

APPENDIX C
CONSULTATION

MUNICIPALITY OF LAMBTON SHORES
CLASS ENVIRONMENTAL ASSESSMENT TO ADDRESS
CONGESTION ALONG THE ONTARIO STREET CORRIDOR
(COMMUNITY OF GRAND BEND)

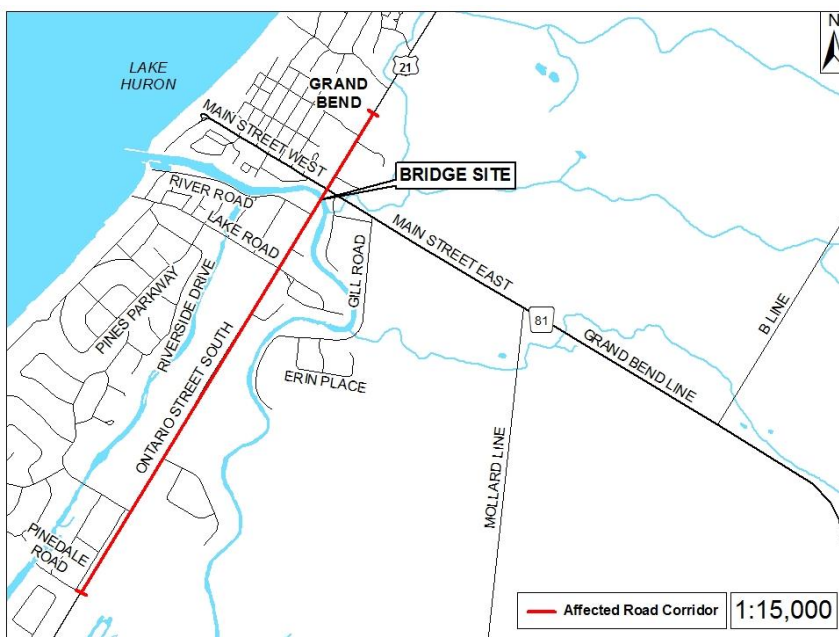
NOTICE OF STUDY COMMENCEMENT/ PUBLIC MEETING

THE PROJECT:

The Municipality of Lambton Shores, in cooperation with the Provincial Ministry of Transportation, has initiated a Class Environmental Assessment (Class EA) process to consider alternatives to address ongoing traffic congestion along the Ontario Street corridor through Grand Bend. Continued traffic congestion along the corridor, particularly during peak tourist periods, has necessitated an examination of options aimed at improving the flow of traffic through the area. The study will consider a range of alternatives to address the traffic problem including, but not limited to, i) widening the bridge at Parkhill Creek to accommodate more lanes of traffic (see map for location), ii) construction of a by-pass around Grand Bend, iii) an examination of various lane configurations to optimize traffic flow, and iv) road widening to accommodate more lanes of traffic. The study will also include a review of cycling lane alternatives, pedestrian crossing options, and signal light optimization.

THE ENVIRONMENTAL SCREENING PROCESS:

The planning for this project is following the planning process established for Schedule B activities under the Municipal Class Environmental Assessment (Class EA) document. Schedule B projects are approved subject to the completion of a screening process. The purpose of the screening process is to identify any potential environmental impacts associated with the proposal and to plan for appropriate mitigation of any impacts. The process includes consultation with the public, Aboriginal communities, stakeholders and review agencies. This notice is being issued to advise of the start of study investigations. A public information meeting is planned for the summer of 2016 to update residents on the status of the study progress.



PUBLIC INVOLVEMENT:

Public consultation is a key component of this study. A **Public Information Centre** has therefore been scheduled to advise residents about the project and to receive input from interested parties on the alternatives being considered in regards to the traffic congestion problem. Details of the Public Information Centre are as follows:

Date:	Wednesday August 24, 2016
Time:	3 pm – 5 pm and 7 pm – 9 pm.
Location:	Grand Bend Legion, 20 Municipal Drive, Grand Bend

Following the meeting, input into the Class EA will be accepted until **September 30, 2016**. Comments collected in conjunction with this Class EA Schedule 'B' process will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record. For further information on this project, or to review the MEA Class EA process, please contact the project engineers: B.M. Ross and Associates: 62 North Street, Goderich, Ontario, N7A 2T4. Telephone (Toll Free): (888) 524-2641. Fax: (519) 524-4403. Kelly Vader, Environmental Planner (e-mail: kvader@bmross.net).

This Notice issued July 28th, 2016.
Stephen McAuley, Director of Community Services



B. M. ROSS AND ASSOCIATES LIMITED
Engineers and Planners
62 North Street, Goderich, ON N7A 2T4
p. (519) 524-2641 • f. (519) 524-4403
www.bmross.net

File No. BR1144

July 25, 2016

See attached List

**Re: Municipality of Lambton Shores
Class EA for Ontario Street South Corridor Congestion
Community of Grand Bend**

The Municipality of Lambton Shores, in cooperation with the Provincial Ministry of Transportation, has initiated a Class Environmental Assessment (Class EA) process to consider alternatives to address ongoing traffic congestion along the Ontario Street corridor through Grand Bend. Continued traffic congestion along the corridor, particularly during peak tourist periods, has necessitated an examination of options aimed at improving the flow of traffic through the area. The study will consider a range of alternatives to address the traffic problem including, but not limited to, (i) widening the bridge at Parkhill Creek to accommodate more lanes of traffic (see map for location), (ii) construction of a by-pass around Grand Bend, (iii) an examination of various lane configurations to optimize traffic flow, and (iv) road widening to accommodate more lanes of traffic. The study will also include a review of cycling lane alternatives, pedestrian crossing options, and signal light optimization.

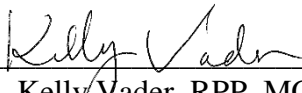
The planning for this project is following the environmental screening process set out for Schedule 'B' activities under the Municipal Class Environmental Assessment (Class EA) document (approved October 2000, as amended in 2007 and 2011, under the terms of the Environmental Assessment Act). The purpose of the Class EA screening process is to identify any potential environmental impacts associated with the proposed works and to plan for appropriate mitigation of any identified impacts. This process includes consultation with the public, aboriginal communities and government review agencies.

Your community has been identified as possibly having an interest in this project. For your convenience, a response form is enclosed along with a self-addressed stamped envelope. Please return by **September 9, 2016**. Also be advised that a **Public Information Centre** has been scheduled for the afternoon and evening of Wednesday August 24, 2016 at the Grand Bend Legion, to advise residents about the project and to receive input from interested parties.

If you have an interest in attending this event, or wish to review the presentation material, please advise the undersigned at 1-888-524-2641 or by e-mail at kvader@bmross.net.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, RPP, MCIP
Environmental Planner

KLV:hv

Encl.

c.c. Steve McAuley, Lambton Shores
Nick Verhoeven, Lambton Shores

MUNICIPALITY OF LAMBTON SHORES
CLASS EA TO ADDRESS TRAFFIC CONGESTION
ALONG THE ONTARIO STREET SOUTH CORRIDOR IN GRAND BEND
PROJECT BR1144

AGENCY CIRCULATION LIST: ABORIGINAL INTERESTS

Chief Thomas Bressette
Chippewas of Kettle and Stony Point First Nation
6247 Indian Lane
RR #2 Forest, ON N0N 1J0

Chief Christopher Plain
Aamjiwnaang First Nation
Aamjiwnaang Administration Office
978 Tashmoo Ave.
Sarnia, ON N7T 7H5

Wilson Plain Jr.
Aamjiwnaang First Nation
Aamjiwnaang Environment Department
978 Tashmoo Avenue
Sarnia, ON N7T 7H5

Chippewas of the Thames First Nation
Chief Leslee White-eye
320 Chippewa Road
Muncey, ON N0L 1Y0

Chief Sheri Doxtator
Oneida Nation of the Thames
2212 Elm Ave
Southwold, ON N0L 2G0

Chief Roger Thomas
Munsee-Delaware Nation
RR#1
Muncey, ON N0L 1Y0

Historic Saugeen Métis
204 High Street, Box 1492
Southampton, ON N0H 2L0

Great Lakes Métis Council
Peter Coture, President
380 9th Street East
Owen Sound, ON N4K 1P1

Metis Nation of Ontario
Consultation Assessment Coordinator, Lands, Resources and Consultation
355 Cranston Crescent, P.O. Box 4
Midland, ON L4R 4K6

Response Form

Project Name: ___Highway 21 Bridge Grand Bend_____

Project Description: ___Class Environmental Assessment for widening of the bridge spanning
Parkhill Creek on Highway 21 in Grand Bend.

Project Location: Community of Grand Bend, Municipality of Lambton Shores, Lambton County

(Key Plan of Project Location attached)

Please Detach and Return in Envelope Provided

Name of Aboriginal Community: _____

Please check appropriate box

☐

Please send additional information on this project

☐

We would like to meet with representatives of this project.

☐

We have no concerns with this project and do not wish to be consulted further

Project Name: Highway 21 Bridge **Location:** Highway 21, Grand Bend **Proponent:** Lambton Shores

Response Form

RECEIVED

AUG 04 2016

B.M. ROSS & ASSOC. LTD.

Project Name: Highway 21 Bridge Grand Bend

Project Description: Class Environmental Assessment for widening of the bridge spanning
Parkhill Creek on Highway 21 in Grand Bend.

Project Location: Community of Grand Bend, Municipality of Lambton Shores, Lambton County

(Key Plan of Project Location attached)

Please Detach and Return in Envelope Provided

Name of Aboriginal Community:

Historic Saugeen Metis
George Govier
Co-ordinator Lands, Resources & Consultation
July 29/16.

Please check appropriate box



Please send additional information on this project



We would like to meet with representatives of this project.



We have no concerns with this project and do not wish to be consulted further

Project Name: Highway 21 Bridge **Location:** Highway 21, Grand Bend **Proponent:** Lambton Shores



CHIPPEWAS OF THE THAMES FIRST NATION

October 11, 2016

Kelly Vader, RPP, MCIP
Environmental Planner
B.M. Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, ON N7A 2T4

**Subject: Municipality of Lambton Shores
Class EA for Ontario Street South Corridor Congestion
Community of Grand Bend**

Dear Kelly,

We are in receipt of correspondence of the aforementioned project, dated July 25, 2016.

In our screening of your correspondence we have identified no concerns with your project or the information that you have presented to us at this time.

We ask that if there are any changes to your project that are of a substantive nature that you keep us informed.

Thank you for notifying Chippewa of the Thames First Nation. If you have any questions, please contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Fallon Burch", is written over a light blue circular background.

Fallon Burch
Chippewa of the Thames
Consultation Coordinator
(519) 289-2662 Ext. 213

B. M. ROSS AND ASSOCIATES LIMITED
Engineers and Planners
62 North Street, Goderich, ON N7A 2T4
p. (519) 524-2641 • f. (519) 524-4403
www.bmross.net

File No. BR1144

July 25, 2016

See attached list

**Re: Municipality of Lambton Shores
Class EA for Ontario Street South Corridor Congestion
Community of Grand Bend**

The Municipality of Lambton Shores, in cooperation with the Provincial Ministry of Transportation, has initiated a Class Environmental Assessment (Class EA) process to consider alternatives to address ongoing traffic congestion along the Ontario Street corridor through Grand Bend. Continued traffic congestion along the corridor, particularly during peak tourist periods, has necessitated an examination of options aimed at improving the flow of traffic through the area. The study will consider a range of alternatives to address the traffic problem including, but not limited to; (i) widening the bridge at Parkhill Creek to accommodate more lanes of traffic (see map for location), (ii) construction of a by-pass around Grand Bend, (iii) an examination of various lane configurations to optimize traffic flow, and (iv) road widening to accommodate more lanes of traffic. The study will also include a review of cycling lane alternatives, pedestrian crossing options, and signal light optimization.

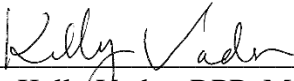
The planning for this project is following the environmental screening process set out for Schedule 'B' activities under the Municipal Class Environmental Assessment (Class EA) document (approved October 2000, as amended in 2007 and 2011, under the terms of the Environmental Assessment Act). The purpose of the Class EA screening process is to identify any potential environmental impacts associated with the proposed works and to plan for appropriate mitigation of any identified impacts. This process includes consultation with the public, stakeholder and government review agencies.

Your organization has been identified as possibly having an interest in the project and we are soliciting your input. Please forward your response to our office by August 26, 2016. Also be advised that a **Public Information Centre** has been scheduled for the afternoon and evening of Wednesday August 24, 2016 at the Grand Bend Legion, to advise residents about the project and to receive input from interested parties.

If you have an interest in attending this event, or wish to review the presentation material, please advise the undersigned.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, RPP, MCIP
Environmental Planner

KLK:hv

Encl.

c.c. Steve McAuley, Lambton Shores
Nick Verhoeven, Lambton Shores

MUNICIPALITY OF LAMBTON SHORES

MUNICIPAL CLASS EA TO ADDRESS TRAFFIC CONGESTION
ALONG THE ONTARIO STREET SOUTH CORRIDOR (GRAND BEND)
BR1144

REVIEW AGENCY CIRCULATION LIST

REVIEW AGENCY	INVOLVEMENT
Ministry of the Environment & Climate Change (EA Coordinator) - Southwest District Office - London	Mandatory Contact
Ministry of Transportation, London Office	Impact on Transportation
Ministry of Natural Resources and Forestry (District Planner) - Aylmer District Office	Potential Impact upon Natural Environment
Ministry of Tourism, Culture and Sport - Cultural Services Unit (Toronto)	Potential Impact upon Heritage Features
Ausable Bayfield Conservation Authority	Potential Impact on Environmental Features
Ontario Provincial Police Grand Bend Detachment	General Information - Traffic
Municipality of Bluewater	Adjacent Municipality
Municipality of South Huron	Adjacent Municipality
Municipality of Lambton Shores	Proponent – File Copy
County of Lambton - Administration - Emergency Services (EMS, Fire Dispatch, CEMC) - Planning and Development Department - County Highways Dept.	General Information
South Huron Fire Department	General Information
Lambton Shores Fire Department	General Information
Huron-Perth Catholic District School Board Mill Street, Dublin, Ontario, N0K 1E0	General Information - Busing
St. Clair Catholic District School Board 420 Creek Street, Wallaceburg, ON N8A 4C4	General Information - Busing
Lambton-Kent District School Board 200 Wellington St, Sarnia, ON N7T 7L2	General Information - Busing

Kelly Vader

From: Glen Millar <glen.millar@county-lambton.on.ca>
Sent: June 6, 2018 9:31 AM
To: Kelly Vader (kvader@bmross.net)
Cc: Matt Deline; Chris Traini (ctraini@middlesex.ca); 'charper@huroncounty.ca'; Steve McAuley - Lambton shores (smcauley@lambtonshores.ca)
Subject: Class EA - Grand Bend - Ontario Street Corridor

Kelly,

The County of Lambton has the following comments regarding Lambton Shores' Project regarding the Ontario Street corridor in the Village of Grand Bend.

The Counties of Lambton, Huron, and Middlesex are developing a joint project to rehabilitate the Tri-County Bridge located at the County boundary on County Road 5 (Greenway Road). Given the scope of the repairs, our initial plans are to close the Tri-County Bridge during construction and detour traffic to the north which includes a section of Ontario Street within your project limits. Based on our most recent traffic counts, Greenway Road carries less than 700 vehicles a day. Note that we would still need to request and obtain approval from Lambton Shores and/or MTO to utilize sections of their roads as part of our project detour route.

Our tentative schedule would include completing the design and obtain approvals in 2018 with tender in early 2019 and construction to follow in 2019. It is my understanding that your project schedule is pending a funding commitment from the Province through the connecting link program but could be as early as September 2019.

As such, the County of Lambton wishes to be kept up to date regarding the project's construction schedule as it moves forward to ensure that the two projects schedules do not conflict with one other.


Let me know if you require anything further at this time.

Cheers,

Glen Millar, P.Eng
County of Lambton
Public Works Department
(519) 845-0801 X 5311

DISCLAIMER:

If you are not the intended recipient of this transmission, you are hereby notified that any disclosure or other action taken in reliance on its contents is strictly prohibited. Please delete the information from your system and notify the sender immediately. If you receive this email in error contact the County of Lambton at 519-845-0801 extension 5405 or email itsupport@county-lambton.on.ca.

 please don't print this e-mail unless you really need to.

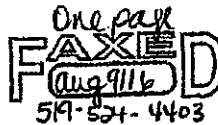


Huron-Perth Catholic District School Board

Mail PO Box 70 Dublin ON N0K 1E0 Website www.huronperthcatholic.ca
Phone 519 345 2440 Fax 519 345 2449

August 9, 2016

B.M. Ross & Associates Limited
Engineers & Planners
Attn: Kelly Vader
62 North Street
Goderich ON N7A 2T4



Dear Ms. Vader,

**RE: MUNICIPALITY OF LAMBTON SHORES
CLASS EA FOR ONTARIO STREET SOUTH CORRIDOR CONGESTION
COMMUNITY OF GRAND BEND**

In response to your correspondence of July 25, 2016, please be advised that we have no concerns in regards to the above-mentioned project.

Sincerely,

Anne Marie Nicholson
Manager of Assessment & Plant

/dd

733 Exeter Road
London ON N6E 1L3
Tel.: 519 873-5000
Fax: 519 873-5020

733, rue Exeter
London ON N6E 1L3
Tél.: 519 873-5000
Fax: 519 873-5020

August 11th, 2016

BM Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, Ontario
N7A 2T4

Attention: Ms. Kelly Vader.

**Re: Notice of Study Commencement Municipality of Lambton Shores Class EA for Ontario
Street South Corridor Congestion Community of Grand Bend**

Dear Ms. Vader:

This letter is this ministry's response to the Notice of Commencement for the above noted project. This response acknowledges that this study is being completed following the Municipal Engineers Association Municipal Class EA.

Thank you for the opportunity to comment on this project.

As you know, the Class EA planning process includes consultation with interested stakeholders, evaluation of alternatives, assessment of the effects of the proposed works and identification of measures to mitigate any adverse impacts. In addition to public agencies, and the general public, consultation with First Nations and Metis is required.

Consultation with First Nation and Metis Communities

The Crown has a duty to consult First Nation and Metis communities if there is a potential impact to Aboriginal or treaty rights. As the proponent of this project, the Municipality of Lambton Shores has a responsibility to conduct adequate consultation with First Nation and Metis communities as part of the environmental assessment process. The Crown is therefore, delegating the procedural aspects of consultation to the Municipality of Lambton Shores as outlined in the attached document.

The Municipality of Lambton Shores must contact the Director, Environmental Approvals Branch if this project may adversely affect an Aboriginal or treaty right. The Ministry will then determine whether the Crown has a duty to consult. Information and resources to assist the Municipality of Lambton Shores and BM Ross Consulting in fulfilling this requirement are provided as an attachment.

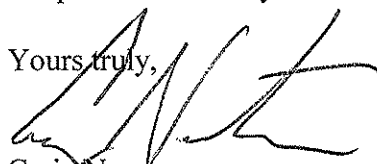
Source Water Protection

In addition, per the recent amendments to the Municipal Engineers Association (MEA) Class EA parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in a Project File report or ESR. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be adhered to addressed (requirements under the Clean Water Act). The proponent should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply to the project.

If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the Project File Report/ESR how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc. (As a note, even if the project activities in a vulnerable area are deemed to not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important).

Please keep this office fully informed of the status of this project as it proceeds through the Class EA process. Thank you in advance.

Yours truly,



Craig Newton
Regional Environmental Planner / Regional EA Coordinator
Ministry of the Environment & Climate Change
Southwestern Region
(519) 873-5014

Mr. Steve McAuley, Lambton Shores
Mr. Nick Verhoeven, Lambton Shores

Attachment (1)

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

<https://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process>

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidafr-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the

proposed activity. Accommodation may in certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;

- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief), please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
 - summarize the nature of any comments and questions received from First Nation and/or Métis communities
 - describe your response to those comments and how their concerns were considered
 - include a communications log indicating the dates and times of all communications; and
 - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted.

If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. "Yes" responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area? The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.		
2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?		
3. Is the project located in an open or forested area where hunting or trapping could take place?		
4. Does the project involve the clearing of forested land?		
5. Is the project located away from developed, urban areas?		
6. Is your project close to, or adjacent to, an existing reserve? Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.		
7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?		
8. Is the area subject to a land claim? Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.		
9. Does the project have the potential to impact any archaeological sites?		

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314-7159
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314-7159
Téléc: 416 212 1802



August 12, 2016 (by email only)

Kelly Vader, Environmental Planner
B.M. Ross and Associates Limited
62 North Street
Goderich, ON N7A 2T4
E: kvader@bmross.net

RE: MTCS file #: 005385
Proponent: Municipality of Lambton Shores and MTO
Subject: Notice of Commencement- Municipal Class EA Schedule B
Ontario Street South corridor Congestion
Location: Community of Grand Bend, Municipality of Lambton Shores

Dear Kelly Vader

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land-based and marine
- built heritage resources, including bridges and monuments and
- cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Cultural Heritage Considerations

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

This EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeology@ontario.ca. If this EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether this EA project may impact cultural heritage resources. The Clerk for the municipality can provide information on property registered or designated

under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in review.

Municipal Heritage Bridges Cultural, Heritage & Archaeological Resources Assessment Checklist

Since this project includes a municipally owned bridge, you should also refer to and apply the Municipal Engineers Association screening criteria for work on bridges that fall under the Municipal Class EA. A [checklist](#) and [background material](#) developed in coordination with MTCS, is available on the MEA website.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project. We would appreciate being informed of this project as it continues through the EA process. Please update your contact list and send future notices to Rosi Zirger Heritage Planner at the address above or to rosi.zirger@ontario.ca

Please contact me as necessary for any questions or clarification.

Sincerely,

Rosi Zirger
Heritage Planner
rosi.zirger@ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

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

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

Processes covered under this checklist, such as:

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

Archaeological assessment

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

The assessment will help you:

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

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

What to do if you:

- **find an archaeological resource**

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

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

- **unearth a burial site**

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

Other checklists

Please use a separate checklist for your project, if:

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

Please refer to the Instructions pages when completing this form.

Project or Property Name

Class EA for Ontario Street Congestion in Grand Bend

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

County of Lambton, Municipality of Lambton Shores, Community of Grand Bend

Proponent Name

Municipality of Lambton Shores

Proponent Contact Information

Steve McAuley, Director of Community Services, 9575 Port Franks Road, RR#1 Thedford, ON N0M 2N0

Screening Questions

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

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

If No, continue to Question 2.

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

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

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

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

The summary and appropriate documentation may be:

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

If No, continue to Question 3.

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

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

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

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

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

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

If No, continue to question 8.

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

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

An archaeological assessment is not required.

If No, continue to question 9.

9. Are there present or past water sources within 300 metres of the property (or project area)? Yes ☒ No ☐

If Yes, an archaeological assessment is required.

If No, continue to question 10.

10. Is there evidence of two or more of the following on the property (or project area)? Yes ☐ No ☐

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

If Yes, an archaeological assessment is required.

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

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

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

The summary and appropriate documentation may be:

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

Kelly Vader

From: Kelly Vader <kvader@bmross.net>
Sent: September 1, 2016 5:01 PM
To: Jennette Walker
Subject: RE: Grand Bend bridge

No problem Jennette. Thanks for getting back to me.

Kelly

From: Jennette Walker [mailto:jwalker@municipalityofbluewater.ca]
Sent: September 1, 2016 4:59 PM
To: Kelly Vader <kvader@bmross.net>
Subject: Grand Bend bridge

Hi Kelly

Thank you for the correspondence, at this time Bluewater has no interest in this project. If the construction detour impacts Bluewater roads we would like to be informed.

I'm cleaning my desk off and I just found your letter regarding the EA for the Ontario St South Corridor – I know I'm a week late!

Regards

Jennette Walker, C.E.T.
Manager of Public Works
(519) 236-4351 Ext. 221
jwalker@municipalityofbluewater.ca
www.municipalityofbluewater.ca

The logo for the Municipality of Bluewater. It features the words "Municipality of" in a small, sans-serif font above the word "Bluewater" in a large, stylized, blue script font.

August 3, 2016

Grand Bend Resident

**Re: Municipality of Lambton Shores
Class EA for Ontario Street South Corridor Congestion
Community of Grand Bend**

The Municipality of Lambton Shores, in cooperation with the Provincial Ministry of Transportation, has initiated a Class Environmental Assessment (Class EA) process to consider alternatives to address ongoing traffic congestion along the Ontario Street corridor through Grand Bend. Continued traffic congestion along the corridor, particularly during peak tourist periods, has necessitated an examination of options aimed at improving the flow of traffic through the area. The study will consider a range of alternatives to address the traffic problem including, but not limited to, (i) widening the bridge at Parkhill Creek to accommodate more lanes of traffic (see map for location), (ii) construction of a by-pass around Grand Bend, (iii) an examination of various lane configurations to optimize traffic flow, and (iv) road widening to accommodate more lanes of traffic. The study will also include a review of cycling lane alternatives, pedestrian crossing options, and signal light optimization.

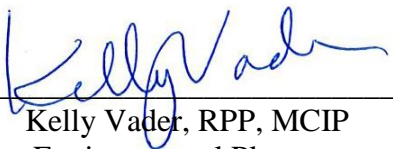
The planning for this project is following the environmental screening process set out for Schedule 'B' activities under the Municipal Class Environmental Assessment (Class EA) document (approved October 2000, as amended in 2007 and 2011, under the terms of the Environmental Assessment Act). The purpose of the Class EA screening process is to identify any potential environmental impacts associated with the proposed works and to plan for appropriate mitigation of any identified impacts. This process includes consultation with the public, aboriginal communities and government review agencies.

As a property owner along the affected Ontario Street corridor, you have been identified as possibly having an interest in this project. Be advised that a **Public Information Centre** has been scheduled for the afternoon and evening of Wednesday August 24th at the Grand Bend Legion, to advise residents about the project and to receive input from interested parties (See Enclosed Notice). The Information Meeting will provide additional details regarding the alternatives being considered to address the congestion problem along the corridor and give residents an opportunity to provide their input. The presentation material will also be made available on the Lambton Shores website at <http://www.lambtonshores.ca> following the meeting.

If you are unable to attend but still wish to review the presentation material, please advise the undersigned at 1-888-524-2641 or by e-mail at kvader@bmross.net.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, RPP, MCIP
Environmental Planner

KLV:hv
Encl.

c.c. Steve McAuley, Lambton Shores
Nick Verhoeven, Lambton Shores

Municipal Class EA To Address Traffic Congestion Along Ontario Street Corridor Grand Bend

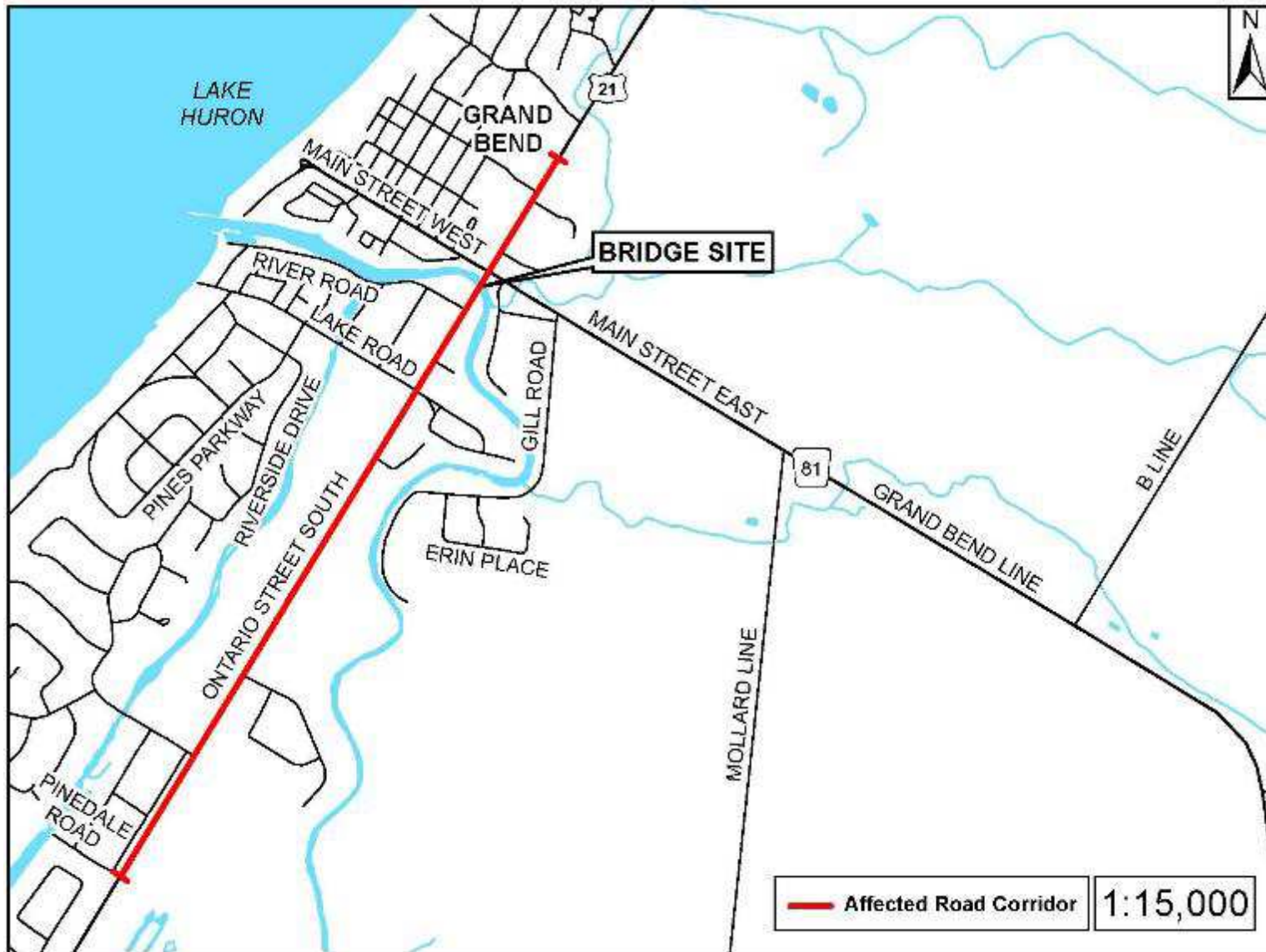
Public Information Meeting
August 24, 2016



Agenda

- Introduction
- Background
- Class EA Process
- Preliminary Engineering
- Traffic Study
- Class EA Alternatives
- Next Steps
- Questions

Project Study Area



Highway 21 Corridor – Study Area

- Connecting Link Section Through Grand Bend
- Extends from Pinedale Road at the South End to Municipal Boundary (Lambton Shores/Grand Bend) at North End
- Provincial Highway corridor, owned and maintained by Lambton Shores



Ontario Street Corridor looking north

Existing Conditions

Existing Bridge Description



View looking west (downstream) from river side docks ▲

Bridge Photos



East Sidewalk



West Sidewalk

Ontario Street Bridge

- Spans Parkhill Creek
- Concrete Post Tension Frame Bridge
- Constructed Circa 1963
- No Record of Previous Major Rehabilitation

Traffic Lined Up at Bridge ►

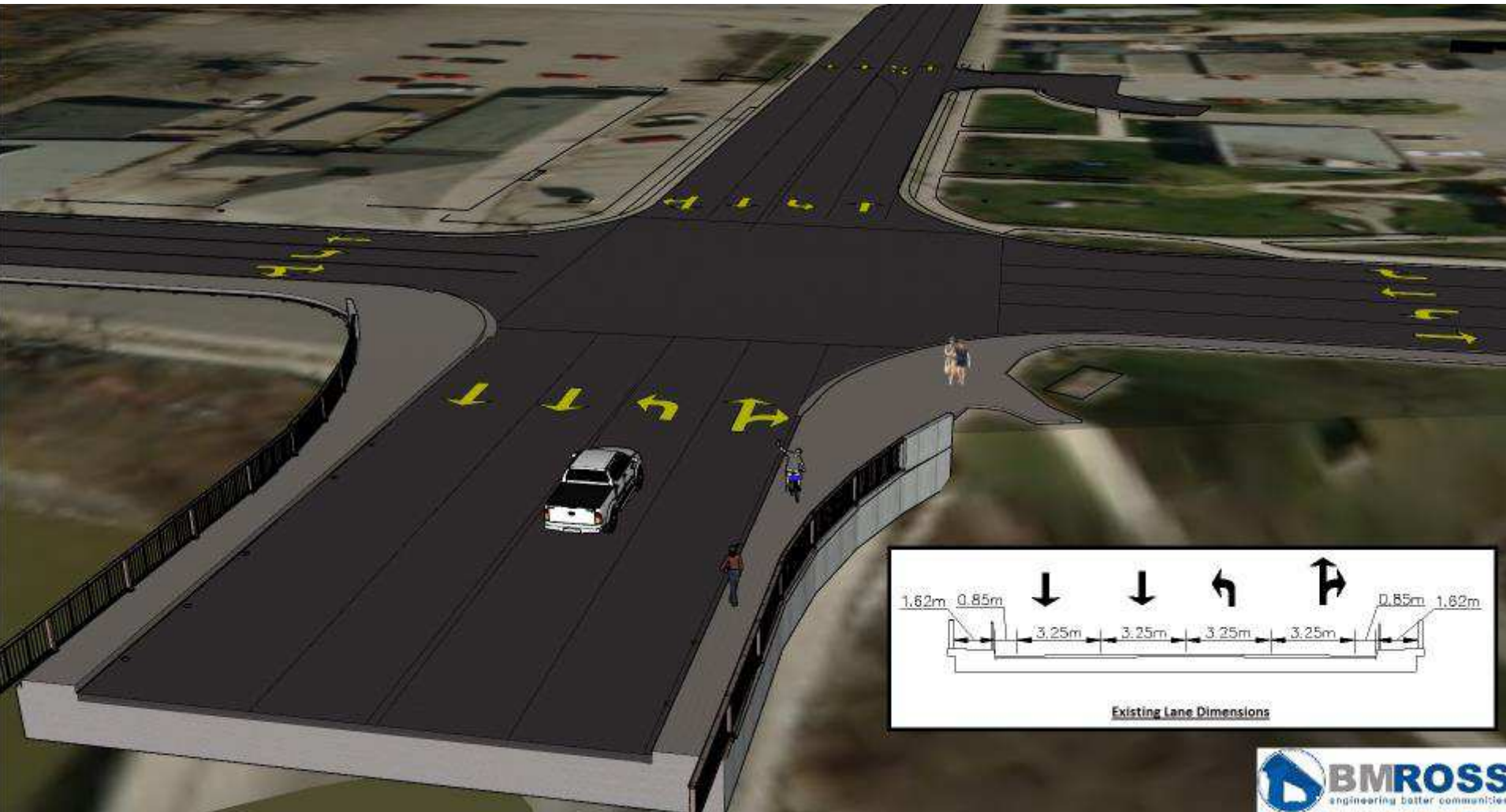


Existing Intersection Configuration

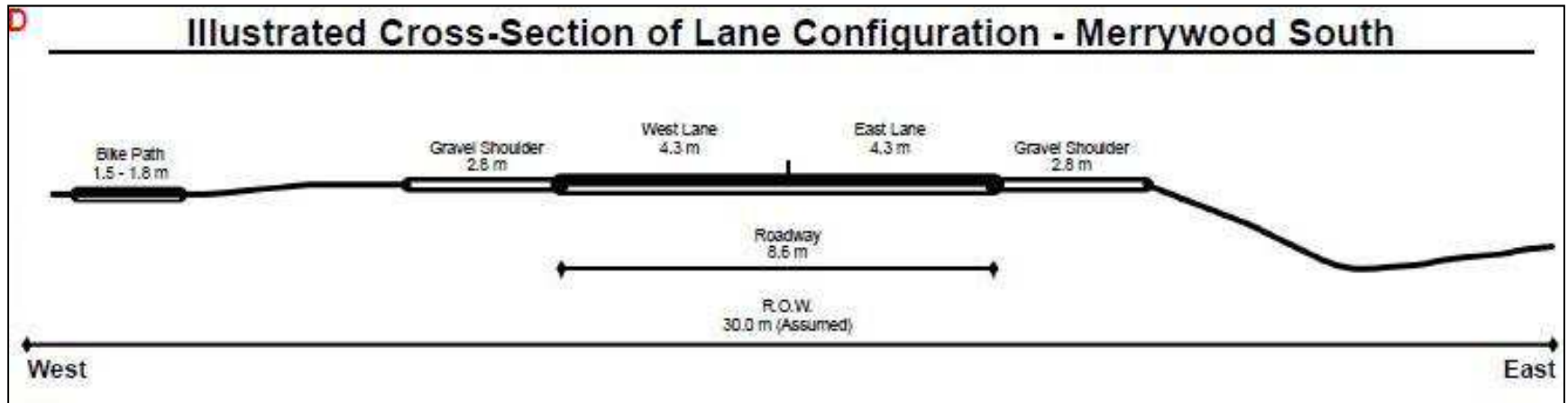


Existing Lane Configuration

Existing Conditions

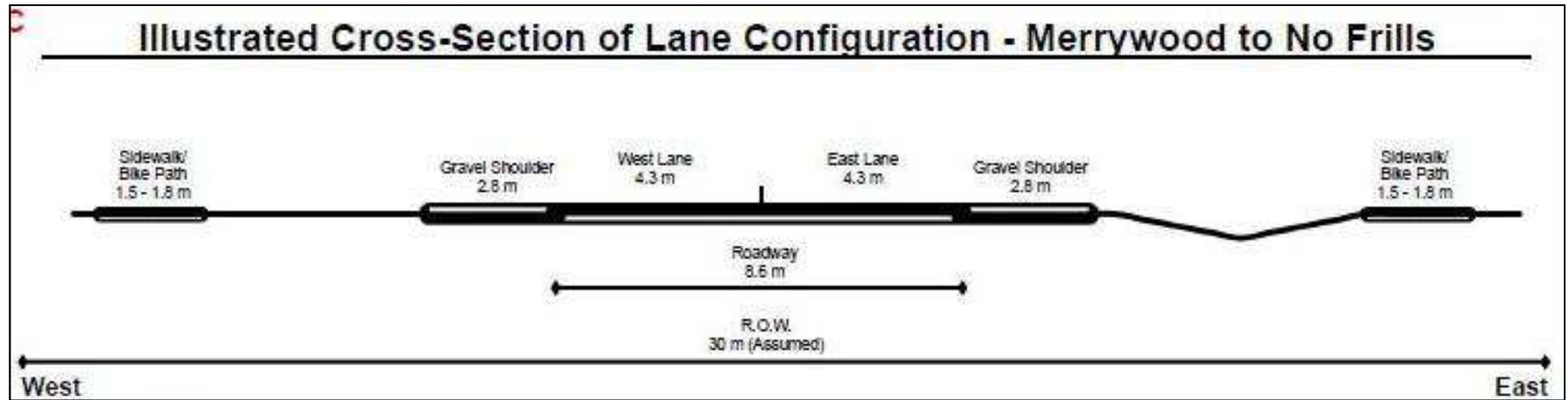


Corridor – South of Merrywood Dr.

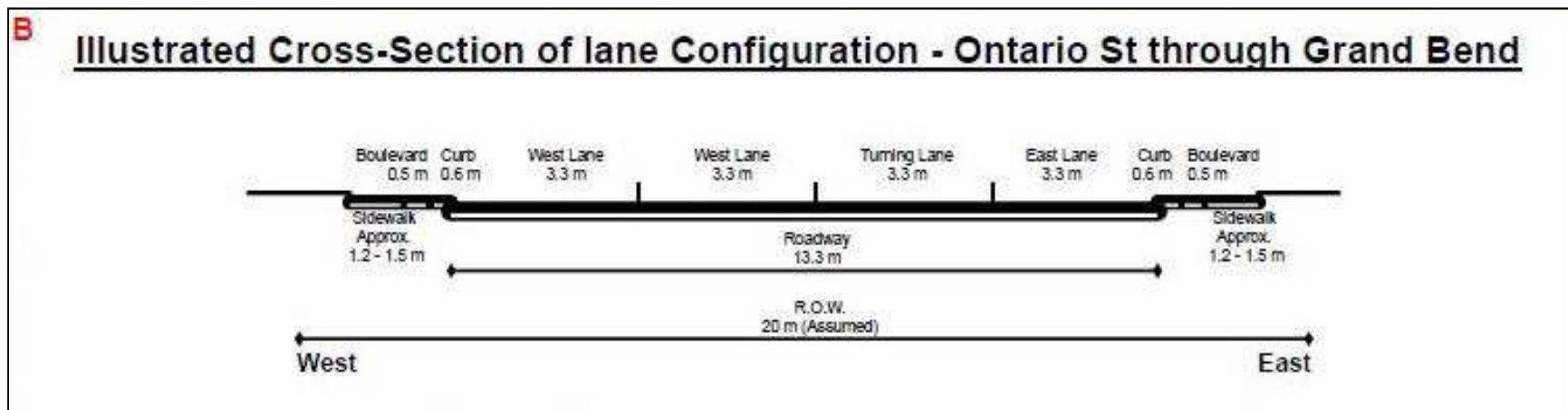


View looking north, between Pinedale & Lakeview Ave

Corridor – South of No Frills



Multi-Lane Corridor – No Frills to Municipal Limit



Project Timelines

- Project Initiated (March 2015)
- Small Communities Fund Grant Application (Sept. 2015)
- Preliminary Engineering Completed (Winter 2015/16)
- Traffic Operations Study Completed (February 2016)
- Presentation to Council (June 28, 2016)
- Study Scope Expanded to Include Full Connecting Link Corridor
- Class Environmental Assessment Initiated (August 2016)
- Public Information Meeting (August 2016)

CLASS EA PROCESS

CLASS EA STUDY PHASES

PROBLEM/OPPORTUNITY DEFINITION



IDENTIFICATION OF ALTERNATIVES



CONSULTATION WITH PUBLIC AND REVIEW AGENCIES



EVALUATION OF ALTERNATIVES



SELECTION OF PREFERRED ALTERNATIVE

Problem Summary

- Only One Crossing of the River available for Vehicular and Pedestrian Traffic Volumes in the Community
- Significant Traffic Congestion and Delays on Ontario Street, especially for northbound traffic on Long Weekends.
- High volume of Pedestrian Traffic needs to be Addressed
- Traffic delays are an Inconvenience to the public and slow response times for Emergency Vehicles
- Existing corridor may be too narrow to accommodate bike lanes or more traffic lanes.

Consultation Program

- Initial Notice/Public Meeting Notice – August 2016
 - Published in Local Papers and Direct-Mailed to Adjacent Property Owners
- Agency Consultation – August 2016
 - Provincial/Federal Review Agencies
 - MTO/ MNRF/ MTCS/ ABCA
 - Adjacent Municipalities
 - Emergency Services
- Aboriginal Consultation – August 2016
- First Public Meeting – August 24, 2016
- Additional Consultation once Preferred Alternative Selected

Engineering Review

Engineering Review

- Inspection of the Condition of the Existing Bridge
- Survey of Road Profiles through Project Study Area
- Survey of lands located adjacent to the crossing and intersection where modifications may be required to achieve road design standards – check for potential conflicts
- Identification of potential Alternatives to address existing deficiencies
- Identification of Potential By-Pass Route
- Calculate Probable Costs for All Options

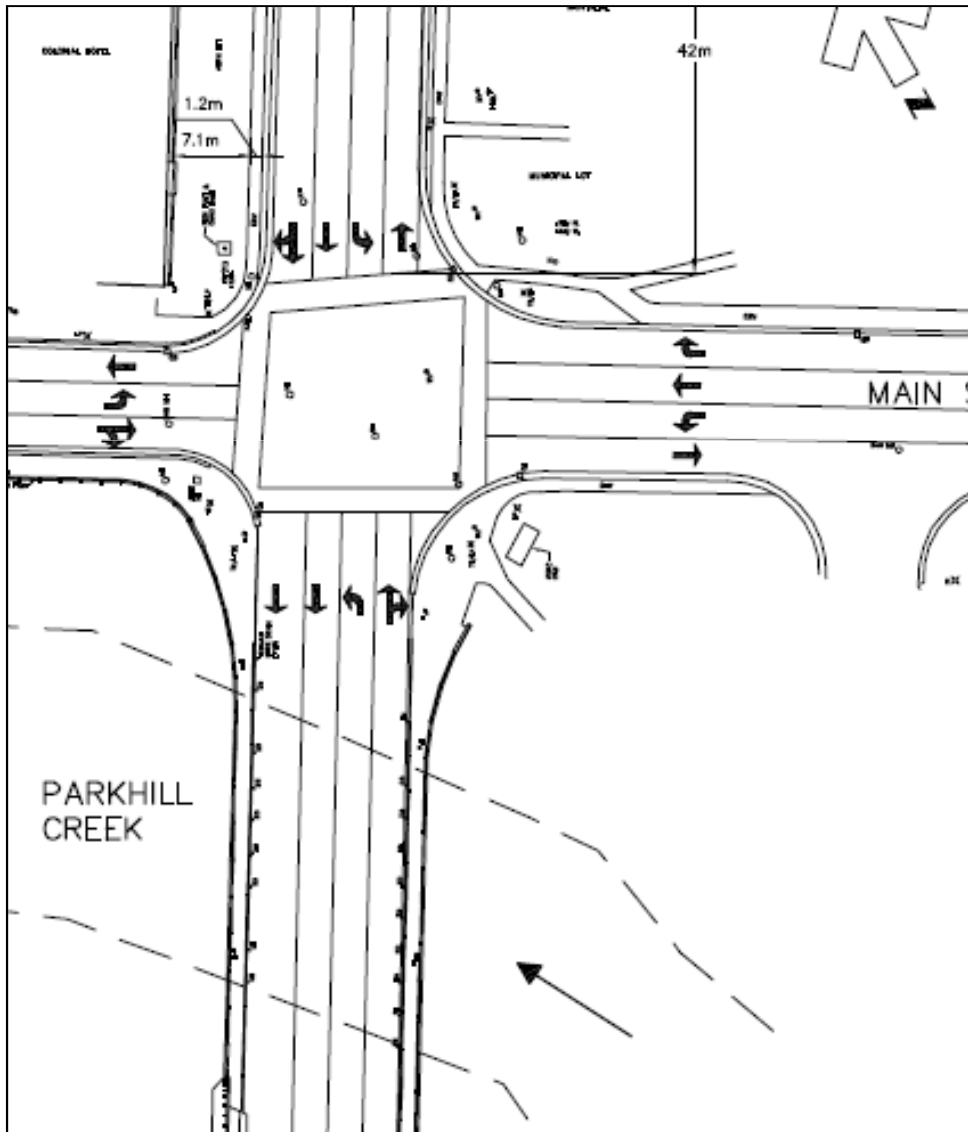
Traffic Study

Paradigm Transportation Solutions

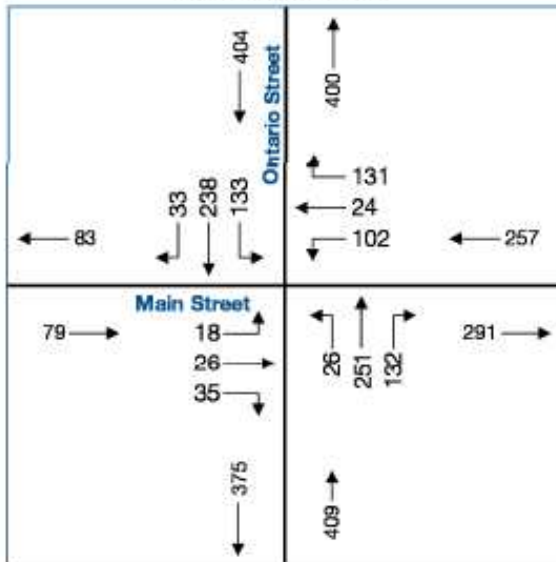
Traffic Study - Paradigm

- Analyzed Current and Future Traffic Operations for Intersection
 - Analysis of Existing Traffic Conditions
 - Traffic Forecasts for a Five Year (2020) Horizon
 - Analysis of Potential Remedial Measures
- Turning Movement Volumes of Intersection Counted
 - Weekday in June 2015
 - Victoria Day Long Weekend
 - Canada Day Long Weekend
- Identified Current Operational and Safety Deficiencies

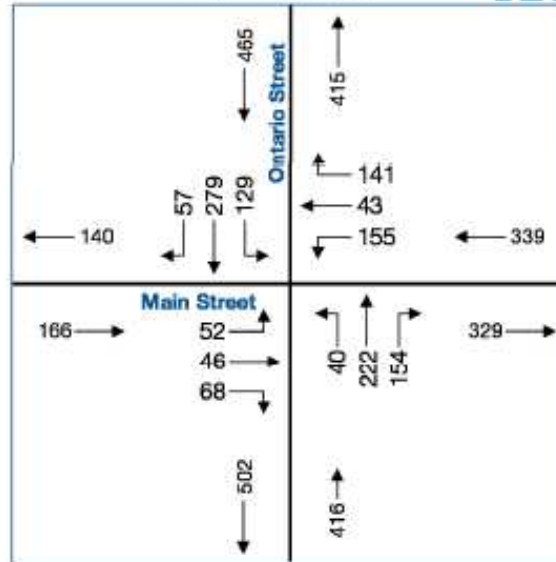
Current Intersection Configuration



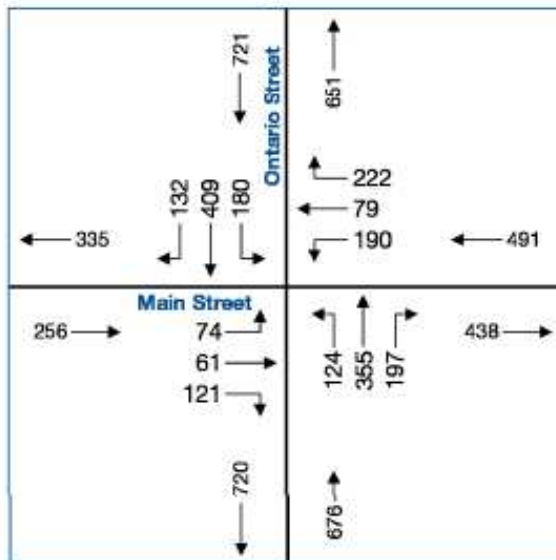
June Weekday
AM Peak Hour



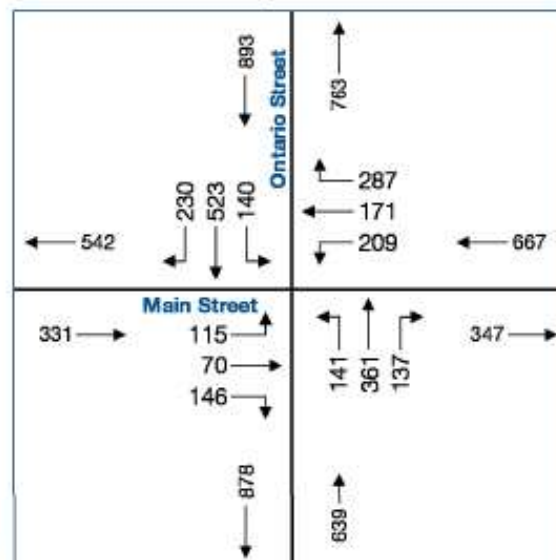
June Weekday
PM Peak Hour



May Long Weekend
Saturday Peak Hour

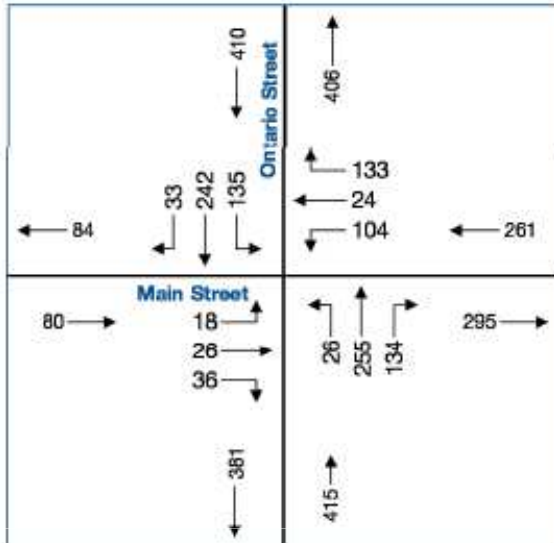


July Long Weekend
Saturday Peak Hour

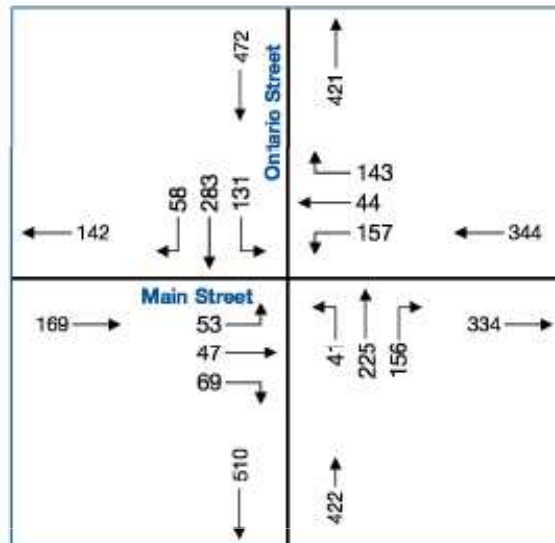


Traffic Movement Counts

June Weekday
AM Peak Hour

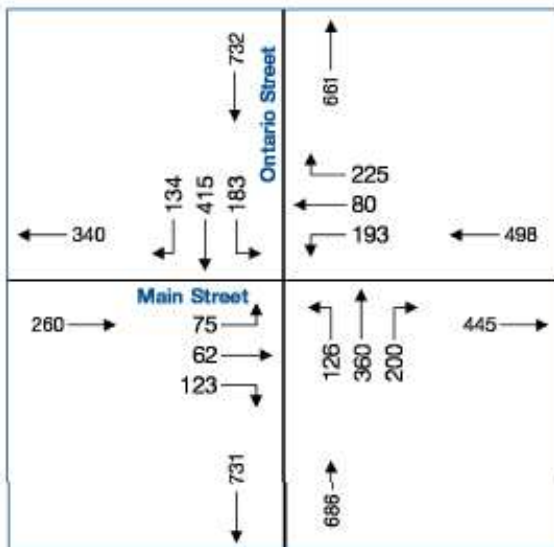


June Weekday
PM Peak Hour

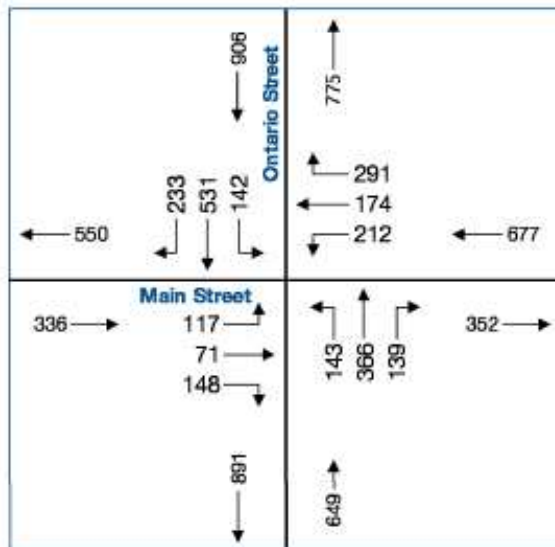


2020 Peak Volume Forecasts

May Long Weekend
Saturday Peak Hour



July Long Weekend
Saturday Peak Hour



Pedestrian Counts - Weekday

Date	Time	Temp	Main St West leg	Main St East Leg	Ontario South Leg	Ontario North Leg
June 3-4, 2015 (Wed & Thur)	3:00 – 6:00 pm & 7:00 am – 1:00 pm	19°C	46	49	69	54
June 3-4, 2015 Wednesday	3:00 – 4:00 pm (Peak Hour Data)	19°C	6	10	12	14
June 4, 2015 Thursday	9:00 – 10:00 am (Peak Hour Data)	15°C	10	7	0	6
June 4, 2015	11:00am – 12:00pm (Peak Hour Data)	18°C	0	14	0	0
June 4, 2015	12:00 – 1:00 pm (Peak Hour Data)	21°C	6	4	14	7

Pedestrian Counts - Weekend

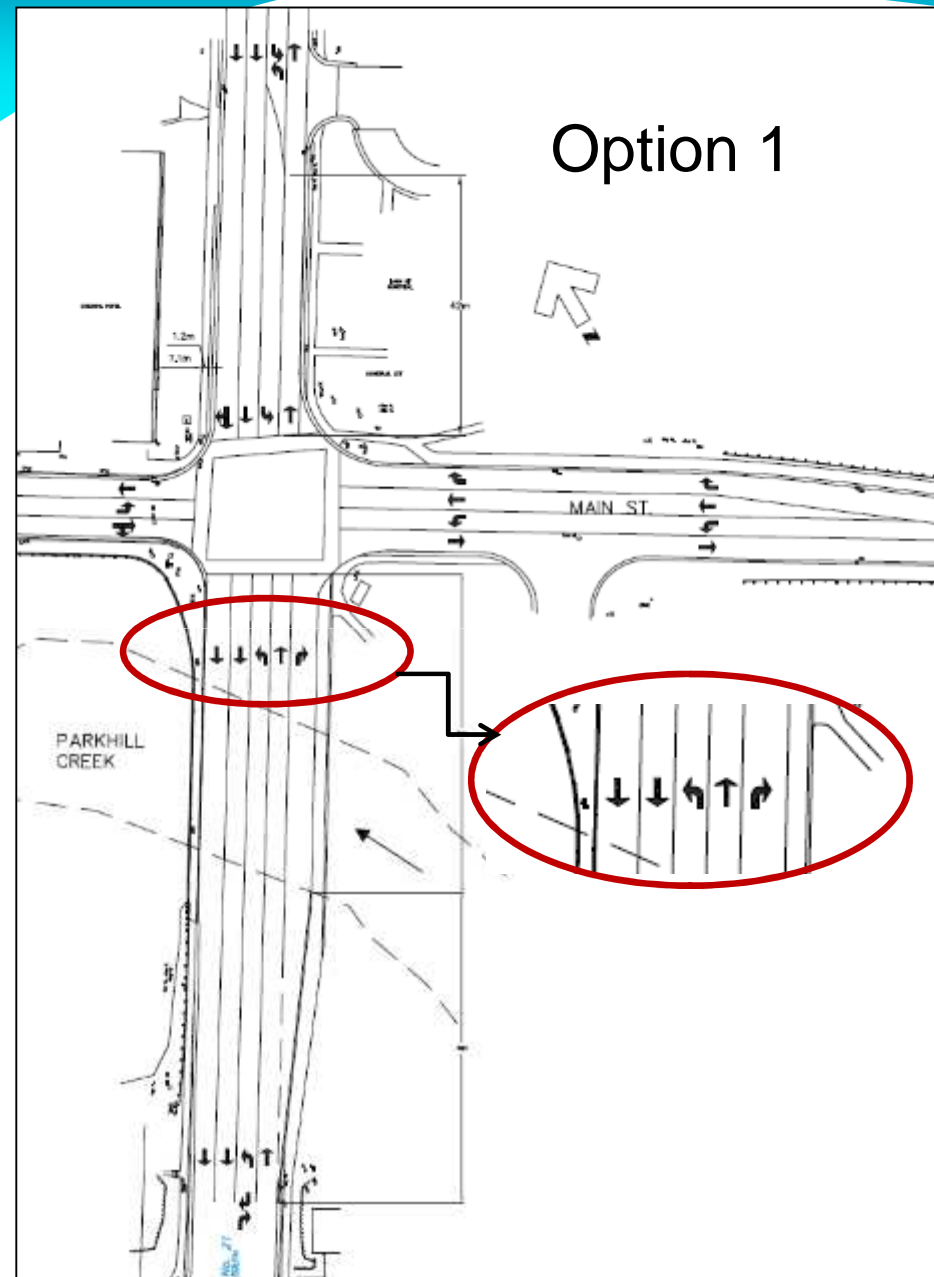
Date	Time	Temp	Main St West Leg	Main St East Leg	Ontario South Leg	Ontario North Leg
May 16, 2015 (Saturday)	10:00 am – 5:15 pm (Total Day Count)	13°C	396	189	429	373
May 16, 2015	11:00 am – 12:00 pm (Peak Hour Data)	12°C	39	10	28	38
May 16, 2015	12:30 – 1:30 pm (Peak Hour Data)	14°C	65	32	72	56
July 4, 2015 (Saturday)	10:00 am – 5:15 pm (Total Day Count)	20°C	679	235	758	859
July 4, 2015	11:00 am – 12:00 pm (Peak Hour Data)	19°C	43	32	40	61
July 4, 2015	12:30 – 1:30 pm (Peak Hour Data)	19°C	111	26	151	114

Traffic Study - Paradigm

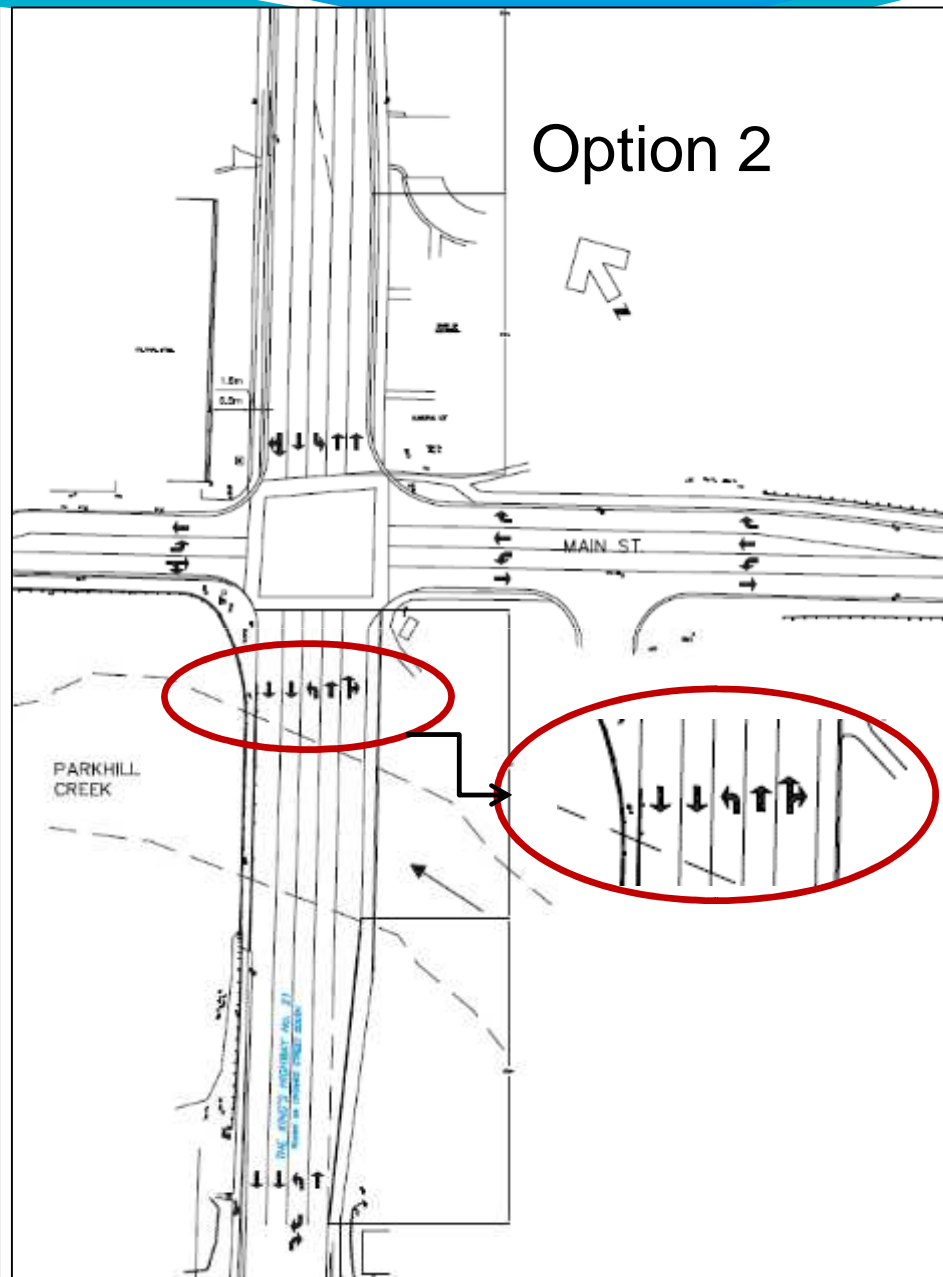
Potential Improvements

- Intersection improvements predicated upon the assumption that the bridge will be widened to accommodate more lanes of traffic.
- **OPTION 1:** Exclusive Northbound Right Turn Lane
 - Widen Bridge to Provide a Five Lane Cross-Section
 - Use Dedicated Northbound Lane to Separate Left Turn and Right Turn Lanes (3 northbound lanes)
- **OPTION 2:** Additional Northbound Through Lane
 - Widen Bridge to Provide a Five Lane Cross-Section
 - Three Northbound Lanes to include a Left Turn Lane, a Dedicated Northbound Through Lane, and a Shared Northbound/Right Turn Lane

Option 1



Option 2



Traffic Study Recommendations*

- Current Intersection Configuration is Insufficient for Traffic Volumes seen on Summer Weekends and Long Weekends
- Widening of the Bridge is forecast to provide the Capacity Needed to Accommodate northbound traffic.
- Option 1 provides improvements and will bring intersection within accepted volumes, and would not require construction of an additional receiving lane on the north side.
- Implementation of Option 2 is recommended but would require the implementation of an additional receiving lane on the north side of the intersection.

*** Pedestrian Traffic Taken into Consideration**



Class EA Study Alternatives

Bridge Alternatives

- **Alternative 1:** Replace bridge with a new structure capable of conveying greater traffic volumes
- **Alternative 2:** Widen the bridge to accommodate great volumes of traffic
- **Alternative 3:** Do Nothing

Corridor Alternatives

- **Alternative 1:** Modify lane configuration along corridor
- **Alternative 2:** Add or extend additional traffic lanes and/or bike lanes to corridor
- **Alternative 3:** Construct a by-pass around Grand Bend to divert through traffic around the Community
- **Alternative 4:** Do Nothing

Bridge Alternatives

Bridge Alternative # 1 – New Bridge

- Replace bridge within the existing or slightly modified location
- Construct new bridge crossing with wider bridge deck to accommodate more traffic volume
- On approaches, widen roadway and sidewalks to match new wider bridge deck
- Replace existing utilities on crossing (watermain, sanitary sewer, phone, gas)

Bridge Alternative # 2A – Widen Bridge

- Widen the bridge on east side with new footings and extend abutments
- Widen bridge deck, sidewalks, etc.
- Rehabilitate Deteriorated Bridge Components
- Install New Traffic Signals, relocate Utilities, etc.
- Reconstruct road surface and lane markings to provide dedicated right turn, north bound & left turning lanes.

Bridge Alternative 2A



Alternative 2A



Bridge Alternative 2A



Bridge Alternative # 2B – Widen Bridge with Additional North Bound Lane

- Same improvements as proposed with Alternative #3A

Except:

- Reconstruct road surface and lane markings to provide dedicated right turn, north bound and joint right turn and north bound lane.

Alternative 2B



Alternative 2B



Bridge Alternative # 2C – Widen Bridge & Realign Road

- Provide cantilevered supports on both sides of the bridge deck to support sidewalks
- Realign road approaches to blend with wider bridge
- Rehabilitate Deteriorated Bridge Components
- Install New Traffic Signals, relocate Utilities, etc.
- Reconstruct road surface and lane markings to include dedicated left turn, north bound lane and joint right turn and north bound lane.

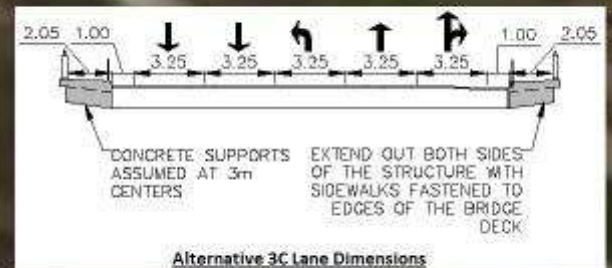
Bridge Alternative 2C



Alternative 2C



Bridge Alternative 2C



Corridor Alternatives

Corridor Alternative 1: Modify Lane Configuration

- Examine extent and efficacy of existing center left turning lane through corridor
- Review location and use of Cross-Walks
- Review signalization along corridor
- Evaluate impact of pedestrians at the intersection



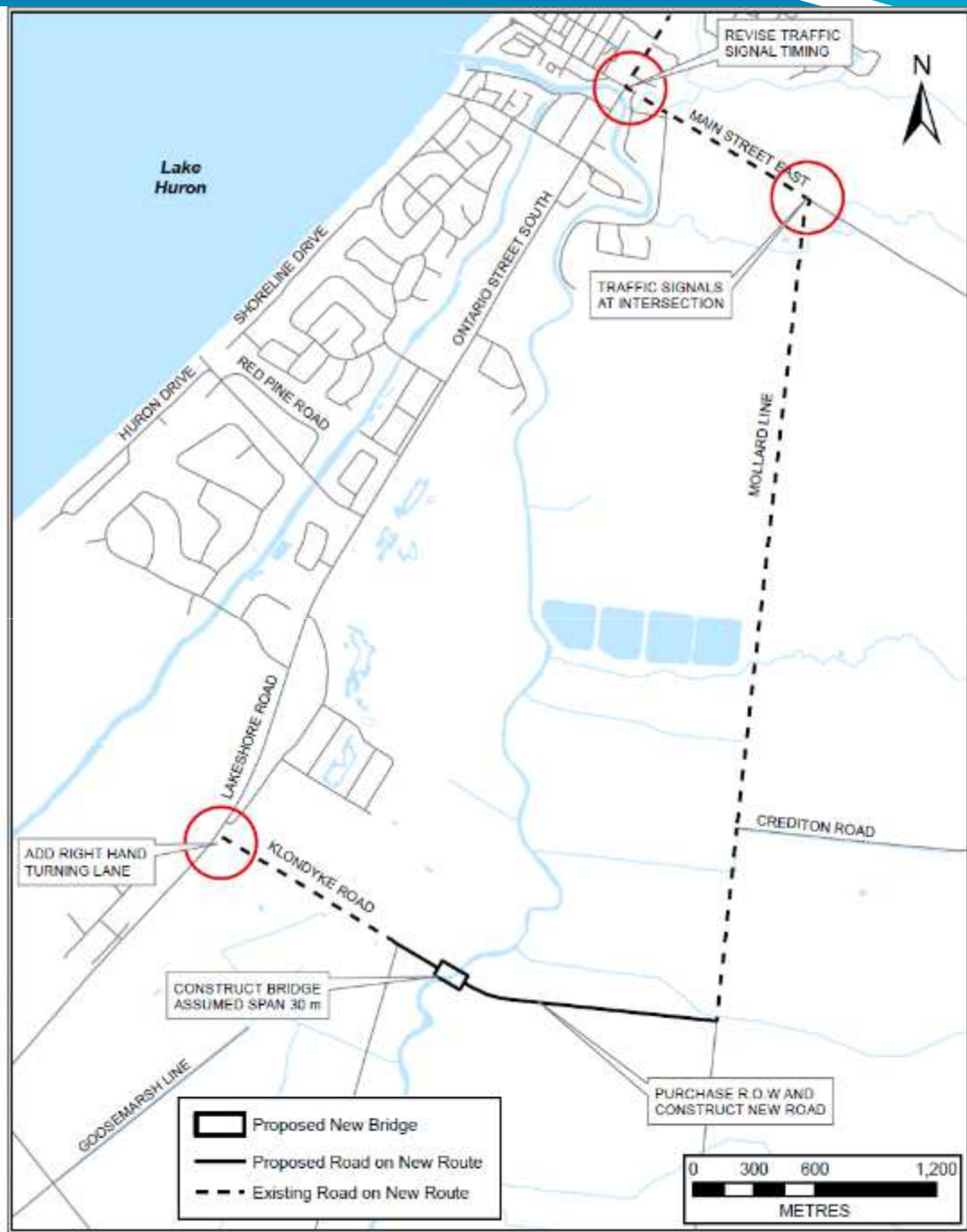
Corridor Alternative 2: Widen or Extend Corridor

- Evaluate opportunities and need to widen all or portions of the existing corridor through the addition of traffic lanes and/or cycling lanes
- Examine options for extension of the multi-lane corridor to the north or south



Corridor Alternative # 3 – By-Pass

- Identify Preferred Location for By-Pass Route Around Grand Bend
- Construct a new bridge crossing on By-Pass Route
- Purchase Property from Affected Landowners to Permit Construction of Bridge and Approaches
- Construct new Road Approaches on By-Pass and Connect to Existing Road Network
- Modify Existing Roadways to Incorporate By-Pass



Corridor Alternative #3 Proposed By-Pass

Anticipated Costs

Bridge Options

- Alternative 1 – New Bridge \$ 6.0 m+
- Alternative 2A – Widen Bridge \$ 2.4 m
- Alternative 2B – Widen Bridge & Add'l N. Lane \$ 2.6 m
- Alternative 2C – Widen Bridge & Realign Rd \$ 1.9 m

Corridor Options

- Alternative 1 – Modify Lane Configuration ?
- Alternative 2 – Widen or Extend Corridor ?
- Alternative 3 – By-Pass Route \$ 4.0 m+

* Preliminary Costs include an allowance for engineering and approvals but not for property acquisition.

Other Potential Issues

- Private Property Impacts at Bridge site and along the Corridor
- Parking Impacts on north section of Highway 21 Associated with Option 2C
- Future Growth
- Sidewalk and Railing Configuration
- Accessibility for Ontarians with Disabilities Act (AODA)
- Other Issues??

Next Steps

- Collect Feedback from Residents/Agencies/Aboriginal Communities following Initial Consultation Phase
- Collect Feedback from Public Meeting
- Continue to Consult with Stakeholders
- Expand the traffic study to assess corridor issues
- Continue with Review of Alternatives Based Upon Feedback Received through Above-Noted Consultation

Questions?

TRANSPORTATION STUDY

PEDESTRIAN COUNTS

EXISTING CONDITIONS (2015)

PEDESTRIAN VOLUMES WERE COLLECTED AT THE INTERSECTION OF MAIN STREET AND ONTARIO STREET DURING THREE EVENTS; WEEKDAY IN JUNE, MAY LONG WEEKEND AND JULY 4TH LONG WEEKEND.

Weekday Counts

Date	Time	Main St West Leg	Main St East Leg	Ontario South Leg	Ontario North Leg
June 3-4 (Wed & Thur)	3 - 6:00 pm & 7 am - 1:00 pm	46	49	69	54
June 3, 2015 Wednesday	3:00 - 4:00 pm (Peak Hour Data)	6	10	12	14
June 4, 2015 Thursday	9:00 - 10:00 am (Peak Hour Data)	10	7	0	6
June 4, 2015	11am - 12pm (Peak Hour Data)	0	14	0	0
June 4, 2015	12:00 - 1:00 pm (Peak Hour Data)	6	4	14	7

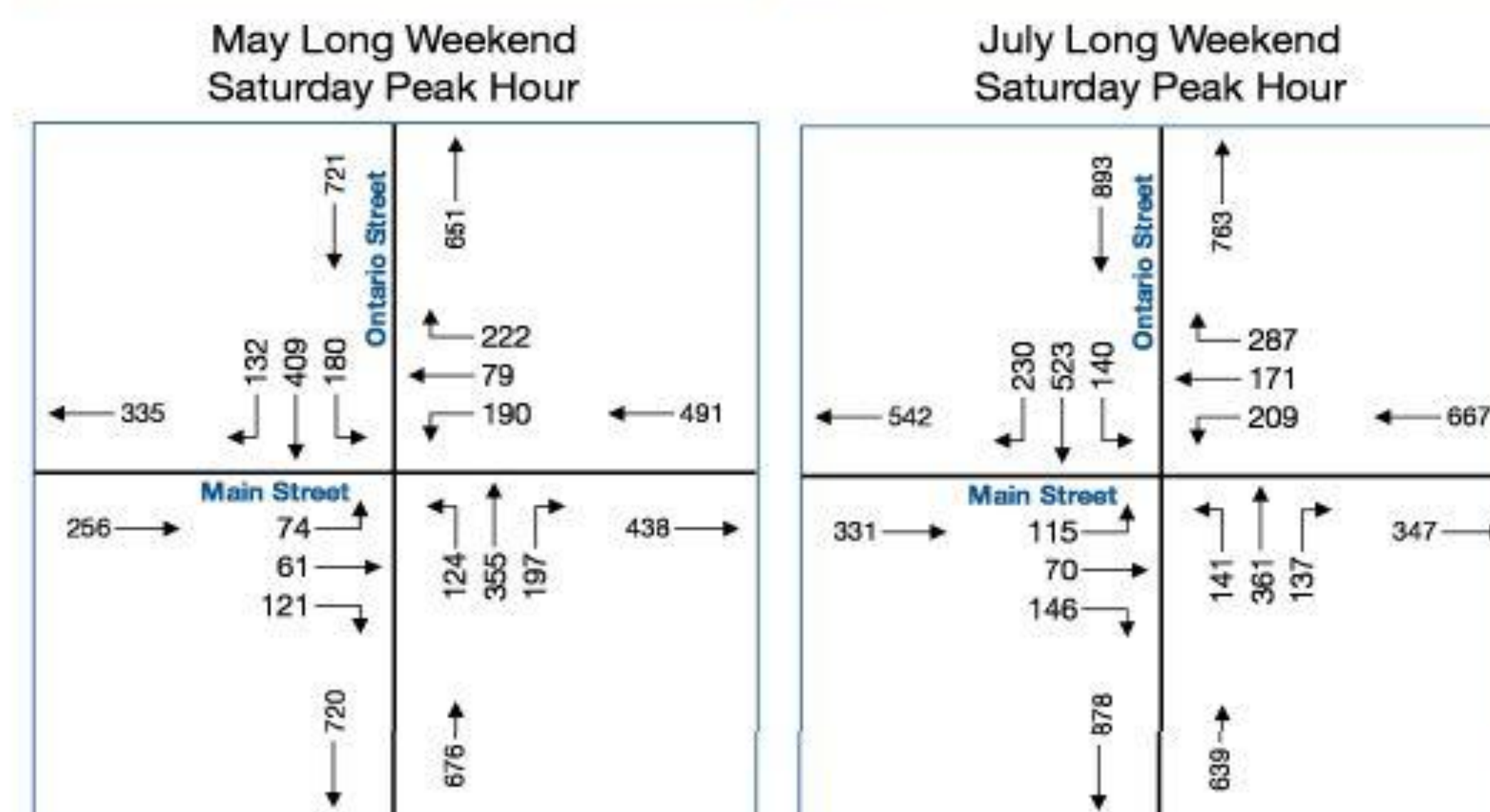
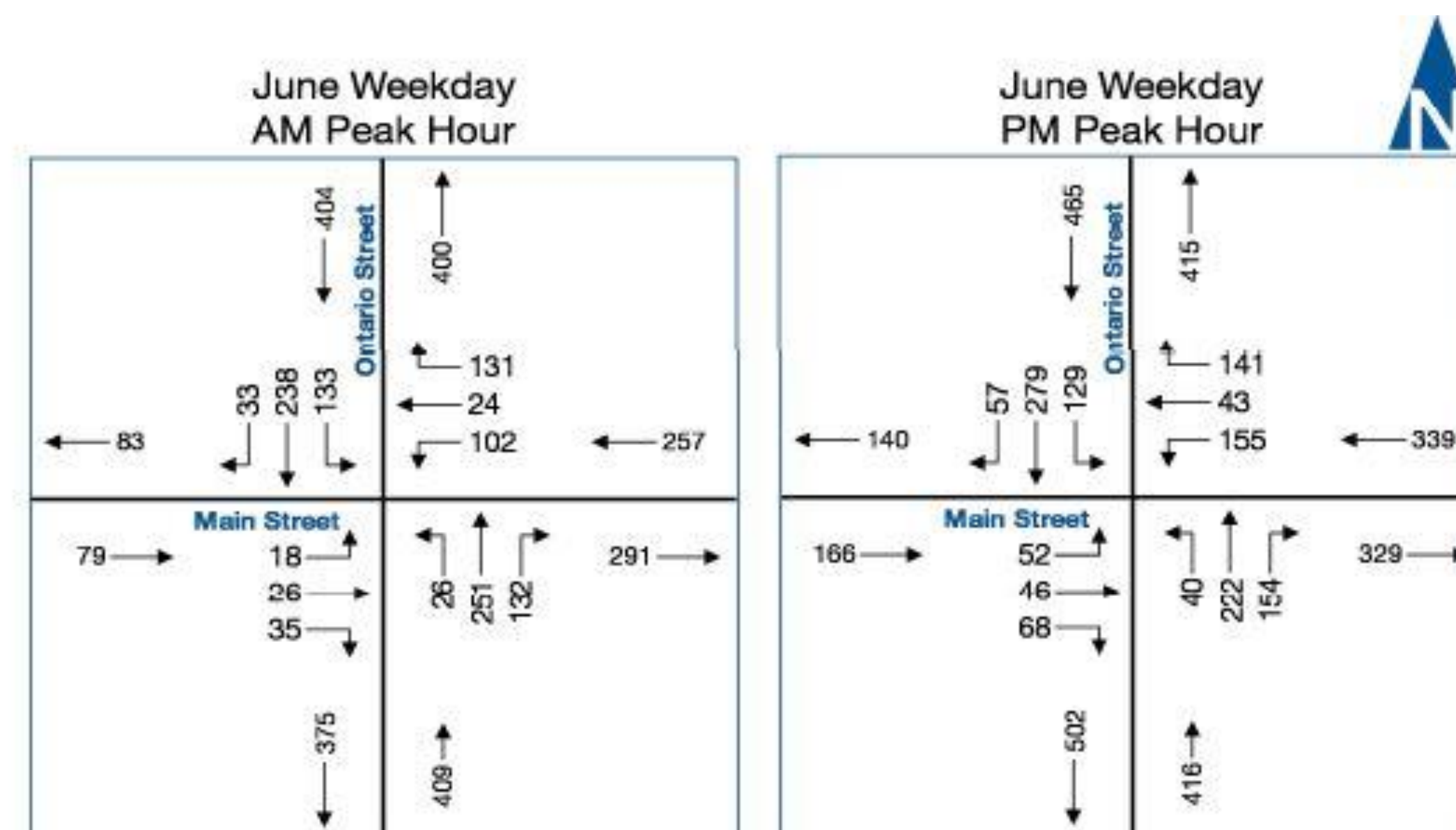
Weekend Counts

Date	Time	Main St West Leg	Main St East Leg	Ontario South Leg	Ontario North Leg
May 16, 2015 (Saturday)	10am - 5:15 pm (Total Day Count)	396	189	429	373
May 16, 2015	11am - 12:00 pm (Peak Hour Data)	39	10	28	38
May 16, 2015	12:30 - 1:30 pm (Peak Hour Data)	65	32	72	56
July 4, 2015 (Saturday)	10am - 5:15 pm (Total Day Count)	679	235	758	859
July 4, 2015	11am - 12:00 pm (Peak Hour Data)	43	32	40	61
July 4, 2015	12:30 - 1:30 pm (Peak Hour Data)	111	26	151	114

TRAFFIC COUNTS

EXISTING CONDITIONS (2015)

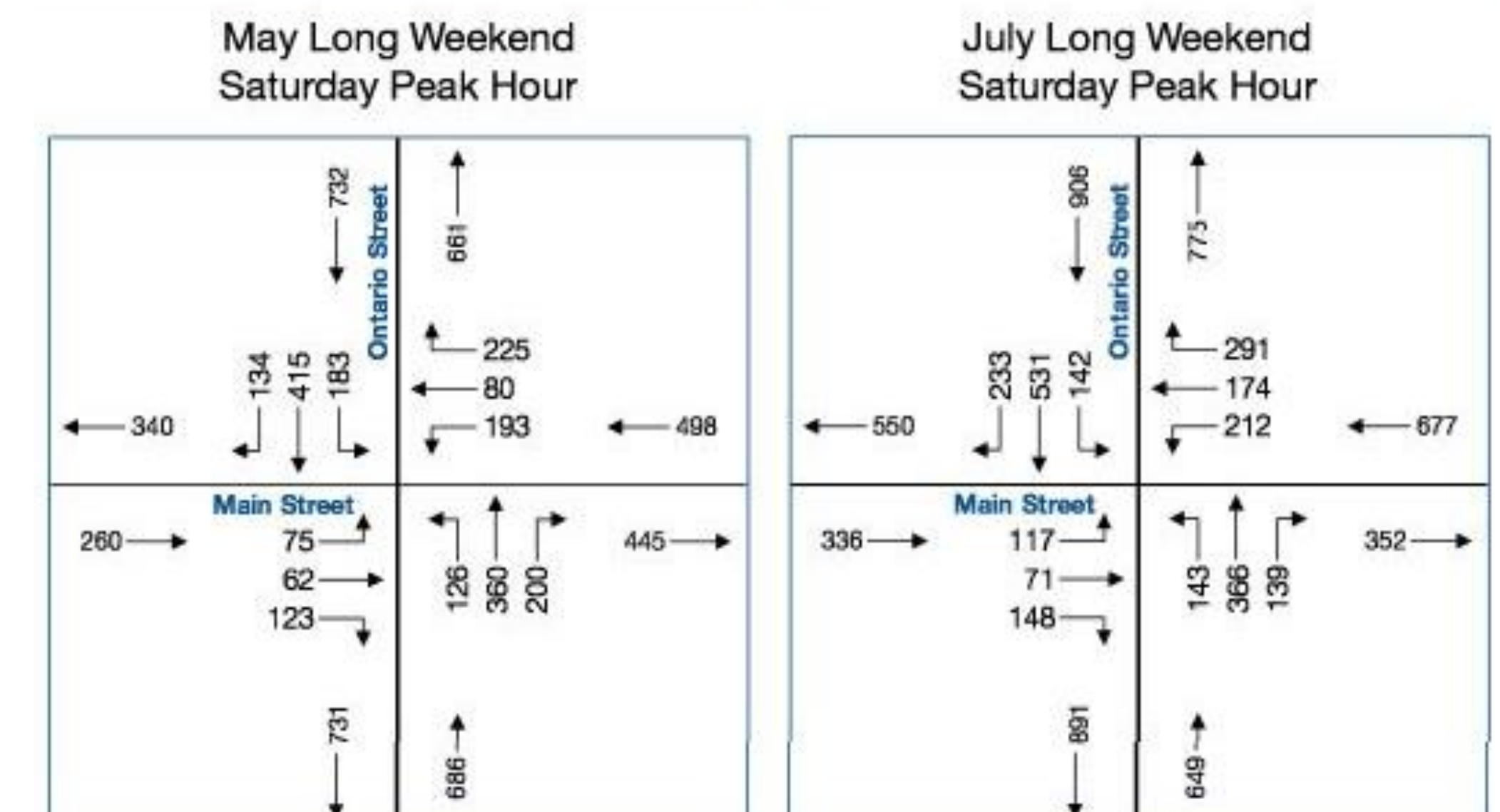
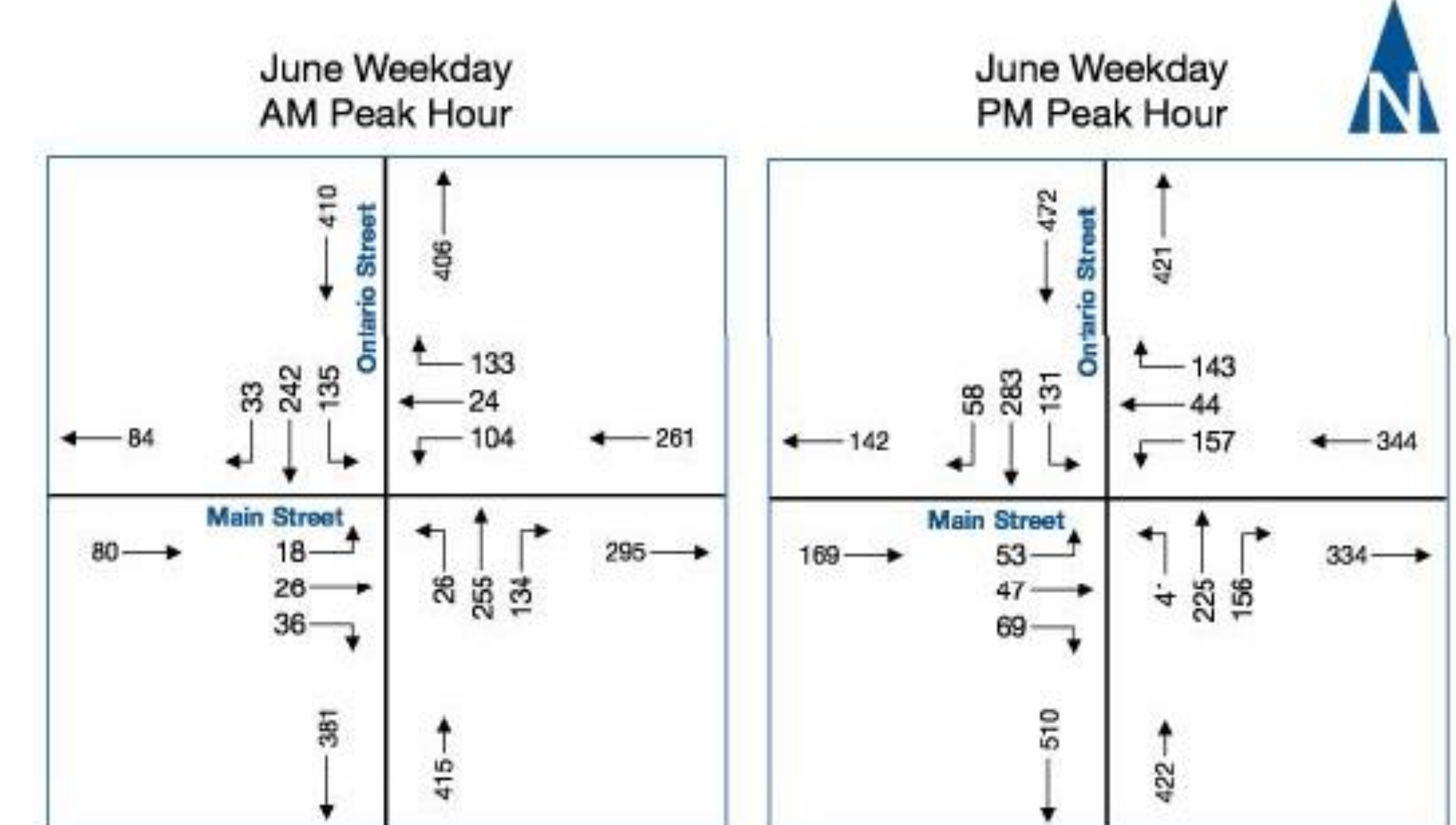
THE CURRENT CONFIGURATION OF THE SIGNALIZED INTERSECTION AT ONTARIO STREET AND MAIN STREET IS INSUFFICIENT TO HANDLE THE TRAFFIC VOLUMES SEEN BY SUMMER WEEKEND VOLUMES, PARTICULARLY ON HOLIDAY WEEKENDS, WITH THE 95TH PERCENTILE QUEUE BEING CALCULATED AS BEING OVER CAPACITY FOR THE NORTHBOUND THROUGH MOVEMENT.



TRAFFIC COUNTS

FUTURE OPERATIONS (2020)

GROWTH RATES WERE CALCULATED USING HISTORICAL VOLUME DATA PROVIDED BY MTO FOR AADT (ANNUAL AVERAGE DAILY TRAFFIC) AND SADT (SUMMER AVERAGE DAILY TRAFFIC). A GROWTH RATE OF 0.3% WAS DETERMINED FOR THE INTERSECTION, WHICH RESULTED IN LITTLE CHANGE FROM CURRENT CONDITIONS



MUNICIPALITY OF LAMBTON SHORES

CLASS EA TO ADDRESS TRAFFIC CONGESTION ALONG THE ONTARIO STREET CORRIDOR GRAND BEND



WELCOME

PUBLIC INFORMATION MEETING
AUGUST 24, 2016



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

SUMMARY OF CLASS EA PROCESS:

- PLANNING AND DESIGN PROCESS FOR MUNICIPAL WATER, WASTEWATER, AND ROAD PROJECTS
- CONDUCTED TO EVALUATE THE POTENTIAL IMPACTS OF THE PROJECT ON THE NATURAL, CULTURAL, SOCIAL, ECONOMIC, AND BUILT ENVIRONMENTS

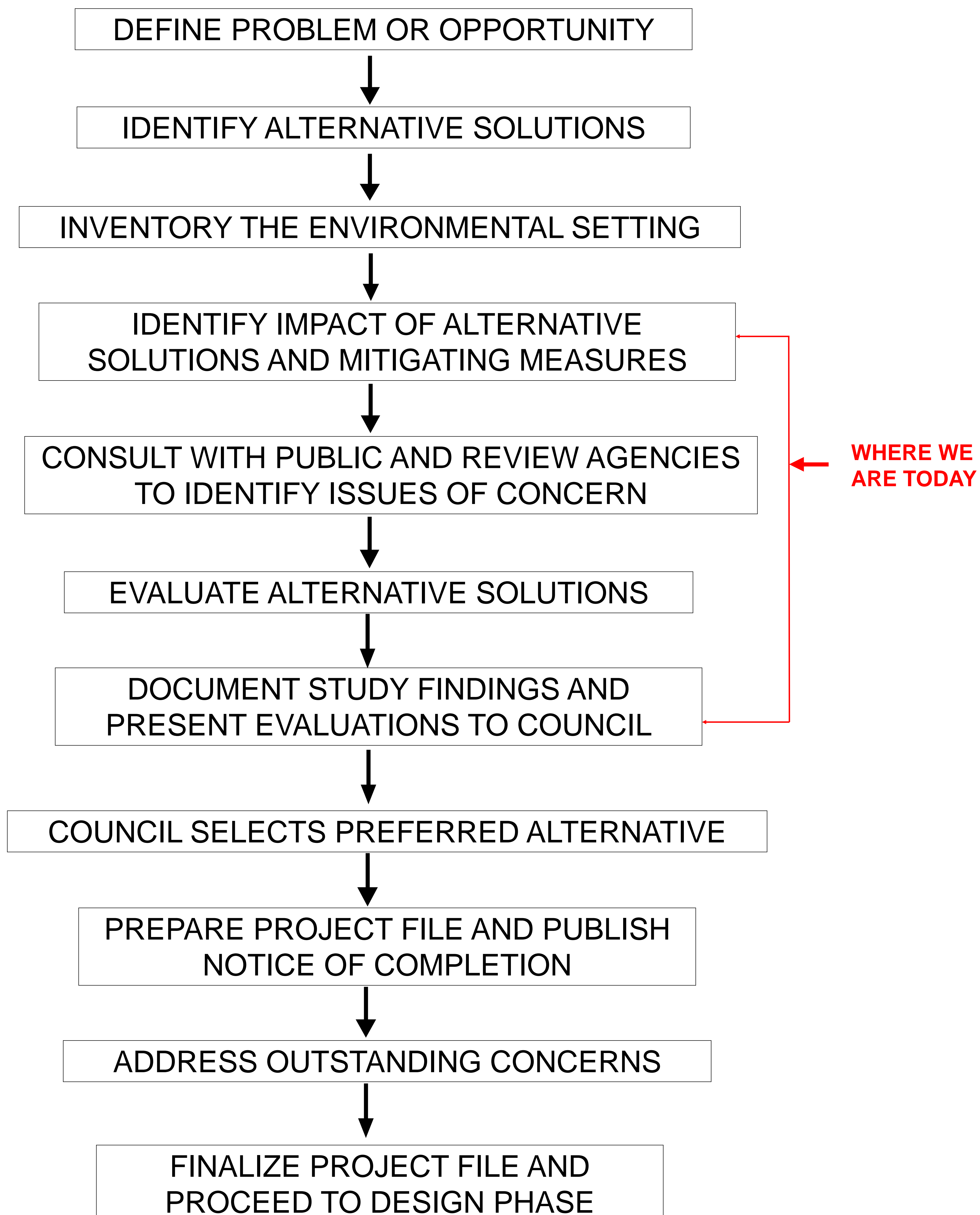
STUDY PHASES:



SCOPE OF THIS STUDY:

- RECONSTRUCTION OF A ROAD OR WATER CROSSING WHERE THE RECONSTRUCTED FACILITY WILL NOT BE FOR THE SAME PURPOSE, USE, CAPACITY OR AT THE SAME LOCATION (CAPACITY REFERS TO EITHER HYDRAULIC OR ROAD CAPACITY)
 - SCHEDULE B PROJECTS APPROVED SUBJECT TO COMPLETION OF PHASES 1 AND 2 OF THE CLASS EA PROCESS (
- GENERAL STUDY COMPONENTS:
 - DEFINE PROBLEM / OPPORTUNITY;
 - IDENTIFICATION OF ALTERNATIVE SOLUTIONS;
 - CONSULTATION WITH THE PUBLIC / REVIEW AGENCIES;
 - SELECTION OF A PREFERRED ALTERNATIVE;
 - EVALUATION OF ALTERNATIVES / IMPACT MITIGATION;
 - PREPARATION OF ENVIRONMENTAL SCREENING REPORT ; AND
 - FINAL PUBLIC NOTIFICATION.

CLASS EA STUDY PROCESS (PHASES 1 & 2)



CLASS EA INVESTIGATION

STUDY PURPOSE:

- TO IDENTIFY ALTERNATIVES TO ADDRESS CURRENT TRAFFIC CONGESTION ISSUES AFFECTING ONTARIO STREET CORRIDOR IN GRAND BEND;
- EXAMINE CONDITION OF BRIDGE ON HWY 21, AND ADJACENT PROPERTIES, IN ORDER TO EVALUATE OPTIONS ASSOCIATED WITH POSSIBLE WIDENING OF THE STRUCTURE TO ACCOMMODATE MORE TRAFFIC LANES;
- CONSIDER OTHER MODIFICATIONS TO THE CORRIDOR INCLUDING LANE CONFIGURATION/BIKE LANES/ETC.
- DEFINE ANY POTENTIAL IMPACTS WITH THE PROPOSED ALTERNATIVES AND EVALUATE MEASURES TO MITIGATE ANY IDENTIFIED CONCERNS; AND
- SELECT A PREFERRED ALTERNATIVE (INCLUDING DEFINING ANY REQUIRED MITIGATION).

CLASS EA ALTERNATIVES:

- 1) BUILD A NEW BRIDGE WITH GREATER CAPACITY
- 2) CONSTRUCT A BYPASS ROUTE AROUND GRAND BEND
- 3) WIDEN THE EXISTING BRIDGE TO ACCOMMODATE MORE LANES OF TRAFFIC
- 4) MODIFY LANE CONFIGURATION ALONG CORRIDOR
- 5) DO NOTHING



PROJECT TIMELINES

MARCH 2015 – PROJECT INITIATED

SEPTEMBER 2015 – GRANT APPLICATION

- GRANT FUNDING APPLICATION SUBMITTED TO ONTARIO COMMUNITY INFRASTRUCTURE FUND – OCIF

WINTER 2015/16 – PRELIMINARY ENGINEERING

- INSPECT EXISTING BRIDGE STRUCTURE ON 21
- SURVEY PROPERTIES ADJACENT TO BRIDGE/INTERSECTION
- CREATE PRELIMINARY LIST OF ALTERNATIVES

FEBRUARY 2016 – TRAFFIC STUDY

- EVALUATE OPERATIONS OF INTERSECTION
- TRAFFIC COUNTS COMPLETED
- PRELIMINARY REPORT PREPARED

JUNE 28, 2016 – COUNCIL PRESENTATION

- PRESENTED RESULTS OF TRAFFIC STUDY
- REVIEWED PRELIMINARY LIST OF ALTERNATIVES

JULY 2016 – MEETING WITH MTO

- REVIEWED SCOPE OF PROJECT
- EXPANDED SCOPE PROPOSED TO ADDRESS CORRIDOR

AUGUST 24, 2016 – PUBLIC MEETING

TRAFFIC OPERATIONS STUDY

PURPOSE

- ANALYSE TRAFFIC OPERATIONS AT INTERSECTION OF ONTARIO STREET AND MAIN STREET IN GRAND BEND
- COMPLETE TRAFFIC & PEDESTRIAN COUNTS DURING PEAK PERIODS, INCLUDING DURING SUMMER LONG WEEKENDS
- ANALYSE IMPACTS OF VARIOUS LANE MODIFICATIONS ON TRAFFIC FLOW AND VOLUME
- PROVIDE INPUT TO PROJECT TEAM REGARDING ALTERNATIVES

METHODOLOGY

- CONDUCT SITE VISITS
- CONDUCT COMPREHENSIVE TRAFFIC COUNTING PROGRAM IN VICINITY OF INTERSECTION
- TURNING MOVEMENT VOLUMES COUNTED AT INTERSECTION
 - Weekday in June 2015
 - Victoria Day Long Weekend
 - Canada Day Long Weekend
- PERFORM OPERATIONAL ANALYSIS
- PREPARE DEMAND FORECASTS FOR A 5 YEAR (2020) HORIZON
- COMPLETE TRAFFIC SIGNAL WARRANTS FOR HIGHWAY 23 AND COUNTY ROAD 86 INTERSECTION
- EVALUATE ALTERNATIVES AS NECESSARY
- DOCUMENT STUDY

ONTARIO STREET CORRIDOR



Crosswalk north of Intersection



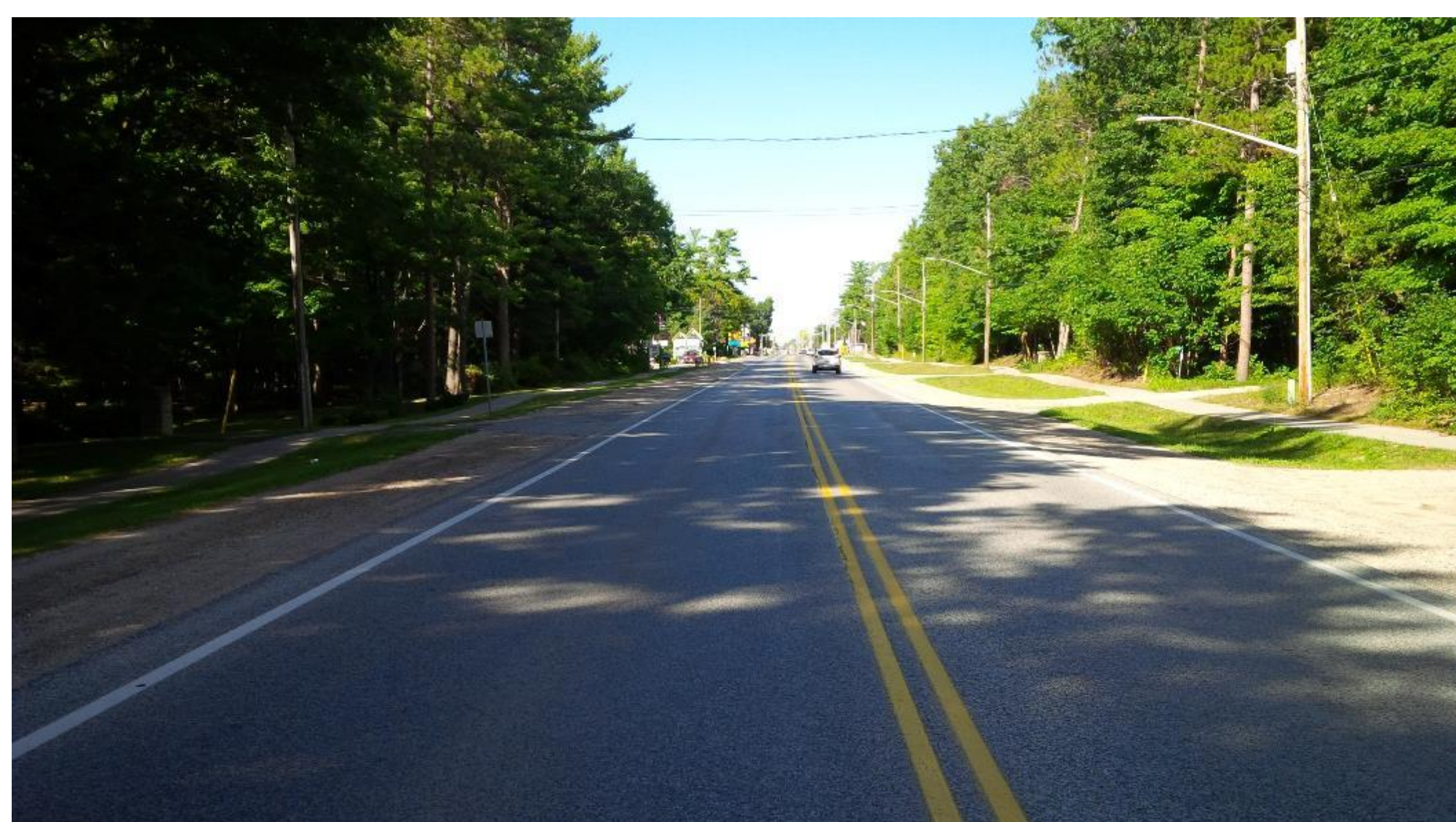
Corridor adjacent to Oakwood



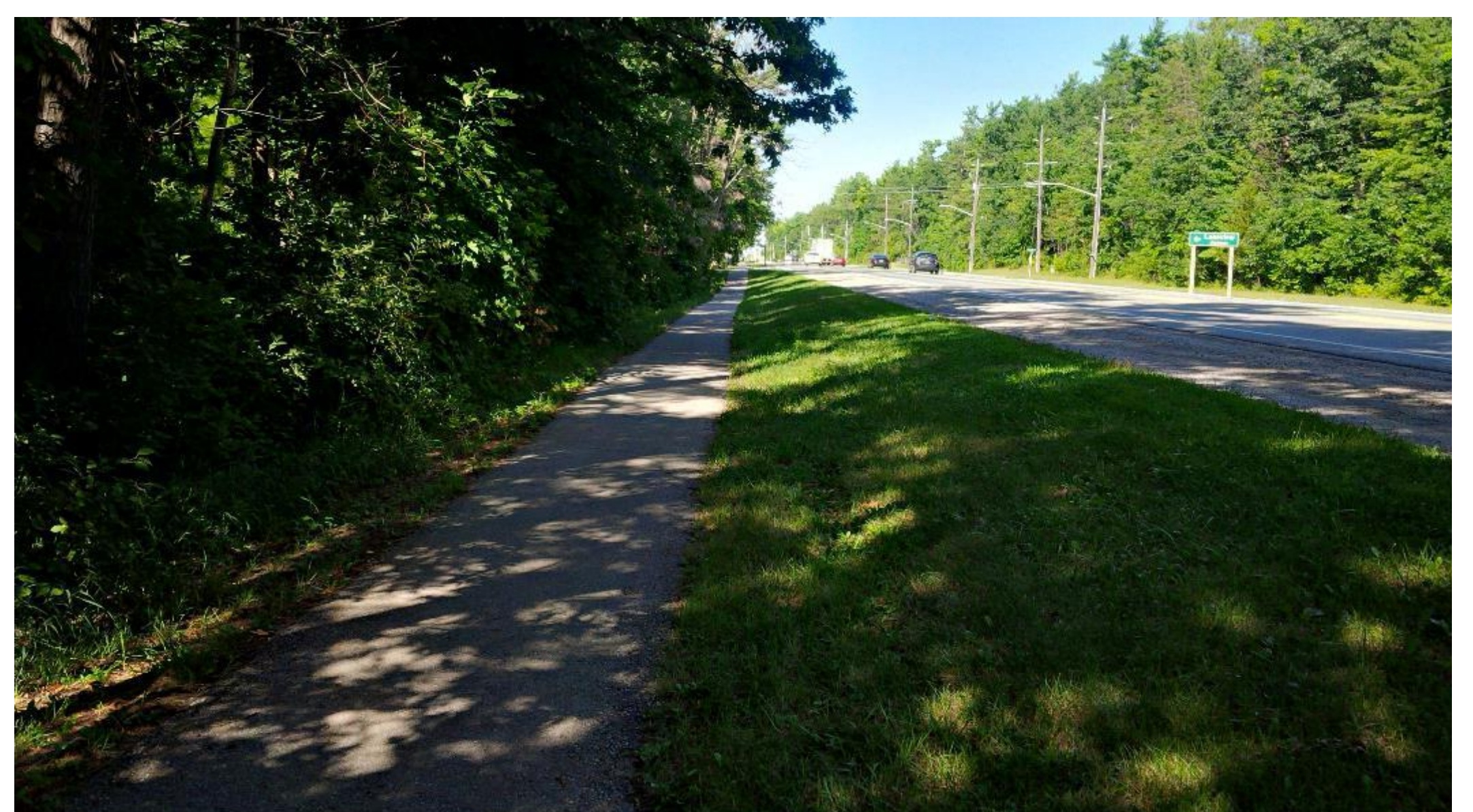
Corridor north of No Frills



Crosswalk at No Frills

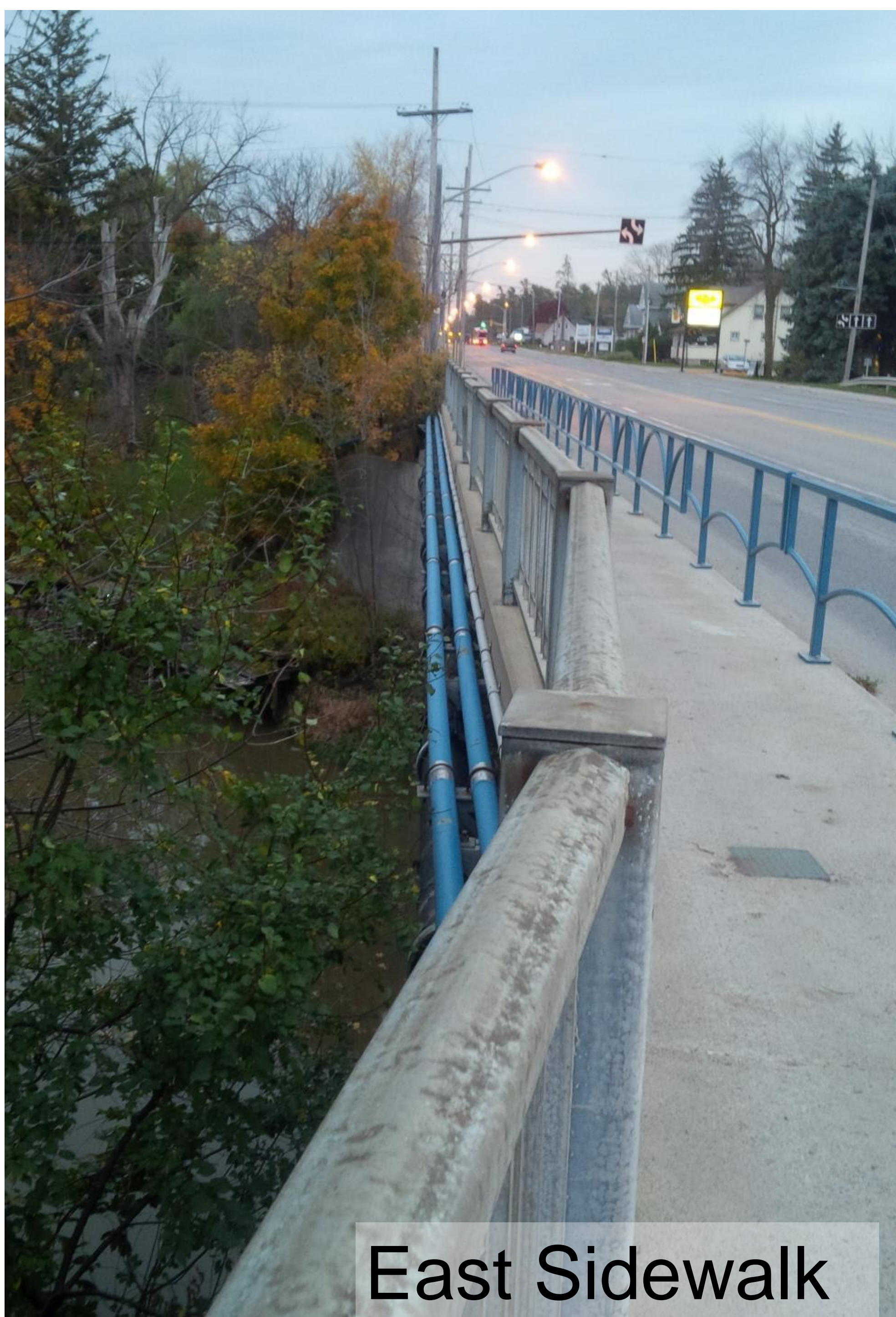


Corridor north of Merrywood Drive



Corridor north of Pinedale Road

HIGHWAY 21 BRIDGE



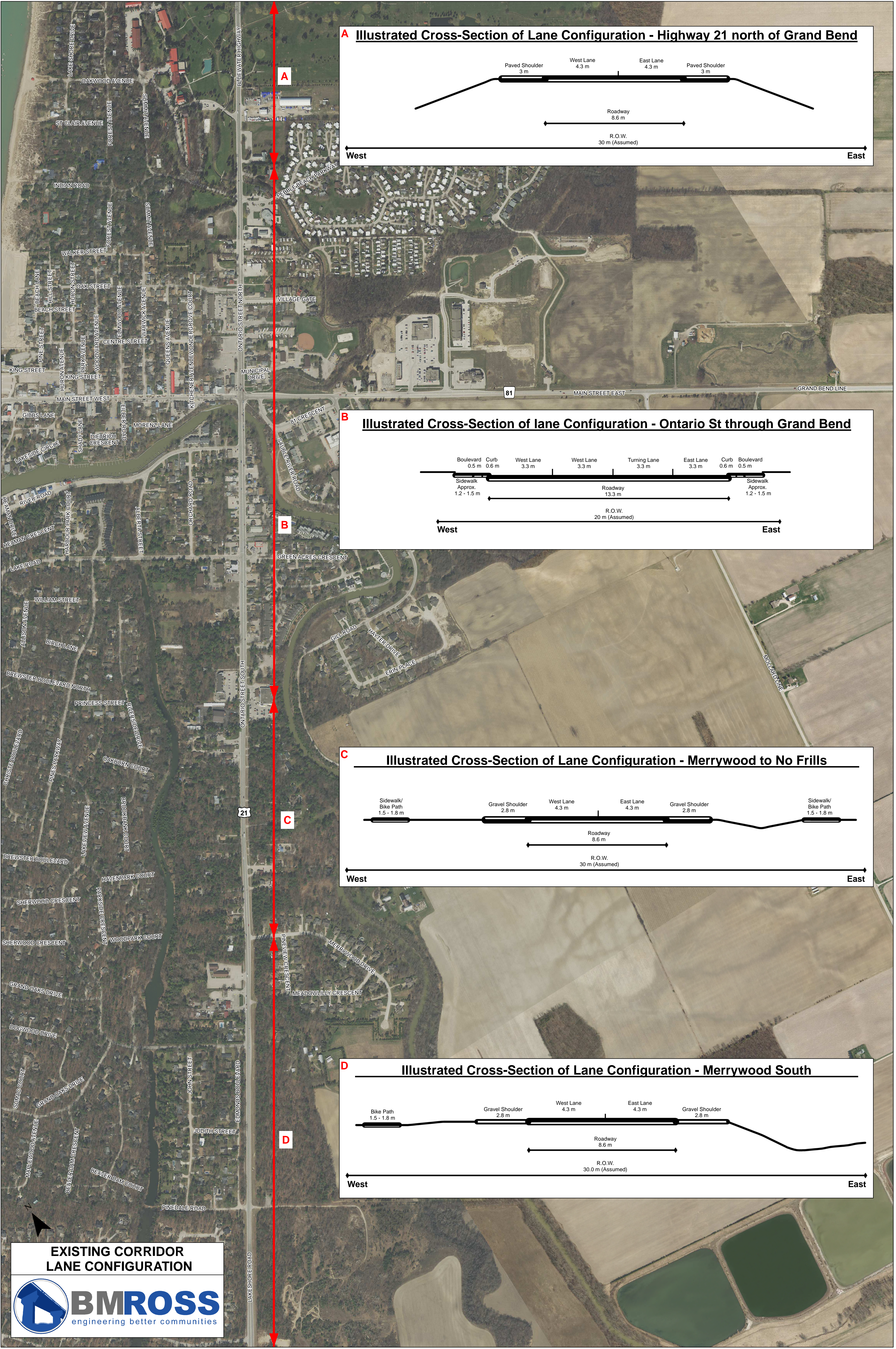




— Affected Corridor

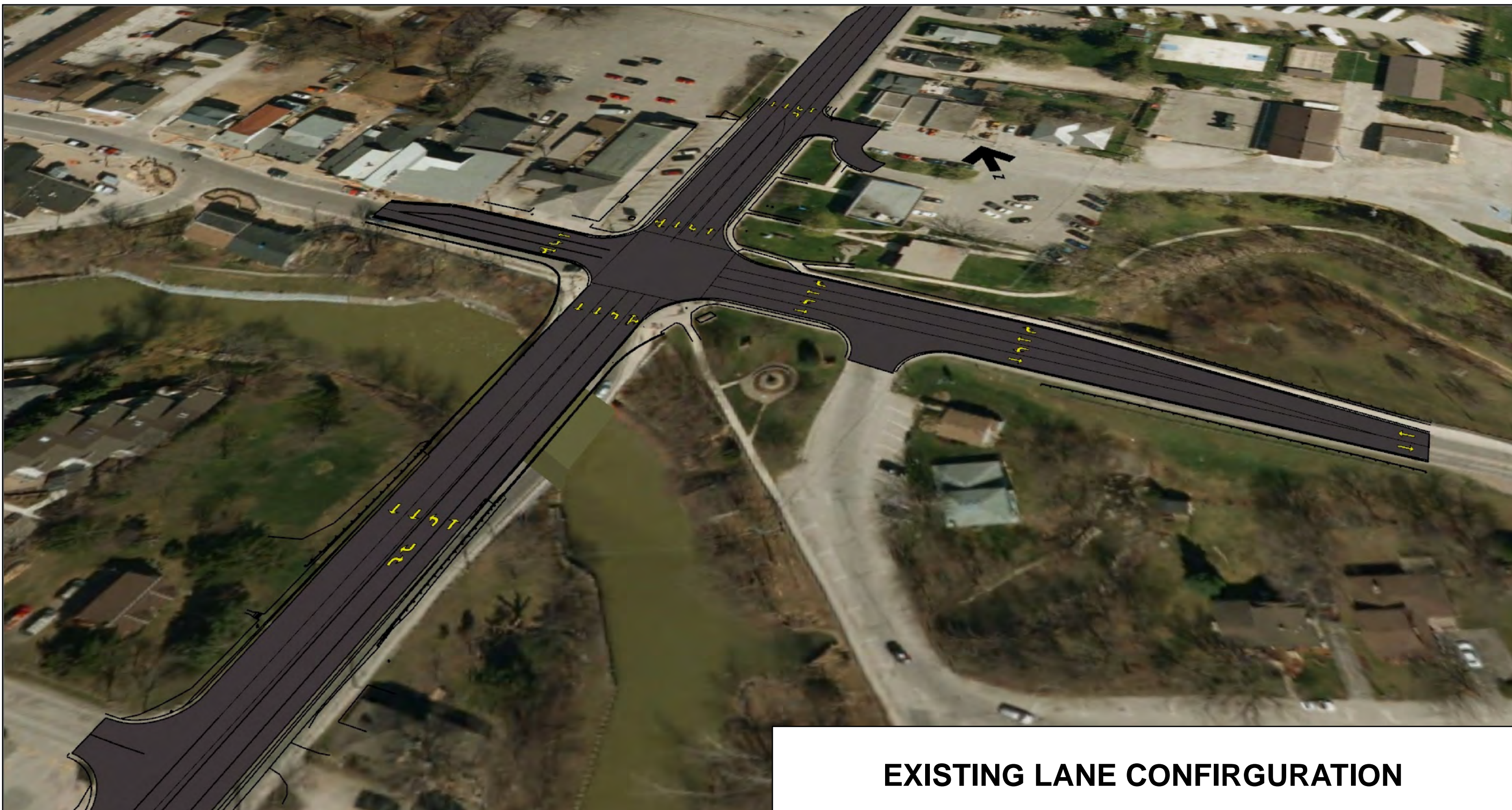
Extent of Affected Corridor



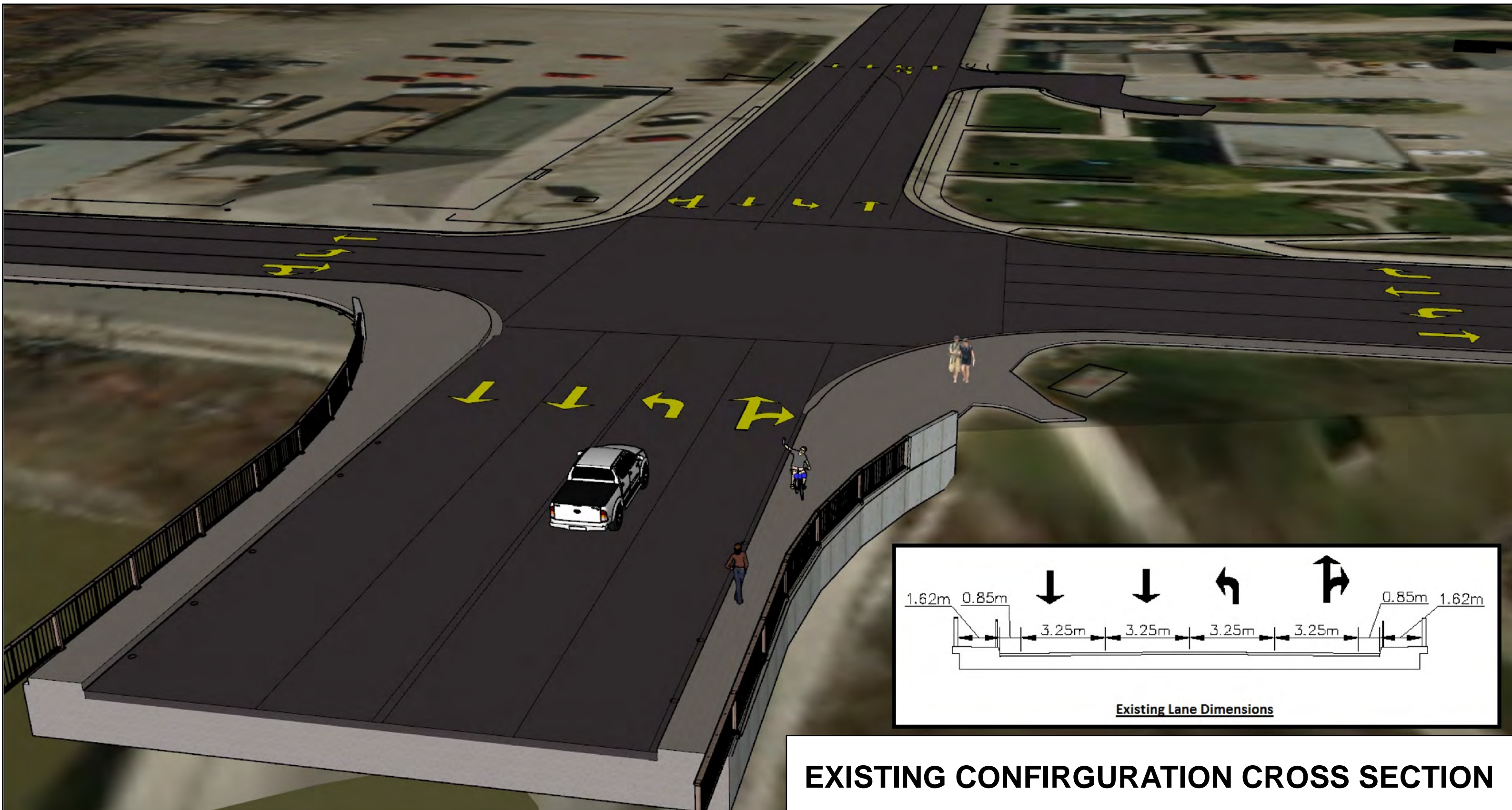
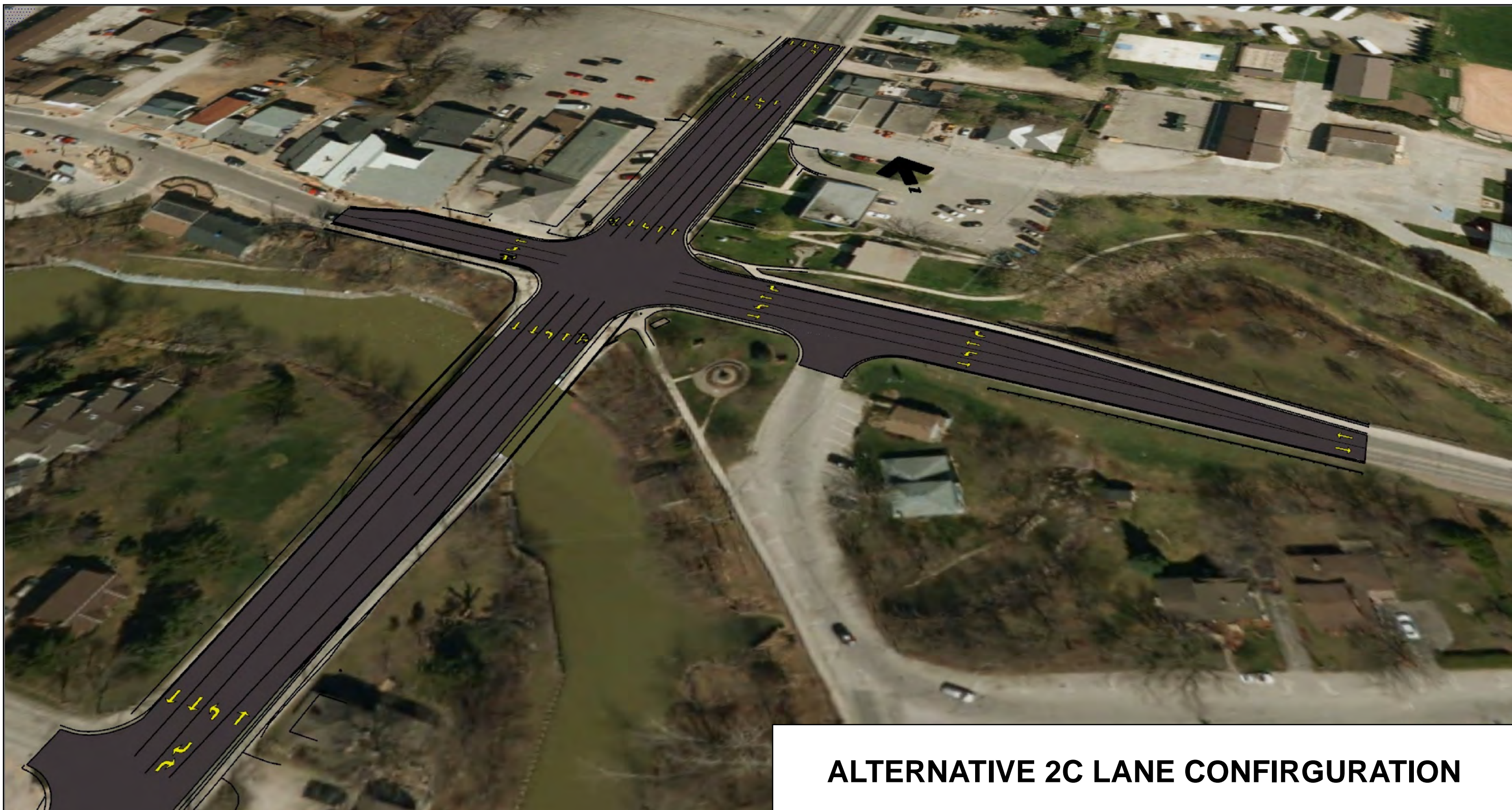


EXISTING AND PROPOSED LANE CONFIGURATIONS
WIDENING OF HIGHWAY 21 BRIDGE (COMMUNITY OF GRAND BEND)

EXISTING

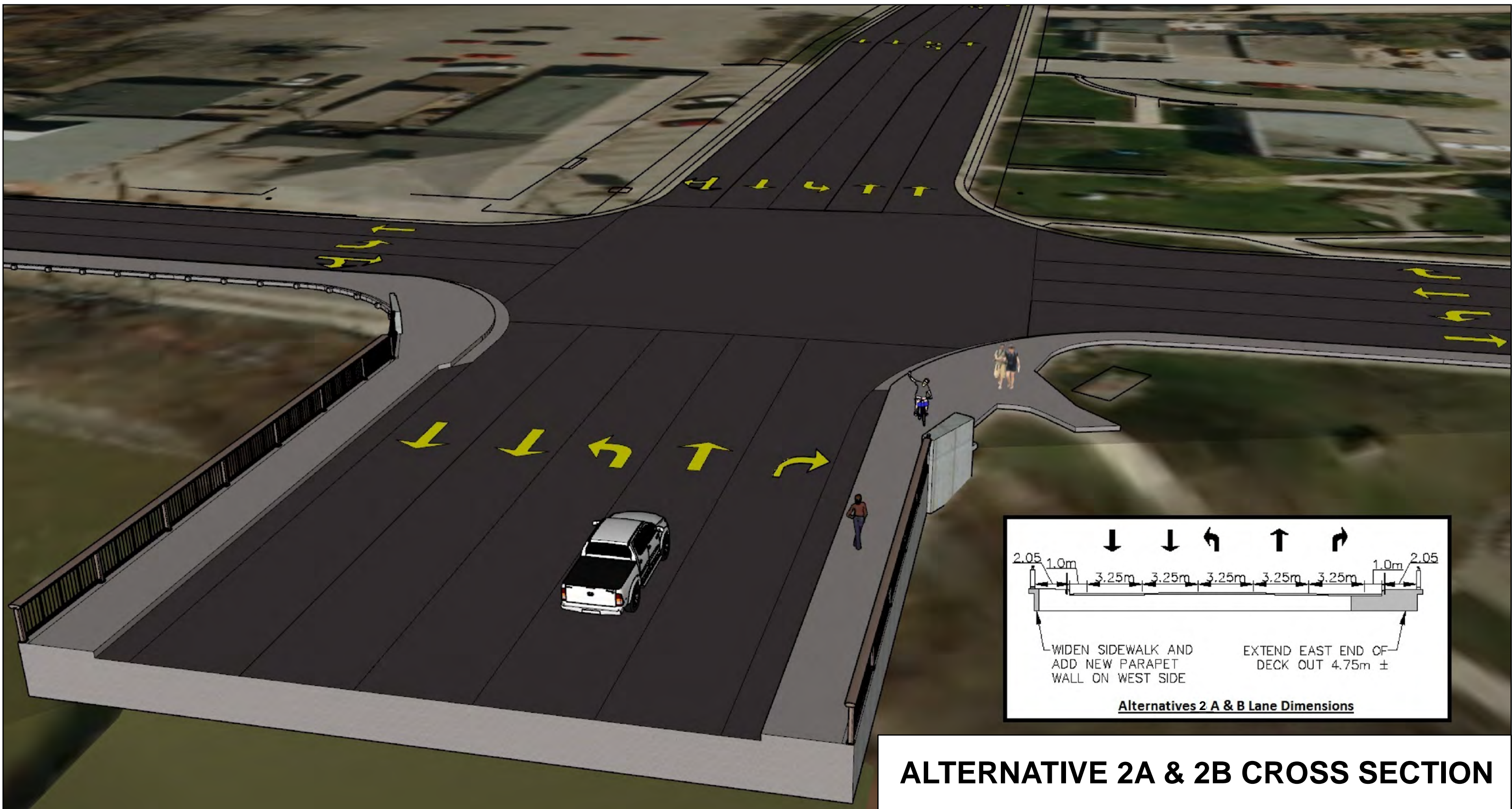


ALTERNATIVE 2C



EXISTING AND PROPOSED LANE CONFIGURATIONS
WIDENING OF HIGHWAY 21 BRIDGE (COMMUNITY OF GRAND BEND)

ALTERNATIVE 2A & 2B



MUNICIPALITY OF LAMBTON SHORES

CLASS EA TO ADDRESS TRAFFIC CONGESTION ALONG THE ONTARIO STREET CONNECTION LINK CORRIDOR (COMMUNITY OF GRAND BEND)

PUBLIC MEETING NOTES

Details: Wednesday August 24, 2016
Grand Bend Legion

Open House: 3:00 pm - 3:20 pm and 7:00 pm – 7:30 pm
Presentation: 3:20 pm – 4:20 pm and 7:30 pm – 8:30 pm
Questions: 4:20 pm – 5:00 pm and 8:30 – 9:00 pm

In Attendance: Bill Weber, Mayor) Lambton Shores
Dan Sageman, Councillor)
Gerry Rupke, Councillor)
Rick Goodhand, Councillor)
Steve McAuley, Director of Community Services)
Nick Verhoeven, Engineering Specialist)

Ken Logtenberg) B.M. Ross and Associates (BMROSS)
Kelly Vader)

Members of the public: 100 ± (for both sessions)

3:00 pm - 3:20 pm and 7:00 pm – 7:30 pm - Open House Component

Public Arrival

- Members of the public signed in upon arrival.
- Poster boards were on display for the public to view (*attached*)
- Representatives of BMROSS and the Municipality made themselves available to talk to the public as they arrived.

3:20 pm – 4:20 pm and 7:30 pm – 8:30 pm – Presentation

Power Point Presentation (attached)

- Steve McAuley, Director of Community Services for Lambton Shores, welcomed those in attendance on behalf of the Municipality and then introduced Kelly Vader and Ken Logtenberg from BMROSS to start the formal presentation.
- Kelly Vader began the presentation by providing an overview of the agenda. She then reviewed the scope of the study, showing photos and illustrations of the bridge over Parkhill Creek and different road cross-sections throughout the study area from the south end to the north. The study area extends the length of the connecting link section of Highway 21 through Grand Bend from Pinedale Road in the south, to the municipal boundary with South Huron to the north.
- Kelly discussed the Class EA process beginning with the problem/opportunity statement developed for the project and explained the primary stages in a Schedule B Class EA undertaking. She then reviewed the consultation completed to date in conjunction with the EA process.
- Ken Logtenberg provided an overview of the engineering work completed to date on the project, including completion of a traffic study, a survey of the bridge site and adjacent properties, and an inspection of the current bridge's condition.
- Ken then reviewed the results of the traffic study, explaining that traffic counts had been completed at the Main Street intersection on three dates in 2015; a June weekday, the May 24th long weekend, and the July 1st long weekend.
- Ken expanded on additional details provided in the traffic study including a summary of the vehicle and pedestrian counts collected at the intersection and recommendations aimed at resolving the congestion currently experienced at the intersection. He explained that the study completed to date was focused on analyzing the performance of the intersection.
- Ken reviewed the alternatives for the bridge and connecting link corridor that have been suggested to address the congestion issue and then provided additional details, including illustrative renderings, for each alternative being considered in conjunction with the EA.
- The presentation was concluded with a list of other potential issues that might be encountered as the process moves forward and a review of the next steps in the process following completion of the meeting.

4:20 pm – 5:00 pm and 8:30 – 9:00 pm – Questions

After concluding the presentations, questions were invited from the public. Copies of the meeting notes and presentation material will be made available on the Municipal website following the meeting. Questions submitted during both the afternoon and evening presentations are summarized below.

Summary of Questions and Answers

- Q. A resident noted that traffic congestion occurs at the north end of the study area at Oak Street and the Tim Hortons. They felt that this area should also be examined more fully as part of the study.
- A. Ken agreed that this area would be examined as part of the corridor assessment which will be included in the scope of the study.

-
- Q. Several residents indicated that pedestrian traffic at the Main Street intersection is very heavy and they felt that it is a major impediment to northbound traffic turning right at the corner. Several options to resolve this were brought forward including:
- a. implementing a free for all for pedestrians at the intersection where all traffic is stopped allowing pedestrians to cross in any direction and then traffic proceeds without pedestrians.
 - b. constructing a separate crossing or tunnel for pedestrians which would remove them from the intersection.
 - c. using a traffic officer at the intersection on busy weekends to keep pedestrians and vehicles moving more efficiently.
 - d. banning pedestrians from using the east leg of the intersection.
 - e. creating a separate crossing for east bound traffic allowing them to turn before reaching the corner. This would involve construction of another bridge over the river.
- A. Ken indicated that the various pedestrian options would be discussed with the traffic consultants to determine how effective they might be in alleviating the traffic congestion.
- Q. A resident noted that truck traffic along the corridor appears to be very heavy and safety is a concern due to the proximity of the sidewalk to the travelled portion of the roadway.
- Q. It was noted that the cross-walk located adjacent to the beer store in the north part of the study area is too close to the intersection and causes back-ups which affect the intersection and creates very dangerous conditions for traffic and pedestrians. It was also questioned how often the cross-walk is used, given proximity to the intersection where pedestrians can also cross the road. Is it possible to move the cross-walk further north near Oak Street and Grand Cove Estates?
- A. Ken indicated that the location and use of the cross-walks would be reviewed as part of the traffic study.
- Q. Lambton Shores Mayor, Bill Weber, asked if the traffic signals could be upgraded to incorporate new technology which senses traffic volumes and changes the length of the lights to alleviate back-ups.
- A. Ken indicated that new traffic signals and the timing of the signals would be examined as part of the study.
- Q. A resident indicated that the LCBO has recently been moved from the south end of the study area to a location off of Highway 81 and other new developments are slated for the same area. He suggested that the traffic study consider the impact of these changes in the scope of the evaluation.
- A. Ken acknowledged that increased traffic off of 81 would be examined as part of the study as well as impacts associated with known developments in this portion of the community.
- Q. A resident noted that parking is a problem in Grand Bend which aggravates the traffic and pedestrian issues.
- Q. A resident questioned why better signage has not been erected within the community to direct traffic. Signage south of Greenway Road could also be erected directing traffic to the Grand Bend Raceway and Huron Country Play House via Greenway and Hwy. 81, avoiding Grand Bend.
- A. Steve McAuley indicated that improved signage is being considered for placement throughout the community.
- Q. A resident asked when implementation of the project would occur.
- A. Bill Weber indicated that he was hopeful that implementation of the preferred alternative could be scheduled to start for September 2017, following the long weekend. This timeline would be dependent upon successful completion of the Class EA with no bump-up requests as well as receipt of all necessary approvals and funding.

- Q. Is there something that could be done next summer to alleviate the problem in advance of construction?
- A. Steve McAuley indicated that options would be explored such as upgrading the traffic signals or removing the centre left turning lane through portions of the corridor.
- Q. A resident noted that there is a fair amount of cycling traffic along the corridor and asked what could be done to accommodate cyclists.
- A. Ken indicated that cycling opportunities will be examined as part of the study, however have not yet been fully investigated. The change of scope, which includes a review of possible cycling lanes, was added to the study only recently and was not examined as part of the 2015 traffic study. He noted that adding cycling lanes through the main portion of the corridor will be difficult, given how narrow the road allowance is and how congested it is already.
- Q. A residents asked if an option was considered which would provide separate pedestrian bridges on each side of the existing bridge allowing you to remove the existing sidewalks to provide another traffic lane.
- A. Ken responded that this option is very similar to Alternative 2C with the new sidewalks mounted on the outside of the bridge. Ken noted that widening the bridge deck to add the sidewalks on the outside is likely more cost effective than constructing separate bridges for pedestrians, however if this option is selected as the preferred, all methods would be examined more fully.

Open House

Following completion of the presentations, members of the public were given the opportunity to have one-on-one time with members of BMROSS and municipal staff after the presentation and Question & Answer period.

Should there be any errors or omissions to these meeting notes, please notify the undersigned.

Meeting Notes Prepared by
B. M. ROSS AND ASSOCIATES LIMITED

Kelly Vader, Environmental Planner

KV:hv

Distribution

Steve McAuley, Lambton Shores
Nick Verhoeven, Lambton Shores
Ken Logtenberg, BMROSS
Kelly Vader, BMROSS

Kelly Vader

From: Kelly Vader <kvader@bmross.net>
Sent: August 25, 2016 11:32 AM
To: Zirger, Rosi (MTCS)
Subject: FW: Grand Bend Corridor - EA PIC
Attachments: August 24.presentation.pdf; Public Meeting Boards Meeting 1.pdf; Transportation Study Slide.pdf; BR1144_Corridor_2x3L_2015Aerial.pdf

Ms. Zirger:

A copy of the presentation from last night's meeting is attached for your information.

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(CPR) for our publishing activities.

As the curtain fell on the Rio Olympics, we are left to reflect on the good, the bad and the ugly of those Games.

The good is easily defined: the first-rate performances by Canada's athletes, both in competition and in behaviour. On the medal front, the Canadian effort can surely be judged a success. And praise for our women, winning most of the medals and reestablishing this country as a power in swimming.

As for the bad, the decision to allow various Russian athletes to compete despite state-sponsored drug cheating at its own Games in Sochi was a shameful disgrace. Then, the host country announces the Paralympics will be severely curtailed because they've run out of money. Then, the ugly sight of athletes involved

Meanwhile, the local crowds, not content with cheering on their own heroes, thought it sporting to hurl abuse at anyone challenging a Brazilian for a medal.

Which brings us suitably to Calgary and the city's cautious first steps toward a bid for the Winter Games in 2026.

"From almost the moment that I was elected mayor, six years ago almost, citizens have been coming to me saying, 'it's time,'" said Mayor Naheed Nenshi in deciding to spend \$5 million to explore the opportunity.

"It's time in the worldwide Olympic movement; it's time in the sport history of this city, and it's time in the cultural history of this city for us to bid for another Olympic Games."

We echo those sentiments, even during these tough economic times. We expect this feasibility study will be thorough and

Bridging the gap

It's taken a long time to get to this point, but there is a consensus with the people Grand Bend, tourists and the MTO, that something needs to be done about the bridge at the main intersection.

The bridge was built in the early 1960s. It was the first of its kind and built to last. As it is today, the Bend was busy in the Sixties and a new bridge was necessary. Fast forward more than five decades and it is time for a change. Overdue in fact.

The flow of traffic makes this tourist haven a place that is difficult to get to - difficult to move from place to place and difficult to leave. Whether it is your mission to get to the beach, the grocery stores, or even the post office - it is not an easy task.

Last week a public information session with BM Ross gave residents an

Sands of Time

Lynda Hillman-Rapley
Editor, Lakeshore Advance



opportunity to voice their concerns. From the congestion at the lights to the safety issues at the Tim Hortons corner many concerns came to light. The fact that Main Street east is becoming or will become in the next few years a secondary major core brought stern suggestions they think about the future when

the event would mirror that cost consciousness.

The excesses of Sochi should no longer provide the standard for choosing venues. We have seen too much strutting and preening nationalism, inevitably leading to a legacy of empty, crumbling shell facilities.

Such excess didn't happen in 1988. Countless Albertans and visitors enjoyed those Games, which made a profit of \$140 million and left legacy facilities such as the Olympic Oval, Canmore Nordic Centre and Canada Olympic Park, which are still in active use.

The volunteer spirit is still deeply rooted in the Prairie nature. Can anyone imagine Calgarians booing a competitor because failure might lead to a Canadian gold?

Some will say we don't need another Olympics. Perhaps, but ask instead whether the Olympics might instead need Calgary.

they are making their decisions.

The meeting was positive because because everyone, including the Ministry realizes there is a need for change. The message from those at the helm indicated a feeling of 'when' and not 'if' there will be construction. They sought out options that the public wants and

mayor Bill Weber went so far as suggesting construction begins in September 2017.

Reconstruction of the bridge not only means a better flow of traffic - but better economic development -- tourists and locals would be able to enter and exit Highway 21 businesses and have an opportunity get out of traffic to shop the main strip. They are planning on expanding the traffic study to assess corridor issues and hopefully that addresses everyone's concerns. See full story on page 3.

lakeshoreadvance.com

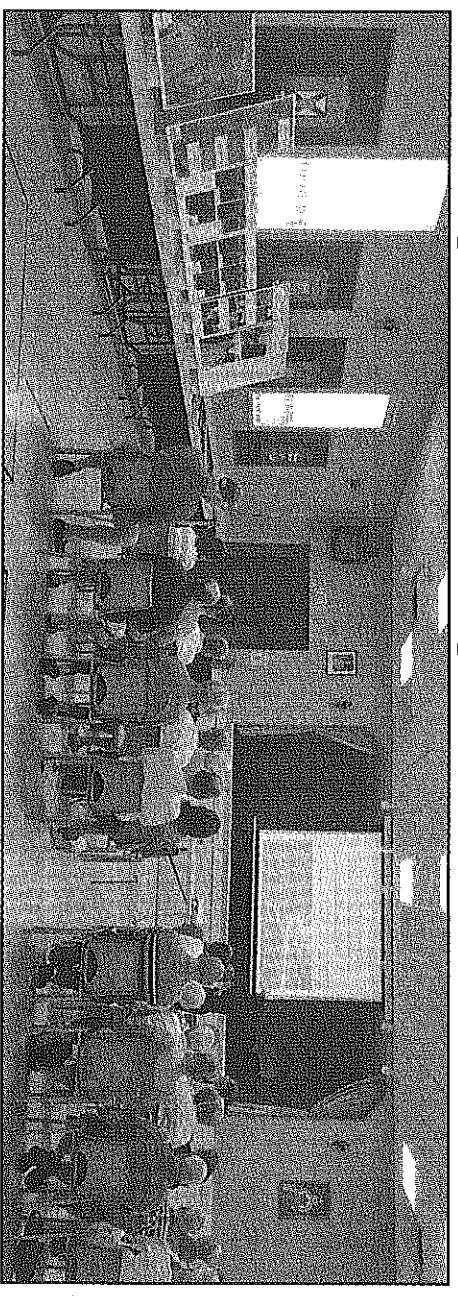
Concerns of aged Grand Bend bridge discussed at public information centre

Lynda Hillman-Rapley
Lakeshore Advance

It was a positive public information centre last week where residents, engineers and municipal staff came together to discuss next steps for the aging bridge on Highway 21 at Grand Bend's main intersection.

In May 2015 council accepted the Goderich-based consulting firm's \$31,200 proposal to provide a traffic study and preliminary engineering for the

By the numbers
New Bridge \$ 6.0 million +
Widen Bridge \$ 2.4 m
Widen Bridge and add one lane north Lane \$ 2.6 m
Widen Bridge & Realign Rd \$ 1.9 m
By-Pass Route \$ 4.0 m+
Preliminary Costs
include an allowance for engineering and approvals but not for property acquisition if necessary.



Ontario Street (Highway 21

connecting link) corridor and bridge. The consulting firm's assigned task is to review records of those complaints, complete a traffic study to capture typical and peak summer traffic conditions, develop alternatives to correct the identified traffic conditions, recommend a preferred solution, prepare conceptual design options, identify advantages and disadvantages and develop probable cost estimates for each of the identified solutions and then a Municipal Class Environmental Assessment process with public engagement. That EA meeting was held last week at the Grand Bend legion.

Ken Logtenberg and Kelly Vader consultants from BM Ross addressed historical problems of traffic flows, parking and pedestrian conflicts. The issues stem from the connecting link section of this highway that begins at Merry Raggs, south of the Bend and ends north to the boundary of the former boat store. This provincial highway corridor is owned and maintained by Lambton Shores.

The bridge that spans the Parkhill Creek. The concrete post tension frame bridge was constructed in 1963 (first of a kind looped cable bridge) and Vader said there is no record of previous major rehabilitation. Logtenberg said the bridge is in good condition considering its age.

Steve McAuley, Lambton Shores Director of Community Services said the Ministry of Transportation (MTO) suggested they not just look at the intersection but to look beyond to the entire corridor. He said MTO understands the problems and want everything taken into consideration when making their decisions. McAuley also said with new

technology, there are more possibilities when it comes to synchronizing the lights. There were residents and businesses from Highway 21 south who said it is not only hazardous and "near impossible" getting in and out of an entrance because of the slow flow of traffic, they were hoping this was also being taken into consideration when decisions were being made.

In their problem summary they listed concerns that there is only one crossing of the river available for vehicular and pedestrian traffic volumes in the community. "There are significant traffic congestion and delays on

Ontario Street, especially for northbound traffic on week-ends and especially long weekends. There is high volume of pedestrian traffic needs to be addressed. Traffic delays are an inconvenience to the public and slow response times for emergency vehicles. And the existing corridor may be too narrow to accommodate bike lanes or more traffic lanes," said Logtenberg.

As for potential improvements, the consultants said if the bridge is widened to accommodate more lanes of traffic, their option included an exclusive northbound right turn lane. They could widen the bridge to provide a five lane cross-section. They would use the dedicated northbound lane to separate the left turn and the right turn lanes (there would be three northbound lanes.

Option two was an additional northbound through lane. They would widen the bridge to provide a five lane cross section with three northbound lanes to include a left turn lane, a dedicated northbound through lane, and a shared northbound/right turn lane requiring the implementation of an addi-

tional receiving lane.

In their Class EA study alternatives for the bridge they could replace the bridge with a new structure capable of conveying greater traffic volumes. They could widen the bridge to accommodate great volumes of traffic or they could do nothing.

In corridor alternatives they could modify the lane configuration along corridor. Or they add or extend additional traffic lanes and/or bike lanes to the corridor. They could construct a by-pass around Grand Bend to divert through traffic around the community or they could do nothing.

Other potential issues included private property impacts at the bridge site and along the corridor. There are parking impacts on the north section of Highway 21 associated with parking impacts on north section of Highway 21 associated with widening the bridge and realigning the road. Future growth could cause issues if they are addressed in this process. Sidewalk and railing configuration as well as Accessibility for Ontarians with Disabilities Act (AODA) must be addressed.

The communication at both the afternoon and evening sessions brought forward same long standing concerns.

It was suggested by both Jim McCoy of Sea Jewels and Glen Baillie of Baillie's Framing that in the decision making process, they pay attention to future development of Main Street east. "Area growth will be a factor in vehicular and pedestrian traffic going forward," said McCoy adding with the Community Health Centre, Sobey's, Shoppers Drug Mart, Pet Smart and the LCBO already big drawing cards, with new residential at this location, the traffic flow will be "even worse."

The majority at the afternoon meeting stated they wanted the turning lane, referred to as the 'suicide lane' removed. They were informed the only reason that lane was implemented was a trade off to get the lights at Lake Road. Robin Loader said it is a small minority of people who actually know how to use this turning lane.

Marianne Traub, who lives adjacent to the flashing lite, said the flashing light at the beer store is "ridiculous and

in the wrong location." She asked why it was not erected further north at either Oak Street or maybe closer to the busy trailer park just north of Tim Hortons. She said most people will walk the short distance to the intersection lights instead of using this light and in many cases cars don't slow down or stop.

Another grave concern was the dangers and frustration of the Jim Hortons (Oak Street corner). Residents said it "almost impossible to get from Oak street to Ontario Street and "even more dangerous if you are trying to get in or out of Village Gate," the subdivision across from Tim Hortons. Since this location is part of the connecting link residents asked the consultants to look into this aspect of their project. River Road exit and entrance of Highway 21 was also a concern.

Most people at the information session said they want two lanes going north and two lanes going south. Some suggested an addition to those four lanes were a

north and a south left turning lane to main street. McCoy suggested it is necessary for economic development to get those "frustrated" drivers off the highway in a more expedient fashion so they can go downtown to check out the stores and eateries. "When they finally do get to the lights they hit that gas pedal and can't wait to get out of the here, and as a retailer, we have lost them as a customer."

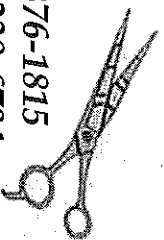
Mayor Bill Weber said this process is years late and he would like to see construction begin in September 2017.

Next Steps

BM Ross will collect feedback from residents/agencies/aboriginal communities following the initial consultation phase. They will collect feedback from the public meeting and continue to consult with stakeholders. They will expand the traffic study to assess the corridor issues and continue with the review of alternatives based on feedback received from these consultations.

New Stylist in Town

SALON 21

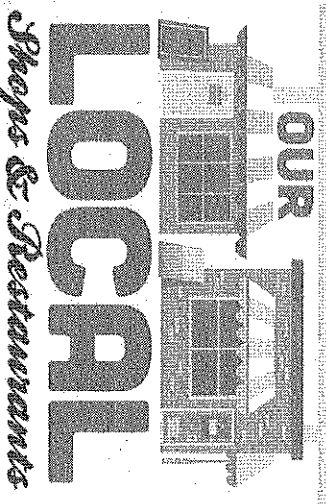


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Kelly Vader

From: Kelly Vader <kvader@bmross.net>
Sent: September 19, 2016 10:43 AM
To: (sauguenmetisadmin@bmts.com)
Subject: Class EA to Address Traffic Congestion in Grand Bend
Attachments: August 24presentation.pdf; Public Meeting Boards Meeting 1.pdf

Hi George:

Attached is the presentation material from the Public Meeting held on August 24th for the Grand Bend Bridge EA. Sorry this is a bit late getting to you.

Take as long as you need to review and let me know if you have any questions.

Kelly Vader, MCIP, RPP
B. M. Ross and Associates Limited
Engineers and Planners
62 North Street
Goderich, ON N7A 2T4

Ph: (519) 524-2641
Fax: (519) 524-4403
kvader@bmross.net
www.bmross.net

April 25, 2018

<First Nations>

**RE: Class Environmental Assessment to Address Congestion Along
the Ontario Street Corridor (Community of Grand Bend)
Municipality of Lambton Shores – Project Update**

The Municipality of Lambton Shores, in cooperation with the Provincial Ministry of Transportation, initiated a Class Environmental Assessment (Class EA) process in July 2016 to consider alternatives to address ongoing traffic congestion along the Ontario Street corridor through Grand Bend. As part of the investigations, a Traffic Operations Study was completed by Paradigm Transportation Solutions Ltd, which examined existing traffic and pedestrian activities and evaluated various alternatives to address the deficiencies.

The Class EA process is now nearing completion and the Municipality has identified the preliminary preferred alternatives to address the congestion problems along the corridor. A Public Information Meeting has been scheduled for June 4th, 2018 to seek additional input from residents and project stakeholders. We are also seeking input from Aboriginal Communities and from regulatory review agencies on the preferred options before finalizing the Environmental Assessment process.

A) Class EA Alternatives

A description of the alternatives that were included in the assessment are described below. The alternatives that have been recommended for implementation have been highlighted.

Primary Bridge Alternatives:

- 1) Construct a new bridge
- 2) **Widening the bridge with a new deck - Preferred**
- 3) Do nothing

Detailed Design Alternatives for new Bridge Deck

- 1) **Provide multi-use lanes on both sides of the bridge - Preferred**
- 2) Provide bicycle lanes along edge of driving lanes
- 3) Provide a multi-use lane on one side and sidewalk on the other side.

Primary Road Corridor Alternatives:

- 1) Add another Northbound lane (5 lanes total)
- 2) **Switch the Two Way Turning Lane to a Northbound Lane (4 lanes total) - Preferred**
- 3) Construct a By-Pass around Grand Bend to divert through Traffic around the Community
- 4) Do Nothing, keep lane configuration the same

Detailed Design Alternatives for Road Corridor:

- 1) **Provide multi-use lanes on both sides of the road corridor - Preferred**
- 2) Provide bicycle lanes along edge of driving lanes
- 3) Provide a separated bike & pedestrian lane on both sides of the corridor
- 4) Provide a wider multi-use lane on one side and sidewalk on the other side.

B) Public Information Centre:

As noted above, a Public Information Centre (PIC) has been scheduled to advise stakeholders of the current status of the project and to receive additional input from interested parties before finalizing the plans. Details of the meeting are included below:

Date: Monday, June 4, 2018
Time: 3:00pm-5:00pm and 7:00pm-9:00pm
Location: Grand Bend Legion, 20 Municipal Drive, Grand Bend

Your community was contacted previously in regards to this Class EA process due to the possibility that you have an interest in this project. If you are unable to attend the meeting, but would still want to review the information, the presentation material can be forwarded for your information. Following the PIC, comments will be received until July 6, 2018.

Please contact the undersigned directly if you have any questions or want to receive the presentation material.

Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
 Kelly Vader, RPP, MCIP
 Environmental Planner

KV:hv
 Encl.

cc. Stephen McAuley, Municipality of Lambton Shores

MUNICIPALITY OF LAMBTON SHORES
CLASS EA TO ADDRESS TRAFFIC CONGESTION
ALONG THE ONTARIO STREET SOUTH CORRIDOR IN GRAND BEND
PROJECT BR1144

ABORIGINAL CIRCULATION LIST: PROJECT UPDATE LETTER

Chief Thomas Bressette

Chippewas of Kettle and Stony Point First Nation
6247 Indian Lane
RR #2 Forest, ON N0N 1J0

Chief Joanne Rogers

Aamjiwnaang First Nation
Aamjiwnaang Administration Office
978 Tashmoo Ave.
Sarnia, ON N7T 7H5

Bkejwanong Territory
Walpole Island First Nation

Chief Dan Miskokomon

R.R. #3
Wallaceburg, ON N8A 4K9

Chippewas of the Thames First Nation

Chief Myeengun Henry

320 Chippewa Road
Muncey, ON N0L 1Y0

Chief Randall Phillips

Oneida Nation of the Thames
2212 Elm Ave
Southwold, ON N0L 2G0

Munsee-Delaware Nation

Chief Roger Thomas

RR#1
Muncey, ON N0L 1Y0

Historic Saugeen Métis
204 High Street, Box 1492
Southampton, ON N0H 2L0

Great Lakes Métis Council
Peter Cature, President
380 9th Street East
Owen Sound, ON N4K 1P1

Métis Nation of Ontario
Suite 1100 – 66 Slater Street
Ottawa, ON K1P 5H1

Kelly Vader

From: Chris Hachey <hsmasstlrcc@bmts.com>
Sent: May 1, 2018 9:26 AM
To: kvader@bmross.net
Subject: Request for Comments - Lambton Shores - Ontario Street Project Class EA

Your File: BR1144
Our File: Lambton County (Project)

Ms. Vader,

The Historic Saugeen Metis (HSM) Lands, Resources and Consultation Department has reviewed the relevant documents and have no objection or opposition to the proposed development, land re-designation, zoning, land severance, Official plan and/or Zoning By-law Amendments.

Thank you for the opportunity to review this matter.

Regards,

Chris Hachey

Assistant Coordinator, Lands, Resources and Consultation

Historic Saugeen Métis
204 High Street
Southampton, Ontario, N0H 2L0
Telephone: (519) 483-4000
Fax: (519) 483-4002
Email: hsmasstlrcc@bmts.com

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April 25, 2018

<Agency>

**RE: Class Environmental Assessment to Address Congestion Along
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Yours very truly

B. M. ROSS AND ASSOCIATES LIMITED

Per _____
Kelly Vader, RPP, MCIP
Environmental Planner

KV:hv
Encl.

cc. Stephen McAuley, Municipality of Lambton Shores

MUNICIPALITY OF LAMBTON SHORES

MUNICIPAL CLASS EA TO ADDRESS TRAFFIC CONGESTION
ALONG THE ONTARIO STREET SOUTH CORRIDOR (GRAND BEND)
FILE NO. BR1144

REVIEW AGENCY CIRCULATION LIST – Project Update Letter

REVIEW AGENCY	INVOLVEMENT
Ministry of the Environment & Climate Change (EA Coordinator) - Southwest District Office - London	Mandatory Contact
Ministry of Transportation, London Office Att: Ray Kellestine, Regional Operations Officer	Impact on Transportation
Ministry of Natural Resources and Forestry (District Planner) - Aylmer District Office	Potential Impact upon Natural Environment
Ministry of Tourism, Culture and Sport (Toronto)	Potential Impact upon Heritage Features
Ausable Bayfield Conservation Authority	Potential Impact on Environmental Features
Ontario Provincial Police Grand Bend Detachment	General Information - Traffic
Municipality of Bluewater	Adjacent Municipality
Municipality of South Huron	Adjacent Municipality
Municipality of Lambton Shores	Proponent – File Copy
County of Lambton - Administration - Emergency Services (EMS, Fire Dispatch, CEMC) - Planning and Development Department - County Highways Dept.	General Information
South Huron Fire Department	General Information
Lambton Shores Fire Department	General Information
Huron-Perth Catholic District School Board Mill Street, Dublin, Ontario, N0K 1E0	General Information - Busing
St. Clair Catholic District School Board 420 Creek Street, Wallaceburg, ON N8A 4C4	General Information - Busing
Lambton-Kent District School Board 200 Wellington St, Sarnia, ON N7T 7L2	General Information - Busing

Kelly Vader

From: MNRF Ayl Planners (MNRF) <MNRF.Ayl.Planners@ontario.ca>
Sent: May 11, 2018 3:11 PM
To: kvader@bmross.net
Subject: MNRF Comments: Ontario Street Corridor
Attachments: 2018_SAR Screening Process Technical Bulletin.pdf; 2018-05_SAR Reference Material Memo_AylmerDistrict.pdf; Municipality of Lambton Shores.pdf

**Ministry of Natural
Resources and Forestry**

615 John Street
North
Aylmer, ON N5H 2S8
Tel: 519-773-9241
Fax: 519-773-9014

**Ministère des Richesses
naturelles et des Forêts**

615, rue John Nord
Aylmer ON N5H 2S8
Tél: 519-773-9241
Télé: 519-773-9014



May 11 2018

Kelly Vader,
Environmental Planner
B.M. Ross and Associates Limited

Subject: Class Environmental Assessment to Address Congestion Along the Ontario Street Corridor (Community of Grand Bend)

Dear Ms. Vader,

Ministry of Natural Resources and Forestry (MNRF) Aylmer District received the project update for the Class Environmental Assessment to address congestion along the Ontario Street corridor on April 30th, 2018. Thank for you for circulating this notice to our office, however, **please note that we have not completed a screening of natural heritage (including species at risk) or other resource values for the project at this time.** Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

This response provides information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, and engaging with MNRF Aylmer District for advice as needed.

Natural Heritage & Endangered Species Act

- Please refer to the attached *Species at Risk Reference Guides* for a list of threatened and endangered species that may occur in your area to further inform an initial background information review for your project. Also attached is Aylmer District's *Species at Risk Reference Material Memo* intended to introduce and explain the reference guide that is attached
- Please refer to Aylmer District's *Species at Risk Screening Process Technical Bulletin* (attached) for information about the process for seeking *Endangered Species Act 2007* advice, including the information required and where to submit a request.

Petroleum Wells & Oil, Gas and Salt Resource Act

There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best known data on any wells recorded by MNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at 519-873-4634.

Public Lands Act & Lakes and Rivers Improvement Act

Some Municipal projects may be subject to the provisions of the *Public Lands Act* or *Lakes and Rivers Improvement Act*. Please review the information on MNRF's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: <https://www.ontario.ca/page/crown-land-work-permits>
- For more information about the *Lakes and Rivers Improvement Act*: <https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide>

After reviewing the information provided, if you have not identified any of MNRF's interests stated above, there is no need to circulate any subsequent notices to our office. If you have any questions or concerns, please feel free to contact me.

Sincerely,

Laura Warner
Planning Intern
Ministry of Natural Resources and Forestry, Aylmer District
615 John St. N. Aylmer, ON, N5H 2S8
E-mail: MNRF.Ayl.Planners@ontario.ca

**Ministry of Natural
Resources and Forestry**

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Aylmer ON N5H 2S8
Tél: 519-773-9241
Télé: 519-773-9014



May 2018

Re: Aylmer District Species at Risk Reference Material for Species and Habitat Information

The Ministry of Natural Resources and Forestry (**MNRF**) has created reference material for species at risk (**SAR**) specific to each municipality in Aylmer District. This document is intended to introduce and explain the reference material that is attached.

Intended use of the reference material

- The reference material is targeted towards landowners, municipalities, consultants, and developers in Aylmer District.
- The material is meant to provide awareness of endangered and threatened SAR that have potential to occur in a specific municipality, along with brief descriptions of typical habitat and general survey recommendations for each SAR species.
- It is MNRF's expectation that consultants and their proponents will refer to the reference material prior to completing SAR field assessments, since it outlines MNRF-approved survey protocols that should be followed in order to work towards MNRF Aylmer District's expectations for ensuring due diligence under the [Endangered Species Act, 2007](#) (**ESA**).
- The material is not meant to replace species and/or habitat surveys conducted by a qualified biologist, but help scope the field assessments.
- If you are intending to conduct a project that has known occurrences of SAR or a high likelihood of SAR in the area, MNRF (ESA.Aylmer@ontario.ca) should be contacted early in the process; see our attached SAR Screening Process Technical Bulletin outlining how to submit a screening request.
- During the SAR screening process, MNRF can provide site-specific information regarding:
 - likelihood of SAR species and/or habitat occurring;
 - whether a qualified professional should be retained for field assessments;
 - SAR survey methodologies to demonstrate due diligence under the ESA; and,
 - options to avoid contravening the ESA or ways to acquire approval, if required.

General information and disclaimers

- The [Species at Risk in Ontario \(SARO\) List](#) is prescribed by Ontario Regulation 230/08 issued under the ESA. The ESA provides protection for endangered and threatened species listed on the SARO List, and their habitats. The ESA is a law of General Application that is binding on everyone (e.g. landowners, corporations, municipal and provincial governments) in the province of Ontario and applies to both private and public lands.
- Please note that the province has not been comprehensively surveyed and MNRF data relies on observers to report sightings. As such, the absence of a species from the municipal list does not guarantee the absence of SAR species or habitat in the specific municipality.

- It is important to note that the reference material may be updated annually but MNRF's guidance on SAR occurrences and field assessments can change throughout the year as policies, regulations, survey protocols, SAR data, and other SAR documents are finalized.

Species and habitat information

The Committee on the Status of Species at Risk in Ontario (COSSARO) meets regularly to evaluate species for listing and/or re-evaluate species already listed. As a result, species designations may change that could in turn change the level of protection they receive under the ESA. Additionally, habitat protection provisions for a species may change over time.

- Detailed information on all species on the SARO List can be found on [the MNRF website](#)
- [Ontario Regulation \(O. Reg.\) 242/08](#) should be consulted for a complete and current list of SAR habitat regulations.
- MNRF (ESA.Aylmer@ontario.ca) should be contacted for guidance on identifying habitat for species that do not have habitat regulations, general habitat descriptions, or recovery strategies available.
 - Aylmer District recommends consulting federal recovery strategies if provincial ones are not available (http://www.registrelep-sararegistry.gc.ca/sar/recovery/recovery_e.cfm)

Conducting adequate surveys

- SAR surveys must be undertaken by a qualified professional who has experience with the target species and/or habitat.
- MNRF approvals or authorizations (e.g. permit under clause 17(2)(b) of the ESA or registry under O. Reg. 242/08, authorization under the *Fish and Wildlife Conservation Act*, and an approved animal care protocol) may be required to conduct SAR surveys.
- MNRF has finalized survey protocols for some SAR species, which are specified in the reference material, and these protocols can be obtained from Aylmer District upon request.
- It is strongly recommended that Aylmer District be consulted prior to conducting species surveys to confirm if surveys are necessary to determine if a project may contravene the ESA, and that surveys are conducted using appropriate methods and effort.

Additional information sources

The reference material was populated using Natural Heritage Information Centre (NHIC) data and additional information available to MNRF Aylmer District. There are additional sources of SAR information, including for species of special concern and provincially rare species that both receive consideration under the [Provincial Policy Statement \(2014\)](#), such as:

- [Your local Conservation Authority](#)
- [Land Information Ontario](#)
- [Ontario Make a Natural Heritage Map tool](#)
- [Fisheries and Oceans Canada](#)
- [Breeding Birds of Ontario](#)
- [eBird](#)
- [Ontario Reptile and Amphibian Atlas](#)

Technical Bulletin: Aylmer District Species at Risk Screening Process

This technical bulletin outlines the process for engaging the Ministry of Natural Resources and Forestry (**MNRF**) Aylmer District Office regarding the *Endangered Species Act, 2007* (**ESA**).

The ESA provides protection for species listed as Endangered or Threatened on the [Species at Risk in Ontario List](#). Individuals receive protection under Section 9 and their habitat is protected under Section 10. The ESA is a law of general application that is binding on everyone in the province of Ontario, and applies to both private and public lands. MNRF Aylmer District provides review of a project's compliance under the ESA by responding to species at risk (**SAR**) information requests (Stage 1) and project screening requests (Stage 2) only when both of the following conditions are met:

1. The request comes directly from the property owner or their delegate (e.g. consultants) on their behalf; and,
2. A specific project/activity is proposed by the property owner.

MNRF Aylmer District Contact Information

All ESA-related requests must be submitted to MNRF Aylmer District via our ESA inbox at ESA.Aylmer@ontario.ca

NOTE: MNRF response time is between 8 and 10 weeks after receipt of all required information, due to the high volume of requests received.

Stage 1: Information Request

To ensure due diligence under the ESA, MNRF encourages property owners and/or their delegates proposing to conduct site alteration (such as construction, vegetation/debris removal, site grading, etc.) to request SAR information from Aylmer District prior to beginning site alteration and/or conducting SAR surveys. For MNRF to respond to an information request, the following information is required:

- Proponent information (name, mailing address, and email address);
- Property location and mapping (municipal address and/or lot and concession);
- Digital photos of the property, including the vegetation on-site, if available;
- General description of all proposed activities and extent of development footprint (e.g. residential, driveway, vegetation clearing). Maps / site layout drawings are beneficial;
- Current state of vegetation, property maintenance/management (e.g. frequency of mowing), and recent property landscape history / changes (i.e. for the last five years);
- Timing and duration of proposed activities;
- Copies of past correspondence with MNRF about the property, if applicable; and,
- Status of municipal planning or Environmental Assessment process, if any.

Once the above information has been provided, MNRF will review available SAR data to determine if SAR species and/or their habitat(s) are known or likely to occur on or in the general area of the property. MNRF's response will be one of the following:

1. There is a **low** likelihood for SAR species and/or habitat to occur and/or be impacted
 - Further project screening / comment from MNRF will not be needed unless recommendations to avoid impacts cannot be followed or significant changes to the project are made (e.g. natural vegetation proposed to be removed).
2. SAR species and/or habitat are **known** to occur on or near the property, or there is a **high** likelihood for SAR species and/or habitat to occur
 - MNRF may recommend that field assessments by a qualified biologist are needed to determine whether the proposed project may contravene the ESA.
 - It is expected that the retained qualified biologist will use the information provided by MNRF to scope and design the field assessments, including identifying appropriate species-specific survey methodologies and timing.
 - MNRF can provide guidance on field assessments (i.e. protocols or proposed work plans). Some field assessment methodologies may require MNRF authorizations under the ESA and the *Fish and Wildlife Conservation Act*.
 - After field assessments have been completed, proceed to Stage 2.

NOTE: MNRF strongly recommends that no on-site activity (i.e. site alteration, vegetation/debris removal, etc.) occur until Stage 2 is complete, in order for proponents to demonstrate due diligence and remain in compliance with the ESA. Failure to comply with this recommendation could result in a contravention of the ESA and possible compliance / enforcement action.

Stage 2: Project Screening / IGF Review

Following MNRF's recommendations, a qualified biologist should complete appropriate field assessments and submit the results in an [Information Gathering Form \(IGF\)](#) to initiate a project screening request.

Link to IGF:

<http://www.forms.ssb.gov.on.ca/mbs/ssb/forms/ssbforms.nsf/MinistryResults?Openform&SRT=T&MAX=5&ENV=WWE&STR=1&TAB=PROFILE&MIN=018&BRN=21&PRG=31>

MNRF will review the IGF to determine whether the project is likely to contravene the ESA (Section 9 and/or Section 10). MNRF's response will be one of the following:

1. Contravention under the ESA is **not likely** to occur:
 - A response will be provided, which could include recommendations necessary to avoid impacts to SAR; or,
2. Contravention under the ESA is **likely** to occur:
 - MNRF will recommend options for seeking approval under the ESA, such as applying for a permit or assessing eligibility for alternative regulatory processes. Please be advised that applying for a permit does not guarantee approval and processes can take several months before a permit may be issued.

Municipality of Lambton Shores

Municipal Species at Risk Reference Guide



Birds

Acadian Flycatcher	Endangered	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Occupies a broad spectrum of deciduous and mixed woodlands of variable size across its breeding range. Refer to the Provincial Recovery Strategy (2016). https://www.ontario.ca/page/acadian-flycatcher	<u>Timing Windows</u> Migratory bird that may be present in Ontario from April through September.	<u>Survey Protocol</u> Follow Breeding Bird Survey Protocol as applicable, conducting three rounds of surveys during the breeding window. http://www.ec.gc.ca/reom-mbs/default.asp?		
Bank Swallow	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Bank swallows nest in burrows in natural and human-made settings where there are exposed and inclined areas of erodible substrate like silt or sand, such as banks of rivers and lakes, roadsides, aggregate pits, and stock-piled materials. Refer to the Provincial Recovery Strategy (2016) and contact ESA.Aylmer@Ontario.ca for the General Habitat Description (not yet available online). https://www.ontario.ca/page/bank-swallow	<u>Timing Windows</u> Migratory bird most commonly seen in Ontario from April through September.	<u>Survey Protocol</u> Survey for burrows in potential habitat features and identify habitat according to the species general habitat description. Follow Breeding Bird Survey Protocol to assess habitat occupancy, conducting three rounds of surveys during the breeding window. http://www.ec.gc.ca/reom-mbs/default.asp?		
Barn Owl	Endangered	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input checked="" type="checkbox"/>	General Habitat Protection <input type="checkbox"/>
<u>Habitat Information</u> Barn Owls are known to nest in both natural structures (e.g. hollows in trees or banks) and human-made structures (e.g. nest boxes, barns and other shelters with access). Refer to the Provincial Recovery Strategy (2010) and Ontario Regulation 242/08. https://www.ontario.ca/page/barn-owl	<u>Timing Windows</u> May be present year-round. Egg dates recorded in Ontario have occurred from March through October.	<u>Survey Protocol</u> No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.		
Barn Swallow	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Barn Swallow nests in Ontario are commonly situated inside or outside of buildings and other man-made shelters, under bridges and piers and in road culverts. Refer to the Provincial Recovery Strategy (2014) and the General Habitat Description. https://www.ontario.ca/page/barn-swallow	<u>Timing Windows</u> Migratory bird most commonly seen in Ontario from April through September.	<u>Survey Protocol</u> Survey structures for the presence of nest cups. Identify habitat according to the species general habitat description. http://www.ec.gc.ca/reom-mbs/default.asp?		

Bobolink	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Nests in grassland-like habitats typically greater than 2 hectares, such as hayfield, pasture, alfalfa, winter wheat, old/overgrown fields, prairie, savannah, and meadow or meadow marsh. Refer to the Provincial Recovery Strategy (for Bobolink and Eastern Meadowlark; 2013). https://www.ontario.ca/page/bobolink		<u>Timing Windows</u> Migratory bird most commonly seen in Ontario from May to September.		<u>Survey Protocol</u> Contact ESA.Aylmer@ontario.ca to obtain a copy of the MNRF draft Bobolink breeding survey protocol (2011).
Cerulean Warbler	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Typically occur in mature deciduous woodlands. Has been found breeding in tracts as small as 10 hectares in Ontario. Refer to COSEWIC Assessment and Status Report (2010). https://www.ontario.ca/page/cerulean-warbler		<u>Timing Windows</u> Migratory bird most commonly seen in Ontario from May to August.		<u>Survey Protocol</u> Follow Breeding Bird Survey Protocol as applicable, conducting three rounds of surveys during the breeding window. http://www.ec.gc.ca/reom-mbs/default.asp?
Chimney Swift	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> They typically nest and roost in chimneys and other man-made structures. Can also nest in hollow trees or tree cavities. Refer to COSEWIC Assessment and Status Report (2007) and the General Habitat Description. https://www.ontario.ca/page/chimney-swift		<u>Timing Windows</u> Migratory bird most commonly seen in Ontario from mid-April to mid-October.		<u>Survey Protocol</u> Follow the Ontario Swift Watch Protocol by Bird Studies Canada (2015). Identify habitat according to the general habitat description. http://www.bsc-eoc.org/volunteer/ai/resour
Eastern Meadowlark	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Breed primarily in grassland-like habitats, such as pastures and hayfields (including alfalfa), meadow and meadow marsh, old/overgrown fields, prairie, savannah, weedy borders of croplands, roadsides, orchards, golf courses, and other open areas, typically greater than 3 hectares. Refer to the Provincial Recovery Strategy (for Bobolink and Eastern Meadowlark; 2013). https://www.ontario.ca/page/eastern-meadowlark		<u>Timing Windows</u> Migratory bird most commonly seen in Ontario from March through October.		<u>Survey Protocol</u> Contact ESA.Aylmer@ontario.ca to obtain a copy of the MNRF draft Eastern Meadowlark breeding survey protocol (2013) .
Eastern Whip-poor-will	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>

Habitat Information

Generally nest in areas with a mix of open and forested areas, such as savannahs, sand barrens with scattered trees, sparse conifer plantations, open early-successional woodlands or mature woodlands with openings. Refer to the Proposed Federal Recovery Strategy (2015) and the General Habitat Description.

<https://www.ontario.ca/page/eastern-whip-poor-will>

Timing Windows

Migratory bird most commonly seen in Ontario from April through September.

Survey Protocol

Contact ESA.Aylmer@ontario.ca to obtain a copy of the MNRF draft Eastern Whip-poor-will breeding survey protocol (2012) .

Least Bittern

Threatened

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Found in marshes, often where vegetation cover is interspersed with areas of open water. They can be found in smaller isolated marshes though most known occurrences are in larger wetlands. Refer to the Provincial Recovery Strategy (2016).

<https://www.ontario.ca/page/least-bittern>

Timing Windows

Migratory bird most commonly seen in Ontario from May through September.

Survey Protocol

Follow the National Least Bittern Survey Protocol, CWS Technical Report Series no. 519 (2011). Contact ESA.Aylmer@ontario.ca for more information if needed.

Loggerhead Shrike

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Generally prefer a combination of pasture or other grassland with scattered low trees and shrubs. They build their nests in small trees or shrubs with preference for dense or thorny bushes.

<https://www.ontario.ca/page/loggerhead-shrike>

Timing Windows

Return late April - early June. Clutch born mid-late June. Fall migration begins August - September.

Survey Protocol

Follow Breeding Bird Survey.

<http://www.ec.gc.ca/reom-mbs/default.asp?>

Louisiana Waterthrush

Threatened

Species Protection ☐

Regulated Habitat Protection ☐

General Habitat Protection ☐

Habitat Information

Generally inhabits mature forests along steeply sloped ravines adjacent to running water. It prefers clear, cold streams and densely wooded swamps. Spends much of it's time in shallow water and on the banks.

<https://www.ontario.ca/page/louisiana-waterthrush>

Timing Windows

Clutch hatches June - July. Migrate south for winter.

Survey Protocol

Follow Breeding Bird Survey Protocol.

<http://www.ec.gc.ca/reom-mbs/default.asp?>

Prothonotary Warbler

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Key features are presence of water near wooded area with suitable cavity nest sites or nest boxes. Nests usually occur near large bodies of standing or slow-moving water, such as seasonally flooded forest, swamps, rivers, streams, ponds, or lakes. Refer to the Provincial Recovery Strategy (2012).

<https://www.ontario.ca/page/prothonotary-warbler>

Timing Windows

Migratory bird most commonly seen in Ontario from May through August.

Survey Protocol

Follow Breeding Bird Survey Protocol as applicable, conducting three rounds of surveys during the breeding window.

<http://www.ec.gc.ca/reom-mbs/default.asp?>

Yellow-breasted Chat

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

A wide variety of early-successional habitats are used (i.e., dense, low deciduous or coniferous vegetation), including early shrubby regrowth on abandoned agricultural fields, power-line corridors, clear-cuts, fencerows, forest edges and openings, and areas near streams, ponds and swamps. Refer to the COSEWIC Assessment and Status report (virens subspecies; 2012).

<https://www.ontario.ca/page/yellow-breasted-chat>

Timing Windows

Migratory bird most commonly seen in Ontario from May through August.

Survey Protocol

Follow Breeding Bird Survey Protocol as applicable, conducting three rounds of surveys during the breeding window.

<http://www.ec.gc.ca/reom-mbs/default.asp?>

Fish and Mussel SAR

Fish and Mussel SAR

**Threatened and
Endangered**

Species Protection ☒

Regulated Habitat Protection ☒

General Habitat Protection ☒

Habitat Information

Consult DFO mapping (<http://www.dfo-mpo.gc.ca/species-especes/fpp-ppp/index-eng.htm>) to determine if species at risk and/or their habitat may be in or near the proposed project area, and contact ESA.Aylmer@ontario.ca (and/or DFO) for site-specific information or advice as applicable.

<https://www.ontario.ca/environment-and-energy/species-risk-ontario-list>

Timing Windows

Survey Protocol

<http://www.dfo-mpo.gc.ca/species-especes>

Herbaceous

American Ginseng

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

American Ginseng typically grows in rich, moist, but well-drained, and relatively mature, deciduous woods dominated by Sugar Maple, White Ash and American Basswood. It usually grows in deep, nutrient rich soil over limestone or marble bedrock. Refer to the general habitat description (2013) and the federal recovery strategy (2015).

<https://www.ontario.ca/page/american-ginseng>

Timing Windows

American Ginseng plants are typically found from May to late September. Refer to protocol for details.

Survey Protocol

Draft Site Occupancy Survey Protocol for American Ginseng in Ontario (2013) - contact MNRF Aylmer District for more information.

Bluehearts

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Found in wet meadow communities between sand dunes, along shorelines where it is associated with plants characteristic of tallgrass prairies (e.g. Butterfly Milkweed, Indian Grass, Little Bluestem, and Big Bluestem). Found along the shore of Lake Huron. Refer to the provincial recovery strategy (2016).

<https://www.ontario.ca/page/bluehearts>

Timing Windows

Flowers mid-July - early September

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Dense Blazing Star

Threatened

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Grows in moist prairies, grassland savannahs, wet areas between sand dunes, and abandoned fields. This plant does not do well in the shade and is usually found in areas that are kept open and sunny by fire, floods, drought, or grazing. Refer to the provincial recovery strategy (2016).

<https://www.ontario.ca/page/dense-blazing-star>

Timing Windows

Flowers from mid-July to mid-September.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

False Rue Anemone

Threatened

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Grows in deciduous forests and thickets with rich, moist soil, often in valleys, floodplains and ravine bottoms. Frequently found close to watercourses within mature forests with lots of maple and beech trees. Found in close proximity to streams on shallow slopes. Refer to the draft federal recovery strategy (2016).

<https://www.ontario.ca/page/false-rue-anemone>

Timing Windows

Flowers in spring, between April and June, bearing fruit from late May to June.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Goldenseal

Threatened

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Grows in rich, moist semi-open to closed areas of deciduous forests. Found at periodically flooded upland sites and in moist lowlands near floodplains. Associated with Red Oak, Sugar Maple, Hawthorns, Shagbark Hickory, Ironwood and Basswood. Typically grows in disturbed areas where trees have fallen, or next to recreational paths or woodland edges. Prefers sandy loam, loam soils or clay soils depending on whether it is growing in an upland or lowland area. Refer to the provincial recovery strategy (2016).

<https://www.ontario.ca/page/goldenseal>

Timing Windows

Flowers April - May; fruit ripens July-August.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Heart-leaved Plantain

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Semi-aquatic plant, found in relatively undisturbed wet woods, often along the rocky or gravelly limestone beds of shallow, slow-moving clear streams. Moisture is generally always present above or just below the soil surface. Common trees associated with this plant are Sugar Maple, Silver Maple, Red Maple, Blue-beech, Shagbark Hickory, White Ash, Black Ash and Basswood. Refer to the provincial recovery strategy (2012).

<https://www.ontario.ca/page/heart-leaved-plantain>

Timing Windows

Flowers in mid-April.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Pitcher's Thistle

Threatened

Species Protection ☒

Regulated Habitat Protection ☒

General Habitat Protection ☐

Habitat Information

Grows in windblown sandy habitats, especially on coastal sand dune ridges, among grasses and other plants. Requires a moderate amount of sand movement, and open, bare areas among the vegetation. Refer to the provincial recovery strategy (2013), Ontario Regulation 242/08 and the habitat protection summary (2015).

<https://www.ontario.ca/page/pitchers-thistle>

Timing Windows

Does not bloom until it is 2-10 years old. When it does flower, it flowers in July.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Insects

Mottled Duskywing

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Prefer habitats such as open barrens, sand patches, woodlands, prairies, riverbanks, and alvars. In Ontario, Mottled Duskywing will only deposit their eggs on New Jersey Tea and Prairie Redroot. Refer to the provincial recovery strategy (2015).

<https://www.ontario.ca/page/mottled-duskywing>

Timing Windows

Egg-laying mid May to late June; second brood emerges mid-July to late August.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Northern Barrens Tiger Beetle

Endangered

Species Protection ☒

Regulated Habitat Protection ☒

General Habitat Protection ☐

Habitat Information

Generally occurs in natural or other openings in sandy woodlands, dunes, and savannah, preferring areas with sparse understorey vegetation including along trails. Refer to the provincial recovery strategy (2011), Ontario Regulation 242/08, and the habitat protection summary (2012).

Timing Windows

2-year spring-fall life cycle: emergence August to September, adults over-winter and re-emerge April to June, followed by mating and egg-laying. Larvae live a year or more before pupating and emerging as adults to complete the cycle.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

<https://www.ontario.ca/page/northern-barrens-tiger-beetle>

Rusty-patched Bumble Bee

Endangered

Species Protection ☒

Regulated Habitat Protection ☒

General Habitat Protection ☐

Habitat Information

Generally found in prairie, savannah, woodland, wetland, grassland, sand dune, old field, and mixed farmland. The most recent sightings have been restricted to the Pinery Provincial Park. Refer to the provincial recovery strategy (2011), Ontario Regulation 242/08, and the habitat protection summary (2013).

Timing Windows

1 year cycle: Queens emerge in April, select nest sites, and lays eggs. In late summer new queens and males are produced, and leave the colony to mate and the queens over-winter.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

<https://www.ontario.ca/page/rusty-patched-bumble-bee>

Lizard

Common Five-lined Skink (Carolinian population)

Endangered

Species Protection ☒

Regulated Habitat Protection ☒

General Habitat Protection ☐

Habitat Information

Common Five-lined Skinks habitat includes sand dunes, savannah, forest clearings and edges. They over-winter in crevices among rocks or buried in the soil. Refer to the provincial recovery strategy (2010), Ontario Regulation 242/08, and the habitat protection summary (2012).

<https://www.ontario.ca/page/common-five-lined-skink>

Timing Windows

Active from April to early October:
Courtship and mating in May, nest site selection in June, Egg-laying and brooding young in July.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Mammals

Eastern Small-footed Myotis

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Will roost in a variety of habitats changing day to day, including in trees or under tree bark, under rocks or in rock outcrops, in buildings, under bridges, etc. Over-winter in caves and abandoned mines.

<https://www.ontario.ca/page/eastern-small-footed-bat>

Timing Windows

Typically over-winter from about October to April.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Little Brown Myotis (formerly little brown bat)

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Roost habitat may include human structures such as houses, bridges, and barns, or natural features such as rock crevices and forests. May over-winter in buildings, caves, or mines. Refer to the draft federal recovery strategy (2015).

<https://www.ontario.ca/page/little-brown-bat>

Timing Windows

They feed at night and are most active in the two or three hours after sunset. Typically over-winter from about October to April.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Northern Myotis (formerly Northern Long-eared Bat)

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Roosts in tree cavities, under tree bark, in natural and artificial crevices such as rock outcrops and roof shingles. Over-winters in caves and mines. Refer to the draft federal recovery strategy (2015).

<https://www.ontario.ca/page/northern-long-eared-bat>

Timing Windows

Typically over-winter from about October to April.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Tri-colored Bat

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Roosts in forests, and maternity colonies may be located in anthropogenic features such as barns and houses. Over-winters in caves and mines. Refer to the draft federal recovery strategy (2015).

<https://www.ontario.ca/page/tri-colored-bat>

Timing Windows

Typically over-winter from about October to April.

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Snakes

Eastern Foxsnake (Carolinian population)

Endangered

Species Protection ☒

Regulated Habitat Protection ☒

General Habitat Protection ☐

Habitat Information

Generally use old fields, prairie, savannah, shorelines, wetlands, rock barrens, dunes, hedgerows, drains and canals, as well as anthropogenic features such as old foundations, bridges, and wells. Refer to the provincial recovery strategy (2010), Ontario Regulation 242/08, and the habitat protection summary (2012).

Timing Windows

Egress from over-wintering sites usually occurs from April to mid May, mating occurs from late May to mid June, egg-laying occurs from late June to mid-July, and hatching occurs from late August to early October. Ingress to over-wintering sites usually occurs in September and October.

Survey Protocol

Survey Protocol for Ontario's Species at Risk Snakes (December 2016) - contact ESA.Aylmer@Ontario.ca for more information

<https://www.ontario.ca/page/eastern-foxsnake>

Eastern Hog-nosed Snake

Threatened

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Generally use sandy beaches and dunes, wetlands, forests, forest edges, and meadows. Refer to the provincial recovery strategy (2011).

Timing Windows

Emergence in April. Mating occurs in spring and late summer. Eggs are laid in June and July. Hatching occurs between late August and mid September.

Survey Protocol

Survey Protocol for Ontario's Species at Risk Snakes (December 2016) - contact ESA.Aylmer@Ontario.ca for more information

<https://www.ontario.ca/page/eastern-hog-nosed-snake>

Queensnake

Endangered

Species Protection ☒

Regulated Habitat Protection ☒

General Habitat Protection ☐

Habitat Information

Queensnake is an aquatic species that is seldom found far from water. Prefers rivers and riverbanks, streams, and lakes, with the presence of crayfish. Over-wintering sites include abutments of old bridges and crevices in bedrock. Refer to the provincial recovery strategy (2011), Ontario Regulation 242/08, and the habitat protection summary (2013).

Timing Windows

Emerges from over-wintering beginning mid April; Mating in May and September; Young born between July and September; Returns to over-wintering site early to mid October

Survey Protocol

Contact ESA.Aylmer@Ontario.ca for the Survey Protocol for Queensnake (August 2015).

<https://www.ontario.ca/page/queensnake>

Trees

American Chestnut	Endangered	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> In Ontario, it is only found in the Carolinian Zone between Lake Erie and Lake Huron. American Chestnut grows alongside Red Oak, Black Cherry, Sugar Maple, American Beech and other deciduous tree species. Refer to the provincial recovery strategy (2012). https://www.ontario.ca/page/american-chestnut-species-risk		<u>Timing Windows</u> Trees typically flower in late May to early July. Nuts mature by mid-October.		<u>Survey Protocol</u> No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.
Butternut	Endangered	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Butternut usually grows alone or in small groups in forests and woodlands. It prefers moist, well-drained soil and is also found on well-drained gravel sites. This species does not do well in the shade, and often grows in sunny openings and near forest edges. Refer to the provincial recovery strategy (2013). https://www.ontario.ca/page/butternut-species-risk		<u>Timing Windows</u> Flowers from April to June. Fruits reach maturity during the month of September or October in the year of pollination and usually remain on the tree until after leaf fall.		<u>Survey Protocol</u> A certified butternut health assessor must assess Butternut trees. Contact ESA.Aylmer@Ontario.ca for more information.
Dwarf Hackberry	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
<u>Habitat Information</u> Generally occurs on dry, sandy areas near lakeshores, inland dunes, ridge tops, alvars, sand dunes, and savannas. Refer to the provincial recovery strategy (2013). https://www.ontario.ca/page/dwarf-hackberry		<u>Timing Windows</u> Flowers small and obscure. Fruiting occurs in fall and fruit often persists late into the season.		<u>Survey Protocol</u> No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.
Eastern Flowering Dogwood	Endangered	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input checked="" type="checkbox"/>	General Habitat Protection <input type="checkbox"/>
<u>Habitat Information</u> Grows in deciduous or mixed forests, open woodlands, forest edges, floodplains, slopes, bluffs, ravines, roadsides, hedgerows, and along drains. Refer to the provincial recovery strategy (2010) and Ontario Regulation 242/08. https://www.ontario.ca/page/eastern-flowering-dogwood		<u>Timing Windows</u> Flowering occurs from mid-May to early June, as the leaves begin to develop. The fruits mature in August and September.		<u>Survey Protocol</u> No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Turtles

Blanding's Turtle	Threatened	Species Protection <input checked="" type="checkbox"/>	Regulated Habitat Protection <input type="checkbox"/>	General Habitat Protection <input checked="" type="checkbox"/>
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Habitat Information

Blanding's Turtle lives in shallow water, usually in large wetlands and shallow lakes with lots of water plants. May travel long distances from nearest waterbody, usually while searching for mates or traveling to nesting or overwintering sites. Hibernates in the mud at the bottom of permanent water bodies from late October until the end of April. Refer to the general habitat description (2013) and the draft federal recovery strategy (2016).

<https://www.ontario.ca/page/blandings-turtle>

Timing Windows

Mating prior to and right after overwintering, typically in April to early May, and from the end of August to end of October. Eggs are laid in from late May to early July, with hatchlings emerging in throughout September and October. Overwinter from October to April.

Survey Protocol

Survey Protocol for Blanding's Turtle (*Emydoidea blandingii*) in Ontario (August 2015) - contact MNRF Aylmer District for more information.

Spiny Softshell

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Found in large lakes, rivers, creeks, drainage ditches, ponds, but can also occur in marshes, ponds, oxbows as well as wetlands and ponds next to large bodies of water. Overwinter in aquatic habitat in underwater hibernacula, often in the stream or lake they spend the majority of time during active season. Nest in areas of sand/gravel substrate with low vegetation density and slope. Refer to the draft federal recovery strategy (2016).

<https://www.ontario.ca/page/spiny-softshell>

Timing Windows

Active from late March/early April to October. Mate in spring (late April or May) after emergence. Nests from early June to mid-July. Hatchlings emerge in late summer. Overwintering starts in mid-October (females) and end of November (males).

Survey Protocol

No standardized species protocol available; contact ESA.Aylmer@Ontario.ca to request specific advice on conducting adequate surveys for your project.

Spotted Turtle

Endangered

Species Protection ☒

Regulated Habitat Protection ☐

General Habitat Protection ☒

Habitat Information

Semi-aquatic preferring ponds, marshes, bogs and even ditches with slow-moving, unpolluted water and abundant supply of aquatic vegetation. Other aquatic habitat can include vernal pools, seeps, sloughs, creeks, stormwater ponds, sheltered edges of bays, channels and drainage ditches. Strong preference for marsh meadows as well. Nests will be found in well-drained, sunny locations that are bare or have sparse vegetation. Hibernates in wetlands or seasonally wet areas associated with structures including overhanging banks, hummocks, tree roots, or aquatic animal burrows. Refer to the draft federal recovery strategy (2016) for more information.

<https://www.ontario.ca/page/spotted-turtle>

Timing Windows

Overwinters in underwater hibernacula for 7 to 8 months of the year, from mid-September/October to mid-late April. Basks in April. Mates begins in early spring as soon as ice/snow melt and can occur from late May through to early July.

Survey Protocol

Survey Protocol for Spotted Turtle (*Clemmys guttata*) in Ontario (August 2015) - contact MNRF Aylmer District for more information.

This report was produced May, 2018

Please refer to the associated Municipal Species at Risk Reference Material Memo for instructions on how to use this guide.

The Committee on the Status of Species at Risk in Ontario (COSSARO) meets regularly to evaluate new species for listing and/or re-evaluate species already on the SARO List. As a result, species designations may change, which could in turn change the protection they receive under the ESA and whether proposed projects may have adverse effects on SAR. Habitat protection provisions for a species may also change if a species-specific habitat regulation comes into effect, or as new general habitat guidance is developed based on the best available information. Additionally, the province has not been comprehensively surveyed and MNRF data relies on observers to report sightings. As such, the absence of an occurrence does not indicate the absence of SAR species or habitat, and new occurrence information may affect whether a proposed project may contravene the ESA.



July 19, 2018

Reference Number: 19116

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

RE: Class EA to Address Congestion on the Ontario Street Corridor, Community of Grand Bend – PIC #2

Dear Ms. Kelly Vader,

LEA Consulting Ltd. (LEA) was retained by Choice Properties REIT (Choice) to monitor a Municipal Class Environmental Assessment (EA) Study to address traffic congestion along the Ontario Street corridor within the Community of Grand Bend. Our client's property is located at 98 Ontario Street South (No Frills Plaza) in Grand Bend.

In summary, Choice is concerned with the recommended Preferred Corridor Alternative as the publicly accessible information in support of the Preferred Corridor Alternative is insufficient in accessing the traffic impacts to the No Frills driveway and a lack of formal evaluation matrix presented at the Public Meetings.

By the way of this letter, Choice is requesting for added traffic analysis related to the traffic impacts expected related to the removal of the dedicated left-turn lane into the No Frills located at 98 Ontario Street South. Furthermore, the EA should identify any mitigation measures and its impacts to the property.

Background

PIC #1

The first public consultation (PIC #1) was held on August 24, 2016, which presented four corridor alternatives based on the Initial Traffic Study prepared by Paradigm entitled *Ontario Street Bridge, Grand Bend – Traffic Operations Study*, dated February 2016. The four corridor alternatives include:

- Alternative 1: Add another northbound lane (5 lanes total)
- Alternative 2: Switch the two-way turning lane to a northbound lane (4 lanes total)
- Alternative 3: Construct a by-pass around Grand Bend to divert through traffic
- Alternative 4: Do nothing

However, the Initial Traffic Study only assessed the traffic operations at the Main Street/Ontario Street intersection and did not evaluate the corridor alternatives of adding or modifying the lane configurations along Ontario Street. Given that the Initial Traffic Study only focused on one intersection, an Updated Traffic Study was completed in October 2017 entitled *Ontario Street, Grand Bend – Improvement Opportunities and Priorities*.

There were no Preferred Alternative selection nor evaluation criteria presented in PIC #1.



Council Meeting, March 27, 2018

An Updated Traffic Study with an expanded study area to outline opportunities for improving traffic operations along the entire Ontario Street corridor was prepared. It is our understanding, based on this added information and feedback from PIC#1, a recommendation was made to council to select Alternative 2 as the Preferred Corridor Alternative.

At the council meeting, a presentation to Council was prepared by BM Ross and Associates Ltd. in selecting Alternative 2. It is our understanding that no decision was made by Council.

PIC #2

A PIC #2 was held on June 4, 2018 to present the Preferred Alternative and the Detailed Design Option. The Preferred Alternative proposes to convert the existing two-way left-turn lane on Ontario Street into a northbound lane resulting in a four-lane cross-section with two lanes per direction. In addition, five detailed design options were also presented, which contemplated the implementation of multi-use pathways and bicycle lanes. Likewise, a Preferred Option was selected amongst the five detailed design options.

In the presentation material, only costs of the various design alternatives were examined, and no plan views of the recommended alternative were provided. It is uncertain how the Preferred Corridor Alternative would be implemented along the entire corridor.

Feedback of Updated Traffic Study (October 18, 2017)

It is unclear how Alternative 2 was selected as the Preferred Corridor Alternative in PIC #2. The Updated Traffic Study commented on the need for additional analysis if the two-way left-turn lane at the No Frills Plaza is to be converted into a northbound lane. Given the travel patterns for vehicles accessing the No Frills Plaza, the Updated Traffic Study stated that “a southbound left-turn lane has the potential to be warranted” and thus maintaining the southbound left-turn lane should be analyzed. However, there was no turning movement data collected or analyses completed in the Updated Traffic Study. Therefore, no recommendations were provided to address the impacts of removing the two-way left-turn lane along Ontario Street, which significantly affects access to our client’s property. Our client is concerned with the lack of information and analysis provided in support of Alternative 2 given that the Updated Traffic Study clearly indicated that further study is required to determine the appropriate lane configuration and to address these impacts. On the basis of the incomplete conclusions in the Updated Traffic Study, we question how Alternative 2 was selected as the Preferred Corridor Alternative.

Further, the Updated Traffic Study was dated October 18, 2017, but was not finalized at the time of PIC #2 and was only provided to LEA on July 12, 2018. As such, adequate information was not available for public review at the time of PIC #2 when providing comments on the selection of the Preferred Alternative.

Given that the conversion of the two-way left-turn lane into a northbound lane will affect our client’s property and that traffic analyses and recommendations from the Updated Traffic Study are not complete, the evaluation of the corridor alternatives is incomprehensive. In our opinion, the EA did not comprehensively consider the impacts of the alternatives.

Evaluation Matrix

In addition, an evaluation matrix of the corridor alternatives was not provided at PIC #2. It is typical practice to provide a summary of the criteria used in assessing the alternative solutions and how the alternatives compare based on predetermined criteria. It is recognized that an evaluation matrix was completed for only the detailed design alternatives but not the corridor alternatives. We question how Alternative 2 was identified as the Preferred Alternative in the absence of an evaluation matrix, which should apply to both the corridor alternatives and detailed design



alternatives when identifying the Preferred Alternative and Detailed Design Option. Without this data, insufficient information was presented in the EA to determine the Preferred Corridor Alternative and Detailed Design Option.

Conclusion

In the absence of detailed traffic recommendations addressing the impact of the proposed lane configuration modifications and a comprehensive evaluation matrix for the corridor alternatives, we are uncertain as to how the Preferred Corridor Alternative was selected at PIC #2. The Updated Traffic Study has identified the need for additional analysis for converting the two-way left-turn lane at the No Frills Plaza, however these impacts have yet to be addressed or documented in the selection of Alternative 2. There is insufficient information provided to the public to support the selection of the Preferred Corridor Alternative and how it impacts the properties along the Ontario Street corridor.

Should you have any questions regarding this letter, please do not hesitate to contact Kenneth Chan at kchan@lea.ca or 289-846-5307.

Yours truly,

LEA CONSULTING LTD.

Kenneth Chan, P.Eng., PTOE, PMP

Vice President, Transportation Engineering and Planning

cc: Peter Kulkarni (CHP)

MUNICIPALITY OF LAMBTON SHORES
CLASS ENVIRONMENTAL ASSESSMENT TO ADDRESS TRAFFIC
CONGESTION ALONG THE ONTARIO STREET CORRIDOR
(COMMUNITY OF GRAND BEND)

NOTICE OF STUDY COMPLETION

THE PROJECT:

The Municipality of Lambton Shores, in cooperation with the Provincial Ministry of Transportation, initiated a Class Environmental Assessment (Class EA) process in 2016 to consider alternatives to address ongoing traffic congestion along the Ontario Street corridor through Grand Bend. Continued traffic congestion along the corridor, particularly during peak tourist periods, has necessitated an examination of options aimed at improving the flow of traffic through the area.

Following an examination of various alternatives for the bridge crossing, including, i) Construction of a new bridge, or ii) replacement of the bridge deck with a wider deck and bridge substructure, the Municipality is proposing to Alternative II) replace the existing bridge deck with a new wider deck and bridge substructure. The new bridge deck will accommodate 5 lanes of traffic, including 2 southbound lanes, a left turn lane, a dedicated northbound through lane, and a combination through and right turn lane. The study also evaluated various options to improve bicycle and pedestrian opportunities along the corridor. The preferred alternative, to install multi-use paths on both sides of the corridor, will provide improved pedestrian and cycling opportunities along the entire corridor.

THE ENVIRONMENTAL SCREENING PROCESS:

The planning for this project is following the planning process established for Schedule 'C' activities under the Municipal Class Environmental Assessment (Class EA) document. Schedule 'C' projects are approved following the completion of all 5 phases of the Class EA process. The purpose of the Class EA is to identify any potential environmental impacts associated with the proposal and to plan for appropriate mitigation of any impacts. The environmental assessment process has now been completed. There were no negative impacts identified with the project that could not be mitigated.

PUBLIC INVOLVEMENT:

For further information on this project, please contact the project engineers: B.M. Ross and Associates Ltd., 62 North Street, Goderich, Ontario, N7A 2T4. Telephone: 1(888)524-2641. Fax: (519) 524-4403. Attn: Kelly Vader, Environmental Planner (e-mail: kvader@bmross.net). The Environmental Study Report (ESR) will be available for review on-line at www.lambtonshores.ca and at the following location during normal business hours: Grand Bend Municipal Office, 4 Ontario St N, Grand Bend, ON N0M 1T0

If environmental concerns regarding the project cannot be resolved through discussions with the Municipality of Lambton Shores, a person may request a Part II Order under the EA Act. To make such a request, a Part II Order Request form must be submitted within 30 calendar days of this notice and sent to 1) the Municipality; 2) Minister, Ministry of the Environment, Conservation and Parks, Floor 11, 77 Wellesley St. W, Toronto ON M7A 2T5 Fax: (416) 314-8452; Minister.MOECC@ontario.ca and 3) Director, Environmental Assessment and Permissions Branch, Ministry of Environment, Conservation and Parks, 135 St. Clair Ave West, 1st Floor, Toronto ON M4V 1P5 MOECCpermissions@ontario.ca. The mandatory form can be found at [http://www.forms.ssb.gov.on.ca/mbs/ssb/forms/ssbforms.nsf/GetFileAttach/012-2206E~1/\\$File/2206E.pdf](http://www.forms.ssb.gov.on.ca/mbs/ssb/forms/ssbforms.nsf/GetFileAttach/012-2206E~1/$File/2206E.pdf) or copies can be obtained by contacting the project contact person as listed above. If no such request is received by **September 14, 2018**, the project will proceed to implementation as planned.

Minister of the Environment, Conservation and Parks
77 Wellesley St. W., 11th Floor, Ferguson Block
Toronto, ON M7A 2T5



This Notice issued August 15, 2018

Stephen McAuley, Director of Community Services

