendations and findings of the Background Studies, The further Studies will reveal constraints and opportunities upon which the refinements to the Community Concept Plan will evolve.

The general rationale for the Seaside Community Concept Plan and Draft Plans is summarized as follows:

1. The applications are in general conformity with the existing and new draft Official Plan(s) of West Elgin;
2. The applications will respect and intends to preserve the natural heritage features;
3. The applications will respect and integrate the existing Port Glasgow community
4. The applications will be compatible with cash crop agricultural uses to the north;

5. The applications will utilize existing infrastructure, such as the existing water service;
  6. The applications are consistent with the Provincial Policy Statement 2005 subject to further studies as proposed.
  7. The applications will help to implement the County's Economic Development Plan.
  8. The applications will be fully serviced with its' own waste water treatment plant and storm water management facility, all with one owner being the common elements condominium corporation
- 

Respectfully,

**Laverne Kirkness, BES.RPP.MCIP.  
Kirkness Consulting Inc.  
Urban and Rural Planning**

Ph. 519-672-6550

Fax. 519-672-4290

Cell 519-668-8060

Email: LKirkness@fanshawec.ca

Postal Address: 1647 Cedar creek Crescent

London, Ontario

N5X0C8

**November 2010**



## **APPENDIX A – Photo File**

Photo 1 – viewing south from table lands , east of havens lake Road

Photo 2 – Port Glasgow marina

Photo 3 – Port Glasgow public beach

Photo 4 – viewing westerly from table lands showing Havens Lake Road table lands, wooded bank and public washroom ( far left).

Phot0 5 – viewing north showing Seaside table lands - farm fields, east of Havens Lake Road and one home along Douglas Line (far right).

Photo 6 – viewing  
easterly along Lake  
Erie shoreline near  
Furnival Road

Photo 7 – viewing easterly from Seaside table lands showing homes along Douglas Line

Photos 10 and 11 –  
(right and below) –  
Memorial Park

Photo 8 – intersection of Furnival Rd and Gray Line looking south.

Photo 9 – looking south along Furnival Road south of Gray Line

**APPENDIX B – MMAH Pre-consultation  
summary letter of August 2009**

Ministry of  
Municipal Affairs  
and Housing

Municipal Services Office -  
Western

659 Exeter Road, 2<sup>nd</sup> Floor  
London ON N6E 1L3  
Tel. (519) 873-4020  
Toll Free 1-800-265-4736  
Fax (519) 873-4018

Ministère des  
Affaires municipales  
et du Logement

Bureau des services aux municipalités -  
région de l'Ouest

659, rue Exeter, 2<sup>e</sup> étage  
London ON N6E 1L3  
Tél. (519) 873-4020  
Sans frais 1 800 265-4736  
Télééc (519) 873-4018



August 7, 2009

Mr. Laverne Kirkness  
Kirkness Consulting Inc.  
1647 Cedar creek Crescent  
London, ON N5X 0C8

Re: **Pre-consultation Report  
Port Glasgow Community  
Seaside Waterfront Inc.  
March 2009  
Municipality of West Elgin  
Our file no: 34-DP-4035-09001**

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Dear Mr. Kirkness:

This is further to a meeting held May 1, 2009 and the submission of a pre-consultation report for the Port Glasgow community in West Elgin dated March, 2009 to support the development of a draft plan of subdivision and amendment to the Zoning By-law located on part of Lot 6, Concession 14, geographic Township of Aldborough, Municipality of West Elgin.

The proposed development includes two draft plans of subdivision on Lot 6, Con. 14. Phase 1 stage 1 includes approximately 113 lots for single detached residences, 100 multiple dwelling units on 17 multi dwelling lots, and 3000 square meters of commercial floor space located on 2 commercial lots. There would be a total of 213 residential units that would generate approximately 589 residents.

It is our understanding from the information in the report that further phases will proceed with future applications. Phase 1, Stage 2 will also be located on Lot 6, Con. 14, and is proposed to be 30 lots for single detached residential use, 50 multi-residential units and 2000 square meters of commercial floor space. Phase 2 will be located on Lot 5. It is proposed to be 180 lots for single detached residential use, 60 multi-residential units and 500 square meters of commercial floor space. Phase 3 will be located on Lot 4. It is proposed to be 175 lots for single detached residential use, 40 multi-residential units and 500 square meters of commercial floor space. The total over the three Phases will be 748 residential units generating 2,119 persons and 6,000 square metres of commercial space.

The Ministry of Municipal Affairs and Housing (MMAH) has consulted with the following: the Ministry of Natural Resources (MNR), Ministry of the Environment (MOE), Ministry of Culture (MCL), the Ministry of Transportation (MTO), the Ministry of Agriculture Food and Rural Affairs (OMAFRA), Ministry of Natural Resources (MNR), the County of Elgin, the Lower Thames Valley Conservation Authority (LTVCA) and Hydro One.



As you are aware, MMAH is the approval authority for Official Plans, Official Plan amendments and plans of subdivision and condominium in the Municipality of West Elgin. The Minister and Municipal Council must have regard to matters of provincial interest as outlined in Section 2 of the *Planning Act*, and decisions must be consistent with the Provincial Policy Statement (PPS) when exercising their authority under the *Planning Act*. The proposal has been reviewed by the provincial Ministries under the PPS 2005.

The comments submitted to date are set out below. The Ministry of Culture and Hydro One comments will be forwarded when they are available.

The **Ministry of Transportation** advise that they have completed review of the draft plans and advise that as these lands are located well beyond their Ministry's area of permit control and do not impact upon any provincial highways, the Ministry has no comments to offer.

The **County of Elgin** is requesting that a traffic impact study be prepared that should include Furnival Road and Gray Line and Furnival Road and Talbot Line. The study will help the County, West Elgin, and the community understand the effects of the development on the current road system and will also address if any capital projects are required to meet the needs. The proposed commercial lot at Furnival Road and Gray Line can have an access but must meet the minimum requirement of 85 meters from the intersection.

The **Ministry of Agriculture, Food and Rural Affairs** submits the following technical comments which are based on the policies that pertain to agricultural land use as found in the PPS (2005).

It is understood that this development proposal comprises several parcels of land which constitute three phases of development. It is understood that at this stage, the proposal evaluated by this Ministry is only for Phase I of the overall development and is comprised of parcels 1, 2, 3 and 4 which total 24 hectare (60 acres) in size. As a result, the comments below only consider development of Phase I of this area and should not be applied to Phase II and Phase III. A separate planning exercise with additional background reports will need to be generated and submitted for these phases, should future development be proposed on those lands. The following comments are with respect to Phase I only.

It is understood that the Phase I lands are currently designated 'Lakeshore Recreation' in the 1989 version of the West Elgin Official Plan (OP) and 'Lakeshore' in the Council adopted 2007 version of the Municipality's OP. In addition, it is understood that this development constitutes the expansion of an existing, or an identification of a new settlement area, as per Section 1.1.3.9 of the PPS (2005). Ministry staff note that Section 1.1.3.9 of the PPS (2005) states that 'a planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

- a. sufficient opportunities for growth are not available through *intensification, redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
- b. the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term and protect public health and safety;
- c. in *prime agricultural areas*: 1. the lands do not comprise *specialty crop areas*; 2. there are no reasonable alternatives which avoid *prime agricultural areas*; and 3. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*; and
- d. impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.'

First, it is noted that subsection 1.1.3.9 (a) and (b) are policies that are typically implemented by MMAH, and as a result, there are likely requirements that MMAH may request as part of this

review process. In no way should OMAFRA's comments in this letter be taken to mean that the Province is satisfied that the tests established in subsections (a) and (b) have been satisfied. Instead, OMAFRA staff have simply deferred the review of this file for consistency with subsection (a) and (b) to the other partner ministries.

With respect to subsection 1.1.3.9 (c) and (d), in this case, despite the proposal to rezone from 'Agriculture' to multiple non-farm zones, because the land is already designated 'Lakeshore Recreation' it is the opinion of the Ministry that the principle for development has been established, and that the land is therefore considered to be removed from a *prime agricultural area*. As a result, subsection 1.1.3.9 (c) of the PPS (2005) does not appear to be applicable. Similarly, Section 2.3.3.3 and the requirement for a Minimum Distance Separation (MDS) I setback is also not applicable for Phase I. However, subsection 1.1.3.9 (d) of the PPS (2005) is applicable and does not appear to have been addressed anywhere in the March, 2009 pre-consultation report. As a result, additional justification is required to address the mitigation measures for the proposed development.

In addition to the comments above, Ministry staff note that future phases of this development must be consistent with Section 1.1.3.9 in its entirety, as well as Section 2.3.3.3 of the PPS (2005) which states that 'new land uses, including the creation of lots, and new or expanding livestock facilities shall comply with the minimum distance separation formulae.' Consequently, MDS I separation distances will have to be established as part of the background report for future phases and detailed agricultural information (e.g. Canada Land Inventory soil capability ratings, artificial drainage, etc.) must also be given full consideration when considering future growth.

In conclusion, the Ministry suggests that additional work must be done to demonstrate that the proposal is consistent with subsection 1.1.3.9 (d) of the PPS (2005). Once satisfied of this requirement OMAFRA should have no further concerns with Phase I of this proposal. However, there may be additional concerns from partner ministries, including, but not limited to, consistency with subsection 1.1.3.9 (a) and (b). In addition, there are a number of outstanding issues which need to be addressed prior to OMAFRA considering whether Phase II and III are consistent with the Provincial Policy Statement (2005). It is suggested that many of these issues should be addressed in future background reports for those phases of development.

### **The Ministry of Natural Resources**

MNR has reviewed the document entitled "Pre-Consultation Report – Port Glasgow Community" dated March, 2009, and provides the following comments:

#### **Figure 4: Draft Plan Base Phase #1 Stage #1:**

This plan includes a number of lots to be created within, or directly adjacent to, significant woodland features on the subject lands. The Provincial Policy Statement (PPS), 2005, states: Development and site alteration shall not be permitted in or adjacent to significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

MNR suggest the proponent pursue alternatives where lot creation occurs outside of the limit of the significant woodlands feature and/or there be additional information provided to demonstrate how the proposed development will meet the above PPS policy.

#### **5.6 – Lands not currently owned by SWI in Lot 6:**

The lands of the former Beattie Access were transferred from the Province to the Corporation of the Township of Aldborough on November 7, 1994. At that time, a Restrictive Covenant was placed on the Land, which states:

"The Transferee agrees with the Transferor that the Land shall be used for free public access to Lake Erie and for municipal access to Lake Erie and for municipal parks and recreation purposes only. Should the Land be used for any other purpose, the Land

shall revert back to the Transferor”

At this time, MNR has not received any documentation to suggest that this covenant has been removed from any of the former Beattie Access lands other than those described as Part 1 on Plan 11R-5352. Any proposed development on the remaining lands as illustrated in “Figure 3 – Community Concept Plan” should therefore be consistent with the Restrictive Covenant. (MMAH comment – additional information has been received from the Municipality which will be forwarded to MNR for review.)

#### **Appendix D – Port Glasgow Area Natural Heritage Study:**

##### **General:**

MNR notes that the appendices and attachments referenced in this document were not included with the Pre-Consultation Report. When the appendices and attachments are provided to the MNR, staff will then be able to complete the review.

#### **7.0 – General Mitigation:**

##### **Butternut**

MNR notes that all Butternut trees are protected under the *Endangered Species Act, 2007*, until they have been assessed by a qualified MNR Butternut Health Assessor. Staff note the opinion of the Certified Arborist in the documentation provided; however, an MNR biologist or other registered Butternut Health Assessor must be onsite to assess the health of these trees. This must occur prior to any work being carried out.

MNR disagrees with the assessment of Butternut habitat within the document, particularly the 10m buffer surrounding the 9cm tree. This habitat will be subject to further review following the assessment of all trees onsite by a qualified MNR Butternut Health Assessor. Significant habitat for this species may also include areas of related vegetation communities in addition to buffer distances around individual trees.

##### **Chimney Swift**

This section states incorrectly that the habitat for Chimney Swift is not presently protected under federal or provincial legislation. Listed as a threatened species under Schedule 2, the residences (or nests) of Chimney Swift are currently protected under the federal *Species at Risk Act*. The species is also protected under the *Migratory Bird Convention Act*. The location of this nest should be confirmed and residence habitat reassessed prior to any work being carried out.

##### **Significant Woodlands**

This section infers that vegetation within areas 1A and 1B within Figure 11 can be removed and replicated on the tableland. MNR disagrees with this approach and recommends the retention of these areas be incorporated in an innovative subdivision design.

This section states that vegetation from area 2 within Figure 11 can be removed for regrading of the slope in this area if it is replaced with native stock. MNR suggests that further ecological assessment occurs for area 2, prior to any work being carried out. Specifically, detailed Ecological Land Classification (ELC) mapping should be completed and assessed against significant woodland criteria within the Natural Heritage Reference Manual (MNR, 1999).

This section states that vegetation from area 3 within Figure 11 can be removed if replicated elsewhere at a 2:1 ratio. MNR notes that this area should be subject to further assessment for 3 significant habitat of Butternut. Once the Butternuts’ health has been confirmed by a qualified Butternut Health Assessor, and significant habitat of butternut determined, then decisions may be made regarding the potential for vegetation removal.

## **Lower Thames Valley Conservation Authority**

The Conservation Authority is responsible for addressing the Natural Hazard Section of the Provincial Planning Policy Statement as well as the Conservation Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation, R.S.O. 152/06 under the Conservation Authorities Act.

After reviewing their files and mapping, Conservation Authority staff has determined that the property in question is subject to the Authority's Development and Alterations to Shorelines and Watercourses portion of the regulations. The issues of concern within this area are erosion, bank stability and flooding.

### **Erosion**

Staff have reviewed the Geotechnical Report as prepared by Golder Associates. Staff do not believe that the erosion allowances are adequate. The Authority undertook a small study in the mid 1990's and found that a suitable 100 year erosion allowance for the Lake Erie bluff in the West-Elgin and Dunwich areas to be 64 metres. More recently staff became aware of a study by Keith Philpott consulting in 1983. They found erosion rates that varied from 35 to 70 metres in the West-Elgin and Dunwich areas of Elgin County in the era between 1896 and 1975. A blow-up of Figure 4-2 from his report has been provided by the Conservation Authority.

Also provided is a photo which shows the traverse line that surveyors laid out on the beach in 1936 in order to determine the location of the bottom of the slope of the bluff and the water's edge. The erosion rate of Lake Erie is not a large factor for Phase 1 as the erosion and the stable slope allowances do not impact the proposed Draft Plan Part A or Draft Plan Part B. It does impact a small zone of what is referred to as "future residential" and "future commercial". More specifically it is the area east of Havens Lake Road and north of the existing Marina. A map is attached which shows the area that is within the 100 year erosion allowance and stable slope allowance in Phase 1. Another map has been provided for Lot 5. The Authority considers the 100 year erosion allowance and stable slope allowance as the 'critical' regulated area as opposed to the entire regulated area which includes an additional 15 metre allowance.

The 'critical' regulated area in Lot 4 is totally within the vegetated area along the Lake Erie shoreline that is owned by other persons. Erosion of the streams within the ravines is only marginally a concern. The only stream of significance is the Sixteen Mile Creek and for much of its journey through lot 6 it is far removed from the toe of the slope of the ravine. The only area where it comes close to the toe of the slope is near its mouth. Staff have reviewed the erosion at this significant 'hair-pin' turn in the creek and found that it has eroded approximately 8 metres in the last 50 years. See the attached photo. The 100 year erosion allowance plus a stable slope allowance of 2.5 to 1 results in a 'critical' regulated distance of approximately 48 metres from the water's edge of the creek. This allowance may enter the zone in Phase 1 referred to as the 'future mixed use commercial' zone.

### **Bank Stabilization**

In regard to bank stabilization, Conservation Authority staff found no problem with the analysis done by the Golder Report. Staff are concerned with some diagrams which seem to indicate that the lake bank is proposed to be cut back to a stable slope. More specifically these are shown on cross sections C-C and D-D on Lot 5. Staff realize that if a development is proposed on the lake that persons like to have access to the lake but staff feel a more feasible approach would be for construction of managed paths at intervals along the shore or down through the ravines and out to the lake. The reasons that staff do not recommend lake bank stabilization in this instance are:

- The large amount of fill that is generated by a project of this nature;
- The large amount of bare and sloped soil surface that is exposed during the stabilization process;

- The high rate of erosion at the toe of the slope that will impact the proposed stabilized slope; and
- The material removed will not be available for beach nourishment as the bank erodes in the future.

It has been indicated that there is an engineering proposal for the area east of Haven's Lake Road in the area of proposed lots 88 to 110. The engineering proposal will in all likelihood involve the installation of subsurface drainage and the placement of a significant amount of fill. Staff would recommend that if the project requires subsurface drainage that the drainage conduit not be installed on a proposed lot, but that it is installed on public lands in order to ease future maintenance. The Authority has also had problems in the past when staff were merely aware of the placement of fill on a subject property and the fill subsequently subsided. As a matter of fact the Municipality, the MOE and several other parties were also drawn in. Staff would therefore further recommend that the area being filled not be occupied by any private land or lots.

All fill is to be clean and free of any pollutants, that the fill be compacted in sufficiently thin lifts to achieve suitable compaction and that the filling process be properly supervised. Staff have found that development undertaken on slopes greater than 12 to 1 has been subject to creep or ground shifting. Therefore staff have concerns relating to a large amount of area on Figure 4 that is denoted as "Future Residential" east of Haven's Lake Road and "Future Mixed-Use Commercial" west of Haven's Lake Road.

Staff also have concerns relating to lots 2 through 16 in Part B. The slopes at the rear of these lots are approximately 5 to 1 and in some cases occupy a significant portion of these same lots. The limited rear yards will in all likelihood provide a motive to construct accessory buildings on these slopes. This will probably accelerate runoff erosion and degrade the valley slope.

### **Flooding**

The flooding issue is academic as the lake and ravines have a flood issue related to them. However there is no development proposed in any area subject to flooding.

### **Natural Heritage**

Although Natural Heritage is outside of our provincial planning responsibilities staff offer the following comments. The Natural Heritage Study (Appendix D of the report) appears to recommend an Environmental Impact Study (EIS) if any development is proposed within 10 metres of the woodland edge. More particularly, Figure 11 recommended an EIS trigger bordering the woodland at the rear of lots 1 through 17 in Part B of Stage 1. Staff would recommend that a trail system be incorporated into this 10 metre section adjacent to the valley land woodlands. It has generally been found that trail systems work to prevent backyard encroachments and potential loss of and impacts to natural features. In this particular case it also enhances the lifestyle theme of the development. This option was discussed at the time of an on-site meeting with the developer and CA staff.

Staff recommend that as many surface water flows as possible be directed toward roadways and lot fronts as opposed to toward the valley walls. This effort will also work to preserve the natural heritage features of these slopes.

Staff agree that some of the shallow upper parts of some of the finger ravines in Lot 5 could be considered for filling with proper planning and execution. As mentioned earlier, the Authority does not endorse any development taking place on slopes. The Natural Heritage Study (Appendix D) seems to further endorse this theme as numerous natural heritage features were found on the slopes within the area.

The Authority notes that all development in areas regulated by the Authority's Development, Interference of Wetlands and Alteration to Watercourses Regulation require the permission of the Authority.

## **Ministry of the Environment**

Staff have reviewed the "Pre-consultation Report" prepared by Kirkness Consulting and R. Koudys (March 2009) and advise that the document is more of a design exercise than a land use planning justification report.

Staff can find no provision for sanitary sewage treatment/disposal or the management/treatment of stormwater on either Figure 4, Figure 5 or Figure 6. Staff are not aware of any municipal sanitary or stormwater management facilities in the area which could service this development. Consequently staff are unclear how it is proposed to provide these necessary services. This information is critical from the perspectives of planning justification, including environmental impact, and project design.

MOE interpretation of the statements on page 16 is that this development is intended to capture older, down-sizing urbanites. It is not therefore a recreational – resort (seasonal) development in MOE's opinion, but, rather, an urban development. Therefore a "Lakeshore Recreational" designation is questionable in their view.

On pages 21 and 30 it is stated that an Environmental Assessment Study is being carried out to determine the "optimal" means of servicing. It is understood that the municipality has ceased the Class EA it began to consider means of servicing the Port Glasgow settlement area including the Seaside lands. Therefore, MOE staff are not aware of any study intended to demonstrate the most appropriate means to service either this development or the Port Glasgow area as designated in the adopted, but not approved, official plan.

It should be noted that the Phase 2 – Status Report referenced on page 30, is not a complete analysis as required by Phase 2 of a Municipal Class EA process but, rather, an overview of potential alternatives from an engineering-financial perspective. A more complete report is available from the municipal website.

Also on page 21 and page 31 it is noted that stormwater management/treatment will consist of an oil/grit separator and discharge to the marina basin. The ministry does not recognize stand-alone oil/grit separators as providing meaningful stormwater treatment in "greenfield" situations. In addition, an investigation into the capacity of the marina basin to accept treated stormwater needs to be assessed in terms of water quality in the basin and entering the lake.

## **MMAH**

On page 1, we outlined the development proposal as expressed in the pre-consultation report dated March 2009 and we repeat it here for ease of reference.

The proposed development includes two draft plans of subdivision on Lot 6. Phase 1 stage 1 includes approximately 113 lots for single detached residences, 100 multiple dwelling units on 17 multi-dwelling lots, and 3000 square meters of commercial floor space located on 2 commercial lots. There would be a total of 213 residential units that would generate approximately 589 residents.

Phase 1, Stage 2 of is proposed to be 30 lots for single detached residential use, 50 multi-residential units and 2000 square meters of commercial floor space. Phase 2 will be located on Lot 5. It is proposed to be 180 lots for single detached residential use, 60 multi-residential units and 500 square meters of commercial floor space. Phase 3 will be located on Lot 4. It is proposed to be 175 lots for single detached residential use, 40 multi-residential units and 500 square

meters of commercial floor space. The total over the three Phases will be 748 residential units generating 2,119 persons and 6,000 square metres of commercial space.

The population of the Municipality of West Elgin, according to the 2009 municipal directory, is 5,223 persons that comprise 2,451 households. The Phase 1 total of 748 residential units generating 2,119 persons on its own, without future phases, would substantially increase the population and number of households in the municipality. Each phase of this development, on its own, would represent a major development in the context of the Municipality of West Elgin. Despite the statements in the Report that the proposal is for a resort development, consisting of a mix of seasonal and permanent residential uses, the proposal is large enough, in effect, to constitute a settlement area. Further, each phase also includes commercial space, thereby bringing in a "mixed use" component. Based on the definition of settlement area in the PPS, the proposal would fit the definition of a new settlement area.

The proposal does not appear to be consistent with the Provincial Policy Statement 2005 (PPS), in part because it has not been demonstrated that there is a need to establish a settlement area to designate additional lands in the Municipality. Proposals to expand the settlement boundary, or establish a new settlement, must be supported by a comprehensive review, under Section 1.1.3.9 of the PPS as set out in more detail in OMAFRA's comments.

It should be noted that Lot 4 Concession 14, which is included in "Phase 3" of the proposal, is partly designated as "Agricultural" in the Aldborough Official Plan and development in this area cannot be justified based on it already being removed from prime agricultural lands. Lot 4 is proposed to be designated as "Lakeshore" and "Woodlands" in the Council-adopted Official Plan. However, the principle of the land use change from "Agricultural" to "Lakeshore" has not been established.

For the Municipality of West Elgin, there does not appear to be documentation to support the creation of such a large area of development. The review completed as a result of the Official Plan exercise concerning population and land needs has not supported the need to expand or establish new settlement areas, based on past growth. Based on the information available to date, it would appear that projected growth could be accommodated on lands within the existing settlement areas. It should be noted that no settlement area boundaries are provided for Port Glasgow within the adopted Official Plan.

With regard to this current proposal for residential and mixed use development in Port Glasgow by Seaside Waterfront Inc., and in consideration of the work done for the new Official Plan, it would appear that given the nature and scope of the proposal, an Official Plan Amendment may be required. We do not support the approach of dealing with even phase 1 of this significant development proposal by a modification to the West Elgin Official Plan, as proposed in Section 7.4 of the Pre-Consultation Report.



## Conclusion

The proposal appears to have a number of issue which need to be addressed to make it be consistent with the Provincial Policy Statement 2005 (PPS). We would be happy to continue pre-consultation discussions with you this proposal when information noted in this letter becomes available. Please do not hesitate to contact me at (519) 873-4031 or by e-mail at [Tammie.Ryall@ontario.ca](mailto:Tammie.Ryall@ontario.ca) if you have any questions or if clarification is required.

Yours truly,



Tammie Ryall, MCIP, RPP  
Planner

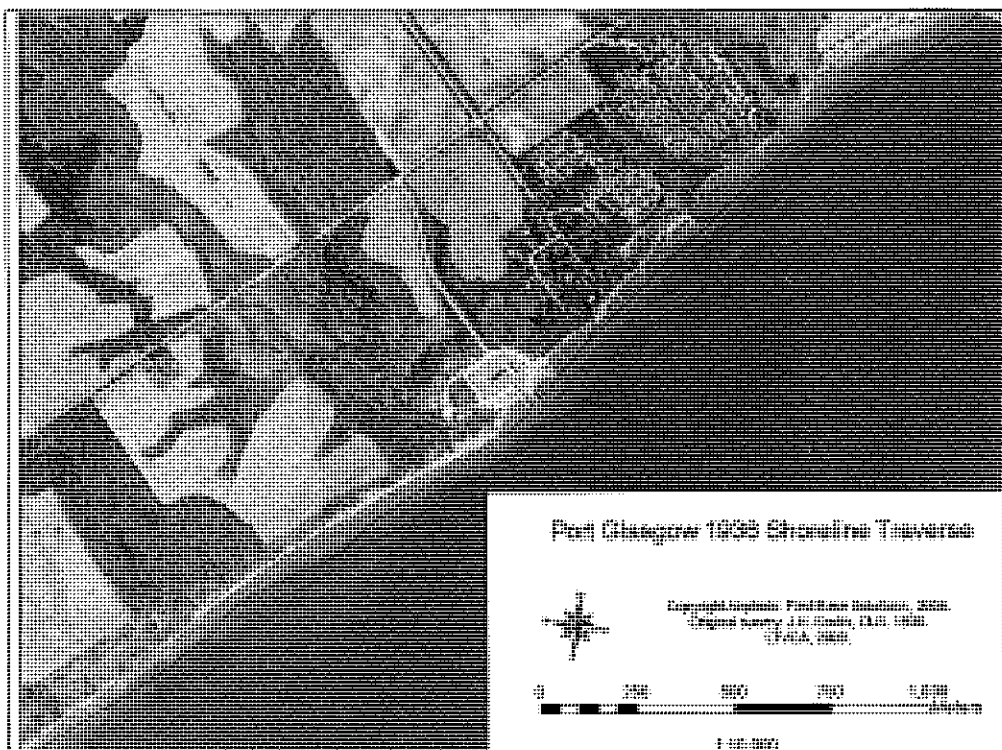
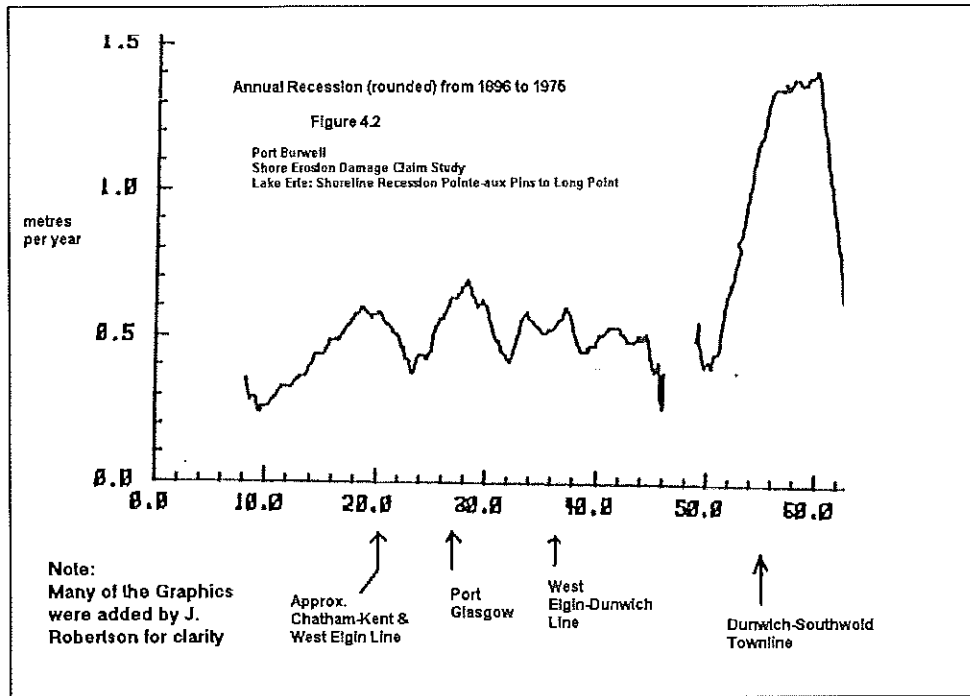
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          Daraleigh Irving, MNR, Aylmer  
          Heather Doyle, MTO, St. Catharines  
          Penny Young, MCUL, Toronto  
          John Morrissey, MTO - London  
          Valerie Towsley, Lower Thames Valley CA – Chatham  
          Joanne Groch, Municipality of West Elgin  
          Hydro One  
          Ted Halwa, Community Planners Inc.

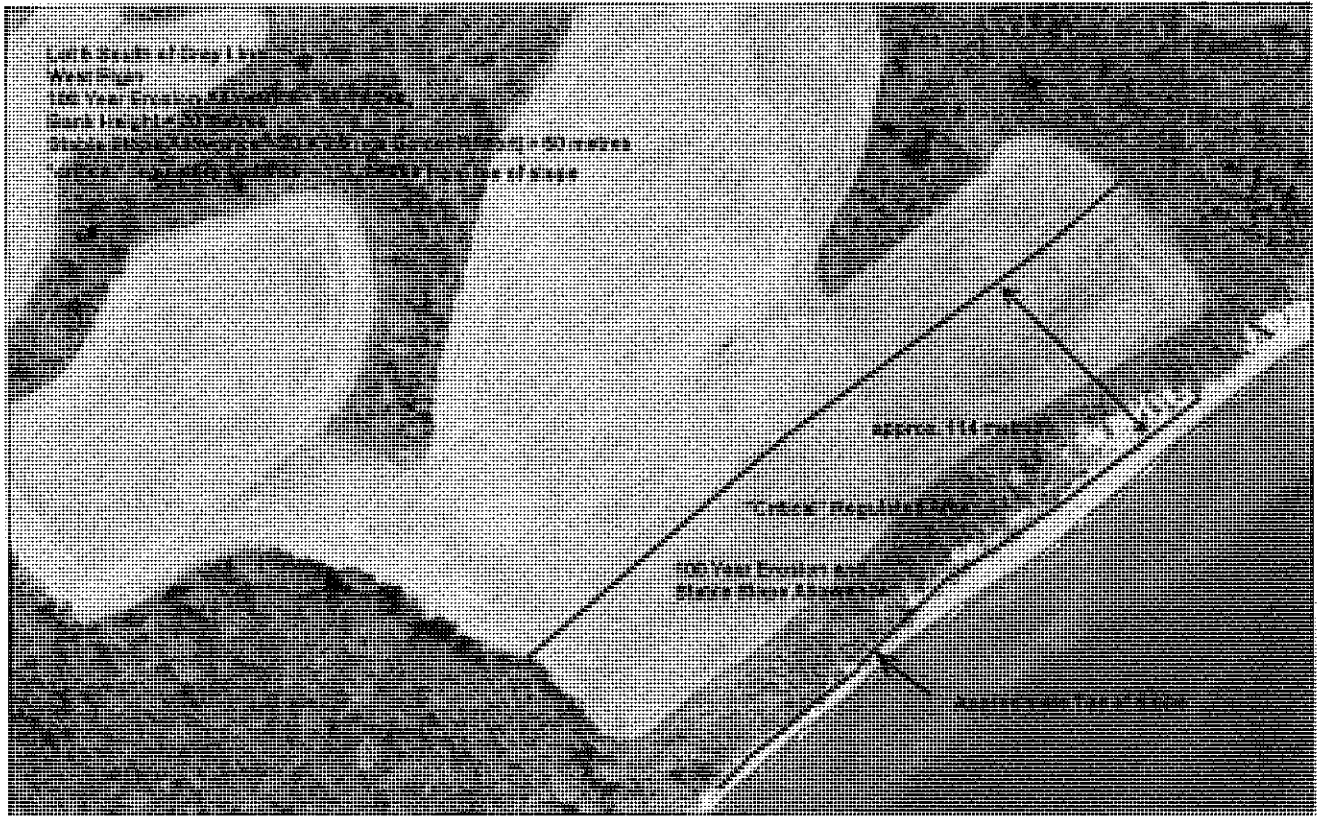
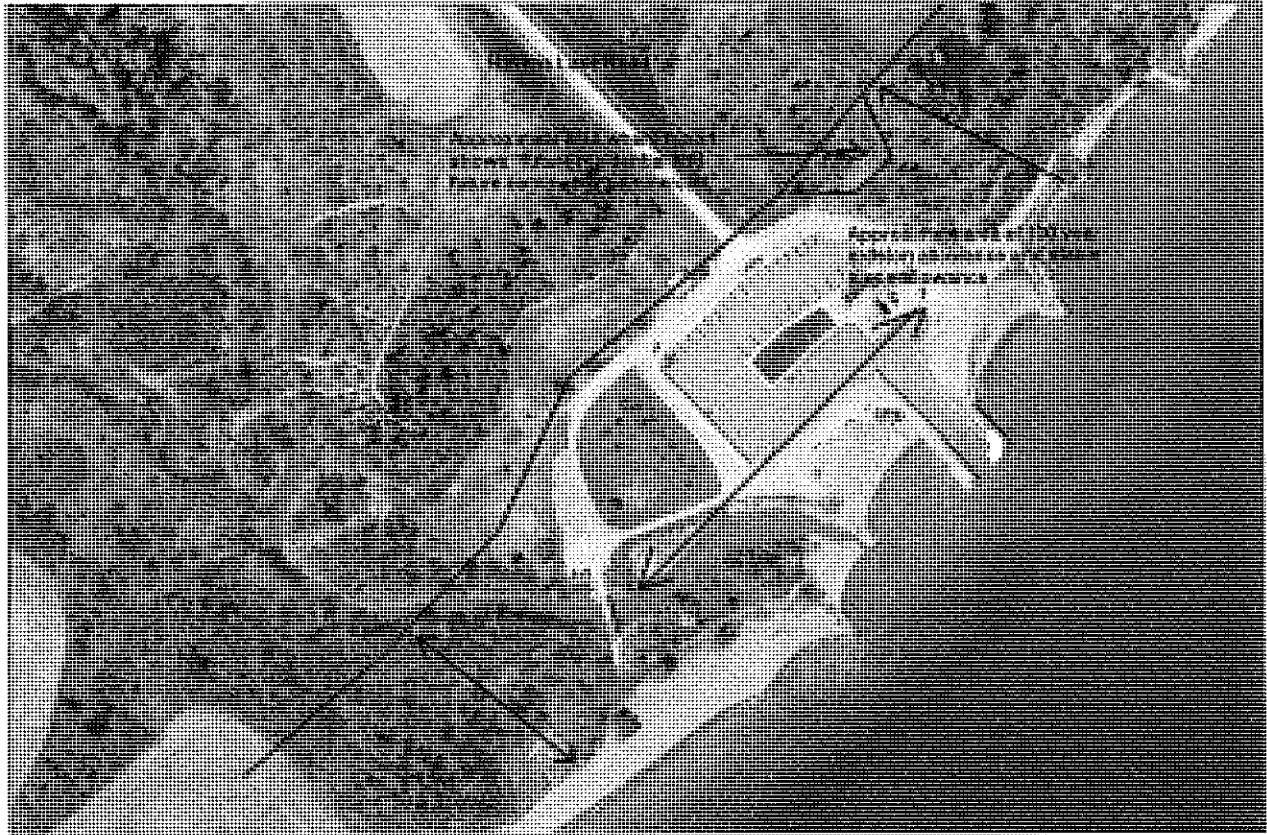
Enclosure – LTVCA maps



erosion allowance and stable slope allowance in Phase 1. Another map within this correspondence is for Lot 5. The Authority considers the 100 year erosion allowance and stable slope allowance as the 'critical' regulated area as opposed to the entire regulated area which includes an additional 15 metre allowance.

The 'critical' regulated area in Lot 4 is totally within the vegetated area along the Lake Erie shoreline that is owned by other persons.





Erosion of the streams within the ravines is only marginally a concern. The only stream of significance is the Sixteen Mile Creek and for much of its journey through lot 6 it is far removed from the toe of the slope of the ravine. The only area where it comes close to the toe of the slope is near its mouth. We have reviewed the erosion at this significant 'hair-pin' turn in the creek and found that it has eroded approximately 8 metres in the last 50 years. See the attached photo. The 100 year erosion allowance plus a stable slope allowance of 2.5 to 1 results in a 'critical' regulated distance of approximately 48 metres from the water's edge of the creek. This allowance may enter the zone in Phase 1 referred to as the 'future mixed use commercial' zone.



### Bank Stabilization

In regard to bank stabilization we found no problem with the analysis done by the Golder Report. We are concerned with some diagrams which seem to indicate that the lake bank is proposed to be cut back to a stable slope. More specifically these are shown on cross sections C-C and D-D on Lot 5. We realize that if a development is proposed on the lake that persons like to have access to the lake but we feel a more feasible approach would be the construction of managed paths at intervals along the shore or down through the ravines and out to the lake. The reasons that we do not recommend lake bank stabilization in this instance are;

- The large amount of fill that is generated by a project of this nature.
- The large amount of bare and sloped soil surface that is exposed during the stabilization process.
- The high rate of erosion at the toe of the slope that will impact the proposed stabilized slope.
- The material removed will not be available for beach nourishment as the bank erodes in the future.

**APPENDIX C – Traffic Impact Study –  
F.R. Berry & Associates**

**SEASIDE BEACH  
PORT GLASGOW  
TRAFFIC IMPACT STUDY**

**F.R. Berry & Associates  
October, 2009**



# **SEASIDE BEACH PORT GLASGOW**

## **TRAFFIC IMPACT STUDY**

### **1. INTRODUCTION AND SUMMARY**

Seaside Waterfront Developments Inc. has proposed the development of a residential subdivision adjacent to the Port Glasgow Marina in the Municipality of West Elgin in the County of Elgin. The location of the site is shown in **Figure 1**.

Draft plans of the subdivision have been prepared for Parts A and B of the proposed development. Access to Part A is proposed to Furnival Road and to Havens Lake Road. Access to Part B is proposed to Havens Lake Road.

The purpose of this report is to assess the impact of the proposed development on the adjacent street system, in particular the intersection of Furnival Road and Grey Line.

### **2. EXISTING CONDITIONS**

Furnival Road (Elgin County Road 103) is a two lane rural highway. South of County Road 3, Furnival Road is designated as a collector road. The posted speed limit between County Road 3 and Gray Line is 80 km/h. South of Grey Line, the posted speed limit changes to 50km/h.

Grey Line and Havens Lake Road are two-lane local rural roads under the jurisdiction of the municipality. Grey Line extends west to McColl Side Road and Blacks Road. Havens Lake Road provides access to the Port Glasgow Marina.

The intersection of Furnival Road and Grey Line is controlled by stop signs on the eastbound and westbound (Grey Line) approaches. There are no turning lanes on any of the approaches. The intersection of Grey Line and Havens Lake Road is controlled by a stop sign on the northbound (Havens Lake Road) approach. There are no turning lanes on any of the approaches.

Land uses in the area are a mix of agricultural, residential and recreational. There are approximately 25 year round residences on Furnival Road and Douglas Line, south of Grey Line. A seasonal trailer park has an access to Furnival Road, south of Grey Line. A seasonal trailer park has an access to Furnival Road, south of Grey Line. Another seasonal trailer park has an access to Grey Line east of Furnival Road.

The marina, located at the south end of Havens Lake Road, has docking space for approximately 75 boats plus two launching ramps. The marina is surrounded by a gravel surfaced parking area.

A traffic count was made at the intersection of Furnival Road and Grey Line on Sunday, August 2, 2009 from noon to 5pm. The count was planned for a weekend to capture the highest level of activity at the marina and the trailer parks. It was considered that a weekday count would not result in a realistic base for the traffic impact analysis.

Peak hour turning movements derived from the count are shown in **Figure 2**. Traffic count summaries are contained in Appendix A. **Figure 2** also shows the average hourly turning movement volumes over the five hour count period. It should be noted that hourly volumes did not vary by a large amount suggesting a fairly constant level of activity throughout the afternoon.

### **3. PROPOSED DEVELOPMENT**

Draft plans for Part A and Part B of the development are shown in **Figures 3A and 3B**. Part A will contain 86 single family dwelling units and approximately 50 medium density townhouse units. Part B will contain 27 single family units and approximately 65 medium density town units. In addition, three blocks in Part A and one block in Part B have been designated for commercial use.

At this time, the nature of these commercial uses is unknown. Each block will be subject to site plan approval before development. This would be the appropriate time to assess the traffic impact of each block, when the specific use and timing of the development are known. The commercial blocks were not included in this report.

Vehicle trip generation was estimated based on rates contained in the Institute of Transportation Engineers Trip Generation Manual, Eighth Edition. It is anticipated that the development will be marketed to retirees and empty nesters. However, for the purposes of this study, the development was treated as a conventional subdivision. Peak hour trip generation was estimated based on rates given in the Manual for single family dwellings and townhouses.

**Table 1** shows the estimated peak hour vehicle trip generation for the proposed development.

It should be noted that, if trip generation rates for a retirement community were applied, estimated peak hour vehicle trip generation would have been about one third of the volumes shown in **Table 1**.

All of the peak hour trips generated by the proposed development were assigned to and from the north on Furnival Road as shown in **Figure 4**. The likelihood of trips using Grey Line east or west or Furnival Road south would be small. Vehicle trips generated by Part A of the development were split between Furnival Road and Havens Lake Road to reflect the situation that residences closer to Havens Lake Road would have a more convenient access to Furnival Road north via Havens Lake Road.

## **4. ANALYSIS**

### **4.1 Projected Traffic**

A ten year planning horizon was assumed for this development. Existing peak hour traffic volumes were projected to 2019 assuming an annual growth rate of 1.5 percent. Projected peak hour turning movements, background traffic, are shown in **Figure 5**.

Turning movements at the intersection of Grey Line and Havens Lake Road were estimated based on the number of residences to the west on Grey Line. The majority of traffic using Grey Line between Furnival Road and Havens Lake Road has an origin or destination at the marina.

Afternoon peak hour development traffic from **Figure 4** was added to background traffic to give projected total peak hour traffic as shown in **Figure 5**.

Projected development traffic volumes are based on rates for weekday peak hours. As noted earlier, background traffic is based on a count made on a summer weekend. Combining the two different peak periods gives projected traffic volumes which are likely to be much higher than a typical weekday or a typical Saturday and Sunday. The volumes shown in Figure 5, therefore, can be considered a "worst case" scenario.

#### **4.2 Sight Distance**

At all of the intersections considered in this study, the approach roads are on a tangent alignment and a level grade. Sight distance is not an issue.

#### **4.3 Left Turn Lanes**

The need for left turn lanes on Furnival Road at the Grey Line was assessed using the methodology contained in the MTO Geometric Design Manual. A design speed of 100km/h, equivalent to the posted speed limit of 80km/h, was assumed for Furnival Road.

As shown in Table 2, left turn lanes on Furnival Road are not warranted under existing conditions and will not be warranted under projected background and total traffic conditions.

A left turn lane on Grey Line at Havens Lake Road would not be warranted. Although the left turn volume is high, the opposing peak hour volume, estimated to be ten vehicles in the peak hour, it is not enough to cause any impediment to this movement.

A northbound left turn lane on Furnival Road at the site access would not be warranted. As noted earlier; there is very little likelihood of any traffic making this movement. Turning lanes on Havens Lake Road at the accesses to the site are not warranted.

#### **4.4 Level of Service**

The intersections of Furnival Road and Grey Line, Furnival Road and the site access, and Gray Line and Havens Lake Road were analyzed for delays, volume to capacity ratios and queue lengths using the Synchro 6 analysis program. The results of the analysis are summarized in Table 3. Level of service worksheets are contained in Appendix C.

Level of service is a measure of how well an intersection operates under prevailing traffic conditions. It is expressed on a scale of A to F where A is the highest level of service and F indicates unacceptable congestion and

delay. Level of service is measured in terms of average delay to all vehicles passing through the intersection in the peak hour.

Table 3 shows that each intersection would operate at a high level of service under existing and projected conditions. Average delays would not exceed 15 seconds, placing all movements in level of service B or better. Volume to capacity ratios would all be less than 0.25, indicating that only about on quarter of the potential capacity of that approach would be utilized. For 95 percent of the time in the peak hours, queue lengths would not exceed one vehicle on any of the approaches.

It should be noted that the level of service analysis was based on a "worst case" scenario. Actual intersection performance for all but a few summer weekend days would be much better, with shorter average delays and less vehicle queuing.

#### **4.5 Laneways**

Both draft plans shown rear laneways serving the median density blocks. Each of the laneways is shown intersecting Havens Lake Road approximately midway between Grey Line and the proposed street accesses.

From a traffic operations viewpoint, these laneway intersections are not appropriate. They are located too close to the major intersection with Grey Line. The proximity of three intersections on Havens Lake Road is likely to lead to driver confusion and thus create a potential safety hazard.

The laneways should be realigned to intersect the proposed access streets east and west of Havens Lake Road.

## **5. CONCLUSIONS**

The traffic impact of the proposed development was assessed based on a combination of assumptions which ensured consideration of a "worse case" scenario.

Peak hour traffic demand generated by the proposed development will not require any changes to the configuration of Furnival Road, Grey Line and Havens Lake Road.

Each of the intersections in the study area will operate at a good level of service at full build-out of the proposed development.

The proposed rear laneways should be realigned to intersect the internal streets rather than Havens Lake Road.

ITE Land Use	AM Peak Hour				PM Peak Hour				
	Ave. rate	total	in	out	Ave. rate	total	in	out	
<b>Draft Plan A</b>									
210	86du single family	0.75	64	16	48	1.01	87	55	32
230	50du medium density	0.44	<u>22</u>	<u>4</u>	<u>18</u>	0.52	<u>26</u>	<u>17</u>	<u>9</u>
	Sub-total		86	20	66		113	72	41
<b>Draft Plan B</b>									
210	27du single family	0.75	20	5	15	1.01	27	17	10
230	65du medium density	0.44	<u>29</u>	<u>5</u>	<u>24</u>	0.52	<u>34</u>	23	11
	Sub-total		49	10	39		61	40	21
	<b>Total</b>		135	30	105		174	112	62

**Table 1**

**Vehicle Trip Generation**



Intersection	Left Turn Lane Required	Storage Length
<p><b>Furnival Road at Grey Line</b></p> <p><b>Southbound</b> Existing Background (2019) Total (2019)</p> <p><b>Northbound</b> Existing Background (2019) Total (2019)</p> <p><b>Furnival Road at Street A</b></p> <p><b>Northbound</b> Total (2019)</p> <p><b>Grey Line at Havens Lake Road</b></p> <p><b>Eastbound</b> Total (2019)</p>	<p>NO NO NO</p> <p>NO NO NO</p> <p>NO</p> <p>NO</p>	<p>- - -</p> <p>- - -</p> <p>-</p> <p>-</p>

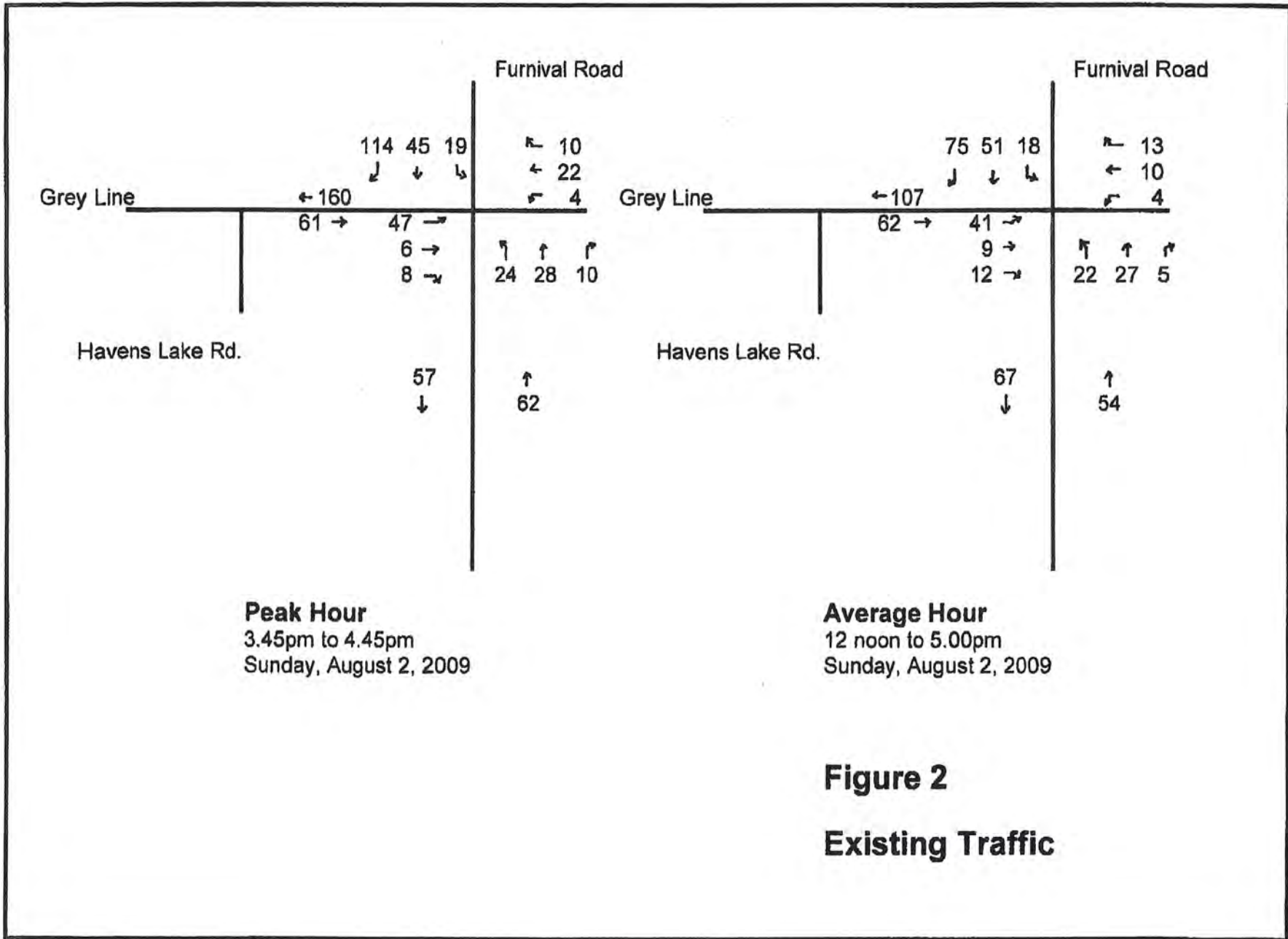
**Table 2**

**Left Turn Lane Requirements**

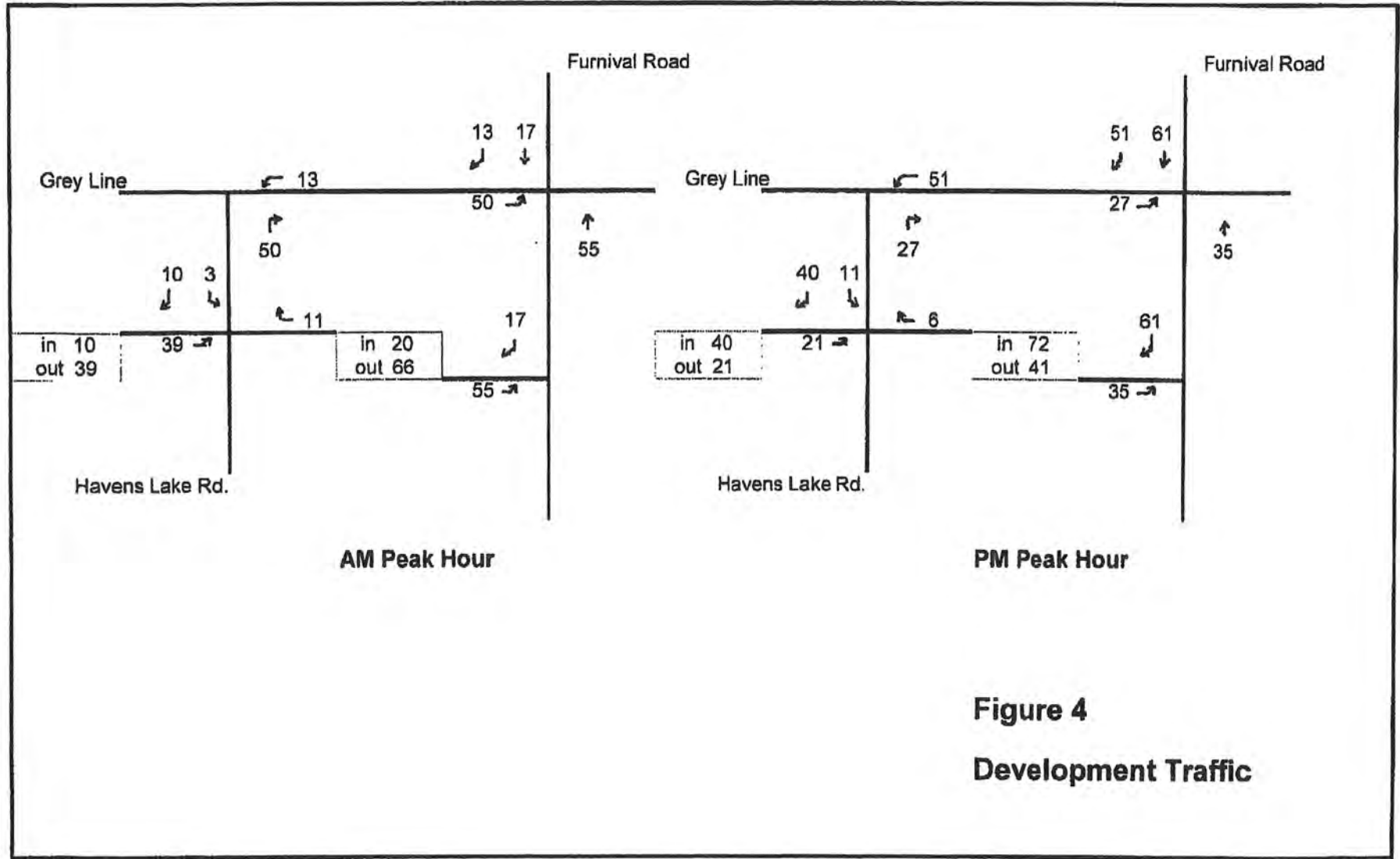
Intersection	Existing 2009				Background 2019				Total 2019			
	Del.	v/c	LoFS	Q	Del.	v/c	LoFS	Q	Del.	v/c	LoFS	Q
<b>Furnival Road and Grey Line</b>												
Eastbound LTR	11.1	0.10	B	2.5	11.9	0.13	B	3.5	14.6	0.23	B	6.6
Westbound LTR	10.7	0.06	B	1.4	11.3	0.07	B	1.7	12.7	0.09	B	2.1
Northbound LTR	3.0	0.02	A	0.4	3.4	0.02	A	0.6	2.4	0.03	A	0.6
Southbound LTR	0.9	0.01	A	0.3	0.8	0.01	A	0.3	0.6	0.01	A	0.3
<b>Intersection ICU</b>	30.6%				33.3%				42.3%			
<b>LoFS</b>	A				A				A			
<b>Furnival Road and Street A</b>												
Eastbound LR									9.7	0.05	A	1.2
Northbound LT									0.1	0.00	A	0.0
Southbound TR									0.0	0.08	-	0.0
<b>Intersection ICU</b>									18.2%			
<b>LoFS</b>									A			
<b>Grey Line and Havens Lake Road</b>												
Eastbound TR									0.0	0.01	-	0.0
Westbound LT									7.5	0.16	A	4.2
Northbound LR									9.2	0.11	A	2.9
<b>Intersection ICU</b>									38.0%			
<b>LoFS</b>									A			

Note: Del. - ave. delay (secs)  
LoS - level of service  
v/c - volume to capacity ratio  
ICU - intersection capacity utilization  
Q - maximum queue length (metres)  
(95th percentile)

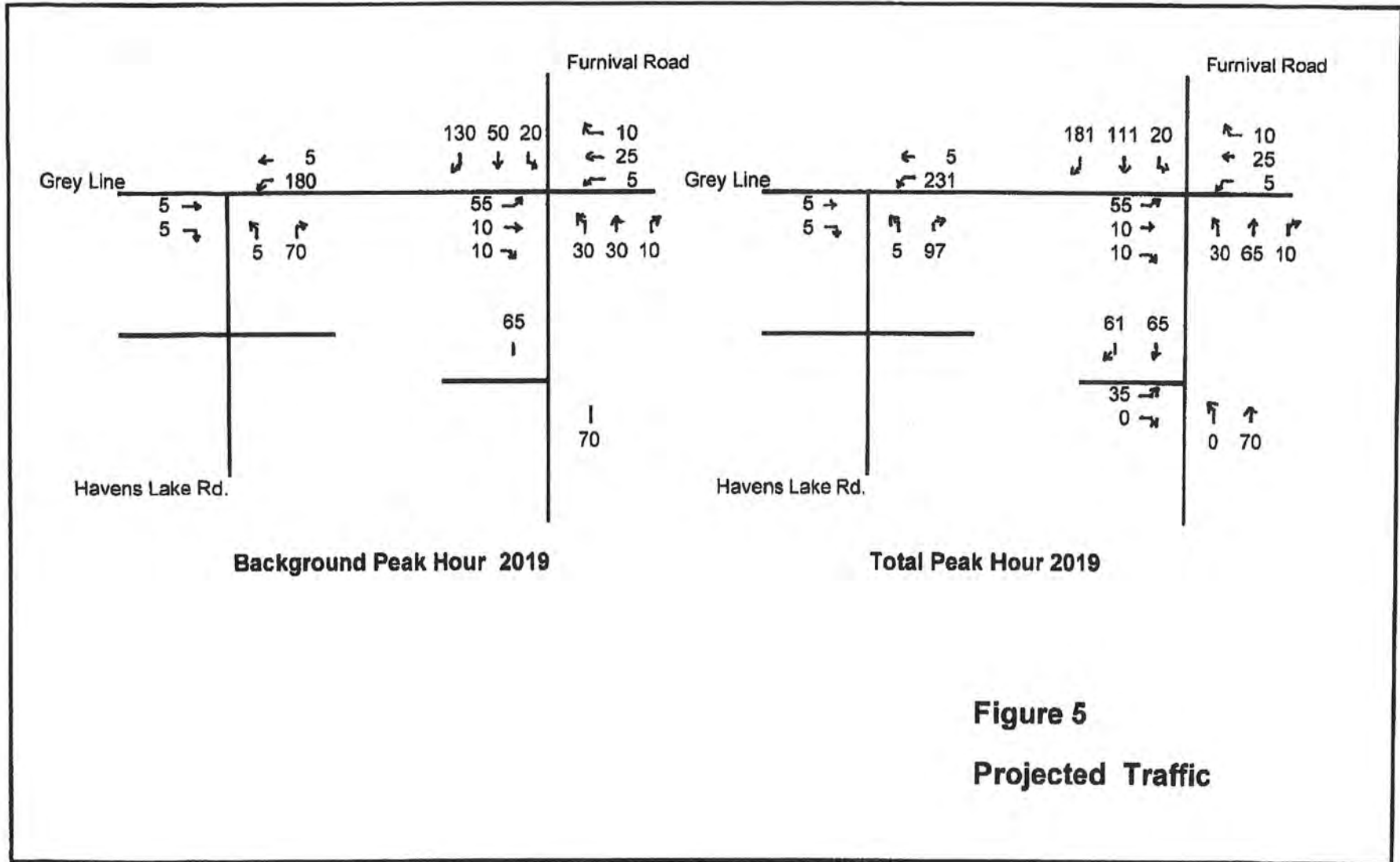
**Table 3**  
**Level of Service**



**Figure 2**  
**Existing Traffic**



**Figure 4**  
**Development Traffic**



**Figure 5**  
**Projected Traffic**

**APPENDIX D – Addendum to Archaeology  
Report by Mayer Heritage Consultants**

Addendum to Archaeological Assessment (Stages 1 to 3)  
Proposed Development, Part Lot 6, Concession 14,  
Municipality of West Elgin, Elgin County, Ontario



Heritage  
Consultants Inc.

*Cultural Heritage Assessments and Archaeological Mitigative Excavations*



**Addendum to Archaeological Assessment (Stages 1 to 3)  
Proposed Development, Part Lot 6, Concession 14,  
Municipality of West Elgin, Elgin County, Ontario**

submitted to

**Culligan Realty  
62 Ontario Road  
Mitchell, Ontario  
N0K 1N0  
Fax: (519) 348-4130  
and**

**The Ontario Ministry of Culture**

Prepared by

Mayer Heritage Consultants Inc.  
2509 Main Street, P.O. Box 456, Lambeth Station, London, Ontario, N6P 1R1  
Office: (519) 652-1818 Fax: (519) 652-1820  
Toll Free: (800) 465-9990  
E-Mail: [mayerheritage@bellnet.ca](mailto:mayerheritage@bellnet.ca)  
Web Page: [www.archaeologicalconsultants.com](http://www.archaeologicalconsultants.com)

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## Project Personnel

Project Manager	Paul J. C. O'Neal
Report Preparation	Kristy Snarey
Field Director	Kristy Snarey
Field/Office Assistant	Becky Jones
Background Research	Becky Jones
Artifact Analysis	Becky Jones

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- **Howard Culligan**, Culligan Realty
- **Robert von Bitter**, Archaeological Data Co-ordinator, Ontario Ministry of Culture

## **Addendum to Archaeological Assessment (Stages 1 to 3) Proposed Development, Part Lot 6, Concession 14, Municipality of West Elgin, Elgin County, Ontario**

### **Introduction**

Among other matters, the *Planning Act R.S.O. 1990*, establishes that the protection of features of archaeological interest is a matter of provincial concern. As such, an archaeological resource assessment (Stage 1 background research and Stage 2 general survey) was conducted as a standard condition of approval for the proposed development on Part of Lot 6, Concession 14, in the township of Aldborough, Municipality of West Elgin, Elgin County, Ontario (Figure 1). An initial assessment was conducted in 2007. At the time of the initial assessment, an area located in the southwest corner of the study area had not been ploughed and it was not assessed at that time. This addendum report documents the assessment of this area.

This assessment was conducted in order to determine if any direct and/or indirect impacts would occur by proposed construction activities on archaeological resources that might be present. Archaeological resources consist of artifacts (Aboriginal stone tools, pottery and subsistence remains as well as Euro-Canadian objects), subsurface settlement patterns and cultural features (post moulds, trash pits, privies, and wells), and sites (temporary camps and special purpose activity areas, plus more permanent settlements such as villages, homesteads, grist mills and industrial structures).

The initial survey covered two parcels of land, one on each side of Haven's Lake Road (MHCI 2007). During the original Stage 2 survey, a total of fourteen sites were recovered. Of these 14 sites, ten sites were recommended for further Stage 3 investigations. These are Locations 1, 2, 5, 6, 7, 9, 10, in the east field, and Locations 12, 13, and 14 in the west field. Stage 4 excavations have been completed on the three sites located on the west side of the road (MHCI 2008). The study area surveyed in this addendum is also located on the west side of the road.

### **Stage 1 Background Research**

Stage 1 background research was conducted in order to complete the following tasks:

- amass all of the readily available information on any previous archaeological surveys in the area;
- determine the locations of any registered and unregistered sites; and
- develop an historical framework for assigning levels of potential significance to any new sites discovered during fieldwork.

The framework for assigning levels of potential archaeological significance is drawn from provincial guidelines (Weiler 1980). The necessary information includes the identification and evaluation of any feature that has one or more of the following attributes:



Figure 1: Location of the Study Area



- *it has the potential through archaeological exploration, survey or fieldwork to provide answers to substantive questions (i.e. relate to particular times and places) about events and processes that occurred in the past and therefore add to our knowledge and appreciation of history;*
- *it has the potential through archaeological exploration, survey and fieldwork to contribute to testing the validity of general anthropological principles, cultural change and ecological adaptation, and therefore to the understanding and appreciation of our man-made heritage; or*
- *it is probable that various technical, methodological, and theoretical advances are likely to occur during archaeological investigation of a feature, alone or in association with other features, and therefore contribute to the development of better scientific means of understanding and appreciating our man-made heritage (Weiler 1980:8);*

### **Natural Environment**

The study area is on the southern edge of the Bothwell sand plain, described by Chapman and Putnam (1984:147) as the delta of the Thames River during glacial Lake Warren times. The topography of this sand plain is generally level, but the surface is dissected by gullies near the shore of Lake Erie including the study area. The Lake Erie shoreline is just to the south. The dominant soils are classified as the Normandale type. These are deep medium to coarse textured lacustrine soils composed of very fine sandy loam, fine sandy loam, and loamy fine sand that are frequently modified by wind (Schut 1992).

### **Potential for Archaeological Resources**

Archaeological potential is defined as the likelihood of finding archaeological sites within a study area. For planning purposes, determining archaeological potential provides a preliminary indication that significant sites might be found within the study area, and consequently, that it may be necessary to allocate time and resources for archaeological survey and mitigation. In predicting the locations of archaeological sites, the *Primer on Archaeology, Land Use Planning and Development in Ontario* (Ministry of Culture 1997:12-13) states that undisturbed lands, or those with minimal disturbance, such as cultivated fields, within 300 metres of a primary water source or 200 metres of a secondary or tertiary water source are considered to have archaeological potential. Other criteria can include location on elevated ground or near distinctive or unusual landforms, and the presence of well-drained sandy soils.

Based upon a published synthesis of Aboriginal cultural occupations (Wright 1968), Table 1 is a general outline of the cultural history of southwestern Ontario that is applicable to the study area. Ellis and Ferris (1990) provide greater detail of the distinctive characteristics of each time period and cultural group. The Ministry of Culture archaeological database coordinator (von Bitter 2009) indicated that there are nineteen previously registered archaeological sites within 2,000 metres of the current study area (Table 2). Eleven of these are located directly to the north of the current study area, and were identified during the initial Stage 2 assessment (MHCI 1999, MHCI 2007).



**Figure 2: General View of Study Area, Facing East**

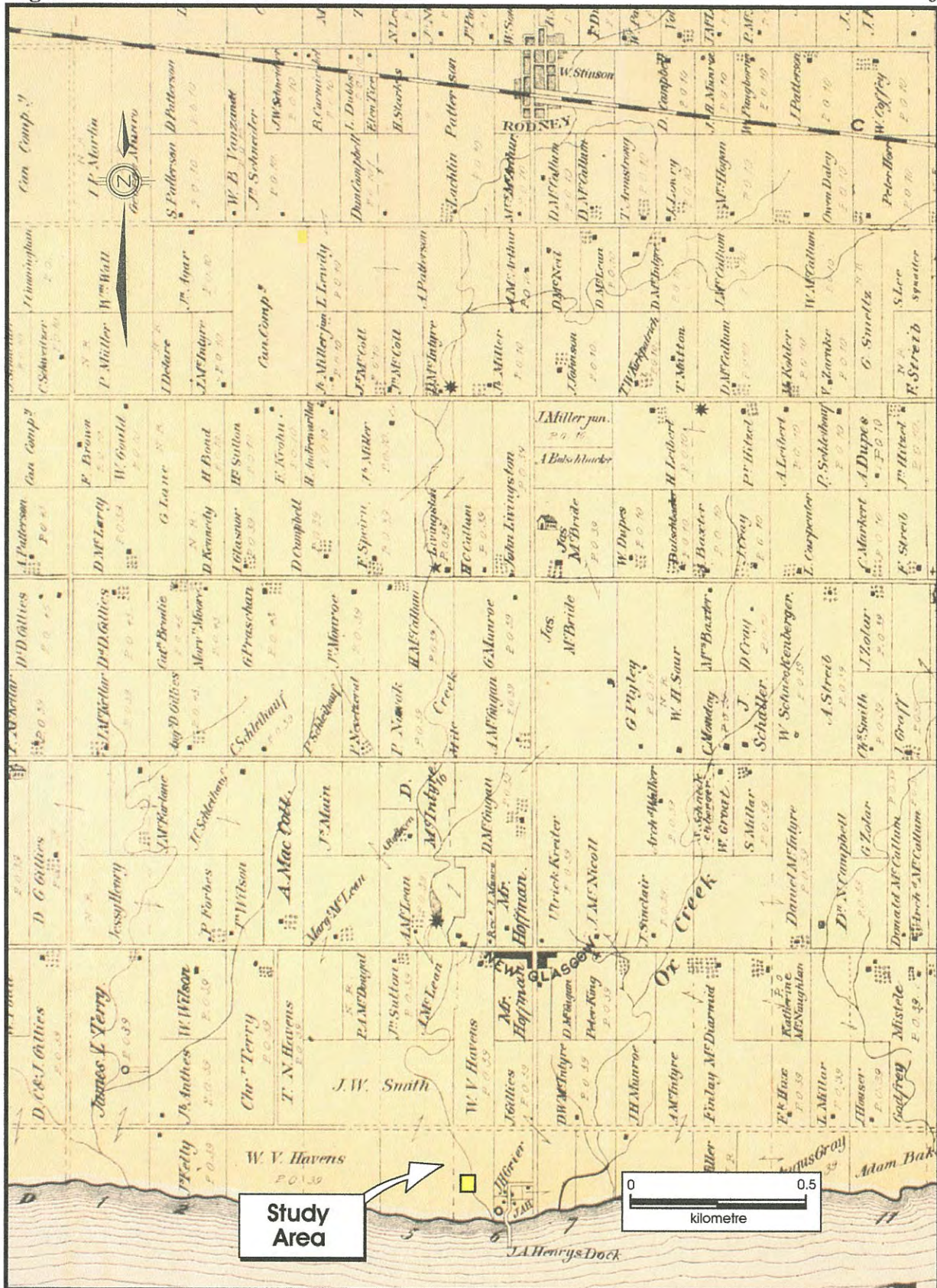


**Figure 3: Ground Visibility Conditions**





Figure 4: Site Location on Historic Atlas





**Table 1: General Cultural Chronology for Southwestern Ontario.**

<i>PERIOD</i>	<i>GROUP</i>	<i>TIME RANGE</i>	<i>COMMENTS</i>
Early Paleo-Indian	Fluted Projectiles	9500 - 8500 B.C.	big game hunters
Late Paleo-Indian	Hi-Lo Projectiles	8500 - 7500 B.C.	small nomadic groups
Early Archaic	---	7800 - 6000 B.C.	nomadic hunters and gatherers
Middle Archaic	Laurentian	6000 - 2000 B.C.	territorial settlements
Late Archaic	Lamoka	2500 - 1700 B.C.	polished ground stone tools
"	Broadpoint	1800 - 1400 B.C.	---
"	Crawford Knoll	1500 - 500 B.C.	---
"	Glacial Kame	<i>circa</i> 1000 B.C.	burial ceremonialism
Early Woodland	Meadowood	1000 - 400 B.C.	introduction of pottery
"	Red Ochre	1000 - 500 B.C.	---
Middle Woodland	Western Basin/Saugeen	400 B.C. - A.D. 500	long distance trade networks
"	Princess Point	A.D. 500 - 800	incipient agriculture
Late Woodland	Glen Meyer	A.D. 800 - 1300	transition to village life
"	Uren	A.D. 1300 - 1350	large villages with palisades
"	Middleport	A.D. 1300 - 1400	wide distribution of ceramic styles
"	Neutral/Huron	A.D. 1400 - 1650	tribal warfare
Early Contact	Mississauga plus others	A.D. 1700 - 1875	tribal displacement
Late Contact	Euro-Canadian	A.D. 1800 - present	European settlement

Over their thousands of years of occupation in the general region, Aboriginal people have left behind, to a greater or lesser degree, physical evidence of their lifeway activities and settlements at many locations. The earliest possible human occupation was during the Paleo-Indian period (*circa* 9000 to 7000 B.C.) wherein small groups of nomadic peoples hunted big game along the shorelines of glacial lakes. These people were few in number and their small, temporary campsites are relatively rare.

People during the Archaic period (*circa* 7000 to 1000 B.C.) were still primarily nomadic hunters but also established territorial settlements, gathered seasonally available resources, and introduced burial ceremonialism. Late Archaic period sites are more numerous and can be quite large due to repeated annual visits.

Sites of the Woodland period (*circa* 1000 B.C. to A.D. 1650) are usually the most numerous because the population levels in southwestern Ontario had significantly increased. The manufacture of ceramic pottery vessels for storage and cooking was introduced along with the establishment of long distance trading networks, horticulture, warfare and large palisaded villages.

The study area is one concession south of the historic Talbot Road (Highway 3), which enhances its potential for Euro-Canadian archaeological resources. George Tremaine's 1864 *Map of the County of Elgin* indicates that "D. McBiarm" owned the property at that time and no structures are shown. H.R. Page & Co.'s 1877 map of Aldborough Township in the *Illustrated Historical Atlas of Elgin County* indicates that the west portion of the property was owned by "J.H. Grier". No structures are indicated within the study area. The absence of structures on these maps does not necessarily indicate that some were not present at that time, earlier or later.

Based upon the soil and topography suitable for human habitation, the proximity to water and to registered archaeological sites, and the historic significance of the geographic region, the study area exhibits very high potential for the discovery of pre-contact Aboriginal and Euro-Canadian archaeological resources.

**Table 2: Registered Archaeological Sites within 2,000 metres of the Study Area.**

<b>REGISTRATION #</b>	<b>NAME</b>	<b>TYPE</b>	<b>CULTURAL AFFILIATION</b>
AdHj-35	unnamed	campsite	pre-contact Aboriginal
AdHj-36	unnamed	campsite	pre-contact Aboriginal
AdHj-37	Kocsis	large camp	Middle Woodland
AdHj-38	Sixteen Mile Creek	campsite	Early Woodland
AdHj-39	unnamed	campsite	pre-contact Aboriginal
AdHj-40	unnamed	campsite	pre-contact Aboriginal
AdHj-41	unnamed	campsite	pre-contact Aboriginal
AdHj-42	unnamed	campsite	pre-contact Aboriginal
AdHj-43	unnamed	campsite	pre-contact Aboriginal
AdHj-48	Culligan 1	lithic scatter	pre-contact Aboriginal
AdHj-49	Culligan 2	lithic scatter	pre-contact Aboriginal
AdHj-50	Culligan 4	findspot	pre-contact Aboriginal
AdHj-51	Culligan 5	campsite	pre-contact Aboriginal
AdHj-52	Culligan 6	campsite	Woodland
AdHj-53	Kaleb	campsite	Late Archaic, Woodland
AdHj-54	Culligan 8	findspot	pre-contact Aboriginal
AdHj-55	Culligan 9	campsite	Woodland
AdHj-56	Cardinal	campsite	Early Archaic, Early Woodland
AdHj-57	Callaghan	campsite	pre-contact Aboriginal

## Stage 2 General Survey

The Stage 2 general survey employed the standard pedestrian transect method at a five-metre interval across the entire 1 hectare study area. The property was ploughed, disked, and well weathered providing good ground viewing conditions at the time of the assessment. In order to facilitate relocation and mapping, surface artifact locations were marked using orange flags. Whenever artifacts were found the survey interval was intensified to a one-metre interval for a 15 metre radius around any findspots. Mayer Heritage received permission to enter the subject property and to remove artifacts as necessary during the survey conducted on October 29<sup>th</sup>, 2009. Weather at the time of the survey was warm and sunny, with no conditions detrimental to the recovery of artifacts.

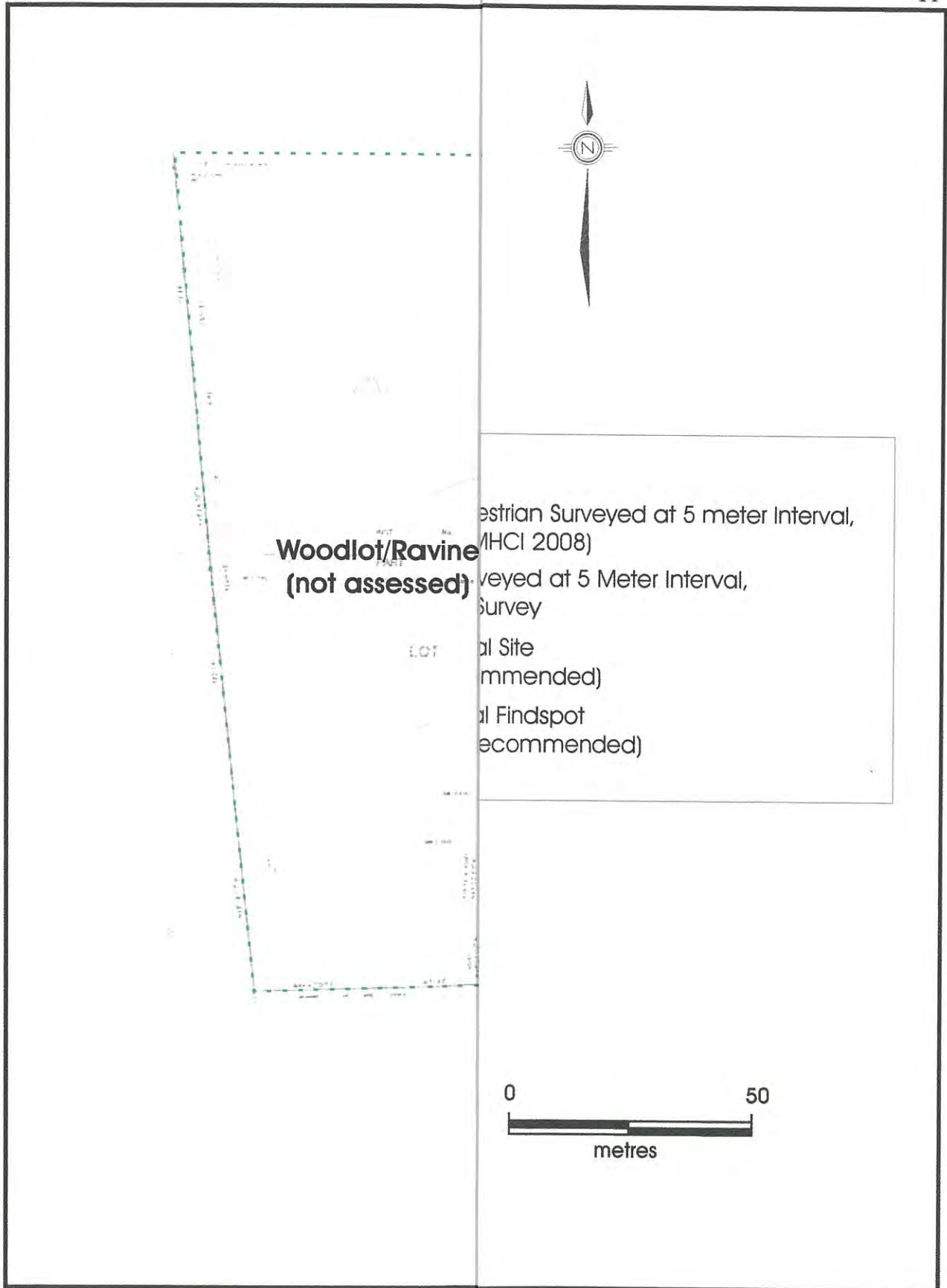
## Results

The Stage 2 general survey recovered pre-Contact Aboriginal artifacts from one location. This site, identified as Location 15, was mapped and recorded using a Global Positioning System. Figure 5 shows the location of the site within the study area. All non-diagnostic artifacts were flagged and left in the field for proper *in situ* mapping during future fieldwork. A catalogue of the recovered artifacts is presented in Appendix A.

### Location 15

Location 1 is situated in the southwest corner of the study area. The site contained approximately 35 pieces of chipping detritus in a 20 metre by 15 metre area. Because Location 15 represents a potentially significant archaeological resource, it was recommended for further Stage 3 study.

Figure 5: Results of Stage 2 Investigations





**Figure 6: Crew at Work, Pedestrian Survey, Facing South**



**Figure 7: Unit 150E 220N, East Wall Profile, Showing Erosion**



## Stage 3 Investigations

### Methodology

The Stage 3 investigations at Location 15 began with an intensified pedestrian survey (at a one-metre interval) to relocate the artifacts that had been left *in situ* during the Stage 2 survey and to identify any new artifact findspots within each site. A datum location and site grid were established and the location of each surface artifact was recorded and mapped in using a transit and stadia rod, and all surface artifacts were collected at this time.

Following the controlled surface collection, hand-excavation of units (each one-metre square) at a five-metre interval was completed. The units were strategically placed to cover the extent of the positive test pits or surface artifact scatter at each site. All units were excavated to subsoil and all soil was screened through a six-millimetre wire mesh in order to maximize the potential for artifact recovery. Once hand excavation of the ploughzone was complete, the floor of each unit was trowelled to expose any possible sub-surface cultural features. All test units were backfilled upon completion. The Stage 3 investigations were completed between November 11<sup>th</sup>, and November 13<sup>th</sup>, 2009. Weather conditions were sunny and the temperature averaged 10 degrees Celsius. There were no conditions detrimental to the recovery of artifacts.

Because Location 15 is situated on a high bluff overlooking Lake Erie, the site has been heavily eroded through ploughing and wind action. This erosion pattern was also evident on other nearby sites observed during the initial survey (MHCI 2007, 2008). It is evident that the soil has been eroded from higher knolls and deposited on lower areas, resulting in a more level surface topography. The heavy erosion is evident in unit profiles, some of which contain no topsoil at all, and some of which contained very thin mottled layers of subsoil and topsoil mixed together (see for example, Figure 7). Those units made deeper from erosion generally contained artifacts only in the upper parts of the unit. It also appears that the most heavily eroded units contain the largest number of artifacts.

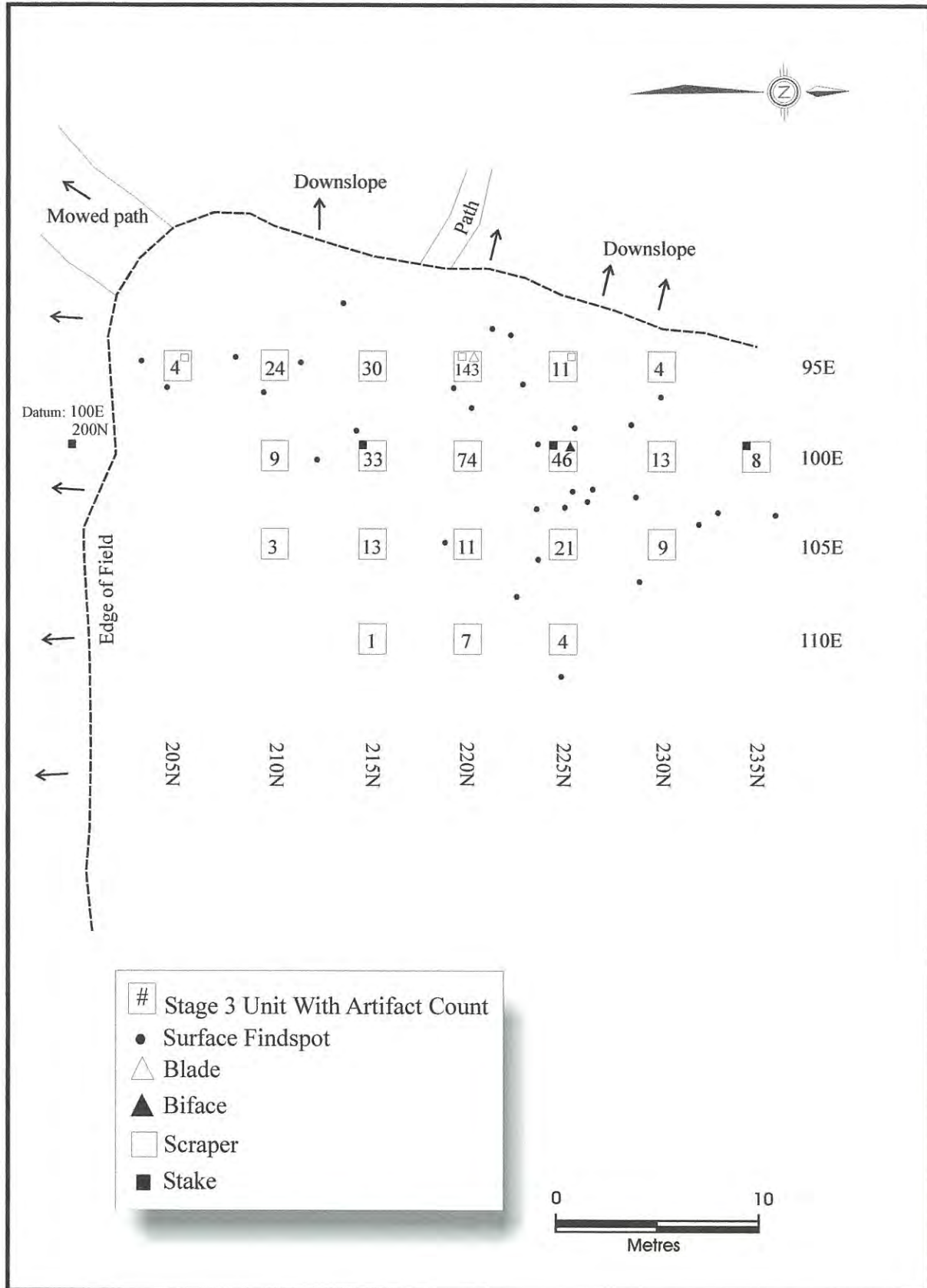
### Location 15

The first part of the Stage 3 investigation on Location 1 involved recording and collecting the surface artifacts flagged during the Stage 2 investigation. Thirty-four surface locations were recorded. In addition to the controlled surface collection, twenty test units were hand excavated. The test units ranged from 20 to 40 centimetres in depth and consisted of a brown sandy loam ploughzone mottled with subsoil overlying orange-yellow sand subsoil. The variation in subsoil depth is likely caused by heavy wind erosion that affected the site. Artifact frequencies ranged from one to 142 artifacts per unit (see Figure 8). No subsurface cultural features were observed.

The Stage 3 investigation recovered 521 artifacts, including 56 artifacts from the surface and 465 artifacts from the test units. Table 3 provides a breakdown of the assemblage by artifact type. The assemblage is dominated by chipping detritus, with few formal tools recovered from the site.



Figure 8: Results of Stage 3 Excavations at Location 15

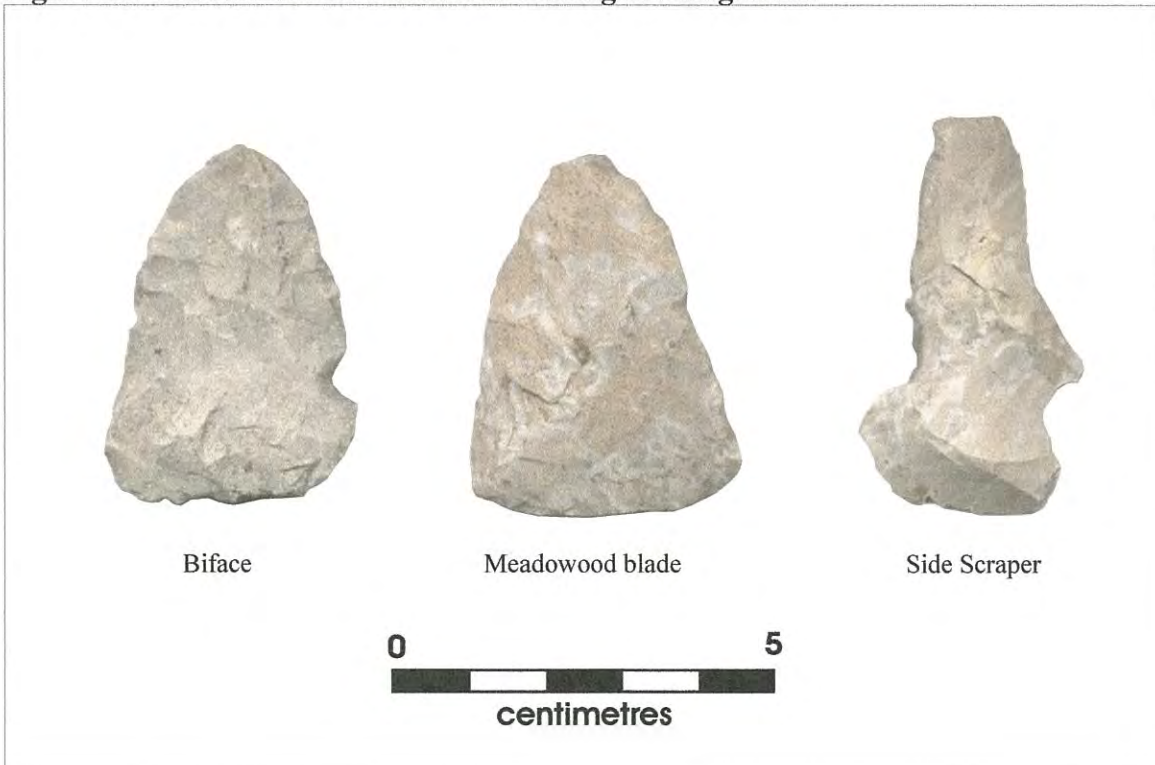




**Figure 9: Location 15, Crew at Work, Facing South**



**Figure 10: Select Artifacts Recovered During Investigations**



**Table 3: Location 15 Artifact Inventory**

<i>ARTIFACT TYPE</i>	<i>FREQUENCY</i>	<i>%</i>
biface	1	0.2
blade	1	0.2
chipping detritus	509	97.6
core	1	0.2
scraper	3	0.6
utilized flake	3	0.6
fire-cracked rock	3	0.6
<b>Totals</b>	<b>521</b>	<b>100.0%</b>

A total of 509 pieces of chipping detritus were recovered from Location 15. Chipping detritus is the waste by-product of stone tool manufacture. The analysis of these waste flakes provides information about techniques used by knappers. Certain flakes have a characteristic appearance and indicate the tools that were made or prepared at a site even when the tools themselves are absent. The debitage was analyzed for raw material type and flake morphology (Table 4).

All of the flakes are manufactured on Onondaga chert, most of it of very high quality. The flakes are largely biface thinning and finishing flakes, flakes which are produced in the later stages of stone tool manufacture, rather than during initial core reduction and preparation. This indicates that biface manufacture was an important lithic activity on this site. Thirty-six flakes (7%) percent showed evidence of heating. Heated flakes can be distinguished by discolouration and the presence of small scars called "potlids".

**Table 4: Location 15 Debitage Analysis.**

<i>FLAKE TYPE</i>	<i>RAW MATERIAL</i>		<b>Totals</b>
	Onondaga	Heated Onondaga	
primary	1	1	<b>2</b>
secondary	5	1	<b>6</b>
biface thinning	273	17	<b>290</b>
biface finishing	68	5	<b>73</b>
shatter	6	1	<b>7</b>
fragment	120	11	<b>131</b>
<b>Totals</b>	<b>473</b>	<b>36</b>	<b>509</b>

Three chert flakes showed evidence of utilization. Utilized flakes are flakes that show usewear along one or more edges indicating expedient use for scraping or cutting. These utilized flakes are not deliberately worked into tools. All three flakes are Onondaga chert biface thinning flakes. Two flakes show usewear on a ventral edge and the third flake shows usewear on its dorsal side.

A single core was recovered during excavations. The core is made of Onondaga chert and flakes have been removed from this nodule in a random pattern. Some cortex is present on one surface. The core measures 59 millimetres in length by 46 millimetres in width, by 37 millimetres in thickness.

Blades are bifacially worked tools that can be used as knives or as preforms for projectile points or other formal tools. The blade is complete and is made of Onondaga chert (see Figure 10). It measures 47 millimetres in length, 36 millimetres in width and 7 millimetres in thickness. This blade is a Meadowood cache blade, dating to the Early Woodland Period, *circa* 2900 to 2000 BP.

Bifaces are tools that have been worked on two sides and are often used as knives. One biface was recovered from the site (see Figure 10). The biface is complete and is made of Onondaga chert. It measures 47 millimetres in length, 33 millimetres in width and 8 millimetres in thickness. This biface is quite similar in size and shape to the Meadowood blade, and is likely from the same time period.

Scrapers are tools used for preparation of hides or wood. They are most often made on unifacially worked flakes, although some bifaces are worked or reworked into scrapers. Three scrapers were found at Location 15, all of which are manufactured on Onondaga chert (see Figure 10). All three are side scrapers. Metric data for each of the scrapers is presented in Table 5.

**Table 5: Location 15 Scraper Metrics**

CAT #	TYPE	LENGTH	WIDTH	THICKNESS	BIT LENGTH	BIT HEIGHT	COMMENTS
2353	side	57	22	7	27	4	ventral side worked
2341	side	53	28	7	39	5	
2346	side	61	38	14	38	5	

Fire-cracked rocks are rocks that have been fractured or broken due to heating and rapid cooling involved with fire and food processing techniques. In total, three pieces of fire-cracked rock were recovered from three separate units. The three pieces have a total weight of 80 grams.

In conclusion, Location 15 represents a small Aboriginal lithic scatter that was likely used as a campsite. The site occupants certainly utilized the nearby lake resources. The site measures 30 metres by 15 metres in size, with steep slopes to the west and south of the site. Temporally diagnostic artifacts indicate that the site was occupied during the Early Woodland period, *circa* 2900 to 2000 BP. The presence of scrapers indicates that hide processing likely took place on the site. Because Location 15 represents a significant archaeological resource, a Stage 4 excavation is recommended for this site if it cannot be avoided during future development.



## RECOMMENDATIONS

A Stage 2 addendum survey conducted on behalf of Culligan Realty resulted in the discovery of one archaeological site in addition to fourteen sites already recovered on the property (MHCI 2007). The following recommendations are provided for consideration by Culligan Realty and by the Ministry of Culture:

1. No additional fieldwork is required for Locations 12, 13 and 14 because Stage 4 excavations have now been completed at these sites.
2. If the site at Location 1 cannot be avoided during construction, a Stage 4 excavation is warranted, because this site represents a significant archaeological resource. At this site, which is relatively intact with good stratigraphic integrity, the Stage 4 should consist of the hand-excavation of a block of one-metre square units until the edges of the site contain less than 10 to 15 artifacts per unit.
3. If the sites cannot be avoided during construction, a Stage 4 excavation is warranted for Locations 5, 6, 7, 9 and the newly documented site, Location 15, because these sites represent significant archaeological resources. Because of the loss of site integrity due to the heavy wind erosion, no hand excavation is deemed necessary at these sites. Rather, at each of the sites, the ploughzone should be mechanically excavated, followed by location and mapping of sub-surface cultural features to determine settlement patterns. At each of these sites, a collection of the surface artifacts should be completed. The Ministry of Culture is requested to issue a letter concurring with these recommendations.
4. The above recommendations are subject to concurrence by the Ministry of Culture. It is an offence to destroy or alter an archaeological site without approval from the Ministry of Culture. No landscaping, grading or other activities that may result in the destruction or disturbance of any of the archaeological sites documented in this report is permitted prior to the Ministry of Culture's approval.
5. Although every reasonable effort was made to locate all archaeological resources, it is possible that some remain to be discovered within the study area. Should deeply buried archaeological material be found during construction, the Ministry of Culture in London (519-675-7742) and Mayer Heritage Consultants Inc. in London (519-472-8100 or 800-465-9990) should be immediately notified.
6. As on virtually any property in southern Ontario, it is possible that Aboriginal or Euro-Canadian burials could be present within the study area. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture, and the Cemeteries Regulation Unit of the Ontario Ministry of Consumer and Commercial Relations in Toronto (416-326-8392), as well as the appropriate municipal police, the local coroner, and Mayer Heritage Consultants Inc.
7. The licensee shall keep in safekeeping all artifacts and records of archaeological fieldwork carried out under this licence, except where those artifacts and records are transferred to by the licensee to Her Majesty the Queen in right of Ontario or the licensee is directed to deposit them in a public institution in accordance with subsection 66(1) of the Act.

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**APPENDIX A: Artifact Catalogue, Location 15**

<i>Cat. No.</i>	<i>Provenience</i>	<i>Depth</i>	<i>Description</i>	<i>Freq.</i>	<i>Comments</i>
2334	CSC 33	surface	chipping detritus	1	
2335	CSC 34	surface	chipping detritus	2	
2336	CSC 31	surface	chipping detritus	2	
2337	CSC 32	surface	chipping detritus	1	
2338	105E 220N	0-33 cm	chipping detritus	11	
2339	110E 215N	0-25 cm	chipping detritus	1	
2340	95E 225N	0-31 cm	chipping detritus	10	
2341	95E 225N	0-31 cm	scraper	1	side
2342	95E 220N	0-25 cm	fire-cracked rock	1	20g
2343	95E 220N	0-25 cm	blade	1	Meadowood
2344	95E 220N	0-25 cm	chipping detritus	139	
2345	95E 220N	0-25 cm	utilized flake	1	
2346	95E 220N	0-25 cm	scraper	1	
2347	CSC 13	surface	chipping detritus	4	
2348	110E 225N	0-27 cm	chipping detritus	4	
2349	105E 210N	0-25 cm	chipping detritus	3	
2350	CSC 29	surface	chipping detritus	1	
2351	95E 205N	0-20 cm	chipping detritus	4	
2352	95E 205N	0-20 cm	utilized flake	1	
2353	95E 205N	0-20 cm	scraper	1	ventral-lateral
2354	CSC 24	surface	chipping detritus	3	
2355	100E 210N	0-26 cm	chipping detritus	9	
2356	CSC 9	surface	chipping detritus	2	
2357	CSC 4	surface	chipping detritus	1	
2358	CSC 19	surface	chipping detritus	1	
2359	CSC 5	surface	chipping detritus	4	
2360	CSC 10	surface	chipping detritus	1	
2361	CSC 11	surface	chipping detritus	1	
2362	CSC 12	surface	chipping detritus	2	
2363	CSC 8	surface	chipping detritus	1	
2364	CSC 1	surface	chipping detritus	2	
2365	CSC 6	surface	chipping detritus	1	
2366	CSC 3	surface	chipping detritus	1	
2367	CSC 18	surface	chipping detritus	3	
2368	CSC 2	surface	chipping detritus	1	
2369	CSC 15	surface	chipping detritus	1	
2370	CSC 7	surface	chipping detritus	1	
2371	CSC 14	surface	chipping detritus	1	
2372	105E 225N	0-30 cm	chipping detritus	21	
2373	CSC 16	surface	chipping detritus	1	
2374	CSC 22	surface	chipping detritus	1	
2375	CSC 20	surface	chipping detritus	1	
2376	CSC 21	surface	chipping detritus	3	
2377	CSC 17	surface	chipping detritus	2	
2378	CSC 23	surface	chipping detritus	3	
2379	CSC 28	surface	chipping detritus	1	
2380	105E 230N	0-32 cm	chipping detritus	8	



<i>Cat. No.</i>	<i>Provenience</i>	<i>Depth</i>	<i>Description</i>	<i>Freq.</i>	<i>Comments</i>
2381	105E 230N	0-32 cm	utilized flake	1	
2382	105E 215N	0-27 cm	chipping detritus	13	
2383	110E 220N	0-31 cm	chipping detritus	7	
2384	95E 210N	0-22 cm	chipping detritus	24	
2385	100E 215N	0-30 cm	chipping detritus	33	
2386	CSC 30	surface	chipping detritus	1	
2387	CSC 25	surface	chipping detritus	1	Kettle Point
2388	95E 215N	0-22 cm	chipping detritus	30	
2389	100E 235N	0-40 cm	chipping detritus	8	
2390	CSC 26	surface	chipping detritus	3	
2391	100E 230N	0-34 cm	fire-cracked rock	1	50g
2392	100E 230N	0-34 cm	chipping detritus	12	
2393	CSC 27	surface	chipping detritus	1	
2394	100E 225N	0-30 cm	chipping detritus	44	
2395	100E 225N	0-30 cm	biface	1	
2396	95E 230N	0-25 cm	chipping detritus	4	
2397	100E 220N	0-30 cm	chipping detritus	72	
2398	100E 220N	0-30 cm	fire-cracked rock	1	10g
2399	100E 220N	0-30 cm	core	1	Onondaga

**APPENDIX E -- Butternut Trees Assessment  
Study by William Huys BH#222**

William Huys BHA#222  
BioLogic  
110 Riverside Dr. Suite 201  
London, ON N6H 4S5

Date: July 30, 2010

Ron Koudys  
368 Oxford Street E  
London, ON N6A 1V7

Attn: Ron Koudys

Re: Gray Line Rd., Port Glasgow, ON, Lot 5 Concession 14

Dear Ron,

This letter is in regard to my assessment of the Butternut trees on your property and is being copied to the Species at Risk Biologist of the Ontario Ministry of Natural Resources (MNR) (insert) District Office.

MNR may contact you regarding the need for audit of my assessment within 3 weeks of receiving a copy of this letter. It is requested that no trees (including those assessed to be non-retainable) be harmed or removed for 3 weeks to allow MNR a chance to notify you about a potential audit on the assessment. If MNR has not contacted you within 3 weeks of the reporting of this assessment, you may proceed with activities as per the assessment. Retainable Butternut are protected and cannot be removed without an authorization under the Endangered Species Act 2007 (eg: a permit or an agreement). Non-retainable trees are not protected and may be removed provided there are no municipal bylaws or other legislation prohibiting this.

As a qualified Butternut Health Assessor (BHA), I am providing the following comments about the Butternut trees I located and assessed at the above noted property during the site visit on July 21, 2010.

These trees were numbered sequentially with white paint so they can be identified as retainable, non-retainable or as a hybrid.

**Non-retainable tree(s)**

The following tree(s):

1 is not retainable. They do not meet the retention guidelines based on the crown vigour assessment and the levels of cankers on the root flare and/or stem. These trees *can be removed provided there are no municipal bylaws or other legislation prohibiting their removal*. Please note the Ontario Recovery Team encourages that all Butternut trees be conserved and removal of diseased trees is not an objective of the Recovery Strategy.

**Hybrid tree(s)**

The following tree(s):

2 is a hybrid Butternut tree and is not afforded protection under the Endangered Species Act, 2007. Hybrid trees can be removed if desired under the ESA, but as mentioned above might be subject to other legislation.

**Retainable tree(s)**

The following tree(s):

No trees meet the retention criteria and are *protected from killing or harm* under the ESA 2007. A protective buffer of 25m radius from the bole of the Butternut is recommended to prevent root disturbance. In this buffer area, certain operations such as excavating or paving that would remove or significantly compact the roots and soil, and cause direct harm to the tree are not permitted. Removal of other vegetation and careful logging practices within this radius are permitted. Trimming of retainable trees is allowed as long as there is documentation provided by certified arborist or forester that indicates that this activity will not cause harm to (or result in killing of) the tree.

**Other Butternut not located during this assessment:**

Please be advised that Butternut trees other than noted here, that are located or are naturally regenerating on this property must also be assessed by a BHA if their removal is being considered.

**Permits** may be issued by the MNR for the removal of **retainable trees**. **In order to apply for a permit for the removal of retainable trees you must contact your local district MNR Species at Risk Biologist to discuss this matter further.** Permit applications can take 6 months or longer to process, therefore it is recommended you contact MNR early if you wish to apply for a permit.

Please retain this letter as proof of a Butternut Health Assessment performed on the above noted property and any other documentation you may receive from the MNR should an audit of the assessment occur.

If you have any questions, please do not hesitate to contact the undersigned Butternut Health Assessor, or the MNR District Species at Risk Biologist. [www.mnr.gov.on.ca](http://www.mnr.gov.on.ca)

See the attached information sheet for more information on Butternut and the Endangered Species Act (ESA, 2007).

Sincerely,

William Huys  
BHA #222

# Butternut retainable tree analysis

using data collected by a designated BHA (ESA 2007)

Contact the OMNR Provincial SAR Unit for a more detailed explanation of its derivation (June 2009).

## ESA 2007 analysis method:

<b>BHA #</b>	222	<b>Assessment Date(s)</b>	21-Jul-10	<b>Total # trees</b>	1
<b>Landowner name</b>					
<b>Property Location</b>					

input field data							automatic calculations from field data							Retainable Reyes or N=no				
Tree #	Live Crown %	tree dbh (cm)	# bole cankers				# root flare (RF) cankers		Circ. (cm) = Pi x dbh	total bole canker width (sooty x 2.5 + open x 5)	total root flare canker width (sooty x 2.5 + open x 5)	bole canker % of circ.	root flare canker % of circ.	total bole & root canker % of 2xCirc	R scenarios			R/N
			sooty (S) (will be assigned 2.5 cm per canker)	open (O) (will be assigned 5 cm per canker)	RF sooty	RF open	LC% > 0 & BRC% < 20 even if BC% > 20	LC% > 70 & BC% < 20, even if RC% > 20 (or get exp. crown assess.)							1	2	3	
1	60	40	S <2 m: 19	S >2m: 3	O <2m: 5	O >2m: 2	RF sooty: 30	RF open: 31	125.6	90	230	72	183	127	n	n	n	N

# Butternut Data Collection Form 1 - 2010 Edition

Surveyor ID of BHA # **222**

(PLEASE USE BLOCK LETTERS)

Date (dd/mm/yyyy) **21-07-2010**

**Shaded fields are mandatory for Butternut Health Assessments**

Surveyor Contact First **WILLIAM** Last **HUYS**

Email

Telephone **(519) 434-1516** Telephone Other

Property Owner First Last

(check if same as surveyor)

or Company **SEASIDE WATERFRONTS INC**

Email

Telephone **(519) 348-4706** Telephone Other

Property Owner's Mailing address Postal Code Prov. **NO K I N O O N**

Address **62 ONTARIO RD**

City **MITCHELL**

Tree Location (if different from mailing address)

Address/(911#) **GRAY LINE RD**

Township **WEST ELGIN** Lot **5** Con **14**

City **PORT GLASGOW**

Directions

Yes  No Can Share Location Information with other Butternut Recovery Organizations?  
 Yes  No Site visits OK? (prior arrangements will always be made for a site visit)

### Butternut Trees Tally by Diameter Class

(Do a dot tally in blank space; write total# in box for each)

Tree Condition	< 3 cm	3-15 cm	16-30cm	>30 cm
Vigorous: > 50% Live Crown Minor or no cankers	0			
Poor Vigor: <50% Live Crown or >50% Live Crown + heavily cankered stem	0			
Dead	0			

Historically, do some trees produce seeds?  Y  N  Unknown

Estimated area containing butternut for properties > 1 acre (0.4 hectares):  Acres  Hectares

Large empty box for notes or additional data.

### Overall Property Description (area(s) containing Butternut)

- Rolling Upland
- Valley Slope
- Tableland
- Bottomland
- Variable
- Unknown

### Vegetation Community/ies

- Open
- Deciduous Forest
- Conifer Forest
- Mixed Forest
- Fencerow
- Roadside
- Quarry
- Urban Yard
- Urban Park

Other

### Soil Drainage

- Well Drained
- Moderately Drained
- Poorly Drained
- Unknown

### Soil Depth

- > 1metre
- 30 - 99cm
- < 30cm
- Variable

### Soil Texture

- Clay
- Clay Loam
- Loam
- Loamy Sand
- Sand
- Variable
- Unknown

- Unknown

Please enter matching numerical page link code on forms 1 and 2

Page Link **449460**

(Contact information follows all applicable privacy policies and guidelines)

Please return forms to:  
Forest Gene Conservation Association  
Suite 233, 266 Charlotte St.  
Peterborough, ON, K9J 2V4  
www.fgca.net

49731



Fill when Form 1 indicates canker is well established. The information on Form 2 must be filled out for all trees when doing a Butternut Health Assessment.

**Shaded fields are mandatory for Butternut Health Assessments**

Site Code(A,B,...Z, AA...) **A** Surveyor ID or BHA # **222**  
 Surveyor Last Name **H W Y S**

Date (dd/mm/yyyy) **21-07-2010**

Tree ID Numbering: 1,2,3... Starting from 1 for each site

Tree #	Zone	Easting	Northing	Assess below live crown		Metres from badly cankered tree
1	17	449460	4706600	#Epic-Live: 0	#Epic-Dead: 0	<input type="checkbox"/> < 40 <input checked="" type="checkbox"/> > 40 <input checked="" type="checkbox"/> None Found
Crown Class: 60	Live Crown %: 17	Main Stem Length(m): 17	Below crown: 0	#Open: 31	#Sooty: 30	Competing Species: BETCIVE
Twig Dieback: <input checked="" type="checkbox"/>	Branch Dieback: <input checked="" type="checkbox"/>	Defoliation: <input checked="" type="checkbox"/>	Discolouration: <input checked="" type="checkbox"/>	Bark Type: 7	# Callused Wounds: 2	JUGNIGR
#Stems: 1	DBH(cm): 40	Butternut Origin: <input checked="" type="checkbox"/> Natural	Signs: <input checked="" type="checkbox"/> Male Flowers	=<2m	>2m	QUERUBR

Tree #	Zone	Easting	Northing	Assess below live crown		Metres from badly cankered tree
2	17	449601	4706427	#Epic-Live: 0	#Epic-Dead: 0	<input type="checkbox"/> < 40 <input checked="" type="checkbox"/> > 40 <input type="checkbox"/> None Found
Crown Class: 100	Live Crown %: 100	Main Stem Length(m): 2	Below crown: 0	#Open: 0	#Sooty: 0	Competing Species: JUGNIGR
Twig Dieback: <input type="checkbox"/>	Branch Dieback: <input type="checkbox"/>	Defoliation: <input type="checkbox"/>	Discolouration: <input type="checkbox"/>	Bark Type: 0	# Callused Wounds: 0	
#Stems: 1	DBH(cm): 18	Butternut Origin: <input checked="" type="checkbox"/> Natural	Signs: <input type="checkbox"/> Male Flowers	=<2m	>2m	

HYBRID - NOTCHED MUSTACHE, LONG LEAVES, BIG THICK TWIGS

Tree #	Zone	Easting	Northing	Assess below live crown		Metres from badly cankered tree
1				#Epic-Live: 0	#Epic-Dead: 0	<input type="checkbox"/> < 40 <input type="checkbox"/> > 40 <input type="checkbox"/> None Found
Crown Class: 0	Live Crown %: 0	Main Stem Length(m): 0	Below crown: 0	#Open: 0	#Sooty: 0	Competing Species:
Twig Dieback: <input type="checkbox"/>	Branch Dieback: <input type="checkbox"/>	Defoliation: <input type="checkbox"/>	Discolouration: <input type="checkbox"/>	Bark Type: 0	# Callused Wounds: 0	
#Stems: 0	DBH(cm): 0	Butternut Origin: <input type="checkbox"/> Natural	Signs: <input type="checkbox"/> Male Flowers	=<2m	>2m	

Tree #	Zone	Easting	Northing	Assess below live crown		Metres from badly cankered tree
1				#Epic-Live: 0	#Epic-Dead: 0	<input type="checkbox"/> < 40 <input type="checkbox"/> > 40 <input type="checkbox"/> None Found
Crown Class: 0	Live Crown %: 0	Main Stem Length(m): 0	Below crown: 0	#Open: 0	#Sooty: 0	Competing Species:
Twig Dieback: <input type="checkbox"/>	Branch Dieback: <input type="checkbox"/>	Defoliation: <input type="checkbox"/>	Discolouration: <input type="checkbox"/>	Bark Type: 0	# Callused Wounds: 0	
#Stems: 0	DBH(cm): 0	Butternut Origin: <input type="checkbox"/> Natural	Signs: <input type="checkbox"/> Male Flowers	=<2m	>2m	

Tree #	Zone	Easting	Northing	Assess below live crown		Metres from badly cankered tree
1				#Epic-Live: 0	#Epic-Dead: 0	<input type="checkbox"/> < 40 <input type="checkbox"/> > 40 <input type="checkbox"/> None Found
Crown Class: 0	Live Crown %: 0	Main Stem Length(m): 0	Below crown: 0	#Open: 0	#Sooty: 0	Competing Species:
Twig Dieback: <input type="checkbox"/>	Branch Dieback: <input type="checkbox"/>	Defoliation: <input type="checkbox"/>	Discolouration: <input type="checkbox"/>	Bark Type: 0	# Callused Wounds: 0	
#Stems: 0	DBH(cm): 0	Butternut Origin: <input type="checkbox"/> Natural	Signs: <input type="checkbox"/> Male Flowers	=<2m	>2m	

Please enter matching page link code on forms 1 and 2

Page Link **449460**

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 Forest Gene Conservation Association  
 Suite 233, 268 Charlotte St.  
 Peterborough, ON, K9J 2V4  
 www.fgca.net

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## **APPENDIX F – Addendum to Golders Report**

September 28, 2010

Project No. 07-1130-188-0-L04

Mr. R. Koudys  
Ron Koudys Landscape Architect Inc.  
368 Oxford Street East  
London, Ontario  
N6A 1V7

**ADDITIONAL GEOTECHNICAL COMMENTS  
PROPOSED DEVELOPMENT  
PART LOT 6, CONCESSION 14  
MUNICIPALITY OF WEST ELGIN  
PORT GLASGOW, ONTARIO**

Dear Mr. Koudys:

Further to our recent telephone discussion, this letter provides our comments on the geotechnical aspects of the development of the lots currently proposed on the west side of Havens Lake Road on Part Lot 6 at the above-noted site. The location of the proposed development site adjacent to the Community of Port Glasgow is shown on the attached Key Plan, Figure 1.

**Background**

A summary of the existing slope conditions in the area of the proposed development was presented in Golder Associates Ltd. (Golder Associates) Updated Draft Report No. 07-1130-188-0 entitled "Preliminary Geotechnical Assessment, Proposed Development, Lot 5 and Part Lots 4 & 6, Concession 14, Municipality of West Elgin, Port Glasgow, Ontario", dated July 28, 2008.

The report indicated that the valley slopes for Sixteen Mile Creek to the west of Havens Lake Road have a total height of about 12 to 18 metres on Part Lot 6 and measurements of slope inclinations with an Abney hand level indicated typical inclinations of about 16 to 22 degrees. The slopes at the site are covered with trees and shrubs and most of the tablelands are cultivated fields. Shallow gullies formed by uncontrolled discharges from drainage tiles were noted on portions of the slope. Figure 2 in the report provided a recommended preliminary development limit in the subject portion of the site based on preservation of the existing tree line.

Additional geotechnical comments on filling of portions of the gullies on Lot 5 and Part Lot 6, trimming of the slope at the southwest portion of Part Lot 6 and development of the very gently sloping area in the wooded portion of the tablelands adjacent to Gray Line near the northwest corner of Part Lot 6 were provided in our letter dated February 11, 2009 and revised March 2, 2009.



**Golder Associates Ltd.**

309 Exeter Road, Unit #1, London, Ontario, Canada N6L 1C1  
Tel: +1 (519) 652 0099 Fax: +1 (519) 652 6299 www.golder.com

**Golder Associates: Operations in Africa, Asia, Australasia, Europe, North America and South America**



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## Proposed Works

Based on the information provided recently, it is understood that, in addition to potentially trimming the slope at the southwest portion of Part Lot 6 to increase the buildable area at that portion of the site, consideration is being given to developing a series of residential lots backing onto the existing wooded slope for Sixteen Mile Creek and a future commercial development on the west side of Havens Lake Road. The approximate limits of the proposed cut and fill works and the currently proposed lot layout are shown on Figure 1. Comments on the proposed cut and fill works were provided in our previous letter and this letter addresses the updated development limit on the tablelands west of Havens Lake Road as shown on Figure 1.

Typical cross sections and profiles of the existing slopes on the subject portion of Part Lot 6 are provided on Figure 2 together with the proposed tree preservation zone at the rear of Residential Lots 5 to 15.

## Discussion

Based on the existing site conditions, the anticipated subsurface conditions and our observations and measurements of slope inclinations, the existing creek valley slopes on Part Lot 6 are stable. For preliminary planning purposes, an overall stable slope inclination of 2.5 horizontal to 1 vertical from the toe of the slope with a nominal toe erosion component of 3 metres may be used for the site as shown on Figure 2. Based on these criteria, the currently proposed layout of Residential Lots 5 to 15 is considered geotechnically feasible, provided that erosion control measures are implemented at any field tile outlets located at the rear of the lots. Further, it is considered that future development of a commercial block on the west side of Havens Lake Road is geotechnically feasible provided that a suitable geotechnical investigation is carried out to assess the subsurface conditions at the site and provide design recommendations to the structural engineer.

Any construction on the site should be carried out with the full consent of the Municipality of West Elgin, the LTVCA and the local health unit, as applicable.

We trust that this letter and attachments provide all the additional geotechnical information you require at this time. If you have any questions regarding the above, or if any point requires clarification, please do not hesitate to contact this office.

Yours truly,

**GOLDER ASSOCIATES LTD.**

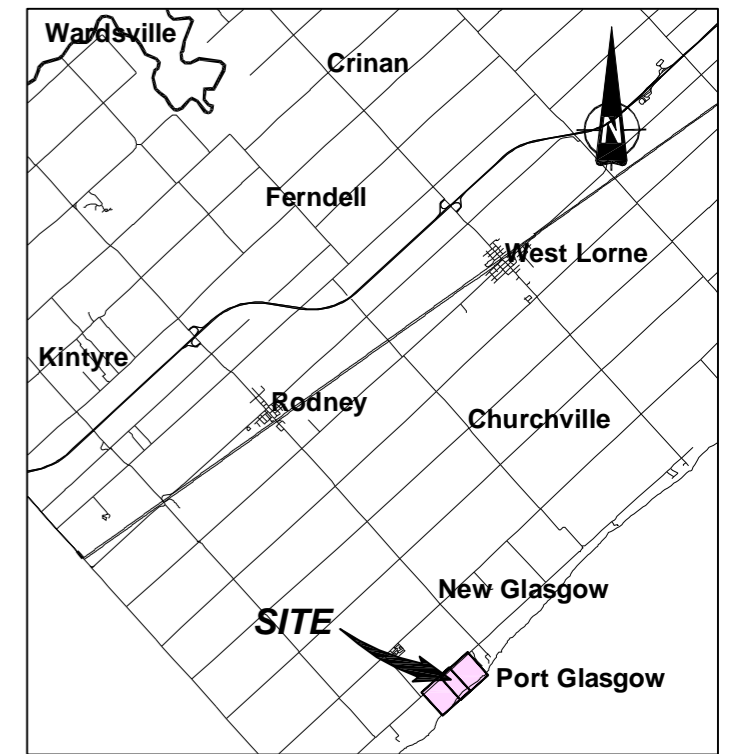
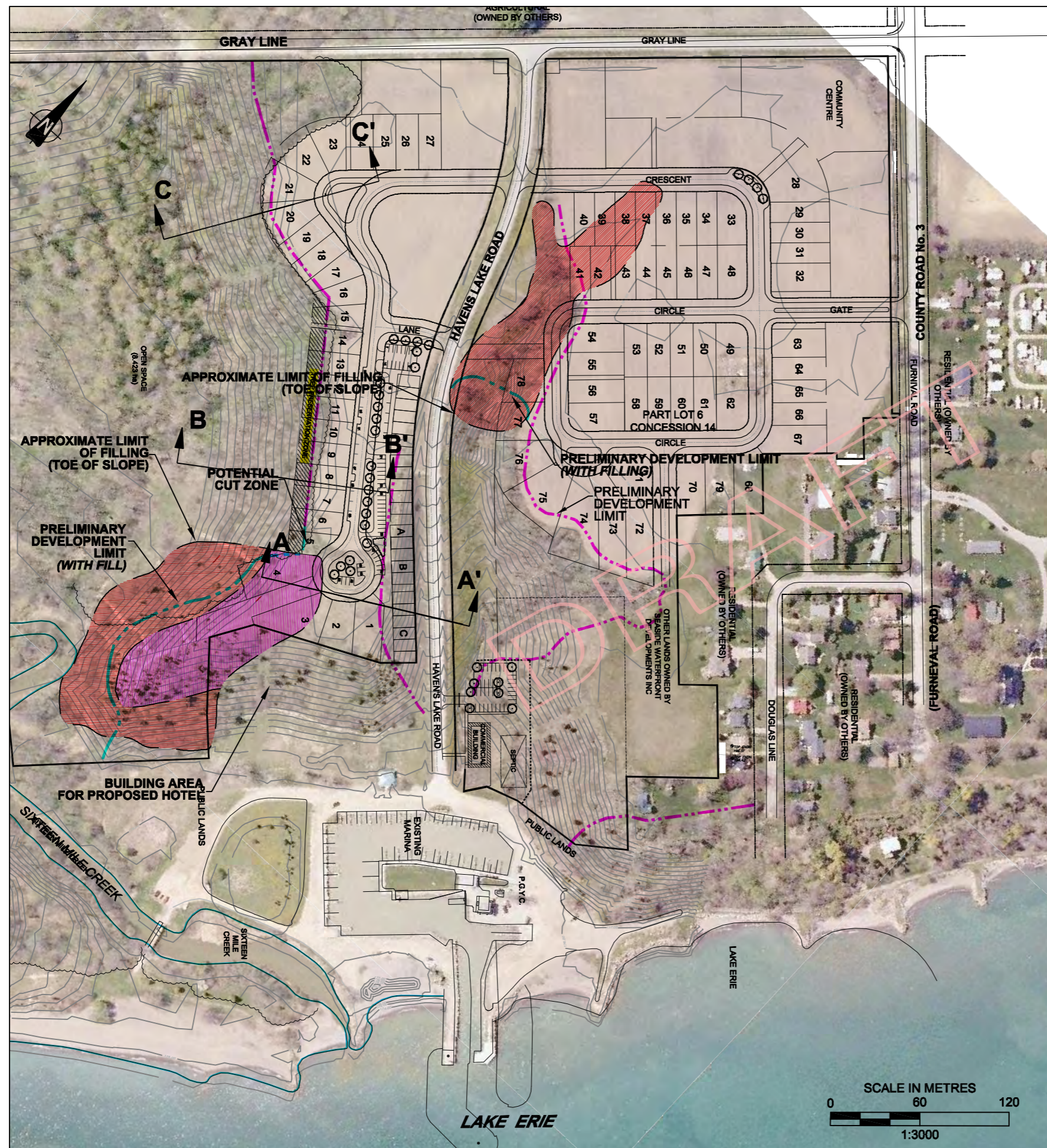
Philip R. Bedell, P.Eng.  
Senior Consultant

AMH/PRB/ly

CC: Mr. D. Hayman  
BioLogic

Attachments: Figures 1 and 2





KEY PLAN

**LEGEND**


- AREA TO BE FILLED AND/OR CUT
- AREA TO BE CUT

**REFERENCE**

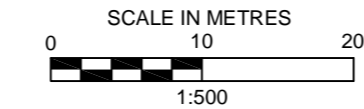
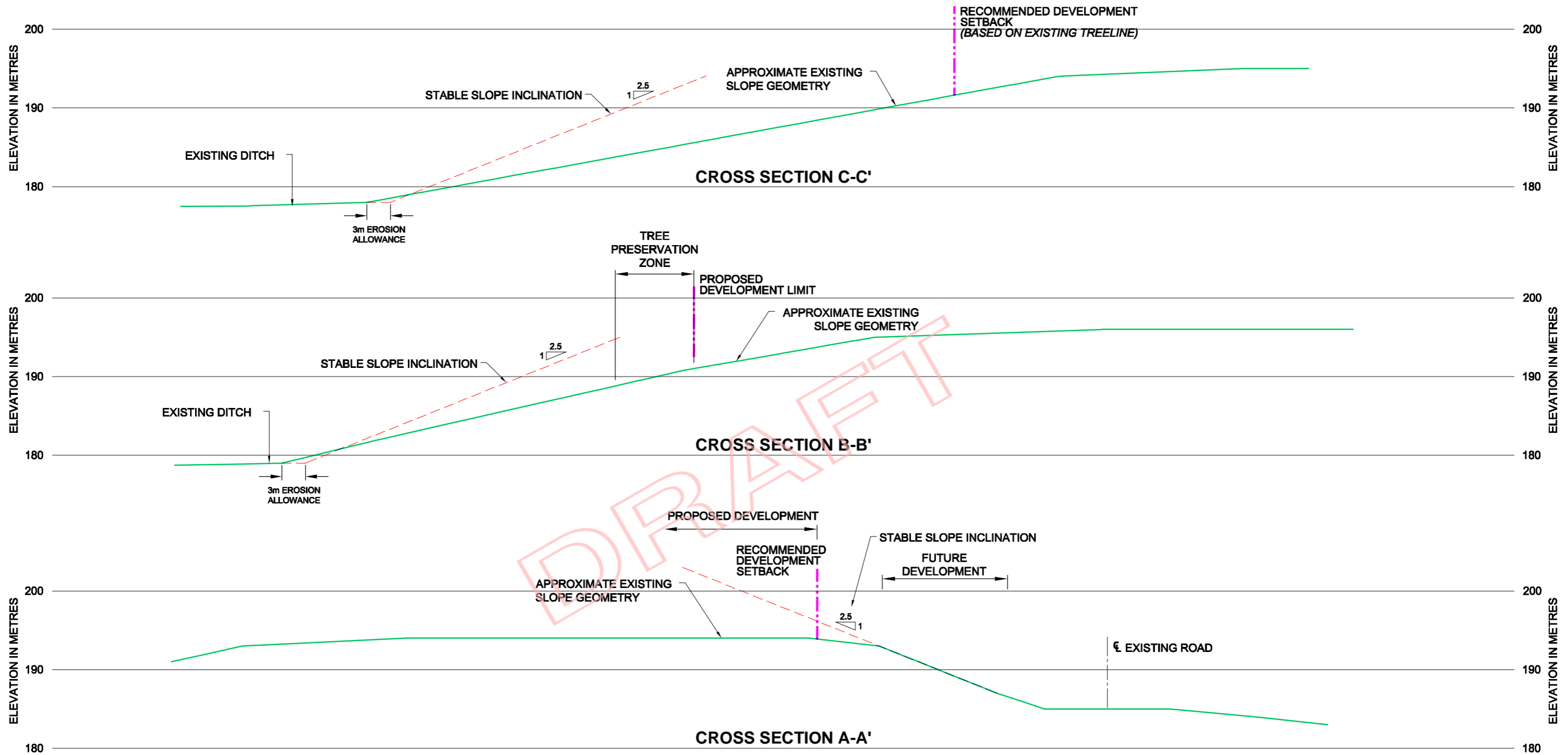
BASED ON DRAWING SUPPLIED BY McNEIL SURVEYING LIMITED ONTARIO LAND SURVEYORS, "TOPOGRAPHICAL SKETCH OF PART OF LOT 6 CONCESSION 14 IN THE GEOGRAPHIC TOWNSHIP OF ALDBOROUGH MUNICIPALITY OF WEST ELGIN COUNTY OF ELGIN"; AND 2006 ORTHOGRAPHIC PHOTOGRAPH FROM FIRSTBASE SOLUTIONS, VUMAP SUBSCRIPTION SERVICE; AND DRAWING SUPPLIED BY RON KOUDYS LANDSCAPE ARCHITECT INC.

**NOTES**

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT  
 ALL LOCATIONS SHOWN ARE APPROXIMATE ONLY.  
 FOR SECTIONS REFER TO FIGURE 2.

PROJECT	ADDITIONAL GEOTECHNICAL COMMENTS PROPOSED DEVELOPMENT, PART LOT 6 CONCESSION 14, MUNICIPALITY OF WEST ELGIN PORT GLASGOW, ONTARIO		
TITLE	<b>LOCATION PLAN - PART LOT 6</b>		
PROJECT No.	07-1130-188-0	FILE No.	0711301880-L04001
CADD	WDF	SCALE	AS SHOWN
CHECK	Sept 21/10	REV.	0
		<b>FIGURE 1</b>	





**NOTES**

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.
2. FOR CROSS SECTION LOCATIONS SEE FIGURE 1..

**REFERENCE**

BASED ON DRAWING SUPPLIED BY  
 McNEIL SURVEYING LIMITED  
 ONTARIO LAND SURVEYORS  
 TOPOGRAPHICAL SKETCH  
 OF PART OF LOT 6 CONCESSION 14  
 IN THE GEOGRAPHIC TOWNSHIP OF ALDBOROUGH  
 MUNICIPALITY OF WEST ELGIN COUNTY OF ELGIN

PROJECT		ADDITIONAL GEOTECHNICAL COMMENTS PROPOSED DEVELOPMENT, PART LOT 6 CONCESSION 14, MUNICIPALITY OF WEST ELGIN PORT GLASGOW, ONTARIO	
TITLE		<b>CROSS SECTIONS</b>	
PROJECT No.	07-1130-188-0	FILE No.	0711301880-L04001
CADD	WDF	SCALE	AS SHOWN
CHECK		REV.	0
Golder Associates LONDON, ONTARIO		<b>FIGURE 2</b>	