City of Port Colborne
Council Meeting Agenda

Date:	August 9, 2021
Time:	6:30 pm
Location:	Council Chambers, 3rd Floor, City Hall 66 Charlotte Street, Port Colborne

Pages

1. Call to Order

2. National Anthem

3. Proclamations

4. Adoption of Agenda

5. Disclosures of Interest

6. Approval of Minutes

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10. Delegations

Due to COVID-19 this meeting will be conducted virtually. Anyone wishing to speak to Council is asked to submit a written delegation that will be circulated to Council prior to the meeting. Written delegations will be accepted until noon the day of the meeting by emailing deputyclerk@portcolborne.ca or submitting a hard copy in the after-hours drop box in front of City Hall, 66 Charlotte Street, Port Colborne. Written delegations accepted after this time will be circulated with the minutes and included as public record.

11. Mayor's Report

12. Regional Councillor's Report

13. Staff Remarks

14. Councillors' Remarks

15. Consideration of Items Requiring Separate Discussion

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19.3. By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne 369

20. Confidential Items

Confidential reports will be distributed under separate cover. Items may require a closed meeting in accordance with the Municipal Act, 2001.

21. Procedural Motions

22. Information items

23. Adjournment

City of Port Colborne

Council Meeting Minutes

Date:	**Monday, July 26, 2021**
Time:	**6:30 pm**
Location:	**Council Chambers, 3rd Floor, City Hall** **66 Charlotte Street, Port Colborne**

Members Present:	M. Bagu, Councillor E. Beauregard, Councillor R. Bodner, Councillor G. Bruno, Deputy Mayor (presiding officer) F. Danch, Councillor D. Kalailieff, Councillor H. Wells, Councillor
Member(s) Absent:	A. Desmarais, Councillor W. Steele, Mayor
Staff Present:	A. LaPointe, Acting Director of Planning and Development/City Clerk S. Luey, Chief Administrative Officer C. Madden, Deputy Clerk (minutes) B. Boles, Director of Corporate Services/Treasurer C. Kalimootoo, Director of Public Works S. Lawson, Fire Chief

1. Call to Order

Deputy Mayor Bruno called the meeting to order.

2. National Anthem

3. Proclamations

4. Adoption of Agenda

Note: Items 7.5 and 19.3 were withdrawn from the agenda at the request of staff.

Moved by Councillor D. Kalailieff
Seconded by Councillor M. Bagu

That the agenda dated July 26, 2021 be confirmed, as amended.

Carried

5. Disclosures of Interest

5.1 Councillor H. Wells - Port Colborne Municipal Drain Meeting to Consider, 2021-211

The Councillor has a direct pecuniary interest as his property lies within the watershed of the Port Colborne Municipal Drain.

5.2 Councillor H. Wells - By-law to Provide for a Section 4 and Section 78 Engineer's Report for Drainage Works on the Port Colborne Municipal Drain

The Councillor has a direct pecuniary interest as his property lies within the watershed of the Port Colborne Municipal Drain.

6. Approval of Minutes

6.1 Regular Meeting of Council - July 12, 2021

Moved by Councillor H. Wells
Seconded by Councillor R. Bodner

That the minutes of the regular meeting of Council, held on July 12, 2021, be approved as presented.

Carried

7. Staff Reports

Moved by Councillor F. Danch
Seconded by Councillor E. Beauregard

That items 7.1 and 7.3 be approved, and the recommendations contained therein be adopted.

Carried

7.1 Recommendation Report for Proposed Zoning By-law Amendment at 650 Lorraine Road, File D14-10-21, 2021-208

That Planning and Development Department Report 2021-208 be received; and

That the Zoning By-law Amendment attached as Appendix A of Planning and Development Report 2021-208 be approved; rezoning the property from Agricultural (A) to APO-64 and Agricultural Residential (AR); and

That Planning staff be directed to circulate the Notice of Passing in accordance with the *Planning Act*.

7.3 COVID Update – July 2021, 2021-207

That Chief Administrative Office Department Report 2021-207 be received for information.

7.2 Ontario Water/Wastewater Agency Response Network (OnWARN) Mutual Aid and Assistance Agreement, 2021-203

Note: Item was withdrawn from the agenda at the request of staff.

8. Correspondence Items

Moved by Councillor F. Danch
Seconded by Councillor E. Beauregard

That items 8.1 to 8.6 be received for information.

Carried

8.1 Niagara Region - 2020 End of Year Growth Report and 5 Year Growth Trend

8.2 Niagara Region - Development Applications Monitoring Report

8.3 Niagara Region - Niagara Watershed Plan

8.4 Niagara Region - 16 Days of Activism Against Gender-Based Violence

8.5 Niagara Peninsula Conservation Authority - Water Quality Monitoring Program Summary Report

8.6 Wainfleet Agricultural Society - Fall Fair 2021

9. Presentations

10. Delegations

11. Mayor's Report

12. Regional Councillor's Report

13. Staff Remarks

13.1 Citizen Board/Committee Recruitment (LaPointe)

The Acting Director of Planning and Development/City Clerk informed Council that recruitment for the City's Citizen Boards and Committees has begun and that applications will be accepted until end of day on Friday August 13, 2021.

13.2 Severe Rainstorm (Kalimootoo)

The Director of Public Works provided an overview of staff's involvement during the severe rainstorm that took place on July 17, 2021 and responded to questions received from Council.

14. Councillors' Remarks

14.1 Washroom for Farmers' Market Days (Kalailieff)

In response to Councillor Kalailieff's inquiry regarding whether a washroom could be made available in City Hall when the Farmers' Market is operating, the Manager of Strategic Initiatives confirmed that he would investigate this matter.

14.2 Pleasant Beach Waste and Recycling Enclosure (Wells)

In response to Councillor Wells' inquiry regarding whether the waste and recycling enclosure at Pleasant Beach is restricted only to residents on the Firelanes, the Director of Public Works confirmed that he would investigate this issue.

14.3 Parking Signs (Wells)

In response to Councillor Wells' concern of parking signs potentially being stolen, the Director of Public Works confirmed that he would investigate this issue.

15. Consideration of Items Requiring Separate Discussion

15.1 Port Colborne Municipal Drain Meeting to Consider, 2021-211

Councillor H. Wells declared a conflict on this item. (The Councillor has a direct pecuniary interest as his property lies within the watershed of the Port Colborne Municipal Drain.)

Moved by Councillor R. Bodner
Seconded by Councillor M. Bagu

That Public Works Department Report 2021-211 be received; and

That the Mayor and Clerk be directed to execute a by-law to provisionally adopt the Port Colborne Municipal Drain Engineer's report, dated April 16th, 2021, prepared by Paul Marsh, P.Eng. of EWA Inc., under Section 78, Chapter D. 17 of the Drainage Act R.S.O. 1990.

That staff be directed to advance the Port Colborne Municipal Drain Engineer's Report to that of the Court of Revision, as per Section 46(1), Chapter D. 17 of the Drainage Act R.S.O. 1990.

That Councillor_____,
Councillor_____ and Councillor
_____be appointed as members of the Port Colborne Municipal Drain Court of Revision and Councillor_____ be appointed as an alternate to be tentatively scheduled for September 29, 2021.

Amendment: Moved by Councillor R. Bodner
Seconded by Councillor M. Bagu

That Public Works Department Report 2021-211 be deferred to the August 9, 2021 Regular Council Meeting.

Carried

a. Delegation from Paul Marsh, P. Eng., EWA Engineering Inc.

b. Delegation material from George and Sandra Beaulieu, residents

c. Delegation material from Jack S. Hellinga, resident

d. Delegation material from Kyle Saulnier, Ontario Ministry of Transportation

e. Delegation material from David and Janet Henderson, residents

f. Delegation material from Betty Konc, resident

15.2 Clerk's, Planning, and Building Update, 2021-210

Moved by Councillor M. Bagu
Seconded by Councillor D. Kalailieff

That Planning and Development Department Report 2021-210 be received for information.

Carried

15.3 Consolidation of Emergency Services Dispatch, 2021-201

Moved by Councillor H. Wells
Seconded by Councillor M. Bagu

That Community Safety and Enforcement Department Report 2021-201 be received;

That Council authorize the Fire Chief to investigate potential options for a dispatching service utilizing the Department's current analog radio system to replace the current service agreement with the City of St Catharines that expires on December 31, 2022; and

That Council authorize the Fire Chief to further investigate the option of switching to a digital format utilizing the P25 system and joining the consolidated dispatching system within the Niagara Region.

Carried

15.4 Parkette at H.H. Knoll Lakeview Park– Concept Plans, 2021-194

Moved by Councillor D. Kalailieff
Seconded by Councillor M. Bagu

That Chief Administrative Office Report 2021-194 be received;

That Council approve the selection of concept plan Option Two for the Parkette at H.H. Knoll Lakeview Park;

That the Manager of Strategic Initiatives be directed to issue a tender to have a contractor complete the work in advance of the 2022 season; and

That Council approve the funding for this project come from the City's Federal Gas Tax Fund allocation and the 2021 Capital Budget Contingency Fund.

Amendment: Moved by Councillor H. Wells
Seconded by Councillor M. Bagu

That Chief Administrative Office Report 2021-194 be referred to the Manager of Strategic Initiatives in order to implement public engagement and bring the results back to Council for consideration.

Carried

15.5 2021 Beach Operations Update, 2021-209

Moved by Councillor R. Bodner
Seconded by Councillor H. Wells

That Corporate Services Department Report 2021-209, 2021 Beach Operations Update be received as information.

Carried

16. Motions

17. Notice of Motions

18. Minutes of Boards & Committees

19. By-laws

Moved by Councillor F. Danch
Seconded by Councillor M. Bagu

That items 19.2, and 19.4 to 19.16 be enacted and passed.

Carried

19.2 By-law to Amend Zoning By-law 6575/30/18 Respecting 650 Lorraine Road

19.4 By-law to Amend By-law 6086/52/14, Being a By-law to Appoint Deputy Treasurers

19.5 By-law to Amend By-law No. 5510/107/10, Being a By-law to Regulate Fences in the City of Port Colborne

19.6 By-law to Amend By-law No. 6574/29/18, Being a By-law to Provide for the Maintenance of Property and Land

19.7 By-law to Amend By-law No. 4588/119/04, Being a By-law to Regulate Noise

19.8 By-law to Amend By-law No. 4299/135/02, Being a By-law Prescribing Standards for the Maintenance and Occupancy of Property within the City of Port Colborne

19.9 By-law to Amend By-law No. 5383/137/09, Being a By-law to provide for the Removal of Snow and Ice from Roofs and Sidewalks

19.10 By-law to Amend By-law No. 4843/68/06, Being a By-law to Regulate Privately Owned Swimming Pools

19.11 By-law to Amend By-law No. 4738/120/05, Being a By-law to Regulate the Erection and Maintenance of Signs and Other Advertising Devices

19.12 By-law to Amend By-law No. 6665/29/19, Being a By-law to Adopt a Policy for Encroachments on Municipal Property

19.13 By-law to Amend By-law No. 6175/01/15, Being a By-law to Authorize and Regulate the Planting, Care, Maintenance and Removal of Trees on or Affecting Property of the City of Port Colborne

19.14 By-law to Amend By-law No. 6613/68/18, Being a by-law for Prohibiting and Regulating the Sale of Fireworks and the Setting off of Fireworks in the City of Port Colborne

19.15 By-law to Amend By-law No. 4930/155/06, Being a By-law to Provide for the Licensing, Control and Regulation of Dogs

19.16 By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne

19.1 By-law to Provide for a Section 4 and Section 78 Engineer's Report for Drainage Works on the Port Colborne Municipal Drain

Councillor H. Wells declared a conflict on this item. (The Councillor has a direct pecuniary interest as his property lies within the watershed of the Port Colborne Municipal Drain.)

Note: Item was withdrawn as a result of the corresponding report being deferred.

19.3 By-law to Authorize Entering into an Agreement with Ontario Water/Wastewater Agency Response Network (OnWARN)

Note: Item was withdrawn from the agenda at the request of staff.

20. Confidential Items

21. Procedural Motions

22. Information items

23. Adjournment

Deputy Mayor Bruno adjourned the meeting at approximately 9:24 p.m.

Gary Bruno, Deputy Mayor

Amber LaPointe, City Clerk

City of Port Colborne

Public Meeting Minutes

Date:	**Monday, July 19, 2021**
Time:	**6:30 pm**
Location:	**Council Chambers, 3rd Floor, City Hall** **66 Charlotte Street, Port Colborne**

Members Present:	M. Bagu, Councillor R. Bodner, Councillor G. Bruno, Councillor D. Kalailieff, Councillor W. Steele, Mayor (presiding officer) H. Wells, Councillor
Member(s) Absent:	E. Beauregard, Councillor F. Danch, Councillor A. Desmarais, Councillor
Staff Present:	A. LaPointe, Acting Director of Planning and Development/City Clerk S. Luey, Chief Administrative Officer C. Madden, Deputy Clerk (minutes) D. Schulz, Planner

1. Call to Order

Mayor Steele called the meeting to order.

2. Adoption of Agenda

Moved By Councillor H. Wells
Seconded By Councillor D. Kalailieff

That the agenda dated July 19, 2021 be confirmed, as circulated.

Carried

3. Disclosures of Interest

3.1 Councillor E. Beauregard - Public Meeting Report for Proposed Zoning By-law Amendment at 607 Barrick Road, File D14-11-21, 2021-204

The Councillor has an indirect pecuniary interest as he is employed by Upper Canada Consultants which are the consultants who worked on this Planning Act application.

4. Statutory Public Meetings

4.1 Public Meeting Report for Proposed Zoning By-law Amendment at 607 Barrick Road, File D14-11-21, 2021-204

Councillor E. Beauregard declared a conflict on this item. (The Councillor has an indirect pecuniary interest as he is employed by Upper Canada Consultants which are the consultants who worked on this Planning Act application.)

Purpose of Meeting

The purpose of this meeting, pursuant to Section 34 of the *Planning Act*, is to consider an application submitted by the agent Matt Kernahan of Upper Canada Consultants on behalf of the owner Kulwant Sodhi for the lands legally known as Part of Lot 31, Concession 3, formerly in the Township of Humberstone, now in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 607 Barrick Road.

The application for Zoning By-law Amendment proposes to change the zoning of Parcel 1 from Residential Development (RD) to First Density Residential (R1). A holding provision is being sought for Parcel 2 in order to restrict development until a Secondary Plan is adopted by City Council. Parcel 2 will remain zoned as Residential Development (RD), with an added holding provision. The Zoning By-law Amendment is being sought to satisfy a condition of a severance under consent application B05-20-PC.

Method of Notice

Notice of the Public Meeting was administered in accordance with Section 34 of the *Planning Act*, as amended, and Section 5 of Ontario Regulation 545/06.

The Notice of Public Meeting was circulated to required agencies, and property owners within 120 metres of the property on June 28, 2021. A Public notice sign was posted on the property by June 29, 2021. Notice was also provided on the City's website under "Current Applications".

As of the date of the meeting, staff received comments from the following members of the public:

- Domenic and Linda Sardella – 531 Barrick Road
- Gary Breda – Bremont Homes Corporation
- Josephine Sardella – 577 Barrick Road
- Lidia Di Lorenzo – 541 Barrick Road

The above-noted property owners submitted the same letter outlining similar concerns. Their concerns are as follows:

> "That if the severance is to commence and whomever owns, lives, or potentially buys the severed lot that they acknowledge and accept that they will not oppose any secondary plan designs prepared prior to or after the date of this approval where the Sardella family has shown on any submitted secondary plans. The access road may be shifted to the east or west of this severed lot and they may not contest or oppose any design submissions." They request this as a condition of approval.

Comments were also received from the Niagara Region. The Region suggested that the City "may wish to consider identifying the studies that will be required for the Secondary Plan as part of the Holding provision. At the pre-consultation meeting, the required studies for the Secondary Plan process included a Planning Justification Report, Archaeological Assessment, Urban Design Brief, Noise Study, Functional Servicing Report, Stormwater Management Report, and an Environmental Impact Study." The Region concludes that "from a provincial and regional perspective, the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and conforms with the Provincial and Regional Plans."

Explanation of Procedure to be Followed

Mr. Schulz advised that the procedure to be followed is to present Planning and Development Department Report 2021-204, hear any

comments from the applicant, receive questions of clarification from Council to the applicant or Planning Staff, open the meeting to the public for comments and questions and announce the requirements under the *Planning Act* for written notice of passage of the proposed zoning by-law amendment.

Presentation of Application for Zoning By-law Amendment

Mr. Schulz presented the following:

The application for Zoning By-law Amendment proposes to change the zoning of Parcel 1 from Residential Development (RD) to First Density Residential (R1). A holding provision is being sought for Parcel 2 in order to restrict development until a Secondary Plan is adopted by City Council. Parcel 2 will remain zoned as Residential Development (RD), with an added holding provision. The Zoning By-law Amendment is being sought to satisfy a condition of a severance under consent application B05-20-PC.

Comments of Applicant

Matt Kernahan presented information pertaining to the subject lands, explained the conditions of the associated consent application B05-21-PC, and explained the details of the proposed Zoning By-law Amendment.

Questions of Clarification to Applicant/Planning Staff

Councillor Bruno asked if all the homes surrounding the subject lands are also zoned as R1. Mr. Schulz responded yes, all properties along Barrick Road that have a single detached dwelling on them are zoned R1.

Councillor Bruno asked Mr. Schulz to clarify what the R1 zone permits. Mr. Schulz responded that the R1 zone permits single detached dwellings and accessory buildings thereto, which includes garages and sheds. He also noted that in all zones that support a dwelling, an accessory unit is permitted in that.

Councillor Bruno asked if an R1 property could be spilt into an apartment and the residence or a Duplex. Mr. Schulz responded no.

Councillor Bruno asked if existing concerns in the R1 zone would be a matter for this evening. Mr. Schulz responded no, existing concerns would be handled by By-law or Planning.

Councillor Bruno said that he had been made aware of some concerns as of the day of the meeting, but could not verify them. He asked if they

would impinge on the application tonight. Mr. Schulz responded no, they would not pertain to this application.

Councillor Kalailieff asked if the property to the West is part of the entire subject parcel. Mr. Schulz confirmed that there is a separate parcel to the West of the subject lands that is vacant.

Councillor Kalailieff asked to clarify that the separate parcel to the West is not owned by the same person who owns the subject lands. Mr. Schulz responded no.

Councillor Kalailieff asked if the separate parcel to the West is needed as an entry way to the parcel behind it. Mr. Schulz responded no, since the entrance that has been left on the subject property (607 Barrick Rd) is wide enough for a municipal road.

Oral Presentations and/or Questions from the Public

Nil.

Announcement Respecting Written Notice of Passage of Zoning By-law Amendment

Mr. Schulz stated, “if you wish to be notified of the approval of the zoning by-law amendment you must make a written request to the Clerk. Only those persons and public bodies that give the Clerk a written request for the notice of the adoption and passing of a zoning by-law amendment will be given notice.”

Explanation of Future Meetings

Mr. Schulz stated, "the proposed Zoning By-law Amendment and recommendation report will return to Council at a later date. That concludes my portion of the public meeting. I will now turn the meeting back to you Mayor Steele to close the public portion of the meeting and receive the report for information."

Moved By Councillor R. Bodner
Seconded By Councillor M. Bagu

That Planning and Development Department Report 2021-204 be received for information.

Carried

a. Delegation from Matt Kernahan, Planning Manager, Upper Canada Planning & Engineering Ltd., applicant

5. Procedural Motions

6. Information Items

7. Adjournment

Mayor Steele adjourned the meeting at approximately 6:50 p.m.

William C. Steele, Mayor

Amber LaPointe, City Clerk

PORT COLBORNE

Subject: **Port Colborne Municipal Drain Meeting to Consider**

To: **Council**

From: **Public Works Department**

Report Number: 2021-211

Meeting Date: August 9, 2021

Recommendation:

That Public Works Department Report 2021-211 be received; and

That the Mayor and Clerk be directed to execute a by-law to provisionally adopt the Port Colborne Municipal Drain Engineer's report, dated April 16th, 2021, prepared by Paul Marsh, P.Eng. of EWA Inc., under Section 78, Chapter D. 17 of the Drainage Act R.S.O. 1990.

That staff be directed to advance the Port Colborne Municipal Drain Engineer's Report to that of the Court of Revision, as per Section 46(1), Chapter D. 17 of the Drainage Act R.S.O. 1990.

That Councillor_____, Councillor_____ and Councillor _____be appointed as members of the Port Colborne Municipal Drain Court of Revision and Councillor_____ be appointed as an alternate to be tentatively scheduled for September 29, 2021.

Purpose:

This report is a follow-up to Council direction to proceed to the "Meeting to Consider", regarding the final delivery of the Port Colborne Municipal Drain Engineer's Report, prepared by EWA Engineering Inc. The purpose of this report is to provide Council with the requisite procedure pertaining to the June 14, 2021, Meeting to Consider and the subsequent Court of Revision.

Background:

Further to Public Works Department Report 2021-148 which presented Council with a history, background and summary of events leading up to the delivery of the final version of the Engineer's Report, the following update is provided.

Following Council's decision, at the June 14, 2021, Council meeting, staff completed a mailing to all property owners and/or entities in the watershed of the notification of this 'Meeting to Consider' and included a copy of the Engineer's Report (on a USB Drive). The notification stated the date of filing of the Engineer's Report with the City Clerk; the name of the drainage works; and the date and time of the Council meeting at which the Engineer's Report would be considered. Instructions were also included regarding date and time to comment on the Report to be submitted to the Clerk's office. This mailing was completed as per the requirements of Sections 41(1) and 41(2) of the *Drainage Act R.S.O. 1990* (the Act).

Discussion:

At this meeting, Council will be provided with a verbal presentation by the Engineer of record, Paul Marsh, P. Eng., of EWA Engineering Inc., outlining the intricacies of the Port Colborne drainage works.

Council will have the opportunity during the Meeting to Consider to review any questions or concerns related to the design or any gross errors in the Engineer's Report that were submitted by the property owners. Should the Meeting to Consider reveal any errors in the Engineer's Report, Council may refer the report back to the Engineer for reconsideration. However, under no circumstances is Council to refer the Report back to the Engineer for any concerns regarding assessments. Concerns related to assessment are a function of the Court of Revision, and this process, under the *Drainage Act*, must occur within 60 days of the Meeting to Consider.

Section 97 of the Act states, the Court of Revision shall consist of three members appointed by the Council of the City of Port Colborne. The three members appointed do not have to be standing members of the current council however they must be eligible to run for council within this municipality. A recommendation to that effect is contained in the recommendation section of this report.

Prior to the Court of Revision, the selected panel members will be provided an agenda, guide and key notes outlining the appeals presented to help them through the process.

An up-to-date Engineer's Report allows for drain maintenance and roadside ditching programs, which allows staff to provide a reasonable level of service moving forward.

Financial Implications:

All upfront administration and financing have already been borne by the City of Port Colborne. All construction costs will be borne by the City of Port Colborne and once the report is adopted and the construction is completed, the financing and cost of the project will be expensed to the City of Port Colborne property owners, according to the assessment schedule contained in the report. There will be some assessment to the general levy for City-owned roads and properties within the watershed.

The total estimated cost of the project is $296,048.10. The estimated portion to the members of the watershed is $212,996.48. The amount of $71,436.69 which is for the Municipal Roads and parcels is to be paid by the general tax base.

The Port Colborne Drain is an example of a drain that is both within the rural storm area and within the urban storm levy area. There are ten properties that are assessed on the drain and located in the storm sewer levy area. Council will receive a further report proposing the treatment of properties in this situation in the near future and these properties will be billed based on Council's policy decision at that time.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Service and Simplicity - Quality and Innovative Delivery of Customer Services

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Conclusion:

That Council approve this report and attached bylaw for the Port Colborne Municipal Drainage works.

Appendices:

a. A copy of the Engineer's Report containing plan and profile of the Port Colborne Municipal Drain

Respectfully submitted,

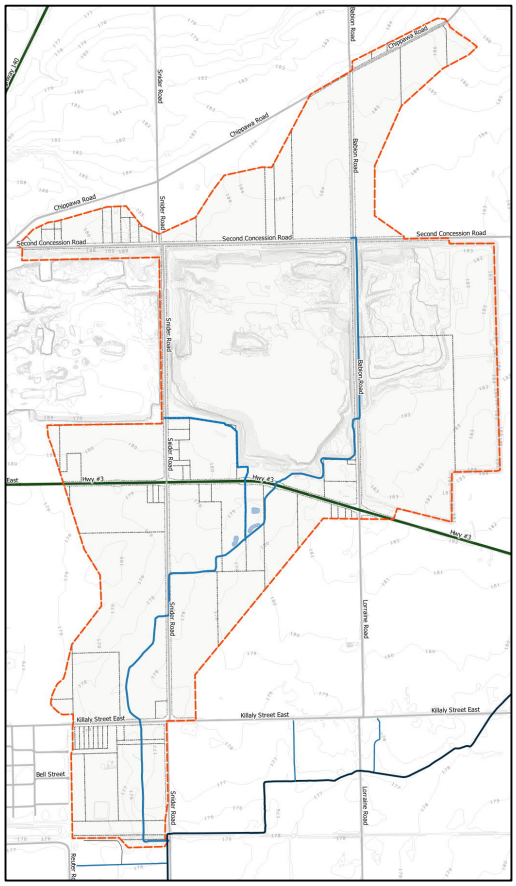
Alana Vander Veen
Drainage Superintendent
905-835-2900 ext 291
Alana.VanderVeen@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final approval is by the Chief Administrative Officer.

Port Colborne Municipal Drain Report

City of Port Colborne



April 16, 2021

Project No: EWA-189999

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Revision and Version Tracking

Title: Port Colborne Drain Report
Submission Date: April 16, 2021

Version #	Issued As:	Prepared by	QA/QC	Editor	Date:
103	Issued For Report	P.Marsh	K. Graham	P.Marsh	Apr 16, 2021
102	Issued For Final Review	P.Marsh	A.Vander Veen		Dec. 7, 2020
101		P.Marsh		P.Marsh	Nov 13, 2020
100	Issued as Final	P.Marsh	A.Vander Veen		May 15, 2020
99	Issued for Final Review	P.Marsh	A. Vander Veen	P.Marsh	Dec. 13, 2019
95	95% Issued For Review	P.Marsh		P.Marsh	April 12, 2019
070	70% Issued For Review	P.Marsh		P.Marsh	
025	25% Outline IFR				Sept. 18, 2018

FileName: 189999_PortColborneDrainReport_v103Final.docx

Seal Page:

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1 Executive Summary

The Port Colborne Municipal Drain is located in the eastern portion of the City of Port Colborne. It has an outlet into the Wignell Drain, immediately south of the Friendship Trail and ends at the Second Concession Road and Babion Rd.

The City of Port Colborne retained Paul Marsh, P.Eng of EWA Engineers Inc. to prepare a Drainage Report under the Drainage Act R.S.O. 1990 for the Port Colborne Drain. See appointment resolution of Council included in Appendix D.

This report includes a description of all work, associated plans, cost estimates, and assessment schedules for the proposed work for the Port Colborne Drain, as well as the proposed Branch Drain. The report has been prepared in accordance with the requirements of the Drainage Act, Chapter D.17 of the Revised Statutes of Ontario, Section 4 and 78. The works are described as predominately maintenance with specific improvements identified.

This report includes drain improvements, including drain maintenance, to ensure suitable channel design flows are achieved and extending the drain to the Second Concession to match the original inflow prior to the expansion of the quarry. The drain improvements have been developed through plan and profile drawings. The drawings include As Constructed data for drain improvements already constructed by the City of Port Colborne in 2016 including re-alignment of the drain south of Highway #3.

The following are summary descriptions of the planned improvements:

1. Extension of the drain along the east side of Babion Rd.
2. Re-laying the culverts at the intersection of Babion Rd. and Second Concession Rd.
3. Using the existing outlet (called Wignell Drain in past reports) for the Port Colborne Branch #1 Drain.
4. Maintenance of the Port Colborne Branch Drain #1 to the Snider Rd. ROW.

The following is a summary of the project financial values as prepared in the attached Assessment Schedule included in Appendix C.

Items	Costs
Port Colborne Drain	
Estimated Construction Costs	$54,068.
Previous Works – completed prior to 2018	$52,212.
Eligible Administration Costs	$170,157.
Calculated Allowances	$939.
Sub-Total Port Colborne Drain	**$277,376.**
Port Colborne Branch #1 Drain	
Estimated Construction Costs	$10,340.
Eligible Administration Costs	$8,052.
Calculated Allowances	$277.
Sub-total Port Colborne Branch #1 Drain	**$18,669.**
Total:	**$296,045.**

The Port Colborne Drain is organized into two distinct catchments as follows:

- Port Colborne Drain serving 327.8Ha, with an open channel drain including private crossings and having a Drain length of 3,368m.
- Branch Drain #1 serving 14.8Ha with an open channel drain length of 823m.

The Port Colborne Drain Assessment Summary is as follows:

Benefit Assessment (Section 22)		
Private Lands	$763.50	
Total - Benefit Assessment (Section 22)		**$763.50**
Outlet Liability Assessment (Section 23)		
Private Lands		
Road Right of Way Lands	$225,489.15	
Total - Outlet Liability Assessment (Section 23)		**$225,489.15**
Special Benefit Assessment (Section 24)		
Port Colborne Drain	$5,600.09	
Total - Special Benefit Assessment (Section 24)		**$5,600.09**
Special Assessments (Section 26)		
City of Port Colborne	$40,448.80	
MINISTRY OF TRANSPORTATION ONTARIO	$5,076.19	
Total: Port Colborne Drain	**$45,525.00**	
Total - Special Assessments (Section 26)		**$45,525.00**
Forecasted Total Drain Assessments		**$277,377.74**

The Port Colborne Branch #1 Drain Assessment Summary is as follows:

Outlet Liability Assessment (Section 23)		
Private Lands	$3,096.49	
Road Right of Way Lands	$1,450.25	
Total - Outlet Liability Assessment (Section 23)		$4,546.74
Special Assessments (Section 26)		
City of Port Colborne	$7,008.46	
MINISTRY OF TRANSPORTATION ONTARIO	$7,115.18	
Total - Special Assessments (Section 26)		$14,123.64
		$18,670.38

This report and the proposed improvements are based on instructions from the City of Port Colborne and in consultation with the local landowners. The cost of these improvements is shared across all areas that use the Drain by way of allowances and assessments consistent with the Drainage Act of Ontario.

2 Introduction

The City of Port Colborne retained Paul Marsh, P.Eng of EWA Engineers Inc. to prepare a Drainage Report under the Drainage Act R.S.O. 1990 for the Port Colborne Municipal Drain formerly the Wignell Municipal Drain.

In addition to the Port Colborne Drain Report, there are other Drain Reports being prepared concurrently and they are:

- Wignell Drain, outlets to Lake Erie across Lakeshore Rd. East and proceeds northerly for 7.2km.

- Michener Drain, outlets to Wignell at 0+010 north of the Lakeshore Rd. East and proceeds northerly for 1.7km, ending south of the Friendship Trail.

The Port Colborne Drain originally had an outlet to Lake Erie but was diverted to the Wignell Drain by a previous Engineer's report. The remaining portion has been referred to as a branch of the Wignell Drain, but by the preparation of this Engineer's Report with a revised Assessment Schedule, it will be recognized as the Port Colborne Drain with an outlet to the Wignell Drain south of the Friendship Trail. This report also recognizes the already existing channel as a Branch Drain west to Snider Rd. called Port Colborne Branch Drain #1. The following Figure presents the proposed drain names and drainage boundaries.

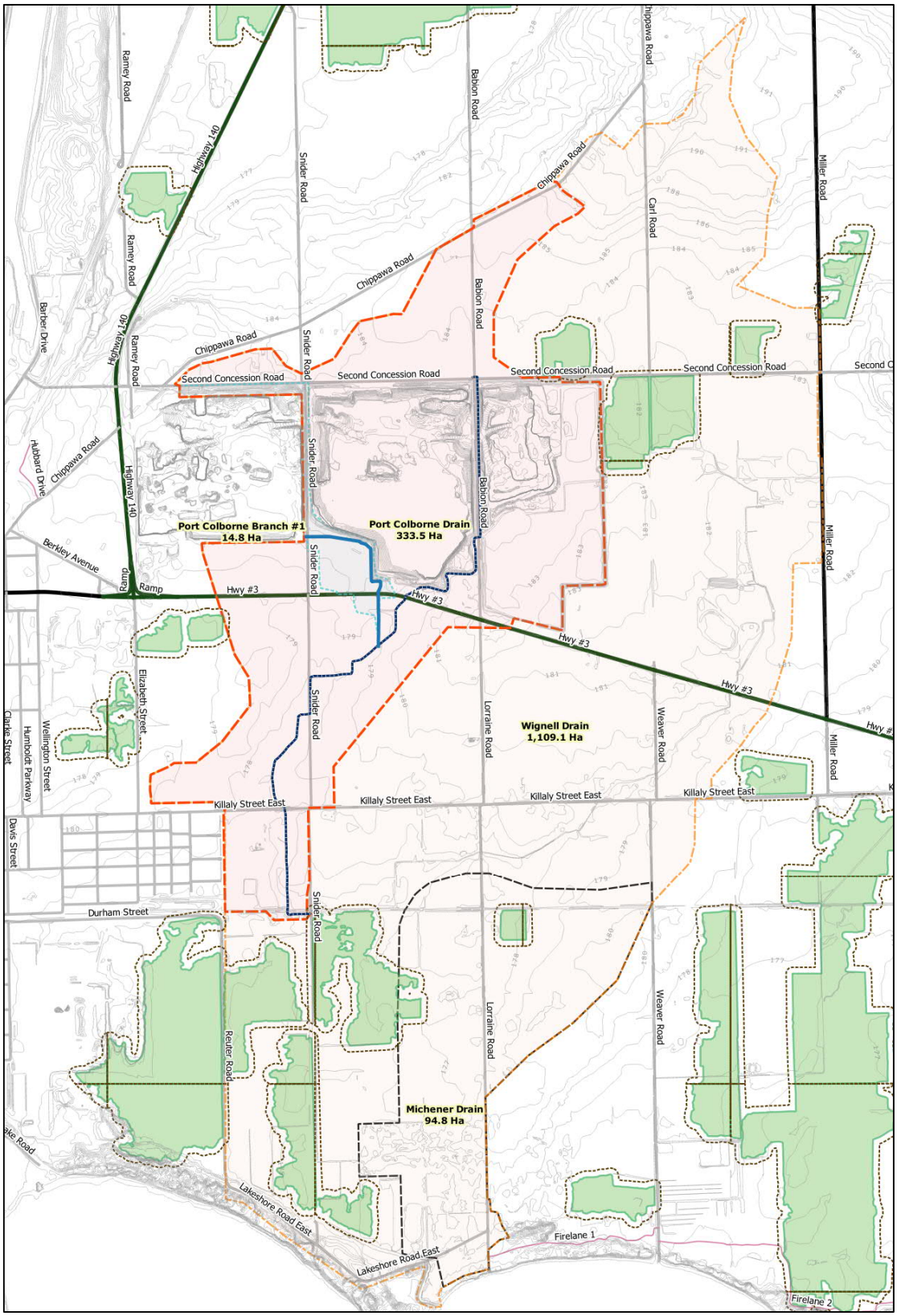


Figure 1 Wignell Watershed; Michener, Port Colborne and Wignell Drains

This report includes a description of all work, associated plans, cost estimates, and assessment schedules for the proposed work on the existing Port Colborne Drain, as

well as for the proposed Branch Drain. The report has been prepared in accordance with the requirements of the Drainage Act, Chapter D.17 of the Revised Statutes of Ontario, Sections 4 and 78.

The proposed improvement work for the Port Colborne Drain is prepared as a Section 78 (1.1) of the Drainage Act. The works are described as maintenance with the exception of re-alignments, which are deemed to be required but not requiring a Section 4 application of the Act. The Port Colborne Branch Drain #1 is prepared as a Section 4 petition by the Road Authority.

2.1 Objective

The Port Colborne Drain already exists and has for many years. Originally known as the Port Colborne Drain, it was renamed and made part of the Wignell/Michener Drain during the 1970s. As of this report, it is being named the Port Colborne Drain again. The objective is to maintain the existing drain in a State of Good Repair (SOGR). The municipal drains have been impacted by changes in land use practices that affect their function. The drain capacity is degraded through growth of vegetation within the banks of the drain.

There are specific new channels proposed to improve drain function recognizing the impacts to the original drain alignments. From Highway #3 to Second Concession is quarry land that has affected the drain alignment with corresponding relocation including quarry boundary and berming.

The Drain channel was relocated to the east side of Babion Road but has not been fully constructed to Second Concession Road. Physical changes to the drain are needed for continued service and proposed improvements have necessitated a new Engineer’s report be prepared under Section 78 of the Drainage Act R.S.O. 1990.

Previous maintenance work conducted in 2016, and other dates, is included in this report and will be assessed as part of the cost of the works.

2.2 Drain History and Past Reports

The Port Colborne Drain Engineer's Report is prepared as follows:

- Baseline Drainage Report; provides an assessment of current drainage problems and identifies the extent of the drainage area to be serviced by the municipal drain. Baseline report includes a history of drainage and presents historical information such as grade lines.

- Wignell Watershed Assessment Report; provides an assessment of existing capacity through the use of hydrologic and hydraulic modelling which identifies the options for resolving problems and recommends a preferred option to improve drainage.

The final Engineer's Report is composed of the two previous reports along with supporting documentation and final drainage cost estimates and assessment schedule or table.

The exact previous alignment of the upper portion of the Port Colborne Drain is not completely clear. With the expansion of the quarry, efforts to abandon portions of the Drain and to re-align the Drain were provided by report to Port Colborne Council, see review in Baseline Report. For this report, based on the information reviewed, the Port Colborne Branch Drain #1 is presumed to have existed previously by drain report. The following figure shows Constructed Drains as presented in the OMAF AgMaps application.

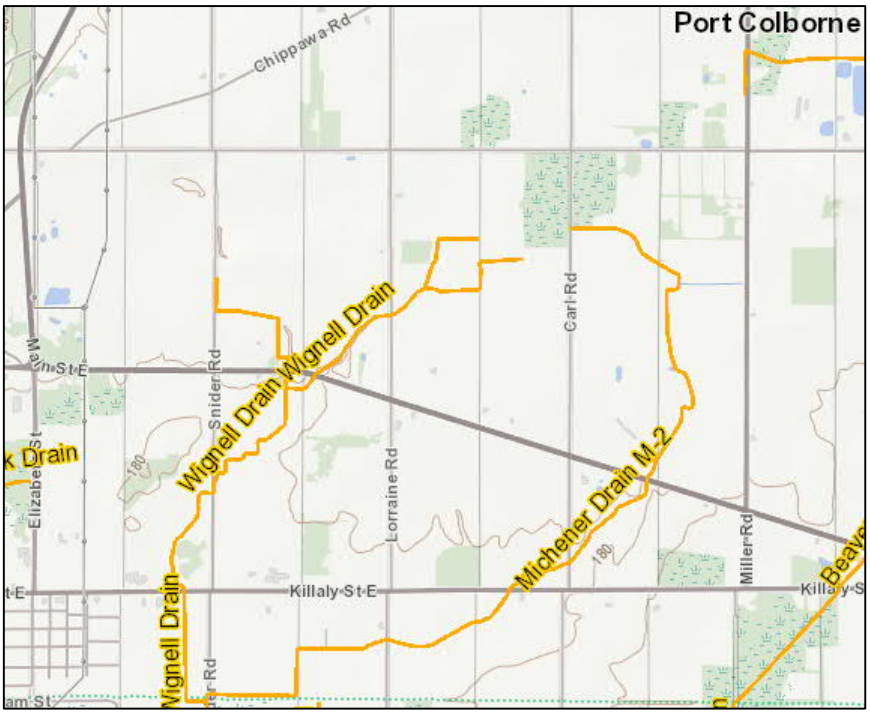


Figure 2 OMAF AgMaps - Constructed Drains

What is clearly shown in the figure are the two (actually three) top branches of the drain. A branch that turns west north of Highway #3 and is shown along the Snider Rd. ROW to a point north along the eastern edge of the roadway. Also a branch that proceeds eastward to Babion Rd (labeled as Lorraine Rd. in the figure) and ending before Carl Rd.

The alignments were substantially changed by report in 1999, in favour of re-alignments to allow the quarry properties to expand rock removal within this area.

2.3 Port Colborne Drain Watershed

The Port Colborne Drain watershed is composed of a single distinct municipal drain that outlets to the Wignell Drain just south of the Friendship Trail.

The Port Colborne Drain serves an area of 327.8 hectares based on the defined drain boundary, refer to Figure 2. The main branch of the drain is 3,368m in length from the drain origin, which is defined as the south end of culvert headwall crossing the Friendship Trail and is 110m to the outlet into Wignell Drain at STA 2+055 for a total main drain length of 3478m.

The watershed boundary is south of Chippawa Rd. with a high point of 190m. The upper portion of the drain is defined to end at the intersection of Babion Rd. and Second Concession Rd. at an approximate elevation of 182m.

- Watershed average fall (slope, height from furthest point in the watershed to lowest point at outlet) is given as 0.32% or 3.17m per 1000m

- Drain average fall (slope) is given as 0.258% or 2.58m per 1000m

It is worth noting that a portion of the upper watershed, the square edge on the west side of the catchment boundary along Snider Road, is removed by a municipal storm sewer that flows west and outlets into the canal.

This slope characterises the Port Colborne Drain as an average sloped watershed, with greater fall than the Wignell Drain at 0.11% average slope. The lower reach of the drain, where it connects to the Wignell Drain, has very little grade and standing water is a common occurrence.

The Port Colborne Drain can be segregated into distinct geographic areas as shown in Figure 3 Drainage Catchment of Port Colborne Drain.

1. The outlet through the Friendship Trail is defined by the low slope and standing water with considerable phragmites growth. This portion of the drain is only 160m in length from the outlet to a point just north of the Friendship Trail.

2. Above the Friendship Trail to Highway #3 Crossing. This section was cleaned and a segment re-aligned by the City of Port Colborne in 2016, as shown in the Baseline Report. The resulting grade line is shown as an “As Constructed” grade line on the Plan & Profile Drawings. There are two constructed wetlands adjacent to the drain. They are located on two properties north of the drain and hydraulically above the drain at STA 1+600 and 1+735 respectively. Two fordings were added to the drain during the 2016 works at STA 1+745 and 1+628, which replaced a culvert in poor condition and with the agreement of the property owner.

3. North of Highway #3, the main channel of the drain follows the edge of the quarry and crosses Babion Rd. to the east side of the ROW. Historically, RV Anderson Drain Report1979, this drain continued east of Babion Rd., but a portion was abandoned by a Drain Report adopted by council in 1999. Since that 1979 report, the channel has been re-routed along Babion Rd. on the west and east side, but not to Second Concession Rd. Currently the channel stops at the Quarry access lanes with an existing culvert underneath the private access road. An existing PVC culvert appears perched and currently blocking the flow path. There’s no defined outlet for the existing culverts located at Second Concession Rd.

4. Two culverts are located at the Second Concession Road; one crossing from east to west of Babion Rd. on the north side of Second Concession (600 HDPE) and a second culvert currently on the west side of Babion Rd. graded to the south but not connecting to the Port Colborne Drain. By this report, the culverts will be reset to provide positive drainage

from west to east and north to south on the north and east sides of the ROW. The Port Colborne Drain will end at the north east corner of the intersection and connect for outlet east of Babion Rd. This change will serve lands to the north of Second Concession Rd. that would otherwise drain south but are blocked by the road and the quarry.

5. The existing channel of the Branch Drain #1 serves west to Snider Rd. at the north edge of the property, ARN = 411000. From the current Highway #3 crossing to a point on Branch Drain #1 roughly at STA 0+480, the drain channel is quite clear and the cross-section well defined. From that point to Snider Rd. ROW, the drain is overgrown with vegetation and the cross-section disappears before the ROW. This section of Branch Drain #1 is to be improved to the edge of the Snider ROW. The portion of the drain shown on Snider Rd. is to be abandoned in favour of municipal roadside swales.

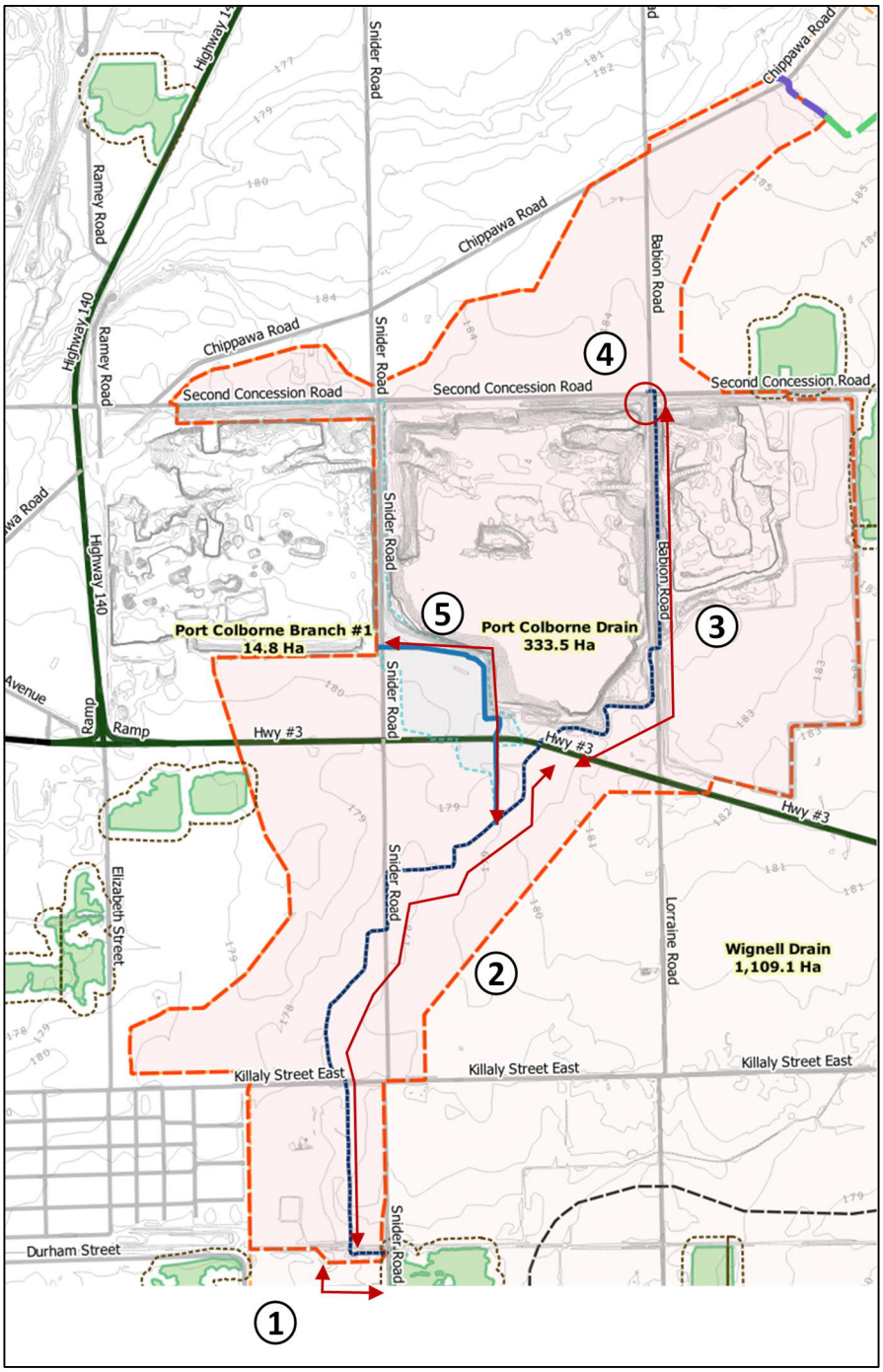


Figure 3 Drainage Catchment of Port Colborne Drain

3 Design Considerations

The analysis of the Port Colborne Drain, part of the Wignell Drain watershed, is based on Hydrologic and Hydraulic analysis to predict runoff flow requirements and to match channel capacity. Water monitoring, gauge measurements, have not been practiced and thus calibration or validation of the computer based model results is limited to historical anecdotal comparisons.

3.1 Watershed Characterization and Use

The Port Colborne Drain watershed is characterized through land use as a design consideration in the following ways:

1. The upper portion of the watershed land use is agricultural with mainly row crops; soya, corn or cereal grains grown. The design service level for agricultural land is flooding with low velocities and drainage of ponding areas over 48 to 72 hours. Drainage is provided to improve working time and an overall goal to reduce the risk of crop drowning.

2. Fringe or rural residential properties are the other major land use with estate sized lots with houses, buildings, wells and septic beds.
   Urban expectations of no ponding on residential lots in rural areas can not be met without extensive costs. Acceptable flooding without damage to property contents is the reasonable design service level similar to agricultural service levels.

3. Gravel and stone quarry operation makes up a significant portion of the drainage area and affects the drain through runoff capture and pumping. The Quarry has several permits to take water granted from the MOE that impact on the function of the drain.

4. Port Colborne Outlet.
   The primary design service level for the outlet is merely to have a positive slope to the Wignell Drain with a clear and clean flow path to outlet.

3.2 Former Drain Changes

The Port Colborne Drain has been in use for a very long time. Over that time, changes have occurred and been abandoned. These changes are described in the Baseline Report. A summary of significant changes are as follows:

- Expansion of the quarry impacting site runoff, changing from stormwater runoff to pumped flow.

- Municipal Drain abandonment:

    - Wignell W1 in 1999 north of Highway #3.

    - Wignell W2a & W2 in 2013 east of Babion Rd.

- Drain Re-alignments:
    - North of Highway #3 and west of Babion Rd. in 1999.
    - South of Highway #3 in 2016
    - Roadside swales along Babion Rd.

3.3 Design

The following describes the design basis for this drain. Descriptions of design criteria are intended to meet the requirements of O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure specifically Table 3.

3.3.1 Criteria

The following section establishes the level of service for the Port Colborne Drain. Channel size is confirmed to be based on a 1 in 5 year return period storm, which is expressed as a design storm as follows:

- 5-year cumulative storm with a total rainfall amount of **68.90 mm** using a Soil Conservation Service (SCS) Type II **24-hr** storm distribution.

The design storm is used to forecast a predicted runoff for identified catchments. Each channel section is designed to convey this runoff.

The existing MTO crossings are to meet the MTO standard criteria of 1:25 year storm. As these are existing crossings with no changes proposed, no analysis of performance is undertaken and available capacity is as it was before this report was prepared. From the original catchments, the quarry lands expansion, previous report abandonments and other watershed changes, the contributory catchments upstream of the MTO crossings are as follows:

- PC1-CS-01; West culvert 1880x1260 (1550x1200) CSPA
    - Original Catchment: 154 Ha
    - Revised Catchment: 14.8 Ha
- PC-CS-04; East culvert, Conc. Box 1200x2400 open bottom
    - Original Catchment: 111Ha
    - Revised Catchment: 61Ha

The Port Colborne Drain outlets to the Wignell Drain and is wholly dependent on the Wignell Drain for sufficient outlet.

3.3.2 Drain Capacity Design

The Wignell Watershed Report describes the modelling used to assess the existing watershed. A revised model was implemented for the design and capacity

determination of the existing channels based on the design drawings attached to this report.

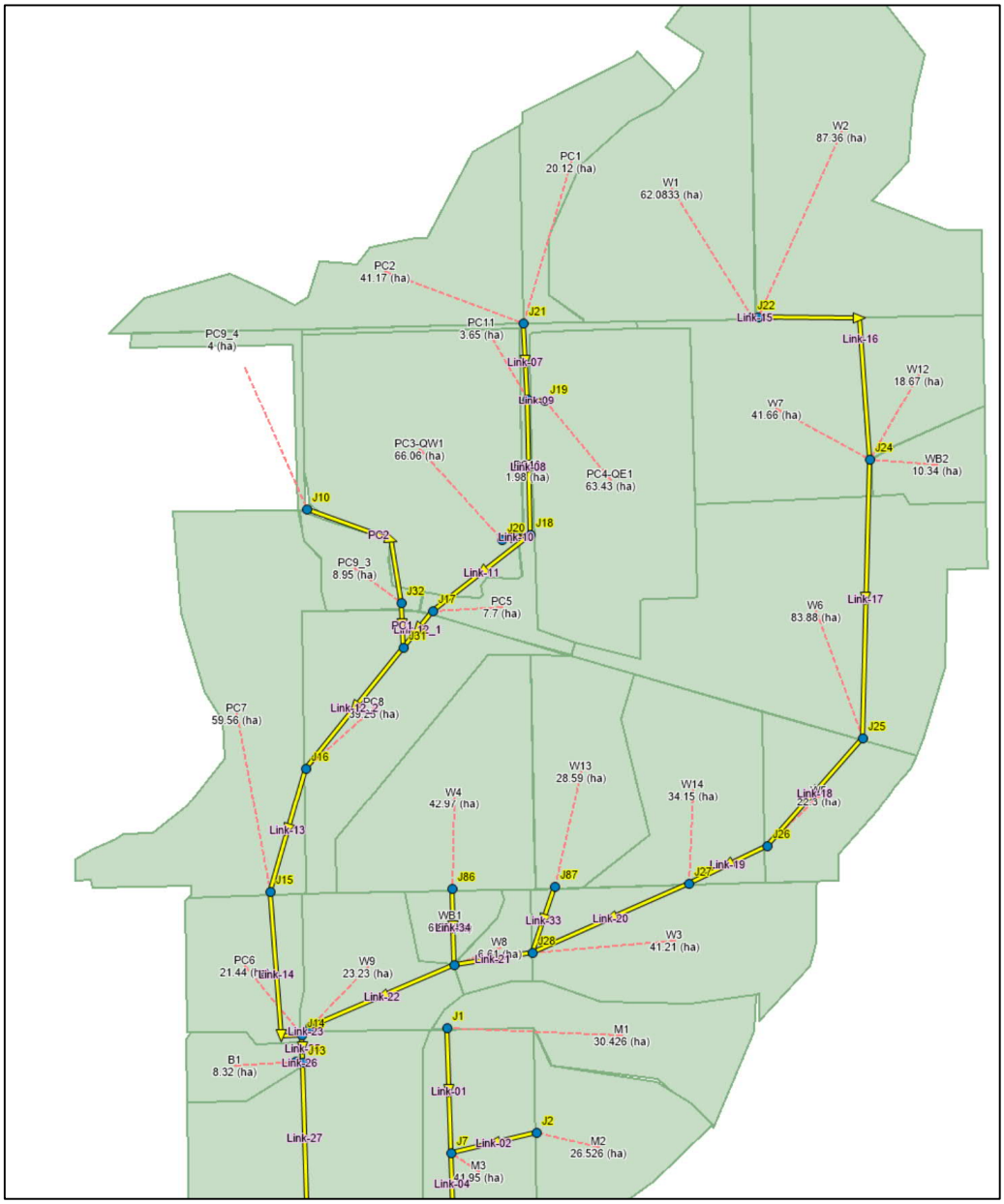


Figure 4: Wignell PC-SWMM Model with Port Colborne

The specific results for the Port Colborne Drain are included in the following table.

The details of the model are included in Appendix D, including the input file.

4 Drain Works Recommendations

The Port Colborne Drain is not a new drain, but an old name for an existing drain. The watershed served has been dramatically altered by the quarry lands and the long term plan for those lands is not referenced in this design. The rest of the watershed is a mixture of rural residential and farm land, which ispredominately row crop.

4.1 Description of the Works

The following presents a program of proposed improvement works for the Port Colborne Drain. As a program, some works are staged at various times and may not proceed in a step-by-step manner, but on an as-and-when available basis that best meets environmental and regulatory requirements.

A significant portion of the works is already complete. The original drain alignment has been compromised by the expansion of the quarry on both sides of Babion Road. A new alignment for the drain extending the open channel to the Second Concession Rd. to provide an outlet for overland flows is required.

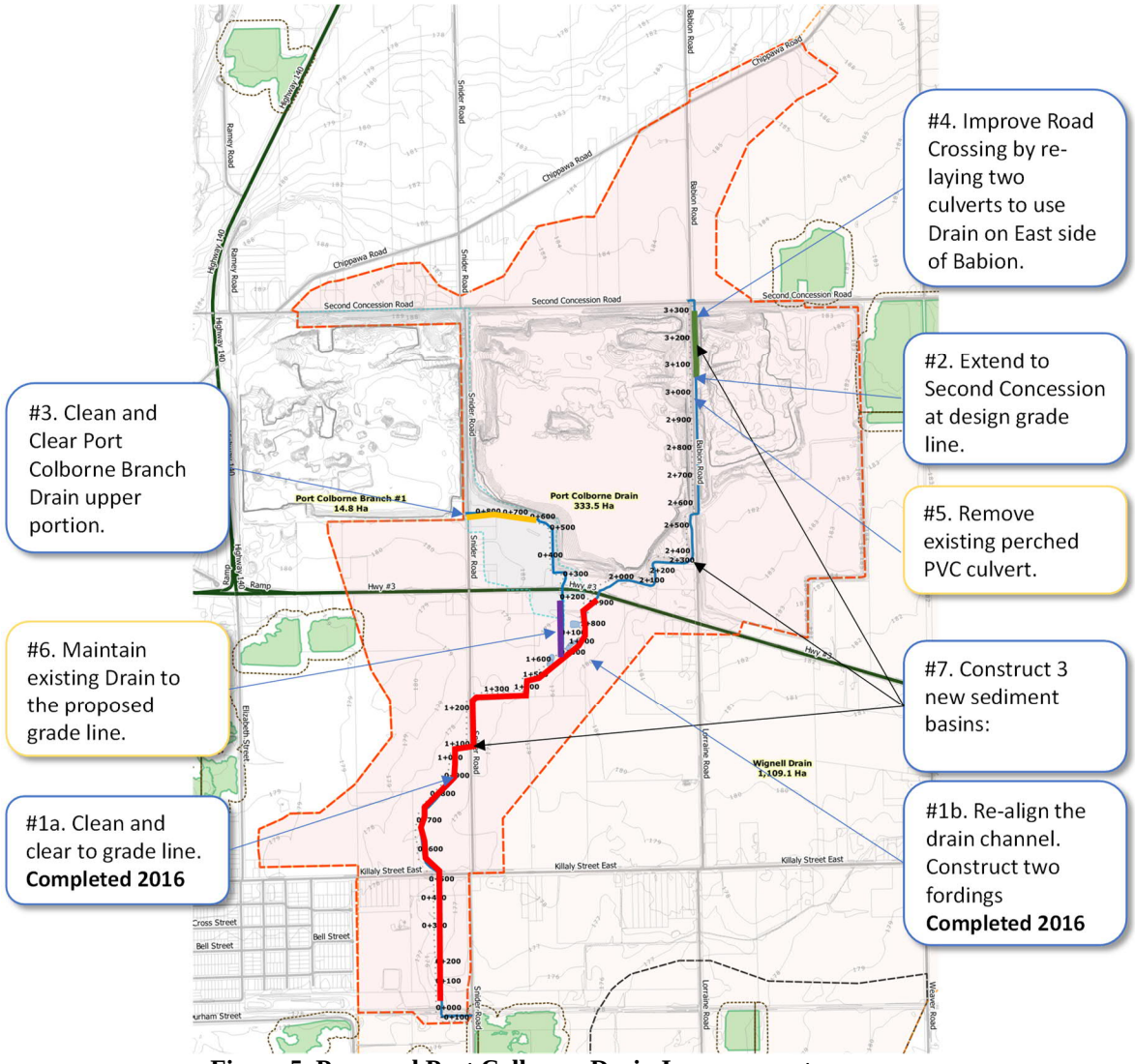


Figure 5 Proposed Port Colborne Drain Improvements

4.1.1 Port Colborne Drain Flow Improvement

The primary function of the proposed works is maintenance of channel section and reduction of flow restrictions. This is for two key restoration efforts as follows:

Restoration works #1 is the removal of vegetation from top-of-bank to top-of-bank. This removal is targeted at tree and shrub growth that limits or could obstruct primary flow paths. Every effort to retain trees, not in the channel, and understory growth will be made to reduce environmental impacts of the maintenance work. A work zone, presumed from previous drain reports, is required for the channel improvements and the maintenance works will seek to minimize the removal of trees and understory growth adjacent to the drain to that required for machine access.

Restoration works #2 is to remove any deposition humps or deviations that are impeding flow. This does not include any changes to grades that were already over deep, past the calculated grade line, but does include channel bank stabilization where slips or excessive erosion is evident during the restoration works. Channel restoration is done from one side with effort to reduce existing stable bank cover damage on the opposite side of the work zone.

Most of the proposed work is to re-establish the original drain capacity and function through the cutting of trees and vegetation that has grown up through the drain. The following figure illustrates a typical cross-section view of the work and work zone required to do the work.

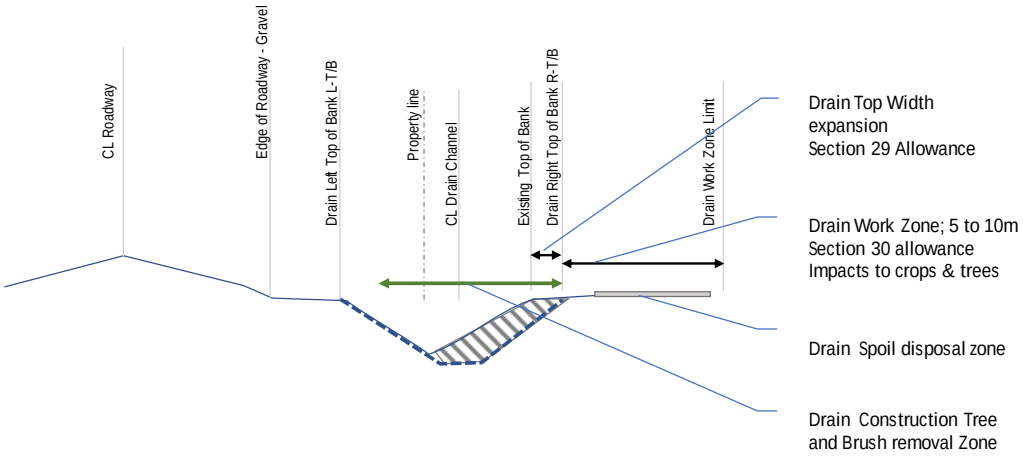


Figure 6 Typical Drain Work and Work Zones

The main work program for the drain is to clean down to the proposed grade line and a design capacity is achieved through removal of bottom and one bank. It is beneficial to only disturb one bank and leave low vegetation in place to reduce risk of erosion. Trees through the drain top of bank (T/B) to top of bank (T/B) are removed leaving stump and roots in place if the removal negatively impacts the grade.

Living trees that are removed from the work zone are eligible for the canopy preservation program, replacement of 2 saplings for each removed tree with a DBH

of 150mm or greater. Trees within the established banks, top of bank to top of bank, are not eligible unless for a new drain or a re-located drain.

4.1.2 Port Colborne Drain Extension to Second Concession Rd.

The original Port Colborne drain alignment to the east has been consumed by the expansion of the quarry. The extension of the drain to the Second Concession was previously identified but not yet completed. This report provides plans and profile drawings for the completion of the extension.

4.1.3 Port Colborne Branch Drain #1

The original Port Colborne Drain alignment is shown in the following figure as circa 1934.

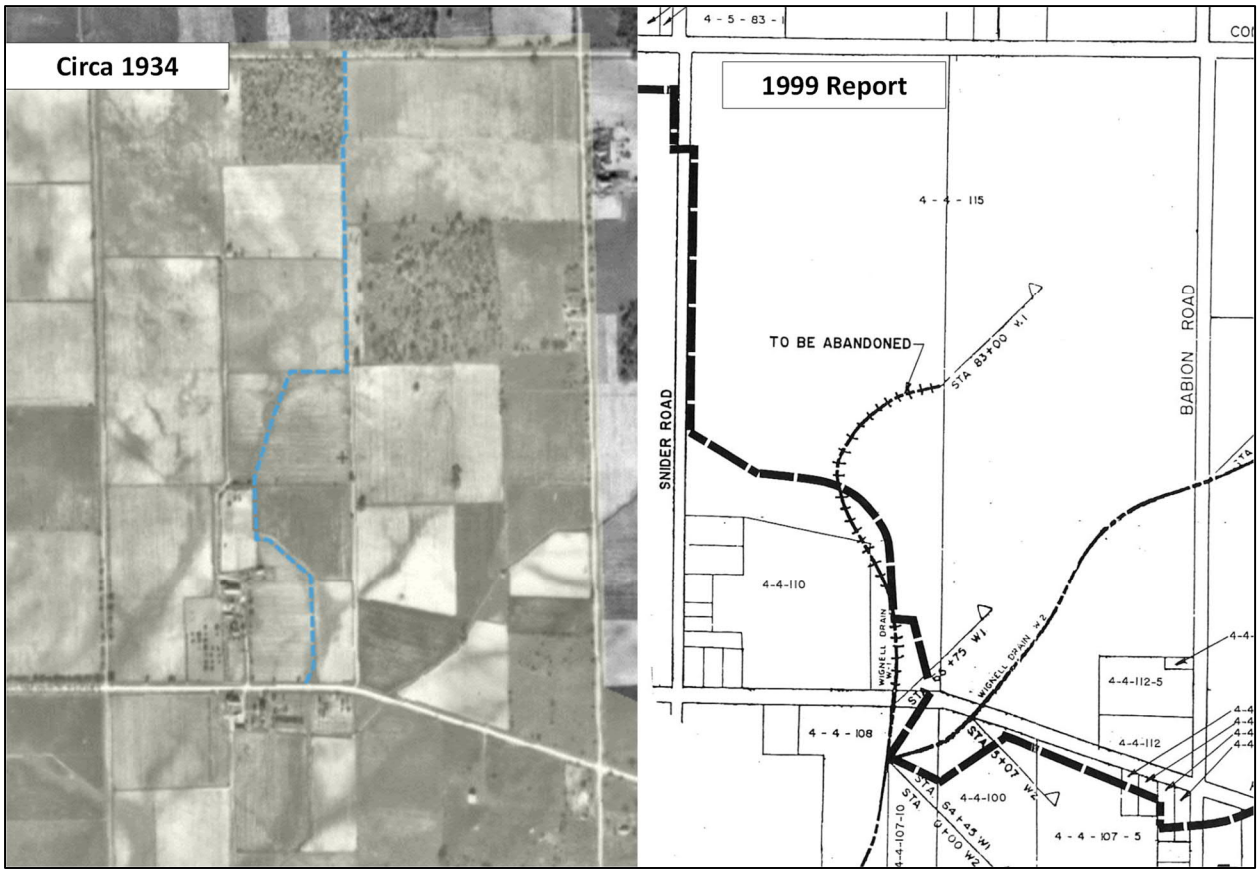


Figure 7 Port Colborne Branch Drain History

Figure 2 OMAF AgMaps - Constructed Drains shows the Port Colborne Branch Drain #1 as existing and proceeding west to Snider. However, there is a bylaw from 1999 showing a portion of the original alignment was abandoned to the north side of Highway #3. This portion is illustrated above in Figure 7 Port Colborne Branch Drain History. By adoption of this report, the City of Port Colborne, recognises that this drain does exist and is formally proposed as a newly named drain, hereafter called the Port Colborne Branch Drain #1. See drawings in Appendix A.

The branch drain is proposed to be 824m in length. The following describes the three proposed sections of work.

1. The existing channel from the outlet at Port Colborne Drain STA 1+654 and proceeding north to Highway #3 requires regrading to design grade line and vegetation clearing with bank re-seeding.

2. The existing CSPA crossing Highway #3 does not require work, nor does the existing channel north of Highway #3. The drainage superintendent may undertake spot maintenance works on as needed basis and where needed basis.

3. Above 0+627 to the end of the drain, requires vegetation clearing and channel excavation to cross-section and grade.

Figure 2 OMAF AgMaps - Constructed Drains shows a final portion or leg of the drain proceeding north along the eastern side of Snider ROW. This Drainage Report proposes for Port Colborne Branch #1 to end on entry to the ROW and any further north or south drainage structures will be municipal roadside swales/channels and not included as part of the Drain Schedule.

4.1.4 Road Crossings

There are 7 road crossings from the outlet of the drain to Second Concession Road. Of those crossings, one is a Provincial highway crossing, (Highway #3) and the others are municipal road crossings (6). There is one crossing for the proposed Port Colborne Branch Drain #1.

There is no additional work proposed for the existing crossings with the exception of the two culverts located at Babion Rd. and Second Concession Rd. which are to have the following changes:

- The west to east culvert crossing Babion Rd. (600mm HDPE) is to be lowered with the grade changed to outlet east.

- The north-south culvert crossing Second Concession Rd. (750mm HDPE) is to be re-located from the west side of Babion Rd. to the east side and connecting to the downstream extension of the drain along the east side of Babion Rd.

All other crossings were surveyed (Amec 2013) and the grade points used to establish the design grade line (see drawings Appendix A).

4.1.5 Private Crossings

Additional survey, CofPC/EWA 2018, showed an existing 30m culvert placed on the east side of Babion Rd. and PVC 6m culvert perched above the grade line. The existing PVC culvert is to be removed and a new channel constructed on the design grade line to the outlet invert of the relocated culvert crossing Second Concession Rd.

Two fordings were constructed in 2016 on two properties south of Highway #3. Amending the fording bottom crossing height using existing concrete slabs (sidewalk removals) is recommended.

4.1.6 Abandonments

A portion of the Port Colborne Drain is to be abandoned through this report. As a part of the drain-re-alignment of the Port Colborne Drain completed in 2016, the proposed outlet for Port Colborne Branch #1 Drain is to be re-aligned north of Highway #3 and outlet to the Port Colborne Main Drain.

Past Abandonments

There were two abandonments adopted by By-Law in 1999 for the Wignell Drain (referred to in this report as the Port Colborne Drain). The part of the Wignell identified as W1, north of Highway #3, was abandoned by adopted By-Law No. 3740/26/99. Additionally, the prepared report also identified that the Wignell, identified as W2a and W2b were abandoned by By-Law No. 5895/02/13.

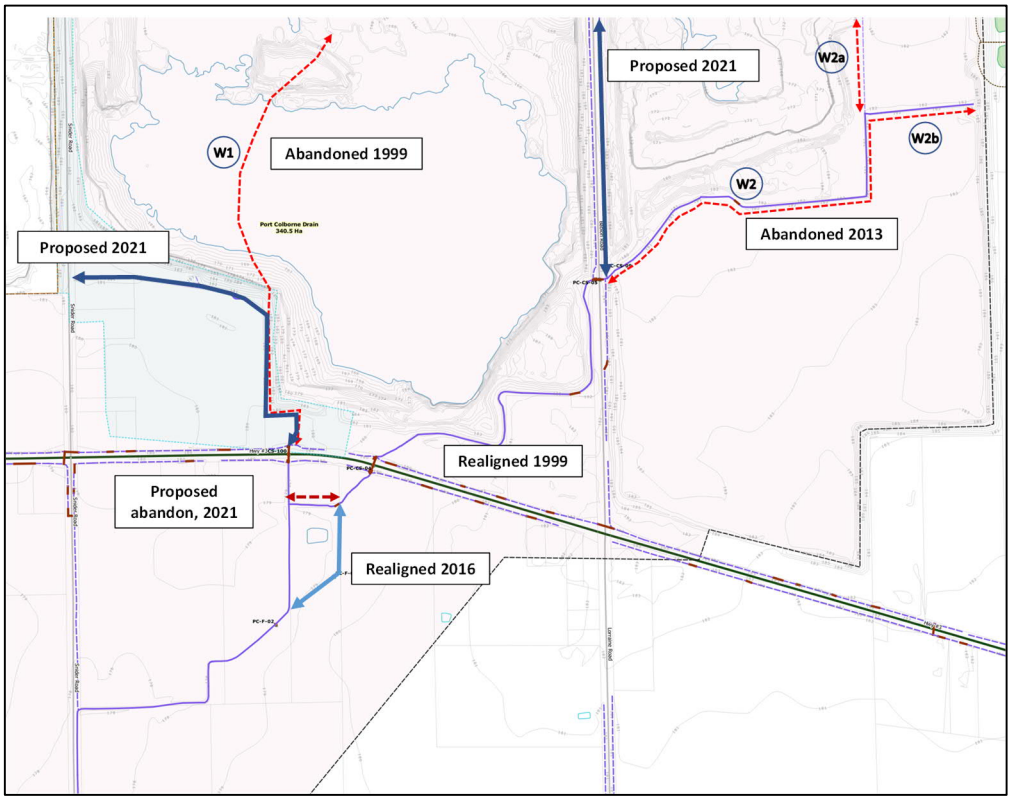


Figure 8 Port Colborne (formerly Wignell) Abandoned Segments

The portion of the original Wignell, W1 drain north of the Highway #3 multiplate culvert (CS-100) was abandoned as a municipal drain by a report in 1999. Since these documents were not included in the Baseline Report, they are included in Appendix D.

4.1.7 Utility Conflicts & Coordination

Utility conflicts may exist with gas lines and telecommunication lines as identified by the exchange of utility information. No direct grade conflicts were identified on the drawings. Where conflicts are identified in the field, relocation of the utilities will be performed following requirements set forth by the utility and charged at cost to each affected utility as per the Drainage Act, R.S.O. 1990.

4.1.8 Plans, Profiles & Specifications

The proposed Port Colborne Drain works are described in the attached Plans, Profile drawings and Specific Design Drawing and Standard Detail Drawings attached as Appendix A.

Project Specifications are included in Appendix E.

4.2 Construction and Constructability

The following describes the specific requirements for drain construction.

4.2.1 Vegetation Removal

Vegetation, specifically trees are to be cut down outside of any bird nesting periods. The remaining stumps are to remain in place unless they obstruct flow or they are Ash trees with re-growth from the lower truck already established. In those cases, the stump will be ground down to match the existing channel section.

Tree removal within the top-of-bank to top-of-bank is to be 100 percent; however, tree removal within the work zone is at the discretion of the drainage superintendent while making every effort to preserve trees where possible. Where live trees are removed in the work zone, they qualify for the tree replacement program as per the tree qualifying criteria. Where a mature live tree is already established and is an individual tree, it can remain on the work zone adjacent to the drain provided there is a working space to provide future maintenance to the drain.

Trees with a DBH greater than 150mm and alive, such trees will be replaced with 2 trees as saplings for future growth in lieu of a damage allowance for the existing tree that is removed. The tree that is removed will be provided to the owner as stacked branches adjacent to the drain and outside of the working zone along with the trunk. The owner shall be wholly responsible for the wood once cut.

New trees can be planted adjacent to a drain following two key criteria:

- The trees are planted back from the top of bank, (the exact distance is determined by tree type and local conditions).
- The trees are planted with adequate space to provide future maintenance access for the drain. Grouping of planted trees is encouraged given that the spacing of the trees and the arrangement permits future maintenance. This is accomplished by providing an angled approach along the tree edge line to

the drain and increasing the tree plant density only as the distance from the drain increases.

- Individual hardwood trees may be allowed every 25m. Trees of any type shall not be planted within 6m of an existing drain (solid tile, wrap joints) or 4.5m from existing open drain.

- In certain circumstances where an owner owns property on both sides of the open drain, upon consultation with the Drainage Superintendent, a windbreak may be permitted on one side. On existing drains where windbreaks exist, costs due to trucking material will be the direct responsibility of the owner and not the upstream ratepayers.

- Replacement trees will be selected from a list of available preferred species at the time of construction for owners eligible for replacements to select their preferred species. Species will be from the identified list of approved Carolinian species typical for the Region. Owners can select any location for the planting of replacement trees excepting within the work zone.

4.2.2 Spoil Material

All spoils and spoil handling practices will comply with applicable legislation including O. Reg. 406/19: ON-SITE AND EXCESS SOIL MANAGEMENT filed December 4, 2019 under Environmental Protection Act, R.S.O. 1990, c. E.19

Where specified, excavated spoil material shall be disposed of and levelled a minimum of 2.5 m from the top of bank to ensure that sediment does not re-enter the drain. Spoil placed next to the drain shall be spread to permit access across the berm area and shall be placed to a maximum height of 0.6m. Spoil excavated along existing travelled road allowances, and on private property where requested, shall be disposed of by the Contractor off site. The cost of spoil trucked from the property shall be borne by the benefiting property owner.

Spoil shall be disposed of as noted in the description of the proposed work. Generally, the spoil will be disposed of adjacent to the drain unless otherwise specified. Should any property owner require that all or a portion of the spoil be trucked away from their property, the cost of trucking spoil shall be assessed totally to the property owner requesting same and will not form part of the total cost of the drainage system. The cost of trucking away spoil from any future maintenance work will be assessed directly to the property owner requesting the same. Vegetation debris from the drain is preferred to be arranged adjacent to the drain to decay but will be removed from the property or disposed of in accordance with agreement of the property owner at the owner’s cost.

With respect to the reaches of drain that are within travelled Municipal road allowances, the spoil will be trucked away during both the initial construction and any future maintenance work where there is no opportunity to dispose of the material on site should the road allowance be the working side.

Access channels shall be provided through the levelled spoil material at every location where existing drainage outlets are visible and/or identified during construction by the Drainage Superintendent. The invert of the access channels shall be consistent with the drain cross-section at that location.

Spoil excavated from the drain shall be levelled in a manner that is suitable for cultivation of crops where crops were previously cultivated. Where the drain is adjacent to a grassed area maintained by the owner, the spoil shall be levelled and re-seeded with grass so that the area is restored to a like or better condition than prior to construction.

4.2.2.1 Contaminated Spoils

Where soils are known to be contaminated but have been assessed to pose no human health risk, on site spreading adjacent to the drain will be the practice and acknowledge that the soils are not be 'moved' off the property.

Where soils are to be removed from the property, then a sample will be collected and analyzed for contamination prior to the commencement of removal. Where that sample is shown to be contaminated and disposal of the soil will require disposal at a registered facility in compliance with O.Reg 406/19, the owner will be responsible for the costs to dispose of the contaminated soil from their property.

Once a contaminated sample is returned, the owner will be given the opportunity to retain the soil on site instead of trucking for disposal.

4.2.3 Sediment Control Basins

The addition of sedimentation basins to the Port Colborne Drain in three locations is to assist with controlling sediment during maintenance and re-grading to the identified design grade line. Post – Construction these basins remain and continue to provide sedimentation control during precipitation events.

Sediment basins are to be constructed at the locations and to the specifications indicated on the drawings. The Contractor will maintain these sediment basins during construction, as directed by the Engineer and/or their designate. The basins are considered to be part of the Municipal Drain and will be maintained in future by the Municipality at the expense of all upstream land and roads owners herein assessed as shown on the attached assessment schedule. Properly maintained sediment basins reduce the incidents of drain maintenance clean out and therefore reduce overall maintenance costs for property owners. The basins will be inspected annually for an assessment of sediment depth and sediment removed where that depth exceeds half the constructed depth of the basin. The inspection schedule may be adjusted after some experience with the sediment basins within the watershed.

4.2.4 Revegetation

Drain banks and exposed soil areas disturbed during the maintenance of the drain are to be seeded as quickly as possible by the Contractor to reduce the risk of soil erosion. The Contractor will seed spoil areas after leveling and shall seed channels at the same time. The Contractor will schedule levelling to reduce the time of bare soil, but where the duration of leveling exceeds 2 weeks, then channels will be seeded immediately after channel maintenance.

Seeding should take place in a manner that optimizes seed germination and establishment of vegetation prior to mid October and after late April.

Seed mixture used shall be applied at a rate of 40 kg/ha in the following proportions:

Creeping red fescue	20 kg	50%
Perennial rye grass	8 kg	20%
Birdsfoot trefoil	12 kg	30%
Total	40 kg/ha	100%

Where working zone adjacent to the drain is grass and this is affected by construction, this area shall be reseeded with a suitable grass mix to restore to a like or better condition.

4.2.5 Private Drain Connections

Where private connections are made to the Municipal Drain, the connections are to be compliant with the City of Port Colborne's standards connection designs. This includes the following connection types:

- Open channel connection – minimal allowance for grade and freeboard.
- Surface water flows – rip rap rock requirements for reducing or amending sites of potential or evident erosion.
- Tile drain connections – use of PE pipe to connect to a receiving channel.
- Berm and Orifice Flow Control - connections designed to control runoff to specified rates of flow.

Private connections are not part of the drain but owned and the responsibility of the landowner for construction and maintenance. Where a deficiency is identified by the Drainage Superintendent or Engineer, the landowner is to make good the connection. Deficiencies can be eroded connections, blocked connections or poor connections and the landowner can accept to have work done by the City on their behalf to make good the connection based on a 50/50 cost sharing basis. Where the City identifies a deficiency and the repairs are not made by the landowner by the next cycle of drain maintenance, the City can make the required repairs and 100% of the cost will be assessed to the landowner.

4.3 Future Maintenance and Repair Provisions

The Drainage Act, Chapter D.17, Sections 74 through 84 governs future maintenance, improvement and repair to any Drainage Works constructed under a By-Law passed under this Act, or any predecessor of this Act.

Upon completion of this report and the works described in the Engineer's Report, the City of Port Colborne will be responsible for future maintenance of the drain with the costs of future maintenance assessed to the upstream lands and roads using the Assessment Schedule in Appendix B, and pro-rating the assessment based on the actual cost using the Outlet Liability Assessment – Section 23. Special Assessment shall not apply to maintenance work. Special Benefit or Special Assessment, Section 24 or Section 26, shall not apply to maintenance work except where maintenance works are related to culvert/bridge replacement or upgrades.

4.4 Construction Summary

The following table provides a list of construction activities by property starting from the outlet and proceeding upstream.

Table 1 Port Colborne Drain Construction Summary

Property / Owner	From STA	To STA	Work Description	Access & Disposal
271104000408700 SCHLENGER USZER	-0-112.7	-0-007.5		Access from Friendship Trail. A 10m Workzone is on the North and east side of the Drain. This Workzone is presumed to already exist from past reports.
271104000699500 PORT COLBORNE CITY	-0-007.5	0+012.5		Work from both sides where required.
271104000408715 PORT COLBORNE CITY	0+012.5	0+053.4		10m Workzone east side
271104000408700 SCHLENGER USZER	0+053.4	0+403.6		10m Workzone east side
271104000408800 SCHLENGER USZER	0+403.6	0+422		10m Workzone east side
271104000409000 HILL KERRY	0+422	0+477		10m Workzone east side
271104000408900 ANNETT SYLVIA	0+477	0+485.7		10m Workzone east side
ROW - Killaly St East City of Port Colborne	0+485.7	0+514.1		
271104000412700 VALE CANADA LIMITED	0+514.1 1+020	1+056.4 1+055	Construct Sediment Basin PC-SB03 at 1+020	10m Workzone east side Excess soil disposal is adjacent to the basin for 10m of Workzone on the south side.
ROW - Snider Rd. City of Port Colborne	1+056.4	1+249.6		10m Workzone
271104000412700 VALE CANADA LIMITED	1+249.6	1+376.8		10m Workzone east side
271104000410900 POWELL BRADLEY KENNETH	1+376.8	1+528.4		10m Workzone east side
271104000410800 VAN RUYVEN JOSEF NICOLAAS	1+528.4	1+657.5		10m Workzone east side
271104000410710 KONC JOHN ANDREW	1+657.5	1+758.3		10m Workzone east side
271104000410000 VALE CANADA LIMITED	1+758.3	1+924.9		10m Workzone east side
Highway#3 ROW MTO	1+924.9	1+958		

Property / Owner	From STA	To STA	Work Description	Access & Disposal
271104000411500 PORT COLBORNE QUARRIES INC	1+958	2+555	commencing at 2+300, clear and re-grade to design grade line and spread spoil on bank. Construct Sediment Basin PC-SB02 at 2+402	10m Workzone north and west side Spread spoil adjacent to drain.
Babion Rd. ROW	2+555	2+575		
271104000315600 PORT COLBORNE QUARRIES INC	2+575	2+923.6		10m Workzone east side
271104000315800 PORT COLBORNE QUARRIES LIMIT	2+923.6	3+330.8	Construct new drain starting at 3+079 to 3+330 Remove existing 500mm PVC culvert. Construct Sediment Basin, PC-SB01 @ 3+300. Spread spoil on adjacent east bank.	10m Workzone east side
ROW-Babion Rd and Second Concession	3+330.8	3+368	Move PC-CS-07 Culvert from West side of Babion Rd. to East side of Babion Rd. at the indicated grade. Excavate PC-CS-06 600mm HDPE culvert and re-lay in the same trench at design grade to drain from West to East.	Work within existing ROW

Port Colborne Branch Drain #1

The following table provides a list of construction activities by property starting from the outlet and proceeding upstream.

Table 2 Port Colborne Branch Drain Construction Summary

Property / Owner	From STA	To STA	Work Description	Access & Disposal
271104000410800 Van Ruyven Josef Nicolaas	0+000	0+224.7	Clear tree vegetation from top of bank to top of bank and re-grade the bottom of the drain to the design grade line. Re-establish the drain bottom width.	Work zone is the east side.
271104000410710 Konc John Andrew	0+000	0+224.7	Clear tree vegetation from top of bank to top of bank and re-grade the bottom of the drain to the design grade line. Re-establish the drain bottom width.	Access from East side and dispose of spoils adjacent to the drain. Spread to match existing field.
MTO Highway #3	0+224.7	0+259.6	No work planned through the MTO Right of Way.	
271104000411500 PORT COLBORNE QUARRIES INC	0+259.6	0+512.7	Spot clean up where required as determined by field inspection.	Work from east side 10m Workzone
271104000411000 HELLINGA JACK SIMON	0+512.7	0+570.6	No work planned.	10m east side workzone
271104000411500 PORT COLBORNE QUARRIES INC	0+570.6	0+818.4	200m - Brush and excavate to extend and re-grade to Snider Rd. ROW	Work from north side 10m Workzone

5 Drainage Works Financing

5.1 Cost of Works

As required by the Drainage Act, Chapter D.17, Section 59(1), Council may call a meeting if the contract price exceeds 133 percent of the estimated construction costs.

5.1.1 Admin & Engineering Costs

Administration costs identified with the Port Colborne Drain are included for the interest payable over the 20 year period of the debenture along with a debenture fee. This total fee is allocated to the Port Colborne Drain on a percentage basis calculated by the total area of each drain. (See Table 3)

There are three engineering costs related to the works for the Port Colborne Drain. These costs are from three separate engineering companies who have worked to prepare the report.

Wiebe Engineering was first hired to prepare the report. Wiebe was paid $92,511.44 for work completed on the Wignell, Michener and Port Colborne Drains and a survey fee of $8,342.93 was paid to a survey firm. A portion of this fee, allocated by area of the drain, is charged to the Port Colborne Drain. (See Table 3 Drain Area Ratios)

Amec Foster Wheeler (formerly Amec and now Wood Plc) was appointed to conclude the report after Wiebe Engineering. They prepared a draft of the report, invoiced and were paid $67,147.23 but they did not finalize the report and ceased to work on the project.

These costs have been allocated to the respective drains using a drain area ratio as per the following table.

Table 3 Drain Area Ratios

Drain	Area, Ha	Area Ratio
Michener Drain Area	135	12%
Port Colborne Drain Area	327.8	30%
Wignell Drain Area	634.4	57%
Total:	**1097.2**	

The result is a cost allocation from past works to Port Colborne Drain for the portion of administration and engineering fees as follows.

Table 4 Past Admin and Engineer Costs

Administration (Debenture) (interest + fees) $35,893.21	Wiebe $92,511.44 + $8,342.93	Amec $67,147.23
$10,723.47	$30,131.30	$20,060.94

The fees for EWA Engineering Inc. are recorded for the fees in the preparation of each individual report. For Port Colborne the EWA Engineering fee is $ 99,812. The total Administration and Engineering fee including estimates for engineering effort remaining for construction oversight is assessed against the Port Colborne Watershed for $178,210.

5.1.2 Capital Construction Cost

The estimated cost of construction is shown in the following table.

Table 5 Port Colborne Estimated Cost of Construction

Estimated Cost of Construction	
Port Colborne Branch #1 – new outlet and grade improvement to Snider Rd.	$10,340.
Port Colborne Drain – Extending to Second Concession Rd. on East Side of Babion, including culverts.	$33,332.
Port Colborne General Construction Costs	$8,279
Port Colborne Contingency	$12,458.
Total - Estimated Cost of Construction	**$74,749**

5.1.3 Previous Works Completed

Additional to this estimate of construction cost is the cost for work already completed.

5.1.3.1 Construction Already Completed

There are two distinct areas of construction that were already completed and they are as follows:

1. Drain adjacent to and downstream of the Babion Rd. Crossing by Rankin Construction. The cost of the cleaning is included in Appendix D as $26,050.

2. Additional to this work was construction of a re-aligned portion and re-grading of the Friendship Trail to MTO Highway #3.

    a. Re-grading and clearing to design grade from STA 0+010 to 1+500

    b. Drain channel re-alignment from STA 1+500 to 1+860 including stone protection on outside channel bends.

    c. Fording # 1 providing private property access.

    d. Fording #2 providing private property access.

Additional work included two constructed wetlands which were externally funded and are not part of the drain.

Table 6 Previous Construction Costs

Previous Construction Costs	
Channel maintenance by Rankin Construction - 2+580 to 3+045	$ 26,050.00
Channel Re-Alignment - 1+660 to 1+860	$ 9,442.50
Channel Re-Grading and Clearing - 0+010 to 1+660	$ 15,300.00
Fording #1; ARN = 410710 - 1+740 to 1+750	$ 710.00
Fording #2; ARN = 410800 - 1+630 to 1+640	$ 710.00
Total Previous Construction:	**$ 52,212.50**

5.2 Maintenance & Program Costs

Included in the estimated cost of construction are allocations for costs related to drain maintenance works including vegetation removal and re-grading.

5.3 Principles of Assessment

The following are general and specific principles used to assess costs according to the Regulations formed under the Drainage Act using our understanding of the Act and seeking the most fair methods to share costs to rate payers within the Port Colborne Drain part of the Wignell Drain Watershed.

1. Assessments are a method to calculate a contributing property's share of drainage works, hereafter referred to as a Drain.

2. The Drain is defined by a fixed point of commencement that traverses to a fixed Outlet, which may be a receiver or another Drain.

3. A property contributes to a drainage work if any portion of the property contributes a runoff flow directly or indirectly to the Drain.

4. A Drain is any constructed or existing natural method of conveyance or stormwater management function that moves or controls water from one point of collection to a discharge point, an Outlet.

5. The use of a property; farming, residential, or vacant does not define benefit of the Drain. The benefit of a Drain is realized among all properties with runoff to the Drain.

6. An excess or additional benefit is realized for any property or group of properties for which a higher standard of drainage service is required for the specific use of a property for which a higher value is realized.

As an example, where a market garden farm requires additional pumping for either irrigation or reducing the water surface in the drain, then the additional costs for those works to provide a higher level of service are borne by the benefitting lands.

7. Similarly, where a property or group of properties is provided with a lower standard of drainage service or where such property or properties provides a stormwater management function within the drainage works of the Drain, the value of the lower service or function is determined at a rate commensurate with the benefit to the drain.

As an example, where a property converts a portion of their lands (or the entire property) to a wetland or other stormwater management feature that reduces the peak flow of the runoff, thereby reducing or enhancing the capacity of the Drain to improve drainage and reduce flooding, then a commensurate benefit is realized to the volume of water removed from the runoff hydrograph.

Where the volume of detained runoff is small relative to the capacity of the drain, this contribution is deemed to be negligible. Where the volume detained is below 1% of the total runoff volume for the Drain, there is no real benefit realized for an individual Stormwater Management Feature.

8. The capacity of the Drain is determined based on a hydrologic model forecast of precipitation event based runoff. Therefore each property realizes a drain benefit based on the proportion of predicted runoff for their property. Predicted runoff is a product of the following attributes, which are determined for each property:

a. Area contributing to runoff;
b. Land use as it relates to runoff;
c. Land topography;
d. Proportion of hard surfaces vs soft surfaces as they relate to infiltration; and
e. Stormwater management features specially built to reduce the rate of runoff.

9. A benefit is realized for a property that causes a physical change in the Drain works to serve a particular use or surface water benefit to the property. An example of this is a culvert, which provides access to a property across a drain.

10. A benefit/assessment is realized for Municipal, Regional or Provincial lands held as Rights of Way that cause or require additional infrastructure, effort or costs related to the Drain. (Section 26)

11. Where a cost to the drain is realized through effort during construction or otherwise for the protection of flora, fauna or quantity or quality of stormwater runoff, this cost is born proportionally amongst all watershed contributing owners at the same proposal rate as established for Drain Maintenance.

12. For the Port Colborne Drainage works being considered, a Drain already exists and the proposed assessment is to recognize a service or benefit that already exists and is being confirmed to exist through the creation of the report and assessment schedule. Section 31 allowances for existing channels are not considered for allowance granted by Assessment schedule in this report.

13. Utilities that require additional works, changes in design or protection during construction, those costs are borne by the owner of the utility.

While efforts within the drain design and assessment have been made to address water quality as well as quantity, there are limits within the Drainage Act to incorporate these features. The assessment tables are proposed for using those regulations within the Drainage Act to address stormwater management features as recognized works as part of the Drain.

Benefit (Section 22)

This Assessment is based on lands, roads, buildings, utilities or other structures that are increased in value or are more easily maintained as a result of the construction, improvement, maintenance or repair of a drainage works may be assessed for benefit. Section 23 benefits specifically require the creation of increased value through the creation of a new or additional drainage systems including natural drainage systems such as wetlands. The Port Colborne Drain work consists of maintenance and drain improvements within existing flow paths.

The Drain improvements are not a new service of additional drainage but maintenance of the existing system. The re-alignments completed do not create new drainage with the possibility of enhanced service level but merely address the current decreased function by restoring a functioning drainage system.

The Drain works has no Benefit Assessment proposed on the main channel of the Port Colborne Drain or for the proposed Branch Drain #1.

Outlet Liability (Section 23)

This is the primary basis for the assessment of the maintenance and drain works. Assessment is based on each individual property's contributing runoff. This is determined from the area flowing to the drain and from the runoff factor C. The runoff factor C is the Rational Method for predicting peak runoff and does not predict volume of runoff (note special benefit used for Site Specific SWM facilities).

The C factor for assessing property runoff is selected based on the property zoning. Where a property is not currently farmed but is zoned for farming, then a C factor is selected based on the potential use of the property. C factors are not adjusted for variations in Residential properties. Residential properties with or without buildings are assigned the same C factor. Thus, the C factor is not a current prediction of runoff for an individual property but a Factor to assess the potential runoff based on the property's potential use in the present and in the future. The attached Table will be used for the determination of C Factor values used in the Runoff Outlet Factor assessment.

Table 7 Land Use and C Factors

PropCode	CATEGORY	DESCRIPTION	C-Factor Low	C-Factor High
100	LAND	Vacant residential land not on water	10	25
105	LAND	Vacant commercial land		
110	LAND	Vacant residential/recreational land on water		
200	FARM	Farm property without any buildings/structures	20	55
201	FARM	Farm with residence - with or without secondary structures; no farm outbuildings		
210	FARM	Farm without residence - with secondary structures; with farm outbuildings		

PropCode	CATEGORY	DESCRIPTION	C-Factor Low	C-Factor High
211	FARM	Farm with residence - with or without secondary structures; with farm outbuildings		
221	FARM	Farm with residence - with commercial/industrial operation		
228	FARM	Farm with gravel pit	12	50
230	FARM	Intensive farm operation - without residence	20	50
231	FARM	Intensive farm operation - with residence		
234	FARM	Large scale poultry operation	20	55
244	FARM	Managed forest property, residence not on water	20	30
260	FARM	Vacant residential/commercial/ industrial land owned by a non-farmer with a portion being farmed	20	55
261	FARM	Land owned by a non-farmer improved with a non-farm residence with a portion being farmed		
301	RESIDENTIAL	Single family detached (not on water)	15	40
302	RESIDENTIAL	More than one structure used for residential purposes with at least one of the structures occupied permanently		
303	RESIDENTIAL	Residence with a commercial unit		
313	RESIDENTIAL	Single family detached on water year round residence		
322	RESIDENTIAL	Semi-detached residence with both units under one ownership two residential homes sharing a common center wall.		
332	RESIDENTIAL	Typically a Duplex residential structure with two self-contained units.		
334	RESIDENTIAL	Residential property with four self-contained units		
383	RESIDENTIAL	Bed and breakfast establishment		
391	RESIDENTIAL	Seasonal/recreational dwelling - first tier on water		
392	RESIDENTIAL	Seasonal/recreational dwelling - second tier to water		
405	COMMERCIAL	Office use converted from house	20	65
410	COMMERCIAL	Retail - one storey, generally under 10,000 s.f.		
421	COMMERCIAL	Specialty automotive shop/auto repair/ collision service/car or truck wash		
441	COMMERCIAL	Tavern/public house/small hotel		
490	COMMERCIAL	Golf course	12	35
510	INDUSTRIAL	Heavy manufacturing (non-automotive)	45	85
518	INDUSTRIAL	Smelter/ore processing		
520	INDUSTRIAL	Standard industrial properties not specifically identified by other industrial Property Codes		
590	INDUSTRIAL	Water treatment/filtration/water towers/pumping station	*	*
593	INDUSTRIAL	Gravel pit, quarry, sand pit	*	*
597	INDUSTRIAL	Railway right-of-way	40	65
598	INDUSTRIAL	Railway buildings and lands described as assessable in the Assessment Act		
605	INSTITUTIONAL	School (elementary or secondary, including private)	35	50
702	SPECIAL PURPOSE	Cemetery	35	65
710	SPECIAL PURPOSE	Recreational sport club - non commercial (excludes golf clubs and ski resorts)	35	85
715	SPECIAL PURPOSE	Racetrack - auto	45	85
735	SPECIAL PURPOSE	Assembly hall, community hall	30	85
	ROW	Single lane Municipal Roadway	75	95
	ROW	unopened road allowance	65	85
	ROW	Regional or MTO	90	98

* C factor values are situationally assigned based on land use.

The following drain features are part of the whole system and are paid for through the outlet assessment:

- Channel Clearing and Re-grading

- Sediment Basins

In addition to assessed costs considered for special benefits, there is also recognition for stormwater management facilities within the watershed that reduce the peak flow used to determine the outlet assessment. These facilities that may already exist in the watershed and are recognized as having a benefit in the reduction of peak flow by determining the available volume is greater than the 24 hour peak flow volume predicted for the 1:100 year design storm.

- Site Specific Stormwater Management (SWM) Facilities
  - Wetlands,
  - Ponds, (natural and stormwater)
- Natural occurring features
  - Kettle lakes, and
  - Bog lands.
- Artificial runoff capture; such as Quarry lands or other features that collect runoff but do not outlet it to the Drain during the peak flow of the event.

Table 8 Section 23 Runoff Factor Determination - QRF Ratio

Area Ha	Soil Type	Gradient	Land Factor	Runoff Factor 'C'	QRF	SWM	SWMF	QRF-SWMF	QRF Ratio
2.176	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	COMMERCIAL	17	2.41	0	0	2.41	**0.1760**
1.201	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	1.18	0	0	1.18	**0.0857**
1.084	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	ROW - paved 2 lane	85	6.01	0	0	6.01	**0.4382**
0.848	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	0.83	0	0	0.83	**0.0605**
0.729	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	0.71	0	0	0.71	**0.0521**
0.560	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	0.55	0	0	0.55	**0.0400**
0.517	NM - Sandy well drained	0.20%	LAND	12	0.41	0	0	0.41	**0.0295**

QRF is a predicted runoff factor based on the following variables:

- Area, Ha – each property's connected area
- Runoff Factor 'C' – Coefficient of Runoff of generally accepted values
  - Soil Type – from Niagara Soil Report
  - Gradient – General Value from NPCA contours
  - Land Factor – reflects the impact of landuse on Runoff

QRF =0.0028* Runoff Factor 'C' * Avg Intensity mm/hr * Area, Ha

QRF-SWMF is the adjusted Runoff Factor used to represent the impact of owner implemented stormwater management facilities.

- SWM is the reduction achieved by the stormwater management facility as determined by the Drainage Engineer / Drainage Superintendent.
- SWMF is the reduction in QRF to be applied.
- QRF-SWMF = QRF - SWMF

QRF Ratio is QRF-SWMF divided by the Sum of all QRF-SWMF for each cost allocated area. The QRF Ratio is the value for each property contribution to the outlet liability cost as a portion of all other contributors.

QRF-SWMF and QRF Ratio is to be used for all future Maintenance assessments.

Special Benefit (Section 24)

The following are assessed costs considered special benefits:
- Culverts,
- Fordings,
- Closed Conduit conveyance (piped flow)
- Channel re-alignment for property use, such as quarry expansion.

The cost of a culvert is assessed against the property owner based on the incremental cost of the drain. A new culvert is paid for by the owner less the cost of drain construction on a per metre basis. The drain per metre construction cost will be estimated for the report but the actual cost will be used to calculate the final value.

Culvert construction costs are shared between the landowner and the rest of the watershed on a 50/50 split basis. Construction costs are based on the City's typical design standard. Additional costs, headwalls, etc. are at the owners cost unless required by the Engineer to meet requirements.

Special Assessment (Section 26)

There are special assessments, as recognized under the Act, for public (not private) roads and utilities that have or require additional costs to the drainage system.

In addition to the projected assessments for Right of Way lands as determined by the outlet assessment, any other costs for road crossings or protection of utilities during construction are assessed to the road owner or utility owner. In the case of Port Colborne Drain, some of the existing Road culverts are to be changed and additional costs are planned or identified. The two new culverts providing road crossings proposed for the Second Concession Rd. are other examples of Section 26 assessments that apply to Port Colborne Drain.

Also included are costs related to impacted utilities such as Enbridge. These costs are additional effort during construction to protect or meet site supervision requirements by the utility. Also included are costs to move infrastructure, if required by site conditions. Actual costs will be assigned to the project as this is merely an estimate of costs during design.

5.3.1 Allowances:

1. Where a drain assessment schedule already exists and a prior maintenance and assessment schedule is known to exist, then a Schedule 29 allowance is accepted and recognized through a past report and schedule unless it can be shown otherwise.

2. Where a drain is re-aligned to a new path, then a Section 29 allowance for land taken is recognized. This can be amended by the restoration of any lands to the same owner by the same re-alignment. Thus, a net allowance can be recognized where that is shown to be the case.

3. Where previously no drain was recognized but already existed as a flow path, then a Section 31 allowance can be realized along with a one time creation of a current and future easement for drain maintenance activities as a Section 29 allowance. This is used in the creation of branch drains.

4. All property valuations are based on the same basic valuation, as per the Schedule of Costs. This single valuation is based on the agricultural land value in the Region of Niagara.

5. Any tree or feature planted within a drainage works right of access for maintenance is not eligible for compensation in any form. Trees within the work zone are eligible for the 2 for 1 tree replacement program.

Section 29 Allowance
(One time payment for land taken)

Where a drain already exists and has had maintenance in the past, then a work zone is assumed to already exist and a one time payment for the work zone easement has been made. No further payment for a work zone or easement is deemed to be required based on the pre-existing work zone regardless of whether that is known to exist or shown to exist in an explicit reference in a previous Engineer's report.

Where a drain re-alignment or a branch drain is proposed, then a Section 29 allowance is determined. The determination is based on a 10m work zone running parallel to one side of the drain commencing at the Top of Bank. The side from which work is done is determined by the Drainage Engineer and shown on the Plans for Construction. In the case of a close conduit the work zone can be reduced to a 5m zone or a 10m zone with 5m on each side. The value is based on a single value of land figure as shown in the Schedule of Costs and because the access is intermittent with the owner retaining ownership and access / use of the land for farming or otherwise, then a factor in the assessment value of land is applied. Since the work zone is likely to be occupied on a 10 year cycle for maintenance a 1/10 factor is to be applied using the land purchase value.

Where a buffer is established that restricts use of the land adjacent to the drain in favour of permanent vegetation, then a full payment for land taken based on the value established is made. For a buffer, a registered easement on title is recommended.

Section 30 Allowance
(Payment for damages during construction)

This allowance is to compensate landowners for economic damages due to construction and recognizes two types of injury. Immediate loss of crop as a result of working corridor for construction and longer-term damage to crops as a result of spoil spreading.

An allowance is made where work on the drain, such as construction or maintenance, damages crops which can not be restored. Compensation in the form of an allowance does not apply to grass or any other ornamental feature that is restored to similar condition as existed pre-construction for the tree canopy program. Compensation is paid for the work zone width multiplied by the length affected at the rate of $4,300 per Hectare.

For any trees removed for construction that have a greater diameter than 150mm at breast height, (DBH) a compensation program of replacement saplings is proposed.

Where a tree is removed and 2 trees of a variety native to the area and available through the canopy program are planted outside the work zone as compensation, then no award for damage is made.

A damage allowance for fences can be paid where the fence is not restored. In any of the planned work for the Drain, fences are to be restored to a like or better condition and no allowance for payment is planned.

Section 31 Allowance
(Incorporate a Private Drain)

This type of allowance is to credit the construction effort of a private drain once the private drain is incorporated into a municipal Drain.

The value of the private drain is dependent on condition and contribution to the function of the Drain. For valuation purposes, the cost to construct a similar channel would be made based on the Schedule of Prices. The cost to maintain it would be subtracted.

This does not apply within the Port Colborne Drain watershed.

Section 32 Allowance
(Insufficient Outlet)

This provides compensation to affect owners for whom lands are not sufficiently drained by the service level provided by the Drain or where lands are discharged into instead of having a sufficient outlet.

There are no known occurrences of this within the Port Colborne Drain.

Section 33 Allowance
(Loss of Access)

Where a re-aligned Drain crosses property and cuts off access, an allowance can be granted. There is one known such occurrence, property 410900 has a portion that is naturally severed by the crossing of the drain. It is assumed that this historical severance would have a loss of access payment made at the time of the severance and is not required to be recognized by this report.

5.3.2 General Instructions to Property Owners, Road Authorities and Public Utilities

The principles of the Drainage Act are:

- Drainage is a collective good that benefits all landowners. However, drainage does not have to benefit all landowners equally.
- All landowners cooperatively fund the drainage works proposed. There is no direct financial government role in the drainage works other than administrative.

- Landowners are assessed a financial share of the cost for the drainage works based on their respective drainage benefit.

- All drainage costs are born by landowners including allowances.

- Drainage is provided on the basis of an identified service level for a specified size of storm. The standard storm, 1 in 5 year frequency, for basic open channel design is 68.9mm over 24 hours. A storm of a larger size or intensity may cause flooding. Tile placed in the bottom of an open channel is provided for drainage and not conveyance capacity.

  For more details, refer to the Wignell Watershed Hydrology and Hydraulics Report.

A best effort has been made to compose a fair and reasonable assessment of costs to each portion of the contributing lands.

5.3.3 Grants

Owners of qualifying agricultural land are presently eligible for a grant of up to one-third of the cost of their assessment from the Ontario Ministry of Agriculture and Food. This grant will be applied for by the City of Port Colborne, and applied to the property owners' assessment at the time of final billing. The Port Colborne Assessment Schedule indicates lands that, based on information provided by the municipality, qualify for the agricultural land use grant. The final determination of eligibility is the decision of the Ontario Ministry of Agriculture and Food. To be eligible for a grant, the property owner must have a Farm Property Class Tax Rate or in combination with the Managed Forest Tax Incentive Program or the Conservation Land Tax Incentive Program for the lands to be drained by the Drain.

For additional information on the Agricultural Drainage Infrastructure Program refer to the OMAFRA website at www.omafra.gov.on.ca.

5.4 Port Colborne Drain Improvements & Maintenance

Added to the cost of maintenance is the full engineering and administration costs less any costs directly assigned to specific Section 22, Section 24 benefit assessments.

With the Runoff Ratio, there is a Stormwater Management Facility reduction in Section 23 that can be applied for those properties that can demonstrate a runoff amendment structure that reduces peak flow contributions to the drain subject to evaluation and confirmation by the Drainage Superintendent and the Engineer.

For the purposes of the submission of the report, no SWMF assessments are recognized and the individual property owners can make a request for assessment and this will be recognized by the Engineer on project completion.

A cycle of review and update of the SWMF assessments is planned to update and address private property runoff improvements made by homeowners. At present this cycle is set to once every 5 years but this will be reviewed and adjusted by the City

of Port Colborne and can be triggered at any point using a Section 76 assessment change process.

5.4.1 Drain Improvement to Second Concession

The re-alignment of the former Wignell W1 and W2 did not appear to be constructed to Second Concession. This report provides the design and report information to complete that work and achieve a full replacement of the original drain pathway around the quarry. The City of Port Colborne had constructed the roadside ditches down the ROW's to help provide some drainage.

As part of this work, a sediment basin is proposed to 'treat' runoff from the farmland upland of the Babion Rd. and Second Concession Rd. intersection culvert crossings.

5.4.2 Drain Crossings

There are no new drain crossing planned; however, the two crossings located at Babion Rd. and Second Concession Rd. are to be changed in grade and/or flow direction. The costs for this work is to be borne by the Municipality.

These re-worked crossings are proposed to pass the former flows crossing Second Concession Rd. and passing into the now quarry lands to the East and crossing Babion Rd. first then Second Concession Rd. and connecting to the extended Drain along the east side of Babion.

5.4.3 Port Colborne Branch #1 Drain Improvement

The majority of the Port Colborne Branch Drain #1 is functioning well but the portion that provides drainage to Snider Rd. is no longer functioning as intended. A removal of the vegetation growth is required along with a re-grading of the channel to connect and serve the roadside swale.

In addition, the outlet is proposed to be re-aligned along the north side of Highway #3 to outlet into the main Drain channel at a connection point north of the existing culvert crossing identified on Plans as PC-CS-004 crossing Highway #3. This new outlet will be the primary channel for Port Colborne Branch Drain #1; however, the original flow path will remain without being a part of the Municipal Drain but as an overflow path should a large runoff event occur. The berm directing runoff to the new outlet is set to overtop prior to the full flow occurring at the PC-CS-004 culvert.

5.4.4 Sediment Basins

There are three sediment basins planned for construction. Each is located adjacent to a road right of way to provide access for future maintenance.

The cost of constructing sediment basins are shared among upstream landowners through a Section 23 assessment including assessed cost for ROW runoff.

5.4.5 2016 Grading and Re-alignment

The City conducted work on the drain to re-grade the channel from station 0+007, North of the Friendship Trail to station 1+928, South of Highway #3. This included some rock removal.

The resulting graded works is shown on the Profile drawings; P1, P2 as an As Constructed drawing record.

A re-alignment of the drain starting at 1+650 to 1+860 was constructed. There were two fordings constructed through this area to provide farm crossings. Each is to be treated in a similar manner to a culvert and the costs shared between the watershed and the landowner on a 50/50 basis.

Two wetlands were constructed on private property using grants. These wetlands are not part of the Municipal Drain and remain with the landowners for future maintenance.

5.5 Allowance and Assessment Schedules

The Assessment calculation Tables are included in Appendix B. The following sections provide a summary reporting of those calculations.

5.5.1 Drain Allowances

5.5.1.1 Port Colborne Drain

The improvement of the Port Colborne Drain using Section 78 is to make specific changes in the drain and assign the cost for the same using an updated schedule and to achieve enhanced stormwater management functions.

The channel is presumed to have an allowance under Section 29 for land taken as well as a work zone allowance for future access. The original land required for the drain is recognized by previous report and an assumed work zone of 30ft (9.14m) already exists. An additional 1m work zone, (0.76m) to be added to the 9.14m existing work zone is declined.

A section 30 allowance is recognized for the damage to crops during construction and is paid at the rate of $4,300 per hectare applied to the 10m work zone.

An allowance paid to the property for the re-alignment is made under Section 29 for land taken on the re-location of the drain path. The other properties are not recognized on the basis of a like for like move of the drain. No other allowances are recognized for the maintenance of this existing drain.

Table 9 Port Colborne Allowances

Drain	Section 29	Section 30	Section 31	Section 32	Section 33
Port Colborne	$939.00	$0.00	$0.00	$0.00	$0.00
				Sub-Total of Allowances:	**$939.00**

Additional to these costs will be Administration and Engineering Costs related to the design.

5.5.1.2 Port Colborne Branch Drain #1

As discussed previously, this drain already existed and is presumed to have been a Municipal Drain previously. All required land is presumed to have been previously assessed for both land taken for the drain and for access for maintenance, which is a 10m work zone.

Table 10 Port Colborne Branch #1 Allowances

Drain	Section 29	Section 30	Section 31	Section 32	Section 33
Port Colborne Branch #1	$0.00	$277.62	$.00	$0.00	$0.00
				Sub-Total of Allowances:	**$277.62**

5.5.2 Port Colborne Assessment Schedules

The assessment tables show the resulting assessment schedules for the past construction works and the proposed construction works based on the calculations performed and included in Appendix B. Past costs are presented by summary reports in Appendix C.

Table 11 Port Colborne Drain Assessment Schedule of Costs

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit
Section 23 Outlet Benefit / Outlet Liability
Section 24 Special Benefit

	Owner	Legal Text	Roll No	Area, Ha	Assessment			Total	Allowance	Net
					Benefit	Outlet Liability	Special			
	City of Port Colborne - Lands Assessed									
	Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642	$0	$1,413.83	$0.00	$1,413.83	$0.00	$1,413.83
	McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095	$0	$45.49	$0.00	$45.49	$0.00	$45.49
	Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191	$0	$91.13	$0.00	$91.13	$0.00	$91.13
	Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190	$0	$91.08	$0.00	$91.08	$0.00	$91.08
	Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534	$0	$306.76	$0.00	$306.76	$0.00	$306.76
	Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868	$0	$20,671.95	$0.00	$20,671.95	$0.00	$20,671.95
	Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089	$0	$42.53	$0.00	$42.53	$0.00	$42.53
	Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	$0	$23,514.47	$0.00	$23,514.47	$0.00	$23,514.47
	Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	$0	$334.83	$0.00	$334.83	$0.00	$334.83
	Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	$0	$4,504.18	$0.00	$4,504.18	$0.00	$4,504.18
	City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	$0	$1,628.23	$0.00	$1,628.23	$0.00	$1,628.23
	Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	$0	$228.20	$0.00	$228.20	$0.00	$228.20
	Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	$0	$301.99	$0.00	$301.99	$0.00	$301.99
	1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	$0	$310.00	$0.00	$310.00	$0.00	$310.00
	Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201	$0	$96.15	$0.00	$96.15	$0.00	$96.15
	1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779	$0	$521.36	$0.00	$521.36	$0.00	$521.36
	Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202	$0	$96.58	$0.00	$96.58	$0.00	$96.58
	Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106	$0	$1,963.89	$0.00	$1,963.89	$0.00	$1,963.89
	Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	$256	$3,323.44	$187.50	$3,766.44	$939.00	$2,827.44
	Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071	$0	$33.82	$0.00	$33.82	$0.00	$33.82
	Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107	$0	$51.04	$0.00	$51.04	$0.00	$51.04
	Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159	$0	$76.06	$0.00	$76.06	$0.00	$76.06
	Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168	$0	$80.12	$0.00	$80.12	$0.00	$80.12
	Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936	$0	$926.05	$0.00	$926.05	$0.00	$926.05
	Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	$508	$1,941.39	$5,057.59	$7,506.97	$0.00	$7,506.97
F	Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	$0	$2,811.99	$355.00	$3,166.99	$0.00	$3,166.99
	Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407	$0	$194.50	$0.00	$194.50	$0.00	$194.50
F	Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	$0	$5,164.30	$0.00	$5,164.30	$0.00	$5,164.30
	Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411	$0	$2,588.33	$0.00	$2,588.33	$0.00	$2,588.33
	Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202	$0	$574.94	$0.00	$574.94	$0.00	$574.94
	Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208	$0	$578.00	$0.00	$578.00	$0.00	$578.00
	Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067	$0	$31.95	$0.00	$31.95	$0.00	$31.95
	Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	$0	$51,802.13	$0.00	$51,802.13	$0.00	$51,802.13
	Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418	$0	$199.95	$0.00	$199.95	$0.00	$199.95
	Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209	$0	$100.02	$0.00	$100.02	$0.00	$100.02
	Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	$0	$199.95	$0.00	$199.95	$0.00	$199.95
	Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209	$0	$100.07	$0.00	$100.07	$0.00	$100.07
	Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209	$0	$100.02	$0.00	$100.02	$0.00	$100.02
	Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357	$0	$170.72	$0.00	$170.72	$0.00	$170.72
	Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186	$0	$88.88	$0.00	$88.88	$0.00	$88.88
F	Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110	$0	$2,359.42	$0.00	$2,359.42	$0.00	$2,359.42
	Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	$0	$5,827.80	$0.00	$5,827.80	$0.00	$5,827.80
	Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	$0	$12,736.89	$0.00	$12,736.89	$0.00	$12,736.89
	Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363	$0	$208.54	$0.00	$208.54	$0.00	$208.54
	NCDSB	CON 2 PT LOT 23	271104000412900	5.947	$0	$3,413.79	$0.00	$3,413.79	$0.00	$3,413.79
	Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176	$0	$84.14	$0.00	$84.14	$0.00	$84.14
	Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182	$0	$104.19	$0.00	$104.19	$0.00	$104.19
	Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186	$0	$88.88	$0.00	$88.88	$0.00	$88.88
	Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085	$0	$40.85	$0.00	$40.85	$0.00	$40.85
	Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828	$0	$396.13	$0.00	$396.13	$0.00	$396.13
	Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409	$0	$3,544.32	$0.00	$3,544.32	$0.00	$3,544.32
	Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115	$0	$6,774.19	$0.00	$6,774.19	$0.00	$6,774.19
	Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631	$0	$422.51	$0.00	$422.51	$0.00	$422.51
	Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326	$0	$1,909.44	$0.00	$1,909.44	$0.00	$1,909.44
	Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928	$0	$621.68	$0.00	$621.68	$0.00	$621.68
	2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291	$0	$617.56	$0.00	$617.56	$0.00	$617.56
F	Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222	$0	$106.05	$0.00	$106.05	$0.00	$106.05
	Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079	$0	$37.89	$0.00	$37.89	$0.00	$37.89
F	Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228	$0	$2,426.75	$0.00	$2,426.75	$0.00	$2,426.75
	Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085	$0	$40.80	$0.00	$40.80	$0.00	$40.80
F	Fijavz David	CON 3 PT LOT 20	271104000506703	0.334	$0	$159.58	$0.00	$159.58	$0.00	$159.58
	Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212	$0	$101.17	$0.00	$101.17	$0.00	$101.17
	Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271	$0	$129.44	$0.00	$129.44	$0.00	$129.44
F	Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011	$0	$7,373.83	$0.00	$7,373.83	$0.00	$7,373.83
F	Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252	$0	$10,214.09	$0.00	$10,214.09	$0.00	$10,214.09
	Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050	$0	$2,042.84	$0.00	$2,042.84	$0.00	$2,042.84
	Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238	$0	$592.40	$0.00	$592.40	$0.00	$592.40
F	Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613	$0	$5,098.67	$0.00	$5,098.67	$0.00	$5,098.67
F	Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055	$0	$706.46	$0.00	$706.46	$0.00	$706.46
	Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388	$0	$185.46	$0.00	$185.46	$0.00	$185.46
	Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346	$0	$165.65	$0.00	$165.65	$0.00	$165.65
	Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082	$0	$39.37	$0.00	$39.37	$0.00	$39.37
	Stefan John	CON 3 PT LOT 23	271104000509400	0.016	$0	$7.85	$0.00	$7.85	$0.00	$7.85
	Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208	$0	$103.68	$0.00	$103.68	$0.00	$103.68
	Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417	$0	$199.52	$0.00	$199.52	$0.00	$199.52
	Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605	$0	$289.50	$0.00	$289.50	$0.00	$289.50
	Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597	$0	$285.72	$0.00	$285.72	$0.00	$285.72
F	Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252	$0	$1,077.11	$0.00	$1,077.11	$0.00	$1,077.11
	Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103	$0	$49.17	$0.00	$49.17	$0.00	$49.17
	Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144	$0	$68.98	$0.00	$68.98	$0.00	$68.98
	Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347	$0	$166.13	$0.00	$166.13	$0.00	$166.13
	Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099	$0	$47.21	$0.00	$47.21	$0.00	$47.21
	Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029	$0	$13.78	$0.00	$13.78	$0.00	$13.78
	Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356	$0	$170.06	$0.00	$170.06	$0.00	$170.06
	McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191	$0	$91.41	$0.00	$91.41	$0.00	$91.41
	City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	$0	$421.71	$0.00	$421.71	$0.00	$421.71
				311.038	$763.50	$199,226.89	$5,600.09	$205,590.48	$939.00	$204,651.48

Owner	Legal Text	Roll No	Area, Ha	Assessment Benefit	Outlet Liability	Special	Total	Allowance	Net
Roads									
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071		$3,306.62	$0.00	$3,306.62		
City of Port Colborne	Killaly St E east of Snider	ROW	0.176		$1,752.36	$0.00	$1,752.36		
City of Port Colborne	Snider Rd portion south of Killaly St E	ROW	0.353		$2,876.95	$0.00	$2,876.95		
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.596		$116.22	$0.00	$116.22		
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.920		$968.19	$0.00	$968.19		
City of Port Colborne	Chippawa Road	ROW	1.016		$3,753.26	$0.00	$3,753.26		
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221		$854.95	$0.00	$854.95		
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432		$2,329.34	$0.00	$2,329.34		
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645		$541.04	$0.00	$541.04		
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005		$1,464.94	$0.00	$1,464.94		
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033		$286.73	$0.00	$286.73		
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308		$2,675.64	$0.00	$2,675.64		
							$20,926.24		
MTO	Highway #3	ROW	3.281		$5,336.02	$0.00	$5,336.02		
			17.058		$26,262.26	$0.00	$26,262.26		

Section 26 - Special Assessments		
City of Port Colborne	Extend drain along Babion Rd. to Second Concession. Re-lay culverts at Second Concession Rd.	$40,448.80
MINISTRY OF TRANSPORTATION ONTARIO		$5,076.19
Utilities - Enbridge	No conflicts assessed during design	$0.00
Utilities - Other	No conflicts assessed during design	$0.00
		$45,525.00
Port Colborne Drain		
	Total Assessed:	$277,377.74

Notes:
1. The above lands marked "F" are currently classified as agricultural according to the OMAFRA and are therefore entitled to a 1/3 grant.
2. Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown for each parcel of land and road affected. The affected parcels of land are identified using the roll number received from the City. For convenience only, the owners' names are shown by the last revised assessment roll.
3. The value of the assessments identified in this schedule are estimates only, and should not be considered final.

Port Colborne Branch #1 Municipal Drain

City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit
Section 23 Outlet Benefit / Outlet Liability
Section 24 Special Benefit

Owner	Legal Text	Roll No	Area, Ha	Assessment Benefit	Outlet Liability	Special	Total	Allowance	Net
City of Port Colborne - Lands Assessed									
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	$0	$27.28	$0.00	$27.28	$277.62	-$250.35
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	$0	$184.32	$0.00	$184.32	$0.00	$184.32
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	$0	$1,338.84	$0.00	$1,338.84	$0.00	$1,338.84
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	$0	$469.10	$0.00	$469.10	$0.00	$469.10
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413	$0	$105.40	$0.00	$105.40	$0.00	$105.40
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098	$0	$16.60	$0.00	$16.60	$0.00	$16.60
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	$0	$106.65	$0.00	$106.65	$0.00	$106.65
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025	$0	$4.25	$0.00	$4.25	$0.00	$4.25
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308	$0	$844.05	$0.00	$844.05	$0.00	$844.05
			12.267	$0.00	$3,096.49	$0.00	$3,096.49	$277.62	$2,884.89
Roads									
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612	$0	$616.77	$0.00	$616.77		
City of Port Colborne	Second Concession from Snider to Bab	ROW	0.022	$0	$16.13	$0.00	$16.13		
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501	$0	$370.35	$0.00	$370.35		
							$1,003.25		
MTO	Highway #3	ROW	0.547	$0	$446.99	$0.00	$446.99		
			2.682	$0.00	$1,450.25	$0.00	$1,450.25		
			14.948				$4,546.73		

Section 26 - Special Assessments		
City of Port Colborne	Assessed special benefit for improving Snider road outlet.	$7,008.46
Regional Municipality of Niagara	No works proposed	$0.00
MINISTRY OF TRANSPORTATION ONTARIO		$7,115.18
Utilities - Enbridge	No conflicts assessed during design	$0.00
Utilities - Other	No conflicts assessed during design	$0.00
		$14,123.64
Port Colborne Branch #1 Drain		
	Total Assessed:	$18,670.37

Notes:
1. The above lands marked "F" are currently classified as agricultural according to the OMAFRA and are therefore entitled to a 1/3 grant.
2. Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown for each parcel of land and road affected. The affected parcels of land are identified using the roll number received from the City. For convenience only, the owners' names are shown by the last revised assessment roll.

5.5.3 Port Colborne Drain Maintenance Schedules

The maintenance schedules for use with future maintenance work conducted in each of the Drain catchments.

From the Port Colborne Outlet to the upstream limit of the Drain at the Friendship Trail, STA 0-112.7 to 0+010 basic drain maintenance is required as the Drainage Superintendent determines.

From 0+010 to 1+928, was maintained by the City of Port Colborne in 2016 including work to re-align the channel from 1+650 to 1+860.

Added to the cost of maintenance is the full engineering and administration costs less any costs directly assigned to specific Section 22, and Section 24 benefit assessments.

With the Runoff Ratio, there is a Stormwater Management Facility reduction in Section 23 that can be applied for those properties that can demonstrate a stormwater management facility (SMWF) on property that reduces peak flow contributions to the drain subject to evaluation and confirmation by the Drainage Superintendent and the Engineer.

For the purposes of the submission of the report, no SWMF assessments are recognized and the individual property owners can make a request for assessment and this will be recognized by the Engineer on project completion.

5.5.3.1 Port Colborne Drain Maintenance Schedule

The following is the Maintenance Assessment table for assigning future maintenance costs using Section 23, refer to Appendix B for the calculations.

Table 13 Port Colborne Drain Maintenance Assessment Schedule

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642	45	4.82	**0.0063**
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095	25	0.16	**0.0002**
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191	25	0.31	**0.0004**
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190	25	0.31	**0.0004**
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534	30	1.05	**0.0014**
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868	35	70.48	**0.0917**
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089	25	0.14	**0.0002**
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	35	80.17	**0.1043**
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	30	1.14	**0.0015**
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	35	15.36	**0.0200**
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	35	5.55	**0.0072**
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	32	0.78	**0.0010**
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	25	1.03	**0.0013**
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	35	1.06	**0.0014**
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201	25	0.33	**0.0004**
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779	35	1.78	**0.0023**
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202	25	0.33	**0.0004**
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190	25	0.31	**0.0004**
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190	25	0.31	**0.0004**
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190	25	0.31	**0.0004**
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190	25	0.31	**0.0004**
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106	25	6.70	**0.0087**
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	35	11.33	**0.0147**
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071	25	0.12	**0.0001**
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107	25	0.17	**0.0002**
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159	25	0.26	**0.0003**
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168	25	0.27	**0.0004**
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936	25	3.16	**0.0041**

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	35	6.62	**0.0086**
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	35	9.59	**0.0125**
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407	25	0.66	**0.0009**
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	35	17.61	**0.0229**
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411	25	8.83	**0.0115**
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202	25	1.96	**0.0025**
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208	25	1.97	**0.0026**
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067	25	0.11	**0.0001**
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	37	176.62	**0.2297**
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418	25	0.68	**0.0009**
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209	25	0.34	**0.0004**
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	25	0.68	**0.0009**
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209	25	0.34	**0.0004**
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209	25	0.34	**0.0004**
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357	25	0.58	**0.0008**
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186	25	0.30	**0.0004**
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110	30	8.04	**0.0105**
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	30	19.87	**0.0258**
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	30	43.43	**0.0565**
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363	30	0.71	**0.0009**
NCDSB	CON 2 PT LOT 23	271104000412900	5.947	30	11.64	**0.0151**
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176	25	0.29	**0.0004**
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182	30	0.36	**0.0005**
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186	25	0.30	**0.0004**
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085	25	0.14	**0.0002**
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828	25	1.35	**0.0018**
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409	25	12.08	**0.0157**
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115	35	23.10	**0.0300**
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631	35	1.44	**0.0019**
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326	30	6.51	**0.0085**
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928	35	2.12	**0.0028**
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291	25	2.11	**0.0027**

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222	25	0.36	**0.0005**
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079	25	0.13	**0.0002**
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228	30	8.27	**0.0108**
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085	25	0.14	**0.0002**
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334	25	0.54	**0.0007**
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212	25	0.34	**0.0004**
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271	25	0.44	**0.0006**
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011	35	25.14	**0.0327**
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252	35	34.83	**0.0453**
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050	35	6.97	**0.0091**
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238	25	2.02	**0.0026**
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613	35	17.38	**0.0226**
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055	35	2.41	**0.0031**
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388	25	0.63	**0.0008**
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346	25	0.56	**0.0007**
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082	25	0.13	**0.0002**
Stefan John	CON 3 PT LOT 23	271104000509400	0.016	25	0.03	**0.0000**
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208	26	0.35	**0.0005**
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417	25	0.68	**0.0009**
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605	25	0.99	**0.0013**
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597	25	0.97	**0.0013**
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252	25	3.67	**0.0048**
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103	25	0.17	**0.0002**
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144	25	0.24	**0.0003**
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347	25	0.57	**0.0007**
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099	25	0.16	**0.0002**
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029	25	0.05	**0.0001**
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356	25	0.58	**0.0008**
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191	25	0.31	**0.0004**
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	35	1.44	**0.0019**
			311.038			
Roads						
City of Port Colborne	**Snider Rd from Hwy 3 to Killaly St E**	ROW	2.033	85	11.27	**0.0147**

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
City of Port Colborne	**Second Concession W of Snider Rd.**	ROW	1.221	75	5.97	**0.0078**
City of Port Colborne	**Snider Rd. from Hwy 3 to Second Conc**	ROW	2.005	75	9.81	**0.0128**
City of Port Colborne	**Snider Rd. N of Second Concession**	ROW	0.071	85	0.40	**0.0005**
City of Port Colborne	**Second Concession Rd. E of Babion**	ROW	0.595	85	3.30	**0.0043**
City of Port Colborne	**Babion Rd. from Hwy 3 to Second Concess**	ROW	2.308	85	12.80	**0.0166**
City of Port Colborne	**Chippawa Road**	ROW	0.559	80	2.92	**0.0038**
City of Port Colborne	**Babion Rd. from 2nd to Chippawa**	ROW	1.432	85	7.94	**0.0103**
City of Port Colborne	**Snider Rd protion south of Killaly St E**	ROW	0.353	80	1.84	**0.0024**
City of Port Colborne	**Killaly St East W of Snider Rd**	ROW	0.901	85	4.99	**0.0065**
City of Port Colborne	**Killaly St E east of Snider**	ROW	0.176	85	0.98	**0.0013**
City of Port Colborne	**Second Concession from Snider to Babion**	ROW	1.645	85	9.12	**0.0119**
MTO	**Highway #3**	ROW	3.281	85	18.19	**0.0237**
			16.581			
			327.619		**768.83**	**1.00**

5.5.3.2 Port Colborne Branch Drain #1 Maintenance Schedule

The Maintenance Assessment table is for assigning current and future maintenance costs using Section 23, refer to Appendix B for the calculations.

Table 14 Port Colborne Branch Drain #1 Maintenance Schedule

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
City of Port Colborne - Lands Assessed						
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	30	0.21	**0.0060**
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	20	1.41	**0.0405**
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	30	10.27	**0.2945**
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	20	3.60	**0.1032**
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413	30	0.81	**0.0232**
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098	20	0.13	**0.0037**
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	30	0.82	**0.0235**
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025	20	0.03	**0.0009**
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308	30	6.47	**0.1856**
		Sub-Total (Lands)	**13.457**			
Roads						
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612	45	4.73	**0.1357**
City of Port Colborne	Second Concession from Snider to Babion	ROW	0.022	86	0.12	**0.0035**
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501	87	2.84	**0.0815**
MTO	Highway #3	ROW	0.547	96	3.43	**0.0983**
		Sub-Total (Roads)	**2.682**			
		Total:	**16.139**		**34.88**	**1.00**

6 Port Colborne Drain Report Conclusions

This report has identified a series of drain improvements that include drain maintenance to ensure suitable channel design flows are achieved. The drain improvements have been developed through plan and profile drawings, and includes the results of works already undertaken by the City.

The following is a summary description of the planned improvements:

1. Extension of the drain along the East side of Babion Rd. from the Quarry crossing to Second Concession Rd. for 254m.
2. Re-laying the two culverts at the intersection of Babion Rd. and Second Concession Rd.
3. Construction of a new outlet for the Port Colborne Branch #1 Drain to reach the Port Colborne Drain along the North side of Highway #3.
4. Maintenance of the Port Colborne Branch Drain #1 to the Snider Rd. ROW.
5. Construction of 3 sediment basins along the Drain.

Previous Work completed by others is also being assessed.

1. Work already completed for the Port Colborne Drain involving vegetation removal and re-grading to design grade line from 0+010 to 1+928.

Construction of these works is to be recognized as a Section 29 allowance for land access, which has been assumed to already be in place for the Port Colborne Drain and Port Colborne Branch #1. Damages for construction are not expected except as the adjacent lands are to be restored to an equal or better condition.

Assessment for the Drain is based on Section 23 with special benefit assessed for new drain crossings (fordings) and for the cost of channel re-alignment.

Damages for construction, Section 30 allowances, are implemented for economic harm for crop damage from construction work impacts for farming properties only. All other construction impacts are to be restored to an equal or better condition.

The proposed new sediment basins are a Section 23 outlet liability benefit along with the overall construction costs and are shared across the watershed on a pro-rated basis.

This report and the proposed improvements are based on instructions from the City of Port Colborne and the local landowners within the Port Colborne Drain catchment. The cost of these improvements are shared across all areas that contribute runoff to the Drain by way of allowances and assessments consistent with the Drainage Act of Ontario.

Appendix A: Plans, Profiles

Highway 140
Snider Road
Babion Road
Chippawa Road
Second Concession Road
506500 0.22 Ha
506600 0.08 Ha
506703 0.33 Ha
506702 0.09 Ha
506710 0.21 Ha
506400 1.29 Ha
506800 0.27 Ha
506700 4.23 Ha
506801 11.01 Ha
506900 15.25 Ha
507400 3.05 Ha
507500 1.24 Ha
508100 7.61 Ha
508301 1.05 Ha
510200 0.21 Ha
510206 0.60 Ha
510204 0.61 Ha
509400 0.02 Ha
510202 0.42 Ha
508900 0.39 Ha
509100 0.35 Ha
509300 0.08 Ha
510801 2.25 Ha
511000 0.14 Ha
510900 0.10 Ha
511300 0.35 Ha
511600 0.36 Ha
511700 0.19 Ha
511400 0.10 Ha
511500 0.03 Ha
414000 3.33 Ha
411500 73.17 Ha
315800 35.11 Ha
315600 30.87 Ha
3+200
3+100
3+000
2+900
2+800
2+700
2+600
Port Colborne Drain
327.3 Ha
411900 0.42 Ha
0+800
0+700
411000 5.41 Ha

100 0 100 200 300 400 m

Map Scale 1:2811

CofPC-Port Colborne Drain 10-FEB-21
- CofPC-Port Colborne Drain 10-FEB-21 entities

CofPC-Port Colborne Drain 10-FEB-21 entities
- __01_PC_MainDrain
- _dc-chainage for sd ONLY
- PC_catch

- PC_ROW_rev4
- PC_Drain_Xroll_rev4
- PC MapBook_index2500
- Contours

NPCA_ENV
- GR_WetlandAllowance_NPCA

- GR_RegulatedWetlands_NPCA
- AssessmentParcels

DrainC
- Port Colborne Drain
- Port Colborne Branch #1
- Wignell Drain

Road_Segments
- MUN
- ON
- BuildingFootprints

This page is formated for printing on ANSI E size portrait, 863.6mm x 1117.6mm

1

Port Colborne Drain

Assessed Properties by Drainage Area and ARN

EWA Engineering Inc.
647.400.2824 www.ewaeng.com

Printed on: 2021-04-12

Port Colborne Drain
327.3 Ha

Port Colborne Branch #1
14.8 Ha

Wignell Drain
1,103.1 Ha

Snider Road
Babion Road
Lorraine Road
Hwy #3
Main Street East
Ramp
Killaly Street East
Durham Street
Reuter Road
Lincoln Avenue
Mercury Avenue
James Avenue
Christmas Street
Cross Street
Bell Street
Johnston Street

0+800 0+700 0+600 0+500 0+400 0+300 0+200 0+100 0+000 -0+100
1+900 1+800 1+700 1+600 1+500 1+400 1+300 1+200 1+100 1+000 0+900 0+800 0+700 0+600 0+500 0+400 0+300 2+700 2+600 2+500 2+400 2+300 2+200 2+100 2+000

411500 73.17 Ha
411900 0.42 Ha
411600 0.42 Ha
411700 0.21 Ha
411000 5.41 Ha
412000 0.21 Ha
412100 0.21 Ha
412200 0.36 Ha
412400 0.19 Ha
413435 0.63 Ha
413410 10.12 Ha
413400 0.83 Ha
413300 0.09 Ha
413200 0.19 Ha
413100 0.18 Ha
413000 0.18 Ha
413401 7.41 Ha
410810 0.41 Ha
410800 4.20 Ha
410900 7.71 Ha
410710 2.90 Ha
410000 4.96 Ha
411300 0.07 Ha
411205 1.21 Ha
411200 1.20 Ha
410705 1.94 Ha
410700 0.17 Ha
410600 0.16 Ha
410500 0.11 Ha
410400 0.07 Ha
315702 0.09 Ha
315800 35.11 Ha
315600 30.87 Ha
412600 4.11 Ha
412700 22.19 Ha
412700 10.15 Ha
414120 0.93 Ha
412900 5.95 Ha
312000 0.53 Ha
412800 0.36 Ha
409200 0.78 Ha
409100 0.20 Ha
409000 0.46 Ha
408900 0.63 Ha
408800 0.37 Ha
408700 6.73 Ha
409800 4.11 Ha
718000 1.64 Ha
408715 2.43 Ha
699500 0.63 Ha
408700 0.58 Ha

100 0 100 200 300 400 m

Map Scale 1:2783

CofPC-Municipal Drain-Wignell9_2020-09-01
CofPC-Municipal Drain-Wignell9_2020-09-01 entities
__03_W_Branch_Drain2
__04_W_Branch_Drain3
__10_W_PrivateDrain
AET-CL-WIGNELL MAIN BRANCH DRAIN CL
CofPC-Port Colborne Drain 10-FEB-21
CofPC-Port Colborne Drain 10-FEB-21 entities

CofPC-Port Colborne Drain 10-FEB-21 entities
__01_PC_MainDrain
__02_PC_BranchDrain1
_dc-chainage for sd ONLY
AET-CL-PCD Branch 1- N and S-TXT
PC_catch
W_ponds
PC_ROW_rev4

PC_Drain_Xroll_rev4
PC MapBook_index2500
Contours
NPCA_ENV
GR_WetlandAllowance_NPCA
GR_RegulatedWetlands_NPCA
AssessmentParcels
DrainC
Port Colborne Drain

Port Colborne Branch #1
Wignell Drain
Road_Segments
MUN
ON
BuildingFootprints

This page is formated for printing on ANSI E size portrait, 863.6mm x 1117.6mm

2

Port Colborne Drain

Assessed Properties by Drainage Area and ARN

EWA Engineering Inc.
647.400.2824 www.ewaeng.com

Printed on: 2021-04-12

Port Colborne Municipal Drain

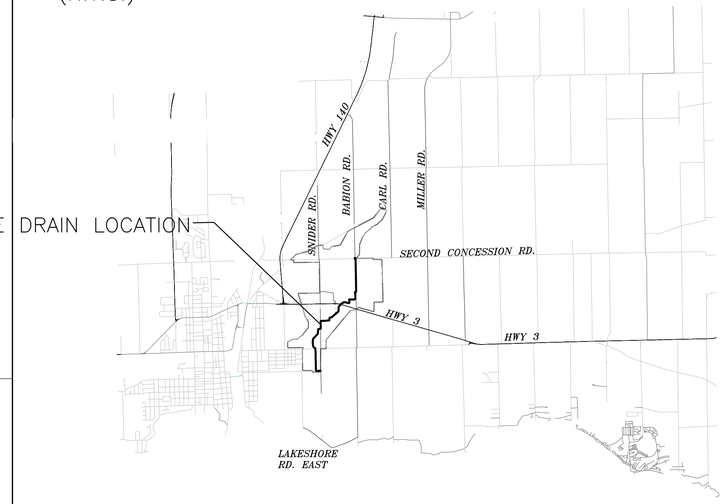
City of Port Colborne

APRIL 16, 2021

PORT COLBORNE MUNICIPAL DRAIN - 2021

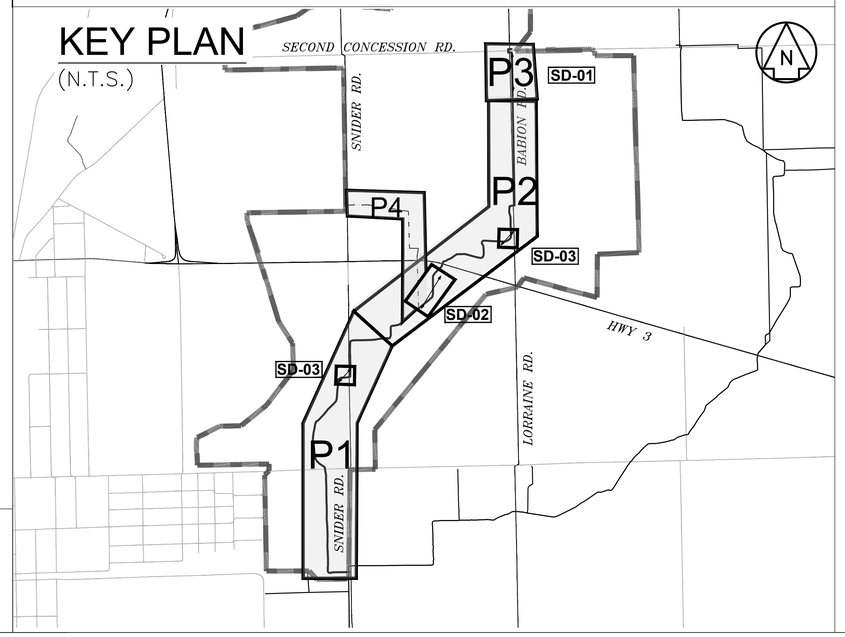
LOCATION PLAN

(N.T.S.)



KEY PLAN

(N.T.S.)



LEGEND

	EXISTING DITCH BOTTOM (NPCA DEM DATA)
	EXISTING DITCH BOTTOM (SURVEYED)
	HISTORICAL GRADELINE
	PROPOSED DRAIN GRADELINE–EWA, 2021
LEFT	LEFT BANK
RIGHT	RIGHT BANK
	EXISTING DRAIN SECTION
	EXISTING STRUCTURE DETAILS
	ASSUMED EXISTING STRUCTURE DETAILS
OBV=175.00	EXISTING DRAIN ELEVATION
175.00 PR.	PROPOSED DRAIN CENTERLINE ELEVATION
175.00 EX.	PROPOSED DRAIN ELEVATION (WHERE MATCHES EXISTING ELEVATION)
	DATA POINT FROM HISTORICAL DESIGN GRADELINE RVA, 1979

DRAWING INDEX

DWG I.D.	DWG TITLE
PC.PLAN	PLAN VIEW
PC.P1	PROFILE STA: –0+120 to 1+400
PC.P2	PROFILE STA: 1+400 to 3+000
PC.P3	PROFILE STA: 2+800 to 3+757 END OF DRAIN
PC.P4	PROFILE BRANCH DRAIN #1: 0+000 to 824
PC.SD–01	PLAN & PROFILE SPECIFIC DETAIL STA 3+040 to 3+368
PC.SD–02	PLAN & PROFILE SPECIFIC DETAIL STA 1+610 to 1+960
PC.SD–03	PLAN & PROFILE SPECIFIC DETAIL– SEDIMENT BASIN 02 & 03
PC.GD	GENERAL DETAILS
PC.CN	CONSTRUCTION NOTES

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PORT COLBORNE DRAIN

RE-GRADE FOR 388m TO 600mmØ CULVERT CROSSING SECOND CONCESSION RD. (BY CofPC) SEE PC.P3

RE-LAY 600mmØ CULVERT TO DRAIN TO EAST

PC.SD-01

CONSTRUCT SEDIMENT BASIN AT STA 3+300 SEE PC.SD-01

EXCAVATE TO DESIGN GRADE LINE 3+079 TO 3+340

EXISTING 600mmØ PVC PIPE TO BE REMOVED

MOVE EXISTING 750mmØ HDPE CULVERT FROM WEST TO EAST INTERSECTION SEE DRAWING PC.P3 AND PC.SD-01

RE-ALIGNMENT CREATED IN 1999 2+000 TO 2+575

DRAIN MOVED OFF ROW 2+595 TO 2+960

EXTEND DRAIN TO WEST SIDE OF BABION RD. NORTH OF SECOND CONCESSION 2+595 TO 3+371

CLEAR & RE-GRADE 197m TO SNIDER RD. 0+627 TO 0+824

PORT COLBORNE BRANCH DRAIN #1

CONSTRUCT PC.SB2 SEDIMENT BASIN AT STA 2+402 & RE-GRADE FOR 250m SEE PC.SD-03

CLEAR & RE-GRADE 277m EXISTING CHANNEL TO DESIGN GRADE LINE. MAINTANCE WORK- SECTION 74 0+000 TO 0+277

RE-ALIGN CHANNEL & RESTORE (COMPLETED 2016) 1+650 TO 1+860 SEE PC.SD-02

2 CONSTRUCTED WETLANDS (COMPLETED 2016)

2 FORDINGS (COMPLETED 2016)

CONSTRUCT PC.SB3 SEDIMENT BASIN AT STA 1+050 SEE PC.SD-03

REMOVE VEGETATION & RE-GRADE CHANNEL (COMPETED 2016) 0+010 TO 1+614

WIGNELL DRAIN

PC-CS-001 ConcBox 2570x3130

PC-CS-002 ConcBox 2370x1520

PC-CS-003 1500mmø ConcPipe

PC-CS-004 ConcBox Open Bottom

PC-CS-005 ConcBox 1800x1200

PC-CS-006 600mmø HDPE-2W

PC-CS-007 750mmø PVCO (TO BE RE-LOCATED)

PC-CS-008 600mmø CSP

600mmø PVC (TO BE REMOVED)

CSP-100 Pipe Arch Multiplate 1070

PC-F-001 Fording#1

PC-F-002 Fording#2

WORK ZONE SWITCHES TO NORTH AND WEST SIDES AT 1+952

PORT COLBORNE DRAIN ORIGINAL BENCHMARK at 0+000
N 4749829.167
E 644868.665
E 177.704

OUTLETS TO WIGNELL DRAIN

SNIDER ROAD
CHIPPAWA ROAD
SECOND CONCESSION ROAD
BABION ROAD
CARL ROAD
HWY #3
ELIZABETH STREET
LORRAINE ROAD
WEAVER ROAD
KILLALY STREET EAST
DURHAM STREET

0 500m 1000m

NOTES:

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   - DRAIN CROSSINGS & SPOT CHANNELS AMEC SURVEY, 2013
   - AS CONSTRUCTED SURVEY BY CofPC, 2016 STATION 0+000–1+940
   - SUPPLEMENTARY SURVEY BY CofPC, 2018
   - WEIBE ENGINEERING SURVEY, 2008

BENCHMARK INFORMATION:

- 0+000 PORT COLBORNE DRAIN LOCATED ON BOX CULVERT (PC–CS–001)
- 0+000 PORT COLBORNE BRANCH DRAIN #1 LOCATED ON NW CORNER OF BOX CULVERT (PC–CS–004)

PLAN VIEW LEGEND:

- DRAINAGE AREA BOUNDARY
- DRAIN CENTERLINE
- PROPOSED DRAIN CENTERLINE
- 0+000 DRAIN CHAINAGE
- ABREAVEATED ROLL NUMBERS
- X.SD-02 SITE SPECIFIC DETAIL I.D.
- BOUNDARY OF AREA CAPTURED IN SITE DETAIL
- DRAINAGE WORK PROPOSED
- *DRAINAGE WORK COMPLETED – TO BE ASSESSED*

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

NO.	REVISION DESCRIPTION	DATE
2	ISSUED FOR REPORT	APRIL 16, 2020
1	ISSUED FOR BASELINE REPORT	MAY 2019

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PORT COLBORNE DRAIN PLAN

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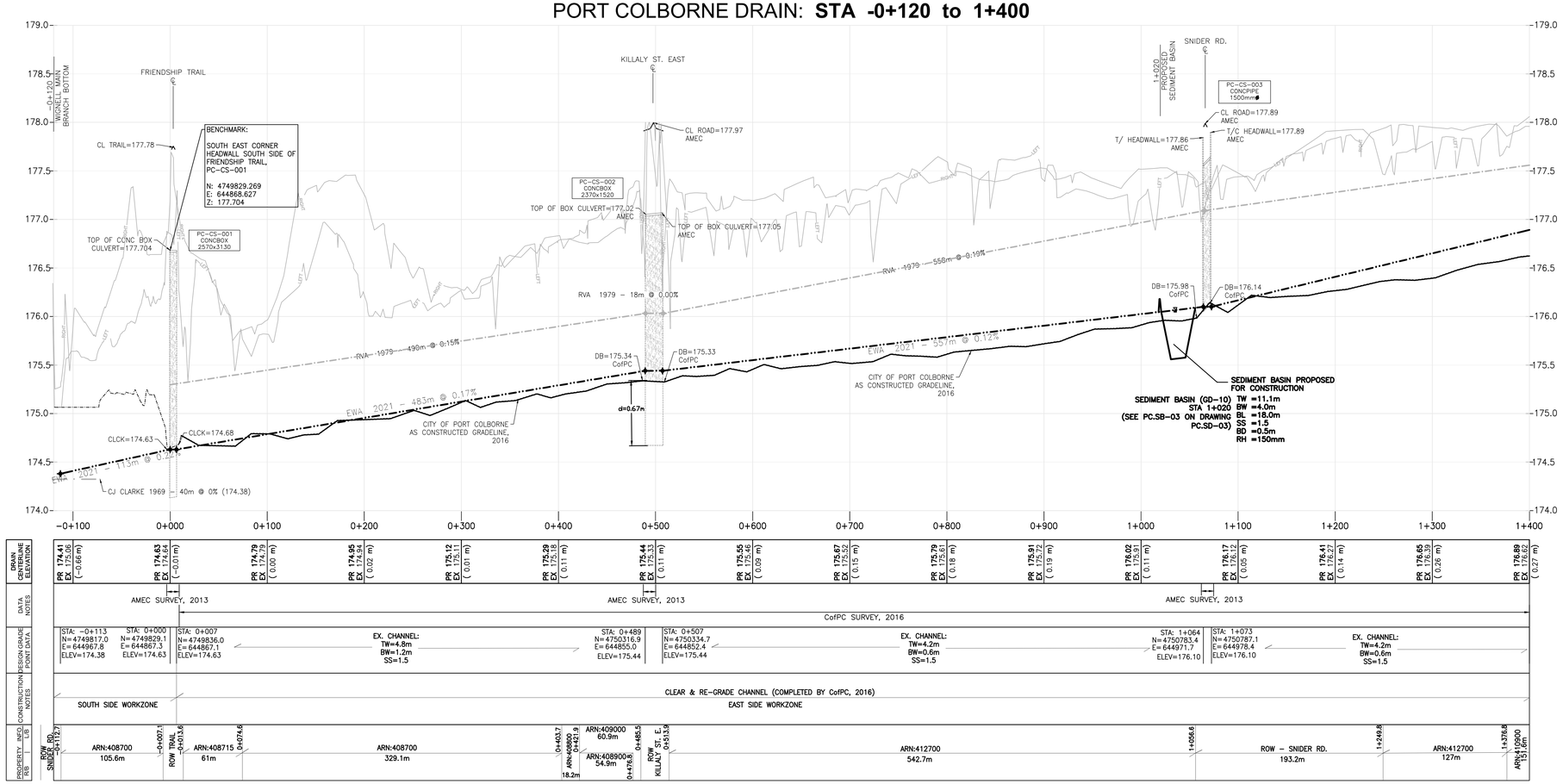
TJF	PCM	–	PC.PLAN
DESIGNED BY :	DATE :	SCALE :	
PCM	16–APRIL–21	F.T.P.	

PORT COLBORNE DRAIN: **STA -0+120 to 1+400**



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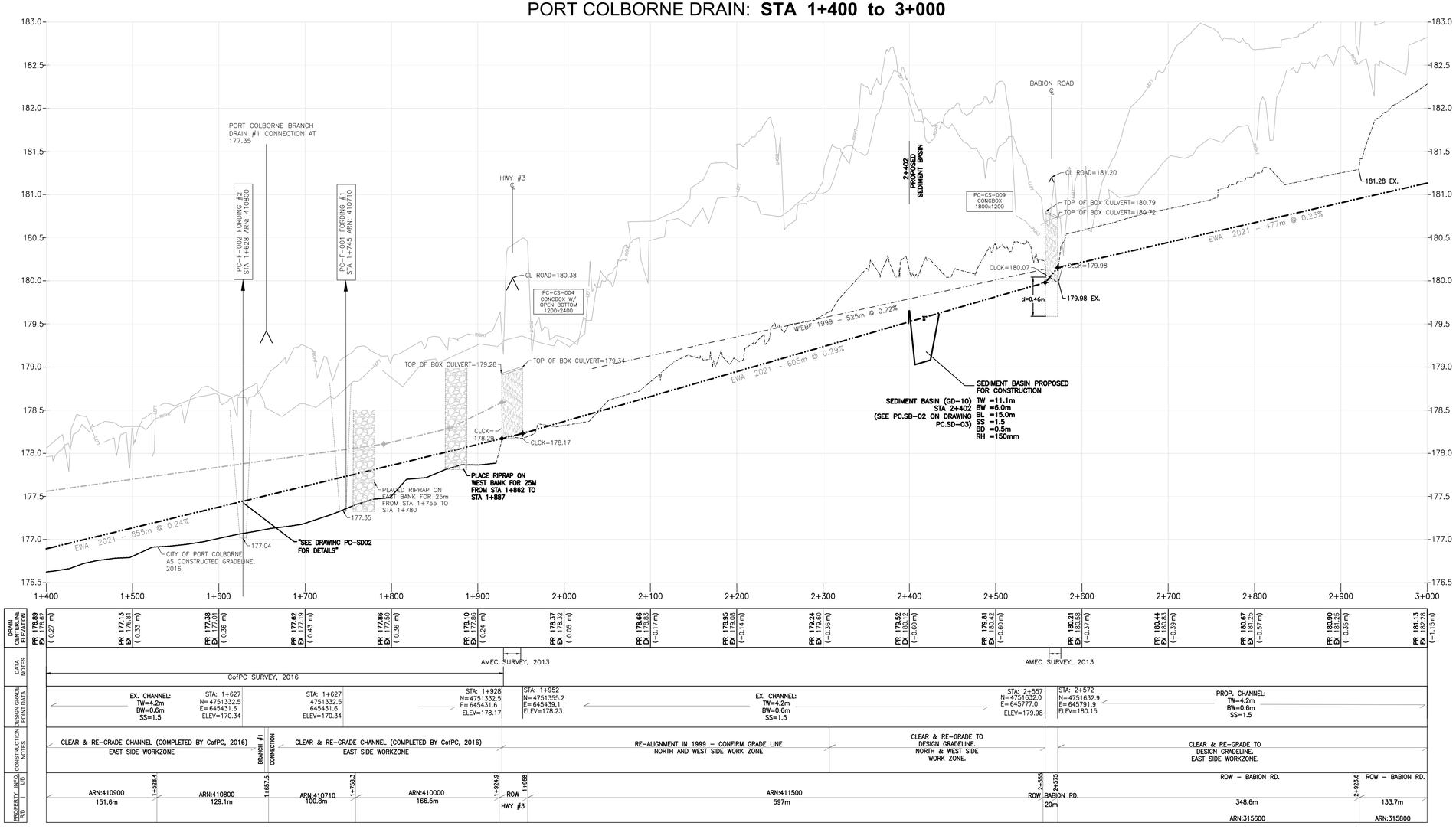
PORT COLBORNE DRAIN: **STA 1+400 to 3+000**



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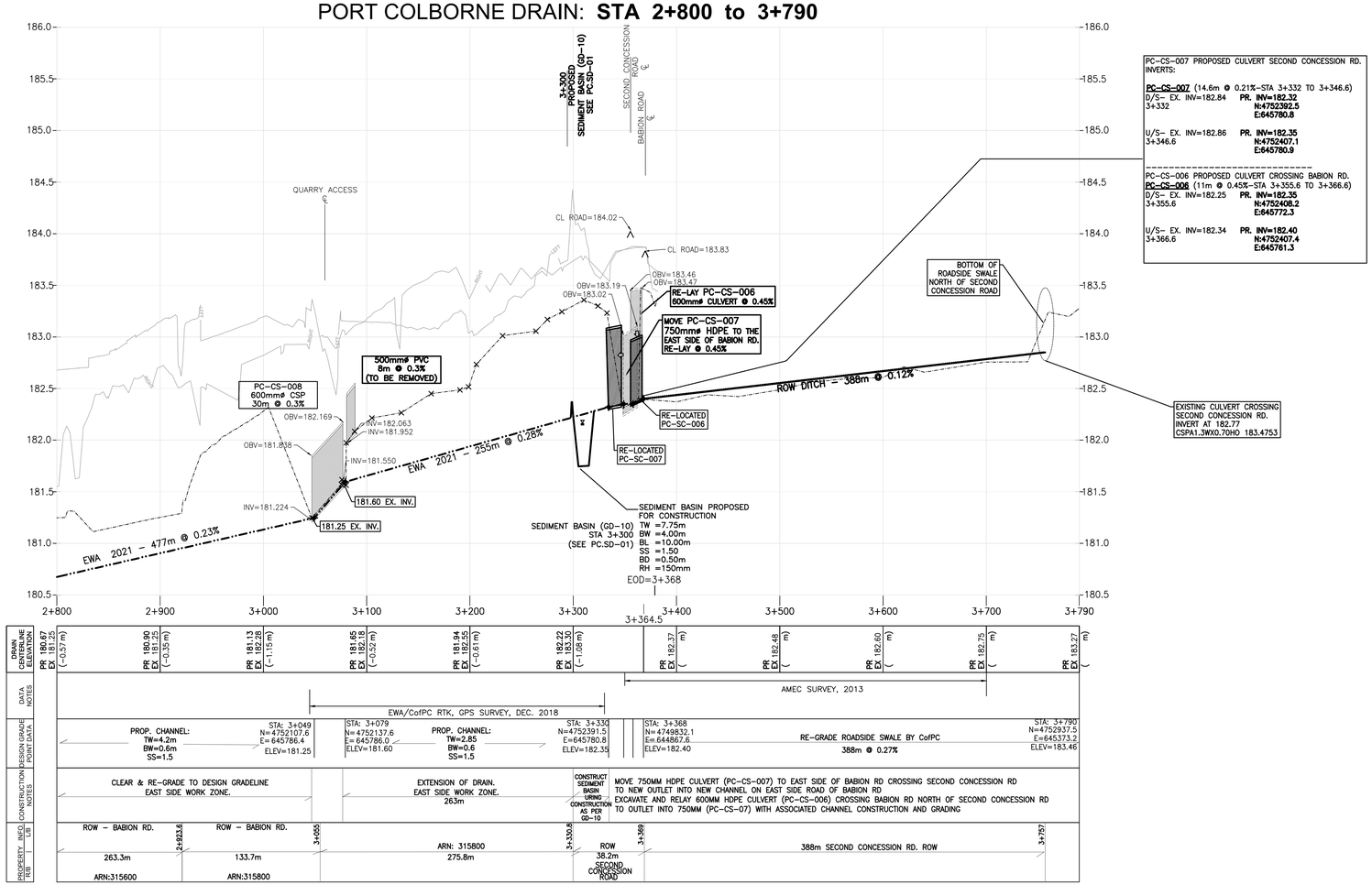
PORT COLBORNE DRAIN: **STA 2+800 to 3+790**



PC-CS-007 PROPOSED CULVERT SECOND CONCESSION RD. INVERTS:

PC-CS-007 (14.6m @ 0.21%-STA 3+332 TO 3+346.6)

D/S- EX. INV=182.84 **PR. INV=182.32**
3+332 **N:4752392.5**
E:645780.8

U/S- EX. INV=182.86 **PR. INV=182.35**
3+346.6 **N:4752407.1**
E:645780.9

PC-CS-006 PROPOSED CULVERT CROSSING BABION RD.

PC-CS-006 (11m @ 0.45%-STA 3+355.6 TO 3+366.6)

D/S- EX. INV=182.25 **PR. INV=182.35**
3+355.6 **N:4752408.2**
E:645772.3

U/S- EX. INV=182.34 **PR. INV=182.40**
3+366.6 **N:4752407.4**
E:645761.3

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   - WIEBE ENGINEERING SURVEY, 2008

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SPATIAL DATA:

DTM DATA FROM NIAGARA PENINSULA CONSERVATION AUTHORITY

- HORIZONTAL DATUM: UTM NAD83-CSRS ZONE 17N
- VERTICAL DATUM: CGVD28-1978
- ACCURACY: ABSOLUTE HORIZONTAL AND VERTICAL POSITIONAL ACCURACIES OF ±0.5m

LEGEND

	EXISTING DITCH BOTTOM (NPCA DEM DATA)
	EXISTING DITCH BOTTOM (SURVEYED)
	HISTORICAL GRADELINE
	PROPOSED DRAIN GRADELINE-EWA, 2021
LEFT	LEFT BANK
RIGHT	RIGHT BANK
	EXISTING DRAIN SECTION
	EXISTING STRUCTURE DETAILS
	ASSUMED EXISTING STRUCTURE DETAILS
OBV=175.00	EXISTING DRAIN ELEVATION
175.00 PR.	PROPOSED DRAIN CENTERLINE ELEVATION
175.00 EX.	PROPOSED DRAIN ELEVATION (WHERE MATCHES EXISTING ELEVATION)
	DATA POINT FROM HISTORICAL DESIGN GRADELINE RVA, 1979

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PORT COLBORNE MUNICIPAL DRAIN
DRAIN PROFILE
STA 2+800 to 3+790

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

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AN EXPORT OF DESIGN POINTS IN NORTHING, EASTING AND ELEVATIONS IS AVAILABLE ON REQUEST.

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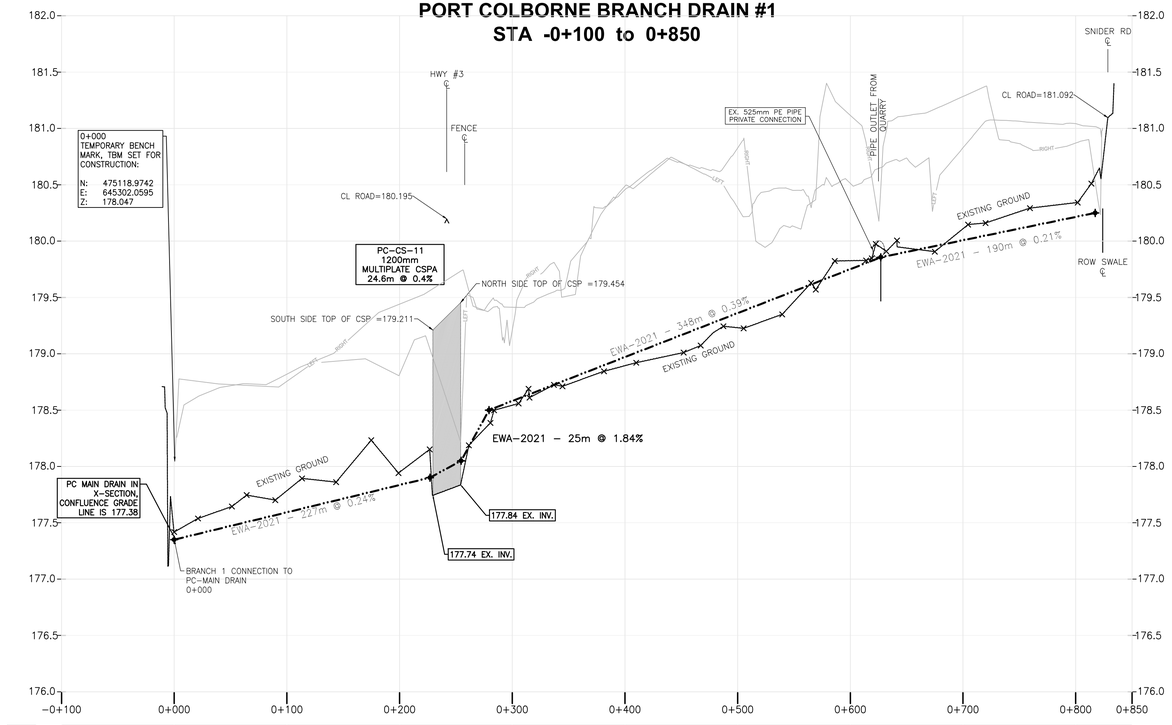
TJF	PCM	189999	PC.P3
DESIGNED BY :	DATE :	SCALE :	
PCM	16-APRIL-21	1:2500	

PORT COLBORNE BRANCH DRAIN #1
STA -0+100 to 0+850



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LEGEND

	EXISTING DITCH BOTTOM (NPCA DEM DATA)
	EXISTING DITCH BOTTOM (SURVEYED)
	HISTORICAL GRADELINE
	PROPOSED DRAIN GRADELINE-EWA, 2021
LEFT	LEFT BANK
RIGHT	RIGHT BANK
	EXISTING DRAIN SECTION
	EXISTING STRUCTURE DETAILS
	ASSUMED EXISTING STRUCTURE DETAILS
OBV=175.00	EXISTING DRAIN ELEVATION
175.00 PR.	PROPOSED DRAIN CENTERLINE ELEVATION
175.00 EX.	PROPOSED DRAIN ELEVATION (WHERE MATCHES EXISTING ELEVATION)
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NO.	REVISION DESCRIPTION	DATE
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PORT COLBORNE BRANCH DRAIN #1 PROFILE
STA 0+000 to 0+824

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

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EWA Engineering Inc.
647.400.2824 www.ewaeng.com

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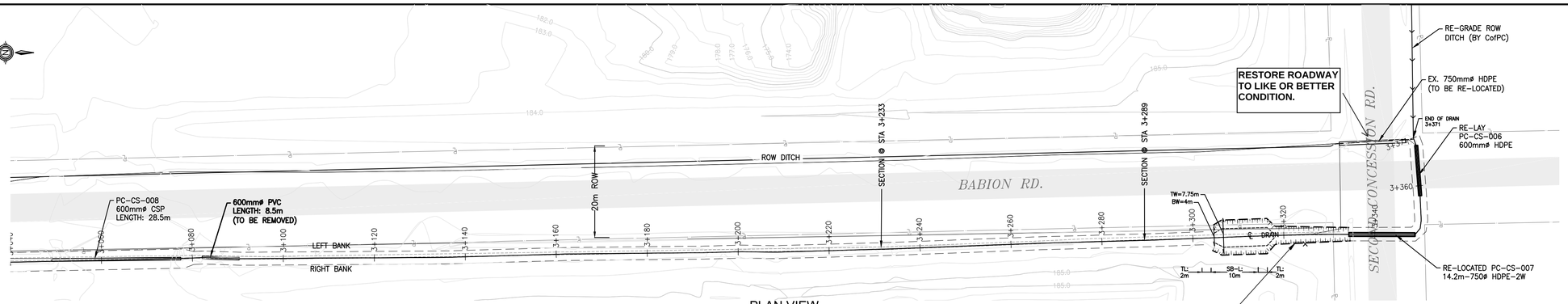
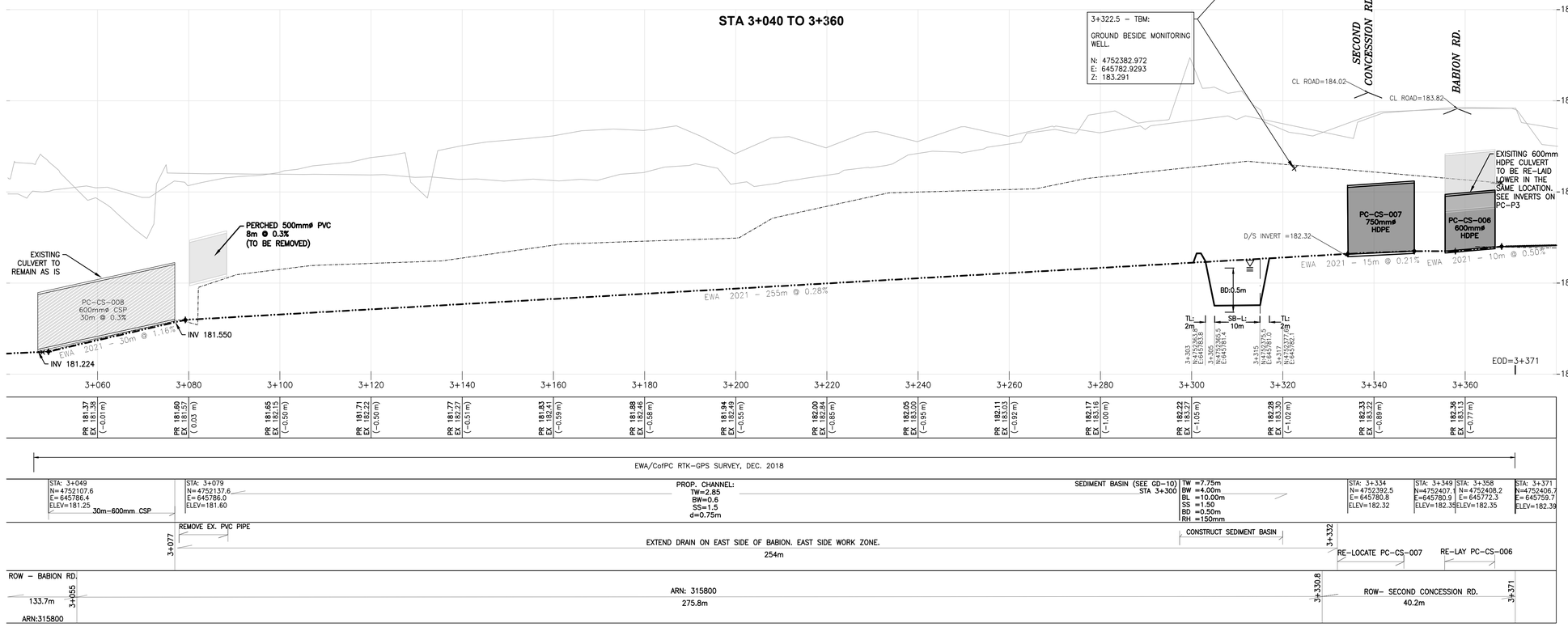
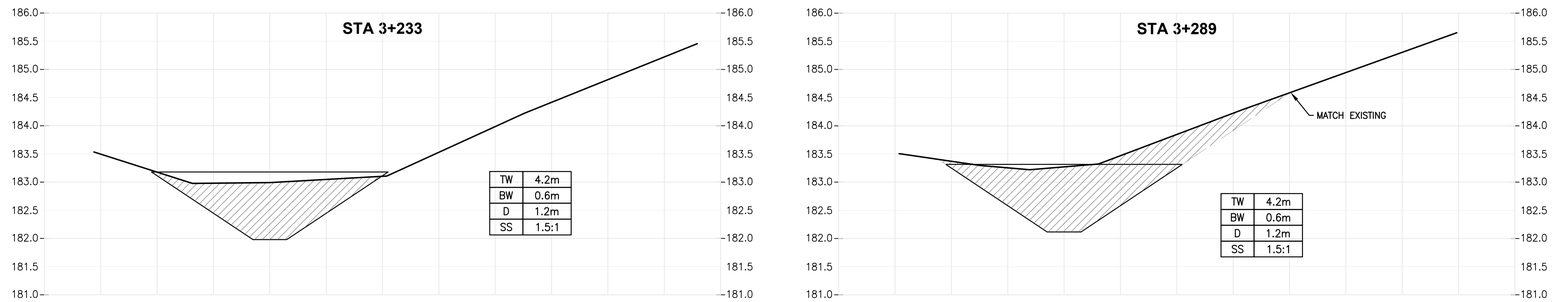
TJF	PCM	189999	PC.P4
DESIGNED BY :	DATE :	SCALE :	
PCM	16-APRIL-21	1:2500	



PLAN VIEW
SCALE 1:500



PROFILE VIEW
SCALE H=1:500, V=1:25



SECTION VIEWS
SCALE 1:50

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   - SUPPLEMENTARY SURVEY BY CofPC, 2018
   - WIEBE ENGINEERING SURVEY, 2008
   - WETLAND SURVEY BY CofPC RTK GPS, 2020
   - FORDING SURVEY BY CofPC RTK GPS, 2020
   - BRANCH #1 OUTLET SURVEY BY CofPC RTK GPS, 2020

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LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

PORT COLBORNE MUNICIPAL DRAIN
PLAN & PROFILE - SPECIFIC DETAIL
STA 3+040 to 3+371 END OF DRAIN

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EWA Engineering Inc.
647.400.2824
www.ewaeng.com

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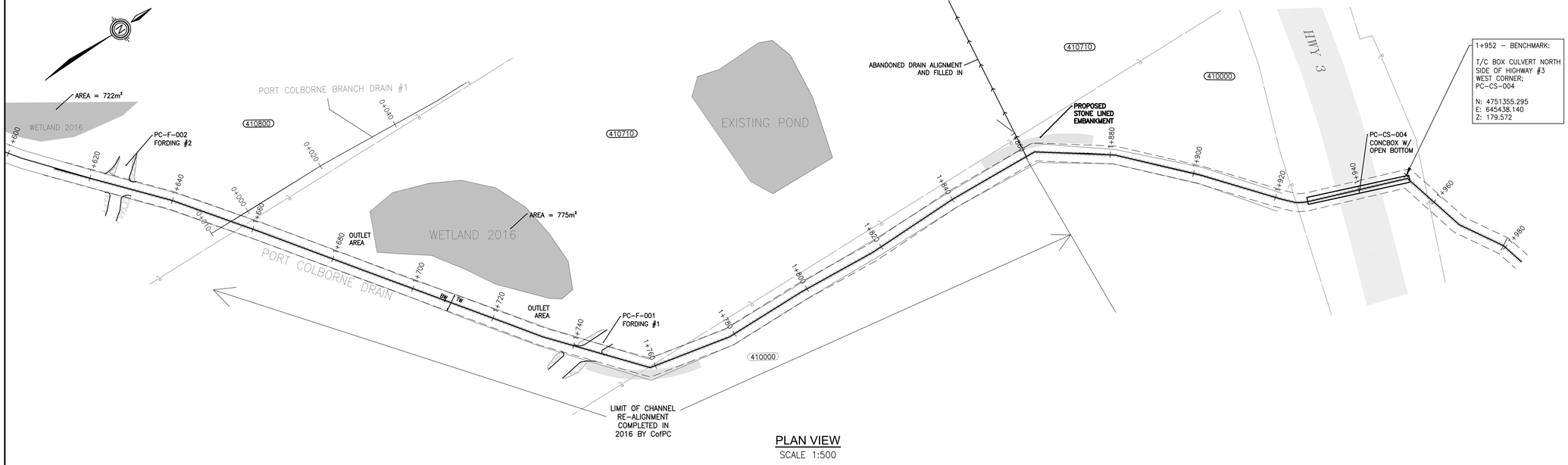
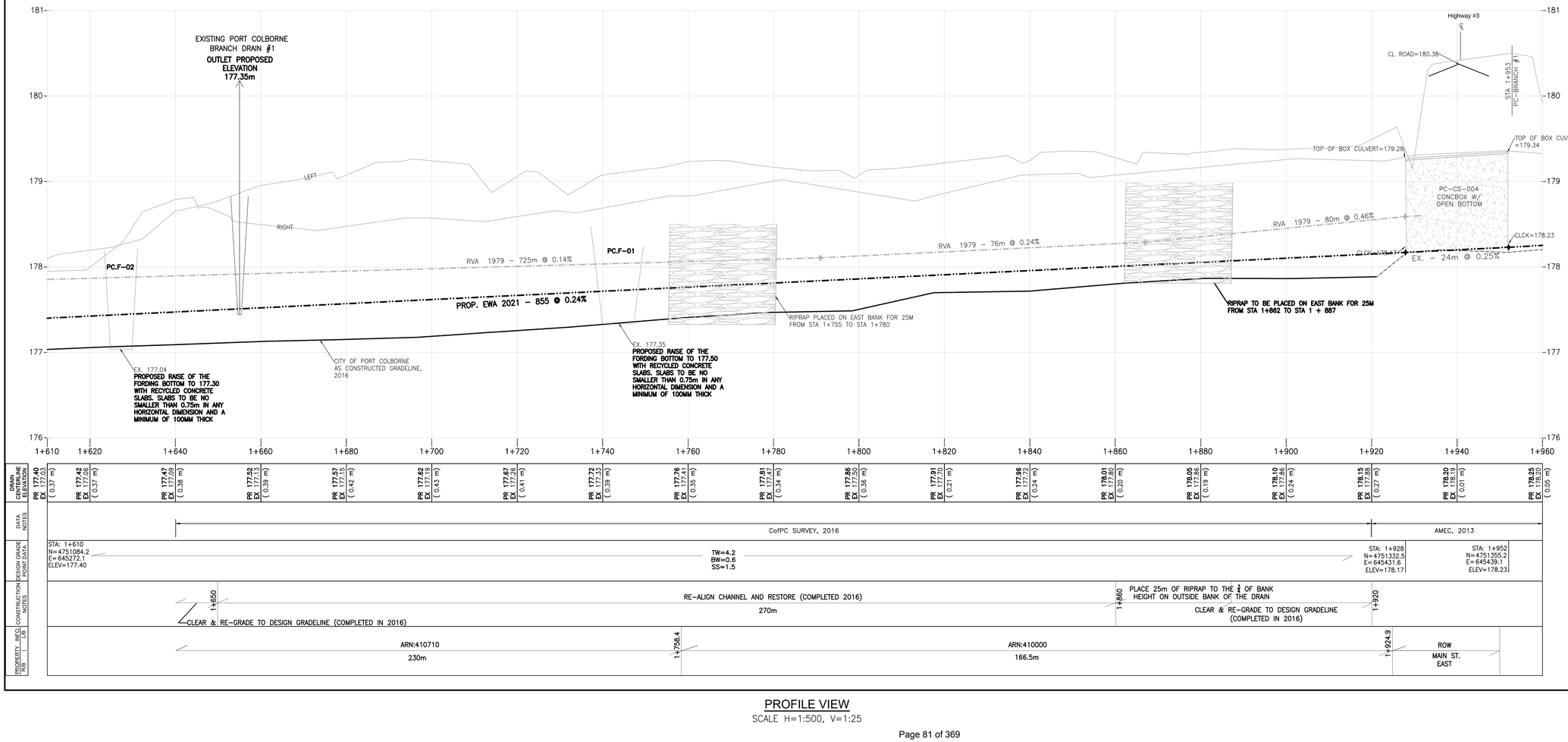
TJF	PCM	189999	PC.SD-01
DESIGNED BY :	DATE :	SCALE :	
PCM	16-APRIL-21	1:2500	



PLAN VIEW
SCALE 1:500



PROFILE VIEW
SCALE H=1:500, V=1:25

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED
2. CATCHMENT BOUNDARIES ARE BASED ON THE NPCA DIGITAL ELEVATION MODEL (DEM) 2010
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   - DRAIN CROSSINGS & SPOT CHANNELS AMEC SURVEY, 2013
   - AS CONSTRUCTED SURVEY BY CofPC, 2016 STATION 0+000-1+940
   - SUPPLEMENTARY SURVEY BY CofPC, 2018
   - WIEBE ENGINEERING SURVEY, 2008
   - WETLAND SURVEY BY CofPC RTK GPS, 2020
   - FORDING SURVEY BY CofPC RTK GPS, 2020
   - BRANCH #1 OUTLET SURVEY BY CofPC RTK GPS, 2020

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SPATIAL DATA:

DTM DATA FROM NIAGARA PENINSULA CONSERVATION AUTHORITY

- HORIZONTAL DATUM: UTM NAD83-CSRS ZONE 17N
- VERTICAL DATUM: CGVD28-1978
- ACCURACY: ABSOLUTE HORIZONTAL AND VERTICAL POSITIONAL ACCURACIES OF ±0.5m

LEGEND

	EXISTING DITCH BOTTOM (NPCA DEM DATA)
	EXISTING DITCH BOTTOM (SURVEYED)
	HISTORICAL GRADELINE
	PROPOSED DRAIN GRADELINE-EWA, 2021
LEFT	LEFT BANK
RIGHT	RIGHT BANK
	EXISTING DRAIN SECTION
	EXISTING STRUCTURE DETAILS
	ASSUMED EXISTING STRUCTURE DETAILS
OBV=175.00	EXISTING DRAIN ELEVATION
175.00 PR.	PROPOSED DRAIN CENTERLINE ELEVATION
175.00 EX.	PROPOSED DRAIN ELEVATION (WHERE MATCHES EXISTING ELEVATION)
	DATA POINT FROM HISTORICAL DESIGN GRADELINE RVA, 1979

NO.	REVISION DESCRIPTION	DATE
2	ISSUED FOR REPORT	APRIL 16, 2021
1	ISSUED FOR BASELINE REPORT	MAY 2019

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

PORT COLBORNE MUNICIPAL DRAIN
PLAN & PROFILE – SPECIFIC DETAIL
STA 1+640 to 1+960

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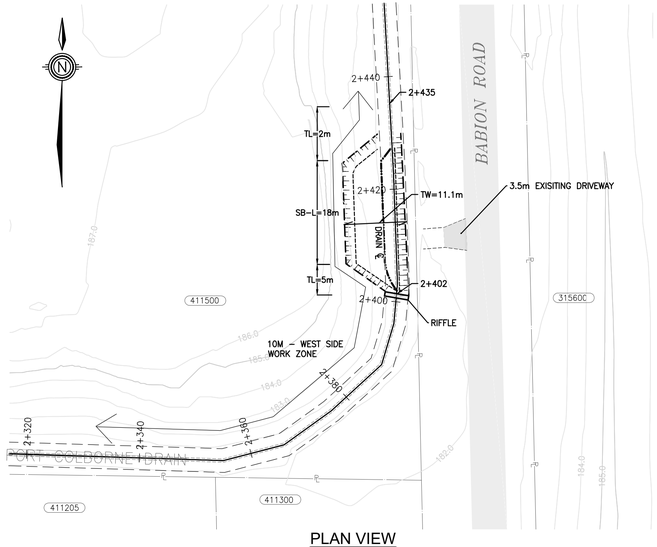
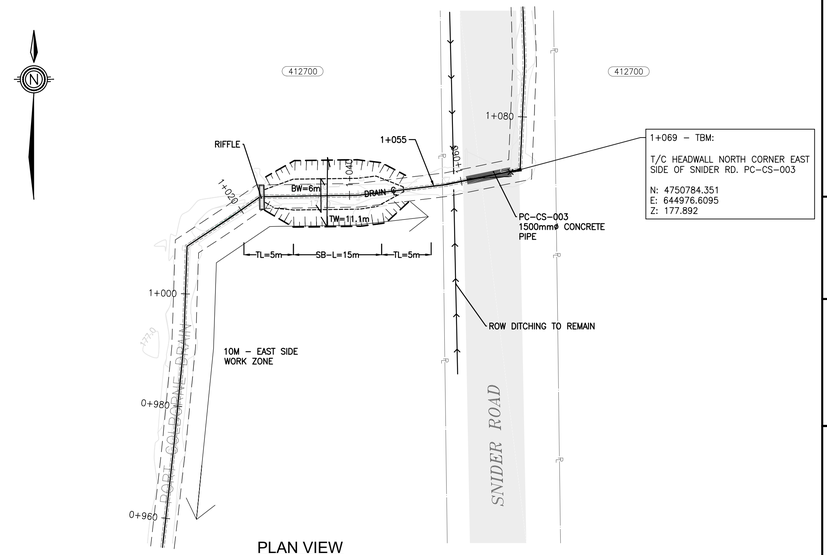
TJF	PCM	189999	PC.SD-02
DESIGNED BY :	DATE :	SCALE :	
PCM	16-APRIL-21		

PC.SB-02

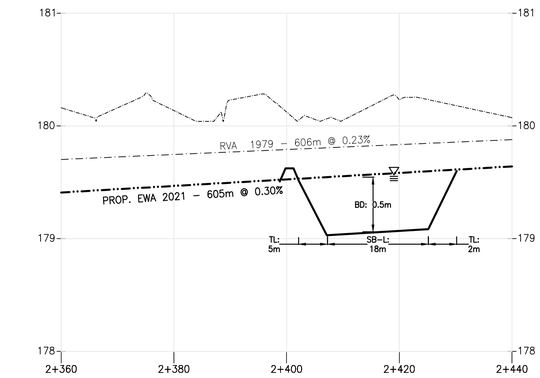


PLAN VIEW
SCALE 1:500

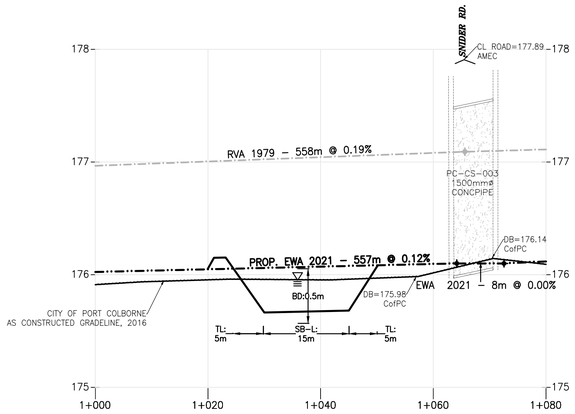
PC.SB-03



PLAN VIEW
SCALE 1:500



PROFILE VIEW
SCALE H=1:500, V=1:25



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SCALE H=1:500, V=1:25

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NO.	REVISION DESCRIPTION	DATE
2	ISSUED FOR **REPORT**	APRIL 16, 2021
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LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

PORT COLBORNE MUNICIPAL DRAIN

SEDIMENT BASINS – SPECIFIC DETAIL

PC.SB–02 & PC.SB–03

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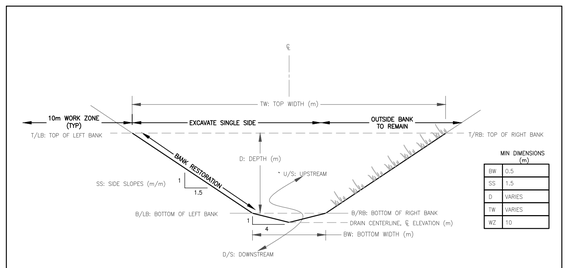
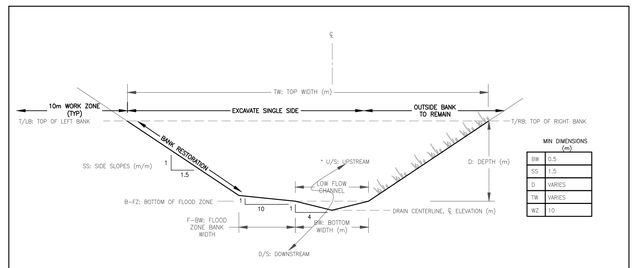
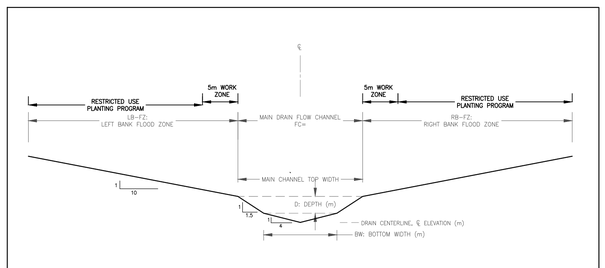
DESIGNED BY :	DATE :	SCALE :	
PCM	16–APRIL–21		



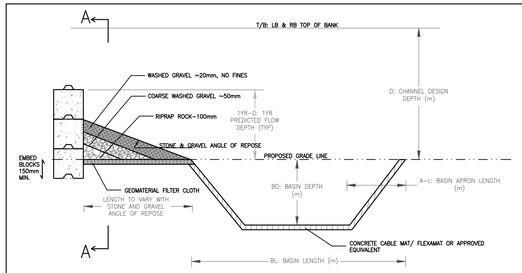
GD-01
DRAIN CHANNEL DIMENSIONS
NOT TO SCALE



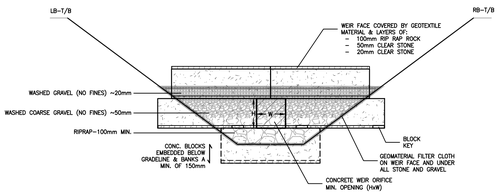
GD-02
FLOOD ZONE DRAIN CHANNEL DIMENSIONS
NOT TO SCALE



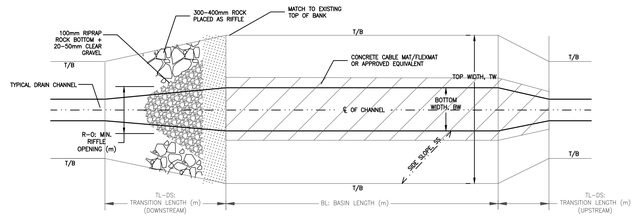
GD-03
NATURAL DRAIN CHANNEL DIMENSIONS
NOT TO SCALE



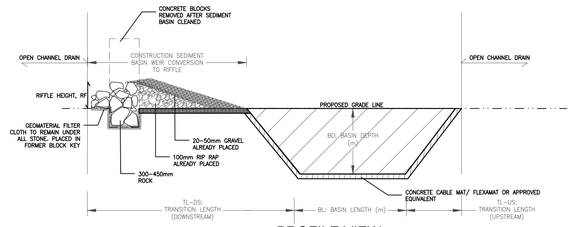
PROFILE VIEW
SEDIMENT BASIN - DURING CONSTRUCTION



SECTION A-A
SEDIMENT BASIN - DURING CONSTRUCTION

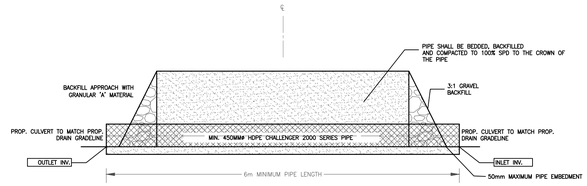


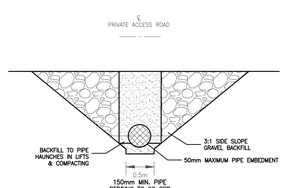
PLAN VIEW
SEDIMENT BASIN - POST-CONSTRUCTION

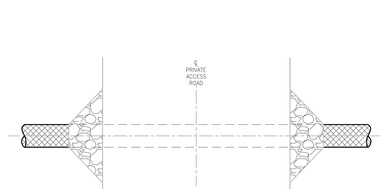


PROFILE VIEW
SEDIMENT BASIN - POST-CONSTRUCTION

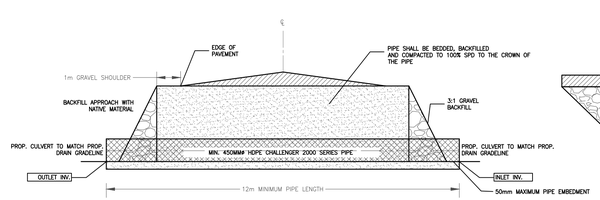
GD-10
SEDIMENT BASIN
NOT TO SCALE

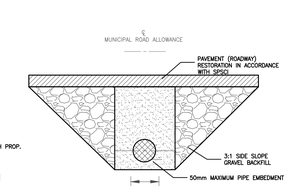


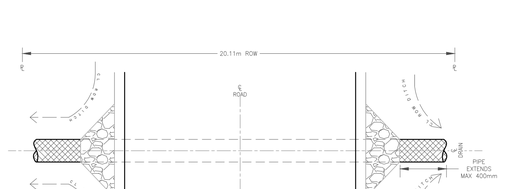




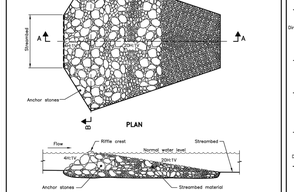
GD-05
TYPICAL PRIVATE ACCESS ROAD CIRCULAR CULVERT INSTALLATION
NOT TO SCALE





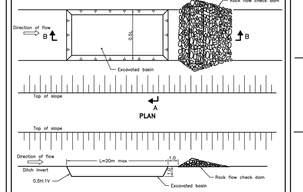


GD-06
TYPICAL MUNICIPAL ROW CULVERT INSTALLATION
NOT TO SCALE



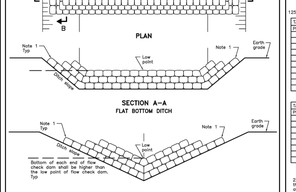
NOTES:
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2014	Rev 0
RIFFLES ON STREAMBEDS		OPSD 222.050



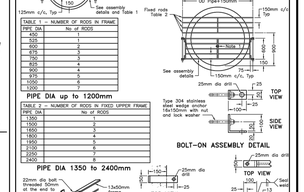
NOTES:
A Ditch cross-section upstream or downstream of sediment trap may be flat bottom or V-shaped. Flat bottom shown.
B This OPSD shall be read in conjuction with OPSD 219.210 or 219.211.
C All dimensions are in metres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev 2
SEDIMENT TRAP IN DITCH		OPSD 219.220



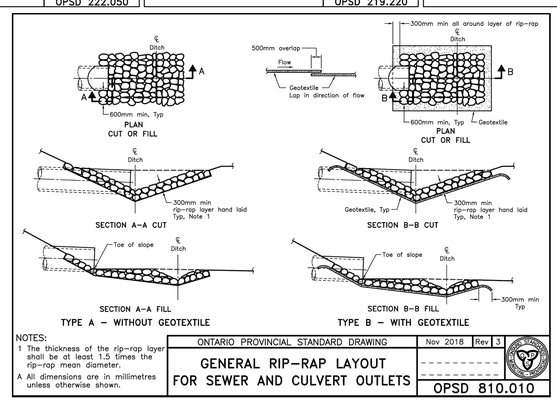
NOTES:
1 Sufficient sandbags shall be placed to prevent end scouring.
2 For sandbag dimensions see OPSD 219.150.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev 2
SANDBAG FLOW CHECK DAM		OPSD 219.200



NOTES:
1 Grates shall be secured by either a bolt and nut or a locking device as specified.
A Metal surfaces shall be either painted with 2 coats of self priming abrasion resistant immersion grade epoxy or hot dip galvanized, as specified.
B Frame, hinge strap, mounting bracket, and steel rods shall be medium grade steel.
C All welding shall be according to CSA W59 and W47.1.
D All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2018	Rev 2
GRATING FOR CONCRETE ENDWALL		OPSD 804.050



NOTES:
1 The thickness of the rip-rap layer shall be at least 1.5 times the rip-rap mean diameter.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2018	Rev 3
GENERAL RIP-RAP LAYOUT FOR SEWER AND CULVERT OUTLETS		OPSD 810.010

PORT COLBORNE MUNICIPAL DRAIN GENERAL DETAILS

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

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TJF	PCM	–	PC.GD
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PCM	16-APRIL-21	N/A	

CITY OF PORT COLBORNE DRAINAGE CONTACTS:

APPOINTED DRAINAGE ENGINEER:
MR. PAUL C. MARSH, P.ENG.
EWA ENGINEERING INC.
84 MAIN STREET, UNIONVILLE, ON L3R 2E7
PCMARSH@EWAENG.COM
647.400.2824

DRAINAGE SUPERINTENDENT:
ALANA VANDER VEEN
DRAINAGE SUPERINTENDENT
1 KILLALY STREET WEST, PORT COLBORNE, ONTARIO L3K 6H1
TEL: 905-835-2901 EXT. 291
ALANA.VANDERVEEN@PORTCOLBORNE.CA

DEPARTMENT OF FISHERIES AND OCEANS:
867 LAKESHORE RD
BURLINGTON ON L7S 1A1
TELEPHONE: 905-336-4999
EMAIL: INFO@DFO-MPO.GC.CA

MINISTRY OF NATURAL RESOURCES AND FORESTRY
ELIZABETH REIMER
ADMINISTRATION BUILDING
4890 VICTORIA AVE N
VINELAND STATION, ON L0R 2E0
905-562-4147

NIAGARA PARKS CONSERVATION AUTHORITY, NPCA
DIRECTOR, WATERSHED MANAGEMENT
NIAGARA PENINSULA CONSERVATION AUTHORITY
250 THOROLD ROAD WEST, 3RD FLOOR
WELLAND, ON, L3C 3W2
P: 905-788-3135 EXT. 229
F: 905-788-1121
WWW.NPCA.CA

GENERAL NOTES:

THE CITY SHALL ARRANGE A PRE-CONSTRUCTION MEETING PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

ALL CONSTRUCTION MATERIALS AND METHODOLOGIES SHALL BE IN ACCORDANCE WITH:

- SPECIAL PROVISIONS - SUPPLEMENTARY GENERAL CONDITIONS (SPSGC)
- SPECIAL PROVISIONS - SUPPLEMENTARY CONTRACT ITEMS (SPSCI)
- NIAGARA PENINSULA STANDARD CONTRACT DOCUMENTS (NPSCD)
- ONTARIO PROVINCIAL STANDARDS FOR ROADS & PUBLIC WORKS (OPSS & OPSD)

AND ANY OTHER APPLICABLE STANDARDS THAT MAY APPLY.

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THESE MATERIALS AND METHODOLOGIES ARE STRICTLY ADHERED TO.

THE CITY OF PORT COLBORNE AND STAFF DISCLAIMS ANY LIABILITY AS TO THE CURRENT ACCURACY OF THE DRAWINGS PROVIDED. IN USING THE INFORMATION SHOWN OR CONTAINED ON THESE DRAWINGS, THE USER AGREES IMPLICITLY AND EXPLICITLY THAT THE CITY OF PORT COLBORNE AND STAFF SHALL NOT BE LIABLE FOR SPECIAL, INCIDENTAL, CONSEQUENTIAL OR OTHER DAMAGES ARISING FOR THE USE OF SUCH INFORMATION. THE USER SHALL DO AN IN-FIELD VERIFICATION OF THE INFORMATION SHOWN ON OR CONTAINED WITHIN THESE DRAWINGS.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY APPROVALS WHICH MAY BE REQUIRED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION UNLESS DIRECTED OTHERWISE BY THE CONTRACT ADMINISTRATOR.

DIMENSIONING SHALL GOVERN OVER SCALED DIMENSIONS.

ANY WORKS COMPLETED IN SET-BACK AREAS, AND DISCHARGE TO CREEKS, STREAMS AND WATERCOURSES MAY BE SUBJECT TO FEDERAL AND PROVINCIAL APPROVALS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN SUCH APPROVALS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION IF REQUIRED FOR THE PROJECT.

PUBLIC UTILITIES:

THE CONTRACTOR SHALL NOTE THAT PUBLIC UTILITIES SHALL INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING, HYDRO, GAS, BELL, CABLE AND FIBRE OPTIC.

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN THE NECESSARY CLEARANCES FROM SAID PUBLIC UTILITIES WHICH MAY BE IN DIRECT CONFLICT WITH THIS PROJECT.

ANY WORK REQUIRING EITHER RELOCATION/LOWERING OF SAID PUBLIC UTILITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE UTILITY, AND ANY WORKS WILL BE REQUIRED TO BE COMPLETE PRIOR TO THE INSTALLATION OF THE WORK.

ENVIRONMENTAL COMPLIANCE:

THE CONTRACTOR SHALL PREPARE AN ENVIRONMENTAL MANAGEMENT PLAN (EMP) PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. THE EMP WILL ADDRESS THE FOLLOWING MAJOR SUBJECT AREAS:

- EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION
- TREE PROTECTION & REMOVAL (SAR - BUTTERNUT)
- MINIMIZE AND/OR MITIGATION MEASURES FOR CONSTRUCTION IMPACTS ON SPECIES AND SPECIES HABITAT INCLUDING STOPPING CONSTRUCTION PROCEDURES.
- AGENCY CONTACTS - IDENTIFY RESOURCES & CONTACT INFO.

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH SPECIES AT RISK (SAR) LEGISLATION. BY LAW, YOU MUST IMMEDIATELY:

- AVOID DRAINAGE WORK DURING REPRODUCTION AND REARING SEASONS
- PREVENT A SPECIES FROM ENTERING THE WORK AREA (E.G. PUTTING UP A FENCE)
- GIVE THE SPECIES ADEQUATE TIME TO LEAVE THE AREA, BEFORE STARTING WORK
- GET ADVICE/HELP BEFORE YOU MOVE IT
- PROTECT AREAS THAT ARE IMPORTANT TO THE SPECIES (E.G. SPAWNING AREAS)
- CONTROL EROSION AND SEDIMENT
- STABILIZE WATER BANKS IN AFFECTED AREAS

TURTLES:

- YOU CANNOT REDUCE THE AMOUNT OF WATER IN A DRAIN OR DITCH WHERE A TURTLE IS HIBERNATING.

ABREVATIONS USED:

- BD - SEDIMENT BASIN BOTTOM DEPTH (FROM GRADE LINE)
- BL - SEDIMENT BASIN LENGTH
- BOD - BEGINNING OF DRAIN
- BW - BOTTOM WIDTH OF CHANNEL
- CL - CENTRELINE OF ROAD, CHANNEL
- CLCK - CENTRELINE OF CREEK OR CHANNEL
- D - DEPTH
- D/S - DOWNSTREAM
- E - EASTING
- ELEV - ELEVATION
- EOD - END OF DRAIN
- EX. - EXISTING
- INV - INVERT
- LB - LEFT BANK, LOOKING UPSTREAM
- N - NORTHING
- PL - PROPERTY LINE
- PR. - PROPOSED
- RB - RIGHT BANK, LOOKING UPSTREAM
- RH - RIFFLE HEIGHT
- ROW - RIGHT OF WAY
- SB - SEDIMENT BASIN
- SS - SIDE SLOPE; RUN(m)/RISE, WHERE RISE=1m
- T/B - TOP OF BANK
- T/C - TOP OF CONCRETE
- TL - TRANSITION LENGTH
- TW - TOP WIDTH OF CHANNEL
- TYP - TYPICAL
- U/S - UPSTREAM
- WZ - WORK ZONE

OPSD REFERENCED DETAILS:

- OPSD 219.200
- OPSD 219.220
- OPSD 222.050
- OPSD 400.020
- OPSD 403.010
- OPSD 705.040
- OPSD 803.010

PORT COLBORNE MUNICIPAL DRAIN CONSTRUCTION NOTES

THIS PAGE IS FORMATTED FOR PRINTING ON AN ARCH D SIZE PAGE 610mm x 914mm

DRAWN BY :	APPROVED BY :	PROJECT NO. :	DRAWING NO. :
TJF	PCM	-	PC.CN
DESIGNED BY :	DATE :	SCALE :	
PCM	10-FEB-21	N/A	

Appendix B:

Cost Estimates & Assessment Tables

Port Colborne Municipal Drain

City of Port Colborne
Regional Municipality of Niagara

Section 78 Works under the Municipal Drainage Act.

Drainage Assessment	Costs

Cover page

Port Colborne Drain

Estimated Cost of Construction			
	Port Colborne Drain	$33,332.00	
	Port Colborne General Construction Costs	$8,278.52	
	Port Colborne Contingency	$12,458.10	
	Total - Estimated Cost of Construction		$54,068.62
Previous Construction			
	Port Colborne Channel Re-alignment by Rankin Construction - 2+580 to 3+045	$26,050.00	
	Port Colborne Channel Re-Alignment - 1+660 to 1+860	$9,442.50	
	Port Colborne Channel Re-Grading and Clearing - 0+010 to 1+500	$15,300.00	
	Fording #1; ARN = 410710 - 1+740 to 1+750	$710.00	
	Fording #2; ARN = 410800 - 1+630 to 1+640	$710.00	
	Total - Previous Construction		$52,212.50
Administration			
	Engineering	$167,486.89	
	Administration Cost Allocations	$10,723.47	
		$178,210.37	
Administration Costs allocated per Drain area			
	Port Colborne Branch Drain #1	$8,052.75	
	Port Colborne Drain	$170,157.61	
	Total - Administration Port Colborne Drain		$170,157.61
Drain Allowances			
	Port Colborne Drain	$939.00	
			$939.00
	Forecasted Total Drain Costs		$277,377.74

Assessment Schedule			
Benefit Assessment (Section 22)			
	Private Lands	$763.50	
	Total - Benefit Assessment (Section 22)		$763.50
Outlet Liability Assessment (Section 23)			
	Private Lands		
	Road Right of Way Lands	$225,489.15	
	Total - Outlet Liability Assessment (Section 23)		$225,489.15
Special Benefit Assessment (Section 24)			
	Port Colborne Drain	$5,600.09	
	Total - Special Benefit Assessment (Section 24)		$5,600.09
Special Assessments (Section 26)			
	City of Port Colborne	$40,448.80	
	MINISTRY OF TRANSPORTATION ONTARIO	$5,076.19	
	Total: Port Colborne Drain	$45,525.00	
	Total - Special Assessments (Section 26)		$45,525.00
	Forecasted Total Drain Assessments		$277,377.74

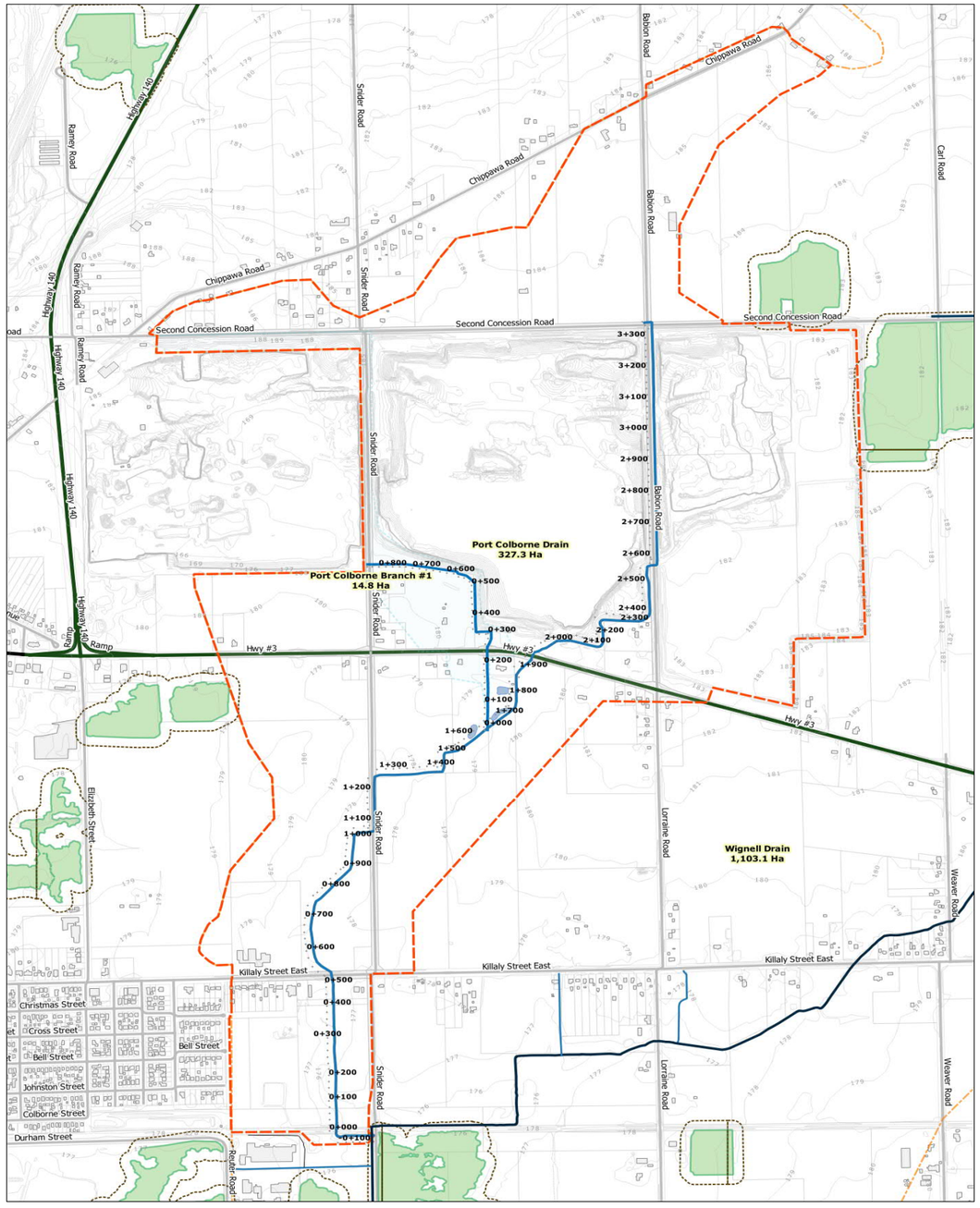
Port Colborne Branch Drain #1

Estimated Cost of Construction		$10,340.00	
Previous Construction		$0.00	
Administration		$8,052.75	
Drain Allowances		$277.62	
			$18,670.37
Benefit Assessment (Section 22)		$0.00	
Outlet Liability Assessment (Section 23)			
	Private Lands	$3,096.49	
	Road Right of Way Lands	$1,450.25	
			$4,546.73
Special Benefit Assessment (Section 24)		$0.00	
Special Assessments (Section 26)			
	City of Port Colborne	$7,008.46	
	MINISTRY OF TRANSPORTATION ONTARIO	$7,115.18	
	Total: Section 26		$14,123.64
			$18,670.37
			$296,048.11

Prepared by: Paul C. Marsh, P.Eng.

Dated:

4.5%	14.812	
95.5%	327.795	



Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Proposed Construction - Cost Estimate

Port Colborne Branch #1

Cost ID:	Drain	From STA	To STA	Work	Description	Linear, Each or Lump Sum Cost Type	Length	$/m	Qnty	/each	$	Notes
PC1-01	Port Colborne Branch Drain #1.	0+000	0+227	Clear and re-grade to design grade to outlet from MTO culvert crossing	Work from West Side. Spread spoil material adjacent to bank.	linear	227	$20.00			$4,540.00	
PC1-00	MTO	0+227	0+255	Existing Drain Crossing CS-100 CSPA 1070 crossing Highway #3	No work required.						$0.00	
PC1-02	Port Colborne Branch Drain #1.	0+255	0+627	Spot maintenance as required		linear	372	$5.00			$1,860.00	
PC1-03	Port Colborne Branch Drain #1.	0+627	0+824	Clear and re-grade to design grade from culvert quarry outlet to Snider Road ROW.		linear	197	$20.00			$3,940.00	
PC1-04	Port Colborne Branch Drain #1.			ROW North South Grading by others, (CofPC)							$0.00	Excluded from Drain. Work to be completed for ROW by CofPC.

SubTotal for: Port Colborne Branch #1 $10,340.00

Port Colborne Drain

Cost ID:	Drain	From STA	To STA	Work	Description	Linear, Each or Lump Sum Cost Type	Length	$/m	Qnty	/each	$	Notes
PC-00	Port Colborne Drain		3364.5	Regrade the North Side of Second Concession Rd. Ditch to drain to the East into the re-laid culvert crossing Babion Rd.	This work is not part of the drain and excluded from the cost estimate. Work is the responsibility of the City of Port Colborne as part of the road funding program.		388				$0.00	Excluded from Drain. Work to be completed for ROW by CofPC.
PC-01	Port Colborne Drain	3+364.5	3+350	Re-lay existing 600mm HDPE double wall culvert lower and to drain to the East.		Each	14.5		1	$ 2,500.00	$2,500.00	
PC-02	Port Colborne Drain	3+350	3+331	Re-locate existing 750mm HDPE double wall culvert to the East side of Babion Road, crossing Second Concession Rd. and outletting to East Side Drain Channel.	Road is to be closed to re-lay culvert in both directions. Restore road to original condition or better. Includes re-grading of open channel between culverts.	linear & each	5	$ 25.00	1	$ 2,500.00	$2,625.00	
PC-03	Port Colborne Drain	3+303	3+318	Construct Sediment Basin PC-SB01 at STA 3+300 as per Design and GD-10.	Remove material and dispose by spreading on existing berm. Sediment Basin constructed prior to commencing work upstream.	Area, m2	10	$ 75.00	77.5	$ 40.00	$3,850.00	
PC-04	Port Colborne Drain	3+080	3+331	Construct Open Channel as per Design.	Spoil removed and spread on berm.		254	$ 35.00			$8,890.00	
PC-05	Port Colborne Drain	2+595	2+960	Existing PVC Pipe to be removed.	Remove and dispose.				1	$ 500.00	$500.00	

PC-08	Port Colborne Drain			Construct Sediment Basin PC-SB02 at STA 2+400 as per Design and GD-10.	Remove material and dispose by spreading adjacent to the drain. Sediment Basin constructed prior to commencing work upstream.	Area, m2	15	$ 75.00	199.8	$ 40.00	$9,117.00	
PC-09	Port Colborne Drain			Additional Erosion Protection	Protect bank from erosion south of Highway 3 crossing				1	$ 1,500.00	$1,500.00	
PC-10	Port Colborne Drain			Construct Sediment Basin PC-SB03 at STA 1+020 as per Design and GD-10.	Remove material and dispose by spreading adjacent to the drain. Sediment Basin constructed prior to commencing work upstream.	Area, m2	18	$ 75.00	FALSE	$ 40.00	$1,350.00	
PC-11	Port Colborne Drain	2+300	2+500	Clear vegetation from Drain Channel & Construct Channel as per Design			200	$ 15.00			$3,000.00	

SubTotal for: Cost ID: $33,332.00

Construction Mgmt Port Colborne Drain

Cost ID:	Drain	From STA	To STA	Work	Description	Linear, Each or Lump Sum Cost Type	Length	$/m	Qnty	/each	$	Notes
	Port Colborne Drain			Bonding							$1,310.16	
	Port Colborne Drain			Environmental Management - Compliance with legislative requirements	Preparation of Environmental Management Plan - Exclusions for SAR incidents that require on site expertise.	Lump Sum					$2,500.00	Program budget - actual cost will vary
	Port Colborne Drain			Erosion Control During construction - including conversion of sediment ponds to permanent drain features		Lump Sum					$3,500.00	Program budget - actual cost will vary
	Port Colborne Drain			Construction Management	Traffic Control, Layout, and all compliance items for submission on construction startup.						$1,528.52	Budget
	Port Colborne Drain			Tree Replacement Program	Where private trees are removed for the drain and in lieu of compensation a 3 for 1 tree planting program is available for owners.				15	50	$750.00	Program budget - actual cost will vary

SubTotal for: Construction Mgmt Port Colborne Drain $8,278.52

SubTotal for: Port Colborne Drain $51,950.52
Contigency Allowance, (20%) $12,458.10
Cost of Construction: $74,748.62

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Previous Costs - Works Already Completed

Port Colborne Branch #1	Status	From STA	To STA	Work	Description	$	Notes	Date Completed	Length	$/m	Qnty	/each
Channel Construction by appointment - Section XX		2+580	3+045	Port Colborne Channel Re-alignment by Rankin Construction		$26,050.00		27-Mar-17	465	$ 56.02		
	Completed	1+660	1+860	Port Colborne Channel Re-Alignment	Construct new alignment based on existing topography	$9,442.50	filling in Drain - $ 3,995.00 Erosion protection - $1,555.00 Misc. trucking & levelling - $3,892.50	2016	202	$ 46.75		
	Completed	0+010	1+500	Port Colborne Channel Re-Grading and Clearing	establish lower grade line	$15,300.00		2016	1490	$ 10.27		
	Completed	1+740	1+750	Fording #1; ARN = 410710	provides access to back of farm crossing new alignment	$710.00	Two crossings - $1,410.00	2016				
	Completed	1+630	1+640	Fording #2; ARN = 410800	provides access to back of farm crossing new alignment	$710.00	Two crossings - $1,410.00	2016				
						$52,212.50						

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Administration Costs

	Area, Ha	Area Ratio
Michener Drain Area	135	12%
Port Colborne Drain Area	327.8	30%
Wignell Drain Area	634.4	58%
	1097.2	100.0%

Port Colborne Drain	Costs	Cost Items	Sub-totals, $	Totals, $
ADMINISTRATION				
	Interim Financing Allowance	Debenture Interest - 20007 to 2017	$8,911.40	
		Total Amount: $29,827.92		$8,911.40
		Debenture Administrative Fee	$1,812.07	
		Total Fee Amount: $6,065.29		$1,812.07
	Legal and Permitting Fees			$0.00
	Expenses, where applicable			$0.00
	Applicable Taxes			$0.00
		Total - ADMINISTRATION		$10,723.47
ENGINEERING				
	Preliminary Design and Report			$0.00
	Survey, Design, Plans, Engineer's Report and Assessment Schedule (Wiebe)*1			
		Survey; ($8,342.93) portion allocated by area	$2,492.54	
		Report Preparation; ($92,511.44) portion allocated by area	$27,638.76	
	Survey, Design, Plans, Engineer's Report (AMEC)*2	3-561-33229; 2012 to 2014; $67,147.23 portion allocated by area	$20,060.94	
	Survey, Design, Plans, Engineer's Report and Assessment Schedule (EWA Engineering)			
		Design Services	$99,811.50	
		CofPC CAD Work - 2020	$11,483.16	
		CofPC CAD Work - 2021	$2,500.00	
		Sub-total: ENGINEERING		$163,986.89
	Tribunal Costs (not estimated and assumed to be zero)			$0.00
	Tendering, Contract Administration and Construction Inspection (estimated)			$3,500.00
		Total - ENGINEERING		$167,486.89
TOTAL ADMINISTRATION AND ENGINEERING				$178,210.37

*1 Wiebe Engineering was appointed as the Drainage Engineer by Council with an approved budget. The firm declared bankruptcy after having been paid for a portion of the work. This is the amount originaly paid and not allocated.

*2 AMEC was appointed as the Drainage Engineer by Council in 2013, assuming work already completd by Wiebe and with an approved budget. After having been paid for 70% of the work, the company refused to complete the project without additional funds being allocated. The contract was cancelled.
This is the fee for service paid for partially completed work on the drain.

Allowances

Port Colborne Branch #1

Owner	Legal Text		Roll No	Area, Ha	Land and Rights of Way Section 29 Length m	Top Width	Area, Ha	$	Work Zone $	Damages Length m	Section 30 Allowance Area, Ha	$	For Existing Private Drain converted From STN	To STN	Length, m	Section 31 Allowance $	Insufficient Outlet Section 32 Allowance $	Loss of Access Section 33 Allowance $	Total of Allowances $
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801		271104000410710	0.107			0.0000	$0.00		224.7	0.225	$277.62				$0.00			$277.62
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801		271104000410800	1.084			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Hellinga Jack Simon	CON 2 PT LOT 22		271104000411000	5.247			0.0000	$0.00			0.000	$0.00			0	$0.00			$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP		271104000411500	2.758			0.0000	$0.00			0.000	$0.00			0	$0.00			$0.00
Parsons David Scott	CON 2 PT LOT 22		271104000411600	0.413			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22		271104000411700	0.098			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Yanni Bill	CON 2 PT LOT 22		271104000411900	0.418			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884		271104000412100	0.025			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23		271104000414000	3.308			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
				13.457															
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW		1.612			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
City of Port Colborne	Second Concession from Snider to Babion	ROW		0.022			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW		0.501			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
MTO	Highway #3	ROW		0.547			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
				2.682															
				16.139				$0.00	$0.00			$277.62				$0.00	$0.00	$0.00	$277.62

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Land and Rights of Way Section 29 Allowance Length m	Top Width	Area, Ha	$	Damages Length m	Section 30 Allowance Area, Ha	$	For Existing Private Drain converted From STN	To STN	Length, m	Section 31 Allowance $	Insufficient Outlet Section 32 Allowance $	Loss of Access Section 33 Allowance $	Total of Allowances $
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642														$0.00
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095														$0.00
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191														$0.00
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190														$0.00
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534														$0.00
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868														$0.00
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089														$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	255.0	3.800	0.0969	$ -										$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583														$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	0.0	0.000	0.0000	$ -										$0.00
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431														$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373														$0.00
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631														$0.00
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463														$0.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201														$0.00
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779														$0.00
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202														$0.00
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190														$0.00
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190														$0.00
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190														$0.00
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190														$0.00
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106														$0.00
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	100.000	3.800	0.0380	$ 939.00	164.4	0.000	$0.00							$939.00
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071														$0.00
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107														$0.00
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159														$0.00
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168														$0.00
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936														$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	202.000	0.000	0.0000	$ -	202	0.000	$0.00							$0.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199														$0.00
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407														$0.00
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711														$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411														$0.00
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202														$0.00
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208														$0.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067														$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170														$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418														$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209														$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418														$0.00
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209														$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209														$0.00

Owner	Legal Text	Roll No	Area, Ha	Land and Rights of Way: Length m	Top Width	Area, Ha	Section 29 Allowance $	$	Damages: Length m	Area, Ha	Section 30 Allowance $	For Existing Private Drain converted: From STN	To STN	Length, m	Section 31 Allowance $	Insufficient Outlet: Section 32 Allowance $	Loss of Access: Section 33 Allowance $	Total of Allowances $
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357															$0.00
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186															$0.00
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110															$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153															$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189															$0.00
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363															$0.00
NCDSB	CON 2 PT LOT 23	271104000412900	5.947															$0.00
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176															$0.00
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182															$0.00
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186															$0.00
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085															$0.00
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828			0.0000	$ -											$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409															$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115															$0.00
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631															$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326															$0.00
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928															$0.00
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291															$0.00
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222															$0.00
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079															$0.00
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228															$0.00
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085															$0.00
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334															$0.00
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212															$0.00
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271															$0.00
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011															$0.00
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252															$0.00
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050															$0.00
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238															$0.00
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613															$0.00
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055															$0.00
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388															$0.00
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346															$0.00
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082															$0.00
Stefan John	CON 3 PT LOT 23	271104000509400	0.016															$0.00
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208															$0.00
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417															$0.00
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605															$0.00
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597															$0.00
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252															$0.00
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103															$0.00
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144															$0.00
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347															$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099															$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029															$0.00
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356															$0.00
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191															$0.00
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630															$0.00
			311.038				$ 939.00	$ -			$ -				$ -	$ -	$ -	$ 939.00
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033															
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221															
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005															
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071															
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595															
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308															
City of Port Colborne	Chippawa Road	ROW	0.559															
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432															
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353															
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901															
City of Port Colborne	Killaly St E east of Snider	ROW	0.176															
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645															
MTO	Highway #3	ROW	3.281															
			16.581															
			327.619															

Drain Allowance To $ 1,216.62

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit

Benefit assessments are based on the benefit value to each property and are not proportional to

Owner	Legal Text	ARN	Area Ha	Abutting Length m	BENEFIT ASSESSMENT DIRECT	BENEFIT ASSESSMENT ABUT	TOTAL BENEFIT
City of Port Colborne - Lands Assessed							
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	224.7			$0.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	224.7			$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	57.9			$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	500.9			$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413				$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098				$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418				$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025				$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308				$0.00
Sub-Total (Lands)			13.457				
Roads							
City of Port Colborne	Snider Rd. from Hwy 3 to Second Con	ROW	1.612				$0.00
City of Port Colborne	Second Concession from Snider to Bal	ROW	0.022				$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501				$0.00
MTO	Highway #3	ROW	0.547	34.9			$0.00
Sub-Total (Roads)			2.682				
			16.139				

Owner	Legal Text	Roll No	Area, Ha	Abutting Length m	BENEFIT ASSESSMENT DIRECT	BENEFIT ASSESSMENT ABUT	TOTAL BENEFIT
City of Port Colborne - Lands Assessed							
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642			$0	$0.00
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095			$0	$0.00
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191			$0	$0.00
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190			$0	$0.00
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534			$0	$0.00
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868			$0	$0.00
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089			$0	$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112			$0	$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583			$0	$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726			$0	$0.00
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431			$0	$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373			$0	$0.00
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631			$0	$0.00
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463			$0	$0.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201			$0	$0.00
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779			$0	$0.00
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202			$0	$0.00
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190			$0	$0.00
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190			$0	$0.00
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190			$0	$0.00
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190			$0	$0.00
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106			$0	$0.00
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	102.2		$256	$255.50
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071			$0	$0.00
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107			$0	$0.00
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159			$0	$0.00
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168			$0	$0.00
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936			$0	$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	203.2		$508	$508.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199			$0	$0.00
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407			$0	$0.00
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711			$0	$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411			$0	$0.00
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202			$0	$0.00
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208			$0	$0.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067			$0	$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170			$0	$0.00

Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418				$0	$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209				$0	$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418				$0	$0.00
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209				$0	$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209				$0	$0.00
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357				$0	$0.00
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186				$0	$0.00
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363				$0	$0.00
NCDSB	CON 2 PT LOT 23	271104000412900	5.947				$0	$0.00
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176				$0	$0.00
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182				$0	$0.00
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186				$0	$0.00
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085				$0	$0.00
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631				$0	$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928				$0	$0.00
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291				$0	$0.00
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222				$0	$0.00
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079				$0	$0.00
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228				$0	$0.00
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085				$0	$0.00
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334				$0	$0.00
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212				$0	$0.00
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271				$0	$0.00
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011				$0	$0.00
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252				$0	$0.00
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050				$0	$0.00
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238				$0	$0.00
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613				$0	$0.00
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055				$0	$0.00
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388				$0	$0.00
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346				$0	$0.00
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082				$0	$0.00
Stefan John	CON 3 PT LOT 23	271104000509400	0.016				$0	$0.00
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208				$0	$0.00
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417				$0	$0.00
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605				$0	$0.00
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597				$0	$0.00
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252				$0	$0.00
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103				$0	$0.00
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144				$0	$0.00
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347				$0	$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099				$0	$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029				$0	$0.00
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356				$0	$0.00
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191				$0	$0.00
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630				$0	$0.00
			311.038					
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033				$0	$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221				$0	$0.00
City of Port Colborne	Snider Rd. from Hwy 3 to Second Con	ROW	2.005				$0	$0.00
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071				$0	$0.00
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595				$0	$0.00
City of Port Colborne	Babion Rd. from Hwy 3 to Second Con	ROW	2.308				$0	$0.00
City of Port Colborne	Chippawa Road	ROW	0.559				$0	$0.00
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432				$0	$0.00
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353				$0	$0.00
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901				$0	$0.00
City of Port Colborne	Killaly St E east of Snider	ROW	0.176				$0	$0.00
City of Port Colborne	Second Concession from Snider to Bal	ROW	1.645				$0	$0.00
MTO	Highway #3	ROW	3.281				$0	$0.00
			16.581					
							$	763.50

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 23 Outlet Benefit / Outlet Liability

Port Colborne Branch #1

$4,546.73

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
City of Port Colborne - Lands Assessed							
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	30	0.21	0.0060	$27.28
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	20	1.41	0.0405	$184.32
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	30	10.27	0.2945	$1,338.84
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	20	3.60	0.1032	$469.10
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413	30	0.81	0.0232	$105.40
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098	20	0.13	0.0037	$16.60
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	30	0.82	0.0235	$106.65
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025	20	0.03	0.0009	$4.25
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308	30	6.47	0.1856	$844.05
		Sub-Total (Lands)	13.457				
Roads							
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612	45	4.73	0.1357	$616.77
City of Port Colborne	Second Concession from Snider to Babion	ROW	0.022	86	0.12	0.0035	$16.13
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501	87	2.84	0.0815	$370.35
MTO	Highway #3	ROW	0.547	96	3.43	0.0983	$446.99
		Sub-Total (Roads)	2.682				
	Total Assessments for City of Port Colborne:		16.139		34.88	1.00	$4,546.73

Port Colborne Drain

$225,489.15

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642	45	4.82	0.0063	$1,413.83
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095	25	0.16	0.0002	$45.49
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191	25	0.31	0.0004	$91.13
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190	25	0.31	0.0004	$91.08
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534	30	1.05	0.0014	$306.76
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868	35	70.48	0.0917	$20,671.95
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089	25	0.14	0.0002	$42.53
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	35	80.17	0.1043	$23,514.47
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	30	1.14	0.0015	$334.83
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	35	15.36	0.0200	$4,504.18
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	35	5.55	0.0072	$1,628.23

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	32	0.78	0.0010	$228.20
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	25	1.03	0.0013	$301.99
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	35	1.06	0.0014	$310.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201	25	0.33	0.0004	$96.15
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779	35	1.78	0.0023	$521.36
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202	25	0.33	0.0004	$96.58
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190	25	0.31	0.0004	$90.98
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190	25	0.31	0.0004	$90.98
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190	25	0.31	0.0004	$90.98
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190	25	0.31	0.0004	$90.98
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106	25	6.70	0.0087	$1,963.89
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	35	11.33	0.0147	$3,323.44
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071	25	0.12	0.0001	$33.82
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107	25	0.17	0.0002	$51.04
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159	25	0.26	0.0003	$76.06
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168	25	0.27	0.0004	$80.12
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936	25	3.16	0.0041	$926.05
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	35	6.62	0.0086	$1,941.39
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	35	9.59	0.0125	$2,811.99
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407	25	0.66	0.0009	$194.50
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	35	17.61	0.0229	$5,164.30
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411	25	8.83	0.0115	$2,588.33
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202	25	1.96	0.0025	$574.94
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208	25	1.97	0.0026	$578.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067	25	0.11	0.0001	$31.95
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	37	176.62	0.2297	$51,802.13
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418	25	0.68	0.0009	$199.95
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209	25	0.34	0.0004	$100.02
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	25	0.68	0.0009	$199.95
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209	25	0.34	0.0004	$100.07
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209	25	0.34	0.0004	$100.02
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357	25	0.58	0.0008	$170.72
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186	25	0.30	0.0004	$88.88
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110	30	8.04	0.0105	$2,359.42
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	30	19.87	0.0258	$5,827.80
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	30	43.43	0.0565	$12,736.89
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363	30	0.71	0.0009	$208.54
NCDSB	CON 2 PT LOT 23	271104000412900	5.947	30	11.64	0.0151	$3,413.79
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176	25	0.29	0.0004	$84.14
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182	30	0.36	0.0005	$104.19
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186	25	0.30	0.0004	$88.88
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085	25	0.14	0.0002	$40.85
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828	25	1.35	0.0018	$396.13
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409	25	12.08	0.0157	$3,544.32

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115	35	23.10	0.0300	$6,774.19
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631	35	1.44	0.0019	$422.51
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326	30	6.51	0.0085	$1,909.44
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928	35	2.12	0.0028	$621.68
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291	25	2.11	0.0027	$617.56
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222	25	0.36	0.0005	$106.05
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079	25	0.13	0.0002	$37.89
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228	30	8.27	0.0108	$2,426.75
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085	25	0.14	0.0002	$40.80
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334	25	0.54	0.0007	$159.58
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212	25	0.34	0.0004	$101.17
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271	25	0.44	0.0006	$129.44
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011	35	25.14	0.0327	$7,373.83
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252	35	34.83	0.0453	$10,214.09
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050	35	6.97	0.0091	$2,042.84
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238	25	2.02	0.0026	$592.40
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613	35	17.38	0.0226	$5,098.67
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055	35	2.41	0.0031	$706.46
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388	25	0.63	0.0008	$185.46
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346	25	0.56	0.0007	$165.65
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082	25	0.13	0.0002	$39.37
Stefan John	CON 3 PT LOT 23	271104000509400	0.016	25	0.03	0.0000	$7.85
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208	26	0.35	0.0005	$103.68
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417	25	0.68	0.0009	$199.52
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605	25	0.99	0.0013	$289.50
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597	25	0.97	0.0013	$285.72
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252	25	3.67	0.0048	$1,077.11
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103	25	0.17	0.0002	$49.17
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144	25	0.24	0.0003	$68.98
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347	25	0.57	0.0007	$166.13
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099	25	0.16	0.0002	$47.21
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029	25	0.05	0.0001	$13.78
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356	25	0.58	0.0008	$170.06
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191	25	0.31	0.0004	$91.41
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	35	1.44	0.0019	$421.71
			311.038				
Roads							
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033	85	11.27	0.0147	$3,306.62
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221	75	5.97	0.0078	$1,752.36
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005	75	9.81	0.0128	$2,876.95
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071	85	0.40	0.0005	$116.22
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595	85	3.30	0.0043	$968.19
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308	85	12.80	0.0166	$3,753.26
City of Port Colborne	Chippawa Road	ROW	0.559	80	2.92	0.0038	$854.95

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432	85	7.94	0.0103	$2,329.34
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353	80	1.84	0.0024	$541.04
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901	85	4.99	0.0065	$1,464.94
City of Port Colborne	Killaly St E east of Snider	ROW	0.176	85	0.98	0.0013	$286.73
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645	85	9.12	0.0119	$2,675.64
MTO	Highway #3	ROW	3.281	85	18.19	0.0237	$5,336.02
			16.581				
			327.619		768.83	1.00	$225,489.15

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 24 Special Benefit
Port Colborne Branch #1

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments	Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
City of Port Colborne - Lands Assessed										$0.00	$0.00		$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107							$0.00	$0.00		$0.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084							$0.00	$0.00		$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247							$0.00	$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758							$0.00	$0.00		$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413							$0.00	$0.00		$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098							$0.00	$0.00		$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418							$0.00	$0.00		$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025							$0.00	$0.00		$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308							$0.00	$0.00		$0.00
		Sub-Total (Lands)	13.457										$0.00
Roads													
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612							$0.00	$0.00		$0.00
City of Port Colborne	Second Concession from Snider to Babion	ROW	0.022							$0.00	$0.00		$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501							$0.00	$0.00		$0.00
MTO	Highway #3	ROW	0.547							$0.00	$0.00		$0.00
		Sub-Total (Roads)	2.682										$0.00
	Total Assessments for City of Port Colborne:		16.139										$0.00

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments		Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642							$0.00		$0.00		$0.00
McLean William Richard Sam	CON 1 PT TWP LOT 23	271102001311300	0.095							$0.00		$0.00		$0.00
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191							$0.00		$0.00		$0.00
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868							$0.00		$0.00		$0.00
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112							$0.00		$0.00		$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	105.6						$0.00		$0.00		$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	329.1						$0.00		$0.00		$0.00
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	61						$0.00		$0.00		$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	18.2						$0.00		$0.00		$0.00
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	60.9						$0.00		$0.00		$0.00
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	54.9						$0.00		$0.00		$0.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201							$0.00		$0.00		$0.00
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779							$0.00		$0.00		$0.00
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202							$0.00		$0.00		$0.00
Ed Christensen Roofing Limit	CON 1 PT LOT 23	271104000409400	0.190							$0.00		$0.00		$0.00
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190							$0.00		$0.00		$0.00
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190							$0.00		$0.00		$0.00
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190							$0.00		$0.00		$0.00
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	166.5				$	187.50	$187.50		$187.50		$187.50
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071							$0.00		$0.00		$0.00
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107							$0.00		$0.00		$0.00

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments		Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159							$0.00		$0.00		$0.00
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168							$0.00		$0.00		$0.00
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936							$0.00		$0.00		$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	100.8	$ 710.00	$ 4,702.59	$ 355.00			$5,057.59		$5,057.59		$5,057.59
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	129.1	$ 710.00		$ 355.00			$355.00		$355.00		$355.00
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407							$0.00		$0.00		$0.00
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	151.6						$0.00		$0.00		$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411							$0.00		$0.00		$0.00
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202							$0.00		$0.00		$0.00
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208							$0.00		$0.00		$0.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	597						$0.00		$0.00		$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418							$0.00		$0.00		$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209							$0.00		$0.00		$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418							$0.00		$0.00		$0.00
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209							$0.00		$0.00		$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209							$0.00		$0.00		$0.00
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357							$0.00		$0.00		$0.00
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186							$0.00		$0.00		$0.00
Elite Capital P.C Developmen	CON 2 PT LOT 22	271104000412600	4.110							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	127						$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	542.7						$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363							$0.00		$0.00		$0.00
NCDSB	CON 2 PT LOT 23	271104000412900	5.947							$0.00		$0.00		$0.00
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176							$0.00		$0.00		$0.00
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182							$0.00		$0.00		$0.00
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186							$0.00		$0.00		$0.00
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085							$0.00		$0.00		$0.00
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326							$0.00		$0.00		$0.00
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291							$0.00		$0.00		$0.00
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222							$0.00		$0.00		$0.00
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079							$0.00		$0.00		$0.00
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228							$0.00		$0.00		$0.00
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085							$0.00		$0.00		$0.00
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334							$0.00		$0.00		$0.00
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212							$0.00		$0.00		$0.00
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271							$0.00		$0.00		$0.00
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011							$0.00		$0.00		$0.00
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252							$0.00		$0.00		$0.00
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050							$0.00		$0.00		$0.00
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238							$0.00		$0.00		$0.00
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613							$0.00		$0.00		$0.00
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055							$0.00		$0.00		$0.00
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388							$0.00		$0.00		$0.00
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346							$0.00		$0.00		$0.00
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082							$0.00		$0.00		$0.00
Stefan John	CON 3 PT LOT 23	271104000509400	0.016							$0.00		$0.00		$0.00
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208							$0.00		$0.00		$0.00
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417							$0.00		$0.00		$0.00
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605							$0.00		$0.00		$0.00
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597							$0.00		$0.00		$0.00
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252							$0.00		$0.00		$0.00
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103							$0.00		$0.00		$0.00

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments		Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144							$0.00		$0.00		$0.00
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347							$0.00		$0.00		$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099							$0.00		$0.00		$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029							$0.00		$0.00		$0.00
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356							$0.00		$0.00		$0.00
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191							$0.00		$0.00		$0.00
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	20.7						$0.00		$0.00		$0.00
			310.110											
Roads														
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033							$0.00		$0.00		$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221							$0.00		$0.00		$0.00
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005							$0.00		$0.00		$0.00
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071	28.4						$0.00		$0.00		$0.00
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595							$0.00		$0.00		$0.00
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308							$0.00		$0.00		$0.00
City of Port Colborne	Chippawa Road	ROW	0.559							$0.00		$0.00		$0.00
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432							$0.00		$0.00		$0.00
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353							$0.00		$0.00		$0.00
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901							$0.00		$0.00		$0.00
City of Port Colborne	Killaly St E east of Snider	ROW	0.176							$0.00		$0.00		$0.00
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645							$0.00		$0.00		$0.00
MTO	Highway #3	ROW	3.281							$0.00		$0.00		$0.00
			16.581											

$ 5,600.09

Section 26 - Special Assessments

As per Section 26 of the Drainage Act, the following costs are to be charged directly to the Road Authorities listed as SPECIAL ASSESSMENTS.

Port Colborne Branch #1

Agency	Items	A. Portion of General Construction Costs	B. Channel Improvement Works	C. Culvert Improvement Works	D. Erosion and Sediment Control Works	E. Other Improvement Works	Total Construction Costs	Portion of Administration Costs	TOTAL Special Assessment
City of Port Colborne	Assessed special benefit for improving Snider road outlet.		$ 3,940				$ 3,940	$ 3,068	$7,008.46
Regional Municipality of Niagara	No works proposed						$ -	$ -	$0.00
MINISTRY OF TRANSPORTATION ONTARIO		$ 4,000					$ 4,000	$ 3,115	$7,115.18
Utilities - Enbridge	No conflicts assessed during design						$ -	$ -	$0.00
Utilities - Other	No conflicts assessed during design						$ -	$ -	$0.00
									$14,123.64

Port Colborne Drain

City of Port Colborne	Extend drain along Babion Rd. to Second Concession. Re-lay culverts at Second Concession Rd.		$ 8,890	$ 2,563		$ 500	$ 11,953	$ 28,496	$40,448.80
Regional Municipality of Niagara	No works proposed						$ -		$0.00
MINISTRY OF TRANSPORTATION ONTARIO					$1,500.00		$ 1,500	$ 3,576	$5,076.19
Utilities - Enbridge	No conflicts assessed during design						$ -		$0.00
Utilities - Other	No conflicts assessed during design						$ -		$0.00
									$45,525.00

Appendix C:

Past Financing and Cost Reports

Fw: invoicing

1 message

alanavanderveen@portcolborne.ca <alanavanderveen@portcolborne.ca> Tue, Dec 17, 2019 at 4:02 PM
To: "Paul Marsh (pcmarsh" <pcmarsh@ewaeng.com>

Paul, as per our discussions on the Port Colborne drain wetland and fordings.

Thank you,

Alana Vander Veen
Drainage Superintendent
City of Port Colborne
alanavanderveen@portcolborne.ca
905-835-2900 x 291

"Serving You to Create an Even Better Community"

Working Smoke and Carbon Monoxide Alarms Save Lives

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----- Forwarded by Alana Vander Veen/Port_Notes on 2019-12-17 04:02 PM -----

From: Deanna Lindblad <dlindblad@npca.ca>
To: "henribennemeer@portcolborne.ca" <henribennemeer@portcolborne.ca>, "alanavanderveen@portcolborne.ca" <alanavanderveen@portcolborne.ca>
Date: 2016-01-07 09:14 AM
Subject: RE: invoicing

Hello,
Below are the reworked numbers for the invoices.
Thank you Henri for catching my mistake about the low level crossings.
deanna

KONC:
Excavation of wetland $7,571.00 (incl HST)
Low level crossing $ 1,243.00 (incl HST)
TOTAL: $8,814.00
Total will need to be in access of $ 11,800 in order for this amount to be paid by NPCA. *See details below.

VANRUYVEN:
Excavation of wetland $2,721.00 (incl HST)
Low level crossing $1,243.00 (inlc HST)
TOTAL: $3,964.00
Total will need to be in access of $5300 in order for this amount to be paid by NPCA. *See details below.

*Now because our program can only pay 75% of the cost of the project and it is our understanding that the City through your funding is covering the 25% on behalf of the landowner through your additional funding source, I will need the invoice to show that the totals above are no more than 75% of the cost. I know that the trucking of the soil off site will be more than that 25% so be sure that the invoice you send me shows that amount please.

**I will need that invoice by the end of the year in order to process by our drop dead date in the first week of January.

Deanna L. Lindblad
Restoration Project Lead
Niagara Peninsula Conservation Authority
250 Thorold Road, West, 3rd floor,
Welland, ON L3C 3W2
905-788-3135 x237
dlindblad@npca.ca

CERTIFICATE

TO: Borden Ladner Gervais LLP

IN THE MATTER OF By-law Number 71-2007 (the "**Debenture By-law**") authorizing an issue of instalment debentures of The Regional Municipality of Niagara (the "**Upper-tier Municipality**") in the aggregate principal amount of $22,809,804.00 - $845,000.00 of which relates to The Corporation of the City of Port Colborne (the "**Lower-tier Municipality**");

AND IN THE MATTER OF certain authorizing by-laws of the Lower-tier Municipality.

I, Janet Beckett, refer to my declaration declared July 5th, 2007. I hereby certify that all statements contained in such declaration are true and correct as at the date hereof.

DATED at the City of Port Colborne as at the 10th day of July, 2007.

Janet Beckett

Janet Beckett,
Clerk

City of Port Colborne

DATE: APRIL 23RD, 2007

MOVED BY COUNCILLOR G. BRUNO

SECONDED BY COUNCILLOR B. Butters

WHEREAS the Council of the Corporation of the City of Port Colborne passed By-law No. 4988/44/07 Being a By-law to Authorize the Borrowing of the Sum of Seven Hundred and Forty-Five Thousand Dollars ($745,000) Upon the Issuance of Debentures for Such Purposes, for the construction of Wignell and Michener Municipal Drains;

WHEREAS the estimated cost of construction of the Wignell and Michener Municipal Drains amount to $745,000;

WHEREAS it is deemed desirable to issue debentures in the amount of $745,000 in accordance with the terms of the various authorizing by-laws applicable to such expenditures;

NOW THEREFORE be it resolved by the Council of the Corporation of the City of Port Colborne as follows:

THAT the City Clerk be and is hereby directed to request the Council of the Regional Municipality of Niagara to issue debentures, on behalf of the said City of Port Colborne in the amount of $745,000 to finance the construction of the Wignell and Michener Municipal Drains and to be a 10 year debenture;

AND THAT the City Clerk and the Treasurer be and they are hereby directed to make available to the said Regional Municipality of Niagara certified copies of all By-laws and Orders of the Ontario Municipal Board applicable and all other information required in this connection, to ensure the issue of the said debentures in the amount of $745,000. for the construction of the Wignell and Michener Municipal Drains as described in the attached schedule.

Vance Badawey (sgd.)
MAYOR

No.....

CITY OF PORT COLBORNE
CERTIFIED TRUE AND CORRECT COPY
City Clerk Janet Beckett
05/01/07

THE CORPORATION OF THE CITY OF PORT COLBORNE

BY-LAW NO. 4988/44/07

BEING A BY-LAW TO AUTHORIZE
THE BORROWING OF THE SUM OF
SEVEN HUNDRED AND FORTY-FIVE THOUSAND DOLLARS
($745,000)
UPON THE ISSUANCE OF DEBENTURES FOR SUCH PURPOSES

WHEREAS Section 401(1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, authorizes the municipality to borrow money or incur a debt for municipal purposes and may issue debentures for the money borrowed or for the debt.

WHEREAS the Council of the Corporation of the City of Port Colborne deemed it desirable to undertake the following Capital Project in 2007 by issuance of debentures:

The construction of the Wignell and Michener Municipal Drains, as approved by Council in the Department of Operational, Planning & Development Services Report No. 2007-25, for the amount of $745,000.

WHEREAS the Treasurer of the Corporation of the City of Port Colborne has confirmed that the debt repayment limit for the City of Port Colborne has been updated and this project will not cause the Corporation to exceed its limit.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF PORT COLBORNE ENACTS AS FOLLOWS:

1. In this By-law:

   "Council" means the Council of the Corporation of the City of Port Colborne.

   "Corporation" means the Corporation of the City of Port Colborne.

2. The Council authorizes and approves the Capital Project, being the construction of the Wignell and Michener Municipal Drains in 2007 for the amount of $745,000.

3. That the cost of the project, namely $745,000, to be borne by the ratepayers within the Wignell and Michener Municipal Drain Watershed, shall be paid for by the issue and sale of debentures for the amount of $745,000 over a period of ten (10) years.

4. Any debentures to be issued by the Council of the Regional Municipality of Niagara, with respect to the said project or part thereof, shall bear interest at such rate or rates as shall be determined by the Regional Council.

5. The Mayor and Treasurer are hereby authorized on behalf of the Corporation to borrow from any bank, person, firm or corporation from time to time, pending the issue and sale of debentures, any money necessary to meet the expenditures incurred up to the amount of the estimated cost thereof, and the Mayor and Treasurer are hereby authorized to execute a promissory note or notes thereof and the Clerk is hereby authorized to affix the corporate seal thereto.

6. The City Clerk of the Corporation is hereby authorized and directed to request the Council of the Regional Municipality of Niagara to borrow money for the purposes hereinbefor set out to a maximum amount of $745,000 and to issue debentures therefore to the credit of the Regional Corporation and to suggest to the Regional Municipality of Niagara that such debentures shall be payable within ten (10) years.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 23rd DAY OF APRIL, 2007.

Vance Badawey
MAYOR

Janet Beckett

Janet Beckett
CITY CLERK

CITY OF PORT COLBORNE
CERTIFIED TRUE AND CORRECT COPY
City Clerk Janet Beckett
05/01/07

PORT COLBORNE

APPROVED BY COUNCIL APR 23 2007 J. BECKETT CITY CLERK CITY OF PORT COLBORNE

DEPARTMENT OF OPERATIONAL PLANNING & DEVELOPMENT SERVICES

Report No. 2007-25 **Agenda Date: April 23, 2007**

Division: Engineering Division

Subject: FINANCING OF THE WIGNELL-MICHENER MUNICIPAL DRAINS

RECOMMENDATION:

That the Council of the City of Port Colborne approve the works contained in this report for the construction of the Wignell and Michener Municipal Drains.

That the Council of the City of Port Colborne approve the attached resolution to authorize the Regional Municipality of Niagara to issue the debenture in the amount of $745,000.00 over a period of 10 years for the works related to construction for the Wignell and Michener Drains.

That the Council of the City of Port Colborne authorize the City Clerk and Mayor to sign the appropriate by-law to authorize the issuance of debentures by the Region.

Purpose of the Report

The City of Port Colborne has appointed Wiebe Engineering Group to prepare a report for the repair and improvement of the Wignell, Michener M - 1 and the Michener M - 2 Municipal Drains. The estimated cost of the work is $780,000.00 and Council should consider debenturing the cost of this project as the City cannot finance this amount on behalf of the benefiting landowners within the watershed.

Analysis

Council appointed Wiebe Engineering Group on December 21, 2001 to prepare a drainage report for the Wignell and Michener Municipal Drains, under the appropriate sections of *The Drainage Act, R.S.O 1990*. The primary reason for the Report was to amalgamate 5 different by-laws for various portions of the Wignell Municipal Drain into one by-law, to confer municipal drain status on a short section connecting two portions of the Wignell Drain, to update the assessment schedules to reflect current land use and watershed boundaries, and to provide for needed repairs and improvements.

The "on-site" meeting for this project was held the evening of January 9, 2002 and was attended by about 90 landowners as well as Councillors Butters and Bodner. Many issues were raised and discussed at the meeting, including a storm water management system to control discharge of sediment and nutrients into Lorraine Bay, the ongoing erosion problem in the muck type soils in the portion of the Wignell Drain located south of the Friendship Trail, and others.

A treatment wetlands / storm water management system was designed, however, the cost was so high that it was decided not to proceed with that as part of the Report. The concept has not been abandoned, we are trying to receive funding for the wetlands through Water Smart Niagara. Concerns were raised about contaminants in the sediment in the bottom of the drain, so soil samples of the drain bottom were taken and tested and the test results indicate that the sediment is within provincial guidelines so the excavated material is safe to spread along the side of the drain.

The existing building housing the pump at Lakeshore Road East must be replaced, the starter on the pump inside the building must be replaced, the controller for the Grindex pump on the north side of the floodgates must be moved to inside the building, "bubblers" must be installed inside the pump wetwell to prevent freezing, the existing transformer must be upgraded to provide more power, the power supply cables must be moved underground, the floodgates require remedial work, and various

electrical components and installations for the pumps and floodgates must be upgraded to meet current Hydro regulations.

Erosion continues to worsen, to the extent that we had to install a concrete block wall along the Smith property between Snider Road and the Cemetery at a cost of $226,000. Repairs and improvements are required all along the Wignell and Michener Drains to improve flows and reduce erosion.
The work has escalated beyond what was originally considered when the engineer was appointed in late 2001. The cost of the required works is now estimated at $780,000, as follows:

- Construction: Main Drain = $400,000 (includes the $226,000 for the concrete wall)
  Wignell W-1 = $38,000
  Wignell W-2 = $23,000
  Michener M-1 = $15,000
  Michener M-2 = $56,000
  Total construction & Contingency = $532,000
- Allowances = $53,000
- Engineering & Administration = $151,000
- GST = $44,000
- **TOTAL COST = $780,000**

Resource Implications

The estimated $780,000 cost will have to be borne upfront by the municipality. It is estimated that approximately 15% of that cost will be assessed to City owned lands and road allowances and the remainder will be invoiced to affected landowners within the watershed. The actual cost to be debentured, net of GST and commission/legal fees, amounts to $745,000.00.

Policies Affecting The Proposal

The attached resolution provides the authority for the Region to issue a 10 year debenture for the construction of the Wignell and Michener Drains . This confirms that the Treasurer has updated the municipalities 2006 annual repayment limit respecting long term debt and financial obligations and determined that the estimated annual amount payable in respect of the drain construction, the additional cost amount and additional debenture authority, would not cause the municipality to reach or to exceed the updated 2006 limit.

Comments From Relevant Departments, Agencies & Corporate Partners

None.

Alternatives

None

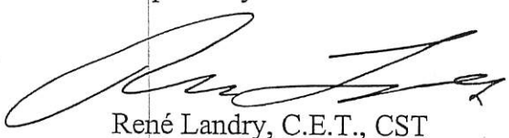
Conclusions

That the construction of the Wignell and Michener Drains be approved with financing from the issuance of debentures from the Region in the amount of $745,000.00. Costs will be recovered from the affected landowners following completion of the works.

Attachments

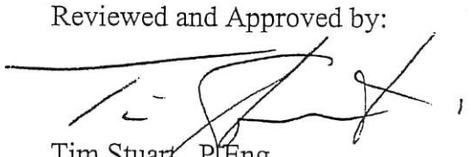
The attached by-law and resolution is required to authorize the borrowing of $745,000.00 upon the issuance of debentures by the Region in June, 2007.

Prepared by:



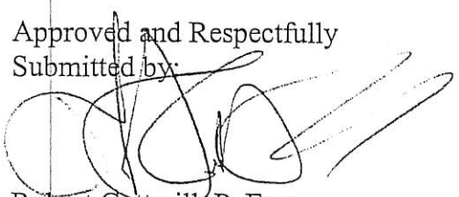
René Landry, C.E.T., CST
Drainage Superintendent
Engineering Assistant

Reviewed and Approved by:



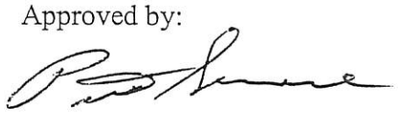
Tim Stuart, P.Eng.
Director of Operational, Planning
and Development Services

Approved and Respectfully
Submitted by:



Robert Cotterill, P. Eng.
Chief Administrative Officer

Financing strategy reviewed and
Approved by:



Peter Senese
Director of Community & Corporate
Services

Wignell/Michener Debenture

		Debenture Fee	December 31, 2007.	**2008 TOTAL**	December 31, 2008.	**2009 TOTAL**	December 31, 2009.	**2010 TOTAL**	December 31, 2010.	**2011 TOTAL**	December 31, 2011.	**2012 TOTAL**	December 31, 2012.	**2013 TOTAL**	December 31, 2013.	**2014 TOTAL**	December 31, 2014.	**2015 TOTAL**	December 31, 2015.	**2016 TOTAL**	December 31, 2016.	**2017 TOTAL**	December 31, 2017.	**Total Interest Paid**
Total			$ 745,000.00		$ 685,773.55		$ 623,570.98		$ 558,277.98		$ 489,704.23		$ 417,715.44		$ 342,126.42		$ 262,748.73		$ 179,397.98		$ 91,889.76		$ -	
		$ 6,065.29		$ 96,388.48		$ 96,422.90		$ 96,485.90		$ 96,556.81		$ 96,577.48		$ 96,614.26		$ 96,661.28		$ 96,665.48		$ 96,613.74		$ 96,576.12		
PRINC.				$ 59,226.45		$ 62,192.57		$ 65,303.00		$ 68,573.75		$ 71,988.79		$ 75,589.02		$ 79,377.69		$ 83,350.75		$ 87,508.22		$ 91,889.76		
INT.				$ 37,162.03		$ 34,230.33		$ 31,182.90		$ 27,983.06		$ 24,588.69		$ 21,025.24		$ 17,283.59		$ 13,314.73		$ 9,105.52		$ 4,686.36		**$ 220,562.45**
2007-2009 Contract cost for Rankin Construction Retaining Wall	$241,254.45																							
Erosion Protection Wall Engineering Fee	$27,894.59	$2,191.23		$13,425.67		$12,366.52		$11,265.57		$10,109.55		$8,883.25		$7,595.87		$6,244.11		$4,810.26		$3,289.59		$1,693.06		**$79,683.45**
2001-2007 Weibe Engineering Fees	$100,750.62	$820.24		$5,025.63		$4,629.16		$4,217.04		$3,784.31		$3,325.27		$2,843.36		$2,337.36		$1,800.63		$1,231.39		$633.76		**$29,827.92**
	$369,899.66	$3,011.47		$18,451.31		$16,995.69		$15,482.61		$13,893.86		$12,208.52		$10,439.23		$8,581.47		$6,610.89		$4,520.98		$2,326.82		**$ 109,511.38**
				4.99%		4.59%		4.19%		3.76%		3.30%		2.82%		2.32%		1.79%		1.22%		0.63%		**29.61%**

Appendix D:

Supplementary Information

City of Port Colborne
Regular Committee of the Whole Meeting 16-18
Minutes

Date:	July 23, 2018
Time:	6:30 p.m.
Place:	Council Chambers, Municipal Offices, 66 Charlotte Street, Port Colborne
Members Present:	R. Bodner, Councillor B. Butters, Councillor F. Danch, Councillor A. Desmarais, Councillor D. Elliott, Councillor B. Kenny, Councillor J. Maloney, Mayor (presiding officer) Absent: Y. Doucet, Councillor (due to vacation) J. Mayne, Councillor (leave of absence)
Staff Present:	D. Aquilina, Director of Planning and Development T. Cartwright, Fire Chief A. Grigg, Director of Community and Economic Development N. Halasz, Manager of Parks and Recreation A. LaPointe, Manager of Legislative Services/City Clerk (minutes) C. Lee, Director of Engineering and Operations S. Luey, Chief Administrative Officer P. Senese, Director of Corporate Services

Also in attendance were interested citizens, members of the news media and WeeStreem.

1. Call to Order:

Mayor Maloney called the meeting to order.

2. Introduction of Addendum Items:

Nil.

3. Confirmation of Agenda:

Moved by Councillor B. Kenny
Seconded by Councillor A. Desmarais

That the agenda dated July 23, 2018 be confirmed, as circulated or as amended.

CARRIED.

2. Engineering and Operations Department, Engineering Division, Report 2018-103, Subject: Wignell, Michener, Port Colborne and Beaverdam Municipal Drains Engineer Appointment

Moved by Councillor R. Bodner
Seconded by Councillor B. Butters

That the appointment of Paul Smeltzer P. Eng. of AMEC(FW) be rescinded as per Section 39(2) Chapter D.17 of *the Drainage Act R.S.O. 1990*; and

That Paul Marsh P. Eng. of EWA Engineers Inc. be appointed under Section 78(1) Chapter D.17 of the *Drainage Act R.S.O. 1990*, and that this appointment become effective once the conditions of Section 78(2) have been met; and

That staff be authorized to execute a petition under Section 4 Chapter D.17 of the *Drainage Act R.S.O. 1990* to initiate/incorporate any new works related to municipal roads and/or property; and

That Paul Marsh P. Eng. of EWA Engineers Inc., be appointed under Section 8 Chapter D.17 of the *Drainage Act R.S.O. 1990* for the new works contemplated and any additional petitions under Section 4, related to the Wignell, Michener Port Colborne and Beaver Dam Drains, that may come forward during the Drainage Act process; and

That the Mayor and Clerk be authorized to sign the requisite Engineering Services Agreement for the preparation of new engineer(s) reports for the Wignell, Michener, Port Colborne and Beaverdam Municipal Drains.

CARRIED.

14. Notice of Motion:

Nil.

15. Adjournment:

Moved by Councillor F. Danch
Seconded by Councillor D. Elliott

That the Committee of the Whole meeting be adjourned at approximately 7:31p.m.

CARRIED.

AL/cm

WIGNELL MUNICIPAL DRAIN
W2 RELOCATION
W1 ABANDONMENT

ENGINEER'S REPORT

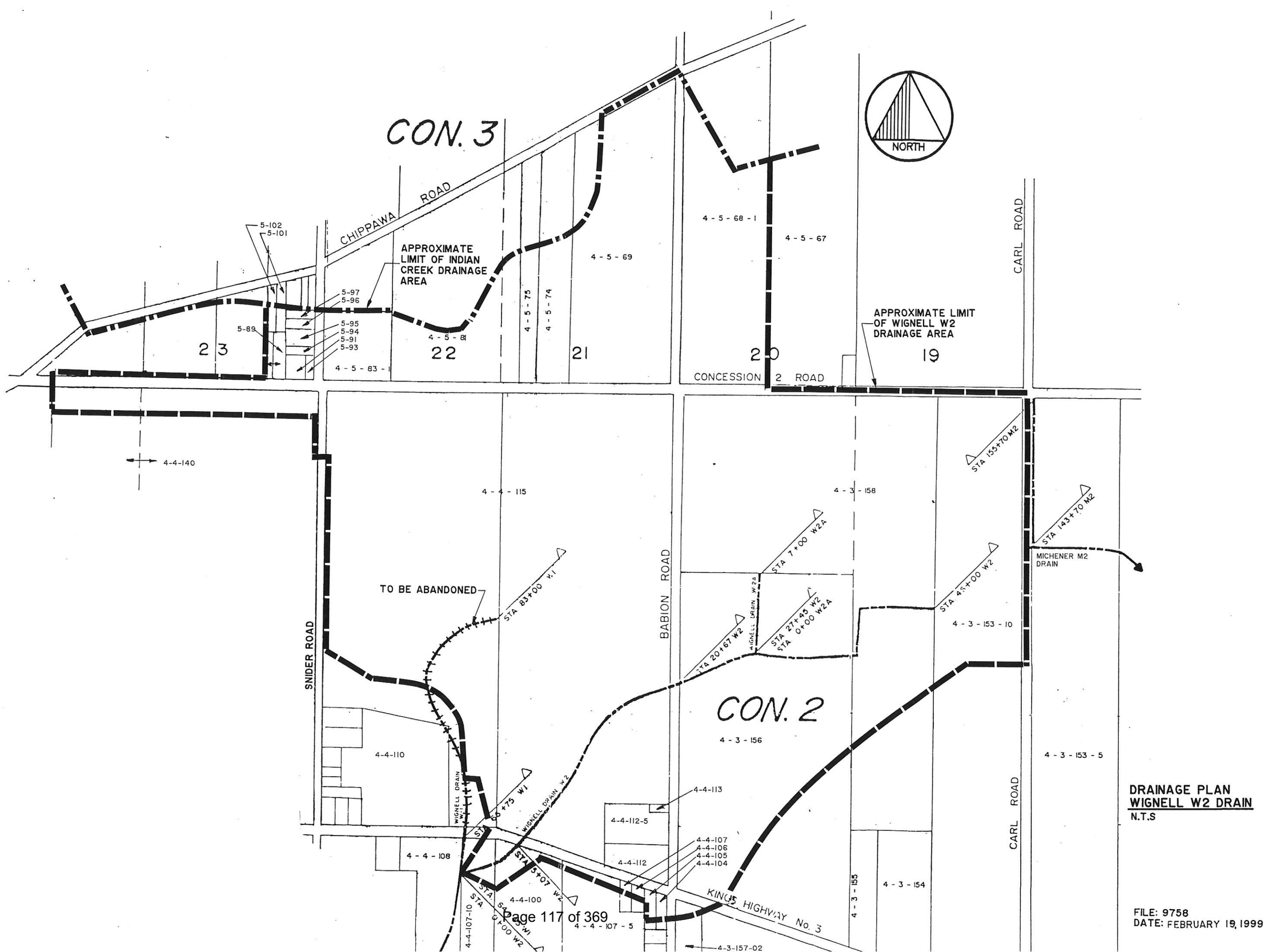
CITY OF PORT COLBORNE
Regional Municipality of Niagara

DATED: FEBRUARY 19, 1999

Copyright 1999

WIEBE ENGINEERING GROUP INC.
CONSULTING ENGINEERS & PROJECT MANAGERS

826 East Main Street
WELLAND, Ontario
L3B 3Y9
Ph. (905) 735-4522
Fax (905) 735-5355
E-mail: wiebe@vaxxine.com



DRAINAGE PLAN
WIGNELL W2 DRAIN
N.T.S

FILE: 9758
DATE: FEBRUARY 19, 1999

ENGINEERING AND OPERATIONS DEPARTMENT
ENGINEERING DIVISION

Report Number: 2013- 1 **Date: January 14, 2013**

SUBJECT: Wignell/Michener & Beaverdam Drains – Abandonments & Subsequent Connections

1. PURPOSE:

This report prepared by Henri Bennemeer, Drainage Superintendent has been authorized by Chris Lee, Manager of Projects & Design in response to a request from Port Colborne Quarries to have the Wignell 2A (W-2A) and a portion of the Wignell 2 (W-2) east of Babion Road abandoned and to have a remnant portion of the Wignell 2 watershed redirected to the Michener 2 (M2). The purpose of this report is to provide Council with background information and requisite actions.

2) HISTORY, BACKGROUND, COUNCIL POLICY, PRACTICES

Some years previous, circa 1998 the former owners of Port Colborne Quarries had requested that certain portions of the Wignell Municipal Drain system (W-1, W-2 & W-2A) be abandoned (see attached plan). An engineer's report was prepared by Wiebe Engineering Group dated February 19, 1999 dealing with an initial request to have a portion of the W-2 drain west of Babion Road, within the quarry lands, relocated as part of their rehabilitation plan, as well as the abandonment of a portion of the W-1 drain. The request to have the W-2 & W-2A drains abandoned was postponed until sometime in the future, when needed.

As Council may be aware the Wignell/Michener Municipal Drain Report has been under review for a number of years through a former appointment of Wiebe Engineering Group Inc. and more recently, combined with the Beaverdam Municipal Drain, through the appointment of AMEC Environment & Infrastructure. Throughout the review process, in discussions between AMEC and the current owner of Port Colborne Quarries (who now wish to move the abandonments forward), it was anticipated that the report, including the abandonments, would be finalized by the time quarry operations necessitated the removal of the aforementioned drains and ancillary works related to the redirection of the remnant portion of the W-2 watershed. A number of factors have affected this timing, namely the scope of the project and increased activity at the quarry that has moved the timelines forward, requiring that interim or alternate measures under the Drainage Act be taken.

3) STAFF COMMENTS AND DISCUSSIONS

Under Section 84 Chapter D.17 of the Drainage Act R.S.O. the Council of the initiating municipality may give notice on its own initiative, to the property owners affected, of its intention to abandon a drainage works or part thereof as specified in the notice, without any written request of the landowners assessed for benefit, in respect of the drainage

works. If within ten days of the mailing of the notice, no landowners receiving the notice request that an engineer's report be prepared on the proposed abandonment, then Council may by by-law abandon the drainage works or part thereof and thereafter the municipality will have no further obligation with respect to the drainage works.

In the case of the abandonment of the W-2 and W-2A east of Babion Road there are only two properties affected, that of Port Colborne Quarries, through which the drains pass and that of Mr. Paul Fehrman, who's lands drain into the W-2 at their west property line with Port Colborne Quarries. In discussions with both property owners, neither require the report of an engineer for the abandonment, provided that the drainage of the Fehrman lands can be redirected to the east into the M-2 drain.

In regard to redirecting or subsequently connecting lands to a drainage works to which the lands are not assessed, Section 65(3) & 65(5) Subsequent Connections to a Drainage Works, Chapter D.17 of the Drainage Act R.S.O. 1990, respectively provides for the clerk to instruct an engineer to inspect the subject lands and to assess it for a just proportion of the drainage works and to provide for Council authority to allow the connection. Again, similar to the abandonment, there will be no appeals as all construction costs and engineering related to the subsequent connection process are to be borne by Port Colborne Quarries. Staff is in receipt of the appropriate documentation from both parties in regard to the aforementioned requests/releases/commitments.

As a further assurance the new report by AMEC will address any oversights and or inequities that may develop as a result of this alternative measure.

4) OPTIONS AND FINANCIAL CONSIDERATIONS:

a) Do nothing.

This is an option. However, it would cause serious hardship and additional costs to Port Colborne Quarries if they were delayed until the outcome of the Engineer's Report on the Wignell/Michener Municipal Drain.

b) Other Options

None.

5) COMPLIANCE WITH STRATEGIC PLAN INITIATIVES

Municipal Drain Maintenance Strategic Planning is currently under review. This project is in compliance with all City legislative requirements.

6) ATTACHMENTS

Aerial plan of the subject area.

7) RECOMMENDATION

A. That Council receives this report as information.

B. That Council hereby authorizes the subsequent connection of the Fehrman lands identified as Roll # 2711-040-003-15310 to the Michener M-2 Municipal Drain.

C. That the City Clerk be authorized to send notice to the affected parties as defined in Section 84(2) Chapter D.17 of the Drainage Act R.S.O. 1990 and to prepare the appropriate by-law for the abandonment of those portions of the Wignell W-2 and W-2A Municipal Drains east of Babion Road, which by-law will come into effect once the conditions of Section 84(5) Chapter D.17 of the Drainage Act R.S.O. 1990 are met.

8) SIGNATURES

Prepared on January 2, 2013

Henri Bennemeer
Drainage Superintendent

Reviewed by:

Chris Lee
Manager of Projects & Design

Reviewed by:

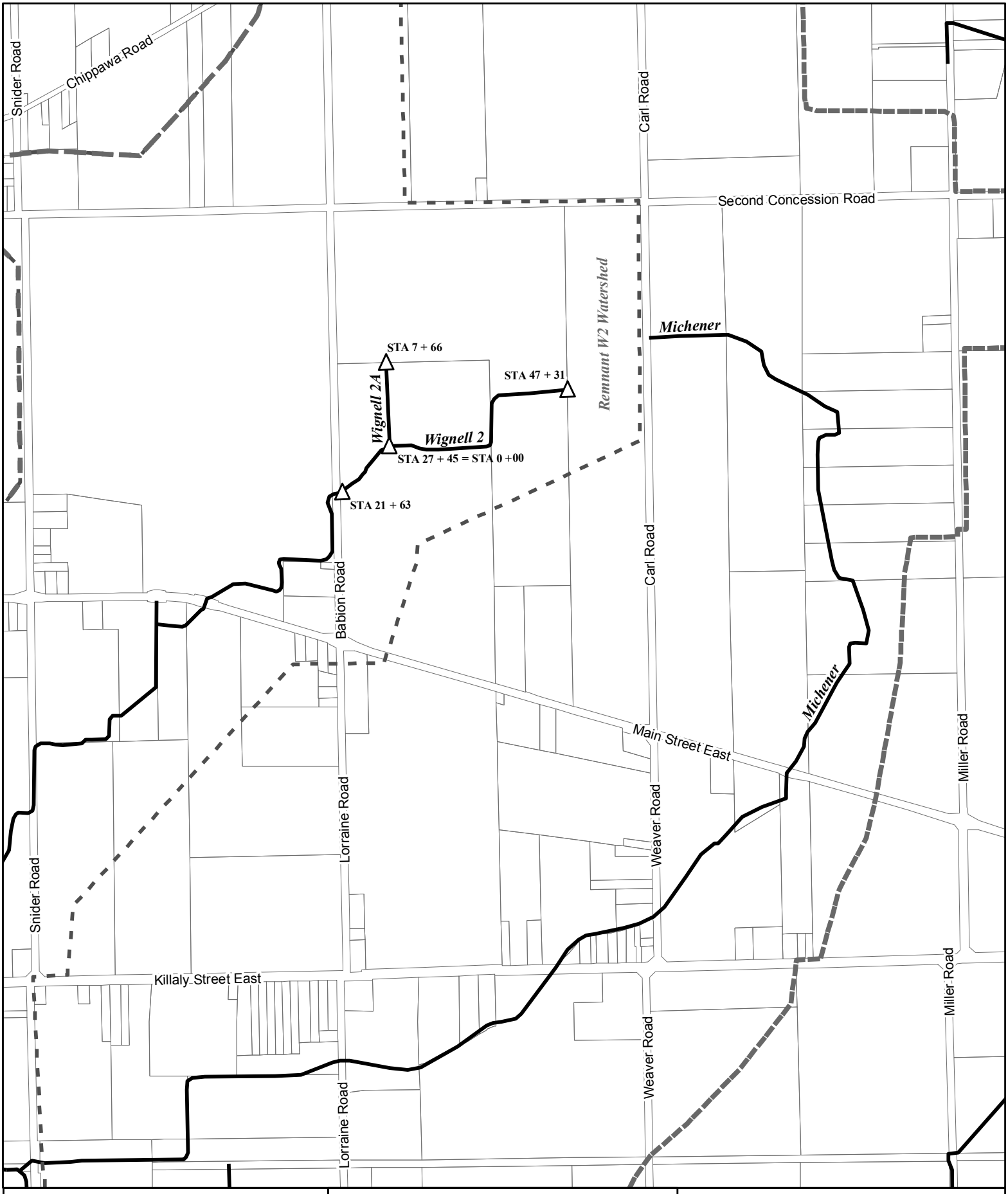
Ron Hanson, C.E.T.
Director, Engineering & Operations

Reviewed by:

Peter Senese
Director of Corporate and Community Services

Reviewed and Respectfully Submitted:

Robert J. Heil
Chief Administrative Officer


Snider Road
Chippawa Road
Carl Road
Second Concession Road
Remnant W2 Watershed
Michener
STA 7 + 66
STA 47 + 31
Wignell 2A
Wignell 2
STA 27 + 45 = STA 0 +00
STA 21 + 63
Babion Road
Carl Road
Michener
Main Street East
Miller Road
Lorraine Road
Weaver Road
Snider Road
Killaly Street East
Miller Road
Weaver Road
Lorraine Road
Municipal Drain
Wignell - Sub Watershed
Watershed
Wignell 2 & Wignell 2A Abandonment
N
W
E
S
PORT COLBORNE
January 02, 2013

```
[TITLE]
Wignell Drain

[OPTIONS]
;;Options             Value
;;------------------- ------------
FLOW_UNITS           CMS
INFILTRATION         CURVE_NUMBER
FLOW_ROUTING         KINWAVE
LINK_OFFSETS         DEPTH
MIN_SLOPE            0
ALLOW_PONDING        YES
SKIP_STEADY_STATE    NO

START_DATE           11/20/2018
START_TIME           00:00:00
REPORT_START_DATE    11/20/2018
REPORT_START_TIME    00:00:00
END_DATE             11/23/2018
END_TIME             00:00:00
SWEEP_START          01/01
SWEEP_END            12/31
DRY_DAYS             0
REPORT_STEP          00:10:00
WET_STEP             00:10:00
DRY_STEP             01:00:00
ROUTING_STEP         30

INERTIAL_DAMPING     PARTIAL
NORMAL_FLOW_LIMITED  BOTH
FORCE_MAIN_EQUATION  H-W
VARIABLE_STEP        0.75
LENGTHENING_STEP     0
MIN_SURFAREA         0
MAX_TRIALS           8
HEAD_TOLERANCE       0.0015
SYS_FLOW_TOL         5
LAT_FLOW_TOL         5
MINIMUM_STEP         0.5
THREADS              4

[EVAPORATION]
;;Type          Parameters
;;------------- ----------
CONSTANT         0.0
DRY_ONLY         NO

[RAINGAGES]
;;               Rain      Time     Snow     Data
;;Name           Type      Intrvl   Catch    Source
;;-------------- --------- -------- -------- ----------
Rain Gage-01     CUMULATIVE 0:10     1.0      TIMESERIES TS-SCS24_5

[SUBCATCHMENTS]
;;                                              Total    Pcnt.             Pcnt.    Curb     S
;;Name           Raingage         Outlet          Area     Imperv   Width    Slope    Length   P
;;-------------- ---------------- --------------- -------- -------- -------- -------- -------- -
;Bower
B1               Rain Gage-01     J6              8.32     5        201      0.25     0
;Michener
M1               Rain Gage-01     J1              30.426   4.5      288      0.17     0
;Michener
M2               Rain Gage-01     J2              26.526   4.5      420      0.43     0
;Michener
```

```
M3               Rain Gage-01     J7               41.950000 4.5      411        .01        0
;Michener
M4               Rain Gage-01     J4               18.790000 4.5      469.75     .001       0
;Michener
M5               Rain Gage-01     J5               15.520000 4.5      597        .001       0
;Port Colborne
PC1              Rain Gage-01     J21              20.1163   4.5      198        0.53       0
;Port Colborne
PC10             Rain Gage-01     J18              1.98      55       40         0.4        0
;Port Colborne
PC11             Rain Gage-01     J88              3.65      45       36.5       0.4        0
;Port Colborne
PC2              Rain Gage-01     J21              41.1751   4.73     374        0.24       0
;Port Colborne
PC3-QW1          Rain Gage-01     J20              66.06     0        660        0.01       0
;Port Colborne
PC4-QE1          Rain Gage-01     J19              63.430000 0        906        0.01       0
;Port Colborne
PC5              Rain Gage-01     J17              7.7       4.5      153        0.4        0
;Port Colborne
PC6              Rain Gage-01     J14              21.44     4.5      447        0.2        0
;Port Colborne
PC7              Rain Gage-01     J15              59.555    4.5      455        0.2        0
;Port Colborne
PC8              Rain Gage-01     J16              39.25     4.5      441        0.56       0
;Port Colborne
PC9_3            Rain Gage-01     J32              8.952833  4.5      239        0.75       0
;Port Colborne
PC9_4            Rain Gage-01     J10              4.005947  85       60         0.75       0
;Wignell
W1               Rain Gage-01     J22              62.0833   4.5      511        0.77       0
;Wignell
W10              Rain Gage-01     J12              100.600000 4.5     680        .01        0
;Wignell
W11              Rain Gage-01     J8               26.230000 4.5      1380       3          0
;Wignell
W12              Rain Gage-01     J24              18.67     4.5      275        0.15       0
;Wignell
W13              Rain Gage-01     J87              28.59     4.5      342        0.36       0
;Wignell
W14              Rain Gage-01     J27              34.15     4.5      491        0.29       0
;Wignell
W2               Rain Gage-01     J23              87.36     4.5      488        0.5        0
;Wignell
W3               Rain Gage-01     J28              41.21     4.5      330        0.16       0
;Wignell
W4               Rain Gage-01     J86              42.97     4.5      511        0.6        0
;Wignell
W5               Rain Gage-01     J26              22.3      4.5      354        0.16       0
;Wignell
W6               Rain Gage-01     J25              83.88     4.5      986        0.12       0
;Wignell
W7               Rain Gage-01     J24              41.66     4.5      495        0.12       0
;Wignell
W8               Rain Gage-01     J29              6.61      4.5      220        0.33       0
;Wignell
W9               Rain Gage-01     J30              23.23     4.5      502.06     0.81       0
;Wignell
WB1              Rain Gage-01     J29              6.88      4.5      260        0.38       0
;Wignell
WB2              Rain Gage-01     J24              10.34     4.5      250        0.24       0

[SUBAREAS]
;;Subcatchment   N-Imperv   N-Perv     S-Imperv   S-Perv     PctZero    RouteTo    PctRouted
```

```
;;-------------- ---------- ---------- ---------- ---------- ---------- ---------- ----------
B1               0.015      0.1        10         5          25         OUTLET
M1               0.015      0.1        10         5          25         OUTLET
M2               0.015      0.1        10         5          25         OUTLET
M3               0.0150     0.1000     10         5.00       25         OUTLET
M4               0.0150     0.1000     10         5.00       25         OUTLET
M5               0.0150     0.1000     10         5.00       25         OUTLET
PC1              0.015      0.1        10         5          25         OUTLET
PC10             0.015      0.1        10         5          25         OUTLET
PC11             0.015      0.1        10         5          25         OUTLET
PC2              0.015      0.1        10         5          25         OUTLET
PC3-QW1          0.015      0.1        10         200        25         OUTLET
PC4-QE1          0.0150     0.1000     10         200        25         OUTLET
PC5              0.015      0.1        10         5          25         OUTLET
PC6              0.015      0.1        10         5          25         OUTLET
PC7              0.015      0.1        10         5          25         OUTLET
PC8              0.015      0.1        10         5          25         OUTLET
PC9_3            0.015      0.1        10         5          25         OUTLET
PC9_4            0.015      0.1        10         5          25         OUTLET
W1               0.015      0.1        10         5          25         OUTLET
W10              0.0150     0.1000     10         5.00       25         OUTLET
W11              0.0150     0.1000     10         5.00       25         OUTLET
W12              0.015      0.1        10         5          25         OUTLET
W13              0.015      0.1        10         5          25         OUTLET
W14              0.015      0.1        10         5          25         OUTLET
W2               0.015      0.1        10         5          25         OUTLET
W3               0.015      0.1        10         5          25         OUTLET
W4               0.015      0.1        10         5          25         OUTLET
W5               0.015      0.1        10         5          25         OUTLET
W6               0.015      0.1        10         5          25         OUTLET
W7               0.015      0.1        10         5          25         OUTLET
W8               0.015      0.1        10         5          25         OUTLET
W9               0.015      0.1        10         5          25         OUTLET
WB1              0.015      0.1        10         5          25         OUTLET
WB2              0.015      0.1        10         5          25         OUTLET

[INFILTRATION]
;;Subcatchment   CurveNum   HydCon     DryTime
;;-------------- ---------- ---------- ----------
B1               83         0.5        4
M1               73         0.5        4
M2               83         0.5        4
M3               73.00      0.5        4
M4               73.00      0.5        4
M5               73.00      0.5        4
PC1              83         0.5        4
PC10             93         0.5        4
PC11             93         0.5        4
PC2              83         0.5        4
PC3-QW1          73         0.5        4
PC4-QE1          73.00      0.5        4
PC5              83         0.5        4
PC6              83         0.5        4
PC7              83         0.5        4
PC8              83         0.5        4
PC9_3            83         0.5        4
PC9_4            95         0.5        4
W1               83         0.5        4
W10              73.00      0.5        4
W11              73.00      0.5        4
W12              83         0.5        4
W13              83         0.5        4
W14              83         0.5        4
W2               83         0.5        4
```

```
W3               83          0.5         4
W4               83          0.5         4
W5               83          0.5         4
W6               83          0.5         4
W7               83          0.5         4
W8               83          0.5         4
W9               83          0.5         4
WB1              83          0.5         4
WB2              83          0.5         4

[JUNCTIONS]
;;               Invert      Max.        Init.       Surcharge   Ponded
;;Name           Elev.       Depth       Depth       Depth       Area
;;-------------- ----------- ----------- ----------- ----------- ----------
;Michener
J1               176.34      1.87        0           0           0
J10              180.25      0.75        0           0           0
;Wignell
J11              173.85      3.5         0           0           0
;Wignell
J12              174.134     2           0           0           0
;Wignell
J13              174.345     2           0           0           0
;Wignell
J14              174.36      3.34        0           0           0
;Port Colborne
J15              175.33      2           0           0           0.00
;Port Colborne
J16              175.98      2           0           0           0.00
;Port Colborne
J17              178.43      1.74        0           0           0
;Port Colborne
J18              179.98      2.08        0           0           0
;Port Colborne
J19              181.76      2           0           0           0.00
;Michener
J2               176.377     1.2         0           0           0
;Port Colborne
J20              181.78      2           0           0           0.00
;Port Colborne
J21              182.40      2           0           0           0.00
;Wignell
J22              181.38      2           0           0           0.00
;Wignell
J23              181.36      2           0           0           0.00
;Wignell
J24              180.75      2           0           0           0.00
;Wignell
J25              178.32      2           0           0           0.00
;Wignell
J26              177.25      2           0           0           0.00
;Wignell
J27              176.5       2           0           0           0.00
;Wignell
J28              175.52      2           0           0           0.00
;Wignell
J29              175.15      2           0           0           0.00
;Michener
J3               175.26      1           0           0           0
;Wignell
J30              174.48      2           0           0           0.00
J31              177.35      2.314       0           0           0
J32              178.05      2.3         0           0           0
;Michener
```

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J4              174.6      1.2        0          0          0
;Michener
J5              174.1      2.96       0          0          0
;Bower
J6              174.5      2          0          0          0.00
;Michener
J7              175.85     0.9        0          0          0
;Wignell
J8              174.07     3          0          0          0
;Wignell
J86             176        2          0          0          0.00
;Wignell
J87             176        2          0          0          0.00
;Wignell
J88             181.6      2.14       0          0          0
;Wignell
J9              173.888    3.512      0          0          0

[OUTFALLS]
;;              Invert     Outfall    Stage/Table      Tide
;;Name          Elev.      Type       Time Series      Gate     Route To
;;------------- ---------- ---------- ---------------- -------- ----------------
;Wignell
J10 Outlet      173.75     FREE                        NO

[CONDUITS]
;;              Inlet           Outlet                      Manning    Inlet      Outlet     In
;;Name          Node            Node            Length      N          Offset     Offset     Fl
;;------------- --------------- --------------- ----------- ---------- ---------- ---------- --
;MitchnerChannel
Link-01         J1              J7              455         0.04       0          0          0
;MitchnerChannel
Link-02         J2              J7              352         0.04       0          0          0
;MitchnerChannel
Link-04         J7              J3              533         0.04       0          0          0
;MitchnerChannel
Link-05         J3              J4              510         0.04       0          0          0
;MitchnerChannel
Link-06         J4              J5              230         0.04       0          0          0
;PortColborneChannel
Link-07         J21             J88             302         0.04       0          0          0
;PortColborneChannel
Link-08         J88             J18             500         0.04       0          0          0
;PortColborneChannel-QE1
Link-09         J19             J88             70          0.032      0          0          0
;PortColborneChannel-QW1
Link-10         J20             J18             110         0.04       0          0          0
;PortColborneChannel
Link-11         J18             J17             640         0.04       0          0          0
;PortColborneChannel
Link-12_1       J17             J31             198.542     0.04       0          0          0
;PortColborneChannel
Link-12_2       J31             J16             661.458     0.04       0          0          0
;PortColborneChannel
Link-13         J16             J15             580         0.04       0          0          0
;PortColborneChannel
Link-14         J15             J14             600         0.04       0          0          0
;WignelChannel
Link-15         J22             J23             21.42       0.04       0          0          0
;WignelChannel
Link-16         J23             J24             883.618     0.04       0          0          0
;WignelChannel
Link-17         J24             J25             1250        0.04       0          0          0
;WignelChannel
```

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Link-18          J25             J26             522.47     0.04       0          0          0
;WignelChannel
Link-19          J26             J27             313.77     0.04       0          0          0
;WignelChannel
Link-20          J27             J28             618.63     0.04       0          0          0
;WignelChannel
Link-21          J28             J29             289.09     0.04       0          0          0
;WignelChannel
Link-22          J29             J30             567        0.04       0          0          0
;WignelChannel
Link-23          J30             J14             40.77      0.04       0          0          0
;WignelChannel
Link-25          J14             J13             98.5       0.04       0          0          0
;BowerDrain
Link-26          J6              J13             25         0.04       0          0          0
;WignelChannel
Link-27          J13             J12             1364.61    0.04       0          0          0
;WignelChannel
Link-28          J12             J8              566.25     0.04       0          0          0
;WignelChannel
Link-29          J5              J8              12         0.04       0          0          0
;WignelChannel
Link-30          J8              J9              13.58      0.04       0          0          0
;WignelChannel
Link-31          J9              J11             29.42      0.04       0          0          0
;WignelChannel
Link-32          J11             J10 Outlet      231.24     0.04       0          0          0
;WignelChannel
Link-33          J87             J28             254.29     0.04       0          0          0
;WignelChannel
Link-34          J86             J29             278.16     0.04       0          0          0
PC1              J32             J31             256        0.036      0          0          0
PC2              J10             J32             680        0.036      0          0          0

[XSECTIONS]
;;Link           Shape        Geom1           Geom2      Geom3      Geom4      Barrels
;;-------------- ------------ --------------- ---------- ---------- ---------- ----------
Link-01          TRAPEZOIDAL  0.9             0.6        1.5        1.5        1
Link-02          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-04          TRAPEZOIDAL  1               1          1.5        1.5        1
Link-05          TRAPEZOIDAL  1.2             1          1.5        1.5        1
Link-06          TRAPEZOIDAL  1               0.6        1.5        1.5        1
Link-07          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-08          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-09          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-10          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-11          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-12_1        TRAPEZOIDAL  2               0.6        2          2          1
Link-12_2        TRAPEZOIDAL  2               0.6        2          2          1
Link-13          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-14          TRAPEZOIDAL  2               0.6        1.5        1.5        1
Link-15          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-16          TRAPEZOIDAL  2               0.6        1.5        1.5        1
Link-17          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-18          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-19          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-20          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-21          TRAPEZOIDAL  2.0000000000    1.000      1.5        1.5        1
Link-22          TRAPEZOIDAL  2               1.65       2          2          1
Link-23          RECT_OPEN    2.57            3.13       0          0          1
Link-25          TRAPEZOIDAL  2.5             5          1.5        1.5        1
Link-26          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-27          TRAPEZOIDAL  2               15         1.5        1.5        1
Link-28          TRAPEZOIDAL  2               15         1.5        1.5        1
```

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Link-29          TRAPEZOIDAL  1               1.6        1.5        1.5        1
Link-30          RECT_OPEN    2.73            5.2        0          0          1
Link-31          TRAPEZOIDAL  3.5             5          1.5        1.5        1
Link-32          TRAPEZOIDAL  2.000           5.000      1.5        1.5        1
Link-33          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-34          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
PC1              TRAPEZOIDAL  1.2             0.8        1.5        1.5        1
PC2              TRAPEZOIDAL  1.5             0.6        1.5        1.5        1

[LOSSES]
;;Link            Inlet      Outlet     Average    Flap Gate  SeepageRate
;;--------------- ---------- ---------- ---------- ---------- ----------

[INFLOWS]
;;                                                 Param    Units    Scale    Baseline Baseline
;;Node            Parameter        Time Series     Type     Factor   Factor   Value    Pattern
;;--------------- ---------------- --------------- -------- -------- -------- -------- --------
J19              FLOW             ""              FLOW     1.0      1.0      .118     Sanitary T
J20              FLOW             ""              FLOW     1.0      1.0      .057     Sanitary T

[TIMESERIES]
;;Name            Date       Time       Value
;;--------------- ---------- ---------- ----------
;10-year cumulative storm with a total rainfall amount of 81.50 mm using a SCS Type II 24-hr stor
TS-SCS24_10                 0:00       0.00000
TS-SCS24_10                 0:10       0.13697
TS-SCS24_10                 0:20       0.27620
TS-SCS24_10                 0:30       0.41769
TS-SCS24_10                 0:40       0.56145
TS-SCS24_10                 0:50       0.70747
TS-SCS24_10                 1:00       0.85575
TS-SCS24_10                 1:10       1.00631
TS-SCS24_10                 1:20       1.15912
TS-SCS24_10                 1:30       1.31419
TS-SCS24_10                 1:40       1.47154
TS-SCS24_10                 1:50       1.63114
TS-SCS24_10                 2:00       1.79300
TS-SCS24_10                 2:10       1.95714
TS-SCS24_10                 2:20       2.12354
TS-SCS24_10                 2:30       2.29219
TS-SCS24_10                 2:40       2.46312
TS-SCS24_10                 2:50       2.63631
TS-SCS24_10                 3:00       2.81175
TS-SCS24_10                 3:10       2.98947
TS-SCS24_10                 3:20       3.16945
TS-SCS24_10                 3:30       3.35169
TS-SCS24_10                 3:40       3.53620
TS-SCS24_10                 3:50       3.72297
TS-SCS24_10                 4:00       3.91200
TS-SCS24_10                 4:10       4.10450
TS-SCS24_10                 4:20       4.30146
TS-SCS24_10                 4:30       4.50288
TS-SCS24_10                 4:40       4.70896
TS-SCS24_10                 4:50       4.91950
TS-SCS24_10                 5:00       5.13450
TS-SCS24_10                 5:10       5.35412
TS-SCS24_10                 5:20       5.57829
TS-SCS24_10                 5:30       5.80688
TS-SCS24_10                 5:40       6.04007
TS-SCS24_10                 5:50       6.27784
TS-SCS24_10                 6:00       6.52000
TS-SCS24_10                 6:10       6.76684
TS-SCS24_10                 6:20       7.01807
TS-SCS24_10                 6:30       7.27388
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TS-SCS24_10	6:40	7.53424
TS-SCS24_10	6:50	7.79912
TS-SCS24_10	7:00	8.06850
TS-SCS24_10	7:10	8.34250
TS-SCS24_10	7:20	8.62096
TS-SCS24_10	7:30	8.90387
TS-SCS24_10	7:40	9.19146
TS-SCS24_10	7:50	9.48350
TS-SCS24_10	8:00	9.78000
TS-SCS24_10	8:10	10.09035
TS-SCS24_10	8:20	10.42314
TS-SCS24_10	8:30	10.77838
TS-SCS24_10	8:40	11.15664
TS-SCS24_10	8:50	11.55735
TS-SCS24_10	9:00	11.98050
TS-SCS24_10	9:10	12.41517
TS-SCS24_10	9:20	12.84983
TS-SCS24_10	9:30	13.28450
TS-SCS24_10	9:40	13.73764
TS-SCS24_10	9:50	14.22664
TS-SCS24_10	10:00	14.75150
TS-SCS24_10	10:10	15.32254
TS-SCS24_10	10:20	15.94738
TS-SCS24_10	10:30	16.62600
TS-SCS24_10	10:40	17.37852
TS-SCS24_10	10:50	18.22068
TS-SCS24_10	11:00	19.15250
TS-SCS24_10	11:10	20.24134
TS-SCS24_10	11:20	21.54534
TS-SCS24_10	11:30	23.06450
TS-SCS24_10	11:40	27.42855
TS-SCS24_10	11:50	38.38593
TS-SCS24_10	12:00	54.03450
TS-SCS24_10	12:10	56.50151
TS-SCS24_10	12:20	58.45751
TS-SCS24_10	12:30	59.90250
TS-SCS24_10	12:40	61.02421
TS-SCS24_10	12:50	62.02938
TS-SCS24_10	13:00	62.91800
TS-SCS24_10	13:10	63.71426
TS-SCS24_10	13:20	64.44776
TS-SCS24_10	13:30	65.11850
TS-SCS24_10	13:40	65.73383
TS-SCS24_10	13:50	66.30433
TS-SCS24_10	14:00	66.83000
TS-SCS24_10	14:10	67.32449
TS-SCS24_10	14:20	67.80330
TS-SCS24_10	14:30	68.26644
TS-SCS24_10	14:40	68.71338
TS-SCS24_10	14:50	69.14465
TS-SCS24_10	15:00	69.56025
TS-SCS24_10	15:10	69.95965
TS-SCS24_10	15:20	70.34338
TS-SCS24_10	15:30	70.71144
TS-SCS24_10	15:40	71.06330
TS-SCS24_10	15:50	71.39949
TS-SCS24_10	16:00	71.72000
TS-SCS24_10	16:10	72.02954
TS-SCS24_10	16:20	72.33345
TS-SCS24_10	16:30	72.63182
TS-SCS24_10	16:40	72.92433
TS-SCS24_10	16:50	73.21129
TS-SCS24_10	17:00	73.49263
TS-SCS24_10	17:10	73.76820

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TS-SCS24_10                17:20      74.03816
TS-SCS24_10                17:30      74.30249
TS-SCS24_10                17:40      74.56114
TS-SCS24_10                17:50      74.81412
TS-SCS24_10                18:00      75.06150
TS-SCS24_10                18:10      75.30312
TS-SCS24_10                18:20      75.53914
TS-SCS24_10                18:30      75.76957
TS-SCS24_10                18:40      75.99416
TS-SCS24_10                18:50      76.21320
TS-SCS24_10                19:00      76.42663
TS-SCS24_10                19:10      76.63429
TS-SCS24_10                19:20      76.83635
TS-SCS24_10                19:30      77.03274
TS-SCS24_10                19:40      77.22345
TS-SCS24_10                19:50      77.40854
TS-SCS24_10                20:00      77.58800
TS-SCS24_10                20:10      77.76399
TS-SCS24_10                20:20      77.93886
TS-SCS24_10                20:30      78.11262
TS-SCS24_10                20:40      78.28523
TS-SCS24_10                20:50      78.45674
TS-SCS24_10                21:00      78.62713
TS-SCS24_10                21:10      78.79632
TS-SCS24_10                21:20      78.96440
TS-SCS24_10                21:30      79.13145
TS-SCS24_10                21:40      79.29722
TS-SCS24_10                21:50      79.46190
TS-SCS24_10                22:00      79.62550
TS-SCS24_10                22:10      79.78790
TS-SCS24_10                22:20      79.94919
TS-SCS24_10                22:30      80.10937
TS-SCS24_10                22:40      80.26840
TS-SCS24_10                22:50      80.42632
TS-SCS24_10                23:00      80.58313
TS-SCS24_10                23:10      80.73874
TS-SCS24_10                23:20      80.89323
TS-SCS24_10                23:30      81.04662
TS-SCS24_10                23:40      81.19886
TS-SCS24_10                23:50      81.34999
TS-SCS24_10                24:00      81.50000

;100-year cumulative storm with a total rainfall amount of 121.1 mm using a SCS Type II 24-hr sto
TS-SCS24_100               0:00       0.00000
TS-SCS24_100               0:10       0.20353
TS-SCS24_100               0:20       0.41041
TS-SCS24_100               0:30       0.62064
TS-SCS24_100               0:40       0.83426
TS-SCS24_100               0:50       1.05123
TS-SCS24_100               1:00       1.27155
TS-SCS24_100               1:10       1.49526
TS-SCS24_100               1:20       1.72232
TS-SCS24_100               1:30       1.95274
TS-SCS24_100               1:40       2.18654
TS-SCS24_100               1:50       2.42370
TS-SCS24_100               2:00       2.66420
TS-SCS24_100               2:10       2.90810
TS-SCS24_100               2:20       3.15534
TS-SCS24_100               2:30       3.40594
TS-SCS24_100               2:40       3.65992
TS-SCS24_100               2:50       3.91726
TS-SCS24_100               3:00       4.17795
TS-SCS24_100               3:10       4.44203
TS-SCS24_100               3:20       4.70946
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TS-SCS24_100	3:30	4.98024
TS-SCS24_100	3:40	5.25441
TS-SCS24_100	3:50	5.53193
TS-SCS24_100	4:00	5.81280
TS-SCS24_100	4:10	6.09884
TS-SCS24_100	4:20	6.39150
TS-SCS24_100	4:30	6.69078
TS-SCS24_100	4:40	6.99700
TS-SCS24_100	4:50	7.30984
TS-SCS24_100	5:00	7.62930
TS-SCS24_100	5:10	7.95562
TS-SCS24_100	5:20	8.28873
TS-SCS24_100	5:30	8.62838
TS-SCS24_100	5:40	8.97488
TS-SCS24_100	5:50	9.32817
TS-SCS24_100	6:00	9.68800
TS-SCS24_100	6:10	10.05477
TS-SCS24_100	6:20	10.42808
TS-SCS24_100	6:30	10.80818
TS-SCS24_100	6:40	11.19505
TS-SCS24_100	6:50	11.58862
TS-SCS24_100	7:00	11.98890
TS-SCS24_100	7:10	12.39604
TS-SCS24_100	7:20	12.80980
TS-SCS24_100	7:30	13.23018
TS-SCS24_100	7:40	13.65750
TS-SCS24_100	7:50	14.09144
TS-SCS24_100	8:00	14.53200
TS-SCS24_100	8:10	14.99315
TS-SCS24_100	8:20	15.48764
TS-SCS24_100	8:30	16.01548
TS-SCS24_100	8:40	16.57754
TS-SCS24_100	8:50	17.17295
TS-SCS24_100	9:00	17.80170
TS-SCS24_100	9:10	18.44757
TS-SCS24_100	9:20	19.09343
TS-SCS24_100	9:30	19.73930
TS-SCS24_100	9:40	20.41262
TS-SCS24_100	9:50	21.13922
TS-SCS24_100	10:00	21.91910
TS-SCS24_100	10:10	22.76761
TS-SCS24_100	10:20	23.69604
TS-SCS24_100	10:30	24.70440
TS-SCS24_100	10:40	25.82256
TS-SCS24_100	10:50	27.07392
TS-SCS24_100	11:00	28.45850
TS-SCS24_100	11:10	30.07640
TS-SCS24_100	11:20	32.01400
TS-SCS24_100	11:30	34.27130
TS-SCS24_100	11:40	40.75580
TS-SCS24_100	11:50	57.03725
TS-SCS24_100	12:00	80.28930
TS-SCS24_100	12:10	83.95500
TS-SCS24_100	12:20	86.86140
TS-SCS24_100	12:30	89.00850
TS-SCS24_100	12:40	90.67524
TS-SCS24_100	12:50	92.16881
TS-SCS24_100	13:00	93.48920
TS-SCS24_100	13:10	94.67235
TS-SCS24_100	13:20	95.76225
TS-SCS24_100	13:30	96.75890
TS-SCS24_100	13:40	97.67321
TS-SCS24_100	13:50	98.52091
TS-SCS24_100	14:00	99.30200

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TS-SCS24_100                14:10       100.03675
TS-SCS24_100                14:20       100.74822
TS-SCS24_100                14:30       101.43639
TS-SCS24_100                14:40       102.10050
TS-SCS24_100                14:50       102.74132
TS-SCS24_100                15:00       103.35885
TS-SCS24_100                15:10       103.95232
TS-SCS24_100                15:20       104.52250
TS-SCS24_100                15:30       105.06939
TS-SCS24_100                15:40       105.59222
TS-SCS24_100                15:50       106.09175
TS-SCS24_100                16:00       106.56800
TS-SCS24_100                16:10       107.02794
TS-SCS24_100                16:20       107.47952
TS-SCS24_100                16:30       107.92287
TS-SCS24_100                16:40       108.35749
TS-SCS24_100                16:50       108.78389
TS-SCS24_100                17:00       109.20193
TS-SCS24_100                17:10       109.61140
TS-SCS24_100                17:20       110.01253
TS-SCS24_100                17:30       110.40530
TS-SCS24_100                17:40       110.78963
TS-SCS24_100                17:50       111.16552
TS-SCS24_100                18:00       111.53310
TS-SCS24_100                18:10       111.89212
TS-SCS24_100                18:20       112.24283
TS-SCS24_100                18:30       112.58522
TS-SCS24_100                18:40       112.91893
TS-SCS24_100                18:50       113.24440
TS-SCS24_100                19:00       113.56153
TS-SCS24_100                19:10       113.87009
TS-SCS24_100                19:20       114.17034
TS-SCS24_100                19:30       114.46215
TS-SCS24_100                19:40       114.74552
TS-SCS24_100                19:50       115.02054
TS-SCS24_100                20:00       115.28720
TS-SCS24_100                20:10       115.54870
TS-SCS24_100                20:20       115.80854
TS-SCS24_100                20:30       116.06672
TS-SCS24_100                20:40       116.32321
TS-SCS24_100                20:50       116.57805
TS-SCS24_100                21:00       116.83123
TS-SCS24_100                21:10       117.08263
TS-SCS24_100                21:20       117.33238
TS-SCS24_100                21:30       117.58059
TS-SCS24_100                21:40       117.82691
TS-SCS24_100                21:50       118.07161
TS-SCS24_100                22:00       118.31470
TS-SCS24_100                22:10       118.55601
TS-SCS24_100                22:20       118.79567
TS-SCS24_100                22:30       119.03367
TS-SCS24_100                22:40       119.26998
TS-SCS24_100                22:50       119.50463
TS-SCS24_100                23:00       119.73763
TS-SCS24_100                23:10       119.96885
TS-SCS24_100                23:20       120.19841
TS-SCS24_100                23:30       120.42632
TS-SCS24_100                23:40       120.65254
TS-SCS24_100                23:50       120.87710
TS-SCS24_100                24:00       121.10000

;2-year cumulative storm with a total rainfall amount of 49.8 mm using a SCS Type II 24-hr storm
TS-SCS24_2                  0:00        0.00000
TS-SCS24_2                  0:10        0.08370
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TS-SCS24_2	0:20	0.16877
TS-SCS24_2	0:30	0.25523
TS-SCS24_2	0:40	0.34307
TS-SCS24_2	0:50	0.43230
TS-SCS24_2	1:00	0.52290
TS-SCS24_2	1:10	0.61490
TS-SCS24_2	1:20	0.70827
TS-SCS24_2	1:30	0.80303
TS-SCS24_2	1:40	0.89917
TS-SCS24_2	1:50	0.99670
TS-SCS24_2	2:00	1.09560
TS-SCS24_2	2:10	1.19590
TS-SCS24_2	2:20	1.29757
TS-SCS24_2	2:30	1.40063
TS-SCS24_2	2:40	1.50507
TS-SCS24_2	2:50	1.61090
TS-SCS24_2	3:00	1.71810
TS-SCS24_2	3:10	1.82670
TS-SCS24_2	3:20	1.93667
TS-SCS24_2	3:30	2.04803
TS-SCS24_2	3:40	2.16077
TS-SCS24_2	3:50	2.27490
TS-SCS24_2	4:00	2.39040
TS-SCS24_2	4:10	2.50803
TS-SCS24_2	4:20	2.62838
TS-SCS24_2	4:30	2.75145
TS-SCS24_2	4:40	2.87738
TS-SCS24_2	4:50	3.00603
TS-SCS24_2	5:00	3.13740
TS-SCS24_2	5:10	3.27159
TS-SCS24_2	5:20	3.40858
TS-SCS24_2	5:30	3.54825
TS-SCS24_2	5:40	3.69074
TS-SCS24_2	5:50	3.83603
TS-SCS24_2	6:00	3.98400
TS-SCS24_2	6:10	4.13483
TS-SCS24_2	6:20	4.28834
TS-SCS24_2	6:30	4.44465
TS-SCS24_2	6:40	4.60374
TS-SCS24_2	6:50	4.76559
TS-SCS24_2	7:00	4.93020
TS-SCS24_2	7:10	5.09763
TS-SCS24_2	7:20	5.26778
TS-SCS24_2	7:30	5.44065
TS-SCS24_2	7:40	5.61638
TS-SCS24_2	7:50	5.79483
TS-SCS24_2	8:00	5.97600
TS-SCS24_2	8:10	6.16564
TS-SCS24_2	8:20	6.36899
TS-SCS24_2	8:30	6.58605
TS-SCS24_2	8:40	6.81719
TS-SCS24_2	8:50	7.06204
TS-SCS24_2	9:00	7.32060
TS-SCS24_2	9:10	7.58620
TS-SCS24_2	9:20	7.85180
TS-SCS24_2	9:30	8.11740
TS-SCS24_2	9:40	8.39429
TS-SCS24_2	9:50	8.69309
TS-SCS24_2	10:00	9.01380
TS-SCS24_2	10:10	9.36273
TS-SCS24_2	10:20	9.74453
TS-SCS24_2	10:30	10.15920
TS-SCS24_2	10:40	10.61902
TS-SCS24_2	10:50	11.13362

TS-SCS24_2	11:00	11.70300
TS-SCS24_2	11:10	12.36833
TS-SCS24_2	11:20	13.16513
TS-SCS24_2	11:30	14.09340
TS-SCS24_2	11:40	16.76002
TS-SCS24_2	11:50	23.45545
TS-SCS24_2	12:00	33.01740
TS-SCS24_2	12:10	34.52485
TS-SCS24_2	12:20	35.72005
TS-SCS24_2	12:30	36.60300
TS-SCS24_2	12:40	37.28841
TS-SCS24_2	12:50	37.90261
TS-SCS24_2	13:00	38.44560
TS-SCS24_2	13:10	38.93215
TS-SCS24_2	13:20	39.38035
TS-SCS24_2	13:30	39.79020
TS-SCS24_2	13:40	40.16619
TS-SCS24_2	13:50	40.51479
TS-SCS24_2	14:00	40.83600
TS-SCS24_2	14:10	41.13815
TS-SCS24_2	14:20	41.43073
TS-SCS24_2	14:30	41.71372
TS-SCS24_2	14:40	41.98683
TS-SCS24_2	14:50	42.25035
TS-SCS24_2	15:00	42.50430
TS-SCS24_2	15:10	42.74835
TS-SCS24_2	15:20	42.98283
TS-SCS24_2	15:30	43.20772
TS-SCS24_2	15:40	43.42273
TS-SCS24_2	15:50	43.62815
TS-SCS24_2	16:00	43.82400
TS-SCS24_2	16:10	44.01314
TS-SCS24_2	16:20	44.19884
TS-SCS24_2	16:30	44.38116
TS-SCS24_2	16:40	44.55989
TS-SCS24_2	16:50	44.73524
TS-SCS24_2	17:00	44.90715
TS-SCS24_2	17:10	45.07554
TS-SCS24_2	17:20	45.24049
TS-SCS24_2	17:30	45.40201
TS-SCS24_2	17:40	45.56006
TS-SCS24_2	17:50	45.71464
TS-SCS24_2	18:00	45.86580
TS-SCS24_2	18:10	46.01344
TS-SCS24_2	18:20	46.15766
TS-SCS24_2	18:30	46.29846
TS-SCS24_2	18:40	46.43569
TS-SCS24_2	18:50	46.56954
TS-SCS24_2	19:00	46.69995
TS-SCS24_2	19:10	46.82684
TS-SCS24_2	19:20	46.95031
TS-SCS24_2	19:30	47.07031
TS-SCS24_2	19:40	47.18684
TS-SCS24_2	19:50	47.29994
TS-SCS24_2	20:00	47.40960
TS-SCS24_2	20:10	47.51713
TS-SCS24_2	20:20	47.62399
TS-SCS24_2	20:30	47.73016
TS-SCS24_2	20:40	47.83564
TS-SCS24_2	20:50	47.94043
TS-SCS24_2	21:00	48.04455
TS-SCS24_2	21:10	48.14793
TS-SCS24_2	21:20	48.25064
TS-SCS24_2	21:30	48.35271

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TS-SCS24_2                  21:40      48.45401
TS-SCS24_2                  21:50      48.55463
TS-SCS24_2                  22:00      48.65460
TS-SCS24_2                  22:10      48.75383
TS-SCS24_2                  22:20      48.85239
TS-SCS24_2                  22:30      48.95026
TS-SCS24_2                  22:40      49.04744
TS-SCS24_2                  22:50      49.14393
TS-SCS24_2                  23:00      49.23975
TS-SCS24_2                  23:10      49.33483
TS-SCS24_2                  23:20      49.42924
TS-SCS24_2                  23:30      49.52296
TS-SCS24_2                  23:40      49.61599
TS-SCS24_2                  23:50      49.70833
TS-SCS24_2                  24:00      49.80000

;25-year cumulative storm with a total rainfall amount of 97.5 mm using a SCS Type II 24-hr storm
TS-SCS24_25                 0:00       0.00000
TS-SCS24_25                 0:10       0.16387
TS-SCS24_25                 0:20       0.33043
TS-SCS24_25                 0:30       0.49969
TS-SCS24_25                 0:40       0.67168
TS-SCS24_25                 0:50       0.84636
TS-SCS24_25                 1:00       1.02375
TS-SCS24_25                 1:10       1.20387
TS-SCS24_25                 1:20       1.38668
TS-SCS24_25                 1:30       1.57219
TS-SCS24_25                 1:40       1.76043
TS-SCS24_25                 1:50       1.95137
TS-SCS24_25                 2:00       2.14500
TS-SCS24_25                 2:10       2.34137
TS-SCS24_25                 2:20       2.54043
TS-SCS24_25                 2:30       2.74219
TS-SCS24_25                 2:40       2.94668
TS-SCS24_25                 2:50       3.15387
TS-SCS24_25                 3:00       3.36375
TS-SCS24_25                 3:10       3.57637
TS-SCS24_25                 3:20       3.79168
TS-SCS24_25                 3:30       4.00969
TS-SCS24_25                 3:40       4.23043
TS-SCS24_25                 3:50       4.45387
TS-SCS24_25                 4:00       4.68000
TS-SCS24_25                 4:10       4.91029
TS-SCS24_25                 4:20       5.14592
TS-SCS24_25                 4:30       5.38688
TS-SCS24_25                 4:40       5.63342
TS-SCS24_25                 4:50       5.88530
TS-SCS24_25                 5:00       6.14250
TS-SCS24_25                 5:10       6.40523
TS-SCS24_25                 5:20       6.67342
TS-SCS24_25                 5:30       6.94688
TS-SCS24_25                 5:40       7.22586
TS-SCS24_25                 5:50       7.51029
TS-SCS24_25                 6:00       7.80000
TS-SCS24_25                 6:10       8.09530
TS-SCS24_25                 6:20       8.39585
TS-SCS24_25                 6:30       8.70188
TS-SCS24_25                 6:40       9.01335
TS-SCS24_25                 6:50       9.33023
TS-SCS24_25                 7:00       9.65250
TS-SCS24_25                 7:10       9.98030
TS-SCS24_25                 7:20       10.31342
TS-SCS24_25                 7:30       10.65188
TS-SCS24_25                 7:40       10.99592
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TS-SCS24_25	7:50	11.34530
TS-SCS24_25	8:00	11.70000
TS-SCS24_25	8:10	12.07128
TS-SCS24_25	8:20	12.46941
TS-SCS24_25	8:30	12.89438
TS-SCS24_25	8:40	13.34691
TS-SCS24_25	8:50	13.82628
TS-SCS24_25	9:00	14.33250
TS-SCS24_25	9:10	14.85250
TS-SCS24_25	9:20	15.37250
TS-SCS24_25	9:30	15.89250
TS-SCS24_25	9:40	16.43460
TS-SCS24_25	9:50	17.01960
TS-SCS24_25	10:00	17.64750
TS-SCS24_25	10:10	18.33065
TS-SCS24_25	10:20	19.07815
TS-SCS24_25	10:30	19.89000
TS-SCS24_25	10:40	20.79025
TS-SCS24_25	10:50	21.79775
TS-SCS24_25	11:00	22.91250
TS-SCS24_25	11:10	24.21510
TS-SCS24_25	11:20	25.77510
TS-SCS24_25	11:30	27.59250
TS-SCS24_25	11:40	32.81330
TS-SCS24_25	11:50	45.92182
TS-SCS24_25	12:00	64.64250
TS-SCS24_25	12:10	67.59383
TS-SCS24_25	12:20	69.93383
TS-SCS24_25	12:30	71.66250
TS-SCS24_25	12:40	73.00443
TS-SCS24_25	12:50	74.20693
TS-SCS24_25	13:00	75.27000
TS-SCS24_25	13:10	76.22257
TS-SCS24_25	13:20	77.10008
TS-SCS24_25	13:30	77.90250
TS-SCS24_25	13:40	78.63863
TS-SCS24_25	13:50	79.32113
TS-SCS24_25	14:00	79.95000
TS-SCS24_25	14:10	80.54157
TS-SCS24_25	14:20	81.11438
TS-SCS24_25	14:30	81.66844
TS-SCS24_25	14:40	82.20313
TS-SCS24_25	14:50	82.71907
TS-SCS24_25	15:00	83.21625
TS-SCS24_25	15:10	83.69407
TS-SCS24_25	15:20	84.15313
TS-SCS24_25	15:30	84.59344
TS-SCS24_25	15:40	85.01438
TS-SCS24_25	15:50	85.41656
TS-SCS24_25	16:00	85.80000
TS-SCS24_25	16:10	86.17031
TS-SCS24_25	16:20	86.53388
TS-SCS24_25	16:30	86.89083
TS-SCS24_25	16:40	87.24076
TS-SCS24_25	16:50	87.58406
TS-SCS24_25	17:00	87.92063
TS-SCS24_25	17:10	88.25031
TS-SCS24_25	17:20	88.57326
TS-SCS24_25	17:30	88.88948
TS-SCS24_25	17:40	89.19892
TS-SCS24_25	17:50	89.50156
TS-SCS24_25	18:00	89.79750
TS-SCS24_25	18:10	90.08656
TS-SCS24_25	18:20	90.36892

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TS-SCS24_25                 18:30       90.64458
TS-SCS24_25                 18:40       90.91326
TS-SCS24_25                 18:50       91.17531
TS-SCS24_25                 19:00       91.43062
TS-SCS24_25                 19:10       91.67905
TS-SCS24_25                 19:20       91.92079
TS-SCS24_25                 19:30       92.15573
TS-SCS24_25                 19:40       92.38388
TS-SCS24_25                 19:50       92.60531
TS-SCS24_25                 20:00       92.82000
TS-SCS24_25                 20:10       93.03054
TS-SCS24_25                 20:20       93.23974
TS-SCS24_25                 20:30       93.44761
TS-SCS24_25                 20:40       93.65411
TS-SCS24_25                 20:50       93.85929
TS-SCS24_25                 21:00       94.06313
TS-SCS24_25                 21:10       94.26554
TS-SCS24_25                 21:20       94.46661
TS-SCS24_25                 21:30       94.66646
TS-SCS24_25                 21:40       94.86477
TS-SCS24_25                 21:50       95.06179
TS-SCS24_25                 22:00       95.25750
TS-SCS24_25                 22:10       95.45179
TS-SCS24_25                 22:20       95.64474
TS-SCS24_25                 22:30       95.83636
TS-SCS24_25                 22:40       96.02661
TS-SCS24_25                 22:50       96.21554
TS-SCS24_25                 23:00       96.40313
TS-SCS24_25                 23:10       96.58929
TS-SCS24_25                 23:20       96.77411
TS-SCS24_25                 23:30       96.95761
TS-SCS24_25                 23:40       97.13974
TS-SCS24_25                 23:50       97.32053
TS-SCS24_25                 24:00       97.50000

;5-year cumulative storm with a total rainfall amount of 68.90 mm using a SCS Type II 24-hr storm
TS-SCS24_5                  0:00        0.00000
TS-SCS24_5                  0:10        0.11580
TS-SCS24_5                  0:20        0.23350
TS-SCS24_5                  0:30        0.35311
TS-SCS24_5                  0:40        0.47465
TS-SCS24_5                  0:50        0.59810
TS-SCS24_5                  1:00        0.72345
TS-SCS24_5                  1:10        0.85073
TS-SCS24_5                  1:20        0.97992
TS-SCS24_5                  1:30        1.11101
TS-SCS24_5                  1:40        1.24404
TS-SCS24_5                  1:50        1.37896
TS-SCS24_5                  2:00        1.51580
TS-SCS24_5                  2:10        1.65456
TS-SCS24_5                  2:20        1.79524
TS-SCS24_5                  2:30        1.93781
TS-SCS24_5                  2:40        2.08232
TS-SCS24_5                  2:50        2.22873
TS-SCS24_5                  3:00        2.37705
TS-SCS24_5                  3:10        2.52730
TS-SCS24_5                  3:20        2.67945
TS-SCS24_5                  3:30        2.83351
TS-SCS24_5                  3:40        2.98950
TS-SCS24_5                  3:50        3.14740
TS-SCS24_5                  4:00        3.30720
TS-SCS24_5                  4:10        3.46994
TS-SCS24_5                  4:20        3.63645
TS-SCS24_5                  4:30        3.80673
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TS-SCS24_5	4:40	3.98095
TS-SCS24_5	4:50	4.15894
TS-SCS24_5	5:00	4.34070
TS-SCS24_5	5:10	4.52636
TS-SCS24_5	5:20	4.71588
TS-SCS24_5	5:30	4.90912
TS-SCS24_5	5:40	5.10627
TS-SCS24_5	5:50	5.30728
TS-SCS24_5	6:00	5.51200
TS-SCS24_5	6:10	5.72068
TS-SCS24_5	6:20	5.93307
TS-SCS24_5	6:30	6.14933
TS-SCS24_5	6:40	6.36944
TS-SCS24_5	6:50	6.59336
TS-SCS24_5	7:00	6.82110
TS-SCS24_5	7:10	7.05274
TS-SCS24_5	7:20	7.28815
TS-SCS24_5	7:30	7.52733
TS-SCS24_5	7:40	7.77045
TS-SCS24_5	7:50	8.01734
TS-SCS24_5	8:00	8.26800
TS-SCS24_5	8:10	8.53037
TS-SCS24_5	8:20	8.81171
TS-SCS24_5	8:30	9.11203
TS-SCS24_5	8:40	9.43181
TS-SCS24_5	8:50	9.77057
TS-SCS24_5	9:00	10.12830
TS-SCS24_5	9:10	10.49577
TS-SCS24_5	9:20	10.86323
TS-SCS24_5	9:30	11.23070
TS-SCS24_5	9:40	11.61378
TS-SCS24_5	9:50	12.02718
TS-SCS24_5	10:00	12.47090
TS-SCS24_5	10:10	12.95366
TS-SCS24_5	10:20	13.48189
TS-SCS24_5	10:30	14.05560
TS-SCS24_5	10:40	14.69178
TS-SCS24_5	10:50	15.40374
TS-SCS24_5	11:00	16.19150
TS-SCS24_5	11:10	17.11200
TS-SCS24_5	11:20	18.21440
TS-SCS24_5	11:30	19.49870
TS-SCS24_5	11:40	23.18807
TS-SCS24_5	11:50	32.45142
TS-SCS24_5	12:00	45.68070
TS-SCS24_5	12:10	47.76630
TS-SCS24_5	12:20	49.41990
TS-SCS24_5	12:30	50.64150
TS-SCS24_5	12:40	51.58979
TS-SCS24_5	12:50	52.43956
TS-SCS24_5	13:00	53.19080
TS-SCS24_5	13:10	53.86395
TS-SCS24_5	13:20	54.48405
TS-SCS24_5	13:30	55.05110
TS-SCS24_5	13:40	55.57130
TS-SCS24_5	13:50	56.05360
TS-SCS24_5	14:00	56.49800
TS-SCS24_5	14:10	56.91604
TS-SCS24_5	14:20	57.32083
TS-SCS24_5	14:30	57.71236
TS-SCS24_5	14:40	58.09021
TS-SCS24_5	14:50	58.45481
TS-SCS24_5	15:00	58.80615
TS-SCS24_5	15:10	59.14381

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TS-SCS24_5                  15:20      59.46821
TS-SCS24_5                  15:30      59.77936
TS-SCS24_5                  15:40      60.07683
TS-SCS24_5                  15:50      60.36104
TS-SCS24_5                  16:00      60.63200
TS-SCS24_5                  16:10      60.89368
TS-SCS24_5                  16:20      61.15061
TS-SCS24_5                  16:30      61.40285
TS-SCS24_5                  16:40      61.65014
TS-SCS24_5                  16:50      61.89273
TS-SCS24_5                  17:00      62.13058
TS-SCS24_5                  17:10      62.36355
TS-SCS24_5                  17:20      62.59177
TS-SCS24_5                  17:30      62.81523
TS-SCS24_5                  17:40      63.03390
TS-SCS24_5                  17:50      63.24777
TS-SCS24_5                  18:00      63.45690
TS-SCS24_5                  18:10      63.66117
TS-SCS24_5                  18:20      63.86070
TS-SCS24_5                  18:30      64.05550
TS-SCS24_5                  18:40      64.24537
TS-SCS24_5                  18:50      64.43055
TS-SCS24_5                  19:00      64.61098
TS-SCS24_5                  19:10      64.78653
TS-SCS24_5                  19:20      64.95736
TS-SCS24_5                  19:30      65.12338
TS-SCS24_5                  19:40      65.28461
TS-SCS24_5                  19:50      65.44108
TS-SCS24_5                  20:00      65.59280
TS-SCS24_5                  20:10      65.74158
TS-SCS24_5                  20:20      65.88941
TS-SCS24_5                  20:30      66.03631
TS-SCS24_5                  20:40      66.18224
TS-SCS24_5                  20:50      66.32723
TS-SCS24_5                  21:00      66.47128
TS-SCS24_5                  21:10      66.61431
TS-SCS24_5                  21:20      66.75641
TS-SCS24_5                  21:30      66.89763
TS-SCS24_5                  21:40      67.03777
TS-SCS24_5                  21:50      67.17699
TS-SCS24_5                  22:00      67.31530
TS-SCS24_5                  22:10      67.45259
TS-SCS24_5                  22:20      67.58895
TS-SCS24_5                  22:30      67.72436
TS-SCS24_5                  22:40      67.85881
TS-SCS24_5                  22:50      67.99231
TS-SCS24_5                  23:00      68.12488
TS-SCS24_5                  23:10      68.25643
TS-SCS24_5                  23:20      68.38704
TS-SCS24_5                  23:30      68.51671
TS-SCS24_5                  23:40      68.64541
TS-SCS24_5                  23:50      68.77318
TS-SCS24_5                  24:00      68.90000

;50-year cumulative storm with a total rainfall amount of 109.3 mm using a SCS Type II 24-hr stor
TS-SCS24_50                 0:00       0.00000
TS-SCS24_50                 0:10       0.18370
TS-SCS24_50                 0:20       0.37042
TS-SCS24_50                 0:30       0.56016
TS-SCS24_50                 0:40       0.75297
TS-SCS24_50                 0:50       0.94880
TS-SCS24_50                 1:00       1.14765
TS-SCS24_50                 1:10       1.34956
TS-SCS24_50                 1:20       1.55450
```

TS-SCS24_50	1:30	1.76246
TS-SCS24_50	1:40	1.97348
TS-SCS24_50	1:50	2.18753
TS-SCS24_50	2:00	2.40460
TS-SCS24_50	2:10	2.62473
TS-SCS24_50	2:20	2.84788
TS-SCS24_50	2:30	3.07406
TS-SCS24_50	2:40	3.30330
TS-SCS24_50	2:50	3.53556
TS-SCS24_50	3:00	3.77085
TS-SCS24_50	3:10	4.00920
TS-SCS24_50	3:20	4.25057
TS-SCS24_50	3:30	4.49496
TS-SCS24_50	3:40	4.74242
TS-SCS24_50	3:50	4.99290
TS-SCS24_50	4:00	5.24640
TS-SCS24_50	4:10	5.50457
TS-SCS24_50	4:20	5.76871
TS-SCS24_50	4:30	6.03883
TS-SCS24_50	4:40	6.31521
TS-SCS24_50	4:50	6.59757
TS-SCS24_50	5:00	6.88590
TS-SCS24_50	5:10	7.18043
TS-SCS24_50	5:20	7.48107
TS-SCS24_50	5:30	7.78762
TS-SCS24_50	5:40	8.10037
TS-SCS24_50	5:50	8.41923
TS-SCS24_50	6:00	8.74400
TS-SCS24_50	6:10	9.07503
TS-SCS24_50	6:20	9.41197
TS-SCS24_50	6:30	9.75503
TS-SCS24_50	6:40	10.10420
TS-SCS24_50	6:50	10.45943
TS-SCS24_50	7:00	10.82070
TS-SCS24_50	7:10	11.18817
TS-SCS24_50	7:20	11.56161
TS-SCS24_50	7:30	11.94103
TS-SCS24_50	7:40	12.32671
TS-SCS24_50	7:50	12.71837
TS-SCS24_50	8:00	13.11600
TS-SCS24_50	8:10	13.53221
TS-SCS24_50	8:20	13.97852
TS-SCS24_50	8:30	14.45493
TS-SCS24_50	8:40	14.96222
TS-SCS24_50	8:50	15.49961
TS-SCS24_50	9:00	16.06710
TS-SCS24_50	9:10	16.65003
TS-SCS24_50	9:20	17.23297
TS-SCS24_50	9:30	17.81590
TS-SCS24_50	9:40	18.42361
TS-SCS24_50	9:50	19.07941
TS-SCS24_50	10:00	19.78330
TS-SCS24_50	10:10	20.54913
TS-SCS24_50	10:20	21.38710
TS-SCS24_50	10:30	22.29720
TS-SCS24_50	10:40	23.30640
TS-SCS24_50	10:50	24.43584
TS-SCS24_50	11:00	25.68550
TS-SCS24_50	11:10	27.14575
TS-SCS24_50	11:20	28.89455
TS-SCS24_50	11:30	30.93190
TS-SCS24_50	11:40	36.78455
TS-SCS24_50	11:50	51.47953
TS-SCS24_50	12:00	72.46590

TS-SCS24_50	12:10	75.77441
TS-SCS24_50	12:20	78.39761
TS-SCS24_50	12:30	80.33550
TS-SCS24_50	12:40	81.83983
TS-SCS24_50	12:50	83.18787
TS-SCS24_50	13:00	84.37960
TS-SCS24_50	13:10	85.44746
TS-SCS24_50	13:20	86.43116
TS-SCS24_50	13:30	87.33070
TS-SCS24_50	13:40	88.15591
TS-SCS24_50	13:50	88.92102
TS-SCS24_50	14:00	89.62600
TS-SCS24_50	14:10	90.28916
TS-SCS24_50	14:20	90.93130
TS-SCS24_50	14:30	91.55241
TS-SCS24_50	14:40	92.15181
TS-SCS24_50	14:50	92.73019
TS-SCS24_50	15:00	93.28755
TS-SCS24_50	15:10	93.82319
TS-SCS24_50	15:20	94.33781
TS-SCS24_50	15:30	94.83141
TS-SCS24_50	15:40	95.30330
TS-SCS24_50	15:50	95.75416
TS-SCS24_50	16:00	96.18400
TS-SCS24_50	16:10	96.59912
TS-SCS24_50	16:20	97.00670
TS-SCS24_50	16:30	97.40685
TS-SCS24_50	16:40	97.79913
TS-SCS24_50	16:50	98.18397
TS-SCS24_50	17:00	98.56128
TS-SCS24_50	17:10	98.93085
TS-SCS24_50	17:20	99.29289
TS-SCS24_50	17:30	99.64739
TS-SCS24_50	17:40	99.99427
TS-SCS24_50	17:50	100.33354
TS-SCS24_50	18:00	100.66530
TS-SCS24_50	18:10	100.98934
TS-SCS24_50	18:20	101.30587
TS-SCS24_50	18:30	101.61490
TS-SCS24_50	18:40	101.91609
TS-SCS24_50	18:50	102.20985
TS-SCS24_50	19:00	102.49607
TS-SCS24_50	19:10	102.77457
TS-SCS24_50	19:20	103.04556
TS-SCS24_50	19:30	103.30894
TS-SCS24_50	19:40	103.56470
TS-SCS24_50	19:50	103.81292
TS-SCS24_50	20:00	104.05360
TS-SCS24_50	20:10	104.28962
TS-SCS24_50	20:20	104.52414
TS-SCS24_50	20:30	104.75716
TS-SCS24_50	20:40	104.98866
TS-SCS24_50	20:50	105.21867
TS-SCS24_50	21:00	105.44718
TS-SCS24_50	21:10	105.67408
TS-SCS24_50	21:20	105.89949
TS-SCS24_50	21:30	106.12352
TS-SCS24_50	21:40	106.34584
TS-SCS24_50	21:50	106.56670
TS-SCS24_50	22:00	106.78610
TS-SCS24_50	22:10	107.00390
TS-SCS24_50	22:20	107.22020
TS-SCS24_50	22:30	107.43501
TS-SCS24_50	22:40	107.64829

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TS-SCS24_50                 22:50      107.86008
TS-SCS24_50                 23:00      108.07038
TS-SCS24_50                 23:10      108.27907
TS-SCS24_50                 23:20      108.48626
TS-SCS24_50                 23:30      108.69196
TS-SCS24_50                 23:40      108.89614
TS-SCS24_50                 23:50      109.09882
TS-SCS24_50                 24:00      109.30000

[PATTERNS]
;;Name           Type       Multipliers
;;-------------- ---------- -----------
Sanitary TP-03   MONTHLY    1.0   1.0   1.0   1.0   1.0   1.0
Sanitary TP-03              1.0   1.0   1.0   1.0   1.0   1.0

[REPORT]
;;Reporting Options
INPUT      YES
CONTROLS   YES
SUBCATCHMENTS ALL
NODES ALL
LINKS ALL

[TAGS]

[MAP]
DIMENSIONS       643980.4075      4747589.535      647613.9825      4754619.085
UNITS            Meters

[COORDINATES]
;;Node           X-Coord          Y-Coord
;;-------------- ---------------- ----------------
J1               645495.04        4749843.42
J10              644984.427       4751723.074
J11              645549.88        4748115.22
J12              645009.32        4748356.47
J13              644971.1         4749720.54
J14              644968.9         4749819.02
J15              644853.51        4750336.06
J16              644981.39        4750788.06
J17              645440           4751355.44
J18              645793.52        4751633.26
J19              645847.07        4752117.18
J2               645817.33        4749465.97
J20              645691.36        4751614.15
J21              645768.04        4752399.45
J22              646596.45        4752421.17
J23              646617.85        4752422.15
J24              647023.16        4751905.96
J25              646996.81        4750894.91
J26              646650.71        4750503.52
J27              646367.33        4750368.8
J28              645802.88        4750115.61
J29              645517.18        4750071.48
J3               645525.2         4748818.72
J30              644995.13        4749850.23
J31              645334.124       4751224.453
J32              645328.117       4751385.992
J4               645535.25        4748420.78
J5               645543.35        4748168.19
J6               644945.37        4749722.83
J7               645507.17        4749392.75
J8               645539.77        4748156.74
J86              645511.4         4750349.58
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J87              645881.27        4750357.52
J88              645783.96        4752124.13
J9               645545.1         4748144.25
J10 Outlet       645654.61        4747909.06

[VERTICES]
;;Link           X-Coord          Y-Coord
;;-------------- ---------------- ----------------
Link-14          644893.667       4749817.216
Link-16          646985.327       4752420.587
PC2              645290.524       4751615.308

[POLYGONS]
;;Subcatchment   X-Coord          Y-Coord
;;-------------- ---------------- ----------------
B1               644551.47        4749578.28
B1               644547.75        4749803.94
B1               644566.84        4749828.59
B1               644763.85        4749829.73
B1               644802.33        4749787.63
B1               644958.56        4749791.87
B1               644961.89        4749701.17
B1               644765.39        4749581.9
B1               644551.47        4749578.28
M1               645435.43        4749839.87
M1               645452.18        4749862.21
M1               645450.79        4749860.82
M1               645481.5         4749911.08
M1               645508.03        4749934.82
M1               645551.32        4749966.93
M1               645725.85        4750015.8
M1               645838.95        4750015.8
M1               646048.4         4749941.8
M1               646372.33        4749933.42
M1               646611.1         4749966.93
M1               646602.636       4749833.774
M1               646455.359       4749484.959
M1               646253.821       4749659.367
M1               645872.083       4749708.458
M1               645811.988       4749833.774
M1               645435.43        4749839.87
M2               645819.4         4748934.38
M2               645804.39        4749845.46
M2               645870.124       4749709.751
M2               646249.945       4749651.615
M2               646373.968       4749574.101
M2               646453.32        4749497.08
M2               646239.69        4749291.13
M2               646123.1         4749205.26
M2               646025.36        4749134.75
M2               645971.6         4749080.99
M2               645819.4         4748934.38
M3               645405.89        4748812.41
M3               645402.43        4748991.91
M3               645396.67        4749321.65
M3               645402.96        4749517.17
M3               645405.89        4749766.17
M3               645432.25        4749837.85
M3               645804.36        4749845.59
M3               645819.41        4748934.41
M3               645821.8         4748824.76
M3               645405.89        4748812.41
M4               645411.51        4748558.43
M4               645212.62        4748553.12
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M4	645208.26	4748806.9
M4	645405.9	4748812.41
M4	645821.8	4748824.76
M4	645826.82	4748560.79
M4	645536.06	4748415.38
M4	645411.51	4748558.43
M5	645411.53	4748558.42
M5	645536.09	4748415.16
M5	645826.83	4748560.79
M5	645833.72	4748170.44
M5	645837.38	4748108.39
M5	645717.47	4748076.69
M5	645617.6	4748022.84
M5	645586.18	4748160.38
M5	645572.92	4748163.43
M5	645542.81	4748165.09
M5	645521.25	4748167.97
M5	645466.01	4748171.98
M5	645420.42	4748183.11
M5	645411.53	4748558.42
PC1	645768.01	4752399.72
PC1	645752.97	4753106.77
PC1	645753.8	4753119.33
PC1	645764.14	4753127.15
PC1	645764.14	4753164.57
PC1	646166.82	4753367.59
PC1	646180.129	4753384.991
PC1	646222.761	4753341.267
PC1	646289.441	4753272.401
PC1	646315.828	4753241.681
PC1	646264.6	4753192.6
PC1	646152.9	4753133.4
PC1	645974.45	4752972.55
PC1	645860.34	4752715.56
PC1	645859.98	4752502.12
PC1	645986.2	4752413.5
PC1	645984.71	4752404.56
PC1	645768.01	4752399.72
PC10	645749.92	4751618.57
PC10	645747.66	4751635.62
PC10	645767.79	4751649.59
PC10	645757.93	4752122.27
PC10	645795.6	4752123.09
PC10	645808.1	4751624.92
PC10	645749.92	4751618.57
PC11	645784.91	4752122.95
PC11	645758.07	4752122.28
PC11	645753.18	4752381.39
PC11	644968.95	4752358.66
PC11	644967.86	4752379.94
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[SYMBOLS]
;;Gage           X-Coord          Y-Coord
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Appendix E:

Specifications

SPECIAL PROVISIONS - MUNICIPAL DRAIN

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A1 ROLES

The Contractor is responsible for the construction site including all approvals required for compliance with applicable legislation not already completed by the City of Port Colborne.

The City of Port Colborne, who is further recognized as The Owner, shall be responsible party for allocation of resources in support of construction where required, such as road occupancy permits during construction.

The Drainage Engineer or the Drainage Superintendent shall supervise construction and the Drainage Engineer, Drainage Superintendent or their representative shall respond to any requests by the Contractor and identify any deficiencies between the Contractor's work and the Design documents.

The Drainage Engineer is the responsible designer and will provide technical direction to the Contractor on an as needed and as requested basis from the Drainage Superintendent or their representative.

A2 ENVIRONMENTAL CONDITONS AND COMPLIANCE

The Contractor is wholly responsible for the site environmental conditions, compliance with applicable approvals and existing legislation. The Owner will facilitate environmental approvals, but the Contractor shall control the site and be the responsible party for all construction activities.

General requirements to be fulfilled by Contractor:

a) Department of Fisheries and Oceans, DFO.
Requirements to protect Fish and Fish habitat.
b) Endangered Species Act, 2007 ONTARIO REGULATION 230/08
https://www.ontario.ca/page/species-risk
c) Ontario Water Resources Act, R.S.O. 1990, c. O.40
d) On-Site and Excess Soil Management, 2019 ONTARIO REGULATION 406/19 Environmental Protection Act
e) O. Reg. 675/98: Classification and Exemption of Spills and Reporting of Discharges, Environmental Protection Act, R.S.O. 1990

Any other legislation applicable to the jurisdiction of the works.

A3 CONSTRUCTION LAYOUT

Conditions stipulated in the Niagara Peninsula Standard Contract Document also apply. Failure to comply with these conditions will result in a reduction in payment to this item.

a) Stakes

Contractor is responsible for setting any layout, alignment or grade control stakes required for construction. A Stake shall be placed to mark every cross-section grade and a second stake shall be placed to mark the limits of the Working Zone. Work Zone Stake shall be 4' wooden stake painted red at the top of the stake. Grade stake shall be placed at the Work Zone Top of Bank. X-Section stakes shall be placed at a maximum spacing of 25m. A recommended spacing shall coincide with the Profile drawings. Prior to the start of Construction, the Contractor will stake and identify the difference between the existing grade and the design grade. The Drainage Engineer shall review the stakes and the measurement of the soil to be removed. Post Construction, the Contractor shall remove all stakes.

b) Project Signage

The Contractor is responsible for the installation and removal of all construction signage and is responsible for daily maintenance of all signage throughout the contract.

A5 INSTALL AND MAINTAIN SEDIMENT CONTROL DEVICES

In addition to the conditions stipulated in the Niagara Peninsula Standard Contract Document and OPSS 577, the following shall also apply:

a) SILT FENCE

Silt fence is to be placed prior to disturbing soil adjacent to the drain that could be carried by runoff into the drain. This excludes the area of the drain where The Contractor is working to re-establish Drain grade and cross-section. It includes areas adjacent to the drain impacted by clearing and grubbing for work access.(missing is a description of where a silt fence is to be placed. How frequently across the drain.)

Silt fence shall be installed in accordance with OPSD 219.190 except that the minimum height above the invert of the drain shall be 500 mm. Silt fence materials shall be in accordance with OPSS 577.05.02.02 for geotextile and OPSS 577.05.03 for stakes. Stakes shall be 1.5 m minimum height.

The silt fence shall remain in place for the duration of the section that the Contractor is working and the Contractor shall make every effort to maintain it throughout the project. The Contractor shall request Approval from the Engineer or the Drainage Superintendent for the removal of the silt fence once each section of the drain is complete. Prior to the removal of the silt fence, the accumulated silt shall be removed and leveled adjacent to the drain in accordance with the disposal of excavated material section.

b) SEDIMENT BASINS

Sediment basins have been provided along the length of the drain in an effort to minimize the transport of sediment. The Contractor shall construct the sediment basins in accordance with the construction drawings in the locations indicated. Relocation of sediment basins can only be undertaken upon approval of the Engineer.

The Sediment basin is to be constructed prior to the upstream work and shall be monitored during construction for sediment accumulation and sediment removed if the basin has more than 50% of the 0.5m depth occupied with sediment. Once the upstream work is complete, the Sediment basin shall be converted from Construction to Final as per the Design Detail Drawings. Sediment accumulated during construction shall be removed and disposed of in the manner directed by the Contract.

A5 PAYMENT; For progress payment, fifty (50) percent of the lump sum price will be paid upon installation with the balance to be paid with the final payment.

A6 ACCESS & NOTICE

The City of Port Colborne's Drainage Superintendent or designate shall provide affected landowners with notice of the commencement of construction.

It will be the Contractor's responsibility to inform the various businesses and residences of daily construction impacts in order to reduce/eliminate any problems with parked vehicles that may interfere with their operations. Ingress & egress to the abutting businesses and residences must be maintained at all times.

The Contractor shall advise the Police Department, Fire Department and Niagara Emergency Medical Service on a daily basis, with current status of the construction as it pertains to the passage of traffic within the contract limits.

The Contractor will co-ordinate with local transit to ensure minimum interruption to bus schedules. Transit, school buses and garbage and recycling service vehicles will be given priority to maintain their schedule.

The Contractor shall also maintain/provide existing pedestrian access at all times to the businesses and residents during all phases of construction in an acceptable manner.

A6 PAYMENT; Payment as a lump sum bid for this item shall be full compensation for all labour, equipment and materials necessary to meet the above requirements. Fifty (50) percent of the lump sum price will be paid on the first payment certificate. The balance will be prorated over the remainder of the working period.

B1 EARTH EXCAVATION

Work under this item shall include the supply of all labour, equipment and materials required for ditch excavation or any other type of excavation or earth work as outlined on the Contract Drawings. Ditch work involves clearing, excavation, leveling, and seeding as required. Specifications and information on the Contract Drawings shall take precedence over the standard specifications outlined below. The specifications below shall take precedence over the Niagara Peninsula Standard Contract Document Special Provisions B2.

B2 CONSTRUCTION

a) Vegetation Removal

All trees, brush, fallen timber and debris shall be moved from the ditch cross-section and to such a distance on each side to eliminate any interference with the spreading of the spoil. The roots shall be left in the banks if no bank excavation is required as part of the new channel excavation. In wooded or heavily overgrown areas all cleared material may be pushed into piles or rows along the edge of the cleared path and away from leveled spoil. All dead trees along either side of the drain that may impede the performance of the drain if allowed to remain and fall into the ditch, shall be removed prior to excavation and put in piles, unless directed otherwise by the Engineer.

Any tree removed will be offered as wood to the property owner in the form of logs from the trunk where they lay and to be moved from the site by the owner at their expense. Tree tops shall be cut and limbs stacked as piles adjacent to the drain and within the work zone.

b) Excavation

The bottom width and the side slopes of the ditch shall be as shown on the profile(s) and/or cross-sections on the Contract Drawings. Side slopes are normally one and one-half metre horizontal to one metre vertical (1.5:1) unless otherwise noted on the Contract Drawings. If a bottom width is not specified then any excavation required shall be from the bottom of the ditch without disturbing the bank slopes subject to the clearing of brush required as described in a).

c) Profile

The profile(s) on the Contract Drawings show the depth and grade for the drain improvements. The description and elevation of benchmarks that were established during the survey are shown on the profile(s) in the location for each benchmark.

d) Line

The drain shall follow the course of the existing channel and/or shall be constructed in a straight line as outlined on the Contract Drawings. A uniform grade shall be maintained in accordance with the profile(s). A variation of one hundred millimeters (100mm) above

the required grade will require the Contractor to remedy the grade to that given on the profile. The Contractor may be required to backfill any portion of the ditch that is excavated more than two hundred millimeters (200mm) below the required grade. All curves shall be made with a minimum radius of fifteen metres (15m).

e) Excavated Material

Excavated material (spoil) shall be deposited on either or both sides of the drain as directed on the Contract Drawings. Spoil upon excavation shall be placed a minimum one (1) metre back from the top of the bank, either existing or new. No excavated material shall be placed in tributary drains, depressions, or low areas, which direct or channel water into the ditch so that no water will be trapped behind the spoil bank. The excavated material shall be placed and leveled to a maximum depth of three hundred millimeters (300mm); unless otherwise instructed. The edge of the spoil bank away from the ditch shall be feathered down to existing ground. The edge of the spoil bank nearest the ditch shall have a maximum slope of 2:1. The material shall be leveled such that it may be cultivated with ordinary equipment without causing undue hardship on farm machinery and farm personnel. Wherever clearing is necessary prior to leveling, the Contractor shall remove all stumps unless the Contract Drawings specify that stumps can be covered with the leveled spoil. No excavated material shall cover any logs, brush or rubbish of any kind. Large stones or boulders in the leveled spoil that are heavier than fifteen kilograms (15kg or approximately 300mm in size roughly referred to as man stone or the size of a stone that a single person can carry.) shall be moved to the edge of the leveled spoil nearest to the ditch but in general no closer than one metre (1) to the top of bank.

Where it is necessary to straighten any unnecessary bends or irregularities in the alignment of the ditch or to relocate any portion of an existing ditch, the excavation from the new cut shall be used for backfilling the original ditch. Regardless of the distance between the new ditch and old ditch, no extra compensation will be allowed for this work. If the Contractor obtains written permission from an affected landowner stating that the owner does not wish the spoil to be leveled and such is approved by the Engineer, the Engineer may release the Contractor from the obligation to level the spoil. If spoil is not leveled that was to be leveled as part of the Contract, the Engineer shall determine the credit to be applied to the Contractor's payment. No additional compensation is provided to the owner if the spoil is not leveled.

If the affected landowner requests that the spoil be removed from the site instead of being spread adjacent to the drain within the work zone or that the grading requirement is to a higher standard than suitable for agricultural cultivation, then the Contractor shall provide trucking of the spoil including disposal at a suitable site or additional grading and shall provide the Drainage Superintendent with the specific costs for each landowner who requests such work. The Engineer shall assess the cost of the trucking of spoil to the landowner making such request.

The Engineer may require the Contractor to obtain written statements from any or all of the landowners affected by the leveling of the spoil. A written statement from the owners indicating their complete satisfaction with the leveling of the spoil is sufficient to comply

with this specification. The final decision, with respect to leveling of the spoil, shall be made by the Engineer.

f) Excavation Through Woodlots

The Contractor shall minimize disturbance through woodlots by reducing the limit of excavation to the bottom width of the drain and a minimum side slopes. The drain shall be routed around existing trees at the direction of the Drainage Superintendent or where requested by the Engineer.

Prior to performing work through a woodlot, the Contractor in coordination with the Drainage Superintendent shall mark all trees for preservation or removal within the Drain or Workzone. This mark will consist of a physical identification that will be easily understood by the landowner and consist of either colour ribbons or specific paint markings (green to keep, red mark of an ‘X’ for removal).

g) Excavation at Bridge and Culvert Sites

The Contractor shall excavate or clean through all bridges and culverts to match the grade line and the downstream channel cross-section. Bridges that span from bank to bank may be carefully removed to permit excavation below the bridge and then replaced to original condition. Permanent bridges must be left intact. All necessary care and precautions shall be taken to protect the structure. The Contractor shall notify the Engineer before completing excavation in the area of a bridge or culvert if the excavation will expose the footings or otherwise cause bridge instability.

Where the invert of any pipe culvert is above the grade line, the Contractor will be required to remove the culvert, clean and relay it, so that the invert of the culvert is one hundred and fifty millimetres (150mm) below the grade for the ditch bottom at this location.

h) Obstructions

In all cases, the Contractor shall ensure that the finished drain is clear of obstructions to flow. The contractor will ensure that trunks are cut flush and that any debris or snags are removed as part of the bid price.

i) Fences and private furniture or equipment

The contractor will use the identified work zone for access and shall restore any fences to an equivalent or better condition than before construction. Where possible the Contractor shall perverse existing fences, private equipment and furniture in place but where it must be moved, the Contractor shall in all cases restore to a like or better condition than existed before construction.

j) Tile Outlets

The location of all existing tile outlets may not be shown on the profile for the drain. The Contractor shall contact each owner and ensure that all tile outlets are marked prior to commencing excavation on the owner's property. If a marked tile outlet is damaged during, or altered due to construction, the Contractor shall repair or replace the damaged or altered outlet as part of the Contract. If an existing outlet pipe does require replacement the Contractor shall confirm the replacement outlet pipe with the Engineer. All tile outlets identified are considered part of the bid work.

Additional payment will be allowed for the repair or replacement of any unmarked tile outlets encountered during excavation. Where stone or concrete riprap protection exists at any existing tile outlet such protection shall be removed and replaced as necessary to protect the outlet after reconstruction of the channel.

If any outlet becomes plugged as a result of construction, the Contractor shall be obligated to free such outlet of any impediments. Where any damage results to tile leading to and upstream of the outlet, as a consequence of such construction, the Engineer may direct the Contractor to repair such tile and shall determine a fair compensation to be paid to the Contractor for performing the work.

B3 INSTALLATION OF NEW CULVERT

Work under this item shall include the supply of all labour, equipment and materials required for supply and installation of culverts as outlined on the Contract Drawings. The Niagara Peninsula Standard Contract Document Special Provision B7 shall apply but the specifications and information on the Contract Drawings shall take precedence over Special Provision B7.

Payment shall be as per Plan Quantity.
The size and material for any new ditch crossings shall be as specified on the Contract Drawings. Any crossings assembled on-site shall be assembled in accordance with the manufacturer's specifications for on-site assembly.

Where a new crossing replaces an existing crossing the following shall apply:

If directed on the drawings that the existing crossing is to be salvaged for the owner the Contractor shall carefully remove the existing crossing and leave along the ditch or haul to a location as specified on the Drawings.

If the existing crossing is not to be saved then the Contractor shall remove and dispose of the existing crossing. Disposal by burying on-site is not permitted.

All new pipe crossings shall be installed a minimum of 100mm below design grade (not as-constructed grade) or at the invert elevations as specified on the Drawings. If the ditch is over excavated greater than 200mm the Contractor shall confirm with the Engineer the elevations for installation of the new pipe crossing.

When an existing crossing is being replaced the contractor shall save all granular and riprap. New crossings can be backfilled with compacted on-site native material that is

free of large rocks or stones. Contractor responsible for any damage to a culvert pipe as a result of rocks or stones in the backfill.

All new crossings shall have a minimum 6m laneway width and end slopes shall be at 1:1 slope or flatter. Finished crossing elevation shall provide a minimum of 300mm cover. Finished crossing surface shall be a minimum 150mm depth of Granular A for the minimum 6m width and extending from top of bank to top of bank using salvaged granular or imported granular as required.

Installation of private crossings during construction must be approved by the Engineer before the culvert is installed.

Where riprap protection is called for at either or both ends of a new culvert, such riprap shall be in accordance with Special Provision B4.
Payment will be based on plan quantity.

Riprap to be adequately keyed in along the bottom of the slope. Riprap to extend to top of pipe or as directed on the Drawings. No riprap is required in the ditch bottom on the upstream side of a crossing. If riprap is required in the ditch bottom on the downstream side of a crossing it shall be specified on the Drawings. Any new end face slope not protected by riprap shall be seeded as per specifications for ditch bank seeding.

B4 HAND LAND RIP RAP WITH FILTER CLOTH

Rip rap complete with filter fabric underlay (geotextile) shall be placed by the Contractor at the locations shown on the drawing or as requested by the Drainage Superintendent. Rip rap shall consist of 200 – 250 mm dia. stones (min.) and shall be placed at 300 mm minimum thickness. Along upstream edges, where surface water will enter the drain, the underlay shall extend a minimum of 300 mm upstream from the rip rap and be keyed into the soil a minimum of 300 mm. The finished elevation of the rip rap shall be at design elevation or flush with the ground.

Work under this item shall include the supply of all labour, equipment and materials required for placing riprap as outlined on the Contract Drawings. The Niagara Peninsula Standard Contract Document Special Provision B20 shall apply but the specifications and information on the Contract Drawings shall take precedence over Special Provision B20.

Payment shall be as per Plan Quantity.

C1 COMPLETION

At the time of final inspection, all work in the contract shall have the full dimensions and cross-sections specified.

PAYMENT; Payment is for all work complete on the basis of a measured linear distance inclusion of all items identified above. Where a culvert is removed and reinstalled, compensation shall be in the form of a per each payment. Where a tile is discovered and constructed as an outlet, compensation will be in the form of a per each payment for tile outlets repaired.

C2 AS-CONSTRUCTED DOCUMENTATION

For the 'as-constructed' works, the Contractor must provide the City of Port Colborne with an electronic version of the final drainage works as surveyed post construction, to be imported into AutoCAD or GIS. This copy must confirm that the design grade and cross-section details for all drainage work and the invert elevations and lengths for all culverts complies with the Engineer's Report. Survey spacing shall be to a minimum of 25m.

All work must be in an acceptable electronic format that the City of Port Colborne can use and all work must be completed using the verified geodetic benchmarks. The submission of the As-Constructed works will be in a common delimited format having the form as follows:

> Numeric key, Northing, Easting, Elevation, Coded identifier & optional description
> For the coded identifiers, the City of Port Colborne will provide a table for reference along with an example file from a past project for comparison. The City will certify the as-constructed files with respect to their completeness.

Failure to provide a certified as-built file will result in the delay of substantial completion and/or contract completion. In the event that the contractor asks the City to perform the AS CONSTRUCTED SURVEY, then payment for the lump sum item is negated.
A4 PAYMENT; Payment in full at the lump sum bid price for this item shall be made only upon completion and approval by the Contract Administrator.

PORT COLBORNE

Subject: **Recommendation Report for Zoning By-law Amendment D14-11-21, 607 Barrick Road**

To: **Council**

From: **Planning and Development Department**

Report Number: 2021-214

Meeting Date: August 9, 2021

Recommendation:

That Planning and Development Report 2021-214 be received as information;

That the Zoning By-law Amendment attached as Appendix A be approved, rezoning the property from Residential Development (RD) to First Density Residential (R1) and Residential Development with an added Holding provision (RD-65-H); and

That Planning staff be directed to circulate the Notice of Passing in accordance with the Planning Act.

Purpose:

The purpose of the report is to provide Council with a recommendation regarding a proposed Zoning By-law Amendment application submitted by Matt Kernahan of Upper Canada Consultants on behalf of the owner Kulwant Sodhi for the lands legally known as Part of Lot 31, Concession 3, formerly in the Township of Humberstone, now in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 607 Barrick Road.

Background:

The application for Zoning By-law Amendment proposes to change the zoning on Parcel 1 of the severance sketch from Residential Development (RD) to First Density Residential (R1). A holding provision is being sought for Parcel 2 in order to restrict development until a Secondary Plan is adopted by City Council. Parcel 2 will remain zoned as Residential Development (RD), with an added holding provision. The Zoning

By-law Amendment is being sought to satisfy a condition of a severance under consent application B05-20-PC.

The area that is proposed to be rezoned to R1 is roughly 1178 square metres and is presently occupied by a single-detached dwelling.

The area that is proposed to be subject to a holding provision is roughly 3.23 hectares and is presently vacant with the exception of a garage that will be demolished through the clearing of consent conditions.

A Planning Justification Brief has been submitted in support of the application (Appendix B).

Internal Consultations:

The Notice of Public Meeting was circulated to required agencies and internal departments on June 29, 2021 and the following comments have been received as of the date of preparing this report:

Niagara Region

(full comment letter attached as Appendix C)

- The Region suggests that the City consider identifying the studies that will be required for the Secondary Plan as part of the Holding provision, including but not limited to:
    - Planning Justification Report
    - Archaeological Assessment(s)
    - Urban Design Brief
    - Noise Study
    - Functional Servicing Report
    - Stormwater Management Report
    - Environmental Impact Study
- In conclusion, the Zoning By-law Amendment application is consistent with the Provincial Policy Statement and conforms with Provincial and Regional Plans.

Public Engagement:

The Notice of Public Meeting was circulated to property owners within 120 metres of the property on June 28, 2021. A public notice sign was also posted on the property by June 29, 2021. Meeting details were posted on the City's website under "Current Applications". As of the date of preparing this report, comments have been received from the following:

- Domenic and Linda Sardella – 531 Barrick Road
- Gary Breda – Bremont Homes Corporation
- Josephine Sardella – 577 Barrick Road
- Lidia Di Lorenzo – 541 Barrick Road

The above property owners all submitted the same letter with similar concerns that have been provided below:

> "Please be advised I live at [respective address as shown above] and I understand that there will be a meeting to allow any adjoining landowners to express any concerns with the 607 Barrick Road Severance application.
>
> My primary concerns are that if the severance is to commence and whomever owns, lives, or potentially buys the severed lot that they acknowledge and accept that they will not oppose any secondary plan designs prepared prior to or after the date if this approval where the Sardella family has shown on any submitted secondary plans.
>
> The access road may be shifted to the east or west of this severed lot and they may not contest or oppose any design submissions.
>
> I request this as a condition of approval."

Discussion:

City of Port Colborne Official Plan

According to Schedule A: City Wide Land Use, the City of Port Colborne's Official Plan designates the subject property as **Urban Residential**. Land uses in the Urban Residential designation include residential, neighbourhood, commercial and community facilities and institutional uses.

Section 3.2.1 e) of the Official Plan speaks to large vacant tracts of land and states the following:

> Prior to the development or redevelopment of any large vacant area within the Urban Residential designation, a Secondary Plan shall be prepared, with appropriate background reports that will:
>
> i) Address the protection and enhancement of the natural environment, through the preparation of an Environmental Planning Study;
> ii) Identify the market demand for residential and non-residential development which can be served by the study area lands;
> iii) Identify the appropriate land uses in keeping with the Vision and Strategic Directions of the Official Plan;
> iv) Allocate the appropriate land uses within the study area boundary;

v) Establish urban design guidelines, if appropriate, for each type of land use;
vi) Establish requirements for water and wastewater servicing and stormwater management;
vii) Address transportation issues such as traffic mitigation, road upgrades, off-road trail and bicycle route implications including connectivity and safety, signalization and transit planning;
viii) Address a phasing scheme, if appropriate; and
ix) Include open and transparent stakeholder consultation.

The purpose of the Zoning By-law Amendment is to implement the requirement of the Secondary Plan through a Holding provision that will prevent the development of the large vacant area until the Plan has been adopted by Council.

Staff are in support of the Region's recommendation to include the required studies in the Holding provision that will address the policies above. The inclusion of the Holding provision will preserve the land until it is ready to be developed in an orderly fashion.

City of Port Colborne Zoning By-law 6575/30/18

The subject property is zoned Residential Development (RD). The RD zone permits a detached dwelling; and uses, structures and buildings accessory thereto.

As mentioned, the application for Zoning By-law Amendment proposes to change the zoning to First Density Residential (R1) and Residential Development with a Holding Provision (RD-H). The R1 zone permits one single-detached dwelling on one lot, and uses, buildings and structures accessory to the use. Once a Holding (H) provision is added to a zone, the symbol cannot be removed from the zoning until the prescribed conditions have been met. In this case, the condition for the removal of the H will be the completion of a Secondary Plan and its adoption by City Council. The Secondary Plan will outline how the lands will be orderly developed in the future through a Draft Plan of Subdivision.

There are several instances in which a Secondary Plan is required for a property. In some cases, Secondary Plans, and the studies associated with them are completed by the municipality and in other cases they are completed by the applicant. Works typically required through the Secondary Plan process include archaeology, environmental, hydrogeological, servicing, stormwater management, urban design and phasing. Unless Council directs staff otherwise, this property would be an example of where the developer will be submitting the completed secondary plan. City Council is ultimately the approval authority of the Secondary Plan, with final adoption being by Regional Council. The applicant has undertaken planning for the area and staff cannot say for sure when Council can expect to see the completed plan, but it could be as soon as 2022.

The Zoning By-law Amendment has been attached hereto as Appendix A. As recommended by the Region, staff have included the studies that will be required through the Secondary Planning process in the proposed By-law.

Adjacent Zoning and Land Use

Northwest Use: Vacant Zone: Residential Development (RD)	**North** Use: Vacant Zone: Residential Development (RD)	**Northeast** Use: Vacant Zone: Residential Development (RD)
West Use: Vacant Zone: Residential Development (RD)	**Applicant's Property**	**East** Use: Vacant/Single Detached Res. Zone: Residential Development (RD)/First Density Residential (R1)
Southwest Use: Single Detached Residential Zone: First Density Residential (R1)	**South** Use: Single Detached Residential Zone: First Density Residential (R1)	**Southeast** Use: Single Detached Residential Zone: First Density Residential (R1)

A sketch of the subject property is shown in Appendix C of this report.

Response to Public Comments

Planning staff have reviewed the comments received from the Sardella family and Bremont Homes. While staff can understand the concern regarding road access to the lands to the north, the 607 Barrick Road property will still be leaving an adequate right-of-way width for a future municipal road allowance. It is in the current owner's best interest to notify the future tenants and/or purchasers of the dwelling at 607 Barrick that should the lands to the north be developed in the future, a road allowance will be brought in through the right-of-way being retained in the severance. The land to the east of the existing dwelling is not adequate for a municipal road allowance. With that being said, staff cannot recommend that Council include a condition that future owners/tenants are not able to contest or oppose any future Secondary Plan submissions. The Secondary Planning process is a public endeavor in which anyone retains the right to comment or oppose the application. Taking this right away would be in contravention of the *Planning Act* and the Planning process.

Financial Implications:

There are no financial implications.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Service and Simplicity - Quality and Innovative Delivery of Customer Services
- People: Supporting and Investing in Human Capital
- Governance: Communications, Engagement, and Decision-Making

Conclusion:

Based on the review of the application, Planning staff recommend approval of the Zoning By-law Amendment. The application conforms with the Provincial Policy Statement, Regional Official Plan, City Official Plan and the proposed use(s) will comply with Zoning By-law 6575/30/18.

Appendices:

a. Zoning By-law Amendment
b. Planning Justification Brief
c. Niagara Region Comment
d. B05-20-PC Severance Sketch

Respectfully submitted,

David Schulz, BURPl
Planner
(905) 835-2900 ext. 202
David.Schulz@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

The Corporation of the City of Port Colborne

By-law no. _____

Being a by-law to amend Zoning By-law 6575/30/18 respecting lands legally described as Part of Lot 31, Concession 3, formerly in the Township of Humberstone, now in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 607 Barrick Road.

Whereas By-law 6575/30/18 is a by-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and

Whereas**,** the Council of The Corporation of the City of Port Colborne desires to amend the said by-law.

Now therefore**,** and pursuant to the provisions of Section 34 of the *Planning Act, R.S.O. 1990*, The Corporation of the City of Port Colborne enacts as follows:

1. This amendment shall apply to those lands described on Schedule “A” attached to and forming part of this by-law.

2. That the Zoning Map referenced as Schedule “A8” forming part of By-law 6575/30/18 is hereby amended by changing those lands described on Schedule A from Residential Development (RD) to First Density Residential (R1) and Residential Development with a Holding provision (RD-65-H).

3. That Section 37 entitled “Special Provisions” of Zoning By-law 6575/30/18, is hereby further amended by adding the following:

   RD-65-H

   a) The uses permitted in this By-law shall not occur until the Holding symbol (H) on the RD-65-H (Residential Development – Holding) zone is removed through an amending By-law enacted by the City of Port Colborne. The amending By-law must be informed by the requirements listed below. Removal of the Holding symbol (H) may only occur once:

      i. The Council of the City of Port Colborne adopts a Secondary Plan to be prepared by the property owner. Appropriate studies including, but not limited to the following will be required through the Secondary Plan process:
         i. Planning Justification Report
         ii. Archaeological Assessment(s)
         iii. Urban Design Brief
         iv. Noise Study
         v. Functional Servicing Report
         vi. Stormwater Management Report
         vii. Environmental Impact Study
         viii. Conceptual Streetscape/Landscape Plans
         ix. Phasing Plan

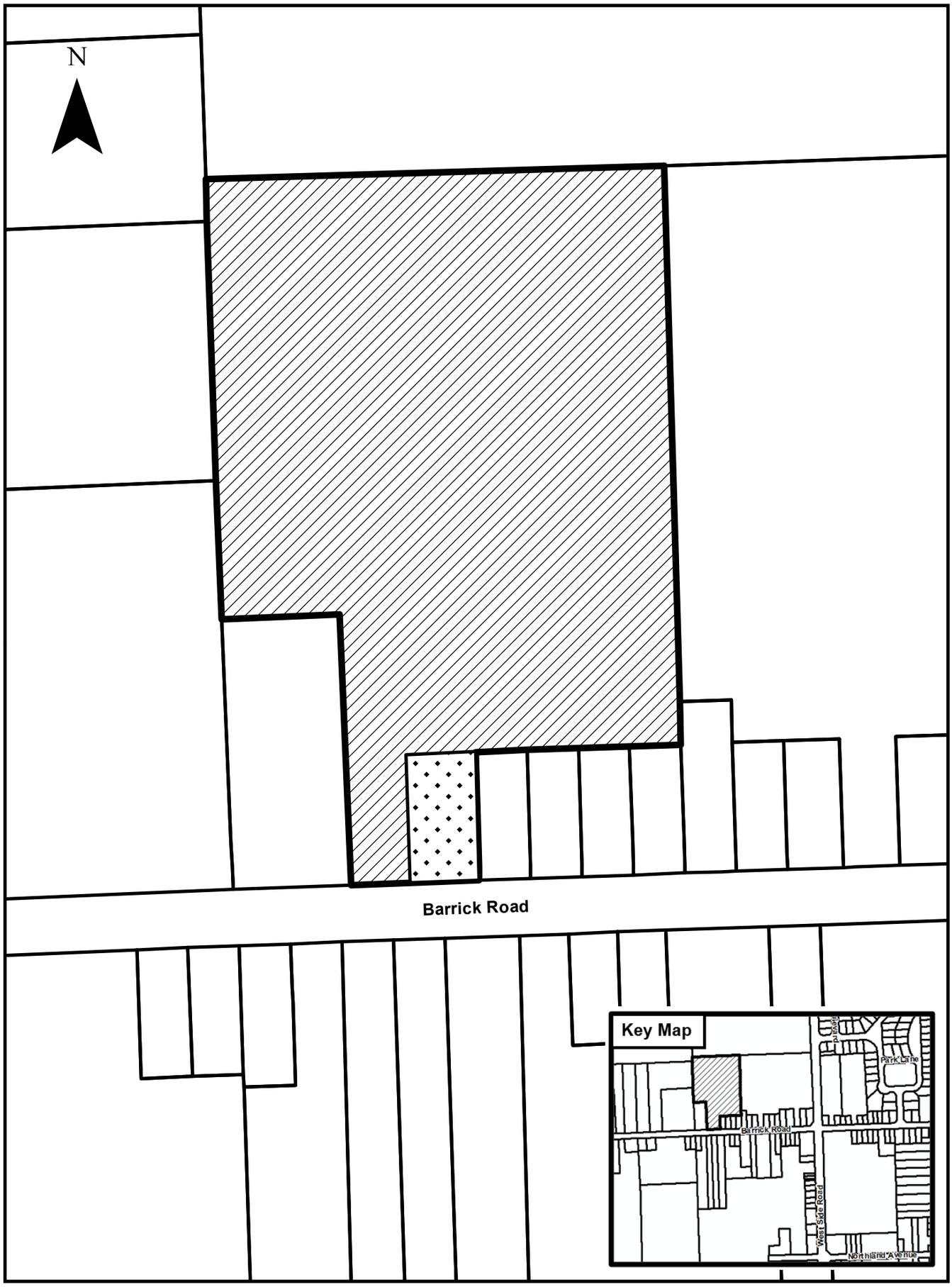
4. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the *Planning Act*.

5. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this by-law, in accordance with the *Planning Act*.

Enacted and passed this day of , 2021.

_____
William C. Steele
Mayor

_____
Amber LaPointe
City Clerk



This is Schedule "A" to By-law No_____

Passed _____, 2021

_____
Mayor

_____
Clerk

- Land to be rezoned from Residential Development (RD) to RD-65-H (Holding)

- Land to be rezoned from Residential Development (RD) to First Density Residential (R1)

File No. D14-11-21

Drawn by: Planning Division

Not to scale June 2021

UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS

File: 2023
June 16, 2021

To: David Schulz, BURPl
Planner
City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8

Re: Application for Zoning By-law Amendment
607 Barrick Road
Kulwant Sodhi

Upper Canada Consultants submits this Planning Justification Brief in support of the Zoning By-law Amendment application for 607 Barrick Road in Port Colborne within the Regional Municipality of Niagara. The Zoning By-law Amendment has been submitted in order to fulfill the Conditions of Consent for Application B05-20-PC. The proposed zoning will allow for the orderly future development of the lands in accordance with the forthcoming secondary plan. The intent of this brief is to establish a planning rationale for the proposed Zoning By-law Amendment and to demonstrate how the proposed Amendment is consistent with applicable Provincial planning directives and conforms to the Region of Niagara and City of Port Colborne Official Plans.

Background and Context

This subject property is legally described as Part of Lot 31, Concession 3, Geographic Township of Humberstone and is known municipally as 607 Barrick Road, Port Colborne, within the Regional Municipality of Niagara. The property currently contains a single detached dwelling and accessory structures as well as an existing driveway access from Barrick Road. The surrounding land uses to the south, east and west are mainly residential. To the north are vacant lands.

The subject property is within the City of Port Colborne Urban Area Boundary and is a designated Greenfield under the Niagara Region Official Plan and Urban Residential under the City of Port Colborne Official Plan. The current zoning of the property is Residential Development (RD) under Comprehensive Zoning By-law 6575/30/18. The property does not include any natural heritage features or features that are regulated by the Niagara Peninsula Conservation Authority or other regulatory agency.

The application (B07-18-PC) for Consent to sever a large development parcel from 607 Barrick Road was first submitted in 2018. At that time, the Committee of Adjustment deferred their decision on this application based on the recommendation from the City of Port Colborne Planning and Development Department that the application was premature as a secondary plan for the proposal had not been submitted. Section 3.2.1 (e) of the Township of Port Colborne Official Plan requires that a secondary plan be submitted prior to the development or redevelopment of any large vacant area within the Urban Residential Designation.

Applications

A second consent application (B05-20-PC) was filed in August of 2020. The application sought to sever one 1,178.1m² (0.29ac) parcel with the existing residential dwelling and retain a 3.23ha (8ac) lot for future residential use. The Committee of Adjustment approved the application, subject the a number of conditions, including the approval of a Zoning By-law Amendment to address lot requirement deficiencies and to implement a Holding Provision prohibiting development on the retained parcel until the approval of a secondary plan.

With respect to the aforementioned condition of approval for Consent Application B05-20-PC, the submitted application seeks to change the zoning on the severed parcel containing the existing dwelling to R1, and the zoning on the parcel retained for future development to a site-specific RD. A rezoning to address site deficiencies is preferred to a minor variance in this case as the proposed zoning includes a Holding Provision per the City's request so as to restrict the development of the property until the adoption of a secondary plan.

A conceptual secondary plan has been submitted to the City to demonstrate the merits of the proposal and to show that the proposal has no negative impact on the development potential of the retained parcel, or the adjacent lands to the east or the north. The secondary plan maintains the lot fabric and land uses of the existing area, but allows for a more compact development pattern to facilitate Provincial intensification targets. This is done through the inclusion of a higher density housing block, capable of accommodating a low-rise apartment dwelling. The future use of adjacent lands is ensured through the connectivity strategy. The secondary plan demonstrates that two municipal road connections from Barrick Road can be accommodated which have the ability to connect to the lands to the north. The proposed zoning seeks to provide specific provisions to facilitate the appropriate development of the lands in accordance with the vision of the secondary plan.

Planning Analysis

The Planning Act (R.S.O. 1990)

Section 2 of the Planning Act prescribes the matters of Provincial interest that local planning authorities must have regard for with respect to land use planning. These include:

a) The protection of ecological systems, including natural areas, features and functions;
b) The protection of the agricultural resources of the Province;
c) The conservation of features and management of natural resources;
e) The efficient use and conservation of energy and water;
f) The adequate provision and efficient use of transportation, sewage & water services and waste management systems;
g) The minimization of waste;
h) The orderly development of safe and healthy communities;
j) The adequate provision of a full range of housing, including affordable housing;
l) The protection of the financial and economic well-being of the Province and its municipalities;
o) The protection of public health and safety;
p) The appropriate location of growth and development;

q) The promotion of development that is designed to be sustainable, support public transit and to be oriented to pedestrians;
r) The promotion of built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) The mitigation of greenhouse gas emissions and adaption to a changing climate.

With respect to these matters, the proposed zoning allows for a compact and efficient built-form and is specifically consistent with matters f), h) and p) as it represents the orderly development of greenfield land in the urban area that efficiently uses existing municipal services.

Section 34 of the Planning Act gives municipal councils the authority to restrict the use of the land and to restrict the construction, placement and use of buildings through the use of Zoning By-laws. Under Section 36, a Holding Provision may be added to a Zoning By-law to restrict or defer development until a later date, usually subject to the clearance of conditions. By-law Amendments are permitted under Section 34 (10) of the Planning Act. The proposed amendment is permitted under these regulations as the amendment is being sought to facilitate the future development of the lands.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on the matters of Provincial interest delineated in the Planning Act, and sets the policy framework for regulating the development and use of land. Specifically, the PPS supports improved development planning that contributes to effective and efficient land use. Municipalities are required to keep their Zoning By-laws up to date to maintain consistency with the Provincial Policy Statement.

In Part IV of the PPS, the Province directs that future growth should be directed to the existing settlement area, and that new development should make efficient and effective use of land and resources, including infrastructure. The proposed By-law Amendment is consistent with the Province's vision under the PPS as it will facilitate the development of underutilized urban land that makes efficient use of existing municipal services.

Growth Plan (2019)

The Growth Plan for the Greater Golden Horseshoe informs decision-making regarding growth management and environmental protection in the Greater Golden Horseshoe through specific policies based on a 25-year planning horizon. The goal of the policies in the Growth Plan is to enable environmental, social and economic prosperity on a regional level.

The Province encourages municipalities to use zoning by-laws to accomplish the strategy of the Growth Plan as it relates to intensification in the settlement area (2.2.2.3f) and housing (2.2.6.1e). The proposed zoning accomplishes the goals of the Growth Plan as it facilitates efficient development on vacant residential lands that is compatible with the surrounding residential uses. Further, the proposed By-law Amendment is consistent with Policies contained within Section 2.2.7 of the Growth Plan as it will assist in the achievement of the greenfield density target of 50 people and jobs per hectare for Niagara.

Region of Niagara Official Plan

The Niagara Region Official Plan implements the PPS and the Growth Plan through specific objectives and policies used to guide the physical, social and economic development of Niagara.

The Province requires that upper tier planning authorities implement policies to ensure the accomplishment of the greenfield minimum density targets. The proposed Zoning By-law Amendment meets the Regional objectives of directing development within the existing urban boundaries first to ensure efficient use of land and infrastructure. This proposal is also consistent with Regional Policies for Greenfield Areas as it will contribute to the achievement of the greenfield density target.

City of Port Colborne Official Plan

The uses proposed under the Zoning By-law Amendment are permitted in the Urban Residential area which the property is designated as per Schedule A to the City of Port Colborne Official Plan.

The Official Plan in Section 3.2.1e requires that a secondary plan must be prepared prior to any development of a large vacant area within the Urban Residential Designation. The purpose of such a secondary plan is to develop more specific policy direction for the subject lands that can be implemented accordingly. The secondary plan and accompanying background reports is to:

i) Address the protection and enhancement of the natural environment, through the preparation of an Environmental Planning Study;
ii) Identify the market demand for residential and non-residential development which can be served by the study area lands;
iii) Identify the appropriate land uses in keeping with the Vision and Strategic Directions of the Official Plan;
iv) Allocate the appropriate land uses within the study area boundary;
v) Establish urban design guidelines, if appropriate, for each type of land use;
vi) Establish requirements for water and wastewater servicing and stormwater management;
vii) Address transportation issues such as traffic mitigation, road upgrades, off-road trail and bicycle route implications including connectivity and safety, signalization and transit planning;
viii) Address a phasing scheme, if appropriate; and
ix) Include open and transparent stakeholder consultation

Section 11.1.2 permits Holding Provisions on Zoning By-laws where future development of lands is sufficiently justified, but where there are outstanding matters that cannot be resolved through zoning. A secondary plan is being developed to resolve outstanding matters and the proposed zoning will implement the future secondary plan.

Planning Rationale

The proposed Zoning By-law Amendment is justified on the following planning considerations

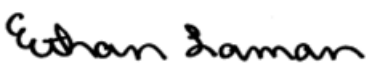
- The Zoning By-law Amendment is required as a condition of the previous Consent application submitted for this property.

- The Planning Act permits Zoning By-law Amendments, as well as the passage of Zoning By-laws with Holding Provisions.
- The proposed Amendment will allow for the orderly development of municipally-serviced urban lands, in accordance with the Province's goals for land use planning under the Provincial Policy Statement.
- The proposed Amendment supports the achievment of the minimum Greenfield density requirements delineated by the Province in the Growth Plan for the Greater Golden Horseshoe.
- The Zoning By-law Amendment is consistent with the City of Port Colborne Official Plan as it implements the goals under the secondary plan.
- The application makes consideration of the future use of adjacent lands.
- The proposed Zoning facilitates a built-form that is consistent with the adjacent residential uses.
- The proposed Zoning is consistent with the City of Port Colborne Official Plan as it implements the vision of the forthcoming secondary plan in creating a well-designed and liveable community.
- The Holding Provison allows for the adoption of a secondary plan to ensure the oderly development of the subject lands, as well as to protect the future use of adjacent lands.

In Conclusion…
The proposed Zoning By-law amenment is consistent with the Provincial Policy Statement and conforms to the applicable policies of the Growth Plan, Region of Niagara Official Plan and the City of Port Colborne Official Plan. The proposed amenment is part of the ongoing process that would result in the orderly development of vacant lands inside the Urban Boundary. The proposed Zoning By-law Amendment represents good planning, and should be approved.

If you have any questions, please contact the undersigned at 905-688-9400 ext. 504 or matt@ucc.com.

Prepared by,



Ethan Laman, B.U.R.Pl.
Junior Planner
Upper Canada Consultants

Reviewed by,

Matthew Kernahan, MCIP, RPP
Planning Manager
Upper Canada Consultants

Planning and Development Services
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free:1-800-263-7215

Via Email Only

July 16, 2021

File No.: D.18.07 ZA-21-0072

Mr. David Schultz
Planner
City of Port Colborne
66 Charlotte Street,
Port Colborne, On L3K 3C8

Dear Mr. Schultz:

Re: Regional and Provincial Comments
Zoning By-law Amendment
Applicant: UCC Consulting, Matt Kernahan
Owner: Kulwant Sodhi
607 Barrick Road, City of Port Colborne
City File No.: D14-11-21

Regional Development Services staff has reviewed the information circulated with the Zoning By-law Amendment, which proposes to change the zoning of Parcel 1 from Residential Development (RD) to First Density Residential (R1). A holding provision is being sought for Parcel 2 in order to restrict development until a Secondary Plan is adopted by City Council. Parcel 2 will remain zoned as Residential Development (RD), with an added holding provision. The Zoning By-law Amendment is being sought to satisfy a condition of a severance under consent application B05-20-PC.

A formal pre-consultation meeting was held for this application on May 27, 2021 with Regional and Town staff. The application was received on June 29, 2021 and the associated fees were arranged on July 8, 2021. The following comments are provided from a Regional and Provincial perspective to assist the City in considering this application.

Provincial and Regional Policies

The subject lands are located within a Settlement Area under the 2020 Provincial Policy Statement (PPS) and within the Designated Greenfield Area under the 2019 Growth Plan for the Greater Golden Horseshoe (Growth Plan). The PPS directs growth to settlement areas and promotes densities and a mix of land uses that optimize use of

land and resources and efficiently use infrastructure and public service facilities while minimizing negative impacts to air quality and climate change and promoting energy efficiency. The Growth Plan contains policies that call for development in Greenfield areas to be planned, designed, zoned and designated in a manner that supports the achievement of complete communities, supports active transportation and encourages the integration and sustained viability of transit services. The Growth Plan provides direction for a minimum density target for designated Greenfield Areas (50 residents and jobs per hectare for Niagara). Regional staff note that the City is required to monitor developments to ensure that the overall Greenfield density target will be achieved. The Planning Justification Brief prepared by Upper Canada Consultants, dated June 16, 2021, states that the proposed zoning accomplishes the goals of the Growth Plan as it will facilitate efficient development on the remnant residential lands.

The subject land is designated Urban Area in the Regional Official Plan (ROP). A full range of residential, commercial and industrial uses are permitted within the Urban Area designation subject to the availability of adequate municipal services and infrastructure. The ROP promotes higher density, efficient development and encourages the maintenance and enhancement of natural features and functions within Urban Areas.

The proposed Zoning By-law Amendment seeks to rezone Parcel 1 with an existing residential dwelling from Residential Development (RD) to First Density Residential (R1) as a condition of consent. The remainder of the parcel will remain zoned Residential Development (RD) with the addition of a Holding provision to restrict development until a Secondary Plan is adopted by City Council. Region staff support the proposed Zoning By-law Amendment as it will require a Secondary Plan to ensure Provincial and Regional policies are met providing for orderly development of the remnant parcel and adjacent lands. It is noted that the Town may wish to consider identifying the studies that will be required for the Secondary Plan as part of the Holding provision. At the preconsultation meeting, the required studies for the Secondary Plan process included a Planning Justification Report, Archaeological Assessment, Urban Design Brief, Noise Study, Functional Servicing Report, Stormwater Management Report, and an Environmental Impact Study.

Archaeology

The PPS and ROP provide direction for the conservation of significant cultural heritage and archaeological resources. Specifically, Section 2.6.2 of the PPS and Policy 10.C.2.1.13 of the ROP state that development and site alteration are not permitted on lands containing archaeological resources or areas of archaeological potential, unless significant archaeological resources have been conserved.

The subject land is identified as having high archaeological potential based on the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Criteria for Evaluating Archaeological Potential. No archaeological assessment is required, at this time, as there is no development proposed for Parcel 1. It is noted that should a future planning application be required for Parcel 1, an archaeological assessment may be

required as part of that application. As noted above, an Archaeological Assessment will be required for Parcel 2 as part of the future Secondary Plan process.

Core Natural Heritage System

The subject property is adjacent to portions of the Regional Core Natural Heritage System (CNHS) as illustrated in the Official Plan. The CNHS includes an Environmental Protection Area (EPA) associated with Provincially Significant Wetland (PSW). Consistent with policy 7.B.1.11, an Environmental Impact Study (EIS) is required in support of site alteration and/or development proposed within 120 m of a PSW.

The proposed Zoning By-law amendment (ZBA) proposes to change the zoning of Parcel 1 from Residential Development to First Density Residential and place a holding provision on Parcel 2 in order to restrict development until a Secondary Plan is adopted by City Council. The boundaries of Parcel 1 are located more than 120 m from the Region's CNHS and as such Regional Environmental Planning staff offer no objection to the ZBA Application. Staff will continue to participate in the development of a Secondary Plan for this area to ensure Regional CNHS features are adequately addressed.

Conclusion

In conclusion, from a Provincial and Regional perspective the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and conforms with Provincial and Regional Plans.

Should you have any questions concerning the above noted comments, or if you would like a hard copy of the comments, please do not hesitate to contact me at 905-980-6000 extension 3518 or by email at lola.emberson@niagararegion.ca. Please send notice of Council's decision on these applications.

Respectfully,

Lola Emberson

Lola Emberson, MCIP, RPP
Senior Development Planner

cc: Mr. A. Boudens, Senior Environmental Planner/Ecologist, Niagara Region

PRELIMINARY SEVERANCE SKETCH OF

PART OF LOT 31, CONCESSION 3

GEOGRAPHIC TOWNSHIP OF HUMBERSTONE

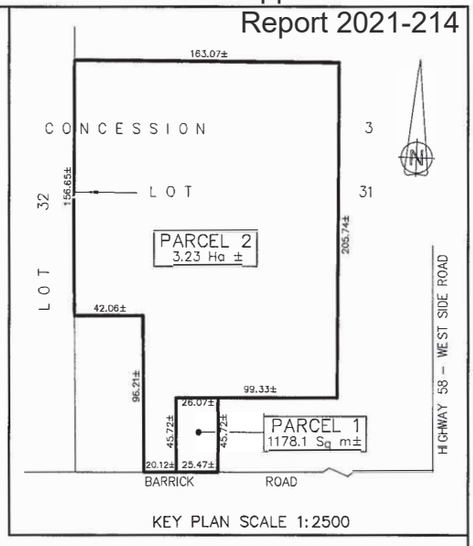
CITY OF PORT COLBORNE

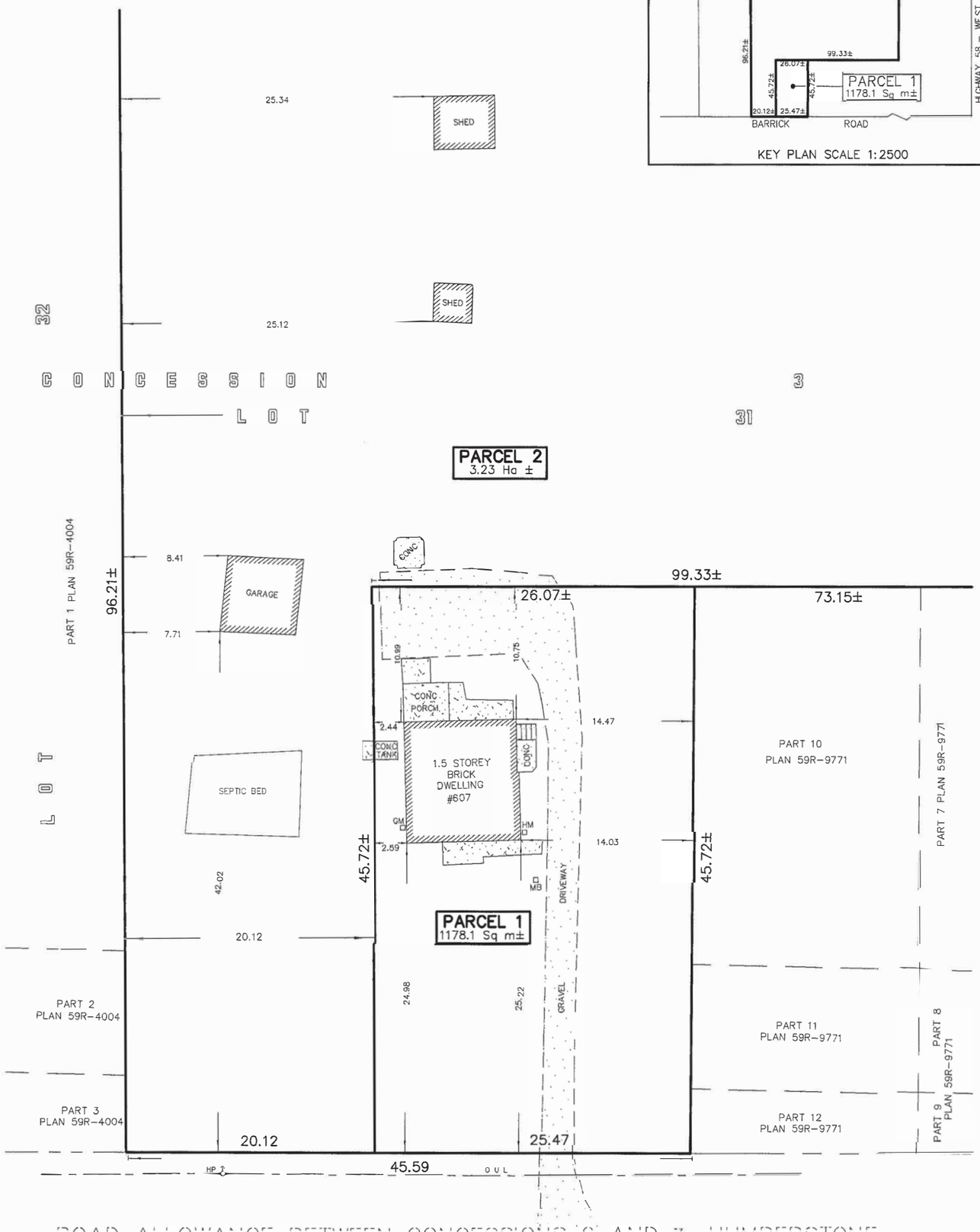
REGIONAL MUNICIPALITY OF NIAGARA

0 5 10 15 20 25 METRES

SCALE 1 : 250

RASCH & HYDE LTD.
ONTARIO LAND SURVEYORS





ROAD ALLOWANCE BETWEEN CONCESSIONS 2 AND 3, HUMBERSTONE
ALSO KNOWN AS BARRICK ROAD (20.12 WIDE)

METRIC NOTE

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

CAUTION

THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED FOR MORTGAGE OR TRANSATION PURPOSES

ALL DIMENSIONS, INCLUDING BUILDING TIES, AND AREAS ARE APPROXIMATE

LEGEND

GM	DENOTES	GAS METER
HP	DENOTES	HYDRO / UTILITY POLE
O U L	DENOTES	OVERHEAD HYDRO / UTILITY POLE LINE
MB	DENOTES	MAILBOX
⟵	DENOTES	GUY ANCHOR

APRIL 23, 2018
DATE

HAROLD D. HYDE
ONTARIO LAND SURVEYOR

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RASCH + HYDE LTD.
Ontario Land Surveyors

P.O. Box 6, 1333 Highway #3 East, Unit B
DUNNVILLE, ONT, N1A 2X1
905-774-7188
(FAX 905-774-4000)

P.O. Box 550, 74 Jarvis Street
FORT ERIE, ONT, L2A 5Y1
905-871-9757
(FAX 905-871-9748)

HAROLD D. HYDE O.L.S.

SCALE 1 : 250 | SURVEY : 18F002 | DRWN BY : T. Matheson

PORT COLBORNE

Subject: **Tow Truck Parking Inquiry**

To: **Council**

From: **Community Safety & Enforcement Department**

Report Number: 2021-213

Meeting Date: August 9, 2021

Recommendation:

That Community Safety & Enforcement Department Report 2021-213 be received for information; and

That the parking of commercial vehicles on or off street in residential zones continue to be enforced in accordance with By-laws 89-2000 and 6575/30/18.

Purpose:

At the July 12, 2021 Council Meeting, Council passed the following motion:

> "That the Fire Chief be directed to investigate Nicolas Desrosiers' request to receive an exemption to park his tow truck on a residential street and provide a recommendation to Council."

Background:

Staff reviewed the By-laws and noted that commercial vehicles, such as a tow truck, are not allowed to park on or off street in residential zones as per the Parking and Traffic By-law and the Zoning By-law.

Staff attended 199 Christmas Street based on a complaint received regarding parking and noise. Staff noted the commercial vehicle parked in a residential zone and took the appropriate action to rectify the issue.

Discussion:

Staff spoke with area municipalities and all but one do not allow the parking of tow trucks in residential zones. City of Welland staff wrote a report in 2018 which recommended the driver of the tow truck put forth a submission to allow the parking of the tow truck. Staff instructed that the submission must include that 70% of the area residents are in favour of allowing the truck to park in the area. To date, there have been no submissions and therefore no approvals to allow this type of parking.

Port Colborne By-law Enforcement staff noted the following potential flaws with this system:

1) Time Limit of exemption, is it permanent or temporary? (1 to 5 years)
2) Turnover of neighbourhood (currently two houses, one sold, other up for sale)
3) Potential intimidation factors, whether real or perceived
4) If another vehicle parks in the preferred spot, can the vehicle park elsewhere in the area?
5) Potential snow removal issues
6) Potential liability issues

At the Council meeting of July 12, 2021, delegate Nicolas Desrosiers stated that a tow truck is an emergency vehicle. In response, staff direct Council to the following excerpt from the Highway Traffic Act (HTA):

> **“Approaching, following emergency vehicles Section 159**
>
> **Slow down on approaching stopped emergency vehicle or tow truck**
>
> (2) Upon approaching an emergency vehicle with its lamp producing intermittent flashes of red light or red and blue light or a tow truck with its lamp producing intermittent flashes of amber light that is stopped on a highway, the driver of a vehicle travelling on the same side of the highway shall slow down and proceed with caution, having due regard for traffic on and the conditions of the highway and the weather, to ensure that the driver does not collide with the emergency vehicle or tow truck or endanger any person outside of the emergency vehicle or tow truck. 2015, c. 14, s. 47.
>
> **Same**
>
> (3) Upon approaching an emergency vehicle with its lamp producing intermittent flashes of red light or red and blue light or a tow truck with its lamp producing intermittent flashes of amber light that is stopped on a highway with two or more lanes of traffic on the same side of the highway as the side on which the

> emergency vehicle or tow truck is stopped, the driver of a vehicle travelling in the same lane that the emergency vehicle or tow truck is stopped in or in a lane that is adjacent to the emergency vehicle or tow truck, in addition to slowing down and proceeding with caution as required by subsection (2), shall move into another lane if the movement can be made safely. 2015, c. 14, s. 47."

If a tow truck was considered an emergency vehicle, there would be no need to add "or tow truck" A tow truck while engaged at a scene of an 'emergency" has protection from motorists travelling the highway, to avoid any injury. A tow truck is not considered an emergency vehicle as it does not have the same status when driving, parking or storing the vehicle.

The main reason commercial vehicles are not allowed to park in residential zones are due to size, noise (air brakes or diesel engines) and visibility.

Internal Consultations:

Planning staff have provided input on the inquiry with respect to a large motor vehicle being parked in a residential area. The Zoning By-law regulates the parking of large motor vehicles (such as tow trucks) on private property; however, it does not provide any provisions for the parking on municipal streets. Currently, the By-law states the following:

> "a) No person shall in any Residential, Institutional, Public or Mixed-Use zone use any lot for parking or storage of any large motor vehicle as defined in Section 38 unless the vehicle is a delivery vehicle temporarily parked in the course of its normal delivery duty."

In order for an exemption to be granted from the above, a Zoning By-law Amendment is required. A Zoning By-law Amendment is a public process in which an application is typically made by the respective property owner to obtain permission to carry out a use that is not permitted in the Zoning By-law. Notice of the application is circulated to property owners within 120 metres of the property and any members of the public retain the right to provide comments/objections on the application. A recommendation report is prepared by Planning staff that analyzes the public comments and determines if the application is "good planning". Staff would be unable to guarantee that support would be given for this type of request. The current application fee for a Zoning By-law Amendment is $4,139 plus any applicable fees payable to the Region. The fees required are non-refundable and offer no guarantee of approval. To date, Planning staff are unaware of any such requests that have been made to permit this use, or any similar uses.

Engineering Comments

Appendix E: 199 Christmas Street – Stopping Sight Distance & Departure Sight Triangles

According to the Transportation Association of Canada the recommended stopping sight distance (red line) for a section of roadway with a posted speed limit of 50 km/h is 65 m. As per the diagram provided, the recommended stopping sight distance (red line) of 65 m from the stop sign at the southwest corner of Christmas Street and James Avenue would be obstructed by a large motor vehicle parked along the shoulder fronting 199 Christmas Street. In addition to this, and again according to the Transportation Association of Canada, the recommended departure sight triangle for passenger vehicles entering a 50 km/h roadway is 105 m to the left (yellow triangle) and 115 m to the right (blue triangle). As per the diagram provided, the right sight triangle (blue triangle) would also be obstructed by a large motor vehicle parked along the shoulder fronting 199 Christmas Street.

Appendix F: 199 Christmas Street – Departure Sight Triangles at James Avenue

According to the Transportation Association of Canada, the recommended departure sight triangle for passenger vehicles entering a 50 km/h roadway is 105 m to the left (yellow triangle) and 115 m to the right (blue triangle). As per the diagram provided, the right sight triangle (blue triangle) would again be obstructed by a large motor vehicle parked along the west shoulder of James Avenue at 199 Christmas Street.

If required, staff have added some of the technical jargon from the Transportation Association of Canada manual below regarding Stopping Sight Distance:

Stopping sight distance is the sum of the distance travelled during the perception and reaction time and the braking distance.

2.2.5.5 Perception-Reaction Time

Driver perception-reaction time refers to the process of detecting the presence of a target, recognizing it as something requiring action, and then doing what is necessary to initiate appropriate action: for instance, in the case of a need to stop, moving the foot from the accelerator to the brake. There are four stages of perception-reaction time: detection, identification, decision, and response. The detection period starts when a hazard enters the driver’s field of view and ends when the driver becomes consciously aware that something is present. Identification refers to the process of acquiring enough information to inform the decision-making process. Next the driver must decide what action, if any, is appropriate. Finally, in the response phase the driver initiates the intended action.

2.4.3.3 Driver Eye Height

When determining sight distance, the passenger car is normally considered the critical vehicle since all other design vehicle classes position the driver at a greater height above the roadway. Research indicates that more than 90% of all passenger car driver eye heights exceed 1.08 m and is appropriate for design.

2.5.2 Criteria Used in Calculating Sight Distance

Several variables are used by the designer when determining sight distance required for different applications. These are:

• Perception-reaction time (see Section 2.2.5.5)

• Driver eye height (see Section 2.4.3.3)

• Vehicle operating speed (see Section 2.3.2)

• Object height

Table 2.5.2: Stopping Sight Distance on level roadways for Automobiles[54]

Design speed (km/h)	Brake reaction distance (m)	Braking distance on level (m)	Stopping sight distance	
			Calculated (m)	Design (m)
20	13.9	4.6	18.5	20
30	20.9	10.3	31.2	35
40	27.8	18.4	46.2	50
50	34.8	28.7	63.5	65
60	41.7	41.3	83.0	85
70	48.7	56.2	104.9	105
80	55.6	73.4	129.0	130
90	62.6	92.9	155.5	160
100	69.5	114.7	184.2	185

Public Engagement:

Staff attended the site and spoke with area residents and inquired if they had concerns if a very large tow truck (shown in Appendix A) were parked in this area. They were advised that a report was being brought forward to Council. The residents were asked, if Council permitted, whether they would agree or disagree with Council's decision. Staff noted 80% did not seem to mind, but noted, if parking the truck is allowed, their preference is to not allow the truck to park anywhere but in front of his own house and the truck should not be parked on Christmas Street but perhaps James Avenue was a better location. They also noted that there are numerous children in the area.

Staff spoke with Tom James of Tom James towing to confirm the parking location of tow trucks and if he was supportive of the request of Nicolas Desrosiers. Mr. Tom James stated the following:

> "All the tow trucks go home with the driver, as the Niagara Regional Police have a 20-minute response time to attend a scene. During the winter, if parked at home location they could plug in the winter block heater. There are three types of tow trucks, this one being the largest at 66,000 gross vehicle weight, flatbeds at 35,000 gross vehicle weight and the smallest being the 26,000 gross vehicle weight, which is the smallest legal size to tow. Lastly, tow truck drivers are responsible for their own parking and/or speeding tickets if any are received".

Staff spoke with the Niagara Region Manager of Business Licensing and he commented that the Highway Traffic Act deems tow trucks as an emergency vehicle only while engaged in working on an emergency scene. He further added that tow trucks must comply with all local zoning regarding commercial vehicles parking in residential zones.

Summary

If tow trucks were permitted to park on-street in residential zones, the following issues could occur:

- Noise complaints (release of air brakes) – late night or early morning;
- Interfering with snow removal – presently, tow trucks are not allowed to park off street in residential zones as per the Zoning By-law;
- Visibility Issues, some tow trucks require a large space to park and this may not be available in their desired location;
- Other types of commercial vehicle requests could come forth, such as transport trucks, delivery vehicles, school buses.
- Neighbour disputes – parking of truck may be in front of a neighbour's house at this location may be best suited for the large motor vehicle/tow truck to comply with visibility, driveways, fire hydrants, corner restrictions, or if someone in the area parked in the location.

Staff note the following four options:

Option 1 - Go through the Zoning process and obtain permission to park off street.

Option 2 - Obtain permission to park on private property in a commercial zone on Killaly Street East or area.

Option 3 - Provide permission to allow the on-street parking of a commercial vehicle in a residential zone with stipulations outlined by Public Works.

Option 4 - Deny the request, maintain current practice which does not allow commercial vehicles to park in residential zones, and receive the report for information.

Conclusion:

Staff note four options in moving forward and suggest Option 4 as follows:

Option 4 - Deny the request, maintain current practice which does not allow commercial vehicles to park in residential zones, and receive the report for information.

Appendices:

a. Photo of large tow truck parked at 199 Christmas Street

b. Aerial view of area

c. City of Welland 2018 Report to Council

d. Nicolas Desrosiers request submitted to Council on July 12, 2021.

e. 199 Christmas Street - stopping sight distance and departure sight triangle

f. 199 Christmas Street - departure sight triangles at James Avenue

Respectfully submitted,

Sherry Hanson
Manager of By-law Services
905-835-2900 ext. 201
Sherry.Hanson@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

TOM
JAMES

Killaly St E
Killaly St E
Killaly St E
Killaly S
Lincoln Ave
Mercury Ave
James St
Doug Swartz
Appliance Service
Appliances Outlet
Delivery
Christmas St
199 Christmas St, Port
Colborne, ON L3K 5X4
Cross St
Cross St
Cross St
Bell St
Bell St
Google

GENERAL COMMITTEE

INFRASTRUCTURE AND DEVELOPMENT SERVICES

TRAFFIC DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT TRAF-2018-02
JANUARY 23, 2018

SUBJECT: **UPDATE TO TRAFFIC AND PARKING BY-LAW 89-2000**

AUTHOR: **MUHAMMAD ALI KHAN, M.A.Sc., P. ENG.**
SUPERVISOR, TRAFFIC, PARKING & BY-LAWS

APPROVING SUPERVISOR: **CHRIS ANDERS, P. ENG.**
ACTING MANAGER, ENGINEERING SERVICES

APPROVING G.M.: **ERIK NICKEL, P. ENG.**
ACTING GENERAL MANAGER, INFRASTRUCTURE AND DEVELOPMENT SERVICES / CITY ENGINEER

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information **REPORT TRAF-2018-02** Update to Traffic and Parking By-law 89-2000; and further

THAT Welland City Council directs City staff to create an exemption process for Heavy/ Oversized Vehicles.

ORIGIN AND BACKGROUND:

At the December 5, 2017 meeting of Council, the following motion was passed:

> "THAT THE COUNCIL OF THE CITY OF WELLAND refers Report TRAF-2017-08: Update to Traffic and Parking By-law 89-2000 and By-law back to the next General Committee meeting."

COMMENTS AND ANALYSIS:

As a result of the motion passed by Council on December 5, 2017, Staff has looked into various options to accommodate the request of parking heavy/ oversized vehicles on city streets and Staff recommends Council approves the following:

Create an Exemption Process –

> Under this option, Staff would create an exemption process that would permit heavy vehicles to park on City streets on a case-by-case basis. This process would involve the resident seeking permission to park a heavy vehicle (over 4500 kg) on a street to submit a petition with a minimum of 70% support from the residents of the street. Staff will then submit a report to Council for approval.

Should Council approve the exemption, that particular street would be exempt from the heavy/ oversized vehicle sections of the by-law. Once the exemption is in place, anyone with a heavy/ oversized vehicle would be permitted to park on the specific street.

In addition to the above, Staff contacted the Provincial Towing Association of Ontario to inquire about tow truck weights throughout Ontario. They advised that almost all tow trucks would be in excess of 4500 kg. However, one would be required to inspect each truck individually to determine the actual weight. Currently our Traffic and Parking By-law is aligned with the City of Welland Zoning By-law which prohibits commercial vehicles in excess of 4500 kg from parking on a residential property.

Should Council wish not to adopt the above mentioned recommendation, City Staff is proposing the following two options for considerations.

Option 1: Status Quo –

Tow trucks and other heavy vehicles operated on behalf of the City of Welland and Region of Niagara can park on City streets.

Option 2: Amend the Traffic and Parking By-law 89-2000 –

As per the report TRAF-2018-08 submitted to the November 28, 2017 General Committee meeting the current by-law will be amended and tow trucks with a weight exceeding 4500kg working on behalf of the City of Welland and Region of Niagara will not be allowed to park on City roads.

FINANCIAL CONSIDERATION:

There are no financial implications related to this report.

OTHER DEPARTMENT IMPLICATIONS:

Legal Services and the Clerks Department would be required to amend the by-law if necessary.

SUMMARY AND CONCLUSION:

City Staff recommends Council direct staff to create an exemption process for Heavy/ Oversized Vehicles. In Staff's opinion, this is a viable option to address the issue of heavy/ oversized vehicles parking on residential streets. This option provides an opportunity for the residents to provide their input and does not offer a City wide exemption pertaining to the parking of heavy/ oversized vehicles on city streets as the exemption will only be applicable to that specific street.

ATTACHMENTS:

Appendix I – Report TRAF-2017-08: Update to Traffic and Parking By-law 89-2000

Attention City Clerk,

I am writing to you as a result of a visit we had from Port Colborne City Bylaw enforcement on June 17th 2021 in regards to a complaint lodged against my tow truck being parked on a residential street. According to the Highway Traffic Act, tow trucks are classified as emergency vehicles. It is for this reason that I am requesting an exemption from the bylaw against large motor vehicles.

This tow truck frequently responds to emergency services at international borders, Niagara Regional Police emergency calls, and Port Colborne bylaw enforcement calls. Because of the necessity for quick response times to emergencies, I am required to have this tow truck parked at my home. It allows me to have exceptional response times to these agencies, as well as to my non emergency customers.

I am hopeful that you will understand my position as a young, upstarting business owner who is trying to make up for lost revenue during the COVID business depression. I have enjoyed living in Port Colborne my entire life and am proud to call this my hometown. I sincerely hope you will see my point of view and consider granting me an exemption to park my emergency vehicle at 199 Christmas Street. The truck is always parked in a way that it doesnt block the view of the stop sign, the flow of traffic, or the vision of motorists in and out of driveways.

Sincerely,

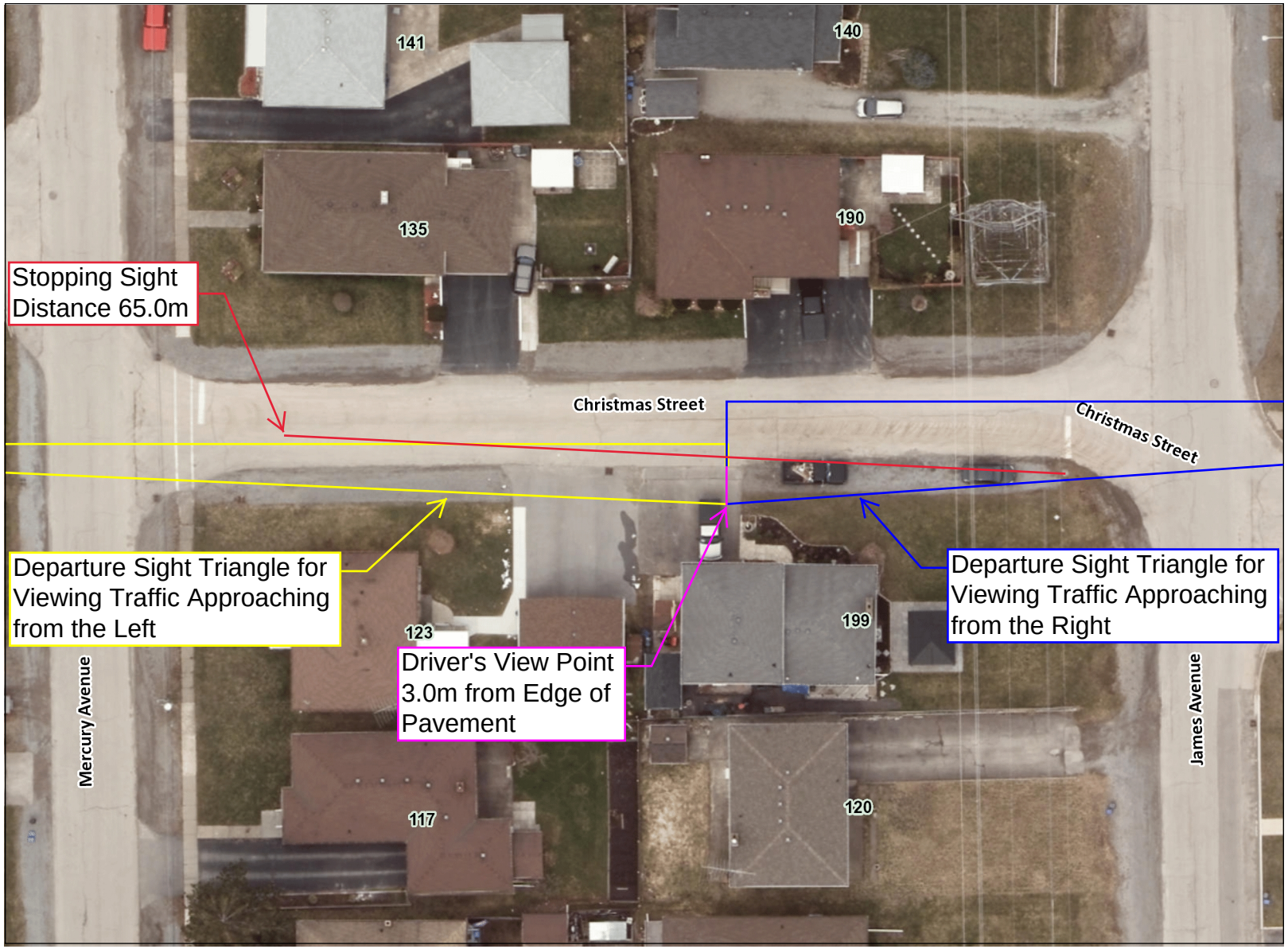
Nicolas Desrosiers

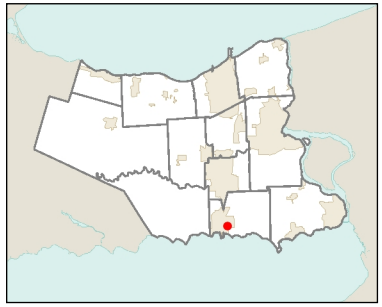
Nicolas Desrosiers
WillGo Towing
289-219-1783

Niagara Region

Niagara Navigator

Report 2021-213
Appendix E





Legend

- Address Points
- Streets Labels

25.4 0 12.70 25.4 Meters

N

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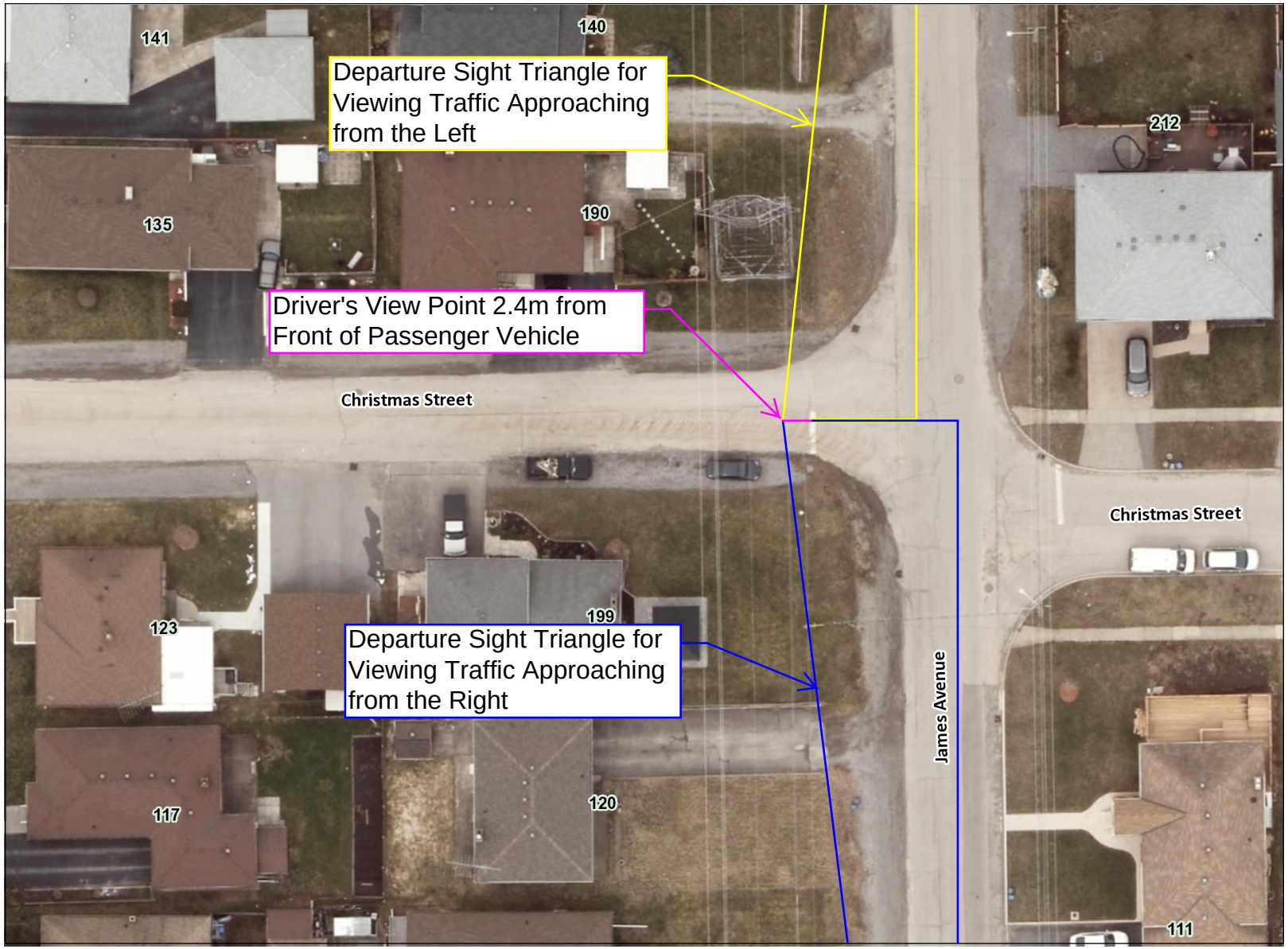
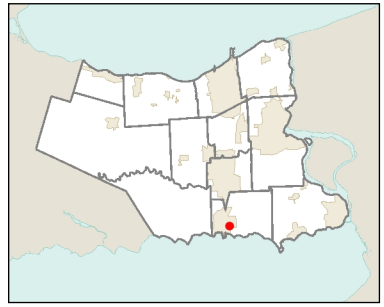
Notes

Niagara Region

Niagara Navigator

Report 2021-213
Appendix F





Legend

- Address Points
- Streets Labels

25.4 0 12.70 25.4 Meters

N

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Notes

PORT COLBORNE

Subject: **Grants for Non-Profits**

To: **Council**

From: **Chief Administrative Office**

Report Number: 2021-216

Meeting Date: August 9, 2021

Recommendation:

That Chief Administrative Office Department Report 2021-216 be received; and

That the following grants for non-profits be approved for the second allocation of 2021 grants:

$4,500	79 Lynton Davies Air Cadet Squadron
$2,000	Education Foundation of Niagara
$1,300	Junior Achievement of Waterloo Region
$6,725	United Way Niagara

Purpose:

To seek Council's approval for the 2021 second allocation of grants to non-profit organizations.

Background:

In 2015 Council passed By-law 6317/143/15 establishing a Grant Policy Committee whose purpose is to oversee the distribution of grants to non-profit organizations.

In accordance with the Grant Policy, applications are received twice a year – January 31st and June 30th. Applications are reviewed by the Grant Policy Committee and recommendations are to be brought forward to Council for final approval.

Discussion:

On June 30, 2021 four applications for funding were received. The Grant Policy Committee members were provided with copies of these applications for review and a meeting was held on July 26, 2021.

The following recommendation was made by the committee:

That grant requests for a total of $14,525 be approved for the second allocation of grants for 2021 as follows:

- $4,500.79 Lynton Davies Air Cadet Squadron - to allow the 15 cadets in the squadron to develop their leadership skills and work together as a group, in person, for the first time in 18 months, while they travel to Tobermory and Sudbury. (Note: This grant was conditional upon the committee receiving their most recent financial statement which was provided on July 28th and subsequently approved by the committee members.)
- $2,000 Education Foundation of Niagara – to provide essential items to DSBN students in Port Colborne who live in poverty.
- $1,300 Junior Achievement of Waterloo Region – to deliver to Junior Achievement Literacy programs to 50 Grade 7 and 8 students in Port Colborne. These programs are JA Dollars with Sense which gives students the tools they need to make smart financial decisions, live debt-free and become savvy investors; and JA Economics for Success which encourages students to consider long-term goals and the tools to start planning for them, including staying in school, attitudes and skills required in the workplace.
- $6,725 United Way Niagara – to provide Welcome Home Kits including basic household supplies to individuals and families transitioning from shelters to permanent housing and Hygiene Kits to provide access to everyday essential items for those experiencing financial insecurity. These kits will be for Port Colborne residents in need.

Financial Implications:

Council approved $36,000 for grants in the 2021 budget. $20,225 was allocated in the first intake with $15,775 available for this second intake.

Public Engagement:

The public was notified of the availability of grants through the City's website as well as the June edition of City Hall News.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Value: Financial Management to Achieve Financial Sustainability
- People: Supporting and Investing in Human Capital

Conclusion:

With funds available in the 2021 budget, staff are recommending that Council approve the 2021 second allocation of grants as recommended by the Grant Policy Committee.

Respectfully submitted,

Nancy Giles
Executive Administrative Assistant
Staff Liaison to the Grant Policy Committee
905-835-2900 Ext 301
nancy.giles@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

Administration
Office of the Regional Clerk
1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
Telephone: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-687-4977
www.niagararegion.ca

July 29, 2021

CL 14-2021, July 22, 2021
PW 7-2021, July 13, 2021
PW 38-2021, July 13, 2021

Amber LaPointe, Manager of Legislative Services/City Clerk
City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8

SENT ELECTRONICALLY

Niagara Regional Transit (NRT) OnDemand - Port Colborne Inclusion
PW 38-2021

Regional Council, at its meeting held on July 22, 2021, considered the following recommendation of its Public Works Committee:

That Report PW 38-2021, dated July 13, 2021, respecting Niagara Regional Transit (NRT) OnDemand – Port Colborne Inclusion, **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That the report from the City of Port Colborne titled, “Transit Enhancement Opportunity” (Appendix 1 to Report PW 38-2021) **BE RECEIVED** for information;
2. That the Chief Administrative Officer **BE AUTHORIZED** to execute any amendments to the Agreement and/or Service Order between the Regional Municipality of Niagara and River North Transit, LLC (a.k.a. Via Mobility, LLC) in the amount of $898,840 (excluding HST) to enable the inclusion of a turnkey, on-demand transit service pilot in Port Colborne to be branded and administered as part of the Niagara Regional Transit (NRT) OnDemand pilot;
3. That the Chief Administrative Officer **BE AUTHORIZED** to execute a Memorandum of Understanding (MOU) between Niagara Region and the City of Port Colborne to allow for Niagara Region to facilitate and administer the deployment of on-demand transit services within the City of Port Colborne as approved in the terms and value outlined in City of Port Colborne report 2021-15; and

4. That the Chief Administrative Officer **BE AUTHORIZED** to execute amendments and/or extensions to both the MOU and the Agreement/Service Order such that it facilitates the continuity of services as a result of the Niagara Transit Governance Study.

Council subsequently referred Report PW 38-2021 to the Public Works Committee meeting being held on August 10, 2021, to allow the City of Welland to consult with the City of Port Colborne on this matter.

A copy of Report PW 38-2021 is enclosed for your reference.

Yours truly,

Ann-Marie Norio
Regional Clerk

CLK-C 2021-128

Subject: NRT OnDemand – Port Colborne Inclusion

Report to: Public Works Committee

Report date: Tuesday, July 13, 2021

Recommendations

1. That the report from the City of Port Colborne titled, “Transit Enhancement Opportunity” (Appendix 1 to Report PW 38-2021) **BE RECEIVED** for information;

2. That the Chief Administrative Officer **BE AUTHORIZED** to execute any amendments to the Agreement and/or Service Order between the Regional Municipality of Niagara and River North Transit, LLC (a.k.a. Via Mobility, LLC) in the amount of $898,840 (excluding HST) to enable the inclusion of a turnkey, on-demand transit service pilot in Port Colborne to be branded and administered as part of the Niagara Regional Transit (NRT) OnDemand pilot;

3. That the Chief Administrative Officer **BE AUTHORIZED** to execute a Memorandum of Understanding (MOU) between Niagara Region and the City of Port Colborne to allow for Niagara Region to facilitate and administer the deployment of on-demand transit services within the City of Port Colborne as approved in the terms and value outlined in City of Port Colborne report 2021-15; and

4. That the Chief Administrative Officer **BE AUTHORIZED** to execute amendments and/or extensions to both the MOU and the Agreement/Service Order such that it facilitates the continuity of services as a result of the Niagara Transit Governance Study.

Key Facts

- The purpose of this report is to seek Council’s approval to allow Port Colborne to integrate the City’s on-demand transit pilot into the Region’s existing NRT OnDemand pilot program, in order to capitalize on the Region’s preferred pricing, reduce administrative overhead, and facilitate ease of use for riders traveling between municipalities.
- PW 60-2019 and PW 41-2020 authorized the Chief Administrative Officer to execute agreements with Via Mobility for the deployment of on-demand transit in West

Niagara and Niagara-on-the-Lake, which successfully launched August 17, 2020 and November 23, 2020 respectively.

- In August 2020, the City of Port Colborne approached Niagara Region to revisit the potential for bringing NRT OnDemand to their municipality, much in the same manner that the service was expanded in Niagara-on-the-Lake.
- On January 11, 2021, Port Colborne's Council approved a pilot deployment for an $898,840 (excluding HST) on-demand service to operate within its municipal boundaries (Appendix 1) from approximately June 2020 to the termination of Niagara Region's contract.
- That approval also included a request to Niagara Region to approve, prepare, manage, and integrate their service area with the existing NRT OnDemand service in addition to making a financial contribution of $126,200 in 2021 and $187,500 in 2022 to enable inter-municipal connections between Port Colborne and Fort Erie and Port Colborne and West Niagara.
- A new start date of January 2022 has been confirmed by Port Colborne staff. As a result, only the 2022 portions of the Agreement and funding are being requested. This will result in a total contract value of $510,700 of which Niagara Region's portion would be $187,500.
- On January 21, 2021 Niagara Region Council approved the renewal of the NRT OnDemand pilot for a second year.

Financial Considerations

The City of Port Colborne currently spends $303,700 ($135,700 levy, $168,000 Provincial Gas Tax (PGT) revenue and fares) for transit services (all figures referenced exclude HST). In order to move to an on-demand service, the City requires $375,000 more than their current expenditure in 2022. Port Colborne City Council has approved an increase of half of that amount ($187,500 to cover January through August 2022). The City of Port Colborne is requesting that Niagara Region pool resources by contributing $187,500 in 2022.

The purpose of this Regional contribution is to facilitate the fulfillment of Niagara Region's mandate to provide planned inter-municipal connections (per CAO 8-2017, LNTC C-21-2018), which in this case, includes a new connection to Fort Erie Transit via Crystal Beach, to West Niagara and the Port Colborne Link. This connectivity would be the final component in truly connecting all of Niagara's municipalities through public transit, which is an important milestone in the ongoing transit governance work. It is important to note that the fees above are estimates based on annualized costs and will

be finalized once the exact start and end dates are confirmed. It would be staff's intention to align the end date with the other service areas in West Niagara and Niagara-on-the-Lake where applicable.

Niagara Region's contribution for inter-municipal trips will be accommodated in the 2022 Operating Budget, as staff had previously identified connecting Port Colborne and Fort Erie by way of inter-municipal transit in the 2020 budget, and thus those funds are now part of the NRT existing base budget. As a backup, should 2022 provide financial challenges to transit relating to the ongoing fallout of COVID-19, staff has identified that it is able to cover this portion of the pilot funding for the inter-municipal expansion through the Region's PGT. For 2022, Port Colborne would use the remainder of its transit reserve and any additional funding would be from its stabilization reserve. Refer to Appendix 1 for further detail.

Additionally, a Memorandum of Understanding between Niagara Region and the City of Port Colborne should provide consideration for indirect costs to NRT staff relating to the Contract Administration of the project on the City's behalf within the existing NRT OnDemand envelope. Items such as customer service inquiries, community engagement, paid advertising, signage, etc. will need to be accounted for in the MOU, similar to what exists for the West Niagara and NOTL service areas.

Analysis

In 2019, staff brought forward report PW 60-2019 which outlined the on-demand simulation results for West Niagara. Based on a request from the Inter-municipal Working Group (IMTWG), and in alignment with the service area expansions outlined in CAO 8-2017 and LNTC-C 21/22/23-2018, those simulation results also contained a review of opportunities to bring on-demand services to Port Colborne and Fort Erie for the purposes of connecting the southern municipalities of Niagara. In addition, that report also referenced the need for additional discussions with Port Colborne and Fort Erie.

In August of 2020, City of Port Colborne staff asked Regional staff to assist the City in further investigating the feasibility of bringing on-demand transit (specifically NRT OnDemand) to Port Colborne. Between September and December, staff from the City, the Region and Via worked together to review existing ridership data, identify potential service options and quantify service parameters; a process that built off of the simulation results (PW 60-2019) done by the IMTWG.

The culmination of that work is the City of Port Colborne's report "2021-15 - Transit Enhancement Opportunity" (Appendix 1). That report outlines the difference between two options; (Option 1) maintaining the fixed-route community bus or (Option 2) fully integrating with NRT OnDemand that would service the entirety of the municipality and provide inter-municipal connections as identified above. City staff recommended their Council approve Option 2 – full integration with NRT OnDemand. Port Colborne Council unanimously approved that recommendation as well as one that requests Niagara Region to oversee the integration into the existing NRT OnDemand pilot, much in the same way as the Niagara-on-the-Lake expansion which launched in November 2020.

Staff at the City of Port Colborne have requested that, should Regional Council approve this service expansion, target launch date of January 1, 2022 be sought. This date is the result of the City desiring to have on-demand transit in place prior to the conclusion of the Niagara Transit Governance Study in recognition that a new entity will not have the capacity to change service models in the first few years after upload. The actual launch date will be finalized upon approval of this report and once a contract with the service provider can be established. Regardless of the start date, the end date will be set to align with the end date for the West Niagara service area. It is also worth reiterating that staff is requesting that the CAO be authorized to extend the length of the contract in order to maintain service continuity should the results of the governance work require a transition period.

Full integration with NRT OnDemand would require the City to have two dedicated vehicles in order to service the whole municipality and meet forecasted service demands. Additionally, this option would allow for ticket pricing continuity across the various Niagara Region Transit systems. Not only would integration with NRT OnDemand greatly enhance the rider experience in Port Colborne, it would also facilitate additional connectivity with the West Niagara municipalities, connection to the Welland Terminal, and to Fort Erie Transit through a connection in Crystal Beach.

Alternatives Reviewed

The alternative is to decline the City's request for funding, partnership and integration of services. This would default the City to continue running the fixed-route community bus that only services a portion of the City's urban area and by extension, a small portion of its residents. This would also impact the residents of the surrounding municipalities as they would not benefit from the enhanced connectivity. From a rider perspective, providing a single online app and transit brand makes the user experience much simpler and highly efficient. Moreover, combining multiple transit agencies into a single service

also highlights the collaborative feasibility of the work being undertaken more broadly as part of the larger ongoing transit governance review. It is for these reasons that staff does not recommend declining the request from the City of Port Colborne.

Relationship to Council Strategic Priorities

The IMT Service Implementation Strategy directly aligns with the Council Strategic Priority: Responsible Growth and Infrastructure Planning (Objectives 3.1 & 3.4) through advancing regional transit and facilitating the movement of people and goods.

Other Pertinent Reports

- PW 1-2021 Niagara Regional Transit (NRT) OnDemand Contract Renewal
- PW 41-2020 NRT On-Demand – Niagara-on-the-Lake Inclusion
- PW 60-2019 On-Demand Transit – Pilot Authorization (Simulation Results)
- CAO 8-2017 Niagara Region's Transit Service Delivery and Governance Strategy

Prepared by:
Robert Salewytsch
Program Manager, Transit Services
Public Works Department

Recommended by:
Bruce Zvaniga, P. Eng.
Commissioner of Public Works (Interim)
Public Works Department

Submitted by:
Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in consultation with Heather Talbot, Financial and Special Projects Consultant, and reviewed by Matt Robinson, Director, GO Implementation Office.

Appendices

Appendix 1 2021-15 – Transit Enhancement Opportunity

PORT COLBORNE
Corporate Services Department
Clerk's Division

Municipal Offices: 66 Charlotte Street
Port Colborne, Ontario L3K 3C8 · www.portcolborne.ca

T 905.835.2900 ext 106 F 905.834.5746
E amber.lapointe@portcolborne.ca

January 21, 2021

Ann-Marie Norio **Via E-Mail**
Regional Clerk
Administration – Office of the Regional Clerk
Niagara Region

Dear Ms. Norio:

Re: Resolution – Transit Enhancement Opportunity

Please be advised that, at its meeting of January 11, 2021, the Council of The Corporation of the City of Port Colborne resolved as follows:

That Corporate Services Department Report 2021-15 be received;

That the City of Port Colborne request the Region of Niagara to submit a service order to Via Mobility LLC to amend its master terms agreement for the deployment of a turnkey, on-demand transit service to include the service area of Port Colborne and the integration and alignment of the Port Colborne service into the Niagara Regional Transit (NRT) OnDemand mobile application; and

That subject to approval by the Niagara Region's Public Works Committee and Council:

- Port Colborne Transit be integrated into the NRT OnDemand program (including related Provincial Gas Tax Funding) as outlined in this report;
- The City of Port Colborne provide funding to the Niagara Region as outlined in this report;
- The City of Port Colborne extend its appreciation to the City of Welland for their long-standing service as the City of Port Colborne Transit provider and for that contract to stop when the OnDemand service begins;
- The City of Port Colborne extend its warmest thank you to the Port Colborne Transit Advisory Committee for their previous service and for that committee to be dissolved;
- The Chief Administrative Officer and Director of Corporate Services / Treasurer be authorized to sign and execute the necessary documents to complete the approved recommendations in this report.

…2

A copy of the above-noted report is enclosed for your reference.

Sincerely,

Amber LaPointe
City Clerk

Encl.

ec: R. Salewytsch, Program Manager – Transit Services, GO Implementation Office, Niagara Region, Public Works Department
B. Boles, Director of Corporate Services / Treasurer, City of Port Colborne

PORT COLBORNE

Subject: Transit Enhancement Opportunity

To: Council

From: Corporate Services Department

Report Number: 2021-15

Meeting Date: January 11, 2021

Recommendation:

That Corporate Services Department Report 2021-15 be received;

That the City of Port Colborne request the Region of Niagara to submit a service order to Via Mobility LLC to amend its master terms agreement for the deployment of a turnkey, on-demand transit service to include the service area of Port Colborne and the integration and alignment of the Port Colborne service into the Niagara Regional Transit (NRT) OnDemand mobile application; and

That subject to approval by the Niagara Region's Public Works Committee and Council:

- Port Colborne Transit be integrated into the NRT OnDemand program (including related Provincial Gas Tax Funding) as outlined in this report;
- The City of Port Colborne provide funding to the Niagara Region as outlined in this report;
- The City of Port Colborne extend its appreciation to the City of Welland for their long-standing service as the City of Port Colborne Transit provider and for that contract to stop when the OnDemand service begins;
- The City of Port Colborne extend its warmest thank you to the Port Colborne Transit Advisory Committee for their previous service and for that committee to be dissolved;
- The Chief Administrative Officer and Director of Corporate Services / Treasurer be authorized to sign and execute the necessary documents to complete the approved recommendations in this report.

Purpose:

This report proposes service level enhancements to the current Port Colborne Transit program. It proposes moving from a fixed-route model to an on-demand model that

provides transit services to the whole City of Port Colborne (the “City”), increases the days of operation by one day per week, and the hours of service per day from 11 hours to 15 hours.

Background:

The City of Welland has been the long-standing service provider of a fixed route transit system in the City. The current route is identified in Appendix A. In 2019, the current service had approximately 35 individual riders per day (note 2019 numbers were used as COVID-19 impacted 2020 comparatives). At the time of writing this report the City is operating month to month with the City of Welland as the previous contract has expired.

On November 25, 2019 the Niagara Region presented a proposal for Niagara Region Transit (“NRT”) OnDemand to City Council. As an outcome of that meeting, staff were directed to review transit options.

The NRT OnDemand system has since been launched in the Town of Grimsby, Town of Lincoln, Town of Niagara-on-the-Lake, Town of Pelham, Township of Wainfleet, and the Township of West Lincoln.

Recent discussions with the Niagara Region identified they are currently in contract discussions with their service provider (VIA Mobility LLP) and, should the City wish to join, the City could do so in the June 2021 timeframe.

As Council is aware, Niagara Region and the local area municipalities have been engaged in a multi-year transit governance study to determine the feasibility and desirability of consolidating transit services under a single entity. A transition that, if approved, could happen between 2022 and 2023. Staff understand the Niagara Region will present the plan to the Councils of local area municipalities in the first half of 2021.

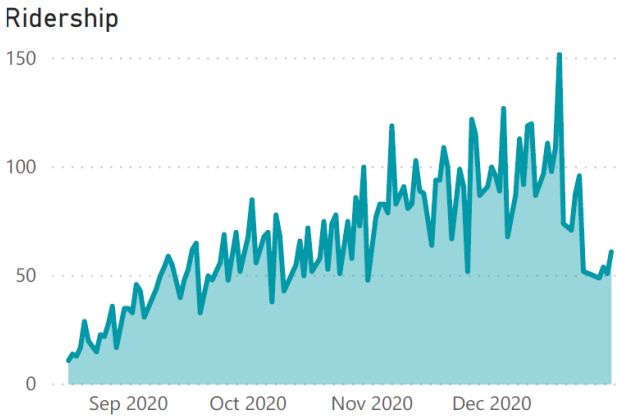
Salient to any amalgamation planning City Staff understand the service being offered at the time of consolidation will be the service that is continued with no new service additions being considered by the new transit entity for a number of years thereafter as it focuses on transitioning the operation of the service and seeks to undergo a network evaluation and design process.

Discussion:

In presenting this report City Staff identify that the City of Welland has been and continues to be a tremendous partner in providing transit to the City.

The NRT OnDemand system is currently in full operation in a number of municipalities in the Niagara Region as identified above. The website for the service is as follows: www.niagararegion.ca/transit/on-demand/default.aspx.

The following chart highlights the growth in usage of the current NRT OnDemand system in the other municipalities identified above. Staff highlight this growth has occurred despite the COVID-19 pandemic.



Key comparisons of the current and proposed NRT OnDemand options are provided in chart form below:

	Current	NRT OnDemand
Area Serviced	Appendix A – Limited / Fixed	Appendix B – All of Port Colborne (including Fort Erie Crystal Beach Area)
Number of Days	Monday - Friday (5 days)	Monday – Saturday (6 days)
Number of Hours	7am to 6pm (11 hours)	7am 10pm (15 hours)
Route adjustments^	Lead time required	Dynamic
Data	Limited	Significant
Boarding location	Bus stop or flag stop on route	Estimated average walk 55 to 80 m from location submitting pick-up request from (Wheelchair accessible trips will be door-to-door)
Pick-up time	Per pre-published schedule	Estimated 8 minutes or less from request pick-up time (assuming daily volume doubles from 2019 levels)
How to get a ride	Go to bus stop or flag a bus at pre-determined time	Use app or call phone number
Ride Sharing	Yes	Yes

^ The dynamic/full City coverage provided by the OnDemand system is something that ensures no matter how or where the City grows going forward the Transit system can accommodate.

The proposal from the Niagara Region is to manage the entire program, including Provincial Gas Tax reporting. Through their service provider, they proposed the use of

two vehicles for the City. As the City would be part of the larger network, should demand spike at certain times vehicles from other locations could be redirected to support those higher demand times.

Pricing of the current and OnDemand option are similar from the rider's perspective. The following table of fares enables trips that begin and end with the City of Port Colborne:

	Current (lasted updated 2018)			NRT OnDemand		
	Cash Fare	10-ride Card	Monthly Pass	Cash Fare	10-ride Card	Monthly Pass
Adults	$3.00	$25.00	$85.00	$3.00	$27.00	$85.00
Seniors (65+)	$3.00	$21.00	$65.00	$3.00	$22.50	$65.00
Elementary and High School	$3.00	$21.00	$75.00	$3.00	$22.50	$65.00
Children	$1.50 (12 and under riding alone) Free (12 and under riding with paying adult)			5 and under free (Note: As of February 1st, 2021 the child age for Regional service will change to 12 and under)		

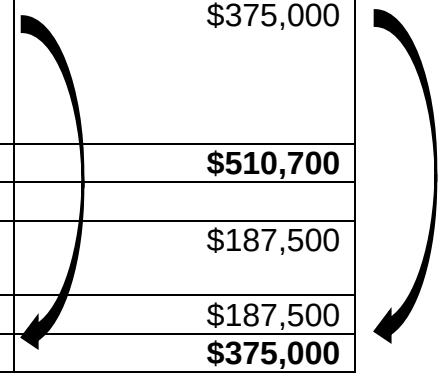
Niagara Region also offer fares that permit intermunicipal travel using the existing fixed route network of Niagara Region Transit, such as Route 25 (Port Colborne Link). The fare table below permits riders to travel anywhere in Niagara.

	OnDemand		
	Cash Fare	10-ride Card	Monthly Pass
Adults	$6.00	$45.00	$160.00
Seniors (65+)	$5.00	$40.00	$130.00
Elementary and High School	$5.00	$40.00	$130.00
Children	5 and under free (Note: As of February 1st, 2021 the child age for Regional service will change to 12 and under)		

Financial Implications:

The financial implications of the current service level and the estimated financial impact of the new OnDemand service level are identified in the chart below:

	2021 – Current	2021 – OnDemand*	2022 – OnDemand*^
Current Net Levy Impact of Transit~	$135,700	$135,700	$135,700
Increase cost for increase level of service with OnDemand	N/A	$252,400	$375,000
	$135,700	**$388,140**	**$510,700**
City of Port Colborne	N/A	$126,200	$187,500
Niagara Region	N/A	$126,200	$187,500
	N/A	**$252,400**	**$375,000**



~ The gross cost before Provincial Gas Tax revenue and user fees is $303,700. The net cost in the budget was $165,700. The net cost above of $135,700 reflects the projected revenue of approximately $30,000 in a non-COVID period.

* The figures above assume no change in usage from the 2019 level and that Niagara Region through its Public Works Committee and Council, approve matching funding as part of their intermunicipal transit mandate since a connection to Fort Erie Transit would be established (anticipated in the Crystal Beach area). Through discussions with Niagara Region, staff understand the Niagara Region already has these funds budgeted and are financially involved with the NRT OnDemand programs in other local area municipalities. As noted the recommendation to this report is contingent on funding approval from the Niagara Region.

^ These figures are in present value dollars and may be subject to increases close to inflation. These will be dependent on negotiations between the Niagara Region and their service level provider.

These increased costs are not anticipated to have a permanent impact on the City's portion of the tax levy if the local area municipalities transit systems are consolidated into one transit entity.

For this reason, staff propose the following funding option:

- For 2021 the estimated funding requirement of $126,200 be funded from the transit reserve that currently has a balance of $150,000. Staff identified this

potential reserve usage in Report 2020-144, Reserve and Reserve Fund Policy dated October 13, 2020.

- For 2022, the remainder of the transit reserve would be used, and any additional funding would be internally funded from the stabilization reserve. These funds would be replenished/repaid by maintaining the current net transit levy budget up to $135,700 in subsequent years after uploading the transit system to a regional transit entity. After the balance funded from the stabilization reserve is repaid, the net transit levy amount would be removed from the City's budget.

The risk to this funding model is the uploading process takes longer, does not happen or the City is asked to fund the regional transit entity on a go forward basis (which, at the time of writing this report, staff understand to not be the case). If the transition takes one year longer into 2023 staff propose the same funding strategy in 2022 be used (internally fund from reserves). If the transition takes longer then 2023 and/or does not gain approval staff will review other funding options and/or options to adjust service levels. The levy impact of $187,500 (2022 estimated cost) is approximately 0.9%.

For greater clarity, staff identify the funding model identified above is based on estimates and are subject to change. If Council approves this report, Council is approving a 50/50 cost share of the increased cost of the OnDemand service with Niagara Region (which will offset the costs of the connection to Fort Erie Transit) and that the City's portion be paid first from the transit reserve and second from the stabilization reserve, to be repaid by maintaining the levy post consolidation until the stabilization reserve is repaid.

Conclusion:

The City has a unique opportunity at this time to set its level of service with the cooperation of the Niagara Region prior to the anticipated creation of a consolidated regional transit entity.

Appendices:

- Current Transit Route
- Proposed Service Map (Port Colborne going into Fort Erie Crystal Beach Area)

Respectfully submitted,

Bryan Boles

Director of Corporate Services / Treasurer

905-835-2900 ext. 105

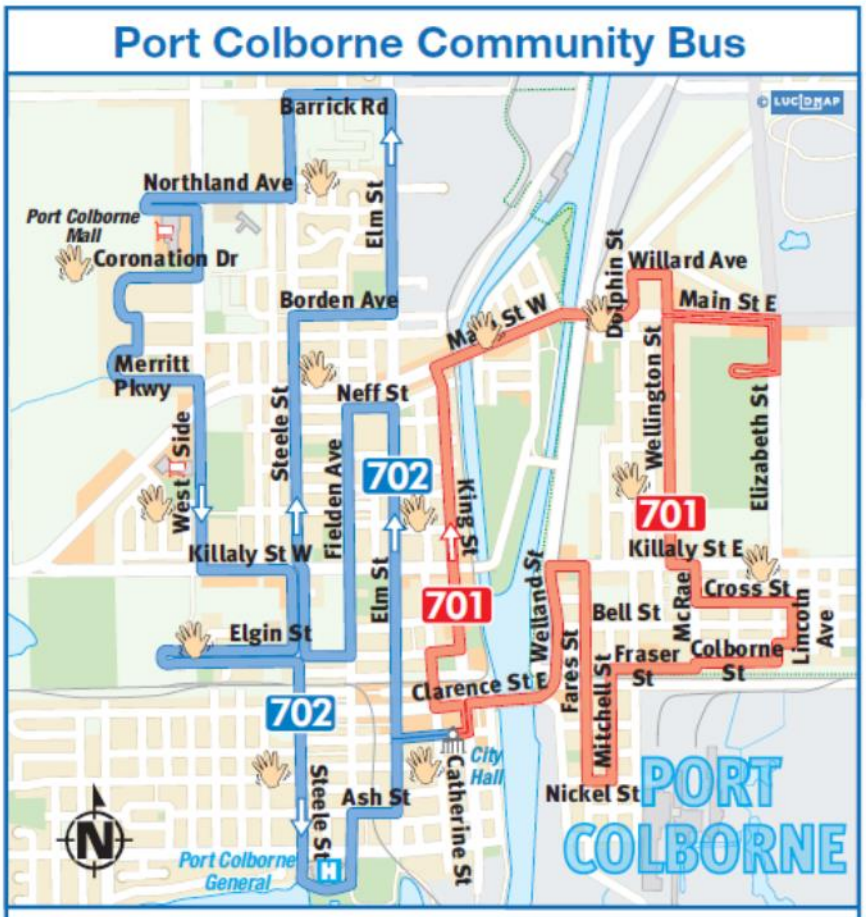
Bryan.Boles@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final approval is by the Chief Administrative Officer.

Report 2021-15 Appendix A

Current Transit Route



701 PORT COLBORNE EAST

Flag Stop Bus Route

Time of Day	Port Colborne City Hall (Depart)	Vale Health & Wellness Centre	Colborne St & McRae Ave	Fares St & Bell St	Port Colborne City Hall (Arrive)
MONDAY - FRIDAY					
AM	7:00	7:11	7:17	7:22	7:27
	and every 60 minutes until				
	11:00	11:11	11:17	11:22	11:27
PM	1:00	1:11	1:17	1:22	1:27
	and every 60 minutes until				
	5:00	5:11	5:17	5:22	5:27

702 PORT COLBORNE WEST

Flag Stop Bus Route

Time of Day	Port Colborne City Hall (Depart)	Killaly St & Steele St	Port Colborne Mall	Elgin St & Steele St	Port Colborne City Hall (Arrive)
MONDAY - FRIDAY					
AM	7:30	7:37	7:42	7:50	7:57
	and every 60 minutes until				
	11:30	11:37	11:42	11:50	11:57
PM	1:30	1:37	1:42	1:50	1:57
	and every 60 minutes until				
	5:30	5:37	5:42	5:50	5:57

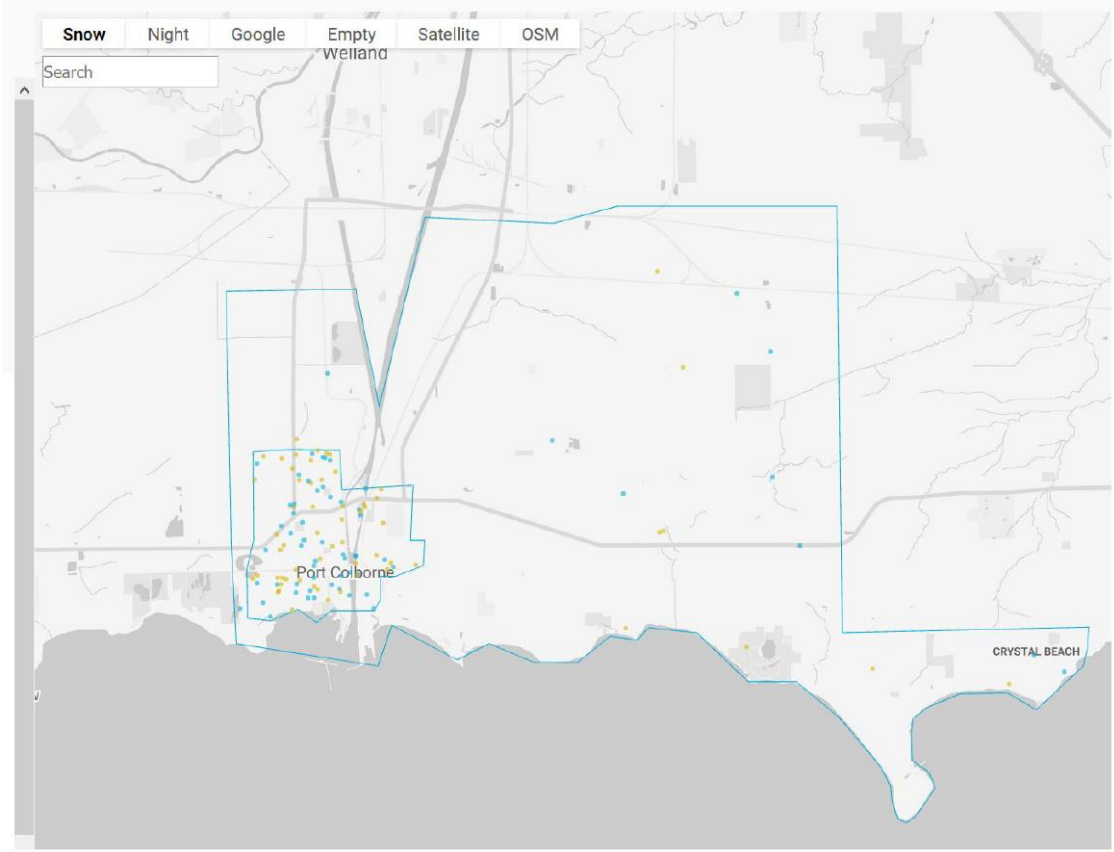
Please see City of Port Colborne or Welland Transit web site for fare structure information for Port Colborne Community and Link bus services

Flag Stop for Port Colborne only

You can board the bus by waving to the driver as the bus approaches. Look for the waving hand symbol on the maps, which highlights areas where Flag Stop is in effect.

Report 2021-15 Appendix B

Proposed Service Map (Port Colborne going into Fort Erie Crystal Beach Area)



Note the map above was created by the Niagara Region's service provider. The Service area is outlined by the blue line around the City. An additional blue line around the more densely populated area of the City highlights where the greater portion of rides are anticipated. The dots being blue and yellow indicate algorithmic pick-up and drop-off examples used to calculated the average wait time of 8 minutes and walking distance to a pick-up location of 55m to 80m.

Most importantly this map highlights this transit proposal would service all of the City and not just the central urban area.

NIAGARA PENINSULA CONSERVATION AUTHORITY
250 Thorold Road West, 3rd Floor, Welland, Ontario L3C 3W2
Telephone 905.788.3135 | Facsimile 905.788.1121 | www.npca.ca

July 22, 2021

Amber LaPointe
City Clerk
City of Port Colborne
66 Charlotte Street
Port Colborne, ON
L3K 3C8

SENT ELECTRONICALLY

Dear Ms. LaPointe,

Please be advised that the Board of Directors of the Niagara Peninsula Conservation Authority (NPCA) adopted the following resolution at its meeting of July 16, 2021:

Resolution No. FA-147-2021
Moved by: Member Malcolm Woodhouse
Seconded by: Member Rick Brady

***WHEREAS** globally, pollinator species, including bees and monarch butterflies are declining at a concerning rate due to anthropogenic activity such as habitat loss and degradation as well as pollution and climate change;*

***WHEREAS** the dramatic global decline in the pollinator species population could seriously affect the pollination of human food crops around the world;*

***WHEREAS** Health Canada's Pest Management Regulatory Agency (PMRA) has developed Best Management Practices (BMP's), resources, and guidelines to ensure agricultural practices across the country protect pollinators, and is collaborating with the Provincial Ministry of Agriculture and Rural Affairs to advance these resources and BMP's;*

***AND WHEREAS** the Niagara Peninsula Conservation Authority (NPCA) is committed to maintaining and enhancing pollinator habitat through its enhanced restoration and stewardship programs, community partnerships, as well as advising land development proponents through planning and development processes;*

***NOW THEREFORE, BE IT RESOLVED**:*

1. ***THAT** the NPCA **REQUESTS** the support and collaboration of conservation authorities and (through the CAs) their partner municipalities across the Province of Ontario to include the provision of native pollinator habitat with specialized native plant species through future development and redevelopment projects.*

2. ***THAT** by copy of this motion, NPCA partner municipalities **BE REQUESTED** to advance the use of native pollinator plant species to promote pollinator habitat through projects on their own lands as well through planning and development processes.*

3. ***THAT*** *a copy of this resolution* ***BE CIRCULATED*** *to the Association of Municipalities of Ontario and the Federation of Canadian Municipalities for their consideration.*

4. ***AND FURTHER THAT*** *both the governments of Ontario and Canada* ***BE REQUESTED*** *to adopt a plan of action for properties within their control to protect pollinators and plant native pollinator species and entrench this priority with the appropriate legislation with circulation of NPCA jurisdiction federal and provincial political representatives.*

CARRIED

Should you have any questions regarding the above issue, please feel free to contact CAO Chandra Sharma at csharma@npca.ca or 905-788-3135.

Sincerely,

Grant Bivol

Grant Bivol
NPCA Clerk

Port Colborne Historical & Marine
MUSEUM
...more than a museum!

A meeting of the Board of Management of the Port Colborne Historical and Marine Museum was held June 15, 2021 at 7 p.m. over Microsoft Teams.

Present via Microsoft Teams: Stephanie Powell Baswick, Abbey Stansfield, Brian Heaslip, Terry Huffman, Bonnie Johnston, Claudia Brema, Cheryl MacMillan, Bina Patel, Bert Murphy, Arlene Lessard.

Regrets: Pam Koudjis, Margaret Tanaszi Jeff Piniak, Councillor Eric Beauregard, John Maloney

Minutes:

Moved by: Bonnie Johnston
Seconded by:
To: Approve the minutes of the Board of Management from May 18, 2021.
Motion carried.

Business Arising:

Terry Huffman followed up with Donna Tuck and she has no problem waiting with until the accession committee is back in motion to bring her items.

Correspondence:

Abbey Stansfield reported that the Museum had received newsletters and magazines from other museums and heritage associations which will be available in the Archives should anyone wish to read them.

Council Report:

No Report

Auxiliary Report:

No report

Friends of Roselawn Report:

The Friend of Roselawn working on their summer newsletter and they are working on promoting artists on their Facebook page.
Lighthouse theatre has taken over the lobby and is providing year around entertainment.

Finance Report:

Terry Huffman reported that we have applied for some grants, and we are currently working off our operating budget since we are currently trying to control

expenditures. Bryan Boyles, Director of Corporate Services / Treasurer has had his staff review the museum expenses and revenue for the first quarter with the Director/Curator.

Curator Report:

Stephanie Powell Baswick reported that most of the summer staff has joined us. Meghan Chamberlain has joined as Eco Tourism Officer- Working on the grounds Isabella Faviro- Concurrent Education major at Brock University is our Educational Programming Assistant. Dario Smagetta-Bryan is here on a Niagara Investment in Culture grant and his project is the "Digging for Roots Diversity Garden." Hannah Braithwaite has completes her MA in Curatorial Practice and looking at Teacher's College in the fall. She is the Heritage Conservation Officer, and her project is to catalog the Graf coverlet collections and an online exhibit on the Graf weavers. Sloan McDowell is doing her Internship from Sir Stanford Fleming College Museum program.

Stephanie reported that there is great collaboration going between staff projects and making sure everything flows and is coherent.

Stephanie thanked the Auxiliary for the use of the Tearoom so there is a safe space to have lunch for everyone.

The Sherk Kitchen Garden Program is currently being developed into a YouTube series. Educational Programming Assistant, Isabella Favero, is coordinating with Eco tourism student, Meghan Chamberlain, to execute the research, planning, and filming of weekly updates of the garden and agricultural artifacts to share with the community. They used seeds from the Port Colborne Library's Seed Library so in future years members of the community could grow their own heritage garden based on the series.

Stephanie spoke on a program that the Cultural Block is going to have a on the grounds the "TD summer reading Club Story Walk." Library staff will put out the enlarged pages of a children's story so members of the community can enjoy it while they stroll through the museum grounds.

Membership Committee Report:

Claudia Brema reported that the number of members for 2021 is 260 people from 165 families. Members have donated $1305 for the 2021 membership drive, and we have 8 new Life Patrons which the museum received and additional $800 for.

Building and Property Committee Report:

No Report.

Marketing and Site Promotion Report:

No report.

Port Colborne Historical & Marine
MUSEUM
...more than a museum!

Programme Committee Report:

Cheryl MacMillan reported on the success of last month's May is Museum Month program, I Spy. There was a request to see if the analytics for the program to see the reach of the program.

Cheryl also reported that the Arabella's Tapestry project was launched successfully and that the finished embroidered pieces are starting to come back.

The Canal Days Sea Shanties project is underway and there are three groups working on composing Sea Shanties about Port Colborne. There was discussion about Christmas.

Fundraising Committee Report

Stephanie Powell Baswick reported that one of our board members, Bina Patel, has facilitated Jungbunzlauer Inc donating $500 to the Sea Shanties program.

Policy Report:

Bina Patel reported that the policy committee is working with Education Programmer on the Education and Interpretation Policy updates and will meet Thursday June 17 at 7 PM.

Accession Committee Report:

No Report

Heritage Committee:

No Report

New Business:

Stephanie reported that former student, Spencer Alder, is doing a course on volunteer management and has asked us to help coordinate his project. It has been a great opportunity to see how much volunteers contribute to the museum.

Motion to Adjourn: Cheryl MacMilllan

February 18, 2021
MEETING OF THE GRANT POLICY COMMITTEE

Minutes of the Grant Policy Committee held on February 18, 2021 at 5:00 p.m. via MS Teams.

The following Committee Members and Staff were present:

Committee Members	Chairman Bea Kenny Mayor William Steele Councillor Eric Beauregard Councillor Gary Bruno Brenda Haymes Nancy Giles, Executive Assistant to the Mayor/CAO

CALL TO ORDER:

Chairman Kenny called the meeting to order at 5:02 p.m.

APPROVAL OF THE AGENDA

Moved by G. Bruno
Seconded by B. Haymes

That the agenda as presented be approved.
CARRIED.

APPROVAL OF THE MINUTES OF THE AUGUST 6, 2020 MEETING

Moved by B. Steele
Seconded by G Bruno

That the minutes of the August 6, 2020 meeting be approved as presented.
CARRIED.

DECLARATIONS OF CONFLICT OF INTEREST

None.

DONATION/SPONSORSHIP APPLICATIONS

The purpose of the meeting was to review the donation/sponsorship applications received from various organizations.

Moved by E. Beauregard
Seconded by B. Haymes

That donation/sponsorship requests be approved for a total of $20,225 for the first allocation for the year 2021 as follows:

Community Living Port Colborne-Wainfleet	$5,200
Port Colborne Historical and Marine Museum Auxiliary	$1,200
Port Colborne Lions Club	$2,300
Royal Canadian Legion Branch 56	$1,525
The Evening Optimist Club of Port Colborne Inc.	$4,000
Women's Place of South Niagara Inc.	$3,000
Niagara Health Foundation	$3,000

CARRIED.

CORRESPONDENCE

Thank you letters from Habitat for Humanity Niagara and Biloux family, Women's Place of South Niagara; Port Cares were received.

OTHER BUSINESS

Send a card to Elaine Rossi re the passing of Erno Rossi.

ADJOURNMENT:

Moved by G. Bruno
Seconded by B. Haymes

That we do now adjourn. Time of adjournment 5:41.

CARRIED.

CHAIRMAN **SECRETARY**

The Corporation of the City of Port Colborne

By-Law No. _____

Being a by-law to provide for a Section 4 and Section 78 Engineer's Report for Drainage works in the City of Port Colborne In the Regional Municipality of Niagara Known as the Port Colborne Municipal Drain

Whereas the Port Colborne Drain is a municipal drain within the limits of The Corporation of the City of Port Colborne, having status under the *Drainage Act R.S.O. 1990;* and

Whereas the Port Colborne Drain is a municipal drain tributary of the Wignell Municipal Drain, situated in the City of Port Colborne; and

Whereas on the 23rd day of July, 2018, the Council of the City of Port Colborne appointed Paul Marsh, P. Eng of EWA Engineers Inc., to prepare a new report; and

Whereas pursuant to Section 78 of the *Drainage Act,* R.S.O. 1990, the Council of The Corporation of the City of Port Colborne, in the Regional Municipality of Niagara, has procured a report titled Port Colborne Municipal Drain Report, dated April 16, 2021, prepared by Paul Marsh, P. Eng., of EWA Engineering Inc., which report was filed with the City Clerk on June 11, 2021, containing plans, profiles and assessment schedules for the construction and future maintenance of the Port Colborne Municipal Drain, and is attached hereto and forms part of this by-law; and

Whereas the total estimated cost the Port Colborne Drain, inclusive of the engineer's report, construction, contract administration and HST (net) is $296,048.11; and

Whereas on the 14th day of June, 2021 the Council of the City of Port Colborne directed staff, by resolution, to proceed to the "Meeting to Consider", under Section 41 of the *Drainage Act,* R.S.O. 1990, in accordance with the recommendations laid out in Public Works Department Report No. 2021-148; and

Whereas the Council of The Corporation of the City of Port Colborne, at its meeting of July 26th, 2021, deferred Public Works Department Report No. 2021-211 to the meeting of August 9, 2021;

Whereas the Council of The Corporation of the City of Port Colborne, at its meeting of August 9th, 2021, approved the Public Works Department Report No. 2021-211, Port Colborne Municipal Drain Meeting to Consider, whereby the proposed drainage works was deemed necessary and desirable;

Now therefore the Municipal Council of The Corporation of the City of Port Colborne under the *Drainage Act* R.S.O. 1990, enacts as follows:

1. The report dated April 16, 2021, may be amended by pronouncement(s) of Courts of Revision and Final Decisions/Orders of the Agriculture, Food and Rural Affairs Appeals Tribunal and/or Referee, and appended hereto as Schedule "A" is hereby adopted and the drainage works as therein indicated and set forth is hereby authorized and shall be maintained in accordance therewith.

2. The Corporation of the City of Port Colborne may borrow on the credit of the Corporation the amount of $296,048.11, excluding HST, being the amount necessary for payment of the cost of the said drainage works.

3. The Corporation may arrange for the issue of debentures on its behalf for the amount borrowed less the total amount of,

    a) grants received under Section 85 of the Act;

    b) commuted payments made in respect of lands and roads assessed within the municipality;

    c) money paid under subsection 61(3) of the Act,

and such debentures shall be made payable within 5 years from the date of the debenture and shall bear interest at a rate not higher than the rate charged by The Ontario Municipal Improvement Corporation on the date of sale of such debentures.

4. A special equal annual rate sufficient to redeem the principal and interest on the debentures shall be levied upon the lands and roads as set forth in Schedule “B” hereto to be collected in the same manner and at the same time as other taxes are collected.

5. If the actual of the drainage works varies from the estimated costs as set out in schedule “B” forming part of this By-law, the actual cost shall be assessed, levied and collected upon and from the said parcels of lands and roads and parts of parcels in the same proportions and in the same manner as provided in the Schedule “B” forming part of this by-law, as revised by the Court of Revision and Final Decisions of the Agriculture, Food and Rural Affairs Appeal Tribunal and/or Referee.

6. That all assessments of $50.00 or less are payable the first year in which the assessment is imposed upon the land assessed, as provided for under Section 61(3) of the *Drainage Act*, R.S.O. 1990.

7. This By-law may be cited as “The Port Colborne Municipal Drain By-law” and shall come into force on the day of its final passing.

Read a first and second time and provisionally adopted this 9th day of August, 2021.

_____
William C. Steele
Mayor

_____
Amber LaPointe
City Clerk

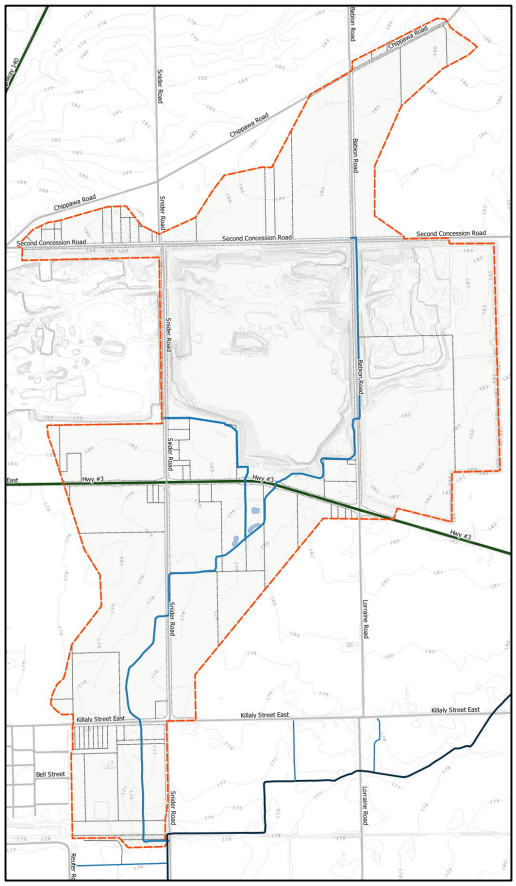
Read a third time and enacted this _____ day of _____ 20___.

_____
Head of Council

_____
Clerk

Port Colborne Municipal Drain Report

City of Port Colborne



April 16, 2021

Project No: EWA-189999

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EWA Engineering Inc.
84 Main Street, Unionville, Ontario
L3R 2E7
647.400.2824 www.ewaeng.com

Revision and Version Tracking

Title: Port Colborne Drain Report
Submission Date: April 16, 2021

Version #	Issued As:	Prepared by	QA/QC	Editor	Date:
103	Issued For Report	P.Marsh	K. Graham	P.Marsh	Apr 16, 2021
102	Issued For Final Review	P.Marsh	A.Vander Veen		Dec. 7, 2020
101		P.Marsh		P.Marsh	Nov 13, 2020
100	Issued as Final	P.Marsh	A.Vander Veen		May 15, 2020
99	Issued for Final Review	P.Marsh	A. Vander Veen	P.Marsh	Dec. 13, 2019
95	95% Issued For Review	P.Marsh		P.Marsh	April 12, 2019
070	70% Issued For Review	P.Marsh		P.Marsh	
025	25% Outline IFR				Sept. 18, 2018

FileName: 189999_PortColborneDrainReport_v103Final.docx

Seal Page:

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1 Executive Summary

The Port Colborne Municipal Drain is located in the eastern portion of the City of Port Colborne. It has an outlet into the Wignell Drain, immediately south of the Friendship Trail and ends at the Second Concession Road and Babion Rd.

The City of Port Colborne retained Paul Marsh, P.Eng of EWA Engineers Inc. to prepare a Drainage Report under the Drainage Act R.S.O. 1990 for the Port Colborne Drain. See appointment resolution of Council included in Appendix D.

This report includes a description of all work, associated plans, cost estimates, and assessment schedules for the proposed work for the Port Colborne Drain, as well as the proposed Branch Drain. The report has been prepared in accordance with the requirements of the Drainage Act, Chapter D.17 of the Revised Statutes of Ontario, Section 4 and 78. The works are described as predominately maintenance with specific improvements identified.

This report includes drain improvements, including drain maintenance, to ensure suitable channel design flows are achieved and extending the drain to the Second Concession to match the original inflow prior to the expansion of the quarry. The drain improvements have been developed through plan and profile drawings. The drawings include As Constructed data for drain improvements already constructed by the City of Port Colborne in 2016 including re-alignment of the drain south of Highway #3.

The following are summary descriptions of the planned improvements:

1. Extension of the drain along the east side of Babion Rd.
2. Re-laying the culverts at the intersection of Babion Rd. and Second Concession Rd.
3. Using the existing outlet (called Wignell Drain in past reports) for the Port Colborne Branch #1 Drain.
4. Maintenance of the Port Colborne Branch Drain #1 to the Snider Rd. ROW.

The following is a summary of the project financial values as prepared in the attached Assessment Schedule included in Appendix C.

Items	Costs
Port Colborne Drain	
Estimated Construction Costs	$54,068.
Previous Works – completed prior to 2018	$52,212.
Eligible Administration Costs	$170,157.
Calculated Allowances	$939.
Sub-Total Port Colborne Drain	**$277,376.**
Port Colborne Branch #1 Drain	
Estimated Construction Costs	$10,340.
Eligible Administration Costs	$8,052.
Calculated Allowances	$277.
Sub-total Port Colborne Branch #1 Drain	**$18,669.**
Total:	**$296,045.**

The Port Colborne Drain is organized into two distinct catchments as follows:

- Port Colborne Drain serving 327.8Ha, with an open channel drain including private crossings and having a Drain length of 3,368m.
- Branch Drain #1 serving 14.8Ha with an open channel drain length of 823m.

The Port Colborne Drain Assessment Summary is as follows:

Benefit Assessment (Section 22)		
Private Lands	$763.50	
Total - Benefit Assessment (Section 22)		**$763.50**
Outlet Liability Assessment (Section 23)		
Private Lands		
Road Right of Way Lands	$225,489.15	
Total - Outlet Liability Assessment (Section 23)		**$225,489.15**
Special Benefit Assessment (Section 24)		
Port Colborne Drain	$5,600.09	
Total - Special Benefit Assessment (Section 24)		**$5,600.09**
Special Assessments (Section 26)		
City of Port Colborne	$40,448.80	
MINISTRY OF TRANSPORTATION ONTARIO	$5,076.19	
Total: Port Colborne Drain	**$45,525.00**	
Total - Special Assessments (Section 26)		**$45,525.00**
Forecasted Total Drain Assessments		**$277,377.74**

The Port Colborne Branch #1 Drain Assessment Summary is as follows:

Outlet Liability Assessment (Section 23)		
Private Lands	$3,096.49	
Road Right of Way Lands	$1,450.25	
Total - Outlet Liability Assessment (Section 23)		$4,546.74
Special Assessments (Section 26)		
City of Port Colborne	$7,008.46	
MINISTRY OF TRANSPORTATION ONTARIO	$7,115.18	
Total - Special Assessments (Section 26)		$14,123.64
		$18,670.38

This report and the proposed improvements are based on instructions from the City of Port Colborne and in consultation with the local landowners. The cost of these improvements is shared across all areas that use the Drain by way of allowances and assessments consistent with the Drainage Act of Ontario.

2 Introduction

The City of Port Colborne retained Paul Marsh, P.Eng of EWA Engineers Inc. to prepare a Drainage Report under the Drainage Act R.S.O. 1990 for the Port Colborne Municipal Drain formerly the Wignell Municipal Drain.

In addition to the Port Colborne Drain Report, there are other Drain Reports being prepared concurrently and they are:

- Wignell Drain, outlets to Lake Erie across Lakeshore Rd. East and proceeds northerly for 7.2km.

- Michener Drain, outlets to Wignell at 0+010 north of the Lakeshore Rd. East and proceeds northerly for 1.7km, ending south of the Friendship Trail.

The Port Colborne Drain originally had an outlet to Lake Erie but was diverted to the Wignell Drain by a previous Engineer's report. The remaining portion has been referred to as a branch of the Wignell Drain, but by the preparation of this Engineer's Report with a revised Assessment Schedule, it will be recognized as the Port Colborne Drain with an outlet to the Wignell Drain south of the Friendship Trail. This report also recognizes the already existing channel as a Branch Drain west to Snider Rd. called Port Colborne Branch Drain #1. The following Figure presents the proposed drain names and drainage boundaries.

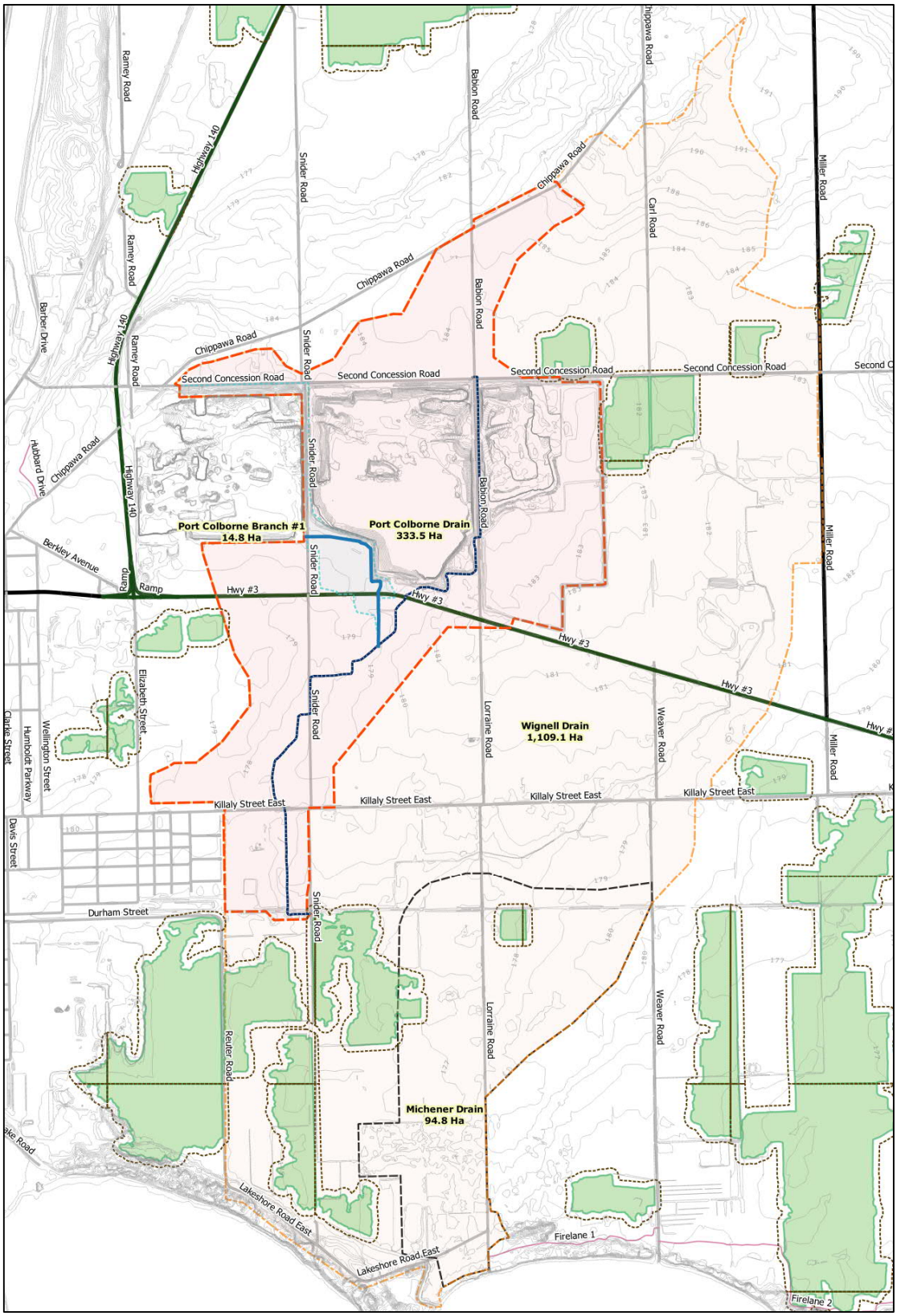

Figure 1 Wignell Watershed; Michener, Port Colborne and Wignell Drains

This report includes a description of all work, associated plans, cost estimates, and assessment schedules for the proposed work on the existing Port Colborne Drain, as

well as for the proposed Branch Drain. The report has been prepared in accordance with the requirements of the Drainage Act, Chapter D.17 of the Revised Statutes of Ontario, Sections 4 and 78.

The proposed improvement work for the Port Colborne Drain is prepared as a Section 78 (1.1) of the Drainage Act. The works are described as maintenance with the exception of re-alignments, which are deemed to be required but not requiring a Section 4 application of the Act. The Port Colborne Branch Drain #1 is prepared as a Section 4 petition by the Road Authority.

2.1 Objective

The Port Colborne Drain already exists and has for many years. Originally known as the Port Colborne Drain, it was renamed and made part of the Wignell/Michener Drain during the 1970s. As of this report, it is being named the Port Colborne Drain again. The objective is to maintain the existing drain in a State of Good Repair (SOGR). The municipal drains have been impacted by changes in land use practices that affect their function. The drain capacity is degraded through growth of vegetation within the banks of the drain.

There are specific new channels proposed to improve drain function recognizing the impacts to the original drain alignments. From Highway #3 to Second Concession is quarry land that has affected the drain alignment with corresponding relocation including quarry boundary and berming.

The Drain channel was relocated to the east side of Babion Road but has not been fully constructed to Second Concession Road. Physical changes to the drain are needed for continued service and proposed improvements have necessitated a new Engineer’s report be prepared under Section 78 of the Drainage Act R.S.O. 1990.

Previous maintenance work conducted in 2016, and other dates, is included in this report and will be assessed as part of the cost of the works.

2.2 Drain History and Past Reports

The Port Colborne Drain Engineer's Report is prepared as follows:

- Baseline Drainage Report; provides an assessment of current drainage problems and identifies the extent of the drainage area to be serviced by the municipal drain. Baseline report includes a history of drainage and presents historical information such as grade lines.

- Wignell Watershed Assessment Report; provides an assessment of existing capacity through the use of hydrologic and hydraulic modelling which identifies the options for resolving problems and recommends a preferred option to improve drainage.

The final Engineer's Report is composed of the two previous reports along with supporting documentation and final drainage cost estimates and assessment schedule or table.

The exact previous alignment of the upper portion of the Port Colborne Drain is not completely clear. With the expansion of the quarry, efforts to abandon portions of the Drain and to re-align the Drain were provided by report to Port Colborne Council, see review in Baseline Report. For this report, based on the information reviewed, the Port Colborne Branch Drain #1 is presumed to have existed previously by drain report. The following figure shows Constructed Drains as presented in the OMAF AgMaps application.

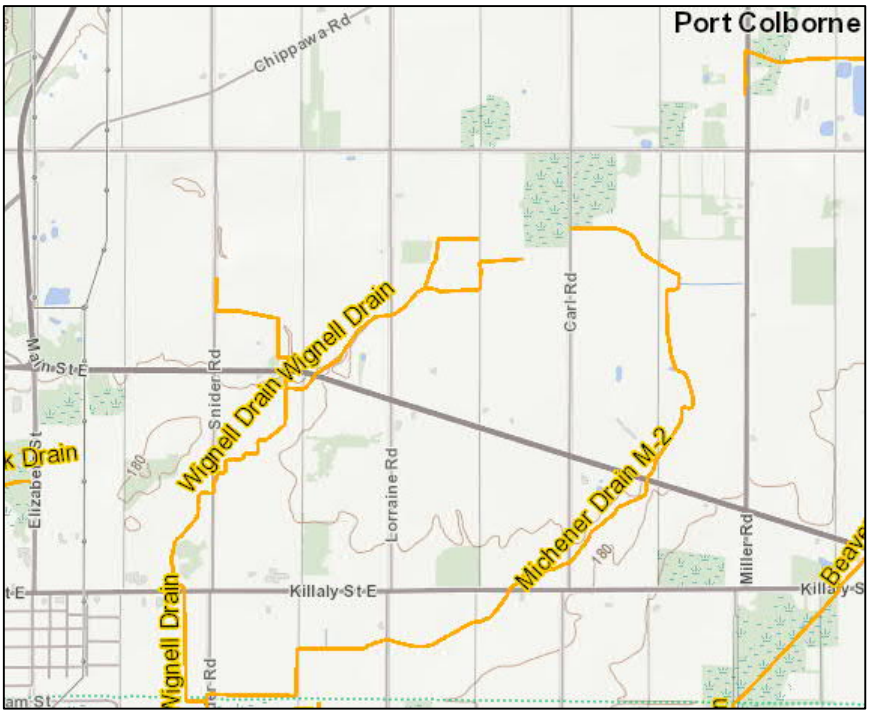

Figure 2 OMAF AgMaps - Constructed Drains

What is clearly shown in the figure are the two (actually three) top branches of the drain. A branch that turns west north of Highway #3 and is shown along the Snider Rd. ROW to a point north along the eastern edge of the roadway. Also a branch that proceeds eastward to Babion Rd (labeled as Lorraine Rd. in the figure) and ending before Carl Rd.

The alignments were substantially changed by report in 1999, in favour of re-alignments to allow the quarry properties to expand rock removal within this area.

2.3 Port Colborne Drain Watershed

The Port Colborne Drain watershed is composed of a single distinct municipal drain that outlets to the Wignell Drain just south of the Friendship Trail.

The Port Colborne Drain serves an area of 327.8 hectares based on the defined drain boundary, refer to Figure 2. The main branch of the drain is 3,368m in length from the drain origin, which is defined as the south end of culvert headwall crossing the Friendship Trail and is 110m to the outlet into Wignell Drain at STA 2+055 for a total main drain length of 3478m.

The watershed boundary is south of Chippawa Rd. with a high point of 190m. The upper portion of the drain is defined to end at the intersection of Babion Rd. and Second Concession Rd. at an approximate elevation of 182m.

- Watershed average fall (slope, height from furthest point in the watershed to lowest point at outlet) is given as 0.32% or 3.17m per 1000m

- Drain average fall (slope) is given as 0.258% or 2.58m per 1000m

It is worth noting that a portion of the upper watershed, the square edge on the west side of the catchment boundary along Snider Road, is removed by a municipal storm sewer that flows west and outlets into the canal.

This slope characterises the Port Colborne Drain as an average sloped watershed, with greater fall than the Wignell Drain at 0.11% average slope. The lower reach of the drain, where it connects to the Wignell Drain, has very little grade and standing water is a common occurrence.

The Port Colborne Drain can be segregated into distinct geographic areas as shown in Figure 3 Drainage Catchment of Port Colborne Drain.

1. The outlet through the Friendship Trail is defined by the low slope and standing water with considerable phragmites growth. This portion of the drain is only 160m in length from the outlet to a point just north of the Friendship Trail.

2. Above the Friendship Trail to Highway #3 Crossing. This section was cleaned and a segment re-aligned by the City of Port Colborne in 2016, as shown in the Baseline Report. The resulting grade line is shown as an “As Constructed” grade line on the Plan & Profile Drawings. There are two constructed wetlands adjacent to the drain. They are located on two properties north of the drain and hydraulically above the drain at STA 1+600 and 1+735 respectively. Two fordings were added to the drain during the 2016 works at STA 1+745 and 1+628, which replaced a culvert in poor condition and with the agreement of the property owner.

3. North of Highway #3, the main channel of the drain follows the edge of the quarry and crosses Babion Rd. to the east side of the ROW. Historically, RV Anderson Drain Report1979, this drain continued east of Babion Rd., but a portion was abandoned by a Drain Report adopted by council in 1999. Since that 1979 report, the channel has been re-routed along Babion Rd. on the west and east side, but not to Second Concession Rd. Currently the channel stops at the Quarry access lanes with an existing culvert underneath the private access road. An existing PVC culvert appears perched and currently blocking the flow path. There’s no defined outlet for the existing culverts located at Second Concession Rd.

4. Two culverts are located at the Second Concession Road; one crossing from east to west of Babion Rd. on the north side of Second Concession (600 HDPE) and a second culvert currently on the west side of Babion Rd. graded to the south but not connecting to the Port Colborne Drain. By this report, the culverts will be reset to provide positive drainage

from west to east and north to south on the north and east sides of the ROW. The Port Colborne Drain will end at the north east corner of the intersection and connect for outlet east of Babion Rd. This change will serve lands to the north of Second Concession Rd. that would otherwise drain south but are blocked by the road and the quarry.

5. The existing channel of the Branch Drain #1 serves west to Snider Rd. at the north edge of the property, ARN = 411000. From the current Highway #3 crossing to a point on Branch Drain #1 roughly at STA 0+480, the drain channel is quite clear and the cross-section well defined. From that point to Snider Rd. ROW, the drain is overgrown with vegetation and the cross-section disappears before the ROW. This section of Branch Drain #1 is to be improved to the edge of the Snider ROW. The portion of the drain shown on Snider Rd. is to be abandoned in favour of municipal roadside swales.

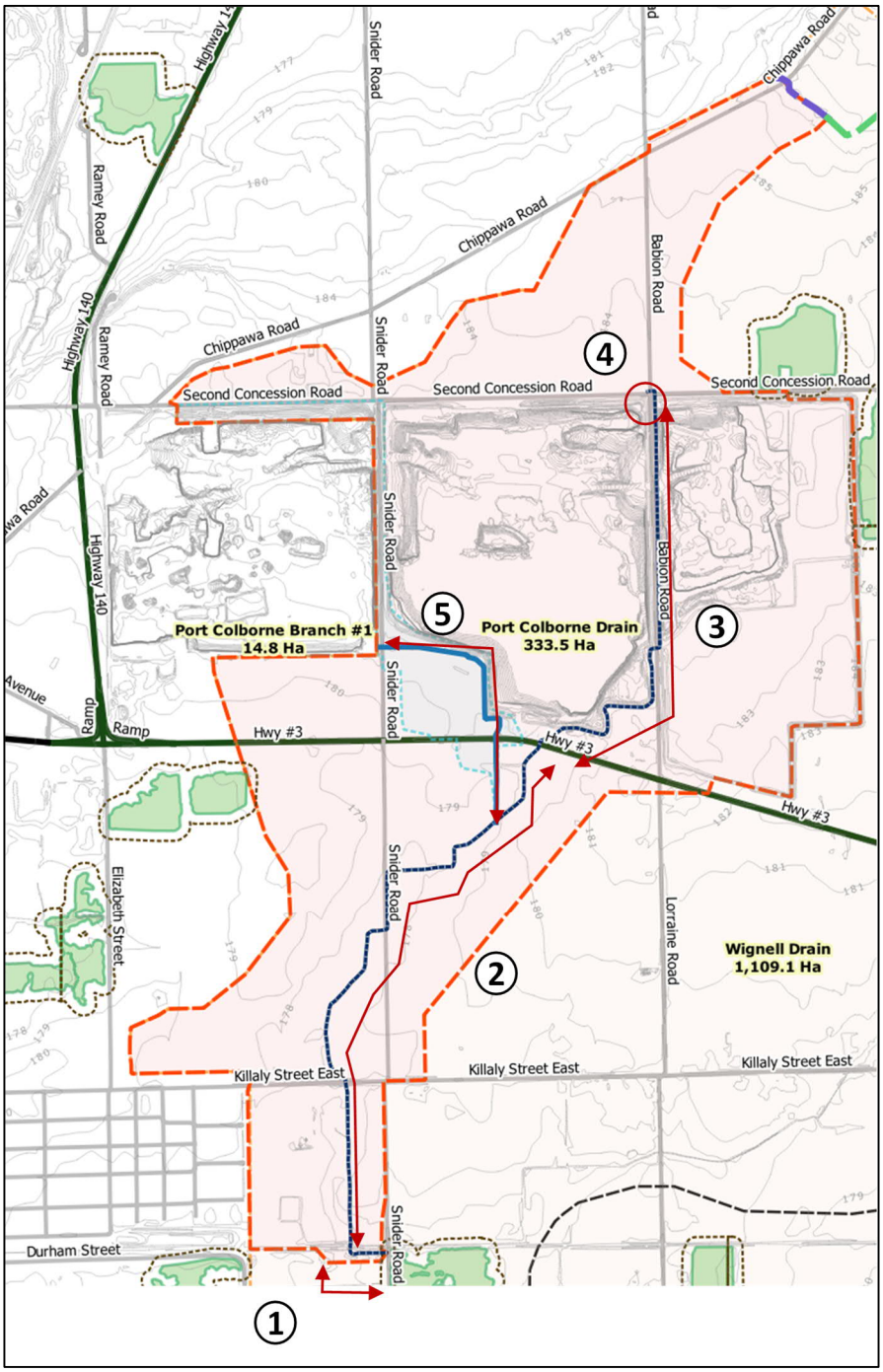

Figure 3 Drainage Catchment of Port Colborne Drain

3 Design Considerations

The analysis of the Port Colborne Drain, part of the Wignell Drain watershed, is based on Hydrologic and Hydraulic analysis to predict runoff flow requirements and to match channel capacity. Water monitoring, gauge measurements, have not been practiced and thus calibration or validation of the computer based model results is limited to historical anecdotal comparisons.

3.1 Watershed Characterization and Use

The Port Colborne Drain watershed is characterized through land use as a design consideration in the following ways:

1. The upper portion of the watershed land use is agricultural with mainly row crops; soya, corn or cereal grains grown. The design service level for agricultural land is flooding with low velocities and drainage of ponding areas over 48 to 72 hours. Drainage is provided to improve working time and an overall goal to reduce the risk of crop drowning.

2. Fringe or rural residential properties are the other major land use with estate sized lots with houses, buildings, wells and septic beds.
   Urban expectations of no ponding on residential lots in rural areas can not be met without extensive costs. Acceptable flooding without damage to property contents is the reasonable design service level similar to agricultural service levels.

3. Gravel and stone quarry operation makes up a significant portion of the drainage area and affects the drain through runoff capture and pumping. The Quarry has several permits to take water granted from the MOE that impact on the function of the drain.

4. Port Colborne Outlet.
   The primary design service level for the outlet is merely to have a positive slope to the Wignell Drain with a clear and clean flow path to outlet.

3.2 Former Drain Changes

The Port Colborne Drain has been in use for a very long time. Over that time, changes have occurred and been abandoned. These changes are described in the Baseline Report. A summary of significant changes are as follows:

- Expansion of the quarry impacting site runoff, changing from stormwater runoff to pumped flow.

- Municipal Drain abandonment:

    - Wignell W1 in 1999 north of Highway #3.

    - Wignell W2a & W2 in 2013 east of Babion Rd.

- Drain Re-alignments:
    - North of Highway #3 and west of Babion Rd. in 1999.
    - South of Highway #3 in 2016
    - Roadside swales along Babion Rd.

3.3 Design

The following describes the design basis for this drain. Descriptions of design criteria are intended to meet the requirements of O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure specifically Table 3.

3.3.1 Criteria

The following section establishes the level of service for the Port Colborne Drain. Channel size is confirmed to be based on a 1 in 5 year return period storm, which is expressed as a design storm as follows:

- 5-year cumulative storm with a total rainfall amount of **68.90 mm** using a Soil Conservation Service (SCS) Type II **24-hr** storm distribution.

The design storm is used to forecast a predicted runoff for identified catchments. Each channel section is designed to convey this runoff.

The existing MTO crossings are to meet the MTO standard criteria of 1:25 year storm. As these are existing crossings with no changes proposed, no analysis of performance is undertaken and available capacity is as it was before this report was prepared. From the original catchments, the quarry lands expansion, previous report abandonments and other watershed changes, the contributory catchments upstream of the MTO crossings are as follows:

- PC1-CS-01; West culvert 1880x1260 (1550x1200) CSPA
    - Original Catchment: 154 Ha
    - Revised Catchment: 14.8 Ha
- PC-CS-04; East culvert, Conc. Box 1200x2400 open bottom
    - Original Catchment: 111Ha
    - Revised Catchment: 61Ha

The Port Colborne Drain outlets to the Wignell Drain and is wholly dependent on the Wignell Drain for sufficient outlet.

3.3.2 Drain Capacity Design

The Wignell Watershed Report describes the modelling used to assess the existing watershed. A revised model was implemented for the design and capacity

determination of the existing channels based on the design drawings attached to this report.

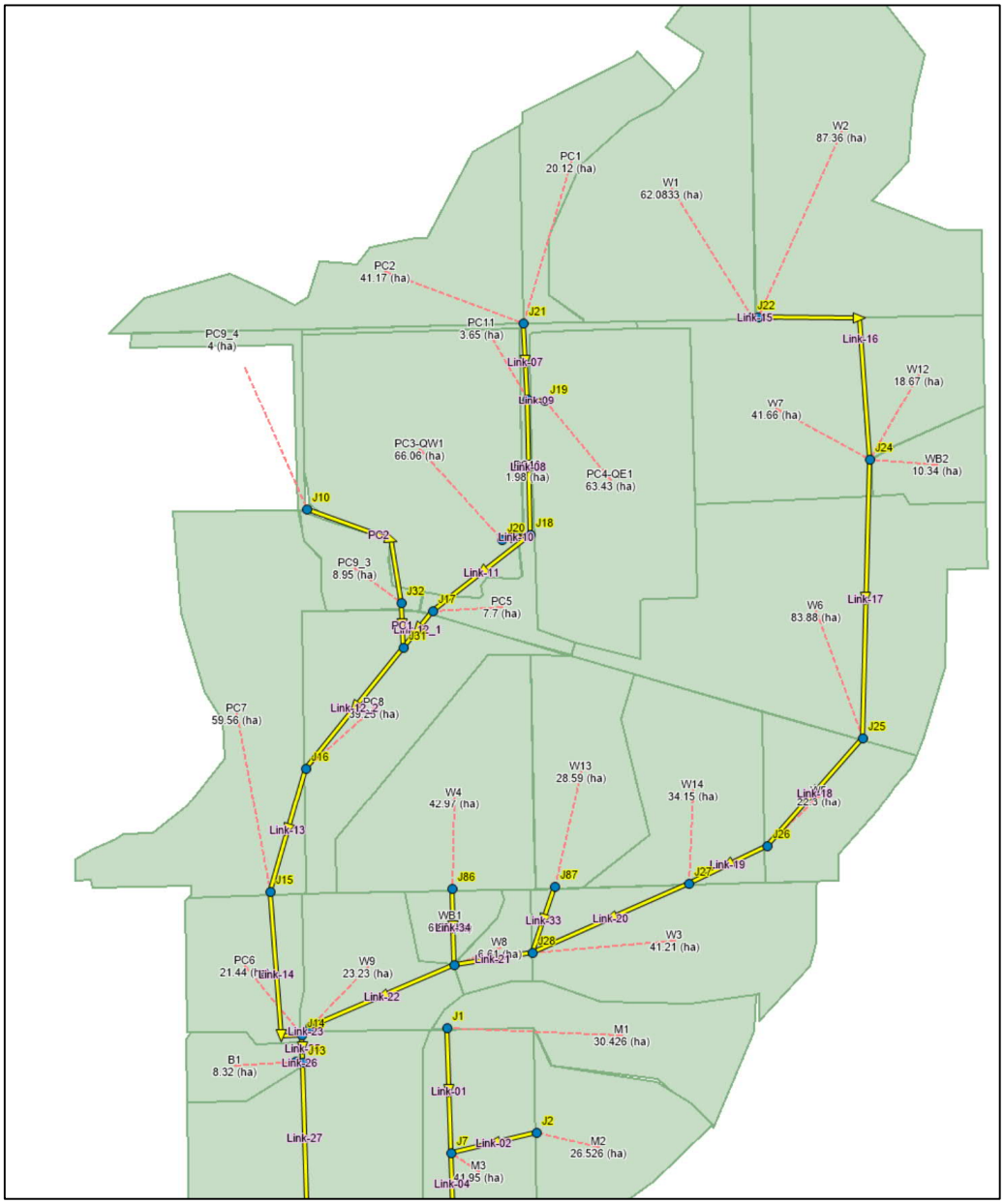

Figure 4: Wignell PC-SWMM Model with Port Colborne

The specific results for the Port Colborne Drain are included in the following table.

The details of the model are included in Appendix D, including the input file.

4 Drain Works Recommendations

The Port Colborne Drain is not a new drain, but an old name for an existing drain. The watershed served has been dramatically altered by the quarry lands and the long term plan for those lands is not referenced in this design. The rest of the watershed is a mixture of rural residential and farm land, which ispredominately row crop.

4.1 Description of the Works

The following presents a program of proposed improvement works for the Port Colborne Drain. As a program, some works are staged at various times and may not proceed in a step-by-step manner, but on an as-and-when available basis that best meets environmental and regulatory requirements.

A significant portion of the works is already complete. The original drain alignment has been compromised by the expansion of the quarry on both sides of Babion Road. A new alignment for the drain extending the open channel to the Second Concession Rd. to provide an outlet for overland flows is required.

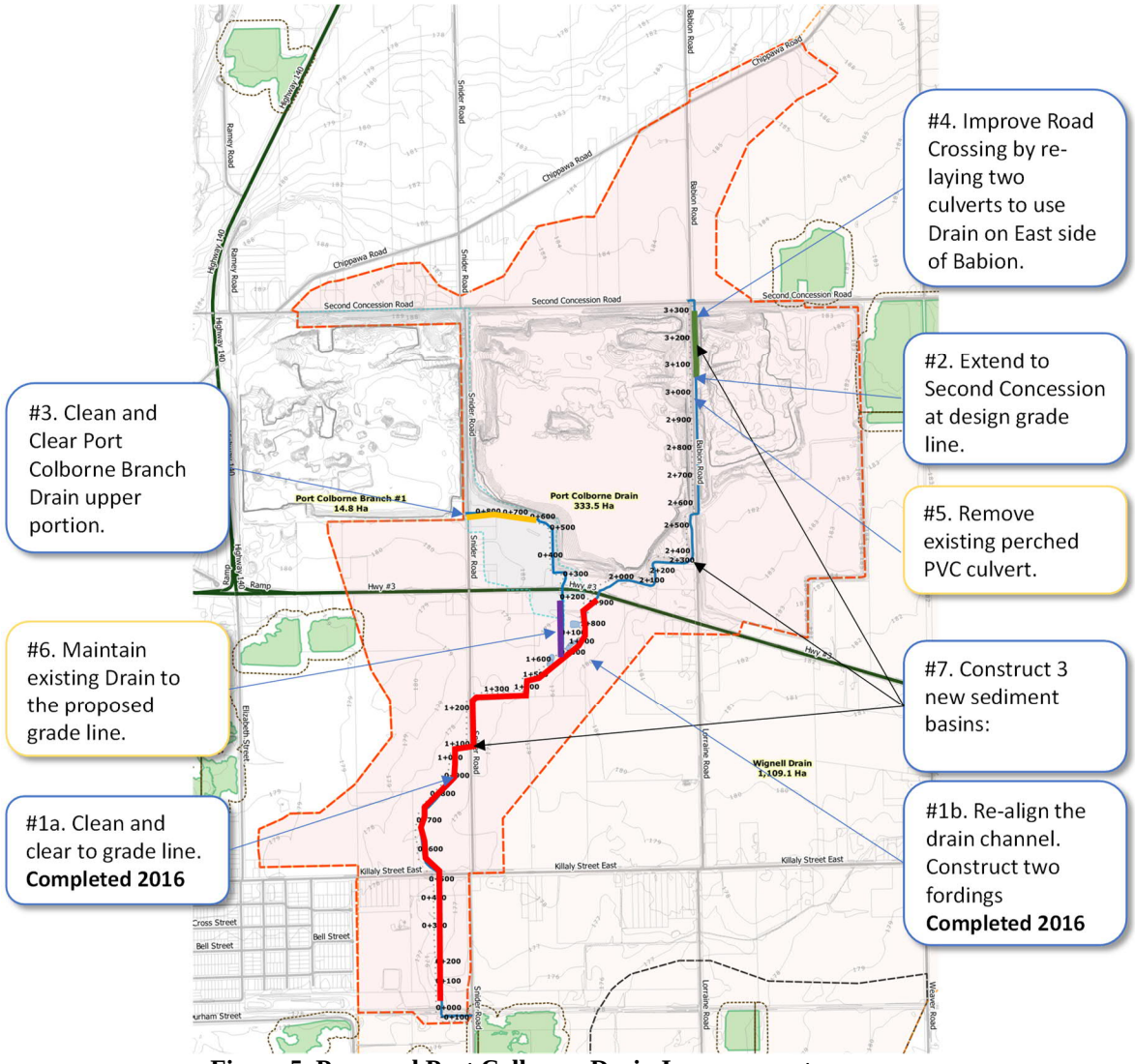

Figure 5 Proposed Port Colborne Drain Improvements

4.1.1 Port Colborne Drain Flow Improvement

The primary function of the proposed works is maintenance of channel section and reduction of flow restrictions. This is for two key restoration efforts as follows:

Restoration works #1 is the removal of vegetation from top-of-bank to top-of-bank. This removal is targeted at tree and shrub growth that limits or could obstruct primary flow paths. Every effort to retain trees, not in the channel, and understory growth will be made to reduce environmental impacts of the maintenance work. A work zone, presumed from previous drain reports, is required for the channel improvements and the maintenance works will seek to minimize the removal of trees and understory growth adjacent to the drain to that required for machine access.

Restoration works #2 is to remove any deposition humps or deviations that are impeding flow. This does not include any changes to grades that were already over deep, past the calculated grade line, but does include channel bank stabilization where slips or excessive erosion is evident during the restoration works. Channel restoration is done from one side with effort to reduce existing stable bank cover damage on the opposite side of the work zone.

Most of the proposed work is to re-establish the original drain capacity and function through the cutting of trees and vegetation that has grown up through the drain. The following figure illustrates a typical cross-section view of the work and work zone required to do the work.

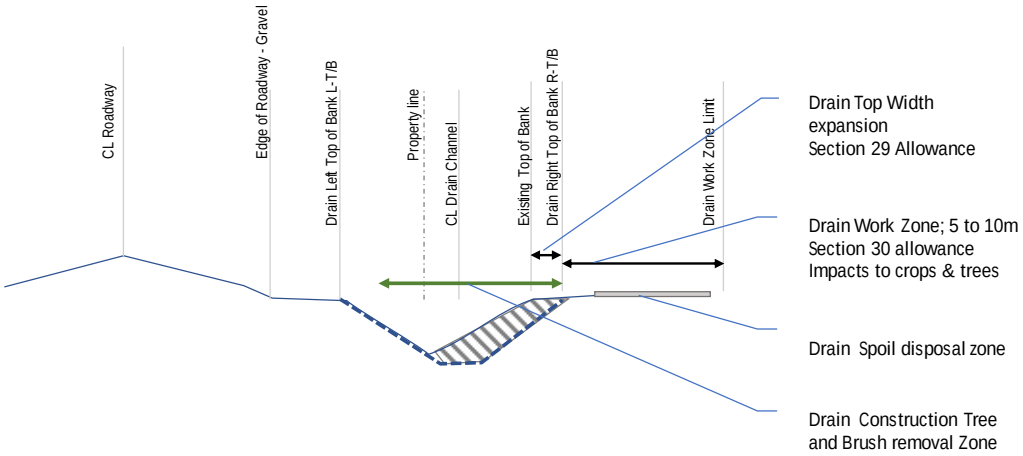

Figure 6 Typical Drain Work and Work Zones

The main work program for the drain is to clean down to the proposed grade line and a design capacity is achieved through removal of bottom and one bank. It is beneficial to only disturb one bank and leave low vegetation in place to reduce risk of erosion. Trees through the drain top of bank (T/B) to top of bank (T/B) are removed leaving stump and roots in place if the removal negatively impacts the grade.

Living trees that are removed from the work zone are eligible for the canopy preservation program, replacement of 2 saplings for each removed tree with a DBH

of 150mm or greater. Trees within the established banks, top of bank to top of bank, are not eligible unless for a new drain or a re-located drain.

4.1.2 Port Colborne Drain Extension to Second Concession Rd.

The original Port Colborne drain alignment to the east has been consumed by the expansion of the quarry. The extension of the drain to the Second Concession was previously identified but not yet completed. This report provides plans and profile drawings for the completion of the extension.

4.1.3 Port Colborne Branch Drain #1

The original Port Colborne Drain alignment is shown in the following figure as circa 1934.

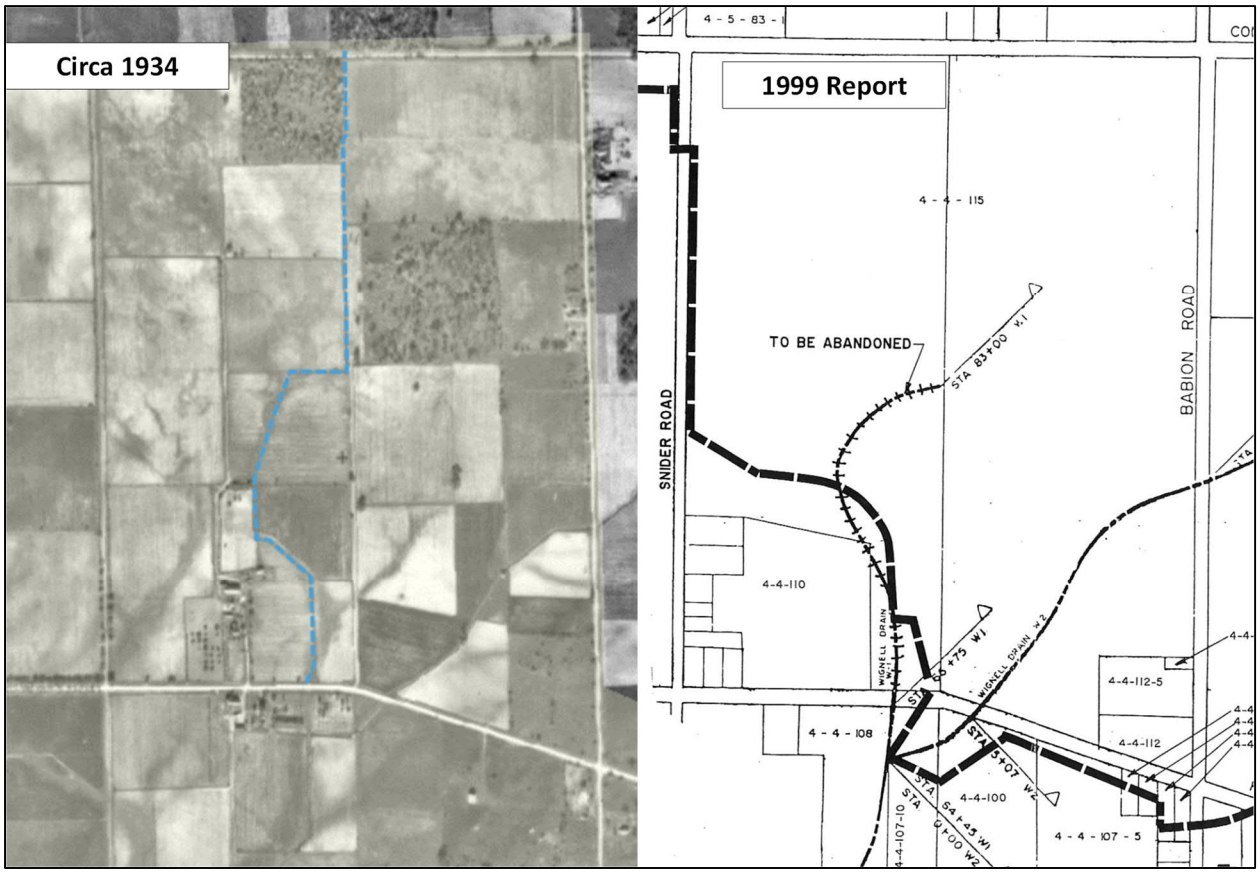

Figure 7 Port Colborne Branch Drain History

Figure 2 OMAF AgMaps - Constructed Drains shows the Port Colborne Branch Drain #1 as existing and proceeding west to Snider. However, there is a bylaw from 1999 showing a portion of the original alignment was abandoned to the north side of Highway #3. This portion is illustrated above in Figure 7 Port Colborne Branch Drain History. By adoption of this report, the City of Port Colborne, recognises that this drain does exist and is formally proposed as a newly named drain, hereafter called the Port Colborne Branch Drain #1. See drawings in Appendix A.

The branch drain is proposed to be 824m in length. The following describes the three proposed sections of work.

1. The existing channel from the outlet at Port Colborne Drain STA 1+654 and proceeding north to Highway #3 requires regrading to design grade line and vegetation clearing with bank re-seeding.

2. The existing CSPA crossing Highway #3 does not require work, nor does the existing channel north of Highway #3. The drainage superintendent may undertake spot maintenance works on as needed basis and where needed basis.

3. Above 0+627 to the end of the drain, requires vegetation clearing and channel excavation to cross-section and grade.

Figure 2 OMAF AgMaps - Constructed Drains shows a final portion or leg of the drain proceeding north along the eastern side of Snider ROW. This Drainage Report proposes for Port Colborne Branch #1 to end on entry to the ROW and any further north or south drainage structures will be municipal roadside swales/channels and not included as part of the Drain Schedule.

4.1.4 Road Crossings

There are 7 road crossings from the outlet of the drain to Second Concession Road. Of those crossings, one is a Provincial highway crossing, (Highway #3) and the others are municipal road crossings (6). There is one crossing for the proposed Port Colborne Branch Drain #1.

There is no additional work proposed for the existing crossings with the exception of the two culverts located at Babion Rd. and Second Concession Rd. which are to have the following changes:

- The west to east culvert crossing Babion Rd. (600mm HDPE) is to be lowered with the grade changed to outlet east.

- The north-south culvert crossing Second Concession Rd. (750mm HDPE) is to be re-located from the west side of Babion Rd. to the east side and connecting to the downstream extension of the drain along the east side of Babion Rd.

All other crossings were surveyed (Amec 2013) and the grade points used to establish the design grade line (see drawings Appendix A).

4.1.5 Private Crossings

Additional survey, CofPC/EWA 2018, showed an existing 30m culvert placed on the east side of Babion Rd. and PVC 6m culvert perched above the grade line. The existing PVC culvert is to be removed and a new channel constructed on the design grade line to the outlet invert of the relocated culvert crossing Second Concession Rd.

Two fordings were constructed in 2016 on two properties south of Highway #3. Amending the fording bottom crossing height using existing concrete slabs (sidewalk removals) is recommended.

4.1.6 Abandonments

A portion of the Port Colborne Drain is to be abandoned through this report. As a part of the drain-re-alignment of the Port Colborne Drain completed in 2016, the proposed outlet for Port Colborne Branch #1 Drain is to be re-aligned north of Highway #3 and outlet to the Port Colborne Main Drain.

Past Abandonments

There were two abandonments adopted by By-Law in 1999 for the Wignell Drain (referred to in this report as the Port Colborne Drain). The part of the Wignell identified as W1, north of Highway #3, was abandoned by adopted By-Law No. 3740/26/99. Additionally, the prepared report also identified that the Wignell, identified as W2a and W2b were abandoned by By-Law No. 5895/02/13.

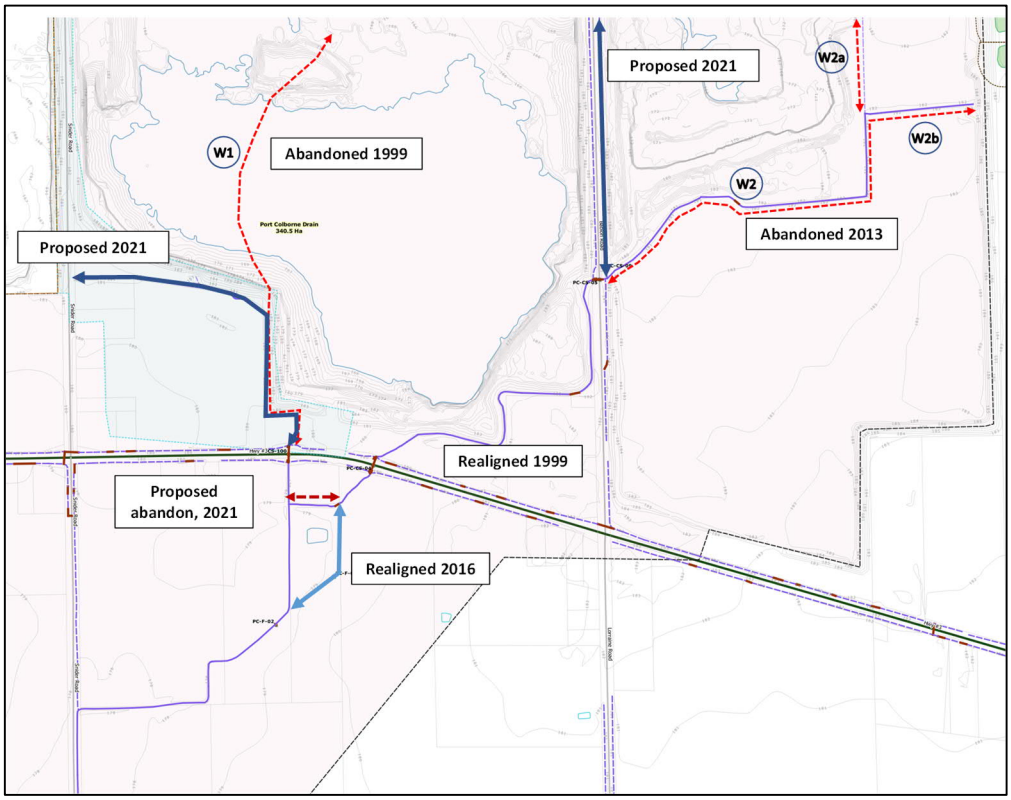

Figure 8 Port Colborne (formerly Wignell) Abandoned Segments

The portion of the original Wignell, W1 drain north of the Highway #3 multiplate culvert (CS-100) was abandoned as a municipal drain by a report in 1999. Since these documents were not included in the Baseline Report, they are included in Appendix D.

4.1.7 Utility Conflicts & Coordination

Utility conflicts may exist with gas lines and telecommunication lines as identified by the exchange of utility information. No direct grade conflicts were identified on the drawings. Where conflicts are identified in the field, relocation of the utilities will be performed following requirements set forth by the utility and charged at cost to each affected utility as per the Drainage Act, R.S.O. 1990.

4.1.8 Plans, Profiles & Specifications

The proposed Port Colborne Drain works are described in the attached Plans, Profile drawings and Specific Design Drawing and Standard Detail Drawings attached as Appendix A.

Project Specifications are included in Appendix E.

4.2 Construction and Constructability

The following describes the specific requirements for drain construction.

4.2.1 Vegetation Removal

Vegetation, specifically trees are to be cut down outside of any bird nesting periods. The remaining stumps are to remain in place unless they obstruct flow or they are Ash trees with re-growth from the lower truck already established. In those cases, the stump will be ground down to match the existing channel section.

Tree removal within the top-of-bank to top-of-bank is to be 100 percent; however, tree removal within the work zone is at the discretion of the drainage superintendent while making every effort to preserve trees where possible. Where live trees are removed in the work zone, they qualify for the tree replacement program as per the tree qualifying criteria. Where a mature live tree is already established and is an individual tree, it can remain on the work zone adjacent to the drain provided there is a working space to provide future maintenance to the drain.

Trees with a DBH greater than 150mm and alive, such trees will be replaced with 2 trees as saplings for future growth in lieu of a damage allowance for the existing tree that is removed. The tree that is removed will be provided to the owner as stacked branches adjacent to the drain and outside of the working zone along with the trunk. The owner shall be wholly responsible for the wood once cut.

New trees can be planted adjacent to a drain following two key criteria:

- The trees are planted back from the top of bank, (the exact distance is determined by tree type and local conditions).
- The trees are planted with adequate space to provide future maintenance access for the drain. Grouping of planted trees is encouraged given that the spacing of the trees and the arrangement permits future maintenance. This is accomplished by providing an angled approach along the tree edge line to

the drain and increasing the tree plant density only as the distance from the drain increases.

- Individual hardwood trees may be allowed every 25m. Trees of any type shall not be planted within 6m of an existing drain (solid tile, wrap joints) or 4.5m from existing open drain.

- In certain circumstances where an owner owns property on both sides of the open drain, upon consultation with the Drainage Superintendent, a windbreak may be permitted on one side. On existing drains where windbreaks exist, costs due to trucking material will be the direct responsibility of the owner and not the upstream ratepayers.

- Replacement trees will be selected from a list of available preferred species at the time of construction for owners eligible for replacements to select their preferred species. Species will be from the identified list of approved Carolinian species typical for the Region. Owners can select any location for the planting of replacement trees excepting within the work zone.

4.2.2 Spoil Material

All spoils and spoil handling practices will comply with applicable legislation including O. Reg. 406/19: ON-SITE AND EXCESS SOIL MANAGEMENT filed December 4, 2019 under Environmental Protection Act, R.S.O. 1990, c. E.19

Where specified, excavated spoil material shall be disposed of and levelled a minimum of 2.5 m from the top of bank to ensure that sediment does not re-enter the drain. Spoil placed next to the drain shall be spread to permit access across the berm area and shall be placed to a maximum height of 0.6m. Spoil excavated along existing travelled road allowances, and on private property where requested, shall be disposed of by the Contractor off site. The cost of spoil trucked from the property shall be borne by the benefiting property owner.

Spoil shall be disposed of as noted in the description of the proposed work. Generally, the spoil will be disposed of adjacent to the drain unless otherwise specified. Should any property owner require that all or a portion of the spoil be trucked away from their property, the cost of trucking spoil shall be assessed totally to the property owner requesting same and will not form part of the total cost of the drainage system. The cost of trucking away spoil from any future maintenance work will be assessed directly to the property owner requesting the same. Vegetation debris from the drain is preferred to be arranged adjacent to the drain to decay but will be removed from the property or disposed of in accordance with agreement of the property owner at the owner’s cost.

With respect to the reaches of drain that are within travelled Municipal road allowances, the spoil will be trucked away during both the initial construction and any future maintenance work where there is no opportunity to dispose of the material on site should the road allowance be the working side.

Access channels shall be provided through the levelled spoil material at every location where existing drainage outlets are visible and/or identified during construction by the Drainage Superintendent. The invert of the access channels shall be consistent with the drain cross-section at that location.

Spoil excavated from the drain shall be levelled in a manner that is suitable for cultivation of crops where crops were previously cultivated. Where the drain is adjacent to a grassed area maintained by the owner, the spoil shall be levelled and re-seeded with grass so that the area is restored to a like or better condition than prior to construction.

4.2.2.1 Contaminated Spoils

Where soils are known to be contaminated but have been assessed to pose no human health risk, on site spreading adjacent to the drain will be the practice and acknowledge that the soils are not be 'moved' off the property.

Where soils are to be removed from the property, then a sample will be collected and analyzed for contamination prior to the commencement of removal. Where that sample is shown to be contaminated and disposal of the soil will require disposal at a registered facility in compliance with O.Reg 406/19, the owner will be responsible for the costs to dispose of the contaminated soil from their property.

Once a contaminated sample is returned, the owner will be given the opportunity to retain the soil on site instead of trucking for disposal.

4.2.3 Sediment Control Basins

The addition of sedimentation basins to the Port Colborne Drain in three locations is to assist with controlling sediment during maintenance and re-grading to the identified design grade line. Post – Construction these basins remain and continue to provide sedimentation control during precipitation events.

Sediment basins are to be constructed at the locations and to the specifications indicated on the drawings. The Contractor will maintain these sediment basins during construction, as directed by the Engineer and/or their designate. The basins are considered to be part of the Municipal Drain and will be maintained in future by the Municipality at the expense of all upstream land and roads owners herein assessed as shown on the attached assessment schedule. Properly maintained sediment basins reduce the incidents of drain maintenance clean out and therefore reduce overall maintenance costs for property owners. The basins will be inspected annually for an assessment of sediment depth and sediment removed where that depth exceeds half the constructed depth of the basin. The inspection schedule may be adjusted after some experience with the sediment basins within the watershed.

4.2.4 Revegetation

Drain banks and exposed soil areas disturbed during the maintenance of the drain are to be seeded as quickly as possible by the Contractor to reduce the risk of soil erosion. The Contractor will seed spoil areas after leveling and shall seed channels at the same time. The Contractor will schedule levelling to reduce the time of bare soil, but where the duration of leveling exceeds 2 weeks, then channels will be seeded immediately after channel maintenance.

Seeding should take place in a manner that optimizes seed germination and establishment of vegetation prior to mid October and after late April.

Seed mixture used shall be applied at a rate of 40 kg/ha in the following proportions:

Creeping red fescue	20 kg	50%
Perennial rye grass	8 kg	20%
Birdsfoot trefoil	12 kg	30%
Total	40 kg/ha	100%

Where working zone adjacent to the drain is grass and this is affected by construction, this area shall be reseeded with a suitable grass mix to restore to a like or better condition.

4.2.5 Private Drain Connections

Where private connections are made to the Municipal Drain, the connections are to be compliant with the City of Port Colborne's standards connection designs. This includes the following connection types:

- Open channel connection – minimal allowance for grade and freeboard.
- Surface water flows – rip rap rock requirements for reducing or amending sites of potential or evident erosion.
- Tile drain connections – use of PE pipe to connect to a receiving channel.
- Berm and Orifice Flow Control - connections designed to control runoff to specified rates of flow.

Private connections are not part of the drain but owned and the responsibility of the landowner for construction and maintenance. Where a deficiency is identified by the Drainage Superintendent or Engineer, the landowner is to make good the connection. Deficiencies can be eroded connections, blocked connections or poor connections and the landowner can accept to have work done by the City on their behalf to make good the connection based on a 50/50 cost sharing basis. Where the City identifies a deficiency and the repairs are not made by the landowner by the next cycle of drain maintenance, the City can make the required repairs and 100% of the cost will be assessed to the landowner.

4.3 Future Maintenance and Repair Provisions

The Drainage Act, Chapter D.17, Sections 74 through 84 governs future maintenance, improvement and repair to any Drainage Works constructed under a By-Law passed under this Act, or any predecessor of this Act.

Upon completion of this report and the works described in the Engineer's Report, the City of Port Colborne will be responsible for future maintenance of the drain with the costs of future maintenance assessed to the upstream lands and roads using the Assessment Schedule in Appendix B, and pro-rating the assessment based on the actual cost using the Outlet Liability Assessment – Section 23. Special Assessment shall not apply to maintenance work. Special Benefit or Special Assessment, Section 24 or Section 26, shall not apply to maintenance work except where maintenance works are related to culvert/bridge replacement or upgrades.

4.4 Construction Summary

The following table provides a list of construction activities by property starting from the outlet and proceeding upstream.

Table 1 Port Colborne Drain Construction Summary

Property / Owner	From STA	To STA	Work Description	Access & Disposal
271104000408700 SCHLENGER USZER	-0-112.7	-0-007.5		Access from Friendship Trail. A 10m Workzone is on the North and east side of the Drain. This Workzone is presumed to already exist from past reports.
271104000699500 PORT COLBORNE CITY	-0-007.5	0+012.5		Work from both sides where required.
271104000408715 PORT COLBORNE CITY	0+012.5	0+053.4		10m Workzone east side
271104000408700 SCHLENGER USZER	0+053.4	0+403.6		10m Workzone east side
271104000408800 SCHLENGER USZER	0+403.6	0+422		10m Workzone east side
271104000409000 HILL KERRY	0+422	0+477		10m Workzone east side
271104000408900 ANNETT SYLVIA	0+477	0+485.7		10m Workzone east side
ROW - Killaly St East City of Port Colborne	0+485.7	0+514.1		
271104000412700 VALE CANADA LIMITED	0+514.1 1+020	1+056.4 1+055	Construct Sediment Basin PC-SB03 at 1+020	10m Workzone east side Excess soil disposal is adjacent to the basin for 10m of Workzone on the south side.
ROW - Snider Rd. City of Port Colborne	1+056.4	1+249.6		10m Workzone
271104000412700 VALE CANADA LIMITED	1+249.6	1+376.8		10m Workzone east side
271104000410900 POWELL BRADLEY KENNETH	1+376.8	1+528.4		10m Workzone east side
271104000410800 VAN RUYVEN JOSEF NICOLAAS	1+528.4	1+657.5		10m Workzone east side
271104000410710 KONC JOHN ANDREW	1+657.5	1+758.3		10m Workzone east side
271104000410000 VALE CANADA LIMITED	1+758.3	1+924.9		10m Workzone east side
Highway#3 ROW MTO	1+924.9	1+958		

Property / Owner	From STA	To STA	Work Description	Access & Disposal
271104000411500 PORT COLBORNE QUARRIES INC	1+958	2+555	commencing at 2+300, clear and re-grade to design grade line and spread spoil on bank. Construct Sediment Basin PC-SB02 at 2+402	10m Workzone north and west side Spread spoil adjacent to drain.
Babion Rd. ROW	2+555	2+575		
271104000315600 PORT COLBORNE QUARRIES INC	2+575	2+923.6		10m Workzone east side
271104000315800 PORT COLBORNE QUARRIES LIMIT	2+923.6	3+330.8	Construct new drain starting at 3+079 to 3+330 Remove existing 500mm PVC culvert. Construct Sediment Basin, PC-SB01 @ 3+300. Spread spoil on adjacent east bank.	10m Workzone east side
ROW-Babion Rd and Second Concession	3+330.8	3+368	Move PC-CS-07 Culvert from West side of Babion Rd. to East side of Babion Rd. at the indicated grade. Excavate PC-CS-06 600mm HDPE culvert and re-lay in the same trench at design grade to drain from West to East.	Work within existing ROW

Port Colborne Branch Drain #1

The following table provides a list of construction activities by property starting from the outlet and proceeding upstream.

Table 2 Port Colborne Branch Drain Construction Summary

Property / Owner	From STA	To STA	Work Description	Access & Disposal
271104000410800 Van Ruyven Josef Nicolaas	0+000	0+224.7	Clear tree vegetation from top of bank to top of bank and re-grade the bottom of the drain to the design grade line. Re-establish the drain bottom width.	Work zone is the east side.
271104000410710 Konc John Andrew	0+000	0+224.7	Clear tree vegetation from top of bank to top of bank and re-grade the bottom of the drain to the design grade line. Re-establish the drain bottom width.	Access from East side and dispose of spoils adjacent to the drain. Spread to match existing field.
MTO Highway #3	0+224.7	0+259.6	No work planned through the MTO Right of Way.	
271104000411500 PORT COLBORNE QUARRIES INC	0+259.6	0+512.7	Spot clean up where required as determined by field inspection.	Work from east side 10m Workzone
271104000411000 HELLINGA JACK SIMON	0+512.7	0+570.6	No work planned.	10m east side workzone
271104000411500 PORT COLBORNE QUARRIES INC	0+570.6	0+818.4	200m - Brush and excavate to extend and re-grade to Snider Rd. ROW	Work from north side 10m Workzone

5 Drainage Works Financing

5.1 Cost of Works

As required by the Drainage Act, Chapter D.17, Section 59(1), Council may call a meeting if the contract price exceeds 133 percent of the estimated construction costs.

5.1.1 Admin & Engineering Costs

Administration costs identified with the Port Colborne Drain are included for the interest payable over the 20 year period of the debenture along with a debenture fee. This total fee is allocated to the Port Colborne Drain on a percentage basis calculated by the total area of each drain. (See Table 3)

There are three engineering costs related to the works for the Port Colborne Drain. These costs are from three separate engineering companies who have worked to prepare the report.

Wiebe Engineering was first hired to prepare the report. Wiebe was paid $92,511.44 for work completed on the Wignell, Michener and Port Colborne Drains and a survey fee of $8,342.93 was paid to a survey firm. A portion of this fee, allocated by area of the drain, is charged to the Port Colborne Drain. (See Table 3 Drain Area Ratios)

Amec Foster Wheeler (formerly Amec and now Wood Plc) was appointed to conclude the report after Wiebe Engineering. They prepared a draft of the report, invoiced and were paid $67,147.23 but they did not finalize the report and ceased to work on the project.

These costs have been allocated to the respective drains using a drain area ratio as per the following table.

Table 3 Drain Area Ratios

Drain	Area, Ha	Area Ratio
Michener Drain Area	135	12%
Port Colborne Drain Area	327.8	30%
Wignell Drain Area	634.4	57%
Total:	**1097.2**	

The result is a cost allocation from past works to Port Colborne Drain for the portion of administration and engineering fees as follows.

Table 4 Past Admin and Engineer Costs

Administration (Debenture) (interest + fees) $35,893.21	Wiebe $92,511.44 + $8,342.93	Amec $67,147.23
$10,723.47	$30,131.30	$20,060.94

The fees for EWA Engineering Inc. are recorded for the fees in the preparation of each individual report. For Port Colborne the EWA Engineering fee is $ 99,812. The total Administration and Engineering fee including estimates for engineering effort remaining for construction oversight is assessed against the Port Colborne Watershed for $178,210.

5.1.2 Capital Construction Cost

The estimated cost of construction is shown in the following table.

Table 5 Port Colborne Estimated Cost of Construction

Estimated Cost of Construction	
Port Colborne Branch #1 – new outlet and grade improvement to Snider Rd.	$10,340.
Port Colborne Drain – Extending to Second Concession Rd. on East Side of Babion, including culverts.	$33,332.
Port Colborne General Construction Costs	$8,279
Port Colborne Contingency	$12,458.
Total - Estimated Cost of Construction	**$74,749**

5.1.3 Previous Works Completed

Additional to this estimate of construction cost is the cost for work already completed.

5.1.3.1 Construction Already Completed

There are two distinct areas of construction that were already completed and they are as follows:

1. Drain adjacent to and downstream of the Babion Rd. Crossing by Rankin Construction. The cost of the cleaning is included in Appendix D as $26,050.

2. Additional to this work was construction of a re-aligned portion and re-grading of the Friendship Trail to MTO Highway #3.

    a. Re-grading and clearing to design grade from STA 0+010 to 1+500

    b. Drain channel re-alignment from STA 1+500 to 1+860 including stone protection on outside channel bends.

    c. Fording # 1 providing private property access.

    d. Fording #2 providing private property access.

Additional work included two constructed wetlands which were externally funded and are not part of the drain.

Table 6 Previous Construction Costs

Previous Construction Costs	
Channel maintenance by Rankin Construction - 2+580 to 3+045	$ 26,050.00
Channel Re-Alignment - 1+660 to 1+860	$ 9,442.50
Channel Re-Grading and Clearing - 0+010 to 1+660	$ 15,300.00
Fording #1; ARN = 410710 - 1+740 to 1+750	$ 710.00
Fording #2; ARN = 410800 - 1+630 to 1+640	$ 710.00
Total Previous Construction:	**$ 52,212.50**

5.2 Maintenance & Program Costs

Included in the estimated cost of construction are allocations for costs related to drain maintenance works including vegetation removal and re-grading.

5.3 Principles of Assessment

The following are general and specific principles used to assess costs according to the Regulations formed under the Drainage Act using our understanding of the Act and seeking the most fair methods to share costs to rate payers within the Port Colborne Drain part of the Wignell Drain Watershed.

1. Assessments are a method to calculate a contributing property's share of drainage works, hereafter referred to as a Drain.

2. The Drain is defined by a fixed point of commencement that traverses to a fixed Outlet, which may be a receiver or another Drain.

3. A property contributes to a drainage work if any portion of the property contributes a runoff flow directly or indirectly to the Drain.

4. A Drain is any constructed or existing natural method of conveyance or stormwater management function that moves or controls water from one point of collection to a discharge point, an Outlet.

5. The use of a property; farming, residential, or vacant does not define benefit of the Drain. The benefit of a Drain is realized among all properties with runoff to the Drain.

6. An excess or additional benefit is realized for any property or group of properties for which a higher standard of drainage service is required for the specific use of a property for which a higher value is realized.

As an example, where a market garden farm requires additional pumping for either irrigation or reducing the water surface in the drain, then the additional costs for those works to provide a higher level of service are borne by the benefitting lands.

7. Similarly, where a property or group of properties is provided with a lower standard of drainage service or where such property or properties provides a stormwater management function within the drainage works of the Drain, the value of the lower service or function is determined at a rate commensurate with the benefit to the drain.

As an example, where a property converts a portion of their lands (or the entire property) to a wetland or other stormwater management feature that reduces the peak flow of the runoff, thereby reducing or enhancing the capacity of the Drain to improve drainage and reduce flooding, then a commensurate benefit is realized to the volume of water removed from the runoff hydrograph.

Where the volume of detained runoff is small relative to the capacity of the drain, this contribution is deemed to be negligible. Where the volume detained is below 1% of the total runoff volume for the Drain, there is no real benefit realized for an individual Stormwater Management Feature.

8. The capacity of the Drain is determined based on a hydrologic model forecast of precipitation event based runoff. Therefore each property realizes a drain benefit based on the proportion of predicted runoff for their property. Predicted runoff is a product of the following attributes, which are determined for each property:

a. Area contributing to runoff;
b. Land use as it relates to runoff;
c. Land topography;
d. Proportion of hard surfaces vs soft surfaces as they relate to infiltration; and
e. Stormwater management features specially built to reduce the rate of runoff.

9. A benefit is realized for a property that causes a physical change in the Drain works to serve a particular use or surface water benefit to the property. An example of this is a culvert, which provides access to a property across a drain.

10. A benefit/assessment is realized for Municipal, Regional or Provincial lands held as Rights of Way that cause or require additional infrastructure, effort or costs related to the Drain. (Section 26)

11. Where a cost to the drain is realized through effort during construction or otherwise for the protection of flora, fauna or quantity or quality of stormwater runoff, this cost is born proportionally amongst all watershed contributing owners at the same proposal rate as established for Drain Maintenance.

12. For the Port Colborne Drainage works being considered, a Drain already exists and the proposed assessment is to recognize a service or benefit that already exists and is being confirmed to exist through the creation of the report and assessment schedule. Section 31 allowances for existing channels are not considered for allowance granted by Assessment schedule in this report.

13. Utilities that require additional works, changes in design or protection during construction, those costs are borne by the owner of the utility.

While efforts within the drain design and assessment have been made to address water quality as well as quantity, there are limits within the Drainage Act to incorporate these features. The assessment tables are proposed for using those regulations within the Drainage Act to address stormwater management features as recognized works as part of the Drain.

Benefit (Section 22)

This Assessment is based on lands, roads, buildings, utilities or other structures that are increased in value or are more easily maintained as a result of the construction, improvement, maintenance or repair of a drainage works may be assessed for benefit. Section 23 benefits specifically require the creation of increased value through the creation of a new or additional drainage systems including natural drainage systems such as wetlands. The Port Colborne Drain work consists of maintenance and drain improvements within existing flow paths.

The Drain improvements are not a new service of additional drainage but maintenance of the existing system. The re-alignments completed do not create new drainage with the possibility of enhanced service level but merely address the current decreased function by restoring a functioning drainage system.

The Drain works has no Benefit Assessment proposed on the main channel of the Port Colborne Drain or for the proposed Branch Drain #1.

Outlet Liability (Section 23)

This is the primary basis for the assessment of the maintenance and drain works. Assessment is based on each individual property's contributing runoff. This is determined from the area flowing to the drain and from the runoff factor C. The runoff factor C is the Rational Method for predicting peak runoff and does not predict volume of runoff (note special benefit used for Site Specific SWM facilities).

The C factor for assessing property runoff is selected based on the property zoning. Where a property is not currently farmed but is zoned for farming, then a C factor is selected based on the potential use of the property. C factors are not adjusted for variations in Residential properties. Residential properties with or without buildings are assigned the same C factor. Thus, the C factor is not a current prediction of runoff for an individual property but a Factor to assess the potential runoff based on the property's potential use in the present and in the future. The attached Table will be used for the determination of C Factor values used in the Runoff Outlet Factor assessment.

Table 7 Land Use and C Factors

PropCode	CATEGORY	DESCRIPTION	C-Factor Low	C-Factor High
100	LAND	Vacant residential land not on water	10	25
105	LAND	Vacant commercial land		
110	LAND	Vacant residential/recreational land on water		
200	FARM	Farm property without any buildings/structures	20	55
201	FARM	Farm with residence - with or without secondary structures; no farm outbuildings		
210	FARM	Farm without residence - with secondary structures; with farm outbuildings		

PropCode	CATEGORY	DESCRIPTION	C-Factor Low	C-Factor High
211	FARM	Farm with residence - with or without secondary structures; with farm outbuildings		
221	FARM	Farm with residence - with commercial/industrial operation		
228	FARM	Farm with gravel pit	12	50
230	FARM	Intensive farm operation - without residence	20	50
231	FARM	Intensive farm operation - with residence		
234	FARM	Large scale poultry operation	20	55
244	FARM	Managed forest property, residence not on water	20	30
260	FARM	Vacant residential/commercial/ industrial land owned by a non-farmer with a portion being farmed	20	55
261	FARM	Land owned by a non-farmer improved with a non-farm residence with a portion being farmed		
301	RESIDENTIAL	Single family detached (not on water)	15	40
302	RESIDENTIAL	More than one structure used for residential purposes with at least one of the structures occupied permanently		
303	RESIDENTIAL	Residence with a commercial unit		
313	RESIDENTIAL	Single family detached on water year round residence		
322	RESIDENTIAL	Semi-detached residence with both units under one ownership two residential homes sharing a common center wall.		
332	RESIDENTIAL	Typically a Duplex residential structure with two self-contained units.		
334	RESIDENTIAL	Residential property with four self-contained units		
383	RESIDENTIAL	Bed and breakfast establishment		
391	RESIDENTIAL	Seasonal/recreational dwelling - first tier on water		
392	RESIDENTIAL	Seasonal/recreational dwelling - second tier to water		
405	COMMERCIAL	Office use converted from house	20	65
410	COMMERCIAL	Retail - one storey, generally under 10,000 s.f.		
421	COMMERCIAL	Specialty automotive shop/auto repair/ collision service/car or truck wash		
441	COMMERCIAL	Tavern/public house/small hotel		
490	COMMERCIAL	Golf course	12	35
510	INDUSTRIAL	Heavy manufacturing (non-automotive)	45	85
518	INDUSTRIAL	Smelter/ore processing		
520	INDUSTRIAL	Standard industrial properties not specifically identified by other industrial Property Codes		
590	INDUSTRIAL	Water treatment/filtration/water towers/pumping station	*	*
593	INDUSTRIAL	Gravel pit, quarry, sand pit	*	*
597	INDUSTRIAL	Railway right-of-way	40	65
598	INDUSTRIAL	Railway buildings and lands described as assessable in the Assessment Act		
605	INSTITUTIONAL	School (elementary or secondary, including private)	35	50
702	SPECIAL PURPOSE	Cemetery	35	65
710	SPECIAL PURPOSE	Recreational sport club - non commercial (excludes golf clubs and ski resorts)	35	85
715	SPECIAL PURPOSE	Racetrack - auto	45	85
735	SPECIAL PURPOSE	Assembly hall, community hall	30	85
	ROW	Single lane Municipal Roadway	75	95
	ROW	unopened road allowance	65	85
	ROW	Regional or MTO	90	98

* C factor values are situationally assigned based on land use.

The following drain features are part of the whole system and are paid for through the outlet assessment:

- Channel Clearing and Re-grading

- Sediment Basins

In addition to assessed costs considered for special benefits, there is also recognition for stormwater management facilities within the watershed that reduce the peak flow used to determine the outlet assessment. These facilities that may already exist in the watershed and are recognized as having a benefit in the reduction of peak flow by determining the available volume is greater than the 24 hour peak flow volume predicted for the 1:100 year design storm.

- Site Specific Stormwater Management (SWM) Facilities
  - Wetlands,
  - Ponds, (natural and stormwater)
- Natural occurring features
  - Kettle lakes, and
  - Bog lands.
- Artificial runoff capture; such as Quarry lands or other features that collect runoff but do not outlet it to the Drain during the peak flow of the event.

Table 8 Section 23 Runoff Factor Determination - QRF Ratio

Area Ha	Soil Type	Gradient	Land Factor	Runoff Factor 'C'	QRF	SWM	SWMF	QRF-SWMF	QRF Ratio
2.176	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	COMMERCIAL	17	2.41	0	0	2.41	**0.1760**
1.201	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	1.18	0	0	1.18	**0.0857**
1.084	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	ROW - paved 2 lane	85	6.01	0	0	6.01	**0.4382**
0.848	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	0.83	0	0	0.83	**0.0605**
0.729	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	0.71	0	0	0.71	**0.0521**
0.560	Bookton (BOK2) - 40to100 cm sandy textures over lacustrine silty clay - Well Drained - Brunisolic Gray Brown Luvisol	0.20%	RESIDENTIAL	15	0.55	0	0	0.55	**0.0400**
0.517	NM - Sandy well drained	0.20%	LAND	12	0.41	0	0	0.41	**0.0295**

QRF is a predicted runoff factor based on the following variables:

- Area, Ha – each property's connected area
- Runoff Factor 'C' – Coefficient of Runoff of generally accepted values
  - Soil Type – from Niagara Soil Report
  - Gradient – General Value from NPCA contours
  - Land Factor – reflects the impact of landuse on Runoff

QRF =0.0028* Runoff Factor 'C' * Avg Intensity mm/hr * Area, Ha

QRF-SWMF is the adjusted Runoff Factor used to represent the impact of owner implemented stormwater management facilities.

- SWM is the reduction achieved by the stormwater management facility as determined by the Drainage Engineer / Drainage Superintendent.
- SWMF is the reduction in QRF to be applied.
- QRF-SWMF = QRF - SWMF

QRF Ratio is QRF-SWMF divided by the Sum of all QRF-SWMF for each cost allocated area. The QRF Ratio is the value for each property contribution to the outlet liability cost as a portion of all other contributors.

QRF-SWMF and QRF Ratio is to be used for all future Maintenance assessments.

Special Benefit (Section 24)

The following are assessed costs considered special benefits:
- Culverts,
- Fordings,
- Closed Conduit conveyance (piped flow)
- Channel re-alignment for property use, such as quarry expansion.

The cost of a culvert is assessed against the property owner based on the incremental cost of the drain. A new culvert is paid for by the owner less the cost of drain construction on a per metre basis. The drain per metre construction cost will be estimated for the report but the actual cost will be used to calculate the final value.

Culvert construction costs are shared between the landowner and the rest of the watershed on a 50/50 split basis. Construction costs are based on the City's typical design standard. Additional costs, headwalls, etc. are at the owners cost unless required by the Engineer to meet requirements.

Special Assessment (Section 26)

There are special assessments, as recognized under the Act, for public (not private) roads and utilities that have or require additional costs to the drainage system.

In addition to the projected assessments for Right of Way lands as determined by the outlet assessment, any other costs for road crossings or protection of utilities during construction are assessed to the road owner or utility owner. In the case of Port Colborne Drain, some of the existing Road culverts are to be changed and additional costs are planned or identified. The two new culverts providing road crossings proposed for the Second Concession Rd. are other examples of Section 26 assessments that apply to Port Colborne Drain.

Also included are costs related to impacted utilities such as Enbridge. These costs are additional effort during construction to protect or meet site supervision requirements by the utility. Also included are costs to move infrastructure, if required by site conditions. Actual costs will be assigned to the project as this is merely an estimate of costs during design.

5.3.1 Allowances:

1. Where a drain assessment schedule already exists and a prior maintenance and assessment schedule is known to exist, then a Schedule 29 allowance is accepted and recognized through a past report and schedule unless it can be shown otherwise.

2. Where a drain is re-aligned to a new path, then a Section 29 allowance for land taken is recognized. This can be amended by the restoration of any lands to the same owner by the same re-alignment. Thus, a net allowance can be recognized where that is shown to be the case.

3. Where previously no drain was recognized but already existed as a flow path, then a Section 31 allowance can be realized along with a one time creation of a current and future easement for drain maintenance activities as a Section 29 allowance. This is used in the creation of branch drains.

4. All property valuations are based on the same basic valuation, as per the Schedule of Costs. This single valuation is based on the agricultural land value in the Region of Niagara.

5. Any tree or feature planted within a drainage works right of access for maintenance is not eligible for compensation in any form. Trees within the work zone are eligible for the 2 for 1 tree replacement program.

Section 29 Allowance
(One time payment for land taken)

Where a drain already exists and has had maintenance in the past, then a work zone is assumed to already exist and a one time payment for the work zone easement has been made. No further payment for a work zone or easement is deemed to be required based on the pre-existing work zone regardless of whether that is known to exist or shown to exist in an explicit reference in a previous Engineer's report.

Where a drain re-alignment or a branch drain is proposed, then a Section 29 allowance is determined. The determination is based on a 10m work zone running parallel to one side of the drain commencing at the Top of Bank. The side from which work is done is determined by the Drainage Engineer and shown on the Plans for Construction. In the case of a close conduit the work zone can be reduced to a 5m zone or a 10m zone with 5m on each side. The value is based on a single value of land figure as shown in the Schedule of Costs and because the access is intermittent with the owner retaining ownership and access / use of the land for farming or otherwise, then a factor in the assessment value of land is applied. Since the work zone is likely to be occupied on a 10 year cycle for maintenance a 1/10 factor is to be applied using the land purchase value.

Where a buffer is established that restricts use of the land adjacent to the drain in favour of permanent vegetation, then a full payment for land taken based on the value established is made. For a buffer, a registered easement on title is recommended.

Section 30 Allowance
(Payment for damages during construction)

This allowance is to compensate landowners for economic damages due to construction and recognizes two types of injury. Immediate loss of crop as a result of working corridor for construction and longer-term damage to crops as a result of spoil spreading.

An allowance is made where work on the drain, such as construction or maintenance, damages crops which can not be restored. Compensation in the form of an allowance does not apply to grass or any other ornamental feature that is restored to similar condition as existed pre-construction for the tree canopy program. Compensation is paid for the work zone width multiplied by the length affected at the rate of $4,300 per Hectare.

For any trees removed for construction that have a greater diameter than 150mm at breast height, (DBH) a compensation program of replacement saplings is proposed.

Where a tree is removed and 2 trees of a variety native to the area and available through the canopy program are planted outside the work zone as compensation, then no award for damage is made.

A damage allowance for fences can be paid where the fence is not restored. In any of the planned work for the Drain, fences are to be restored to a like or better condition and no allowance for payment is planned.

Section 31 Allowance
(Incorporate a Private Drain)

This type of allowance is to credit the construction effort of a private drain once the private drain is incorporated into a municipal Drain.

The value of the private drain is dependent on condition and contribution to the function of the Drain. For valuation purposes, the cost to construct a similar channel would be made based on the Schedule of Prices. The cost to maintain it would be subtracted.

This does not apply within the Port Colborne Drain watershed.

Section 32 Allowance
(Insufficient Outlet)

This provides compensation to affect owners for whom lands are not sufficiently drained by the service level provided by the Drain or where lands are discharged into instead of having a sufficient outlet.

There are no known occurrences of this within the Port Colborne Drain.

Section 33 Allowance
(Loss of Access)

Where a re-aligned Drain crosses property and cuts off access, an allowance can be granted. There is one known such occurrence, property 410900 has a portion that is naturally severed by the crossing of the drain. It is assumed that this historical severance would have a loss of access payment made at the time of the severance and is not required to be recognized by this report.

5.3.2 General Instructions to Property Owners, Road Authorities and Public Utilities

The principles of the Drainage Act are:

- Drainage is a collective good that benefits all landowners. However, drainage does not have to benefit all landowners equally.
- All landowners cooperatively fund the drainage works proposed. There is no direct financial government role in the drainage works other than administrative.

- Landowners are assessed a financial share of the cost for the drainage works based on their respective drainage benefit.

- All drainage costs are born by landowners including allowances.

- Drainage is provided on the basis of an identified service level for a specified size of storm. The standard storm, 1 in 5 year frequency, for basic open channel design is 68.9mm over 24 hours. A storm of a larger size or intensity may cause flooding. Tile placed in the bottom of an open channel is provided for drainage and not conveyance capacity.

  For more details, refer to the Wignell Watershed Hydrology and Hydraulics Report.

A best effort has been made to compose a fair and reasonable assessment of costs to each portion of the contributing lands.

5.3.3 Grants

Owners of qualifying agricultural land are presently eligible for a grant of up to one-third of the cost of their assessment from the Ontario Ministry of Agriculture and Food. This grant will be applied for by the City of Port Colborne, and applied to the property owners' assessment at the time of final billing. The Port Colborne Assessment Schedule indicates lands that, based on information provided by the municipality, qualify for the agricultural land use grant. The final determination of eligibility is the decision of the Ontario Ministry of Agriculture and Food. To be eligible for a grant, the property owner must have a Farm Property Class Tax Rate or in combination with the Managed Forest Tax Incentive Program or the Conservation Land Tax Incentive Program for the lands to be drained by the Drain.

For additional information on the Agricultural Drainage Infrastructure Program refer to the OMAFRA website at www.omafra.gov.on.ca.

5.4 Port Colborne Drain Improvements & Maintenance

Added to the cost of maintenance is the full engineering and administration costs less any costs directly assigned to specific Section 22, Section 24 benefit assessments.

With the Runoff Ratio, there is a Stormwater Management Facility reduction in Section 23 that can be applied for those properties that can demonstrate a runoff amendment structure that reduces peak flow contributions to the drain subject to evaluation and confirmation by the Drainage Superintendent and the Engineer.

For the purposes of the submission of the report, no SWMF assessments are recognized and the individual property owners can make a request for assessment and this will be recognized by the Engineer on project completion.

A cycle of review and update of the SWMF assessments is planned to update and address private property runoff improvements made by homeowners. At present this cycle is set to once every 5 years but this will be reviewed and adjusted by the City

of Port Colborne and can be triggered at any point using a Section 76 assessment change process.

5.4.1 Drain Improvement to Second Concession

The re-alignment of the former Wignell W1 and W2 did not appear to be constructed to Second Concession. This report provides the design and report information to complete that work and achieve a full replacement of the original drain pathway around the quarry. The City of Port Colborne had constructed the roadside ditches down the ROW's to help provide some drainage.

As part of this work, a sediment basin is proposed to 'treat' runoff from the farmland upland of the Babion Rd. and Second Concession Rd. intersection culvert crossings.

5.4.2 Drain Crossings

There are no new drain crossing planned; however, the two crossings located at Babion Rd. and Second Concession Rd. are to be changed in grade and/or flow direction. The costs for this work is to be borne by the Municipality.

These re-worked crossings are proposed to pass the former flows crossing Second Concession Rd. and passing into the now quarry lands to the East and crossing Babion Rd. first then Second Concession Rd. and connecting to the extended Drain along the east side of Babion.

5.4.3 Port Colborne Branch #1 Drain Improvement

The majority of the Port Colborne Branch Drain #1 is functioning well but the portion that provides drainage to Snider Rd. is no longer functioning as intended. A removal of the vegetation growth is required along with a re-grading of the channel to connect and serve the roadside swale.

In addition, the outlet is proposed to be re-aligned along the north side of Highway #3 to outlet into the main Drain channel at a connection point north of the existing culvert crossing identified on Plans as PC-CS-004 crossing Highway #3. This new outlet will be the primary channel for Port Colborne Branch Drain #1; however, the original flow path will remain without being a part of the Municipal Drain but as an overflow path should a large runoff event occur. The berm directing runoff to the new outlet is set to overtop prior to the full flow occurring at the PC-CS-004 culvert.

5.4.4 Sediment Basins

There are three sediment basins planned for construction. Each is located adjacent to a road right of way to provide access for future maintenance.

The cost of constructing sediment basins are shared among upstream landowners through a Section 23 assessment including assessed cost for ROW runoff.

5.4.5 2016 Grading and Re-alignment

The City conducted work on the drain to re-grade the channel from station 0+007, North of the Friendship Trail to station 1+928, South of Highway #3. This included some rock removal.

The resulting graded works is shown on the Profile drawings; P1, P2 as an As Constructed drawing record.

A re-alignment of the drain starting at 1+650 to 1+860 was constructed. There were two fordings constructed through this area to provide farm crossings. Each is to be treated in a similar manner to a culvert and the costs shared between the watershed and the landowner on a 50/50 basis.

Two wetlands were constructed on private property using grants. These wetlands are not part of the Municipal Drain and remain with the landowners for future maintenance.

5.5 Allowance and Assessment Schedules

The Assessment calculation Tables are included in Appendix B. The following sections provide a summary reporting of those calculations.

5.5.1 Drain Allowances

5.5.1.1 Port Colborne Drain

The improvement of the Port Colborne Drain using Section 78 is to make specific changes in the drain and assign the cost for the same using an updated schedule and to achieve enhanced stormwater management functions.

The channel is presumed to have an allowance under Section 29 for land taken as well as a work zone allowance for future access. The original land required for the drain is recognized by previous report and an assumed work zone of 30ft (9.14m) already exists. An additional 1m work zone, (0.76m) to be added to the 9.14m existing work zone is declined.

A section 30 allowance is recognized for the damage to crops during construction and is paid at the rate of $4,300 per hectare applied to the 10m work zone.

An allowance paid to the property for the re-alignment is made under Section 29 for land taken on the re-location of the drain path. The other properties are not recognized on the basis of a like for like move of the drain. No other allowances are recognized for the maintenance of this existing drain.

Table 9 Port Colborne Allowances

Drain	Section 29	Section 30	Section 31	Section 32	Section 33
Port Colborne	$939.00	$0.00	$0.00	$0.00	$0.00
				Sub-Total of Allowances:	**$939.00**

Additional to these costs will be Administration and Engineering Costs related to the design.

5.5.1.2 Port Colborne Branch Drain #1

As discussed previously, this drain already existed and is presumed to have been a Municipal Drain previously. All required land is presumed to have been previously assessed for both land taken for the drain and for access for maintenance, which is a 10m work zone.

Table 10 Port Colborne Branch #1 Allowances

Drain	Section 29	Section 30	Section 31	Section 32	Section 33
Port Colborne Branch #1	$0.00	$277.62	$.00	$0.00	$0.00
				Sub-Total of Allowances:	**$277.62**

5.5.2 Port Colborne Assessment Schedules

The assessment tables show the resulting assessment schedules for the past construction works and the proposed construction works based on the calculations performed and included in Appendix B. Past costs are presented by summary reports in Appendix C.

Table 11 Port Colborne Drain Assessment Schedule of Costs

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit
Section 23 Outlet Benefit / Outlet Liability
Section 24 Special Benefit

	Owner	Legal Text	Roll No	Area, Ha	Assessment			Total	Allowance	Net
					Benefit	Outlet Liability	Special			
	City of Port Colborne - Lands Assessed									
	Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642	$0	$1,413.83	$0.00	$1,413.83	$0.00	$1,413.83
	McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095	$0	$45.49	$0.00	$45.49	$0.00	$45.49
	Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191	$0	$91.13	$0.00	$91.13	$0.00	$91.13
	Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190	$0	$91.08	$0.00	$91.08	$0.00	$91.08
	Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534	$0	$306.76	$0.00	$306.76	$0.00	$306.76
	Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868	$0	$20,671.95	$0.00	$20,671.95	$0.00	$20,671.95
	Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089	$0	$42.53	$0.00	$42.53	$0.00	$42.53
	Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	$0	$23,514.47	$0.00	$23,514.47	$0.00	$23,514.47
	Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	$0	$334.83	$0.00	$334.83	$0.00	$334.83
	Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	$0	$4,504.18	$0.00	$4,504.18	$0.00	$4,504.18
	City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	$0	$1,628.23	$0.00	$1,628.23	$0.00	$1,628.23
	Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	$0	$228.20	$0.00	$228.20	$0.00	$228.20
	Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	$0	$301.99	$0.00	$301.99	$0.00	$301.99
	1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	$0	$310.00	$0.00	$310.00	$0.00	$310.00
	Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201	$0	$96.15	$0.00	$96.15	$0.00	$96.15
	1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779	$0	$521.36	$0.00	$521.36	$0.00	$521.36
	Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202	$0	$96.58	$0.00	$96.58	$0.00	$96.58
	Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106	$0	$1,963.89	$0.00	$1,963.89	$0.00	$1,963.89
	Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	$256	$3,323.44	$187.50	$3,766.44	$939.00	$2,827.44
	Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071	$0	$33.82	$0.00	$33.82	$0.00	$33.82
	Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107	$0	$51.04	$0.00	$51.04	$0.00	$51.04
	Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159	$0	$76.06	$0.00	$76.06	$0.00	$76.06
	Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168	$0	$80.12	$0.00	$80.12	$0.00	$80.12
	Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936	$0	$926.05	$0.00	$926.05	$0.00	$926.05
	Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	$508	$1,941.39	$5,057.59	$7,506.97	$0.00	$7,506.97
F	Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	$0	$2,811.99	$355.00	$3,166.99	$0.00	$3,166.99
	Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407	$0	$194.50	$0.00	$194.50	$0.00	$194.50
F	Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	$0	$5,164.30	$0.00	$5,164.30	$0.00	$5,164.30
	Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411	$0	$2,588.33	$0.00	$2,588.33	$0.00	$2,588.33
	Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202	$0	$574.94	$0.00	$574.94	$0.00	$574.94
	Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208	$0	$578.00	$0.00	$578.00	$0.00	$578.00
	Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067	$0	$31.95	$0.00	$31.95	$0.00	$31.95
	Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	$0	$51,802.13	$0.00	$51,802.13	$0.00	$51,802.13
	Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418	$0	$199.95	$0.00	$199.95	$0.00	$199.95
	Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209	$0	$100.02	$0.00	$100.02	$0.00	$100.02
	Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	$0	$199.95	$0.00	$199.95	$0.00	$199.95
	Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209	$0	$100.07	$0.00	$100.07	$0.00	$100.07
	Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209	$0	$100.02	$0.00	$100.02	$0.00	$100.02
	Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357	$0	$170.72	$0.00	$170.72	$0.00	$170.72
	Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186	$0	$88.88	$0.00	$88.88	$0.00	$88.88
F	Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110	$0	$2,359.42	$0.00	$2,359.42	$0.00	$2,359.42
	Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	$0	$5,827.80	$0.00	$5,827.80	$0.00	$5,827.80
	Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	$0	$12,736.89	$0.00	$12,736.89	$0.00	$12,736.89
	Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363	$0	$208.54	$0.00	$208.54	$0.00	$208.54
	NCDSB	CON 2 PT LOT 23	271104000412900	5.947	$0	$3,413.79	$0.00	$3,413.79	$0.00	$3,413.79
	Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176	$0	$84.14	$0.00	$84.14	$0.00	$84.14
	Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182	$0	$104.19	$0.00	$104.19	$0.00	$104.19
	Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186	$0	$88.88	$0.00	$88.88	$0.00	$88.88
	Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085	$0	$40.85	$0.00	$40.85	$0.00	$40.85
	Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828	$0	$396.13	$0.00	$396.13	$0.00	$396.13
	Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409	$0	$3,544.32	$0.00	$3,544.32	$0.00	$3,544.32
	Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115	$0	$6,774.19	$0.00	$6,774.19	$0.00	$6,774.19
	Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631	$0	$422.51	$0.00	$422.51	$0.00	$422.51
	Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326	$0	$1,909.44	$0.00	$1,909.44	$0.00	$1,909.44
	Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928	$0	$621.68	$0.00	$621.68	$0.00	$621.68
	2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291	$0	$617.56	$0.00	$617.56	$0.00	$617.56
F	Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222	$0	$106.05	$0.00	$106.05	$0.00	$106.05
	Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079	$0	$37.89	$0.00	$37.89	$0.00	$37.89
F	Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228	$0	$2,426.75	$0.00	$2,426.75	$0.00	$2,426.75
	Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085	$0	$40.80	$0.00	$40.80	$0.00	$40.80
F	Fijavz David	CON 3 PT LOT 20	271104000506703	0.334	$0	$159.58	$0.00	$159.58	$0.00	$159.58
	Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212	$0	$101.17	$0.00	$101.17	$0.00	$101.17
	Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271	$0	$129.44	$0.00	$129.44	$0.00	$129.44
F	Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011	$0	$7,373.83	$0.00	$7,373.83	$0.00	$7,373.83
F	Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252	$0	$10,214.09	$0.00	$10,214.09	$0.00	$10,214.09
	Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050	$0	$2,042.84	$0.00	$2,042.84	$0.00	$2,042.84
	Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238	$0	$592.40	$0.00	$592.40	$0.00	$592.40
F	Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613	$0	$5,098.67	$0.00	$5,098.67	$0.00	$5,098.67
F	Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055	$0	$706.46	$0.00	$706.46	$0.00	$706.46
	Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388	$0	$185.46	$0.00	$185.46	$0.00	$185.46
	Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346	$0	$165.65	$0.00	$165.65	$0.00	$165.65
	Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082	$0	$39.37	$0.00	$39.37	$0.00	$39.37
	Stefan John	CON 3 PT LOT 23	271104000509400	0.016	$0	$7.85	$0.00	$7.85	$0.00	$7.85
	Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208	$0	$103.68	$0.00	$103.68	$0.00	$103.68
	Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417	$0	$199.52	$0.00	$199.52	$0.00	$199.52
	Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605	$0	$289.50	$0.00	$289.50	$0.00	$289.50
	Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597	$0	$285.72	$0.00	$285.72	$0.00	$285.72
F	Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252	$0	$1,077.11	$0.00	$1,077.11	$0.00	$1,077.11
	Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103	$0	$49.17	$0.00	$49.17	$0.00	$49.17
	Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144	$0	$68.98	$0.00	$68.98	$0.00	$68.98
	Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347	$0	$166.13	$0.00	$166.13	$0.00	$166.13
	Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099	$0	$47.21	$0.00	$47.21	$0.00	$47.21
	Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029	$0	$13.78	$0.00	$13.78	$0.00	$13.78
	Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356	$0	$170.06	$0.00	$170.06	$0.00	$170.06
	McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191	$0	$91.41	$0.00	$91.41	$0.00	$91.41
	City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	$0	$421.71	$0.00	$421.71	$0.00	$421.71
				311.038	$763.50	$199,226.89	$5,600.09	$205,590.48	$939.00	$204,651.48

Owner	Legal Text	Roll No	Area, Ha	Assessment Benefit	Outlet Liability	Special	Total	Allowance	Net
Roads									
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071		$3,306.62	$0.00	$3,306.62		
City of Port Colborne	Killaly St E east of Snider	ROW	0.176		$1,752.36	$0.00	$1,752.36		
City of Port Colborne	Snider Rd portion south of Killaly St E	ROW	0.353		$2,876.95	$0.00	$2,876.95		
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.596		$116.22	$0.00	$116.22		
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.920		$968.19	$0.00	$968.19		
City of Port Colborne	Chippawa Road	ROW	1.016		$3,753.26	$0.00	$3,753.26		
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221		$854.95	$0.00	$854.95		
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432		$2,329.34	$0.00	$2,329.34		
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645		$541.04	$0.00	$541.04		
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005		$1,464.94	$0.00	$1,464.94		
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033		$286.73	$0.00	$286.73		
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308		$2,675.64	$0.00	$2,675.64		
							$20,926.24		
MTO	Highway #3	ROW	3.281		$5,336.02	$0.00	$5,336.02		
			17.058		$26,262.26	$0.00	$26,262.26		
Section 26 - Special Assessments									
City of Port Colborne	Extend drain along Babion Rd. to Second Concession. Re-lay culverts at Second Concession Rd.						$40,448.80		
MINISTRY OF TRANSPORTATION ONTARIO							$5,076.19		
Utilities - Enbridge	No conflicts assessed during design						$0.00		
Utilities - Other	No conflicts assessed during design						$0.00		
							$45,525.00		
Port Colborne Drain									
	Total Assessed:						$277,377.74		

Notes:
1. The above lands marked "F" are currently classified as agricultural according to the OMAFRA and are therefore entitled to a 1/3 grant.
2. Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown for each parcel of land and road affected. The affected parcels of land are identified using the roll number received from the City. For convenience only, the owners' names are shown by the last revised assessment roll.
3. The value of the assessments identified in this schedule are estimates only, and should not be considered final.

Port Colborne Branch #1 Municipal Drain

City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit
Section 23 Outlet Benefit / Outlet Liability
Section 24 Special Benefit

Owner	Legal Text	Roll No	Area, Ha	Assessment Benefit	Outlet Liability	Special	Total	Allowance	Net
City of Port Colborne - Lands Assessed									
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	$0	$27.28	$0.00	$27.28	$277.62	-$250.35
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	$0	$184.32	$0.00	$184.32	$0.00	$184.32
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	$0	$1,338.84	$0.00	$1,338.84	$0.00	$1,338.84
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	$0	$469.10	$0.00	$469.10	$0.00	$469.10
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413	$0	$105.40	$0.00	$105.40	$0.00	$105.40
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098	$0	$16.60	$0.00	$16.60	$0.00	$16.60
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	$0	$106.65	$0.00	$106.65	$0.00	$106.65
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025	$0	$4.25	$0.00	$4.25	$0.00	$4.25
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308	$0	$844.05	$0.00	$844.05	$0.00	$844.05
			12.267	$0.00	$3,096.49	$0.00	$3,096.49	$277.62	$2,884.89
Roads									
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612	$0	$616.77	$0.00	$616.77		
City of Port Colborne	Second Concession from Snider to Bab	ROW	0.022	$0	$16.13	$0.00	$16.13		
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501	$0	$370.35	$0.00	$370.35		
							$1,003.25		
MTO	Highway #3	ROW	0.547	$0	$446.99	$0.00	$446.99		
			2.682	$0.00	$1,450.25	$0.00	$1,450.25		
			14.948				$4,546.73		
Section 26 - Special Assessments									
City of Port Colborne	Assessed special benefit for improving Snider road outlet.						$7,008.46		
Regional Municipality of Niagara	No works proposed						$0.00		
MINISTRY OF TRANSPORTATION ONTARIO							$7,115.18		
Utilities - Enbridge	No conflicts assessed during design						$0.00		
Utilities - Other	No conflicts assessed during design						$0.00		
							$14,123.64		
Port Colborne Branch #1 Drain									
	Total Assessed:						$18,670.37		

Notes:
1. The above lands marked "F" are currently classified as agricultural according to the OMAFRA and are therefore entitled to a 1/3 grant.
2. Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown for each parcel of land and road affected. The affected parcels of land are identified using the roll number received from the City. For convenience only, the owners' names are shown by the last revised assessment roll.

5.5.3 Port Colborne Drain Maintenance Schedules

The maintenance schedules for use with future maintenance work conducted in each of the Drain catchments.

From the Port Colborne Outlet to the upstream limit of the Drain at the Friendship Trail, STA 0-112.7 to 0+010 basic drain maintenance is required as the Drainage Superintendent determines.

From 0+010 to 1+928, was maintained by the City of Port Colborne in 2016 including work to re-align the channel from 1+650 to 1+860.

Added to the cost of maintenance is the full engineering and administration costs less any costs directly assigned to specific Section 22, and Section 24 benefit assessments.

With the Runoff Ratio, there is a Stormwater Management Facility reduction in Section 23 that can be applied for those properties that can demonstrate a stormwater management facility (SMWF) on property that reduces peak flow contributions to the drain subject to evaluation and confirmation by the Drainage Superintendent and the Engineer.

For the purposes of the submission of the report, no SWMF assessments are recognized and the individual property owners can make a request for assessment and this will be recognized by the Engineer on project completion.

5.5.3.1 Port Colborne Drain Maintenance Schedule

The following is the Maintenance Assessment table for assigning future maintenance costs using Section 23, refer to Appendix B for the calculations.

Table 13 Port Colborne Drain Maintenance Assessment Schedule

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642	45	4.82	**0.0063**
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095	25	0.16	**0.0002**
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191	25	0.31	**0.0004**
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190	25	0.31	**0.0004**
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534	30	1.05	**0.0014**
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868	35	70.48	**0.0917**
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089	25	0.14	**0.0002**
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	35	80.17	**0.1043**
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	30	1.14	**0.0015**
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	35	15.36	**0.0200**
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	35	5.55	**0.0072**
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	32	0.78	**0.0010**
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	25	1.03	**0.0013**
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	35	1.06	**0.0014**
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201	25	0.33	**0.0004**
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779	35	1.78	**0.0023**
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202	25	0.33	**0.0004**
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190	25	0.31	**0.0004**
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190	25	0.31	**0.0004**
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190	25	0.31	**0.0004**
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190	25	0.31	**0.0004**
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106	25	6.70	**0.0087**
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	35	11.33	**0.0147**
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071	25	0.12	**0.0001**
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107	25	0.17	**0.0002**
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159	25	0.26	**0.0003**
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168	25	0.27	**0.0004**
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936	25	3.16	**0.0041**

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	35	6.62	**0.0086**
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	35	9.59	**0.0125**
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407	25	0.66	**0.0009**
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	35	17.61	**0.0229**
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411	25	8.83	**0.0115**
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202	25	1.96	**0.0025**
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208	25	1.97	**0.0026**
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067	25	0.11	**0.0001**
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	37	176.62	**0.2297**
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418	25	0.68	**0.0009**
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209	25	0.34	**0.0004**
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	25	0.68	**0.0009**
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209	25	0.34	**0.0004**
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209	25	0.34	**0.0004**
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357	25	0.58	**0.0008**
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186	25	0.30	**0.0004**
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110	30	8.04	**0.0105**
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	30	19.87	**0.0258**
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	30	43.43	**0.0565**
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363	30	0.71	**0.0009**
NCDSB	CON 2 PT LOT 23	271104000412900	5.947	30	11.64	**0.0151**
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176	25	0.29	**0.0004**
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182	30	0.36	**0.0005**
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186	25	0.30	**0.0004**
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085	25	0.14	**0.0002**
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828	25	1.35	**0.0018**
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409	25	12.08	**0.0157**
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115	35	23.10	**0.0300**
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631	35	1.44	**0.0019**
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326	30	6.51	**0.0085**
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928	35	2.12	**0.0028**
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291	25	2.11	**0.0027**

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222	25	0.36	**0.0005**
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079	25	0.13	**0.0002**
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228	30	8.27	**0.0108**
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085	25	0.14	**0.0002**
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334	25	0.54	**0.0007**
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212	25	0.34	**0.0004**
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271	25	0.44	**0.0006**
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011	35	25.14	**0.0327**
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252	35	34.83	**0.0453**
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050	35	6.97	**0.0091**
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238	25	2.02	**0.0026**
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613	35	17.38	**0.0226**
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055	35	2.41	**0.0031**
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388	25	0.63	**0.0008**
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346	25	0.56	**0.0007**
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082	25	0.13	**0.0002**
Stefan John	CON 3 PT LOT 23	271104000509400	0.016	25	0.03	**0.0000**
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208	26	0.35	**0.0005**
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417	25	0.68	**0.0009**
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605	25	0.99	**0.0013**
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597	25	0.97	**0.0013**
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252	25	3.67	**0.0048**
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103	25	0.17	**0.0002**
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144	25	0.24	**0.0003**
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347	25	0.57	**0.0007**
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099	25	0.16	**0.0002**
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029	25	0.05	**0.0001**
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356	25	0.58	**0.0008**
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191	25	0.31	**0.0004**
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	35	1.44	**0.0019**
			311.038			
Roads						
City of Port Colborne	**Snider Rd from Hwy 3 to Killaly St E**	ROW	2.033	85	11.27	**0.0147**

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
City of Port Colborne	**Second Concession W of Snider Rd.**	ROW	1.221	75	5.97	**0.0078**
City of Port Colborne	**Snider Rd. from Hwy 3 to Second Conc**	ROW	2.005	75	9.81	**0.0128**
City of Port Colborne	**Snider Rd. N of Second Concession**	ROW	0.071	85	0.40	**0.0005**
City of Port Colborne	**Second Concession Rd. E of Babion**	ROW	0.595	85	3.30	**0.0043**
City of Port Colborne	**Babion Rd. from Hwy 3 to Second Concess**	ROW	2.308	85	12.80	**0.0166**
City of Port Colborne	**Chippawa Road**	ROW	0.559	80	2.92	**0.0038**
City of Port Colborne	**Babion Rd. from 2nd to Chippawa**	ROW	1.432	85	7.94	**0.0103**
City of Port Colborne	**Snider Rd protion south of Killaly St E**	ROW	0.353	80	1.84	**0.0024**
City of Port Colborne	**Killaly St East W of Snider Rd**	ROW	0.901	85	4.99	**0.0065**
City of Port Colborne	**Killaly St E east of Snider**	ROW	0.176	85	0.98	**0.0013**
City of Port Colborne	**Second Concession from Snider to Babion**	ROW	1.645	85	9.12	**0.0119**
MTO	**Highway #3**	ROW	3.281	85	18.19	**0.0237**
			16.581			
			327.619		**768.83**	**1.00**

5.5.3.2 Port Colborne Branch Drain #1 Maintenance Schedule

The Maintenance Assessment table is for assigning current and future maintenance costs using Section 23, refer to Appendix B for the calculations.

Table 14 Port Colborne Branch Drain #1 Maintenance Schedule

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio
City of Port Colborne - Lands Assessed						
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	30	0.21	**0.0060**
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	20	1.41	**0.0405**
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	30	10.27	**0.2945**
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	20	3.60	**0.1032**
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413	30	0.81	**0.0232**
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098	20	0.13	**0.0037**
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	30	0.82	**0.0235**
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025	20	0.03	**0.0009**
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308	30	6.47	**0.1856**
		Sub-Total (Lands)	**13.457**			
Roads						
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612	45	4.73	**0.1357**
City of Port Colborne	Second Concession from Snider to Babion	ROW	0.022	86	0.12	**0.0035**
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501	87	2.84	**0.0815**
MTO	Highway #3	ROW	0.547	96	3.43	**0.0983**
		Sub-Total (Roads)	**2.682**			
		Total:	**16.139**		**34.88**	**1.00**

6 Port Colborne Drain Report Conclusions

This report has identified a series of drain improvements that include drain maintenance to ensure suitable channel design flows are achieved. The drain improvements have been developed through plan and profile drawings, and includes the results of works already undertaken by the City.

The following is a summary description of the planned improvements:

1. Extension of the drain along the East side of Babion Rd. from the Quarry crossing to Second Concession Rd. for 254m.
2. Re-laying the two culverts at the intersection of Babion Rd. and Second Concession Rd.
3. Construction of a new outlet for the Port Colborne Branch #1 Drain to reach the Port Colborne Drain along the North side of Highway #3.
4. Maintenance of the Port Colborne Branch Drain #1 to the Snider Rd. ROW.
5. Construction of 3 sediment basins along the Drain.

Previous Work completed by others is also being assessed.

1. Work already completed for the Port Colborne Drain involving vegetation removal and re-grading to design grade line from 0+010 to 1+928.

Construction of these works is to be recognized as a Section 29 allowance for land access, which has been assumed to already be in place for the Port Colborne Drain and Port Colborne Branch #1. Damages for construction are not expected except as the adjacent lands are to be restored to an equal or better condition.

Assessment for the Drain is based on Section 23 with special benefit assessed for new drain crossings (fordings) and for the cost of channel re-alignment.

Damages for construction, Section 30 allowances, are implemented for economic harm for crop damage from construction work impacts for farming properties only. All other construction impacts are to be restored to an equal or better condition.

The proposed new sediment basins are a Section 23 outlet liability benefit along with the overall construction costs and are shared across the watershed on a pro-rated basis.

This report and the proposed improvements are based on instructions from the City of Port Colborne and the local landowners within the Port Colborne Drain catchment. The cost of these improvements are shared across all areas that contribute runoff to the Drain by way of allowances and assessments consistent with the Drainage Act of Ontario.

Appendix A: Plans, Profiles

Highway 140
Snider Road
Babion Road
Chippawa Road
Second Concession Road
506500 0.22 Ha
506600 0.08 Ha
506703 0.33 Ha
506702 0.09 Ha
506710 0.21 Ha
506400 1.29 Ha
506800 0.27 Ha
506700 4.23 Ha
506801 11.01 Ha
506900 15.25 Ha
507400 3.05 Ha
507500 1.24 Ha
508100 7.61 Ha
508301 1.05 Ha
510200 0.21 Ha
510206 0.60 Ha
510204 0.61 Ha
509400 0.02 Ha
510202 0.42 Ha
508900 0.39 Ha
509100 0.35 Ha
509300 0.08 Ha
510801 2.25 Ha
511000 0.14 Ha
510900 0.10 Ha
511300 0.35 Ha
511600 0.36 Ha
511700 0.19 Ha
511400 0.10 Ha
511500 0.03 Ha
414000 3.33 Ha
411500 73.17 Ha
315800 35.11 Ha
315600 30.87 Ha
3+200
3+100
3+000
2+900
2+800
2+700
2+600
0+800
0+700
411900 0.42 Ha
411000 5.41 Ha
Port Colborne Drain 327.3 Ha

100 0 100 200 300 400 m

Map Scale 1:2811

CofPC-Port Colborne Drain 10-FEB-21
CofPC-Port Colborne Drain 10-FEB-21 entities
CofPC-Port Colborne Drain 10-FEB-21 entities
__01_PC_MainDrain
_dc-chainage for sd ONLY
PC_catch
PC_ROW_rev4
PC_Drain_Xroll_rev4
PC MapBook_index2500
Contours
NPCA_ENV
GR_WetlandAllowance_NPCA
GR_RegulatedWetlands_NPCA
AssessmentParcels
DrainC
Port Colborne Drain
Port Colborne Branch #1
Wignell Drain
Road_Segments
MUN
ON
BuildingFootprints

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1

Port Colborne Drain

Assessed Properties by Drainage Area and ARN

EWA Engineering Inc.
647.400.2824 www.ewaeng.com

Printed on: 2021-04-12

Port Colborne Drain
327.3 Ha

Port Colborne Branch #1
14.8 Ha

Wignell Drain
1,103.1 Ha

Snider Road
Babion Road
Lorraine Road
Reuter Road
Hwy #3
Main Street East
Ramp
Killaly Street East
Durham Street
Christmas Street
Cross Street
Bell Street
Johnston Street
James Avenue
Lincoln Avenue
Mercury Avenue

0+800 0+700 0+600 0+500 0+400 0+300 0+200 0+100 0+000 -0+100
1+900 1+800 1+700 1+600 1+500 1+400 1+300 1+200 1+100 1+000 0+900 0+800 0+700 0+600 0+500 0+400 0+300 0+200 0+100
2+700 2+600 2+500 2+400 2+300 2+200 2+100 2+000

411500 73.17 Ha
411900 0.42 Ha
411600 0.42 Ha
411700 0.21 Ha
411000 5.41 Ha
412000 0.21 Ha
412100 0.21 Ha
412200 0.36 Ha
412400 0.19 Ha
413435 0.63 Ha
413410 10.12 Ha
413400 0.83 Ha
413300 0.09 Ha
413200 0.19 Ha
413100 0.18 Ha
413000 0.18 Ha
413401 7.41 Ha
410810 0.41 Ha
410800 4.20 Ha
410900 7.71 Ha
410710 2.90 Ha
410000 4.96 Ha
410705 1.94 Ha
410700 0.17 Ha
410600 0.16 Ha
410500 0.11 Ha
410400 0.07 Ha
315702 0.09 Ha
315800 35.11 Ha
315600 30.87 Ha
411300 0.07 Ha
411205 1.21 Ha
411200 1.20 Ha
412600 4.11 Ha
412700 22.19 Ha
412700 10.15 Ha
414120 0.93 Ha
412900 5.95 Ha
312000 0.53 Ha
412800 0.36 Ha
409200 0.78 Ha
409100 0.20 Ha
409000 0.46 Ha
408900 0.63 Ha
408800 0.37 Ha
408700 6.73 Ha
409800 4.11 Ha
718000 1.64 Ha
408715 2.43 Ha
699500 0.63 Ha
408700 0.58 Ha

100 0 100 200 300 400 m

Map Scale 1:2783

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CofPC-Municipal Drain-Wignell9_2020-09-01
CofPC-Municipal Drain-Wignell9_2020-09-01 entities
__03_W_Branch_Drain2
__04_W_Branch_Drain3
__10_W_PrivateDrain
AET-CL-WIGNELL MAIN BRANCH DRAIN CL
CofPC-Port Colborne Drain 10-FEB-21
CofPC-Port Colborne Drain 10-FEB-21 entities

CofPC-Port Colborne Drain 10-FEB-21 entities
__01_PC_MainDrain
__02_PC_BranchDrain1
_dc-chainage for sd ONLY
AET-CL-PCD Branch 1- N and S-TXT
PC_catch
W_ponds
PC_ROW_rev4

PC_Drain_Xroll_rev4
PC MapBook_index2500
Contours
NPCA_ENV
GR_WetlandAllowance_NPCA
GR_RegulatedWetlands_NPCA
AssessmentParcels
DrainC
Port Colborne Drain

Port Colborne Branch #1
Wignell Drain
Road_Segments
MUN
ON
BuildingFootprints

2

Port Colborne Drain

Assessed Properties by Drainage Area and ARN

EWA Engineering Inc.
647.400.2824 www.ewaeng.com

Printed on: 2021-04-12

Port Colborne Municipal Drain

City of Port Colborne

APRIL 16, 2021

PORT COLBORNE MUNICIPAL DRAIN - 2021

LOCATION PLAN

(N.T.S.)

LEGEND

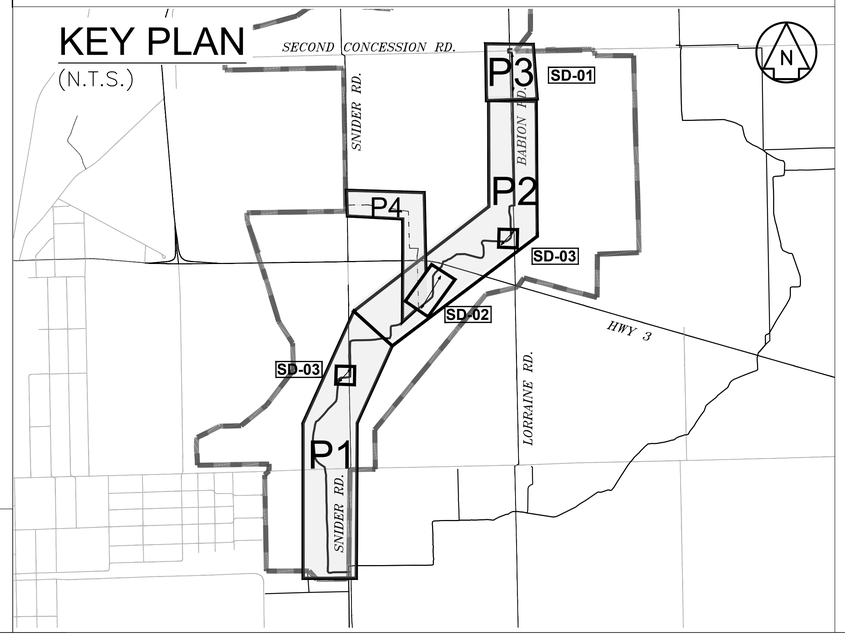
	EXISTING DITCH BOTTOM (NPCA DEM DATA)
	EXISTING DITCH BOTTOM (SURVEYED)
	HISTORICAL GRADELINE
	PROPOSED DRAIN GRADELINE–EWA, 2021
LEFT	LEFT BANK
RIGHT	RIGHT BANK
	EXISTING DRAIN SECTION
	EXISTING STRUCTURE DETAILS
	ASSUMED EXISTING STRUCTURE DETAILS
OBV=175.00	EXISTING DRAIN ELEVATION
175.00 PR.	PROPOSED DRAIN CENTERLINE ELEVATION
175.00 EX.	PROPOSED DRAIN ELEVATION (WHERE MATCHES EXISTING ELEVATION)
	DATA POINT FROM HISTORICAL DESIGN GRADELINE RVA, 1979

DRAWING INDEX

DWG I.D.	DWG TITLE
PC.PLAN	PLAN VIEW
PC.P1	PROFILE STA: –0+120 to 1+400
PC.P2	PROFILE STA: 1+400 to 3+000
PC.P3	PROFILE STA: 2+800 to 3+757 END OF DRAIN
PC.P4	PROFILE BRANCH DRAIN #1: 0+000 to 824
PC.SD–01	PLAN & PROFILE SPECIFIC DETAIL STA 3+040 to 3+368
PC.SD–02	PLAN & PROFILE SPECIFIC DETAIL STA 1+610 to 1+960
PC.SD–03	PLAN & PROFILE SPECIFIC DETAIL– SEDIMENT BASIN 02 & 03
PC.GD	GENERAL DETAILS
PC.CN	CONSTRUCTION NOTES

KEY PLAN

(N.T.S.)



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PORT COLBORNE DRAIN

RE-GRADE FOR 388m TO 600mmØ CULVERT CROSSING SECOND CONCESSION RD. (BY CofPC) SEE PC.P3

RE-LAY 600mmØ CULVERT TO DRAIN TO EAST

PC.SD-01

CONSTRUCT SEDIMENT BASIN AT STA 3+300 SEE PC.SD-01

EXCAVATE TO DESIGN GRADE LINE 3+079 TO 3+340

EXISTING 600mmØ PVC PIPE TO BE REMOVED

MOVE EXISTING 750mmØ HDPE CULVERT FROM WEST TO EAST INTERSECTION SEE DRAWING PC.P3 AND PC.SD-01

RE-ALIGNMENT CREATED IN 1999 2+000 TO 2+575

DRAIN MOVED OFF ROW 2+595 TO 2+960

EXTEND DRAIN TO WEST SIDE OF BABION RD. NORTH OF SECOND CONCESSION 2+595 TO 3+371

CLEAR & RE-GRADE 197m TO SNIDER RD. 0+627 TO 0+824

PORT COLBORNE BRANCH DRAIN #1

CONSTRUCT PC.SB2 SEDIMENT BASIN AT STA 2+402 & RE-GRADE FOR 250m SEE PC.SD-03

CLEAR & RE-GRADE 277m EXISTING CHANNEL TO DESIGN GRADE LINE. MAINTANCE WORK- SECTION 74 0+000 TO 0+277

RE-ALIGN CHANNEL & RESTORE (COMPLETED 2016) 1+650 TO 1+860 SEE PC.SD-02

2 CONSTRUCTED WETLANDS (COMPLETED 2016)

2 FORDINGS (COMPLETED 2016)

CONSTRUCT PC.SB3 SEDIMENT BASIN AT STA 1+050 SEE PC.SD-03

REMOVE VEGETATION & RE-GRADE CHANNEL (COMPETED 2016) 0+010 TO 1+614

WIGNELL DRAIN

PC-CS-001 ConcBox 2570x3130

PC-CS-002 ConcBox 2370x1520

PC-CS-003 1500mmø ConcPipe

PC-CS-004 ConcBox Open Bottom

PC-CS-005 ConcBox 1800x1200

PC-CS-006 600mmø HDPE-2W

PC-CS-007 750mmø PVCO (TO BE RE-LOCATED)

PC-CS-008 600mmø CSP

600mmø PVC (TO BE REMOVED)

CSP-100 Pipe Arch Multiplate 1070

PC-F-001 Fording#1

PC-F-002 Fording#2

WORK ZONE SWITCHES TO NORTH AND WEST SIDES AT 1+952

PORT COLBORNE DRAIN ORIGINAL BENCHMARK at 0+000
N 4749829.167
E 644868.665
E 177.704

OUTLETS TO WIGNELL DRAIN

SNIDER ROAD · CHIPPAWA ROAD · SECOND CONCESSION ROAD · BABION ROAD · CARL ROAD · HWY #3 · ELIZABETH STREET · LORRAINE ROAD · WEAVER ROAD · KILLALY STREET EAST · DURHAM STREET

0 500m 1000m

NOTES:

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   - SUPPLEMENTARY SURVEY BY CofPC, 2018
   - WEIBE ENGINEERING SURVEY, 2008

BENCHMARK INFORMATION:

- 0+000 PORT COLBORNE DRAIN LOCATED ON BOX CULVERT (PC–CS–001)
- 0+000 PORT COLBORNE BRANCH DRAIN #1 LOCATED ON NW CORNER OF BOX CULVERT (PC–CS–004)

PLAN VIEW LEGEND:

- DRAINAGE AREA BOUNDARY
- DRAIN CENTERLINE
- PROPOSED DRAIN CENTERLINE
- 0+000 DRAIN CHAINAGE
- ABREAVEATED ROLL NUMBERS
- X.SD-02 SITE SPECIFIC DETAIL I.D.
- BOUNDARY OF AREA CAPTURED IN SITE DETAIL
- DRAINAGE WORK PROPOSED
- *DRAINAGE WORK COMPLETED – TO BE ASSESSED*

LICENSED PROFESSIONAL ENGINEER · PAUL C MARSH · 2021-04-16 · PROVINCE OF ONTARIO

NO.	REVISION DESCRIPTION	DATE
2	ISSUED FOR REPORT	APRIL 16, 2020
1	ISSUED FOR BASELINE REPORT	MAY 2019

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PORT COLBORNE DRAIN PLAN

EWA Engineering Inc.
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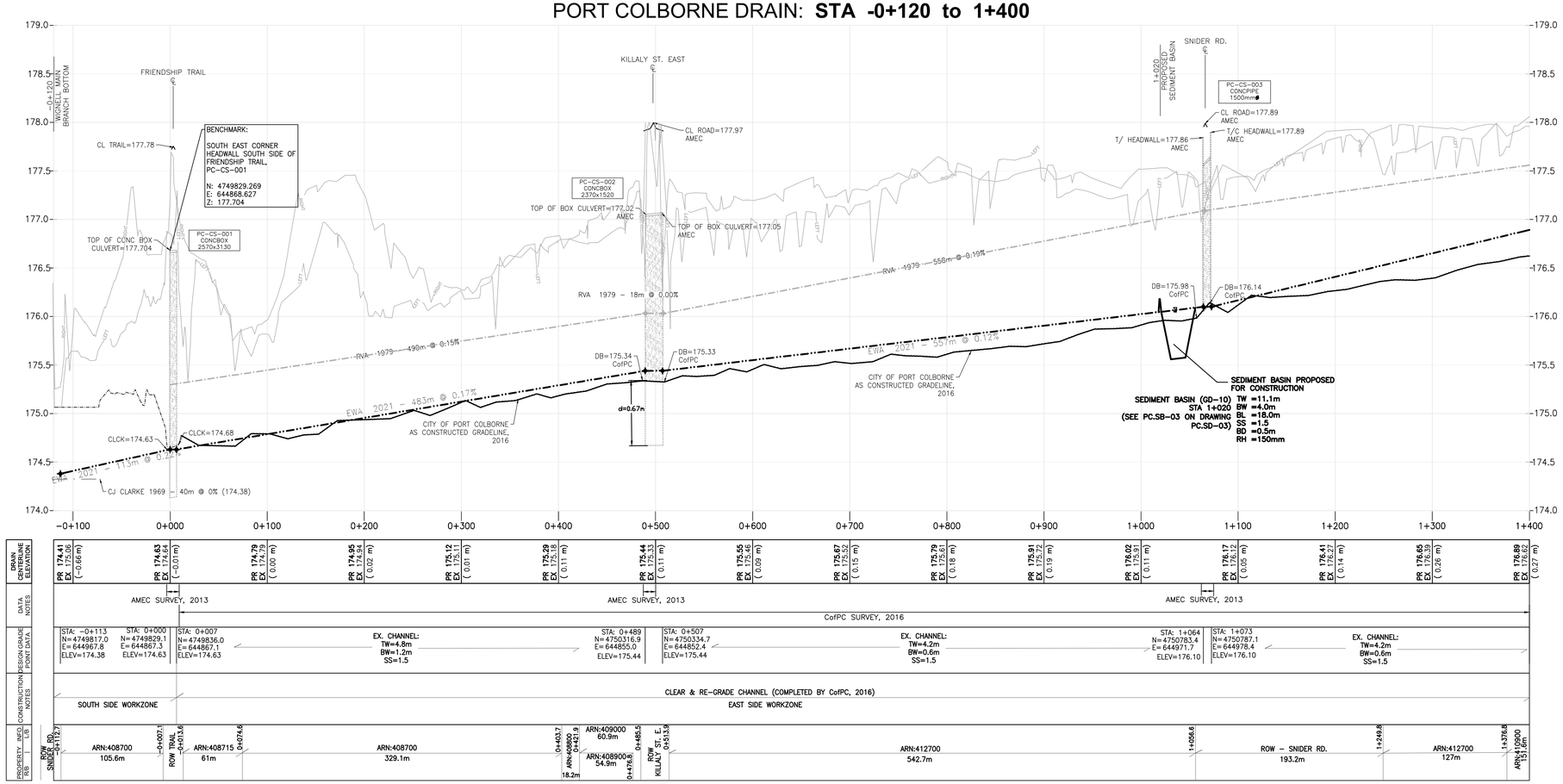
DRAWN BY :	APPROVED BY :	PROJECT NO. :	DRAWING NO. :
TJF	PCM	–	PC.PLAN
DESIGNED BY :	DATE :	SCALE :	
PCM	16–APRIL–21	F.T.P.	

PORT COLBORNE DRAIN: **STA -0+120 to 1+400**



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SPATIAL DATA:

DTM DATA FROM NIAGARA PENINSULA CONSERVATION AUTHORITY

- HORIZONTAL DATUM: UTM NAD83-CSRS ZONE 17N
- VERTICAL DATUM: CGVD28-1978
- ACCURACY: ABSOLUTE HORIZONTAL AND VERTICAL POSITIONAL ACCURACIES OF ±0.5m

LEGEND

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NO.	REVISION DESCRIPTION	DATE
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PORT COLBORNE MUNICIPAL DRAIN
DRAIN PROFILE
STA 0-120 to 1+400

LICENCED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

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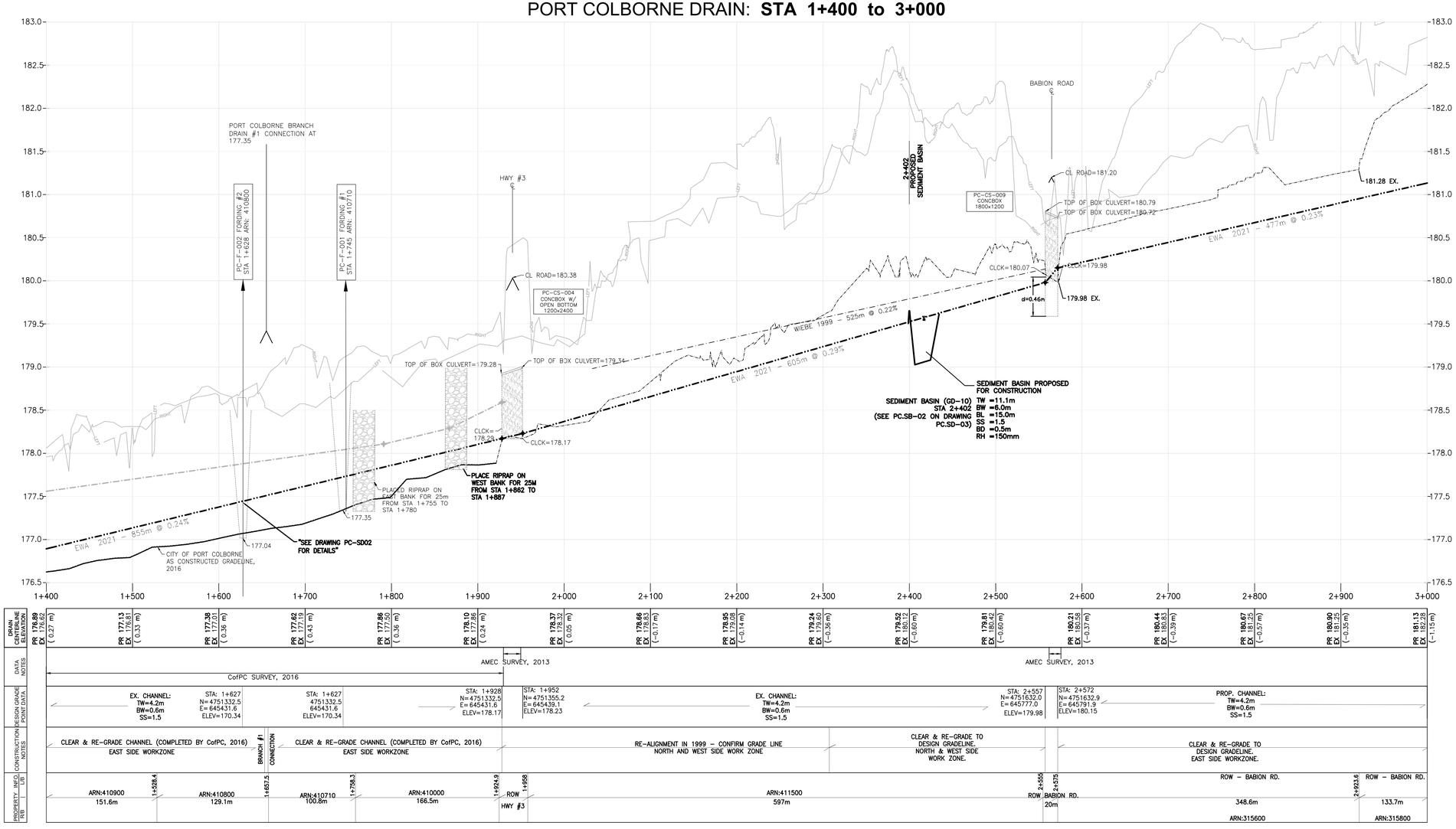
TJF	PCM	189999	PC.P1
DESIGNED BY :	DATE :	SCALE :	
PCM	16-APRIL-21	1:2500	

PORT COLBORNE DRAIN: **STA 1+400 to 3+000**



DRAIN CENTERLINE ELEVATION	PR 176.89 EX 176.62 (-0.27 m)	PR 177.13 EX 176.81 (-0.33 m)
DATA NOTES	CofPC SURVEY, 2016	
DESIGN GRADE POINT DATA	EX. CHANNEL: TW=4.2m BW=0.6m SS=1.5	STA: 1+627 N= 4751332.5 E= 645431.6 ELEV=170.34
CONSTRUCTION NOTES	CLEAR & RE-GRADE CHANNEL (COMPLETED BY CofPC, 2016) EAST SIDE WORKZONE	BRANCH #1 CONNECTION
PROPERTY INFO U/S	ARN:410900	1+528.4
PROPERTY INFO R/B	151.6m	

DRAIN CENTERLINE ELEVATION	PR 177.38 EX 177.01 (-0.36 m)	PR 177.62 EX 177.19 (-0.43 m)
DATA NOTES		
DESIGN GRADE POINT DATA	STA: 1+627 E= 645431.6 ELEV=170.34	STA: 1+627 4751332.5 645431.6 ELEV=170.34
CONSTRUCTION NOTES		CLEAR & RE-GRADE CHANNEL (COMPLETED BY CofPC, 2016) EAST SIDE WORKZONE
PROPERTY INFO U/S	1+657.5	ARN:410710
PROPERTY INFO R/B	ARN:410800 129.1m	100.8m

DRAIN CENTERLINE ELEVATION	PR 177.86 EX 177.50 (-0.36 m)	PR 178.10 EX 177.86 (-0.24 m)
DATA NOTES		
DESIGN GRADE POINT DATA		STA: 1+928 N= 4751332.5 E= 645431.6 ELEV=178.17
CONSTRUCTION NOTES		
PROPERTY INFO U/S	1+758.3	ARN:410000
PROPERTY INFO R/B		166.5m

DRAIN CENTERLINE ELEVATION	PR 178.37 EX 178.32 (-0.05 m)	PR 178.66 EX 178.83 (+0.17 m)
DATA NOTES	AMEC SURVEY, 2013	
DESIGN GRADE POINT DATA	STA: 1+952 N= 4751355.2 E= 645439.1 ELEV=178.23	EX. CHANNEL: TW=4.2m BW=0.6m SS=1.5
CONSTRUCTION NOTES		RE-ALIGNMENT IN 1999 - CONFIRM GRADE LINE NORTH AND WEST SIDE WORK ZONE
PROPERTY INFO U/S	1+924.9 ROW HWY #3	1+958
PROPERTY INFO R/B		ARN:411500 597m

DRAIN CENTERLINE ELEVATION	PR 178.95 EX 179.08 (+0.14 m)	PR 179.24 EX 179.60 (+0.36 m)
DATA NOTES		
DESIGN GRADE POINT DATA		
CONSTRUCTION NOTES		CLEAR & RE-GRADE TO DESIGN GRADELINE. NORTH & WEST SIDE WORK ZONE.
PROPERTY INFO U/S		
PROPERTY INFO R/B		

DRAIN CENTERLINE ELEVATION	PR 179.52 EX 180.12 (+0.60 m)	PR 179.81 EX 180.42 (+0.60 m)
DATA NOTES		
DESIGN GRADE POINT DATA	STA: 2+557 N= 4751632.0 E= 645777.0 ELEV=179.98	STA: 2+572 N= 4751632.9 E= 645791.9 ELEV=180.15
CONSTRUCTION NOTES		CLEAR & RE-GRADE TO DESIGN GRADELINE. EAST SIDE WORKZONE.
PROPERTY INFO U/S	2+555 ROW BABION RD.	2+575
PROPERTY INFO R/B		20m

DRAIN CENTERLINE ELEVATION	PR 180.21 EX 180.58 (+0.37 m)	PR 180.44 EX 180.83 (+0.39 m)
DATA NOTES	AMEC SURVEY, 2013	
DESIGN GRADE POINT DATA	PROP. CHANNEL: TW=4.2m BW=0.6m SS=1.5	
CONSTRUCTION NOTES		
PROPERTY INFO U/S	ROW - BABION RD.	
PROPERTY INFO R/B	348.6m ARN:315600	

DRAIN CENTERLINE ELEVATION	PR 180.67 EX 181.25 (+0.57 m)	PR 180.90 EX 181.25 (+0.35 m)	PR 181.13 EX 179.98 (-1.15 m)
DATA NOTES			
DESIGN GRADE POINT DATA			
CONSTRUCTION NOTES			
PROPERTY INFO U/S	2+923.6	ROW - BABION RD.	
PROPERTY INFO R/B	133.7m ARN:315800		

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LEGEND

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RVA, 1979	DATA POINT FROM HISTORICAL DESIGN GRADELINE

NO.	REVISION DESCRIPTION	DATE
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PORT COLBORNE MUNICIPAL DRAIN
DRAIN PROFILE
STA 1+400 to 3+000

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

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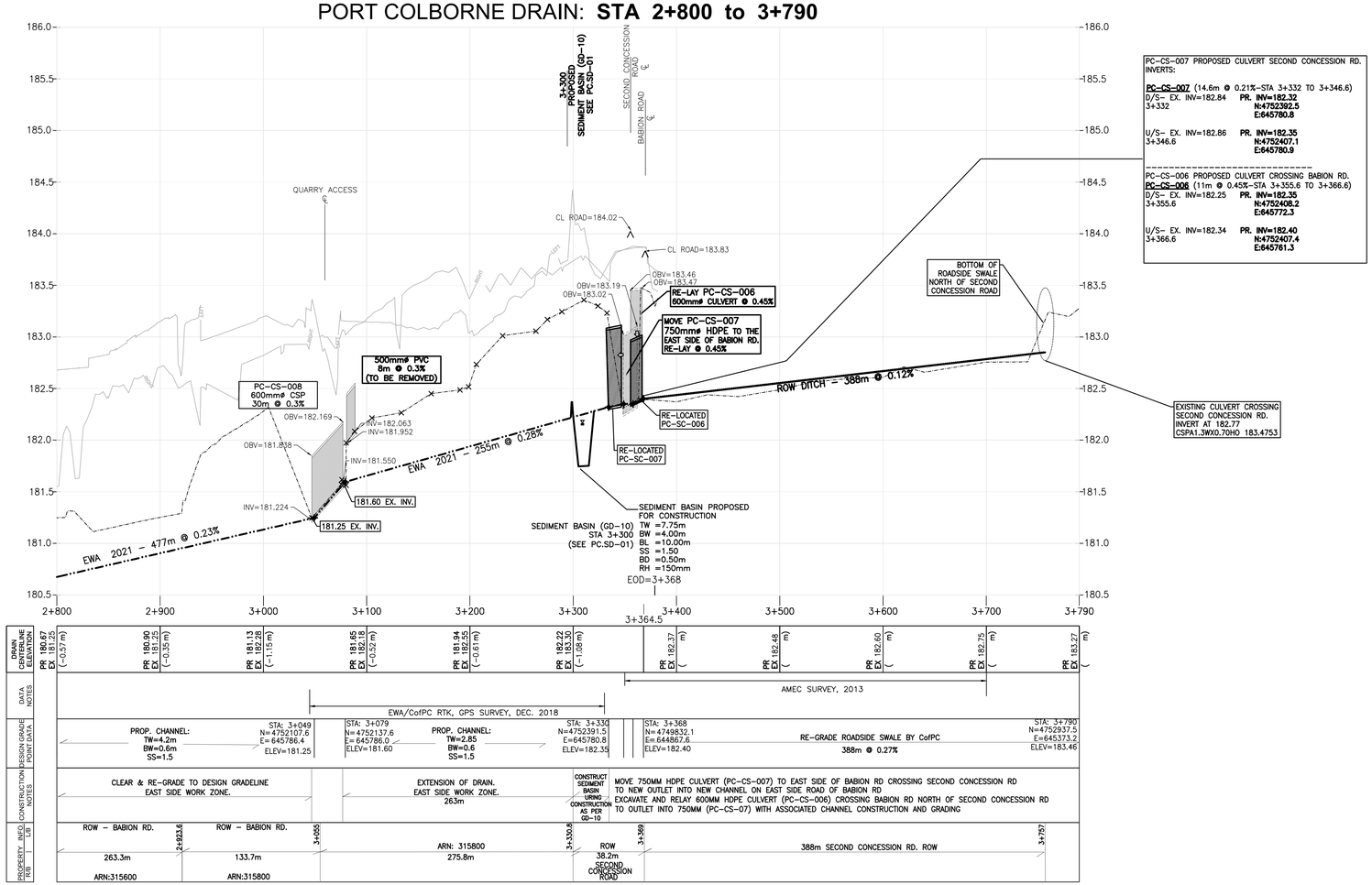
DESIGNED BY :	DATE :	SCALE :	
PCM	16-APRIL-21	1:2500	

PORT COLBORNE DRAIN: **STA 2+800 to 3+790**



PC-CS-007 PROPOSED CULVERT SECOND CONCESSION RD. INVERTS:

PC-CS-007 (14.6m @ 0.21%-STA 3+332 TO 3+346.6)

D/S- EX. INV=182.84 **PR. INV=182.32**
3+332 **N:4752392.5**
E:645780.8

U/S- EX. INV=182.86 **PR. INV=182.35**
3+346.6 **N:4752407.1**
E:645780.9

PC-CS-006 PROPOSED CULVERT CROSSING BABION RD.

PC-CS-006 (11m @ 0.45%-STA 3+355.6 TO 3+366.6)

D/S- EX. INV=182.25 **PR. INV=182.35**
3+355.6 **N:4752408.2**
E:645772.3

U/S- EX. INV=182.34 **PR. INV=182.40**
3+366.6 **N:4752407.4**
E:645761.3

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PORT COLBORNE MUNICIPAL DRAIN
DRAIN PROFILE
STA 2+800 to 3+790

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

THIS DRAWING IS PREPARED FOR PRINTING ON 610mm x 914mm PAPER FOR 1:2500 SCALE.
AN EXPORT OF DESIGN POINTS IN NORTHING, EASTING AND ELEVATIONS IS AVAILABLE ON REQUEST.

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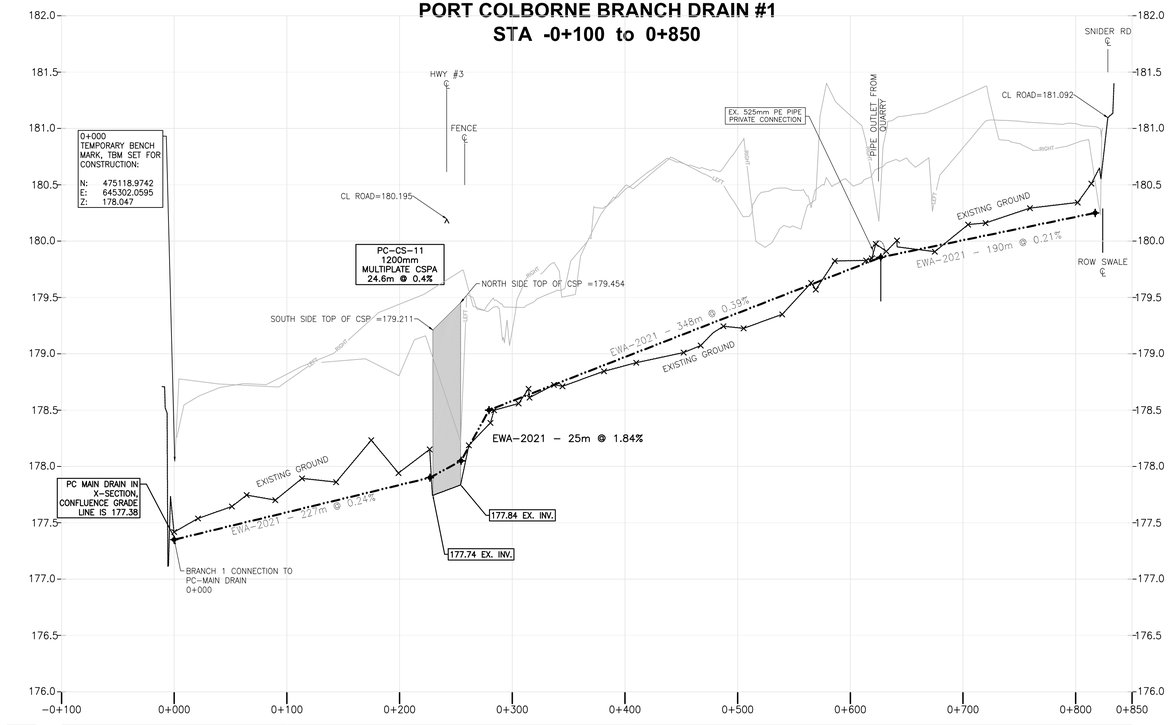
PORT COLBORNE BRANCH DRAIN #1
STA -0+100 to 0+850



DRAIN CENTERLINE ELEVATION (m)	PR / EX	PR 177.35 EX. 177.52 (-0.17 m)	PR 177.59 EX. 177.78 (-0.19 m)	PR 177.83 EX. 177.95 (-0.12 m)	PR 178.58 EX. 178.52 (0.06 m)	PR 178.97 EX. 179.02 (-0.05 m)	PR 179.36 EX. 179.22 (0.14 m)	PR 179.75 EX. 179.96 (-0.21 m)	PR 180.01 EX. 180.11 (-0.10 m)	PR 180.21 EX. 180.34 (-0.13 m)	PR / EX (m)
DATA NOTES	EWA/CofPC RTK-GPS SURVEY, DEC. 2018/ JAN.2021/ AMEC SURVEY, 2013										
DESIGN GRADE POINT DATA	STA: 0+000 N=4751118.5 E=645305.2 ELEV=177.35	EX. CHANNEL: TW=4.1m BW=0.8m SS=1.5	STA: 0+227 N=4751345.4 E=645304.3 ELEV=177.90	STA: 0+279 N=4751374.2 E=645303.2 ELEV=178.50	STA: 0+255 N=4751392.4 E=645313.6 ELEV=178.05	EX. CHANNEL: TW=4.2m BW=0.6m SS=1.5	STA: 0+627 N=4751620.8 E=645163.4 ELEV=179.86	EX. CHANNEL: TW=3.6m BW=0.6m SS=1.5	STA: 0+817 N=4751631.7 E=644971.7 ELEV=180.25		
CONSTRUCTION NOTES	CLEAR AND RE-GRADE TO PROPOSED GRADE LINE EAST SIDE WORK ZONE	EX. CHANNEL TO REMAIN AS-IS NORTH AND EAST SIDE FUTURE WORK ZONE.	CLEAR VEGETATION & RE-GRADE TO DESIGN GRADE LINE. NORTH SIDE WORK ZONE.								
PROPERTY INFO R/B | L/B	ARN:410800 224.7m ARN:410710	0+224.7	ROW HWY#3	0+259.6	ARN:411500 253.1m	0+512.7	ARN:411000 57.9m	0+570.6	ARN:411500 247.8m	0+818.4	0+823.9 5.5m ROW-SNIDER ROAD

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1	ISSUED FOR BASELINE REPORT	MAY 2019

PORT COLBORNE BRANCH DRAIN #1 PROFILE
STA 0+000 to 0+824

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

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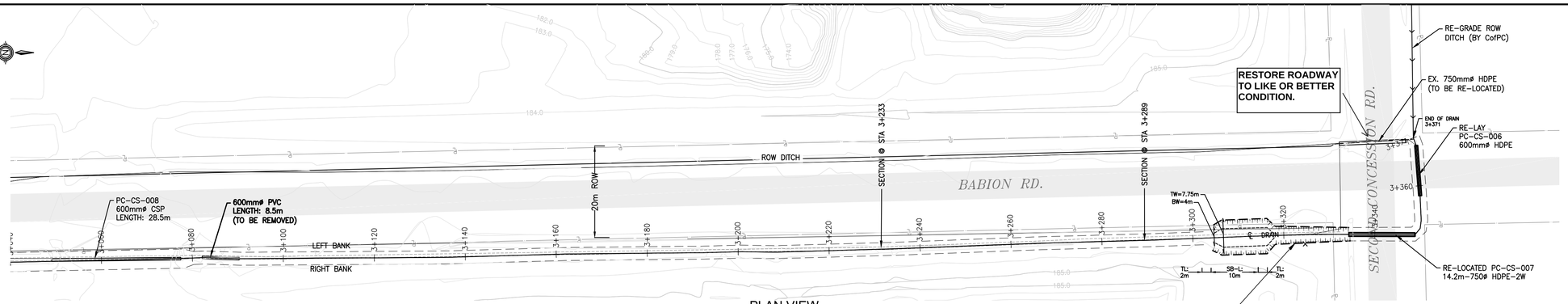
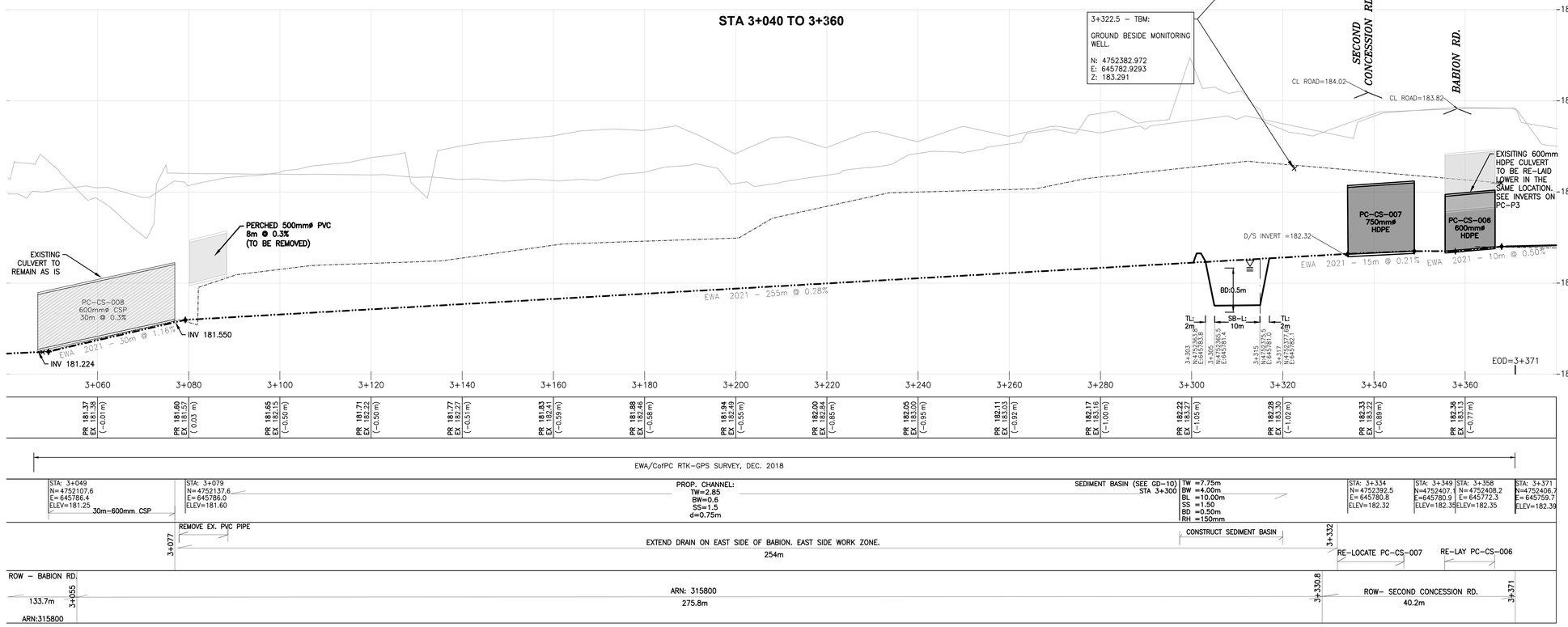
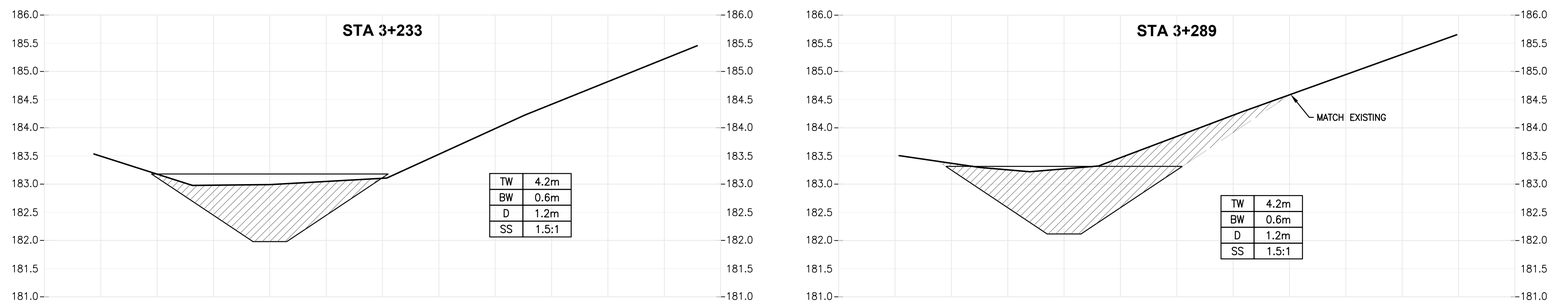
PCM	16-APRIL-21	1:2500	



PLAN VIEW
SCALE 1:500



PROFILE VIEW
SCALE H=1:500, V=1:25



SECTION VIEWS
SCALE 1:50

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED
2. CATCHMENT BOUNDARIES ARE BASED ON THE NPCA DIGITAL ELEVATION MODEL (DEM) 2010
3. SPECIFIC POINTS IN THE SURFACE ARE BASED ON THE FOLLOWING SURVEYS:
   - DRAIN CROSSINGS & SPOT CHANNELS AMEC SURVEY, 2013
   - AS CONSTRUCTED SURVEY BY CofPC, 2016 STATION 0+000-1+940
   - SUPPLEMENTARY SURVEY BY CofPC, 2018
   - WIEBE ENGINEERING SURVEY, 2008
   - WETLAND SURVEY BY CofPC RTK GPS, 2020
   - FORDING SURVEY BY CofPC RTK GPS, 2020
   - BRANCH #1 OUTLET SURVEY BY CofPC RTK GPS, 2020

THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

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SPATIAL DATA:

DTM DATA FROM NIAGARA PENINSULA CONSERVATION AUTHORITY

- HORIZONTAL DATUM: UTM NAD83-CSRS ZONE 17N
- VERTICAL DATUM: CGVD28-1978
- ACCURACY: ABSOLUTE HORIZONTAL AND VERTICAL POSITIONAL ACCURACIES OF ±0.5m

LEGEND

	EXISTING DITCH BOTTOM (NPCA DEM DATA)
	EXISTING DITCH BOTTOM (SURVEYED)
	HISTORICAL GRADELINE
	PROPOSED DRAIN GRADELINE-EWA, 2021
LEFT	LEFT BANK
RIGHT	RIGHT BANK
	EXISTING DRAIN SECTION
	EXISTING STRUCTURE DETAILS
	ASSUMED EXISTING STRUCTURE DETAILS
OBV=175.00	EXISTING DRAIN ELEVATION
175.00 PR.	PROPOSED DRAIN CENTERLINE ELEVATION
175.00 EX.	PROPOSED DRAIN ELEVATION (WHERE MATCHES EXISTING ELEVATION)
	DATA POINT FROM HISTORICAL DESIGN GRADELINE RVA, 1979

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LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

PORT COLBORNE MUNICIPAL DRAIN
PLAN & PROFILE - SPECIFIC DETAIL
STA 3+040 to 3+371 END OF DRAIN

THIS DRAWING IS PREPARED FOR PRINTING ON 610mm x 914mm PAPER FOR 1:2500 SCALE.
AN EXPORT OF DESIGN POINTS IN NORTHING, EASTING AND ELEVATIONS IS AVAILABLE ON REQUEST.

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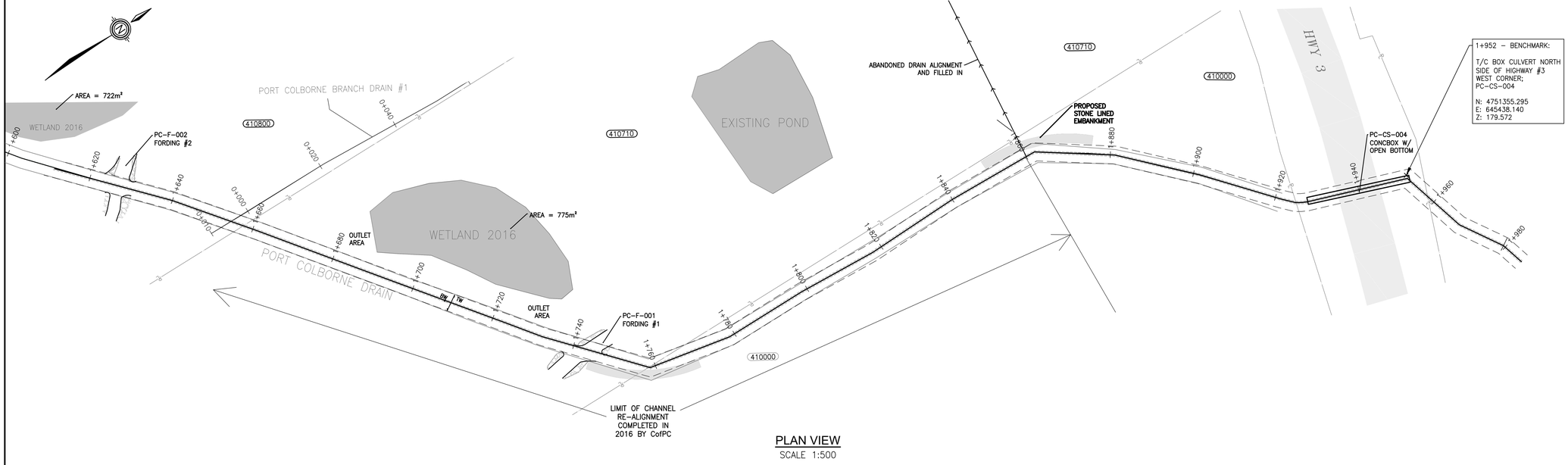
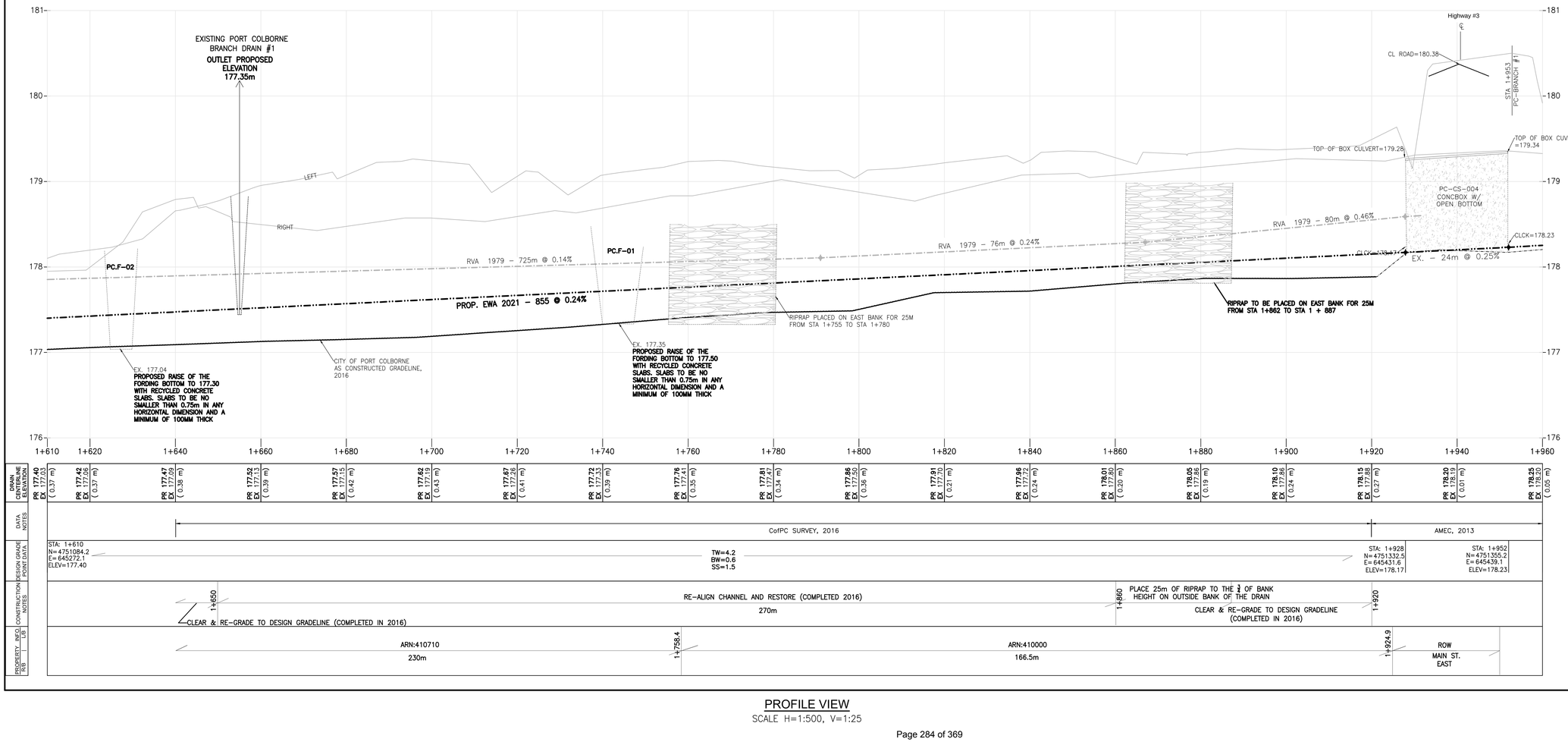
PCM	16-APRIL-21	1:2500	



PLAN VIEW
SCALE 1:500



PROFILE VIEW
SCALE H=1:500, V=1:25

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LEGEND

	EXISTING DITCH BOTTOM (NPCA DEM DATA)
	EXISTING DITCH BOTTOM (SURVEYED)
	HISTORICAL GRADELINE
	PROPOSED DRAIN GRADELINE-EWA, 2021
LEFT	LEFT BANK
RIGHT	RIGHT BANK
	EXISTING DRAIN SECTION
	EXISTING STRUCTURE DETAILS
	ASSUMED EXISTING STRUCTURE DETAILS
OBV=175.00	EXISTING DRAIN ELEVATION
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LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

PORT COLBORNE MUNICIPAL DRAIN
PLAN & PROFILE - SPECIFIC DETAIL
STA 1+640 to 1+960

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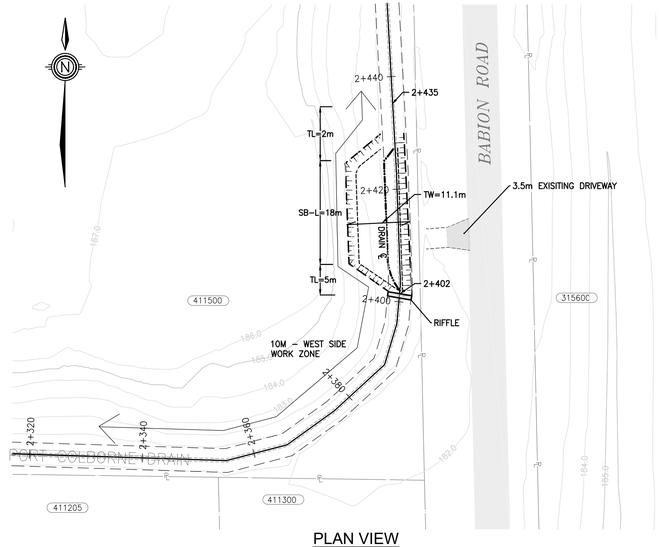
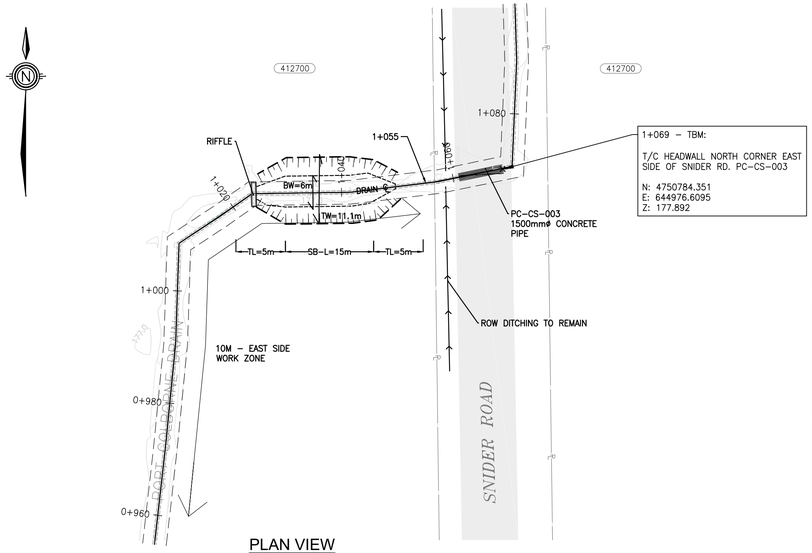
PCM	16-APRIL-21		

PC.SB-02

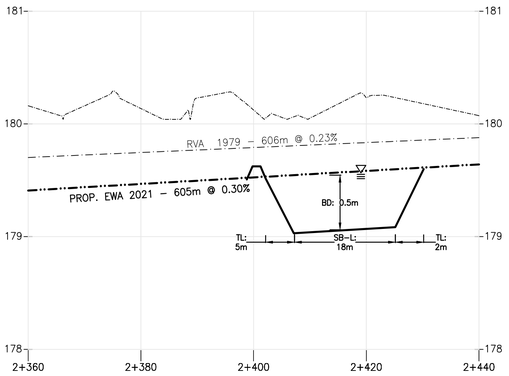


PLAN VIEW
SCALE 1:500

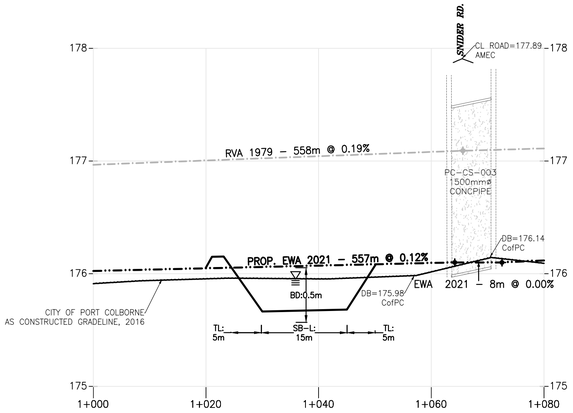
PC.SB-03



PLAN VIEW
SCALE 1:500



PROFILE VIEW
SCALE H=1:500, V=1:25



PROFILE VIEW
SCALE H=1:500, V=1:25

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LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

PORT COLBORNE MUNICIPAL DRAIN

SEDIMENT BASINS – SPECIFIC DETAIL

PC.SB–02 & PC.SB–03

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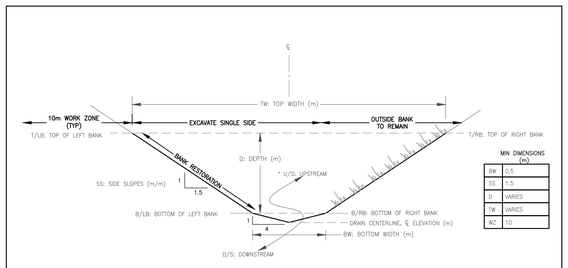
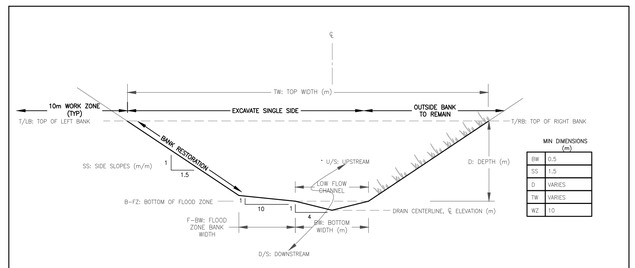
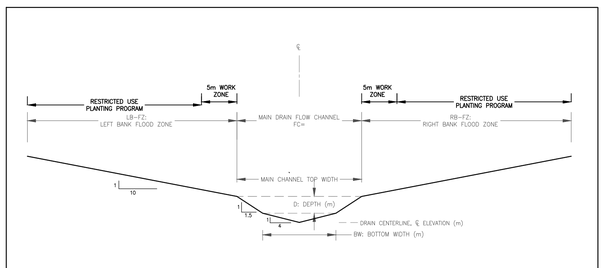
PCM	16–APRIL–21		



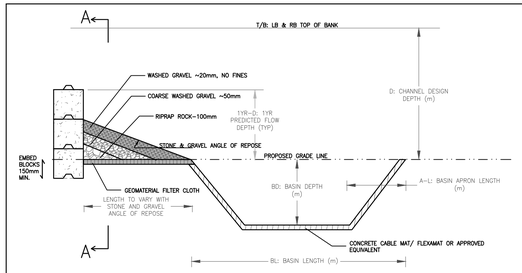
GD-01
DRAIN CHANNEL DIMENSIONS
NOT TO SCALE



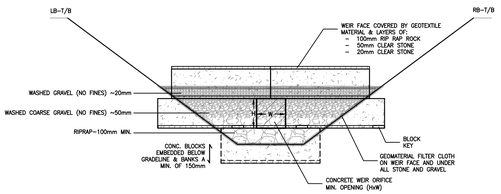
GD-02
FLOOD ZONE DRAIN CHANNEL DIMENSIONS
NOT TO SCALE



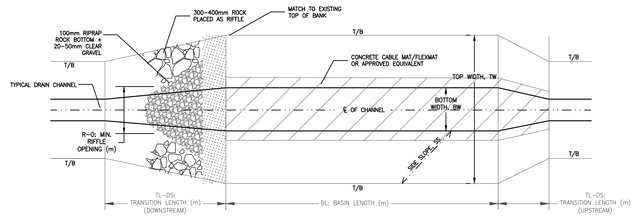
GD-03
NATURAL DRAIN CHANNEL DIMENSIONS
NOT TO SCALE



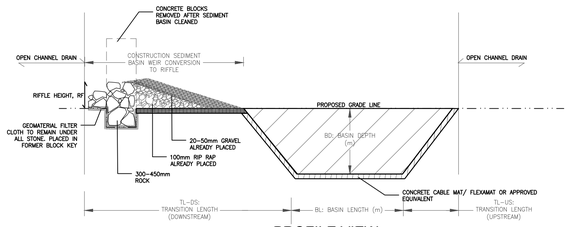
PROFILE VIEW
SEDIMENT BASIN - DURING CONSTRUCTION



SECTION A-A
SEDIMENT BASIN - DURING CONSTRUCTION

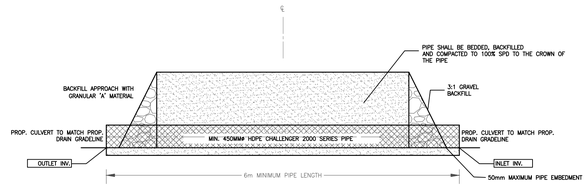


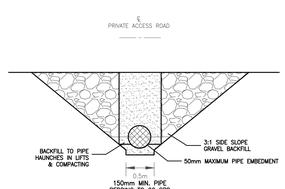
PLAN VIEW
SEDIMENT BASIN - POST-CONSTRUCTION

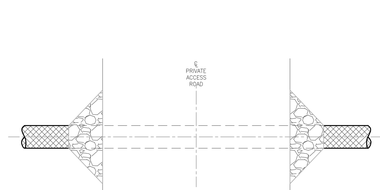


PROFILE VIEW
SEDIMENT BASIN - POST-CONSTRUCTION

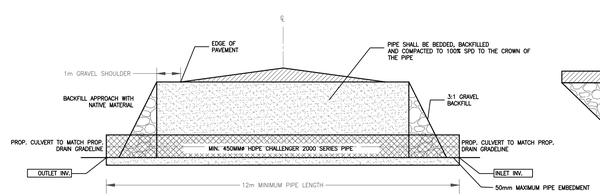
GD-10
SEDIMENT BASIN
NOT TO SCALE

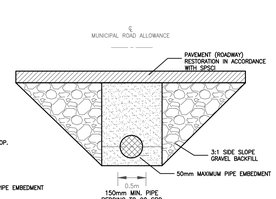


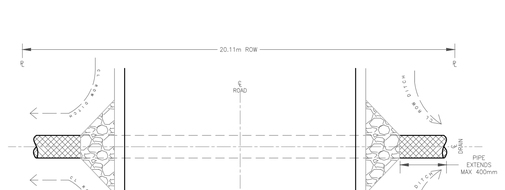




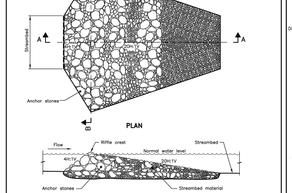
GD-05
TYPICAL PRIVATE ACCESS ROAD CIRCULAR CULVERT INSTALLATION
NOT TO SCALE





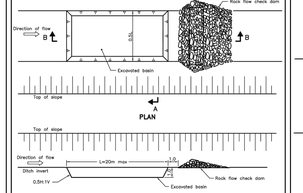


GD-06
TYPICAL MUNICIPAL ROW CULVERT INSTALLATION
NOT TO SCALE



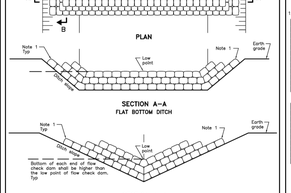
NOTES:
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2014	Rev 0
RIFFLES ON STREAMBEDS		OPSD 222.050



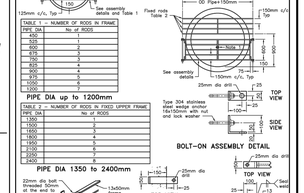
NOTES:
A Ditch cross-section upstream or downstream of sediment trap may be flat bottom or V-shaped. Flat bottom shown.
B This OPSD shall be read in conjuction with OPSD 219.210 or 219.211.
C All dimensions are in metres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev 2
SEDIMENT TRAP IN DITCH		OPSD 219.220



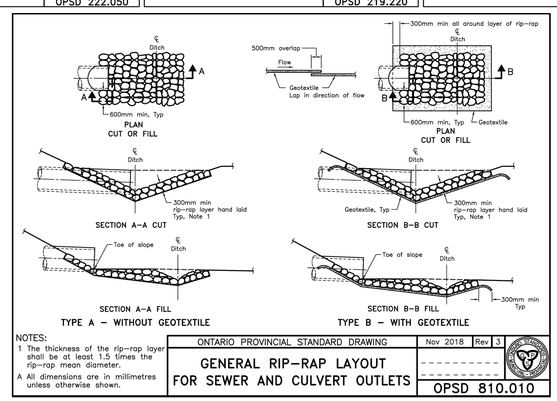
NOTES:
1 Sufficient sandbags shall be placed to prevent end scouring.
2 For sandbag dimensions see OPSD 219.150.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev 2
SANDBAG FLOW CHECK DAM		OPSD 219.200



NOTES:
1 Grates shall be secured by either a bolt and nut or a locking device as specified.
A Metal surfaces shall be either painted with 2 coats of self priming abrasion resistant immersion grade epoxy or hot dip galvanized, as specified.
B Frame, hinge strap, mounting bracket, and steel rods shall be medium grade steel.
C All welding shall be according to CSA W59 and W47.1.
D All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2018	Rev 2
GRATING FOR CONCRETE ENDWALL		OPSD 804.050



NOTES:
1 The thickness of the rip-rap layer shall be at least 1.5 times the rip-rap mean diameter.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2018	Rev 3
GENERAL RIP-RAP LAYOUT FOR SEWER AND CULVERT OUTLETS		OPSD 810.010

PORT COLBORNE MUNICIPAL DRAIN GENERAL DETAILS

LICENSED PROFESSIONAL ENGINEER
PAUL C MARSH
2021-04-16
PROVINCE OF ONTARIO

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TJF	PCM	–	PC.GD
DESIGNED BY :	DATE :	SCALE :	
PCM	16-APRIL-21	N/A	

CITY OF PORT COLBORNE DRAINAGE CONTACTS:

APPOINTED DRAINAGE ENGINEER:
MR. PAUL C. MARSH, P.ENG.
EWA ENGINEERING INC.
84 MAIN STREET, UNIONVILLE, ON L3R 2E7
PCMARSH@EWAENG.COM
647.400.2824

DRAINAGE SUPERINTENDENT:
ALANA VANDER VEEN
DRAINAGE SUPERINTENDENT
1 KILLALY STREET WEST, PORT COLBORNE, ONTARIO L3K 6H1
TEL: 905-835-2901 EXT. 291
ALANA.VANDERVEEN@PORTCOLBORNE.CA

DEPARTMENT OF FISHERIES AND OCEANS:
867 LAKESHORE RD
BURLINGTON ON L7S 1A1
TELEPHONE: 905-336-4999
EMAIL: INFO@DFO-MPO.GC.CA

MINISTRY OF NATURAL RESOURCES AND FORESTRY
ELIZABETH REIMER
ADMINISTRATION BUILDING
4890 VICTORIA AVE N
VINELAND STATION, ON L0R 2E0
905-562-4147

NIAGARA PARKS CONSERVATION AUTHORITY, NPCA
DIRECTOR, WATERSHED MANAGEMENT
NIAGARA PENINSULA CONSERVATION AUTHORITY
250 THOROLD ROAD WEST, 3RD FLOOR
WELLAND, ON, L3C 3W2
P: 905-788-3135 EXT. 229
F: 905-788-1121
WWW.NPCA.CA

GENERAL NOTES:

THE CITY SHALL ARRANGE A PRE-CONSTRUCTION MEETING PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

ALL CONSTRUCTION MATERIALS AND METHODOLOGIES SHALL BE IN ACCORDANCE WITH:

- SPECIAL PROVISIONS - SUPPLEMENTARY GENERAL CONDITIONS (SPSGC)
- SPECIAL PROVISIONS - SUPPLEMENTARY CONTRACT ITEMS (SPSCI)
- NIAGARA PENINSULA STANDARD CONTRACT DOCUMENTS (NPSCD)
- ONTARIO PROVINCIAL STANDARDS FOR ROADS & PUBLIC WORKS (OPSS & OPSD)

AND ANY OTHER APPLICABLE STANDARDS THAT MAY APPLY.

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THESE MATERIALS AND METHODOLOGIES ARE STRICTLY ADHERED TO.

THE CITY OF PORT COLBORNE AND STAFF DISCLAIMS ANY LIABILITY AS TO THE CURRENT ACCURACY OF THE DRAWINGS PROVIDED. IN USING THE INFORMATION SHOWN OR CONTAINED ON THESE DRAWINGS, THE USER AGREES IMPLICITLY AND EXPLICITLY THAT THE CITY OF PORT COLBORNE AND STAFF SHALL NOT BE LIABLE FOR SPECIAL, INCIDENTAL, CONSEQUENTIAL OR OTHER DAMAGES ARISING FOR THE USE OF SUCH INFORMATION. THE USER SHALL DO AN IN-FIELD VERIFICATION OF THE INFORMATION SHOWN ON OR CONTAINED WITHIN THESE DRAWINGS.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY APPROVALS WHICH MAY BE REQUIRED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION UNLESS DIRECTED OTHERWISE BY THE CONTRACT ADMINISTRATOR.

DIMENSIONING SHALL GOVERN OVER SCALED DIMENSIONS.

ANY WORKS COMPLETED IN SET-BACK AREAS, AND DISCHARGE TO CREEKS, STREAMS AND WATERCOURSES MAY BE SUBJECT TO FEDERAL AND PROVINCIAL APPROVALS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN SUCH APPROVALS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION IF REQUIRED FOR THE PROJECT.

PUBLIC UTILITIES:

THE CONTRACTOR SHALL NOTE THAT PUBLIC UTILITIES SHALL INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING, HYDRO, GAS, BELL, CABLE AND FIBRE OPTIC.

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN THE NECESSARY CLEARANCES FROM SAID PUBLIC UTILITIES WHICH MAY BE IN DIRECT CONFLICT WITH THIS PROJECT.

ANY WORK REQUIRING EITHER RELOCATION/LOWERING OF SAID PUBLIC UTILITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE UTILITY, AND ANY WORKS WILL BE REQUIRED TO BE COMPLETE PRIOR TO THE INSTALLATION OF THE WORK.

ENVIRONMENTAL COMPLIANCE:

THE CONTRACTOR SHALL PREPARE AN ENVIRONMENTAL MANAGEMENT PLAN (EMP) PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. THE EMP WILL ADDRESS THE FOLLOWING MAJOR SUBJECT AREAS:

- EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION
- TREE PROTECTION & REMOVAL (SAR - BUTTERNUT)
- MINIMIZE AND/OR MITIGATION MEASURES FOR CONSTRUCTION IMPACTS ON SPECIES AND SPECIES HABITAT INCLUDING STOPPING CONSTRUCTION PROCEDURES.
- AGENCY CONTACTS - IDENTIFY RESOURCES & CONTACT INFO.

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH SPECIES AT RISK (SAR) LEGISLATION. BY LAW, YOU MUST IMMEDIATELY:

- AVOID DRAINAGE WORK DURING REPRODUCTION AND REARING SEASONS
- PREVENT A SPECIES FROM ENTERING THE WORK AREA (E.G. PUTTING UP A FENCE)
- GIVE THE SPECIES ADEQUATE TIME TO LEAVE THE AREA, BEFORE STARTING WORK
- GET ADVICE/HELP BEFORE YOU MOVE IT
- PROTECT AREAS THAT ARE IMPORTANT TO THE SPECIES (E.G. SPAWNING AREAS)
- CONTROL EROSION AND SEDIMENT
- STABILIZE WATER BANKS IN AFFECTED AREAS

TURTLES:

- YOU CANNOT REDUCE THE AMOUNT OF WATER IN A DRAIN OR DITCH WHERE A TURTLE IS HIBERNATING.

ABREVATIONS USED:

- BD - SEDIMENT BASIN BOTTOM DEPTH (FROM GRADE LINE)
- BL - SEDIMENT BASIN LENGTH
- BOD - BEGINNING OF DRAIN
- BW - BOTTOM WIDTH OF CHANNEL
- CL - CENTRELINE OF ROAD, CHANNEL
- CLCK - CENTRELINE OF CREEK OR CHANNEL
- D - DEPTH
- D/S - DOWNSTREAM
- E - EASTING
- ELEV - ELEVATION
- EOD - END OF DRAIN
- EX. - EXISTING
- INV - INVERT
- LB - LEFT BANK, LOOKING UPSTREAM
- N - NORTHING
- PL - PROPERTY LINE
- PR. - PROPOSED
- RB - RIGHT BANK, LOOKING UPSTREAM
- RH - RIFFLE HEIGHT
- ROW - RIGHT OF WAY
- SB - SEDIMENT BASIN
- SS - SIDE SLOPE; RUN(m)/RISE, WHERE RISE=1m
- T/B - TOP OF BANK
- T/C - TOP OF CONCRETE
- TL - TRANSITION LENGTH
- TW - TOP WIDTH OF CHANNEL
- TYP - TYPICAL
- U/S - UPSTREAM
- WZ - WORK ZONE

OPSD REFERENCED DETAILS:

- OPSD 219.200
- OPSD 219.220
- OPSD 222.050
- OPSD 400.020
- OPSD 403.010
- OPSD 705.040
- OPSD 803.010

PORT COLBORNE MUNICIPAL DRAIN CONSTRUCTION NOTES

THIS PAGE IS FORMATTED FOR PRINTING ON AN ARCH D SIZE PAGE 610mm x 914mm

DRAWN BY :	APPROVED BY :	PROJECT NO. :	DRAWING NO. :
TJF	PCM	-	PC.CN
DESIGNED BY :	DATE :	SCALE :	
PCM	10-FEB-21	N/A	

Appendix B:

Cost Estimates & Assessment Tables

Port Colborne Municipal Drain

City of Port Colborne
Regional Municipality of Niagara

Section 78 Works under the Municipal Drainage Act.

Drainage Assessment	Costs

Cover page

Port Colborne Drain

Estimated Cost of Construction			
	Port Colborne Drain	$33,332.00	
	Port Colborne General Construction Costs	$8,278.52	
	Port Colborne Contingency	$12,458.10	
	Total - Estimated Cost of Construction		$54,068.62
Previous Construction			
	Port Colborne Channel Re-alignment by Rankin Construction - 2+580 to 3+045	$26,050.00	
	Port Colborne Channel Re-Alignment - 1+660 to 1+860	$9,442.50	
	Port Colborne Channel Re-Grading and Clearing - 0+010 to 1+500	$15,300.00	
	Fording #1; ARN = 410710 - 1+740 to 1+750	$710.00	
	Fording #2; ARN = 410800 - 1+630 to 1+640	$710.00	
	Total - Previous Construction		$52,212.50
Administration			
	Engineering	$167,486.89	
	Administration Cost Allocations	$10,723.47	
		$178,210.37	
Administration Costs allocated per Drain area			
	Port Colborne Branch Drain #1	$8,052.75	
	Port Colborne Drain	$170,157.61	
	Total - Administration Port Colborne Drain		$170,157.61
Drain Allowances			
	Port Colborne Drain	$939.00	
			$939.00
	Forecasted Total Drain Costs		$277,377.74

Assessment Schedule			
Benefit Assessment (Section 22)			
	Private Lands	$763.50	
	Total - Benefit Assessment (Section 22)		$763.50
Outlet Liability Assessment (Section 23)			
	Private Lands		
	Road Right of Way Lands	$225,489.15	
	Total - Outlet Liability Assessment (Section 23)		$225,489.15
Special Benefit Assessment (Section 24)			
	Port Colborne Drain	$5,600.09	
	Total - Special Benefit Assessment (Section 24)		$5,600.09
Special Assessments (Section 26)			
	City of Port Colborne	$40,448.80	
	MINISTRY OF TRANSPORTATION ONTARIO	$5,076.19	
	Total: Port Colborne Drain	$45,525.00	
	Total - Special Assessments (Section 26)		$45,525.00
	Forecasted Total Drain Assessments		$277,377.74

Port Colborne Branch Drain #1

Estimated Cost of Construction	$10,340.00	
Previous Construction	$0.00	
Administration	$8,052.75	
Drain Allowances	$277.62	
		$18,670.37

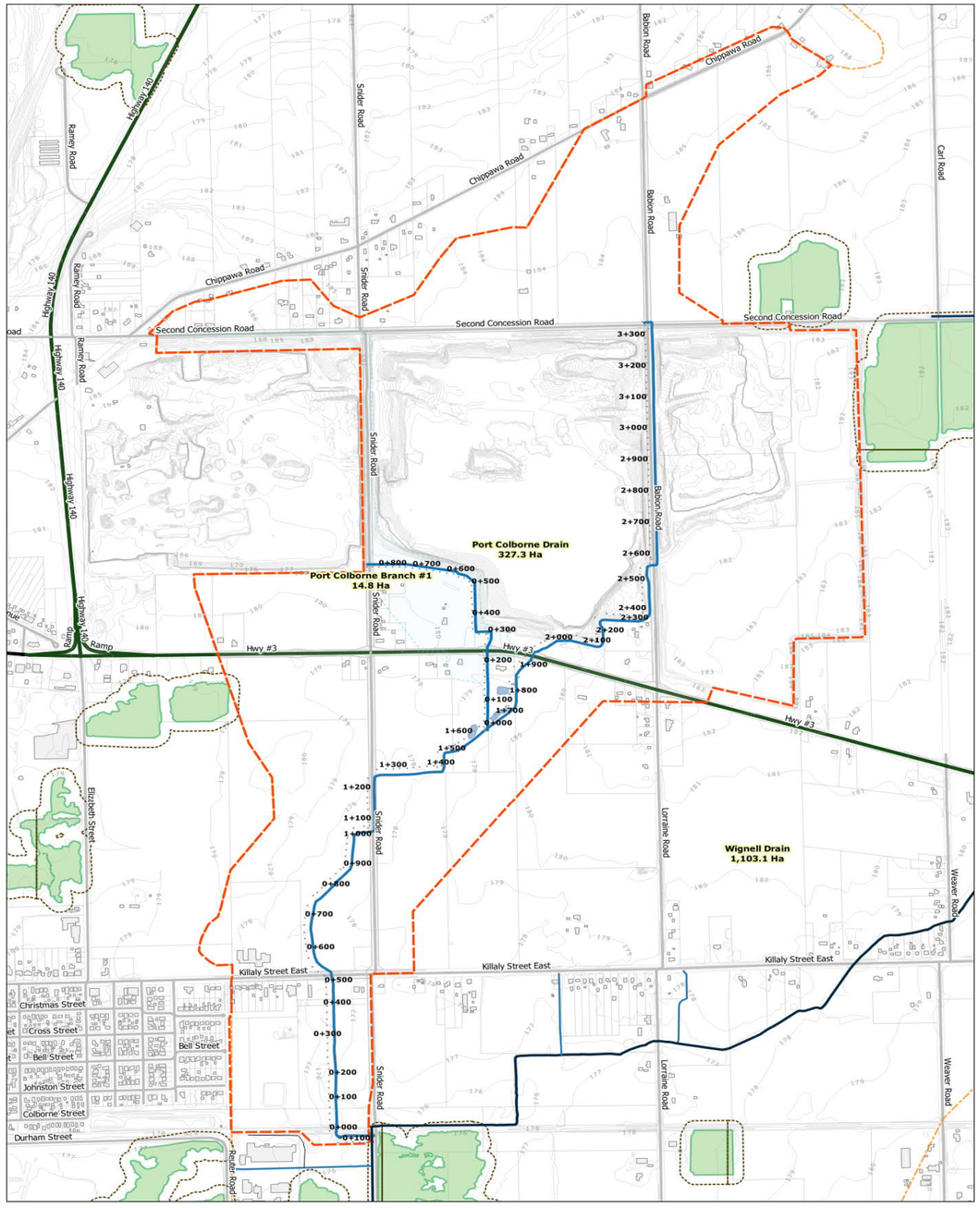
Benefit Assessment (Section 22)	$0.00		
Outlet Liability Assessment (Section 23)			
Private Lands	$3,096.49		
Road Right of Way Lands	$1,450.25		
		$4,546.73	
Special Benefit Assessment (Section 24)	$0.00		
Special Assessments (Section 26)			
City of Port Colborne	$7,008.46		
MINISTRY OF TRANSPORTATION ONTARIO	$7,115.18		
Total: Section 26		$14,123.64	
		$18,670.37	

Prepared by: Paul C. Marsh, P.Eng.

Dated:

$296,048.11

4.5%	14.812	
95.5%	327.795	



Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Proposed Construction - Cost Estimate

Port Colborne Branch #1

Cost ID:	Drain	From STA	To STA	Work	Description	Linear, Each or Lump Sum Cost Type	Length	$/m	Qnty	/each	$	Notes
PC1-01	Port Colborne Branch Drain #1.	0+000	0+227	Clear and re-grade to design grade to outlet from MTO culvert crossing	Work from West Side. Spread spoil material adjacent to bank.	linear	227	$20.00			$4,540.00	
PC1-00	MTO	0+227	0+255	Existing Drain Crossing CS-100 CSPA 1070 crossing Highway #3	No work required.						$0.00	
PC1-02	Port Colborne Branch Drain #1.	0+255	0+627	Spot maintenance as required		linear	372	$5.00			$1,860.00	
PC1-03	Port Colborne Branch Drain #1.	0+627	0+824	Clear and re-grade to design grade from culvert quarry outlet to Snider Road ROW.		linear	197	$20.00			$3,940.00	
PC1-04	Port Colborne Branch Drain #1.			ROW North South Grading by others, (CofPC)							$0.00	Excluded from Drain. Work to be completed for ROW by CofPC.

SubTotal for: Port Colborne Branch #1 $10,340.00

Port Colborne Drain

Cost ID:	Drain	From STA	To STA	Work	Description	Linear, Each or Lump Sum Cost Type	Length	$/m	Qnty	/each	$	Notes
PC-00	Port Colborne Drain		3364.5	Regrade the North Side of Second Concession Rd. Ditch to drain to the East into the re-laid culvert crossing Babion Rd.	This work is not part of the drain and excluded from the cost estimate. Work is the responsibility of the City of Port Colborne as part of the road funding program.		388				$0.00	Excluded from Drain. Work to be completed for ROW by CofPC.
PC-01	Port Colborne Drain	3+364.5	3+350	Re-lay existing 600mm HDPE double wall culvert lower and to drain to the East.		Each	14.5		1	$ 2,500.00	$2,500.00	
PC-02	Port Colborne Drain	3+350	3+331	Re-locate existing 750mm HDPE double wall culvert to the East side of Babion Road, crossing Second Concession Rd. and outletting to East Side Drain Channel.	Road is to be closed to re-lay culvert in both directions. Restore road to original condition or better. Includes re-grading of open channel between culverts.	linear & each	5	$ 25.00	1	$ 2,500.00	$2,625.00	
PC-03	Port Colborne Drain	3+303	3+318	Construct Sediment Basin PC-SB01 at STA 3+300 as per Design and GD-10.	Remove material and dispose by spreading on existing berm. Sediment Basin constructed prior to commencing work upstream.	Area, m2	10	$ 75.00	77.5	$ 40.00	$3,850.00	
PC-04	Port Colborne Drain	3+080	3+331	Construct Open Channel as per Design.	Spoil removed and spread on berm.		254	$ 35.00			$8,890.00	
PC-05	Port Colborne Drain	2+595	2+960	Existing PVC Pipe to be removed.	Remove and dispose.				1	$ 500.00	$500.00	

PC-08	Port Colborne Drain			Construct Sediment Basin PC-SB02 at STA 2+400 as per Design and GD-10.	Remove material and dispose by spreading adjacent to the drain. Sediment Basin constructed prior to commencing work upstream.	Area, m2	15	$ 75.00	199.8	$ 40.00	$9,117.00	
PC-09	Port Colborne Drain			Additional Erosion Protection	Protect bank from erosion south of Highway 3 crossing				1	$ 1,500.00	$1,500.00	
PC-10	Port Colborne Drain			Construct Sediment Basin PC-SB03 at STA 1+020 as per Design and GD-10.	Remove material and dispose by spreading adjacent to the drain. Sediment Basin constructed prior to commencing work upstream.	Area, m2	18	$ 75.00	FALSE	$ 40.00	$1,350.00	
PC-11	Port Colborne Drain	2+300	2+500	Clear vegetation from Drain Channel & Construct Channel as per Design			200	$ 15.00			$3,000.00	

SubTotal for: Cost ID: $33,332.00

Construction Mgmt Port Colborne Drain

Cost ID:	Drain	From STA	To STA	Work	Description	Linear, Each or Lump Sum Cost Type	Length	$/m	Qnty	/each	$	Notes
	Port Colborne Drain			Bonding							$1,310.16	
	Port Colborne Drain			Environmental Management - Compliance with legislative requirements	Preparation of Environmental Management Plan - Exclusions for SAR incidents that require on site expertise.	Lump Sum					$2,500.00	Program budget - actual cost will vary
	Port Colborne Drain			Erosion Control During construction - including conversion of sediment ponds to permanent drain features		Lump Sum					$3,500.00	Program budget - actual cost will vary
	Port Colborne Drain			Construction Management	Traffic Control, Layout, and all compliance items for submission on construction startup.						$1,528.52	Budget
	Port Colborne Drain			Tree Replacement Program	Where private trees are removed for the drain and in lieu of compensation a 3 for 1 tree planting program is available for owners.				15	50	$750.00	Program budget - actual cost will vary

SubTotal for: Construction Mgmt Port Colborne Drain $8,278.52

SubTotal for: Port Colborne Drain $51,950.52
Contigency Allowance, (20%) $12,458.10
Cost of Construction: $74,748.62

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Previous Costs - Works Already Completed

Port Colborne Branch #1	Status	From STA	To STA	Work	Description	$	Notes	Date Completed	Length	$/m	Qnty	/each
Channel Construction by appointment - Section XX		2+580	3+045	Port Colborne Channel Re-alignment by Rankin Construction		$26,050.00		27-Mar-17	465	$ 56.02		
	Completed	1+660	1+860	Port Colborne Channel Re-Alignment	Construct new alignment based on existing topography	$9,442.50	filling in Drain - $ 3,995.00 Erosion protection - $1,555.00 Misc. trucking & levelling - $3,892.50	2016	202	$ 46.75		
	Completed	0+010	1+500	Port Colborne Channel Re-Grading and Clearing	establish lower grade line	$15,300.00		2016	1490	$ 10.27		
	Completed	1+740	1+750	Fording #1; ARN = 410710	provides access to back of farm crossing new alignment	$710.00	Two crossings - $1,410.00	2016				
	Completed	1+630	1+640	Fording #2; ARN = 410800	provides access to back of farm crossing new alignment	$710.00	Two crossings - $1,410.00	2016				
						$52,212.50						

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Administration Costs

	Area, Ha	Area Ratio
Michener Drain Area	135	12%
Port Colborne Drain Area	327.8	30%
Wignell Drain Area	634.4	58%
	1097.2	100.0%

Port Colborne Drain	Costs	Cost Items	Sub-totals, $	Totals, $
ADMINISTRATION				
	Interim Financing Allowance	Debenture Interest - 20007 to 2017	$8,911.40	
		Total Amount: $29,827.92		$8,911.40
		Debenture Administrative Fee	$1,812.07	
		Total Fee Amount: $6,065.29		$1,812.07
	Legal and Permitting Fees			$0.00
	Expenses, where applicable			$0.00
	Applicable Taxes			$0.00
		Total - ADMINISTRATION		$10,723.47
ENGINEERING				
	Preliminary Design and Report			$0.00
	Survey, Design, Plans, Engineer's Report and Assessment Schedule (Wiebe)*1			
		Survey; ($8,342.93) portion allocated by area	$2,492.54	
		Report Preparation; ($92,511.44) portion allocated by area	$27,638.76	
	Survey, Design, Plans, Engineer's Report (AMEC)*2	3-561-33229; 2012 to 2014; $67,147.23 portion allocated by area	$20,060.94	
	Survey, Design, Plans, Engineer's Report and Assessment Schedule (EWA Engineering)			
		Design Services	$99,811.50	
		CofPC CAD Work - 2020	$11,483.16	
		CofPC CAD Work - 2021	$2,500.00	
		Sub-total: ENGINEERING		$163,986.89
	Tribunal Costs (not estimated and assumed to be zero)			$0.00
	Tendering, Contract Administration and Construction Inspection (estimated)			$3,500.00
		Total - ENGINEERING		$167,486.89
TOTAL ADMINISTRATION AND ENGINEERING				$178,210.37

*1 Wiebe Engineering was appointed as the Drainage Engineer by Council with an approved budget. The firm declared bankruptcy after having been paid for a portion of the work. This is the amount originaly paid and not allocated.

*2 AMEC was appointed as the Drainage Engineer by Council in 2013, assuming work already completd by Wiebe and with an approved budget. After having been paid for 70% of the work, the company refused to complete the project without additional funds being allocated. The contract was cancelled.
This is the fee for service paid for partially completed work on the drain.

Allowances

Port Colborne Branch #1

Owner	Legal Text		Roll No	Area, Ha	Land and Rights of Way Section 29 Length m	Top Width	Area, Ha	$	Work Zone $	Damages Length m	Section 30 Allowance Area, Ha	$	For Existing Private Drain converted From STN	To STN	Length, m	Section 31 Allowance $	Insufficient Outlet Section 32 Allowance $	Loss of Access Section 33 Allowance $	Total of Allowances $
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801		271104000410710	0.107			0.0000	$0.00		224.7	0.225	$277.62				$0.00			$277.62
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801		271104000410800	1.084			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Hellinga Jack Simon	CON 2 PT LOT 22		271104000411000	5.247			0.0000	$0.00			0.000	$0.00			0	$0.00			$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP		271104000411500	2.758			0.0000	$0.00			0.000	$0.00			0	$0.00			$0.00
Parsons David Scott	CON 2 PT LOT 22		271104000411600	0.413			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22		271104000411700	0.098			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Yanni Bill	CON 2 PT LOT 22		271104000411900	0.418			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884		271104000412100	0.025			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23		271104000414000	3.308			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
				13.457															
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW		1.612			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
City of Port Colborne	Second Concession from Snider to Babion	ROW		0.022			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW		0.501			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
MTO	Highway #3	ROW		0.547			0.0000	$0.00			0.000	$0.00				$0.00			$0.00
				2.682															
				16.139				$0.00	$0.00			$277.62				$0.00	$0.00	$0.00	$277.62

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Land and Rights of Way Section 29 Allowance Length m	Top Width	Area, Ha	$	Damages Length m	Section 30 Allowance Area, Ha	$	For Existing Private Drain converted From STN	To STN	Length, m	Section 31 Allowance $	Insufficient Outlet Section 32 Allowance $	Loss of Access Section 33 Allowance $	Total of Allowances $
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642														$0.00
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095														$0.00
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191														$0.00
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190														$0.00
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534														$0.00
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868														$0.00
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089														$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	255.0	3.800	0.0969	$ -										$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583														$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	0.0	0.000	0.0000	$ -										$0.00
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431														$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373														$0.00
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631														$0.00
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463														$0.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201														$0.00
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779														$0.00
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202														$0.00
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190														$0.00
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190														$0.00
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190														$0.00
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190														$0.00
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106														$0.00
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	100.000	3.800	0.0380	$ 939.00	164.4	0.000	$0.00							$939.00
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071														$0.00
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107														$0.00
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159														$0.00
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168														$0.00
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936														$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	202.000	0.000	0.0000	$ -	202	0.000	$0.00							$0.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199														$0.00
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407														$0.00
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711														$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411														$0.00
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202														$0.00
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208														$0.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067														$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170														$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418														$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209														$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418														$0.00
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209														$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209														$0.00

Owner	Legal Text	Roll No	Area, Ha	Land and Rights of Way: Length m	Top Width	Area, Ha	Section 29 Allowance $	$	Damages: Length m	Area, Ha	Section 30 Allowance $	For Existing Private Drain converted: From STN	To STN	Length, m	Section 31 Allowance $	Insufficient Outlet: Section 32 Allowance $	Loss of Access: Section 33 Allowance $	Total of Allowances $
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357															$0.00
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186															$0.00
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110															$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153															$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189															$0.00
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363															$0.00
NCDSB	CON 2 PT LOT 23	271104000412900	5.947															$0.00
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176															$0.00
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182															$0.00
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186															$0.00
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085															$0.00
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828			0.0000	$ -											$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409															$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115															$0.00
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631															$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326															$0.00
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928															$0.00
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291															$0.00
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222															$0.00
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079															$0.00
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228															$0.00
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085															$0.00
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334															$0.00
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212															$0.00
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271															$0.00
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011															$0.00
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252															$0.00
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050															$0.00
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238															$0.00
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613															$0.00
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055															$0.00
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388															$0.00
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346															$0.00
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082															$0.00
Stefan John	CON 3 PT LOT 23	271104000509400	0.016															$0.00
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208															$0.00
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417															$0.00
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605															$0.00
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597															$0.00
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252															$0.00
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103															$0.00
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144															$0.00
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347															$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099															$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029															$0.00
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356															$0.00
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191															$0.00
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630															$0.00
			311.038				$ 939.00	$ -			$ -				$ -	$ -	$ -	$ 939.00
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033															
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221															
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005															
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071															
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595															
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308															
City of Port Colborne	Chippawa Road	ROW	0.559															
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432															
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353															
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901															
City of Port Colborne	Killaly St E east of Snider	ROW	0.176															
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645															
MTO	Highway #3	ROW	3.281															
			16.581															
			327.619															

Drain Allowance To $ 1,216.62

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit

Benefit assessments are based on the benefit value to each property and are not proportional to

Owner	Legal Text	ARN	Area Ha	Abutting Length	BENEFIT ASSESSMENT		TOTAL BENEFIT
				m	DIRECT	ABUT	
City of Port Colborne - Lands Assessed							
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	224.7			$0.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	224.7			$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	57.9			$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	500.9			$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413				$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098				$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418				$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025				$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308				$0.00
Sub-Total (Lands)			13.457				
Roads							
City of Port Colborne	Snider Rd. from Hwy 3 to Second Con	ROW	1.612				$0.00
City of Port Colborne	Second Concession from Snider to Bal	ROW	0.022				$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501				$0.00
MTO	Highway #3	ROW	0.547	34.9			$0.00
Sub-Total (Roads)			2.682				
			16.139				

Owner	Legal Text	Roll No	Area, Ha	Abutting Length	BENEFIT ASSESSMENT		TOTAL BENEFIT
				m	DIRECT	ABUT	
City of Port Colborne - Lands Assessed							
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642			$0	$0.00
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095			$0	$0.00
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191			$0	$0.00
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190			$0	$0.00
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534			$0	$0.00
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868			$0	$0.00
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089			$0	$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112			$0	$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583			$0	$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726			$0	$0.00
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431			$0	$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373			$0	$0.00
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631			$0	$0.00
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463			$0	$0.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201			$0	$0.00
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779			$0	$0.00
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202			$0	$0.00
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190			$0	$0.00
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190			$0	$0.00
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190			$0	$0.00
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190			$0	$0.00
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106			$0	$0.00
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	102.2		$256	$255.50
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071			$0	$0.00
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107			$0	$0.00
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159			$0	$0.00
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168			$0	$0.00
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936			$0	$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	203.2		$508	$508.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199			$0	$0.00
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407			$0	$0.00
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711			$0	$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411			$0	$0.00
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202			$0	$0.00
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208			$0	$0.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067			$0	$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170			$0	$0.00

Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418				$0	$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209				$0	$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418				$0	$0.00
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209				$0	$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209				$0	$0.00
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357				$0	$0.00
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186				$0	$0.00
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363				$0	$0.00
NCDSB	CON 2 PT LOT 23	271104000412900	5.947				$0	$0.00
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176				$0	$0.00
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182				$0	$0.00
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186				$0	$0.00
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085				$0	$0.00
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631				$0	$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326				$0	$0.00
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928				$0	$0.00
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291				$0	$0.00
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222				$0	$0.00
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079				$0	$0.00
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228				$0	$0.00
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085				$0	$0.00
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334				$0	$0.00
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212				$0	$0.00
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271				$0	$0.00
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011				$0	$0.00
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252				$0	$0.00
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050				$0	$0.00
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238				$0	$0.00
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613				$0	$0.00
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055				$0	$0.00
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388				$0	$0.00
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346				$0	$0.00
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082				$0	$0.00
Stefan John	CON 3 PT LOT 23	271104000509400	0.016				$0	$0.00
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208				$0	$0.00
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417				$0	$0.00
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605				$0	$0.00
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597				$0	$0.00
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252				$0	$0.00
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103				$0	$0.00
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144				$0	$0.00
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347				$0	$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099				$0	$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029				$0	$0.00
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356				$0	$0.00
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191				$0	$0.00
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630				$0	$0.00
			311.038					
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033				$0	$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221				$0	$0.00
City of Port Colborne	Snider Rd. from Hwy 3 to Second Con	ROW	2.005				$0	$0.00
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071				$0	$0.00
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595				$0	$0.00
City of Port Colborne	Babion Rd. from Hwy 3 to Second Con	ROW	2.308				$0	$0.00
City of Port Colborne	Chippawa Road	ROW	0.559				$0	$0.00
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432				$0	$0.00
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353				$0	$0.00
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901				$0	$0.00
City of Port Colborne	Killaly St E east of Snider	ROW	0.176				$0	$0.00
City of Port Colborne	Second Concession from Snider to Bal	ROW	1.645				$0	$0.00
MTO	Highway #3	ROW	3.281				$0	$0.00
			16.581					
							$	763.50

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 23 Outlet Benefit / Outlet Liability

Port Colborne Branch #1

$4,546.73

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
City of Port Colborne - Lands Assessed							
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	30	0.21	0.0060	$27.28
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	20	1.41	0.0405	$184.32
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	30	10.27	0.2945	$1,338.84
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	20	3.60	0.1032	$469.10
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413	30	0.81	0.0232	$105.40
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098	20	0.13	0.0037	$16.60
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	30	0.82	0.0235	$106.65
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025	20	0.03	0.0009	$4.25
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308	30	6.47	0.1856	$844.05
		Sub-Total (Lands)	13.457				
Roads							
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612	45	4.73	0.1357	$616.77
City of Port Colborne	Second Concession from Snider to Babion	ROW	0.022	86	0.12	0.0035	$16.13
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501	87	2.84	0.0815	$370.35
MTO	Highway #3	ROW	0.547	96	3.43	0.0983	$446.99
		Sub-Total (Roads)	2.682				
	Total Assessments for City of Port Colborne:		16.139		34.88	1.00	$4,546.73

Port Colborne Drain

$225,489.15

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642	45	4.82	0.0063	$1,413.83
McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095	25	0.16	0.0002	$45.49
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191	25	0.31	0.0004	$91.13
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190	25	0.31	0.0004	$91.08
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534	30	1.05	0.0014	$306.76
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868	35	70.48	0.0917	$20,671.95
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089	25	0.14	0.0002	$42.53
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	35	80.17	0.1043	$23,514.47
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	30	1.14	0.0015	$334.83
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	35	15.36	0.0200	$4,504.18
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	35	5.55	0.0072	$1,628.23

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	32	0.78	0.0010	$228.20
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	25	1.03	0.0013	$301.99
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	35	1.06	0.0014	$310.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201	25	0.33	0.0004	$96.15
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779	35	1.78	0.0023	$521.36
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202	25	0.33	0.0004	$96.58
Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190	25	0.31	0.0004	$90.98
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190	25	0.31	0.0004	$90.98
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190	25	0.31	0.0004	$90.98
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190	25	0.31	0.0004	$90.98
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106	25	6.70	0.0087	$1,963.89
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	35	11.33	0.0147	$3,323.44
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071	25	0.12	0.0001	$33.82
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107	25	0.17	0.0002	$51.04
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159	25	0.26	0.0003	$76.06
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168	25	0.27	0.0004	$80.12
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936	25	3.16	0.0041	$926.05
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	35	6.62	0.0086	$1,941.39
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	35	9.59	0.0125	$2,811.99
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407	25	0.66	0.0009	$194.50
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	35	17.61	0.0229	$5,164.30
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411	25	8.83	0.0115	$2,588.33
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202	25	1.96	0.0025	$574.94
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208	25	1.97	0.0026	$578.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067	25	0.11	0.0001	$31.95
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	37	176.62	0.2297	$51,802.13
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418	25	0.68	0.0009	$199.95
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209	25	0.34	0.0004	$100.02
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	25	0.68	0.0009	$199.95
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209	25	0.34	0.0004	$100.07
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209	25	0.34	0.0004	$100.02
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357	25	0.58	0.0008	$170.72
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186	25	0.30	0.0004	$88.88
Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110	30	8.04	0.0105	$2,359.42
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	30	19.87	0.0258	$5,827.80
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	30	43.43	0.0565	$12,736.89
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363	30	0.71	0.0009	$208.54
NCDSB	CON 2 PT LOT 23	271104000412900	5.947	30	11.64	0.0151	$3,413.79
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176	25	0.29	0.0004	$84.14
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182	30	0.36	0.0005	$104.19
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186	25	0.30	0.0004	$88.88
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085	25	0.14	0.0002	$40.85
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828	25	1.35	0.0018	$396.13
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409	25	12.08	0.0157	$3,544.32

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115	35	23.10	0.0300	$6,774.19
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631	35	1.44	0.0019	$422.51
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326	30	6.51	0.0085	$1,909.44
Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928	35	2.12	0.0028	$621.68
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291	25	2.11	0.0027	$617.56
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222	25	0.36	0.0005	$106.05
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079	25	0.13	0.0002	$37.89
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228	30	8.27	0.0108	$2,426.75
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085	25	0.14	0.0002	$40.80
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334	25	0.54	0.0007	$159.58
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212	25	0.34	0.0004	$101.17
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271	25	0.44	0.0006	$129.44
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011	35	25.14	0.0327	$7,373.83
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252	35	34.83	0.0453	$10,214.09
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050	35	6.97	0.0091	$2,042.84
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238	25	2.02	0.0026	$592.40
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613	35	17.38	0.0226	$5,098.67
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055	35	2.41	0.0031	$706.46
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388	25	0.63	0.0008	$185.46
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346	25	0.56	0.0007	$165.65
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082	25	0.13	0.0002	$39.37
Stefan John	CON 3 PT LOT 23	271104000509400	0.016	25	0.03	0.0000	$7.85
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208	26	0.35	0.0005	$103.68
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417	25	0.68	0.0009	$199.52
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605	25	0.99	0.0013	$289.50
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597	25	0.97	0.0013	$285.72
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252	25	3.67	0.0048	$1,077.11
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103	25	0.17	0.0002	$49.17
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144	25	0.24	0.0003	$68.98
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347	25	0.57	0.0007	$166.13
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099	25	0.16	0.0002	$47.21
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029	25	0.05	0.0001	$13.78
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356	25	0.58	0.0008	$170.06
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191	25	0.31	0.0004	$91.41
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	35	1.44	0.0019	$421.71
			311.038				
Roads							
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033	85	11.27	0.0147	$3,306.62
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221	75	5.97	0.0078	$1,752.36
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005	75	9.81	0.0128	$2,876.95
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071	85	0.40	0.0005	$116.22
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595	85	3.30	0.0043	$968.19
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308	85	12.80	0.0166	$3,753.26
City of Port Colborne	Chippawa Road	ROW	0.559	80	2.92	0.0038	$854.95

Owner	Legal Text	Roll No	Area, Ha	Runoff Factor 'C'	QRF	QRF Ratio	
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432	85	7.94	0.0103	$2,329.34
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353	80	1.84	0.0024	$541.04
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901	85	4.99	0.0065	$1,464.94
City of Port Colborne	Killaly St E east of Snider	ROW	0.176	85	0.98	0.0013	$286.73
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645	85	9.12	0.0119	$2,675.64
MTO	Highway #3	ROW	3.281	85	18.19	0.0237	$5,336.02
			16.581				
			327.619		768.83	1.00	$225,489.15

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 24 Special Benefit
Port Colborne Branch #1

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments	Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
City of Port Colborne - Lands Assessed										$0.00	$0.00		$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107							$0.00	$0.00		$0.00
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084							$0.00	$0.00		$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247							$0.00	$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758							$0.00	$0.00		$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413							$0.00	$0.00		$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098							$0.00	$0.00		$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418							$0.00	$0.00		$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025							$0.00	$0.00		$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308							$0.00	$0.00		$0.00
		Sub-Total (Lands)	13.457										$0.00
Roads													
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612							$0.00	$0.00		$0.00
City of Port Colborne	Second Concession from Snider to Babion	ROW	0.022							$0.00	$0.00		$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501							$0.00	$0.00		$0.00
MTO	Highway #3	ROW	0.547							$0.00	$0.00		$0.00
		Sub-Total (Roads)	2.682										$0.00
	Total Assessments for City of Port Colborne:		16.139										$0.00

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments		Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642							$0.00		$0.00		$0.00
McLean William Richard Sam	CON 1 PT TWP LOT 23	271102001311300	0.095							$0.00		$0.00		$0.00
Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191							$0.00		$0.00		$0.00
Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868							$0.00		$0.00		$0.00
Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112							$0.00		$0.00		$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	105.6						$0.00		$0.00		$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	329.1						$0.00		$0.00		$0.00
City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	61						$0.00		$0.00		$0.00
Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	18.2						$0.00		$0.00		$0.00
Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	60.9						$0.00		$0.00		$0.00
1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	54.9						$0.00		$0.00		$0.00
Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201							$0.00		$0.00		$0.00
1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779							$0.00		$0.00		$0.00
Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202							$0.00		$0.00		$0.00
Ed Christensen Roofing Limit	CON 1 PT LOT 23	271104000409400	0.190							$0.00		$0.00		$0.00
Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190							$0.00		$0.00		$0.00
Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190							$0.00		$0.00		$0.00
Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190							$0.00		$0.00		$0.00
Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	166.5				$ 187.50		$187.50		$187.50		$187.50
Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071							$0.00		$0.00		$0.00
Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107							$0.00		$0.00		$0.00

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments		Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159							$0.00		$0.00		$0.00
Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168							$0.00		$0.00		$0.00
Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936							$0.00		$0.00		$0.00
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	100.8	$ 710.00	$ 4,702.59	$ 355.00			$5,057.59		$5,057.59		$5,057.59
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	129.1	$ 710.00		$ 355.00			$355.00		$355.00		$355.00
Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407							$0.00		$0.00		$0.00
Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	151.6						$0.00		$0.00		$0.00
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411							$0.00		$0.00		$0.00
Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202							$0.00		$0.00		$0.00
Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208							$0.00		$0.00		$0.00
Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	597						$0.00		$0.00		$0.00
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418							$0.00		$0.00		$0.00
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209							$0.00		$0.00		$0.00
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418							$0.00		$0.00		$0.00
Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209							$0.00		$0.00		$0.00
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209							$0.00		$0.00		$0.00
Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357							$0.00		$0.00		$0.00
Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186							$0.00		$0.00		$0.00
Elite Capital P.C Developmen	CON 2 PT LOT 22	271104000412600	4.110							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	127						$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	542.7						$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363							$0.00		$0.00		$0.00
NCDSB	CON 2 PT LOT 23	271104000412900	5.947							$0.00		$0.00		$0.00
Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176							$0.00		$0.00		$0.00
Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182							$0.00		$0.00		$0.00
Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186							$0.00		$0.00		$0.00
Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085							$0.00		$0.00		$0.00
Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115							$0.00		$0.00		$0.00
Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631							$0.00		$0.00		$0.00
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326							$0.00		$0.00		$0.00
2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291							$0.00		$0.00		$0.00
Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222							$0.00		$0.00		$0.00
Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079							$0.00		$0.00		$0.00
Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228							$0.00		$0.00		$0.00
Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085							$0.00		$0.00		$0.00
Fijavz David	CON 3 PT LOT 20	271104000506703	0.334							$0.00		$0.00		$0.00
Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212							$0.00		$0.00		$0.00
Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271							$0.00		$0.00		$0.00
Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011							$0.00		$0.00		$0.00
Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252							$0.00		$0.00		$0.00
Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050							$0.00		$0.00		$0.00
Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238							$0.00		$0.00		$0.00
Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613							$0.00		$0.00		$0.00
Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055							$0.00		$0.00		$0.00
Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388							$0.00		$0.00		$0.00
Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346							$0.00		$0.00		$0.00
Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082							$0.00		$0.00		$0.00
Stefan John	CON 3 PT LOT 23	271104000509400	0.016							$0.00		$0.00		$0.00
Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208							$0.00		$0.00		$0.00
Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417							$0.00		$0.00		$0.00
Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605							$0.00		$0.00		$0.00
Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597							$0.00		$0.00		$0.00
Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252							$0.00		$0.00		$0.00
Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103							$0.00		$0.00		$0.00

Port Colborne Drain

Owner	Legal Text	Roll No	Area, Ha	Length	Crossings $/each	Channel Works	Culvert Works	Erosion Control	Other Works	Construction Sub-Total Assessments		Construction Total	Portion of Eng & Admin	TOTAL Special Benefit
Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144							$0.00		$0.00		$0.00
Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347							$0.00		$0.00		$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099							$0.00		$0.00		$0.00
Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029							$0.00		$0.00		$0.00
Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356							$0.00		$0.00		$0.00
McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191							$0.00		$0.00		$0.00
City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	20.7						$0.00		$0.00		$0.00
			310.110											
Roads														
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033							$0.00		$0.00		$0.00
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221							$0.00		$0.00		$0.00
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005							$0.00		$0.00		$0.00
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071	28.4						$0.00		$0.00		$0.00
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.595							$0.00		$0.00		$0.00
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308							$0.00		$0.00		$0.00
City of Port Colborne	Chippawa Road	ROW	0.559							$0.00		$0.00		$0.00
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432							$0.00		$0.00		$0.00
City of Port Colborne	Snider Rd protion south of Killaly St E	ROW	0.353							$0.00		$0.00		$0.00
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.901							$0.00		$0.00		$0.00
City of Port Colborne	Killaly St E east of Snider	ROW	0.176							$0.00		$0.00		$0.00
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645							$0.00		$0.00		$0.00
MTO	Highway #3	ROW	3.281							$0.00		$0.00		$0.00
			16.581											

$ 5,600.09

Section 26 - Special Assessments

As per Section 26 of the Drainage Act, the following costs are to be charged directly to the Road Authorities listed as SPECIAL ASSESSMENTS.

Port Colborne Branch #1

Agency	Items	A. Portion of General Construction Costs	B. Channel Improvement Works	C. Culvert Improvement Works	D. Erosion and Sediment Control Works	E. Other Improvement Works	Total Construction Costs	Portion of Administration Costs	TOTAL Special Assessment
City of Port Colborne	Assessed special benefit for improving Snider road outlet.		$ 3,940				$ 3,940	$ 3,068	$7,008.46
Regional Municipality of Niagara	No works proposed						$ -	$ -	$0.00
MINISTRY OF TRANSPORTATION ONTARIO		$ 4,000					$ 4,000	$ 3,115	$7,115.18
Utilities - Enbridge	No conflicts assessed during design						$ -	$ -	$0.00
Utilities - Other	No conflicts assessed during design						$ -	$ -	$0.00
									$14,123.64

Port Colborne Drain

City of Port Colborne	Extend drain along Babion Rd. to Second Concession. Re-lay culverts at Second Concession Rd.		$ 8,890	$ 2,563		$ 500	$ 11,953	$ 28,496	$40,448.80
Regional Municipality of Niagara	No works proposed						$ -		$0.00
MINISTRY OF TRANSPORTATION ONTARIO					$1,500.00		$ 1,500	$ 3,576	$5,076.19
Utilities - Enbridge	No conflicts assessed during design						$ -		$0.00
Utilities - Other	No conflicts assessed during design						$ -		$0.00
									$45,525.00

Appendix C:

Past Financing and Cost Reports

Fw: invoicing

1 message

alanavanderveen@portcolborne.ca <alanavanderveen@portcolborne.ca> Tue, Dec 17, 2019 at 4:02 PM
To: "Paul Marsh (pcmarsh" <pcmarsh@ewaeng.com>

Paul, as per our discussions on the Port Colborne drain wetland and fordings.

Thank you,

Alana Vander Veen
Drainage Superintendent
City of Port Colborne
alanavanderveen@portcolborne.ca
905-835-2900 x 291

"Serving You to Create an Even Better Community"

Working Smoke and Carbon Monoxide Alarms Save Lives

This message, including any attachments, is privileged and intended only for the person (s) named above. This material may contain confidential or personal information which may be subject to the provisions of the Municipal Freedom of Information and Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone, fax or email and permanently delete the original transmission from us, including any attachments, without making a copy.

----- Forwarded by Alana Vander Veen/Port_Notes on 2019-12-17 04:02 PM -----

From: Deanna Lindblad <dlindblad@npca.ca>
To: "henribennemeer@portcolborne.ca" <henribennemeer@portcolborne.ca>, "alanavanderveen@portcolborne.ca" <alanavanderveen@portcolborne.ca>
Date: 2016-01-07 09:14 AM
Subject: RE: invoicing

Hello,
Below are the reworked numbers for the invoices.
Thank you Henri for catching my mistake about the low level crossings.
deanna

KONC:
Excavation of wetland $7,571.00 (incl HST)
Low level crossing $ 1,243.00 (incl HST)
TOTAL: $8,814.00
Total will need to be in access of $ 11,800 in order for this amount to be paid by NPCA. *See details below.

VANRUYVEN:
Excavation of wetland $2,721.00 (incl HST)
Low level crossing $1,243.00 (inlc HST)
TOTAL: $3,964.00
Total will need to be in access of $5300 in order for this amount to be paid by NPCA. *See details below.

*Now because our program can only pay 75% of the cost of the project and it is our understanding that the City through your funding is covering the 25% on behalf of the landowner through your additional funding source, I will need the invoice to show that the totals above are no more than 75% of the cost. I know that the trucking of the soil off site will be more than that 25% so be sure that the invoice you send me shows that amount please.

**I will need that invoice by the end of the year in order to process by our drop dead date in the first week of January.

Deanna L. Lindblad
Restoration Project Lead
Niagara Peninsula Conservation Authority
250 Thorold Road, West, 3rd floor,
Welland, ON L3C 3W2
905-788-3135 x237
dlindblad@npca.ca

CERTIFICATE

TO: Borden Ladner Gervais LLP

IN THE MATTER OF By-law Number 71-2007 (the "**Debenture By-law**") authorizing an issue of instalment debentures of The Regional Municipality of Niagara (the "**Upper-tier Municipality**") in the aggregate principal amount of $22,809,804.00 - $845,000.00 of which relates to The Corporation of the City of Port Colborne (the "**Lower-tier Municipality**");

AND IN THE MATTER OF certain authorizing by-laws of the Lower-tier Municipality.

I, Janet Beckett, refer to my declaration declared July 5th, 2007. I hereby certify that all statements contained in such declaration are true and correct as at the date hereof.

DATED at the City of Port Colborne as at the 10th day of July, 2007.

Janet Beckett

Janet Beckett,
Clerk

City of Port Colborne

DATE: APRIL 23RD, 2007

MOVED BY COUNCILLOR G. BRUNO

SECONDED BY COUNCILLOR B. Butters

WHEREAS the Council of the Corporation of the City of Port Colborne passed By-law No. 4988/44/07 Being a By-law to Authorize the Borrowing of the Sum of Seven Hundred and Forty-Five Thousand Dollars ($745,000) Upon the Issuance of Debentures for Such Purposes, for the construction of Wignell and Michener Municipal Drains;

WHEREAS the estimated cost of construction of the Wignell and Michener Municipal Drains amount to $745,000;

WHEREAS it is deemed desirable to issue debentures in the amount of $745,000 in accordance with the terms of the various authorizing by-laws applicable to such expenditures;

NOW THEREFORE be it resolved by the Council of the Corporation of the City of Port Colborne as follows:

THAT the City Clerk be and is hereby directed to request the Council of the Regional Municipality of Niagara to issue debentures, on behalf of the said City of Port Colborne in the amount of $745,000 to finance the construction of the Wignell and Michener Municipal Drains and to be a 10 year debenture;

AND THAT the City Clerk and the Treasurer be and they are hereby directed to make available to the said Regional Municipality of Niagara certified copies of all By-laws and Orders of the Ontario Municipal Board applicable and all other information required in this connection, to ensure the issue of the said debentures in the amount of $745,000. for the construction of the Wignell and Michener Municipal Drains as described in the attached schedule.

Vance Badawey (sgd.)
MAYOR

No.....

CITY OF PORT COLBORNE
CERTIFIED TRUE AND CORRECT COPY
City Clerk Janet Beckett
05/01/07

THE CORPORATION OF THE CITY OF PORT COLBORNE

BY-LAW NO. 4988/44/07

BEING A BY-LAW TO AUTHORIZE
THE BORROWING OF THE SUM OF
SEVEN HUNDRED AND FORTY-FIVE THOUSAND DOLLARS
($745,000)
UPON THE ISSUANCE OF DEBENTURES FOR SUCH PURPOSES

WHEREAS Section 401(1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, authorizes the municipality to borrow money or incur a debt for municipal purposes and may issue debentures for the money borrowed or for the debt.

WHEREAS the Council of the Corporation of the City of Port Colborne deemed it desirable to undertake the following Capital Project in 2007 by issuance of debentures:

The construction of the Wignell and Michener Municipal Drains, as approved by Council in the Department of Operational, Planning & Development Services Report No. 2007-25, for the amount of $745,000.

WHEREAS the Treasurer of the Corporation of the City of Port Colborne has confirmed that the debt repayment limit for the City of Port Colborne has been updated and this project will not cause the Corporation to exceed its limit.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF PORT COLBORNE ENACTS AS FOLLOWS:

1. In this By-law:

   "Council" means the Council of the Corporation of the City of Port Colborne.

   "Corporation" means the Corporation of the City of Port Colborne.

2. The Council authorizes and approves the Capital Project, being the construction of the Wignell and Michener Municipal Drains in 2007 for the amount of $745,000.

3. That the cost of the project, namely $745,000, to be borne by the ratepayers within the Wignell and Michener Municipal Drain Watershed, shall be paid for by the issue and sale of debentures for the amount of $745,000 over a period of ten (10) years.

4. Any debentures to be issued by the Council of the Regional Municipality of Niagara, with respect to the said project or part thereof, shall bear interest at such rate or rates as shall be determined by the Regional Council.

5. The Mayor and Treasurer are hereby authorized on behalf of the Corporation to borrow from any bank, person, firm or corporation from time to time, pending the issue and sale of debentures, any money necessary to meet the expenditures incurred up to the amount of the estimated cost thereof, and the Mayor and Treasurer are hereby authorized to execute a promissory note or notes thereof and the Clerk is hereby authorized to affix the corporate seal thereto.

6. The City Clerk of the Corporation is hereby authorized and directed to request the Council of the Regional Municipality of Niagara to borrow money for the purposes hereinbefor set out to a maximum amount of $745,000 and to issue debentures therefore to the credit of the Regional Corporation and to suggest to the Regional Municipality of Niagara that such debentures shall be payable within ten (10) years.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 23rd DAY OF APRIL, 2007.

Vance Badawey
MAYOR

Janet Beckett

Janet Beckett
CITY CLERK

CITY OF PORT COLBORNE
CERTIFIED TRUE AND CORRECT COPY
City Clerk Janet Beckett
05/01/07

PORT COLBORNE

APPROVED BY COUNCIL APR 23 2007 J. BECKETT CITY CLERK CITY OF PORT COLBORNE

DEPARTMENT OF OPERATIONAL PLANNING & DEVELOPMENT SERVICES

Report No. 2007-25 **Agenda Date: April 23, 2007**

Division: Engineering Division

Subject: FINANCING OF THE WIGNELL-MICHENER MUNICIPAL DRAINS

RECOMMENDATION:

That the Council of the City of Port Colborne approve the works contained in this report for the construction of the Wignell and Michener Municipal Drains.

That the Council of the City of Port Colborne approve the attached resolution to authorize the Regional Municipality of Niagara to issue the debenture in the amount of $745,000.00 over a period of 10 years for the works related to construction for the Wignell and Michener Drains.

That the Council of the City of Port Colborne authorize the City Clerk and Mayor to sign the appropriate by-law to authorize the issuance of debentures by the Region.

Purpose of the Report

The City of Port Colborne has appointed Wiebe Engineering Group to prepare a report for the repair and improvement of the Wignell, Michener M - 1 and the Michener M - 2 Municipal Drains. The estimated cost of the work is $780,000.00 and Council should consider debenturing the cost of this project as the City cannot finance this amount on behalf of the benefiting landowners within the watershed.

Analysis

Council appointed Wiebe Engineering Group on December 21, 2001 to prepare a drainage report for the Wignell and Michener Municipal Drains, under the appropriate sections of *The Drainage Act, R.S.O 1990*. The primary reason for the Report was to amalgamate 5 different by-laws for various portions of the Wignell Municipal Drain into one by-law, to confer municipal drain status on a short section connecting two portions of the Wignell Drain, to update the assessment schedules to reflect current land use and watershed boundaries, and to provide for needed repairs and improvements.

The "on-site" meeting for this project was held the evening of January 9, 2002 and was attended by about 90 landowners as well as Councillors Butters and Bodner. Many issues were raised and discussed at the meeting, including a storm water management system to control discharge of sediment and nutrients into Lorraine Bay, the ongoing erosion problem in the muck type soils in the portion of the Wignell Drain located south of the Friendship Trail, and others.

A treatment wetlands / storm water management system was designed, however, the cost was so high that it was decided not to proceed with that as part of the Report. The concept has not been abandoned, we are trying to receive funding for the wetlands through Water Smart Niagara. Concerns were raised about contaminants in the sediment in the bottom of the drain, so soil samples of the drain bottom were taken and tested and the test results indicate that the sediment is within provincial guidelines so the excavated material is safe to spread along the side of the drain.

The existing building housing the pump at Lakeshore Road East must be replaced, the starter on the pump inside the building must be replaced, the controller for the Grindex pump on the north side of the floodgates must be moved to inside the building, "bubblers" must be installed inside the pump wetwell to prevent freezing, the existing transformer must be upgraded to provide more power, the power supply cables must be moved underground, the floodgates require remedial work, and various

electrical components and installations for the pumps and floodgates must be upgraded to meet current Hydro regulations.

Erosion continues to worsen, to the extent that we had to install a concrete block wall along the Smith property between Snider Road and the Cemetery at a cost of $226,000. Repairs and improvements are required all along the Wignell and Michener Drains to improve flows and reduce erosion.
The work has escalated beyond what was originally considered when the engineer was appointed in late 2001. The cost of the required works is now estimated at $780,000, as follows:

- Construction: Main Drain = $400,000 (includes the $226,000 for the concrete wall)
  Wignell W-1 = $38,000
  Wignell W-2 = $23,000
  Michener M-1 = $15,000
  Michener M-2 = $56,000
  Total construction & Contingency = $532,000
- Allowances = $53,000
- Engineering & Administration = $151,000
- GST = $44,000
- **TOTAL COST = $780,000**

Resource Implications

The estimated $780,000 cost will have to be borne upfront by the municipality. It is estimated that approximately 15% of that cost will be assessed to City owned lands and road allowances and the remainder will be invoiced to affected landowners within the watershed. The actual cost to be debentured, net of GST and commission/legal fees, amounts to $745,000.00.

Policies Affecting The Proposal

The attached resolution provides the authority for the Region to issue a 10 year debenture for the construction of the Wignell and Michener Drains . This confirms that the Treasurer has updated the municipalities 2006 annual repayment limit respecting long term debt and financial obligations and determined that the estimated annual amount payable in respect of the drain construction, the additional cost amount and additional debenture authority, would not cause the municipality to reach or to exceed the updated 2006 limit.

Comments From Relevant Departments, Agencies & Corporate Partners

None.

Alternatives

None

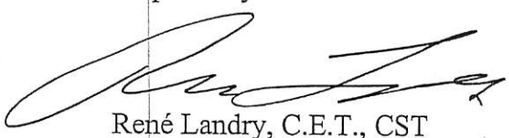
Conclusions

That the construction of the Wignell and Michener Drains be approved with financing from the issuance of debentures from the Region in the amount of $745,000.00. Costs will be recovered from the affected landowners following completion of the works.

Attachments

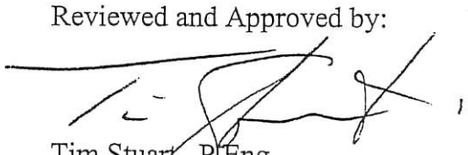
The attached by-law and resolution is required to authorize the borrowing of $745,000.00 upon the issuance of debentures by the Region in June, 2007.

Prepared by:



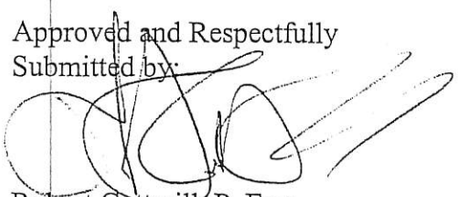
René Landry, C.E.T., CST
Drainage Superintendent
Engineering Assistant

Reviewed and Approved by:



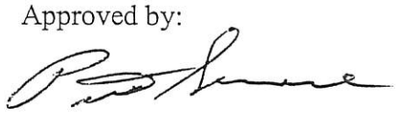
Tim Stuart, P.Eng.
Director of Operational, Planning
and Development Services

Approved and Respectfully
Submitted by:



Robert Cotterill, P. Eng.
Chief Administrative Officer

Financing strategy reviewed and
Approved by:



Peter Senese
Director of Community & Corporate
Services

Wignell/Michener Debenture

		Debenture Fee	December 31, 2007.	**2008 TOTAL**	December 31, 2008.	**2009 TOTAL**	December 31, 2009.	**2010 TOTAL**	December 31, 2010.	**2011 TOTAL**	December 31, 2011.	**2012 TOTAL**	December 31, 2012.	**2013 TOTAL**	December 31, 2013.	**2014 TOTAL**	December 31, 2014.	**2015 TOTAL**	December 31, 2015.	**2016 TOTAL**	December 31, 2016.	**2017 TOTAL**	December 31, 2017.	**Total Interest Paid**
Total			$ 745,000.00		$ 685,773.55		$ 623,570.98		$ 558,277.98		$ 489,704.23		$ 417,715.44		$ 342,126.42		$ 262,748.73		$ 179,397.98		$ 91,889.76		$ -	
		$ 6,065.29		$ 96,388.48		$ 96,422.90		$ 96,485.90		$ 96,556.81		$ 96,577.48		$ 96,614.26		$ 96,661.28		$ 96,665.48		$ 96,613.74		$ 96,576.12		
PRINC.				$ 59,226.45		$ 62,192.57		$ 65,303.00		$ 68,573.75		$ 71,988.79		$ 75,589.02		$ 79,377.69		$ 83,350.75		$ 87,508.22		$ 91,889.76		
INT.				$ 37,162.03		$ 34,230.33		$ 31,182.90		$ 27,983.06		$ 24,588.69		$ 21,025.24		$ 17,283.59		$ 13,314.73		$ 9,105.52		$ 4,686.36		**$ 220,562.45**
2007-2009 Contract cost for Rankin Construction Retaining Wall	$241,254.45																							
Erosion Protection Wall Engineering Fee	$27,894.59	$2,191.23		$13,425.67		$12,366.52		$11,265.57		$10,109.55		$8,883.25		$7,595.87		$6,244.11		$4,810.26		$3,289.59		$1,693.06		**$79,683.45**
2001-2007 Weibe Engineering Fees	$100,750.62	$820.24		$5,025.63		$4,629.16		$4,217.04		$3,784.31		$3,325.27		$2,843.36		$2,337.36		$1,800.63		$1,231.39		$633.76		**$29,827.92**
	$369,899.66	$3,011.47		$18,451.31		$16,995.69		$15,482.61		$13,893.86		$12,208.52		$10,439.23		$8,581.47		$6,610.89		$4,520.98		$2,326.82		**$ 109,511.38**
				4.99%		4.59%		4.19%		3.76%		3.30%		2.82%		2.32%		1.79%		1.22%		0.63%		**29.61%**

Appendix D:

Supplementary Information

City of Port Colborne
Regular Committee of the Whole Meeting 16-18
Minutes

Date:	July 23, 2018
Time:	6:30 p.m.
Place:	Council Chambers, Municipal Offices, 66 Charlotte Street, Port Colborne
Members Present:	R. Bodner, Councillor B. Butters, Councillor F. Danch, Councillor A. Desmarais, Councillor D. Elliott, Councillor B. Kenny, Councillor J. Maloney, Mayor (presiding officer) Absent: Y. Doucet, Councillor (due to vacation) J. Mayne, Councillor (leave of absence)
Staff Present:	D. Aquilina, Director of Planning and Development T. Cartwright, Fire Chief A. Grigg, Director of Community and Economic Development N. Halasz, Manager of Parks and Recreation A. LaPointe, Manager of Legislative Services/City Clerk (minutes) C. Lee, Director of Engineering and Operations S. Luey, Chief Administrative Officer P. Senese, Director of Corporate Services

Also in attendance were interested citizens, members of the news media and WeeStreem.

1. Call to Order:

Mayor Maloney called the meeting to order.

2. Introduction of Addendum Items:

Nil.

3. Confirmation of Agenda:

Moved by Councillor B. Kenny
Seconded by Councillor A. Desmarais

That the agenda dated July 23, 2018 be confirmed, as circulated or as amended.

CARRIED.

2. Engineering and Operations Department, Engineering Division, Report 2018-103, Subject: Wignell, Michener, Port Colborne and Beaverdam Municipal Drains Engineer Appointment

Moved by Councillor R. Bodner
Seconded by Councillor B. Butters

That the appointment of Paul Smeltzer P. Eng. of AMEC(FW) be rescinded as per Section 39(2) Chapter D.17 of *the Drainage Act R.S.O. 1990*; and

That Paul Marsh P. Eng. of EWA Engineers Inc. be appointed under Section 78(1) Chapter D.17 of the *Drainage Act R.S.O. 1990*, and that this appointment become effective once the conditions of Section 78(2) have been met; and

That staff be authorized to execute a petition under Section 4 Chapter D.17 of the *Drainage Act R.S.O. 1990* to initiate/incorporate any new works related to municipal roads and/or property; and

That Paul Marsh P. Eng. of EWA Engineers Inc., be appointed under Section 8 Chapter D.17 of the *Drainage Act R.S.O. 1990* for the new works contemplated and any additional petitions under Section 4, related to the Wignell, Michener Port Colborne and Beaver Dam Drains, that may come forward during the Drainage Act process; and

That the Mayor and Clerk be authorized to sign the requisite Engineering Services Agreement for the preparation of new engineer(s) reports for the Wignell, Michener, Port Colborne and Beaverdam Municipal Drains.

CARRIED.

14. Notice of Motion:

Nil.

15. Adjournment:

Moved by Councillor F. Danch
Seconded by Councillor D. Elliott

That the Committee of the Whole meeting be adjourned at approximately 7:31p.m.

CARRIED.

AL/cm

WIGNELL MUNICIPAL DRAIN
W2 RELOCATION
W1 ABANDONMENT

ENGINEER'S REPORT

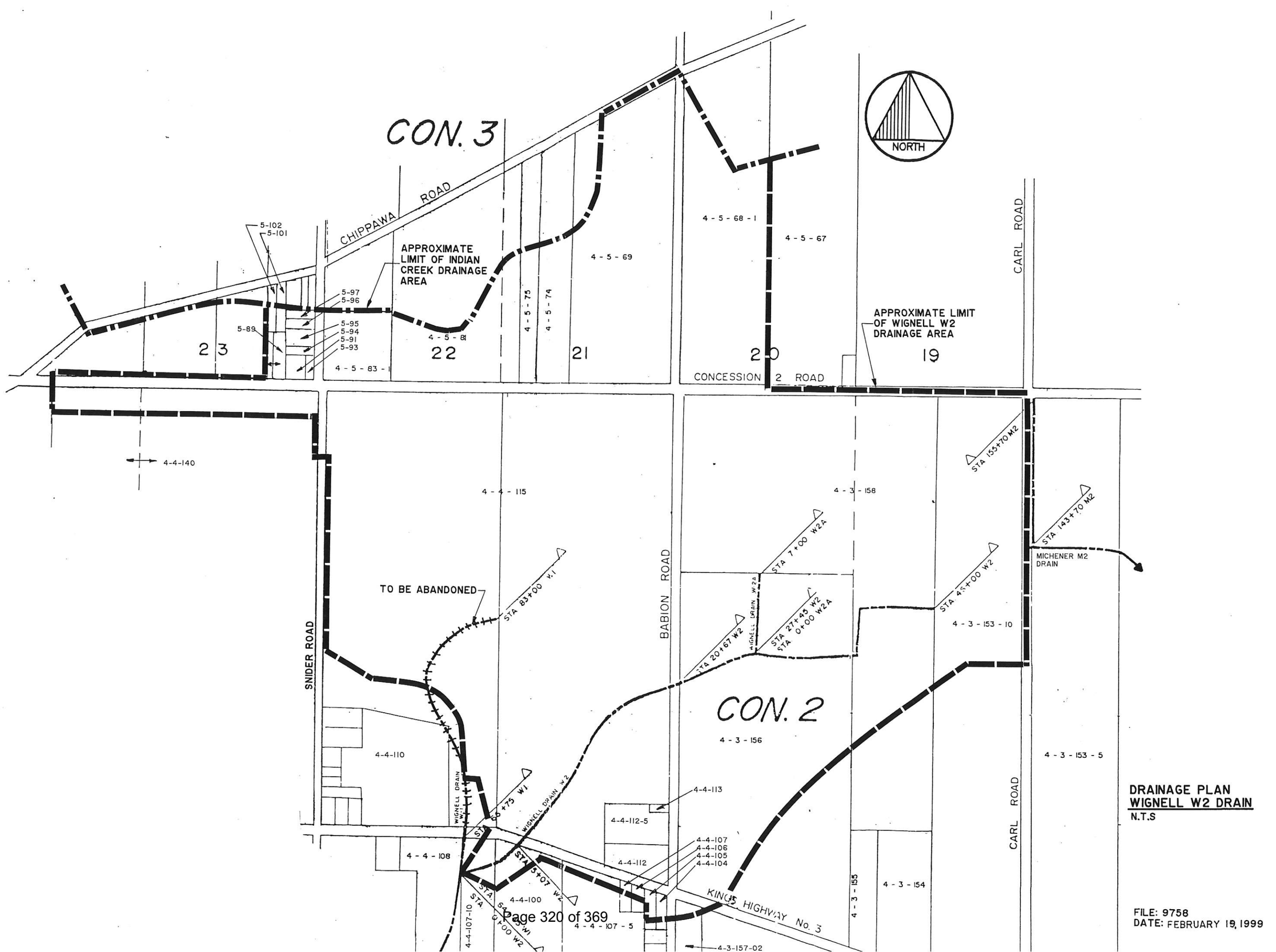
CITY OF PORT COLBORNE
Regional Municipality of Niagara

DATED: FEBRUARY 19, 1999

Copyright 1999

WIEBE ENGINEERING GROUP INC.
CONSULTING ENGINEERS & PROJECT MANAGERS

826 East Main Street
WELLAND, Ontario
L3B 3Y9
Ph. (905) 735-4522
Fax (905) 735-5355
E-mail: wiebe@vaxxine.com



DRAINAGE PLAN
WIGNELL W2 DRAIN
N.T.S

FILE: 9758
DATE: FEBRUARY 19, 1999

ENGINEERING AND OPERATIONS DEPARTMENT
ENGINEERING DIVISION

Report Number: 2013- 1 **Date: January 14, 2013**

SUBJECT: Wignell/Michener & Beaverdam Drains – Abandonments & Subsequent Connections

1. PURPOSE:

This report prepared by Henri Bennemeer, Drainage Superintendent has been authorized by Chris Lee, Manager of Projects & Design in response to a request from Port Colborne Quarries to have the Wignell 2A (W-2A) and a portion of the Wignell 2 (W-2) east of Babion Road abandoned and to have a remnant portion of the Wignell 2 watershed redirected to the Michener 2 (M2). The purpose of this report is to provide Council with background information and requisite actions.

2) HISTORY, BACKGROUND, COUNCIL POLICY, PRACTICES

Some years previous, circa 1998 the former owners of Port Colborne Quarries had requested that certain portions of the Wignell Municipal Drain system (W-1, W-2 & W-2A) be abandoned (see attached plan). An engineer's report was prepared by Wiebe Engineering Group dated February 19, 1999 dealing with an initial request to have a portion of the W-2 drain west of Babion Road, within the quarry lands, relocated as part of their rehabilitation plan, as well as the abandonment of a portion of the W-1 drain. The request to have the W-2 & W-2A drains abandoned was postponed until sometime in the future, when needed.

As Council may be aware the Wignell/Michener Municipal Drain Report has been under review for a number of years through a former appointment of Wiebe Engineering Group Inc. and more recently, combined with the Beaverdam Municipal Drain, through the appointment of AMEC Environment & Infrastructure. Throughout the review process, in discussions between AMEC and the current owner of Port Colborne Quarries (who now wish to move the abandonments forward), it was anticipated that the report, including the abandonments, would be finalized by the time quarry operations necessitated the removal of the aforementioned drains and ancillary works related to the redirection of the remnant portion of the W-2 watershed. A number of factors have affected this timing, namely the scope of the project and increased activity at the quarry that has moved the timelines forward, requiring that interim or alternate measures under the Drainage Act be taken.

3) STAFF COMMENTS AND DISCUSSIONS

Under Section 84 Chapter D.17 of the Drainage Act R.S.O. the Council of the initiating municipality may give notice on its own initiative, to the property owners affected, of its intention to abandon a drainage works or part thereof as specified in the notice, without any written request of the landowners assessed for benefit, in respect of the drainage

works. If within ten days of the mailing of the notice, no landowners receiving the notice request that an engineer's report be prepared on the proposed abandonment, then Council may by by-law abandon the drainage works or part thereof and thereafter the municipality will have no further obligation with respect to the drainage works.

In the case of the abandonment of the W-2 and W-2A east of Babion Road there are only two properties affected, that of Port Colborne Quarries, through which the drains pass and that of Mr. Paul Fehrman, who's lands drain into the W-2 at their west property line with Port Colborne Quarries. In discussions with both property owners, neither require the report of an engineer for the abandonment, provided that the drainage of the Fehrman lands can be redirected to the east into the M-2 drain.

In regard to redirecting or subsequently connecting lands to a drainage works to which the lands are not assessed, Section 65(3) & 65(5) Subsequent Connections to a Drainage Works, Chapter D.17 of the Drainage Act R.S.O. 1990, respectively provides for the clerk to instruct an engineer to inspect the subject lands and to assess it for a just proportion of the drainage works and to provide for Council authority to allow the connection. Again, similar to the abandonment, there will be no appeals as all construction costs and engineering related to the subsequent connection process are to be borne by Port Colborne Quarries. Staff is in receipt of the appropriate documentation from both parties in regard to the aforementioned requests/releases/commitments.

As a further assurance the new report by AMEC will address any oversights and or inequities that may develop as a result of this alternative measure.

4) OPTIONS AND FINANCIAL CONSIDERATIONS:

a) Do nothing.

This is an option. However, it would cause serious hardship and additional costs to Port Colborne Quarries if they were delayed until the outcome of the Engineer's Report on the Wignell/Michener Municipal Drain.

b) Other Options

None.

5) COMPLIANCE WITH STRATEGIC PLAN INITIATIVES

Municipal Drain Maintenance Strategic Planning is currently under review. This project is in compliance with all City legislative requirements.

6) ATTACHMENTS

Aerial plan of the subject area.

7) RECOMMENDATION

A. That Council receives this report as information.

B. That Council hereby authorizes the subsequent connection of the Fehrman lands identified as Roll # 2711-040-003-15310 to the Michener M-2 Municipal Drain.

C. That the City Clerk be authorized to send notice to the affected parties as defined in Section 84(2) Chapter D.17 of the Drainage Act R.S.O. 1990 and to prepare the appropriate by-law for the abandonment of those portions of the Wignell W-2 and W-2A Municipal Drains east of Babion Road, which by-law will come into effect once the conditions of Section 84(5) Chapter D.17 of the Drainage Act R.S.O. 1990 are met.

8) SIGNATURES

Prepared on January 2, 2013

Henri Bennemeer
Drainage Superintendent

Reviewed by:

Chris Lee
Manager of Projects & Design

Reviewed by:

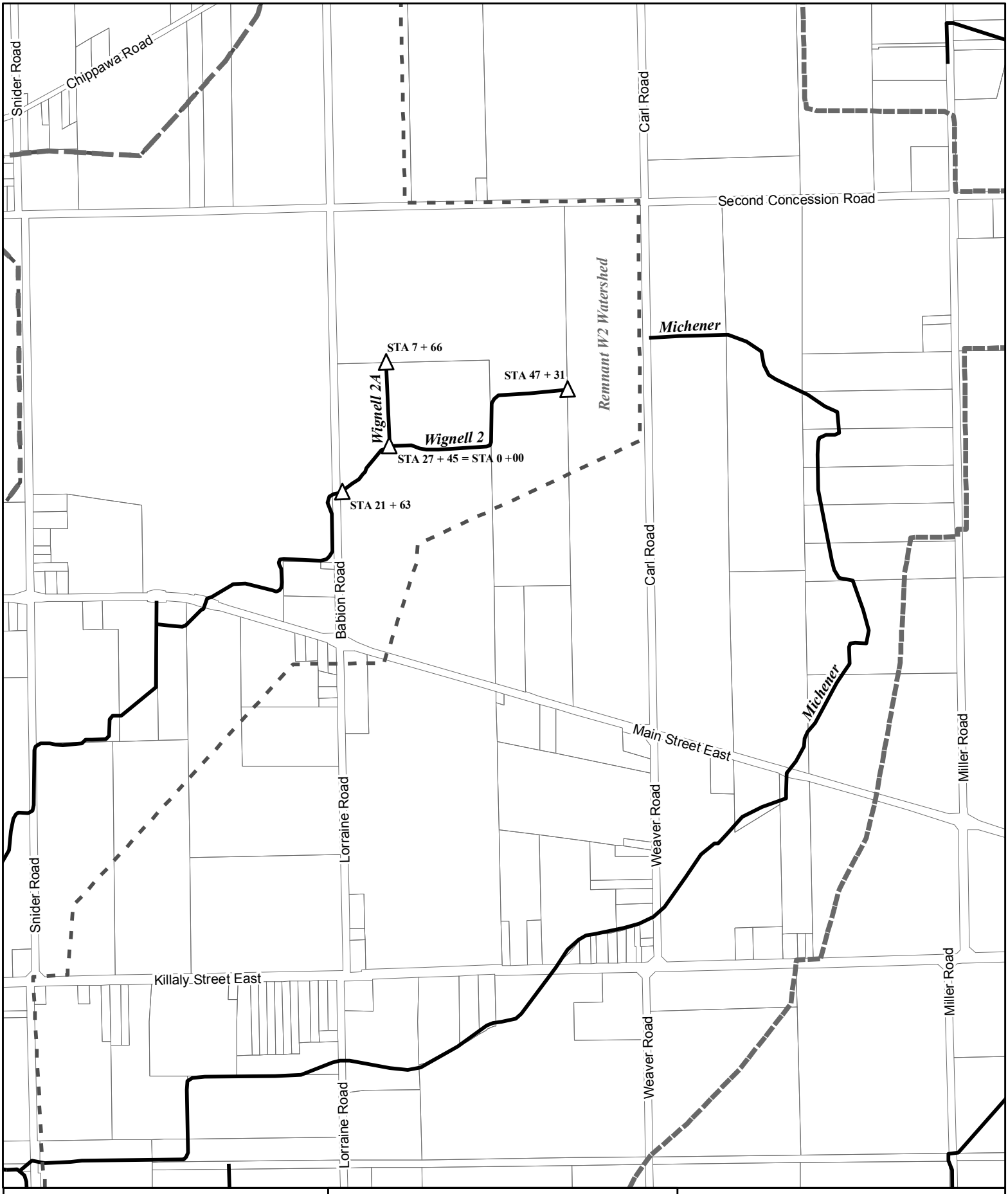
Ron Hanson, C.E.T.
Director, Engineering & Operations

Reviewed by:

Peter Senese
Director of Corporate and Community Services

Reviewed and Respectfully Submitted:

Robert J. Heil
Chief Administrative Officer



Wignell 2 & Wignell 2A Abandonment

PORT COLBORNE

January 02, 2013

```
[TITLE]
Wignell Drain

[OPTIONS]
;;Options             Value
;;------------------- ------------
FLOW_UNITS           CMS
INFILTRATION         CURVE_NUMBER
FLOW_ROUTING         KINWAVE
LINK_OFFSETS         DEPTH
MIN_SLOPE            0
ALLOW_PONDING        YES
SKIP_STEADY_STATE    NO

START_DATE           11/20/2018
START_TIME           00:00:00
REPORT_START_DATE    11/20/2018
REPORT_START_TIME    00:00:00
END_DATE             11/23/2018
END_TIME             00:00:00
SWEEP_START          01/01
SWEEP_END            12/31
DRY_DAYS             0
REPORT_STEP          00:10:00
WET_STEP             00:10:00
DRY_STEP             01:00:00
ROUTING_STEP         30

INERTIAL_DAMPING     PARTIAL
NORMAL_FLOW_LIMITED  BOTH
FORCE_MAIN_EQUATION  H-W
VARIABLE_STEP        0.75
LENGTHENING_STEP     0
MIN_SURFAREA         0
MAX_TRIALS           8
HEAD_TOLERANCE       0.0015
SYS_FLOW_TOL         5
LAT_FLOW_TOL         5
MINIMUM_STEP         0.5
THREADS              4

[EVAPORATION]
;;Type          Parameters
;;------------- ----------
CONSTANT         0.0
DRY_ONLY         NO

[RAINGAGES]
;;               Rain      Time     Snow     Data
;;Name           Type      Intrvl   Catch    Source
;;-------------- --------- -------- -------- ----------
Rain Gage-01     CUMULATIVE 0:10     1.0      TIMESERIES TS-SCS24_5

[SUBCATCHMENTS]
;;                                              Total    Pcnt.             Pcnt.    Curb     S
;;Name           Raingage         Outlet          Area     Imperv   Width    Slope    Length   P
;;-------------- ---------------- --------------- -------- -------- -------- -------- -------- -
;Bower
B1               Rain Gage-01     J6              8.32     5        201      0.25     0
;Michener
M1               Rain Gage-01     J1              30.426   4.5      288      0.17     0
;Michener
M2               Rain Gage-01     J2              26.526   4.5      420      0.43     0
;Michener
```

```
M3               Rain Gage-01     J7               41.950000 4.5      411        .01       0
;Michener
M4               Rain Gage-01     J4               18.790000 4.5      469.75     .001      0
;Michener
M5               Rain Gage-01     J5               15.520000 4.5      597        .001      0
;Port Colborne
PC1              Rain Gage-01     J21              20.1163   4.5      198        0.53      0
;Port Colborne
PC10             Rain Gage-01     J18              1.98      55       40         0.4       0
;Port Colborne
PC11             Rain Gage-01     J88              3.65      45       36.5       0.4       0
;Port Colborne
PC2              Rain Gage-01     J21              41.1751   4.73     374        0.24      0
;Port Colborne
PC3-QW1          Rain Gage-01     J20              66.06     0        660        0.01      0
;Port Colborne
PC4-QE1          Rain Gage-01     J19              63.430000 0        906        0.01      0
;Port Colborne
PC5              Rain Gage-01     J17              7.7       4.5      153        0.4       0
;Port Colborne
PC6              Rain Gage-01     J14              21.44     4.5      447        0.2       0
;Port Colborne
PC7              Rain Gage-01     J15              59.555    4.5      455        0.2       0
;Port Colborne
PC8              Rain Gage-01     J16              39.25     4.5      441        0.56      0
;Port Colborne
PC9_3            Rain Gage-01     J32              8.952833  4.5      239        0.75      0
;Port Colborne
PC9_4            Rain Gage-01     J10              4.005947  85       60         0.75      0
;Wignell
W1               Rain Gage-01     J22              62.0833   4.5      511        0.77      0
;Wignell
W10              Rain Gage-01     J12              100.600000 4.5     680        .01       0
;Wignell
W11              Rain Gage-01     J8               26.230000 4.5      1380       3         0
;Wignell
W12              Rain Gage-01     J24              18.67     4.5      275        0.15      0
;Wignell
W13              Rain Gage-01     J87              28.59     4.5      342        0.36      0
;Wignell
W14              Rain Gage-01     J27              34.15     4.5      491        0.29      0
;Wignell
W2               Rain Gage-01     J23              87.36     4.5      488        0.5       0
;Wignell
W3               Rain Gage-01     J28              41.21     4.5      330        0.16      0
;Wignell
W4               Rain Gage-01     J86              42.97     4.5      511        0.6       0
;Wignell
W5               Rain Gage-01     J26              22.3      4.5      354        0.16      0
;Wignell
W6               Rain Gage-01     J25              83.88     4.5      986        0.12      0
;Wignell
W7               Rain Gage-01     J24              41.66     4.5      495        0.12      0
;Wignell
W8               Rain Gage-01     J29              6.61      4.5      220        0.33      0
;Wignell
W9               Rain Gage-01     J30              23.23     4.5      502.06     0.81      0
;Wignell
WB1              Rain Gage-01     J29              6.88      4.5      260        0.38      0
;Wignell
WB2              Rain Gage-01     J24              10.34     4.5      250        0.24      0

[SUBAREAS]
;;Subcatchment   N-Imperv   N-Perv     S-Imperv   S-Perv     PctZero    RouteTo    PctRouted
```

```
;;-------------- ---------- ---------- ---------- ---------- ---------- ---------- ----------
B1               0.015      0.1        10         5          25         OUTLET
M1               0.015      0.1        10         5          25         OUTLET
M2               0.015      0.1        10         5          25         OUTLET
M3               0.0150     0.1000     10         5.00       25         OUTLET
M4               0.0150     0.1000     10         5.00       25         OUTLET
M5               0.0150     0.1000     10         5.00       25         OUTLET
PC1              0.015      0.1        10         5          25         OUTLET
PC10             0.015      0.1        10         5          25         OUTLET
PC11             0.015      0.1        10         5          25         OUTLET
PC2              0.015      0.1        10         5          25         OUTLET
PC3-QW1          0.015      0.1        10         200        25         OUTLET
PC4-QE1          0.0150     0.1000     10         200        25         OUTLET
PC5              0.015      0.1        10         5          25         OUTLET
PC6              0.015      0.1        10         5          25         OUTLET
PC7              0.015      0.1        10         5          25         OUTLET
PC8              0.015      0.1        10         5          25         OUTLET
PC9_3            0.015      0.1        10         5          25         OUTLET
PC9_4            0.015      0.1        10         5          25         OUTLET
W1               0.015      0.1        10         5          25         OUTLET
W10              0.0150     0.1000     10         5.00       25         OUTLET
W11              0.0150     0.1000     10         5.00       25         OUTLET
W12              0.015      0.1        10         5          25         OUTLET
W13              0.015      0.1        10         5          25         OUTLET
W14              0.015      0.1        10         5          25         OUTLET
W2               0.015      0.1        10         5          25         OUTLET
W3               0.015      0.1        10         5          25         OUTLET
W4               0.015      0.1        10         5          25         OUTLET
W5               0.015      0.1        10         5          25         OUTLET
W6               0.015      0.1        10         5          25         OUTLET
W7               0.015      0.1        10         5          25         OUTLET
W8               0.015      0.1        10         5          25         OUTLET
W9               0.015      0.1        10         5          25         OUTLET
WB1              0.015      0.1        10         5          25         OUTLET
WB2              0.015      0.1        10         5          25         OUTLET

[INFILTRATION]
;;Subcatchment   CurveNum   HydCon     DryTime
;;-------------- ---------- ---------- ----------
B1               83         0.5        4
M1               73         0.5        4
M2               83         0.5        4
M3               73.00      0.5        4
M4               73.00      0.5        4
M5               73.00      0.5        4
PC1              83         0.5        4
PC10             93         0.5        4
PC11             93         0.5        4
PC2              83         0.5        4
PC3-QW1          73         0.5        4
PC4-QE1          73.00      0.5        4
PC5              83         0.5        4
PC6              83         0.5        4
PC7              83         0.5        4
PC8              83         0.5        4
PC9_3            83         0.5        4
PC9_4            95         0.5        4
W1               83         0.5        4
W10              73.00      0.5        4
W11              73.00      0.5        4
W12              83         0.5        4
W13              83         0.5        4
W14              83         0.5        4
W2               83         0.5        4
```

```
W3               83         0.5        4
W4               83         0.5        4
W5               83         0.5        4
W6               83         0.5        4
W7               83         0.5        4
W8               83         0.5        4
W9               83         0.5        4
WB1              83         0.5        4
WB2              83         0.5        4

[JUNCTIONS]
;;               Invert     Max.       Init.      Surcharge  Ponded
;;Name           Elev.      Depth      Depth      Depth      Area
;;-------------- ---------- ---------- ---------- ---------- ----------
;Michener
J1               176.34     1.87       0          0          0
J10              180.25     0.75       0          0          0
;Wignell
J11              173.85     3.5        0          0          0
;Wignell
J12              174.134    2          0          0          0
;Wignell
J13              174.345    2          0          0          0
;Wignell
J14              174.36     3.34       0          0          0
;Port Colborne
J15              175.33     2          0          0          0.00
;Port Colborne
J16              175.98     2          0          0          0.00
;Port Colborne
J17              178.43     1.74       0          0          0
;Port Colborne
J18              179.98     2.08       0          0          0
;Port Colborne
J19              181.76     2          0          0          0.00
;Michener
J2               176.377    1.2        0          0          0
;Port Colborne
J20              181.78     2          0          0          0.00
;Port Colborne
J21              182.40     2          0          0          0.00
;Wignell
J22              181.38     2          0          0          0.00
;Wignell
J23              181.36     2          0          0          0.00
;Wignell
J24              180.75     2          0          0          0.00
;Wignell
J25              178.32     2          0          0          0.00
;Wignell
J26              177.25     2          0          0          0.00
;Wignell
J27              176.5      2          0          0          0.00
;Wignell
J28              175.52     2          0          0          0.00
;Wignell
J29              175.15     2          0          0          0.00
;Michener
J3               175.26     1          0          0          0
;Wignell
J30              174.48     2          0          0          0.00
J31              177.35     2.314      0          0          0
J32              178.05     2.3        0          0          0
;Michener
```

```
J4              174.6      1.2        0          0          0
;Michener
J5              174.1      2.96       0          0          0
;Bower
J6              174.5      2          0          0          0.00
;Michener
J7              175.85     0.9        0          0          0
;Wignell
J8              174.07     3          0          0          0
;Wignell
J86             176        2          0          0          0.00
;Wignell
J87             176        2          0          0          0.00
;Wignell
J88             181.6      2.14       0          0          0
;Wignell
J9              173.888    3.512      0          0          0

[OUTFALLS]
;;              Invert     Outfall    Stage/Table      Tide
;;Name          Elev.      Type       Time Series      Gate     Route To
;;------------- ---------- ---------- ---------------- -------- ----------------
;Wignell
J10 Outlet      173.75     FREE                        NO

[CONDUITS]
;;              Inlet           Outlet                      Manning    Inlet      Outlet     In
;;Name          Node            Node            Length      N          Offset     Offset     Fl
;;------------- --------------- --------------- ----------- ---------- ---------- ---------- --
;MitchnerChannel
Link-01         J1              J7              455         0.04       0          0          0
;MitchnerChannel
Link-02         J2              J7              352         0.04       0          0          0
;MitchnerChannel
Link-04         J7              J3              533         0.04       0          0          0
;MitchnerChannel
Link-05         J3              J4              510         0.04       0          0          0
;MitchnerChannel
Link-06         J4              J5              230         0.04       0          0          0
;PortColborneChannel
Link-07         J21             J88             302         0.04       0          0          0
;PortColborneChannel
Link-08         J88             J18             500         0.04       0          0          0
;PortColborneChannel-QE1
Link-09         J19             J88             70          0.032      0          0          0
;PortColborneChannel-QW1
Link-10         J20             J18             110         0.04       0          0          0
;PortColborneChannel
Link-11         J18             J17             640         0.04       0          0          0
;PortColborneChannel
Link-12_1       J17             J31             198.542     0.04       0          0          0
;PortColborneChannel
Link-12_2       J31             J16             661.458     0.04       0          0          0
;PortColborneChannel
Link-13         J16             J15             580         0.04       0          0          0
;PortColborneChannel
Link-14         J15             J14             600         0.04       0          0          0
;WignelChannel
Link-15         J22             J23             21.42       0.04       0          0          0
;WignelChannel
Link-16         J23             J24             883.618     0.04       0          0          0
;WignelChannel
Link-17         J24             J25             1250        0.04       0          0          0
;WignelChannel
```

```
Link-18          J25              J26              522.47     0.04       0          0          0
;WignelChannel
Link-19          J26              J27              313.77     0.04       0          0          0
;WignelChannel
Link-20          J27              J28              618.63     0.04       0          0          0
;WignelChannel
Link-21          J28              J29              289.09     0.04       0          0          0
;WignelChannel
Link-22          J29              J30              567        0.04       0          0          0
;WignelChannel
Link-23          J30              J14              40.77      0.04       0          0          0
;WignelChannel
Link-25          J14              J13              98.5       0.04       0          0          0
;BowerDrain
Link-26          J6               J13              25         0.04       0          0          0
;WignelChannel
Link-27          J13              J12              1364.61    0.04       0          0          0
;WignelChannel
Link-28          J12              J8               566.25     0.04       0          0          0
;WignelChannel
Link-29          J5               J8               12         0.04       0          0          0
;WignelChannel
Link-30          J8               J9               13.58      0.04       0          0          0
;WignelChannel
Link-31          J9               J11              29.42      0.04       0          0          0
;WignelChannel
Link-32          J11              J10 Outlet       231.24     0.04       0          0          0
;WignelChannel
Link-33          J87              J28              254.29     0.04       0          0          0
;WignelChannel
Link-34          J86              J29              278.16     0.04       0          0          0
PC1              J32              J31              256        0.036      0          0          0
PC2              J10              J32              680        0.036      0          0          0

[XSECTIONS]
;;Link           Shape        Geom1           Geom2      Geom3      Geom4      Barrels
;;-------------- ------------ --------------- ---------- ---------- ---------- ----------
Link-01          TRAPEZOIDAL  0.9             0.6        1.5        1.5        1
Link-02          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-04          TRAPEZOIDAL  1               1          1.5        1.5        1
Link-05          TRAPEZOIDAL  1.2             1          1.5        1.5        1
Link-06          TRAPEZOIDAL  1               0.6        1.5        1.5        1
Link-07          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-08          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-09          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-10          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-11          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-12_1        TRAPEZOIDAL  2               0.6        2          2          1
Link-12_2        TRAPEZOIDAL  2               0.6        2          2          1
Link-13          TRAPEZOIDAL  2.000           0.600      1.5        1.5        1
Link-14          TRAPEZOIDAL  2               0.6        1.5        1.5        1
Link-15          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-16          TRAPEZOIDAL  2               0.6        1.5        1.5        1
Link-17          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-18          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-19          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-20          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-21          TRAPEZOIDAL  2.0000000000    1.000      1.5        1.5        1
Link-22          TRAPEZOIDAL  2               1.65       2          2          1
Link-23          RECT_OPEN    2.57            3.13       0          0          1
Link-25          TRAPEZOIDAL  2.5             5          1.5        1.5        1
Link-26          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-27          TRAPEZOIDAL  2               15         1.5        1.5        1
Link-28          TRAPEZOIDAL  2               15         1.5        1.5        1
```

```
Link-29          TRAPEZOIDAL  1               1.6        1.5        1.5        1
Link-30          RECT_OPEN    2.73            5.2        0          0          1
Link-31          TRAPEZOIDAL  3.5             5          1.5        1.5        1
Link-32          TRAPEZOIDAL  2.000           5.000      1.5        1.5        1
Link-33          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
Link-34          TRAPEZOIDAL  2.0000000000    0.600      1.5        1.5        1
PC1              TRAPEZOIDAL  1.2             0.8        1.5        1.5        1
PC2              TRAPEZOIDAL  1.5             0.6        1.5        1.5        1

[LOSSES]
;;Link            Inlet      Outlet     Average    Flap Gate  SeepageRate
;;--------------- ---------- ---------- ---------- ---------- ----------

[INFLOWS]
;;                                                 Param    Units    Scale    Baseline Baseline
;;Node            Parameter        Time Series      Type     Factor   Factor   Value    Pattern
;;--------------- ---------------- ---------------- -------- -------- -------- -------- --------
J19              FLOW             ""               FLOW     1.0      1.0      .118     Sanitary T
J20              FLOW             ""               FLOW     1.0      1.0      .057     Sanitary T

[TIMESERIES]
;;Name            Date       Time       Value
;;--------------- ---------- ---------- ----------
;10-year cumulative storm with a total rainfall amount of 81.50 mm using a SCS Type II 24-hr stor
TS-SCS24_10                 0:00       0.00000
TS-SCS24_10                 0:10       0.13697
TS-SCS24_10                 0:20       0.27620
TS-SCS24_10                 0:30       0.41769
TS-SCS24_10                 0:40       0.56145
TS-SCS24_10                 0:50       0.70747
TS-SCS24_10                 1:00       0.85575
TS-SCS24_10                 1:10       1.00631
TS-SCS24_10                 1:20       1.15912
TS-SCS24_10                 1:30       1.31419
TS-SCS24_10                 1:40       1.47154
TS-SCS24_10                 1:50       1.63114
TS-SCS24_10                 2:00       1.79300
TS-SCS24_10                 2:10       1.95714
TS-SCS24_10                 2:20       2.12354
TS-SCS24_10                 2:30       2.29219
TS-SCS24_10                 2:40       2.46312
TS-SCS24_10                 2:50       2.63631
TS-SCS24_10                 3:00       2.81175
TS-SCS24_10                 3:10       2.98947
TS-SCS24_10                 3:20       3.16945
TS-SCS24_10                 3:30       3.35169
TS-SCS24_10                 3:40       3.53620
TS-SCS24_10                 3:50       3.72297
TS-SCS24_10                 4:00       3.91200
TS-SCS24_10                 4:10       4.10450
TS-SCS24_10                 4:20       4.30146
TS-SCS24_10                 4:30       4.50288
TS-SCS24_10                 4:40       4.70896
TS-SCS24_10                 4:50       4.91950
TS-SCS24_10                 5:00       5.13450
TS-SCS24_10                 5:10       5.35412
TS-SCS24_10                 5:20       5.57829
TS-SCS24_10                 5:30       5.80688
TS-SCS24_10                 5:40       6.04007
TS-SCS24_10                 5:50       6.27784
TS-SCS24_10                 6:00       6.52000
TS-SCS24_10                 6:10       6.76684
TS-SCS24_10                 6:20       7.01807
TS-SCS24_10                 6:30       7.27388
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TS-SCS24_10	6:40	7.53424
TS-SCS24_10	6:50	7.79912
TS-SCS24_10	7:00	8.06850
TS-SCS24_10	7:10	8.34250
TS-SCS24_10	7:20	8.62096
TS-SCS24_10	7:30	8.90387
TS-SCS24_10	7:40	9.19146
TS-SCS24_10	7:50	9.48350
TS-SCS24_10	8:00	9.78000
TS-SCS24_10	8:10	10.09035
TS-SCS24_10	8:20	10.42314
TS-SCS24_10	8:30	10.77838
TS-SCS24_10	8:40	11.15664
TS-SCS24_10	8:50	11.55735
TS-SCS24_10	9:00	11.98050
TS-SCS24_10	9:10	12.41517
TS-SCS24_10	9:20	12.84983
TS-SCS24_10	9:30	13.28450
TS-SCS24_10	9:40	13.73764
TS-SCS24_10	9:50	14.22664
TS-SCS24_10	10:00	14.75150
TS-SCS24_10	10:10	15.32254
TS-SCS24_10	10:20	15.94738
TS-SCS24_10	10:30	16.62600
TS-SCS24_10	10:40	17.37852
TS-SCS24_10	10:50	18.22068
TS-SCS24_10	11:00	19.15250
TS-SCS24_10	11:10	20.24134
TS-SCS24_10	11:20	21.54534
TS-SCS24_10	11:30	23.06450
TS-SCS24_10	11:40	27.42855
TS-SCS24_10	11:50	38.38593
TS-SCS24_10	12:00	54.03450
TS-SCS24_10	12:10	56.50151
TS-SCS24_10	12:20	58.45751
TS-SCS24_10	12:30	59.90250
TS-SCS24_10	12:40	61.02421
TS-SCS24_10	12:50	62.02938
TS-SCS24_10	13:00	62.91800
TS-SCS24_10	13:10	63.71426
TS-SCS24_10	13:20	64.44776
TS-SCS24_10	13:30	65.11850
TS-SCS24_10	13:40	65.73383
TS-SCS24_10	13:50	66.30433
TS-SCS24_10	14:00	66.83000
TS-SCS24_10	14:10	67.32449
TS-SCS24_10	14:20	67.80330
TS-SCS24_10	14:30	68.26644
TS-SCS24_10	14:40	68.71338
TS-SCS24_10	14:50	69.14465
TS-SCS24_10	15:00	69.56025
TS-SCS24_10	15:10	69.95965
TS-SCS24_10	15:20	70.34338
TS-SCS24_10	15:30	70.71144
TS-SCS24_10	15:40	71.06330
TS-SCS24_10	15:50	71.39949
TS-SCS24_10	16:00	71.72000
TS-SCS24_10	16:10	72.02954
TS-SCS24_10	16:20	72.33345
TS-SCS24_10	16:30	72.63182
TS-SCS24_10	16:40	72.92433
TS-SCS24_10	16:50	73.21129
TS-SCS24_10	17:00	73.49263
TS-SCS24_10	17:10	73.76820

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TS-SCS24_10                17:20      74.03816
TS-SCS24_10                17:30      74.30249
TS-SCS24_10                17:40      74.56114
TS-SCS24_10                17:50      74.81412
TS-SCS24_10                18:00      75.06150
TS-SCS24_10                18:10      75.30312
TS-SCS24_10                18:20      75.53914
TS-SCS24_10                18:30      75.76957
TS-SCS24_10                18:40      75.99416
TS-SCS24_10                18:50      76.21320
TS-SCS24_10                19:00      76.42663
TS-SCS24_10                19:10      76.63429
TS-SCS24_10                19:20      76.83635
TS-SCS24_10                19:30      77.03274
TS-SCS24_10                19:40      77.22345
TS-SCS24_10                19:50      77.40854
TS-SCS24_10                20:00      77.58800
TS-SCS24_10                20:10      77.76399
TS-SCS24_10                20:20      77.93886
TS-SCS24_10                20:30      78.11262
TS-SCS24_10                20:40      78.28523
TS-SCS24_10                20:50      78.45674
TS-SCS24_10                21:00      78.62713
TS-SCS24_10                21:10      78.79632
TS-SCS24_10                21:20      78.96440
TS-SCS24_10                21:30      79.13145
TS-SCS24_10                21:40      79.29722
TS-SCS24_10                21:50      79.46190
TS-SCS24_10                22:00      79.62550
TS-SCS24_10                22:10      79.78790
TS-SCS24_10                22:20      79.94919
TS-SCS24_10                22:30      80.10937
TS-SCS24_10                22:40      80.26840
TS-SCS24_10                22:50      80.42632
TS-SCS24_10                23:00      80.58313
TS-SCS24_10                23:10      80.73874
TS-SCS24_10                23:20      80.89323
TS-SCS24_10                23:30      81.04662
TS-SCS24_10                23:40      81.19886
TS-SCS24_10                23:50      81.34999
TS-SCS24_10                24:00      81.50000

;100-year cumulative storm with a total rainfall amount of 121.1 mm using a SCS Type II 24-hr sto
TS-SCS24_100               0:00       0.00000
TS-SCS24_100               0:10       0.20353
TS-SCS24_100               0:20       0.41041
TS-SCS24_100               0:30       0.62064
TS-SCS24_100               0:40       0.83426
TS-SCS24_100               0:50       1.05123
TS-SCS24_100               1:00       1.27155
TS-SCS24_100               1:10       1.49526
TS-SCS24_100               1:20       1.72232
TS-SCS24_100               1:30       1.95274
TS-SCS24_100               1:40       2.18654
TS-SCS24_100               1:50       2.42370
TS-SCS24_100               2:00       2.66420
TS-SCS24_100               2:10       2.90810
TS-SCS24_100               2:20       3.15534
TS-SCS24_100               2:30       3.40594
TS-SCS24_100               2:40       3.65992
TS-SCS24_100               2:50       3.91726
TS-SCS24_100               3:00       4.17795
TS-SCS24_100               3:10       4.44203
TS-SCS24_100               3:20       4.70946
```

TS-SCS24_100	3:30	4.98024
TS-SCS24_100	3:40	5.25441
TS-SCS24_100	3:50	5.53193
TS-SCS24_100	4:00	5.81280
TS-SCS24_100	4:10	6.09884
TS-SCS24_100	4:20	6.39150
TS-SCS24_100	4:30	6.69078
TS-SCS24_100	4:40	6.99700
TS-SCS24_100	4:50	7.30984
TS-SCS24_100	5:00	7.62930
TS-SCS24_100	5:10	7.95562
TS-SCS24_100	5:20	8.28873
TS-SCS24_100	5:30	8.62838
TS-SCS24_100	5:40	8.97488
TS-SCS24_100	5:50	9.32817
TS-SCS24_100	6:00	9.68800
TS-SCS24_100	6:10	10.05477
TS-SCS24_100	6:20	10.42808
TS-SCS24_100	6:30	10.80818
TS-SCS24_100	6:40	11.19505
TS-SCS24_100	6:50	11.58862
TS-SCS24_100	7:00	11.98890
TS-SCS24_100	7:10	12.39604
TS-SCS24_100	7:20	12.80980
TS-SCS24_100	7:30	13.23018
TS-SCS24_100	7:40	13.65750
TS-SCS24_100	7:50	14.09144
TS-SCS24_100	8:00	14.53200
TS-SCS24_100	8:10	14.99315
TS-SCS24_100	8:20	15.48764
TS-SCS24_100	8:30	16.01548
TS-SCS24_100	8:40	16.57754
TS-SCS24_100	8:50	17.17295
TS-SCS24_100	9:00	17.80170
TS-SCS24_100	9:10	18.44757
TS-SCS24_100	9:20	19.09343
TS-SCS24_100	9:30	19.73930
TS-SCS24_100	9:40	20.41262
TS-SCS24_100	9:50	21.13922
TS-SCS24_100	10:00	21.91910
TS-SCS24_100	10:10	22.76761
TS-SCS24_100	10:20	23.69604
TS-SCS24_100	10:30	24.70440
TS-SCS24_100	10:40	25.82256
TS-SCS24_100	10:50	27.07392
TS-SCS24_100	11:00	28.45850
TS-SCS24_100	11:10	30.07640
TS-SCS24_100	11:20	32.01400
TS-SCS24_100	11:30	34.27130
TS-SCS24_100	11:40	40.75580
TS-SCS24_100	11:50	57.03725
TS-SCS24_100	12:00	80.28930
TS-SCS24_100	12:10	83.95500
TS-SCS24_100	12:20	86.86140
TS-SCS24_100	12:30	89.00850
TS-SCS24_100	12:40	90.67524
TS-SCS24_100	12:50	92.16881
TS-SCS24_100	13:00	93.48920
TS-SCS24_100	13:10	94.67235
TS-SCS24_100	13:20	95.76225
TS-SCS24_100	13:30	96.75890
TS-SCS24_100	13:40	97.67321
TS-SCS24_100	13:50	98.52091
TS-SCS24_100	14:00	99.30200

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TS-SCS24_100                14:10       100.03675
TS-SCS24_100                14:20       100.74822
TS-SCS24_100                14:30       101.43639
TS-SCS24_100                14:40       102.10050
TS-SCS24_100                14:50       102.74132
TS-SCS24_100                15:00       103.35885
TS-SCS24_100                15:10       103.95232
TS-SCS24_100                15:20       104.52250
TS-SCS24_100                15:30       105.06939
TS-SCS24_100                15:40       105.59222
TS-SCS24_100                15:50       106.09175
TS-SCS24_100                16:00       106.56800
TS-SCS24_100                16:10       107.02794
TS-SCS24_100                16:20       107.47952
TS-SCS24_100                16:30       107.92287
TS-SCS24_100                16:40       108.35749
TS-SCS24_100                16:50       108.78389
TS-SCS24_100                17:00       109.20193
TS-SCS24_100                17:10       109.61140
TS-SCS24_100                17:20       110.01253
TS-SCS24_100                17:30       110.40530
TS-SCS24_100                17:40       110.78963
TS-SCS24_100                17:50       111.16552
TS-SCS24_100                18:00       111.53310
TS-SCS24_100                18:10       111.89212
TS-SCS24_100                18:20       112.24283
TS-SCS24_100                18:30       112.58522
TS-SCS24_100                18:40       112.91893
TS-SCS24_100                18:50       113.24440
TS-SCS24_100                19:00       113.56153
TS-SCS24_100                19:10       113.87009
TS-SCS24_100                19:20       114.17034
TS-SCS24_100                19:30       114.46215
TS-SCS24_100                19:40       114.74552
TS-SCS24_100                19:50       115.02054
TS-SCS24_100                20:00       115.28720
TS-SCS24_100                20:10       115.54870
TS-SCS24_100                20:20       115.80854
TS-SCS24_100                20:30       116.06672
TS-SCS24_100                20:40       116.32321
TS-SCS24_100                20:50       116.57805
TS-SCS24_100                21:00       116.83123
TS-SCS24_100                21:10       117.08263
TS-SCS24_100                21:20       117.33238
TS-SCS24_100                21:30       117.58059
TS-SCS24_100                21:40       117.82691
TS-SCS24_100                21:50       118.07161
TS-SCS24_100                22:00       118.31470
TS-SCS24_100                22:10       118.55601
TS-SCS24_100                22:20       118.79567
TS-SCS24_100                22:30       119.03367
TS-SCS24_100                22:40       119.26998
TS-SCS24_100                22:50       119.50463
TS-SCS24_100                23:00       119.73763
TS-SCS24_100                23:10       119.96885
TS-SCS24_100                23:20       120.19841
TS-SCS24_100                23:30       120.42632
TS-SCS24_100                23:40       120.65254
TS-SCS24_100                23:50       120.87710
TS-SCS24_100                24:00       121.10000

;2-year cumulative storm with a total rainfall amount of 49.8 mm using a SCS Type II 24-hr storm
TS-SCS24_2                  0:00        0.00000
TS-SCS24_2                  0:10        0.08370
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TS-SCS24_2	0:20	0.16877
TS-SCS24_2	0:30	0.25523
TS-SCS24_2	0:40	0.34307
TS-SCS24_2	0:50	0.43230
TS-SCS24_2	1:00	0.52290
TS-SCS24_2	1:10	0.61490
TS-SCS24_2	1:20	0.70827
TS-SCS24_2	1:30	0.80303
TS-SCS24_2	1:40	0.89917
TS-SCS24_2	1:50	0.99670
TS-SCS24_2	2:00	1.09560
TS-SCS24_2	2:10	1.19590
TS-SCS24_2	2:20	1.29757
TS-SCS24_2	2:30	1.40063
TS-SCS24_2	2:40	1.50507
TS-SCS24_2	2:50	1.61090
TS-SCS24_2	3:00	1.71810
TS-SCS24_2	3:10	1.82670
TS-SCS24_2	3:20	1.93667
TS-SCS24_2	3:30	2.04803
TS-SCS24_2	3:40	2.16077
TS-SCS24_2	3:50	2.27490
TS-SCS24_2	4:00	2.39040
TS-SCS24_2	4:10	2.50803
TS-SCS24_2	4:20	2.62838
TS-SCS24_2	4:30	2.75145
TS-SCS24_2	4:40	2.87738
TS-SCS24_2	4:50	3.00603
TS-SCS24_2	5:00	3.13740
TS-SCS24_2	5:10	3.27159
TS-SCS24_2	5:20	3.40858
TS-SCS24_2	5:30	3.54825
TS-SCS24_2	5:40	3.69074
TS-SCS24_2	5:50	3.83603
TS-SCS24_2	6:00	3.98400
TS-SCS24_2	6:10	4.13483
TS-SCS24_2	6:20	4.28834
TS-SCS24_2	6:30	4.44465
TS-SCS24_2	6:40	4.60374
TS-SCS24_2	6:50	4.76559
TS-SCS24_2	7:00	4.93020
TS-SCS24_2	7:10	5.09763
TS-SCS24_2	7:20	5.26778
TS-SCS24_2	7:30	5.44065
TS-SCS24_2	7:40	5.61638
TS-SCS24_2	7:50	5.79483
TS-SCS24_2	8:00	5.97600
TS-SCS24_2	8:10	6.16564
TS-SCS24_2	8:20	6.36899
TS-SCS24_2	8:30	6.58605
TS-SCS24_2	8:40	6.81719
TS-SCS24_2	8:50	7.06204
TS-SCS24_2	9:00	7.32060
TS-SCS24_2	9:10	7.58620
TS-SCS24_2	9:20	7.85180
TS-SCS24_2	9:30	8.11740
TS-SCS24_2	9:40	8.39429
TS-SCS24_2	9:50	8.69309
TS-SCS24_2	10:00	9.01380
TS-SCS24_2	10:10	9.36273
TS-SCS24_2	10:20	9.74453
TS-SCS24_2	10:30	10.15920
TS-SCS24_2	10:40	10.61902
TS-SCS24_2	10:50	11.13362

TS-SCS24_2	11:00	11.70300
TS-SCS24_2	11:10	12.36833
TS-SCS24_2	11:20	13.16513
TS-SCS24_2	11:30	14.09340
TS-SCS24_2	11:40	16.76002
TS-SCS24_2	11:50	23.45545
TS-SCS24_2	12:00	33.01740
TS-SCS24_2	12:10	34.52485
TS-SCS24_2	12:20	35.72005
TS-SCS24_2	12:30	36.60300
TS-SCS24_2	12:40	37.28841
TS-SCS24_2	12:50	37.90261
TS-SCS24_2	13:00	38.44560
TS-SCS24_2	13:10	38.93215
TS-SCS24_2	13:20	39.38035
TS-SCS24_2	13:30	39.79020
TS-SCS24_2	13:40	40.16619
TS-SCS24_2	13:50	40.51479
TS-SCS24_2	14:00	40.83600
TS-SCS24_2	14:10	41.13815
TS-SCS24_2	14:20	41.43073
TS-SCS24_2	14:30	41.71372
TS-SCS24_2	14:40	41.98683
TS-SCS24_2	14:50	42.25035
TS-SCS24_2	15:00	42.50430
TS-SCS24_2	15:10	42.74835
TS-SCS24_2	15:20	42.98283
TS-SCS24_2	15:30	43.20772
TS-SCS24_2	15:40	43.42273
TS-SCS24_2	15:50	43.62815
TS-SCS24_2	16:00	43.82400
TS-SCS24_2	16:10	44.01314
TS-SCS24_2	16:20	44.19884
TS-SCS24_2	16:30	44.38116
TS-SCS24_2	16:40	44.55989
TS-SCS24_2	16:50	44.73524
TS-SCS24_2	17:00	44.90715
TS-SCS24_2	17:10	45.07554
TS-SCS24_2	17:20	45.24049
TS-SCS24_2	17:30	45.40201
TS-SCS24_2	17:40	45.56006
TS-SCS24_2	17:50	45.71464
TS-SCS24_2	18:00	45.86580
TS-SCS24_2	18:10	46.01344
TS-SCS24_2	18:20	46.15766
TS-SCS24_2	18:30	46.29846
TS-SCS24_2	18:40	46.43569
TS-SCS24_2	18:50	46.56954
TS-SCS24_2	19:00	46.69995
TS-SCS24_2	19:10	46.82684
TS-SCS24_2	19:20	46.95031
TS-SCS24_2	19:30	47.07031
TS-SCS24_2	19:40	47.18684
TS-SCS24_2	19:50	47.29994
TS-SCS24_2	20:00	47.40960
TS-SCS24_2	20:10	47.51713
TS-SCS24_2	20:20	47.62399
TS-SCS24_2	20:30	47.73016
TS-SCS24_2	20:40	47.83564
TS-SCS24_2	20:50	47.94043
TS-SCS24_2	21:00	48.04455
TS-SCS24_2	21:10	48.14793
TS-SCS24_2	21:20	48.25064
TS-SCS24_2	21:30	48.35271

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TS-SCS24_2                  21:40      48.45401
TS-SCS24_2                  21:50      48.55463
TS-SCS24_2                  22:00      48.65460
TS-SCS24_2                  22:10      48.75383
TS-SCS24_2                  22:20      48.85239
TS-SCS24_2                  22:30      48.95026
TS-SCS24_2                  22:40      49.04744
TS-SCS24_2                  22:50      49.14393
TS-SCS24_2                  23:00      49.23975
TS-SCS24_2                  23:10      49.33483
TS-SCS24_2                  23:20      49.42924
TS-SCS24_2                  23:30      49.52296
TS-SCS24_2                  23:40      49.61599
TS-SCS24_2                  23:50      49.70833
TS-SCS24_2                  24:00      49.80000

;25-year cumulative storm with a total rainfall amount of 97.5 mm using a SCS Type II 24-hr storm
TS-SCS24_25                 0:00       0.00000
TS-SCS24_25                 0:10       0.16387
TS-SCS24_25                 0:20       0.33043
TS-SCS24_25                 0:30       0.49969
TS-SCS24_25                 0:40       0.67168
TS-SCS24_25                 0:50       0.84636
TS-SCS24_25                 1:00       1.02375
TS-SCS24_25                 1:10       1.20387
TS-SCS24_25                 1:20       1.38668
TS-SCS24_25                 1:30       1.57219
TS-SCS24_25                 1:40       1.76043
TS-SCS24_25                 1:50       1.95137
TS-SCS24_25                 2:00       2.14500
TS-SCS24_25                 2:10       2.34137
TS-SCS24_25                 2:20       2.54043
TS-SCS24_25                 2:30       2.74219
TS-SCS24_25                 2:40       2.94668
TS-SCS24_25                 2:50       3.15387
TS-SCS24_25                 3:00       3.36375
TS-SCS24_25                 3:10       3.57637
TS-SCS24_25                 3:20       3.79168
TS-SCS24_25                 3:30       4.00969
TS-SCS24_25                 3:40       4.23043
TS-SCS24_25                 3:50       4.45387
TS-SCS24_25                 4:00       4.68000
TS-SCS24_25                 4:10       4.91029
TS-SCS24_25                 4:20       5.14592
TS-SCS24_25                 4:30       5.38688
TS-SCS24_25                 4:40       5.63342
TS-SCS24_25                 4:50       5.88530
TS-SCS24_25                 5:00       6.14250
TS-SCS24_25                 5:10       6.40523
TS-SCS24_25                 5:20       6.67342
TS-SCS24_25                 5:30       6.94688
TS-SCS24_25                 5:40       7.22586
TS-SCS24_25                 5:50       7.51029
TS-SCS24_25                 6:00       7.80000
TS-SCS24_25                 6:10       8.09530
TS-SCS24_25                 6:20       8.39585
TS-SCS24_25                 6:30       8.70188
TS-SCS24_25                 6:40       9.01335
TS-SCS24_25                 6:50       9.33023
TS-SCS24_25                 7:00       9.65250
TS-SCS24_25                 7:10       9.98030
TS-SCS24_25                 7:20       10.31342
TS-SCS24_25                 7:30       10.65188
TS-SCS24_25                 7:40       10.99592
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TS-SCS24_25	7:50	11.34530
TS-SCS24_25	8:00	11.70000
TS-SCS24_25	8:10	12.07128
TS-SCS24_25	8:20	12.46941
TS-SCS24_25	8:30	12.89438
TS-SCS24_25	8:40	13.34691
TS-SCS24_25	8:50	13.82628
TS-SCS24_25	9:00	14.33250
TS-SCS24_25	9:10	14.85250
TS-SCS24_25	9:20	15.37250
TS-SCS24_25	9:30	15.89250
TS-SCS24_25	9:40	16.43460
TS-SCS24_25	9:50	17.01960
TS-SCS24_25	10:00	17.64750
TS-SCS24_25	10:10	18.33065
TS-SCS24_25	10:20	19.07815
TS-SCS24_25	10:30	19.89000
TS-SCS24_25	10:40	20.79025
TS-SCS24_25	10:50	21.79775
TS-SCS24_25	11:00	22.91250
TS-SCS24_25	11:10	24.21510
TS-SCS24_25	11:20	25.77510
TS-SCS24_25	11:30	27.59250
TS-SCS24_25	11:40	32.81330
TS-SCS24_25	11:50	45.92182
TS-SCS24_25	12:00	64.64250
TS-SCS24_25	12:10	67.59383
TS-SCS24_25	12:20	69.93383
TS-SCS24_25	12:30	71.66250
TS-SCS24_25	12:40	73.00443
TS-SCS24_25	12:50	74.20693
TS-SCS24_25	13:00	75.27000
TS-SCS24_25	13:10	76.22257
TS-SCS24_25	13:20	77.10008
TS-SCS24_25	13:30	77.90250
TS-SCS24_25	13:40	78.63863
TS-SCS24_25	13:50	79.32113
TS-SCS24_25	14:00	79.95000
TS-SCS24_25	14:10	80.54157
TS-SCS24_25	14:20	81.11438
TS-SCS24_25	14:30	81.66844
TS-SCS24_25	14:40	82.20313
TS-SCS24_25	14:50	82.71907
TS-SCS24_25	15:00	83.21625
TS-SCS24_25	15:10	83.69407
TS-SCS24_25	15:20	84.15313
TS-SCS24_25	15:30	84.59344
TS-SCS24_25	15:40	85.01438
TS-SCS24_25	15:50	85.41656
TS-SCS24_25	16:00	85.80000
TS-SCS24_25	16:10	86.17031
TS-SCS24_25	16:20	86.53388
TS-SCS24_25	16:30	86.89083
TS-SCS24_25	16:40	87.24076
TS-SCS24_25	16:50	87.58406
TS-SCS24_25	17:00	87.92063
TS-SCS24_25	17:10	88.25031
TS-SCS24_25	17:20	88.57326
TS-SCS24_25	17:30	88.88948
TS-SCS24_25	17:40	89.19892
TS-SCS24_25	17:50	89.50156
TS-SCS24_25	18:00	89.79750
TS-SCS24_25	18:10	90.08656
TS-SCS24_25	18:20	90.36892

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TS-SCS24_25                 18:30      90.64458
TS-SCS24_25                 18:40      90.91326
TS-SCS24_25                 18:50      91.17531
TS-SCS24_25                 19:00      91.43062
TS-SCS24_25                 19:10      91.67905
TS-SCS24_25                 19:20      91.92079
TS-SCS24_25                 19:30      92.15573
TS-SCS24_25                 19:40      92.38388
TS-SCS24_25                 19:50      92.60531
TS-SCS24_25                 20:00      92.82000
TS-SCS24_25                 20:10      93.03054
TS-SCS24_25                 20:20      93.23974
TS-SCS24_25                 20:30      93.44761
TS-SCS24_25                 20:40      93.65411
TS-SCS24_25                 20:50      93.85929
TS-SCS24_25                 21:00      94.06313
TS-SCS24_25                 21:10      94.26554
TS-SCS24_25                 21:20      94.46661
TS-SCS24_25                 21:30      94.66646
TS-SCS24_25                 21:40      94.86477
TS-SCS24_25                 21:50      95.06179
TS-SCS24_25                 22:00      95.25750
TS-SCS24_25                 22:10      95.45179
TS-SCS24_25                 22:20      95.64474
TS-SCS24_25                 22:30      95.83636
TS-SCS24_25                 22:40      96.02661
TS-SCS24_25                 22:50      96.21554
TS-SCS24_25                 23:00      96.40313
TS-SCS24_25                 23:10      96.58929
TS-SCS24_25                 23:20      96.77411
TS-SCS24_25                 23:30      96.95761
TS-SCS24_25                 23:40      97.13974
TS-SCS24_25                 23:50      97.32053
TS-SCS24_25                 24:00      97.50000

;5-year cumulative storm with a total rainfall amount of 68.90 mm using a SCS Type II 24-hr storm
TS-SCS24_5                  0:00       0.00000
TS-SCS24_5                  0:10       0.11580
TS-SCS24_5                  0:20       0.23350
TS-SCS24_5                  0:30       0.35311
TS-SCS24_5                  0:40       0.47465
TS-SCS24_5                  0:50       0.59810
TS-SCS24_5                  1:00       0.72345
TS-SCS24_5                  1:10       0.85073
TS-SCS24_5                  1:20       0.97992
TS-SCS24_5                  1:30       1.11101
TS-SCS24_5                  1:40       1.24404
TS-SCS24_5                  1:50       1.37896
TS-SCS24_5                  2:00       1.51580
TS-SCS24_5                  2:10       1.65456
TS-SCS24_5                  2:20       1.79524
TS-SCS24_5                  2:30       1.93781
TS-SCS24_5                  2:40       2.08232
TS-SCS24_5                  2:50       2.22873
TS-SCS24_5                  3:00       2.37705
TS-SCS24_5                  3:10       2.52730
TS-SCS24_5                  3:20       2.67945
TS-SCS24_5                  3:30       2.83351
TS-SCS24_5                  3:40       2.98950
TS-SCS24_5                  3:50       3.14740
TS-SCS24_5                  4:00       3.30720
TS-SCS24_5                  4:10       3.46994
TS-SCS24_5                  4:20       3.63645
TS-SCS24_5                  4:30       3.80673
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TS-SCS24_5	4:40	3.98095
TS-SCS24_5	4:50	4.15894
TS-SCS24_5	5:00	4.34070
TS-SCS24_5	5:10	4.52636
TS-SCS24_5	5:20	4.71588
TS-SCS24_5	5:30	4.90912
TS-SCS24_5	5:40	5.10627
TS-SCS24_5	5:50	5.30728
TS-SCS24_5	6:00	5.51200
TS-SCS24_5	6:10	5.72068
TS-SCS24_5	6:20	5.93307
TS-SCS24_5	6:30	6.14933
TS-SCS24_5	6:40	6.36944
TS-SCS24_5	6:50	6.59336
TS-SCS24_5	7:00	6.82110
TS-SCS24_5	7:10	7.05274
TS-SCS24_5	7:20	7.28815
TS-SCS24_5	7:30	7.52733
TS-SCS24_5	7:40	7.77045
TS-SCS24_5	7:50	8.01734
TS-SCS24_5	8:00	8.26800
TS-SCS24_5	8:10	8.53037
TS-SCS24_5	8:20	8.81171
TS-SCS24_5	8:30	9.11203
TS-SCS24_5	8:40	9.43181
TS-SCS24_5	8:50	9.77057
TS-SCS24_5	9:00	10.12830
TS-SCS24_5	9:10	10.49577
TS-SCS24_5	9:20	10.86323
TS-SCS24_5	9:30	11.23070
TS-SCS24_5	9:40	11.61378
TS-SCS24_5	9:50	12.02718
TS-SCS24_5	10:00	12.47090
TS-SCS24_5	10:10	12.95366
TS-SCS24_5	10:20	13.48189
TS-SCS24_5	10:30	14.05560
TS-SCS24_5	10:40	14.69178
TS-SCS24_5	10:50	15.40374
TS-SCS24_5	11:00	16.19150
TS-SCS24_5	11:10	17.11200
TS-SCS24_5	11:20	18.21440
TS-SCS24_5	11:30	19.49870
TS-SCS24_5	11:40	23.18807
TS-SCS24_5	11:50	32.45142
TS-SCS24_5	12:00	45.68070
TS-SCS24_5	12:10	47.76630
TS-SCS24_5	12:20	49.41990
TS-SCS24_5	12:30	50.64150
TS-SCS24_5	12:40	51.58979
TS-SCS24_5	12:50	52.43956
TS-SCS24_5	13:00	53.19080
TS-SCS24_5	13:10	53.86395
TS-SCS24_5	13:20	54.48405
TS-SCS24_5	13:30	55.05110
TS-SCS24_5	13:40	55.57130
TS-SCS24_5	13:50	56.05360
TS-SCS24_5	14:00	56.49800
TS-SCS24_5	14:10	56.91604
TS-SCS24_5	14:20	57.32083
TS-SCS24_5	14:30	57.71236
TS-SCS24_5	14:40	58.09021
TS-SCS24_5	14:50	58.45481
TS-SCS24_5	15:00	58.80615
TS-SCS24_5	15:10	59.14381

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TS-SCS24_5                  15:20      59.46821
TS-SCS24_5                  15:30      59.77936
TS-SCS24_5                  15:40      60.07683
TS-SCS24_5                  15:50      60.36104
TS-SCS24_5                  16:00      60.63200
TS-SCS24_5                  16:10      60.89368
TS-SCS24_5                  16:20      61.15061
TS-SCS24_5                  16:30      61.40285
TS-SCS24_5                  16:40      61.65014
TS-SCS24_5                  16:50      61.89273
TS-SCS24_5                  17:00      62.13058
TS-SCS24_5                  17:10      62.36355
TS-SCS24_5                  17:20      62.59177
TS-SCS24_5                  17:30      62.81523
TS-SCS24_5                  17:40      63.03390
TS-SCS24_5                  17:50      63.24777
TS-SCS24_5                  18:00      63.45690
TS-SCS24_5                  18:10      63.66117
TS-SCS24_5                  18:20      63.86070
TS-SCS24_5                  18:30      64.05550
TS-SCS24_5                  18:40      64.24537
TS-SCS24_5                  18:50      64.43055
TS-SCS24_5                  19:00      64.61098
TS-SCS24_5                  19:10      64.78653
TS-SCS24_5                  19:20      64.95736
TS-SCS24_5                  19:30      65.12338
TS-SCS24_5                  19:40      65.28461
TS-SCS24_5                  19:50      65.44108
TS-SCS24_5                  20:00      65.59280
TS-SCS24_5                  20:10      65.74158
TS-SCS24_5                  20:20      65.88941
TS-SCS24_5                  20:30      66.03631
TS-SCS24_5                  20:40      66.18224
TS-SCS24_5                  20:50      66.32723
TS-SCS24_5                  21:00      66.47128
TS-SCS24_5                  21:10      66.61431
TS-SCS24_5                  21:20      66.75641
TS-SCS24_5                  21:30      66.89763
TS-SCS24_5                  21:40      67.03777
TS-SCS24_5                  21:50      67.17699
TS-SCS24_5                  22:00      67.31530
TS-SCS24_5                  22:10      67.45259
TS-SCS24_5                  22:20      67.58895
TS-SCS24_5                  22:30      67.72436
TS-SCS24_5                  22:40      67.85881
TS-SCS24_5                  22:50      67.99231
TS-SCS24_5                  23:00      68.12488
TS-SCS24_5                  23:10      68.25643
TS-SCS24_5                  23:20      68.38704
TS-SCS24_5                  23:30      68.51671
TS-SCS24_5                  23:40      68.64541
TS-SCS24_5                  23:50      68.77318
TS-SCS24_5                  24:00      68.90000

;50-year cumulative storm with a total rainfall amount of 109.3 mm using a SCS Type II 24-hr stor
TS-SCS24_50                 0:00       0.00000
TS-SCS24_50                 0:10       0.18370
TS-SCS24_50                 0:20       0.37042
TS-SCS24_50                 0:30       0.56016
TS-SCS24_50                 0:40       0.75297
TS-SCS24_50                 0:50       0.94880
TS-SCS24_50                 1:00       1.14765
TS-SCS24_50                 1:10       1.34956
TS-SCS24_50                 1:20       1.55450
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TS-SCS24_50	1:30	1.76246
TS-SCS24_50	1:40	1.97348
TS-SCS24_50	1:50	2.18753
TS-SCS24_50	2:00	2.40460
TS-SCS24_50	2:10	2.62473
TS-SCS24_50	2:20	2.84788
TS-SCS24_50	2:30	3.07406
TS-SCS24_50	2:40	3.30330
TS-SCS24_50	2:50	3.53556
TS-SCS24_50	3:00	3.77085
TS-SCS24_50	3:10	4.00920
TS-SCS24_50	3:20	4.25057
TS-SCS24_50	3:30	4.49496
TS-SCS24_50	3:40	4.74242
TS-SCS24_50	3:50	4.99290
TS-SCS24_50	4:00	5.24640
TS-SCS24_50	4:10	5.50457
TS-SCS24_50	4:20	5.76871
TS-SCS24_50	4:30	6.03883
TS-SCS24_50	4:40	6.31521
TS-SCS24_50	4:50	6.59757
TS-SCS24_50	5:00	6.88590
TS-SCS24_50	5:10	7.18043
TS-SCS24_50	5:20	7.48107
TS-SCS24_50	5:30	7.78762
TS-SCS24_50	5:40	8.10037
TS-SCS24_50	5:50	8.41923
TS-SCS24_50	6:00	8.74400
TS-SCS24_50	6:10	9.07503
TS-SCS24_50	6:20	9.41197
TS-SCS24_50	6:30	9.75503
TS-SCS24_50	6:40	10.10420
TS-SCS24_50	6:50	10.45943
TS-SCS24_50	7:00	10.82070
TS-SCS24_50	7:10	11.18817
TS-SCS24_50	7:20	11.56161
TS-SCS24_50	7:30	11.94103
TS-SCS24_50	7:40	12.32671
TS-SCS24_50	7:50	12.71837
TS-SCS24_50	8:00	13.11600
TS-SCS24_50	8:10	13.53221
TS-SCS24_50	8:20	13.97852
TS-SCS24_50	8:30	14.45493
TS-SCS24_50	8:40	14.96222
TS-SCS24_50	8:50	15.49961
TS-SCS24_50	9:00	16.06710
TS-SCS24_50	9:10	16.65003
TS-SCS24_50	9:20	17.23297
TS-SCS24_50	9:30	17.81590
TS-SCS24_50	9:40	18.42361
TS-SCS24_50	9:50	19.07941
TS-SCS24_50	10:00	19.78330
TS-SCS24_50	10:10	20.54913
TS-SCS24_50	10:20	21.38710
TS-SCS24_50	10:30	22.29720
TS-SCS24_50	10:40	23.30640
TS-SCS24_50	10:50	24.43584
TS-SCS24_50	11:00	25.68550
TS-SCS24_50	11:10	27.14575
TS-SCS24_50	11:20	28.89455
TS-SCS24_50	11:30	30.93190
TS-SCS24_50	11:40	36.78455
TS-SCS24_50	11:50	51.47953
TS-SCS24_50	12:00	72.46590

TS-SCS24_50	12:10	75.77441
TS-SCS24_50	12:20	78.39761
TS-SCS24_50	12:30	80.33550
TS-SCS24_50	12:40	81.83983
TS-SCS24_50	12:50	83.18787
TS-SCS24_50	13:00	84.37960
TS-SCS24_50	13:10	85.44746
TS-SCS24_50	13:20	86.43116
TS-SCS24_50	13:30	87.33070
TS-SCS24_50	13:40	88.15591
TS-SCS24_50	13:50	88.92102
TS-SCS24_50	14:00	89.62600
TS-SCS24_50	14:10	90.28916
TS-SCS24_50	14:20	90.93130
TS-SCS24_50	14:30	91.55241
TS-SCS24_50	14:40	92.15181
TS-SCS24_50	14:50	92.73019
TS-SCS24_50	15:00	93.28755
TS-SCS24_50	15:10	93.82319
TS-SCS24_50	15:20	94.33781
TS-SCS24_50	15:30	94.83141
TS-SCS24_50	15:40	95.30330
TS-SCS24_50	15:50	95.75416
TS-SCS24_50	16:00	96.18400
TS-SCS24_50	16:10	96.59912
TS-SCS24_50	16:20	97.00670
TS-SCS24_50	16:30	97.40685
TS-SCS24_50	16:40	97.79913
TS-SCS24_50	16:50	98.18397
TS-SCS24_50	17:00	98.56128
TS-SCS24_50	17:10	98.93085
TS-SCS24_50	17:20	99.29289
TS-SCS24_50	17:30	99.64739
TS-SCS24_50	17:40	99.99427
TS-SCS24_50	17:50	100.33354
TS-SCS24_50	18:00	100.66530
TS-SCS24_50	18:10	100.98934
TS-SCS24_50	18:20	101.30587
TS-SCS24_50	18:30	101.61490
TS-SCS24_50	18:40	101.91609
TS-SCS24_50	18:50	102.20985
TS-SCS24_50	19:00	102.49607
TS-SCS24_50	19:10	102.77457
TS-SCS24_50	19:20	103.04556
TS-SCS24_50	19:30	103.30894
TS-SCS24_50	19:40	103.56470
TS-SCS24_50	19:50	103.81292
TS-SCS24_50	20:00	104.05360
TS-SCS24_50	20:10	104.28962
TS-SCS24_50	20:20	104.52414
TS-SCS24_50	20:30	104.75716
TS-SCS24_50	20:40	104.98866
TS-SCS24_50	20:50	105.21867
TS-SCS24_50	21:00	105.44718
TS-SCS24_50	21:10	105.67408
TS-SCS24_50	21:20	105.89949
TS-SCS24_50	21:30	106.12352
TS-SCS24_50	21:40	106.34584
TS-SCS24_50	21:50	106.56670
TS-SCS24_50	22:00	106.78610
TS-SCS24_50	22:10	107.00390
TS-SCS24_50	22:20	107.22020
TS-SCS24_50	22:30	107.43501
TS-SCS24_50	22:40	107.64829

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TS-SCS24_50                 22:50      107.86008
TS-SCS24_50                 23:00      108.07038
TS-SCS24_50                 23:10      108.27907
TS-SCS24_50                 23:20      108.48626
TS-SCS24_50                 23:30      108.69196
TS-SCS24_50                 23:40      108.89614
TS-SCS24_50                 23:50      109.09882
TS-SCS24_50                 24:00      109.30000

[PATTERNS]
;;Name           Type       Multipliers
;;-------------- ---------- -----------
Sanitary TP-03   MONTHLY    1.0   1.0   1.0   1.0   1.0   1.0
Sanitary TP-03              1.0   1.0   1.0   1.0   1.0   1.0

[REPORT]
;;Reporting Options
INPUT      YES
CONTROLS   YES
SUBCATCHMENTS ALL
NODES ALL
LINKS ALL

[TAGS]

[MAP]
DIMENSIONS       643980.4075      4747589.535      647613.9825      4754619.085
UNITS            Meters

[COORDINATES]
;;Node           X-Coord          Y-Coord
;;-------------- ---------------- ----------------
J1               645495.04        4749843.42
J10              644984.427       4751723.074
J11              645549.88        4748115.22
J12              645009.32        4748356.47
J13              644971.1         4749720.54
J14              644968.9         4749819.02
J15              644853.51        4750336.06
J16              644981.39        4750788.06
J17              645440           4751355.44
J18              645793.52        4751633.26
J19              645847.07        4752117.18
J2               645817.33        4749465.97
J20              645691.36        4751614.15
J21              645768.04        4752399.45
J22              646596.45        4752421.17
J23              646617.85        4752422.15
J24              647023.16        4751905.96
J25              646996.81        4750894.91
J26              646650.71        4750503.52
J27              646367.33        4750368.8
J28              645802.88        4750115.61
J29              645517.18        4750071.48
J3               645525.2         4748818.72
J30              644995.13        4749850.23
J31              645334.124       4751224.453
J32              645328.117       4751385.992
J4               645535.25        4748420.78
J5               645543.35        4748168.19
J6               644945.37        4749722.83
J7               645507.17        4749392.75
J8               645539.77        4748156.74
J86              645511.4         4750349.58
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J87               645881.27        4750357.52
J88               645783.96        4752124.13
J9                645545.1         4748144.25
J10 Outlet        645654.61        4747909.06

[VERTICES]
;;Link            X-Coord          Y-Coord
;;--------------- ---------------- ----------------
Link-14           644893.667       4749817.216
Link-16           646985.327       4752420.587
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[SYMBOLS]
;;Gage            X-Coord           Y-Coord
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Appendix E:

Specifications

SPECIAL PROVISIONS - MUNICIPAL DRAIN

I N D E X

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A6	ACCESS & NOTICE	4
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	a) Vegetation Removal	5
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A1 ROLES

The Contractor is responsible for the construction site including all approvals required for compliance with applicable legislation not already completed by the City of Port Colborne.

The City of Port Colborne, who is further recognized as The Owner, shall be responsible party for allocation of resources in support of construction where required, such as road occupancy permits during construction.

The Drainage Engineer or the Drainage Superintendent shall supervise construction and the Drainage Engineer, Drainage Superintendent or their representative shall respond to any requests by the Contractor and identify any deficiencies between the Contractor's work and the Design documents.

The Drainage Engineer is the responsible designer and will provide technical direction to the Contractor on an as needed and as requested basis from the Drainage Superintendent or their representative.

A2 ENVIRONMENTAL CONDITONS AND COMPLIANCE

The Contractor is wholly responsible for the site environmental conditions, compliance with applicable approvals and existing legislation. The Owner will facilitate environmental approvals, but the Contractor shall control the site and be the responsible party for all construction activities.

General requirements to be fulfilled by Contractor:

a) Department of Fisheries and Oceans, DFO.
   Requirements to protect Fish and Fish habitat.
b) Endangered Species Act, 2007 ONTARIO REGULATION 230/08
   https://www.ontario.ca/page/species-risk
c) Ontario Water Resources Act, R.S.O. 1990, c. O.40
d) On-Site and Excess Soil Management, 2019 ONTARIO REGULATION 406/19 Environmental Protection Act
e) O. Reg. 675/98: Classification and Exemption of Spills and Reporting of Discharges, Environmental Protection Act, R.S.O. 1990

Any other legislation applicable to the jurisdiction of the works.

A3 CONSTRUCTION LAYOUT

Conditions stipulated in the Niagara Peninsula Standard Contract Document also apply. Failure to comply with these conditions will result in a reduction in payment to this item.

a) Stakes

Contractor is responsible for setting any layout, alignment or grade control stakes required for construction. A Stake shall be placed to mark every cross-section grade and a second stake shall be placed to mark the limits of the Working Zone. Work Zone Stake shall be 4' wooden stake painted red at the top of the stake. Grade stake shall be placed at the Work Zone Top of Bank. X-Section stakes shall be placed at a maximum spacing of 25m. A recommended spacing shall coincide with the Profile drawings. Prior to the start of Construction, the Contractor will stake and identify the difference between the existing grade and the design grade. The Drainage Engineer shall review the stakes and the measurement of the soil to be removed. Post Construction, the Contractor shall remove all stakes.

b) Project Signage

The Contractor is responsible for the installation and removal of all construction signage and is responsible for daily maintenance of all signage throughout the contract.

A5 INSTALL AND MAINTAIN SEDIMENT CONTROL DEVICES

In addition to the conditions stipulated in the Niagara Peninsula Standard Contract Document and OPSS 577, the following shall also apply:

a) SILT FENCE

Silt fence is to be placed prior to disturbing soil adjacent to the drain that could be carried by runoff into the drain. This excludes the area of the drain where The Contractor is working to re-establish Drain grade and cross-section. It includes areas adjacent to the drain impacted by clearing and grubbing for work access.(missing is a description of where a silt fence is to be placed. How frequently across the drain.)

Silt fence shall be installed in accordance with OPSD 219.190 except that the minimum height above the invert of the drain shall be 500 mm. Silt fence materials shall be in accordance with OPSS 577.05.02.02 for geotextile and OPSS 577.05.03 for stakes. Stakes shall be 1.5 m minimum height.

The silt fence shall remain in place for the duration of the section that the Contractor is working and the Contractor shall make every effort to maintain it throughout the project. The Contractor shall request Approval from the Engineer or the Drainage Superintendent for the removal of the silt fence once each section of the drain is complete. Prior to the removal of the silt fence, the accumulated silt shall be removed and leveled adjacent to the drain in accordance with the disposal of excavated material section.

b) SEDIMENT BASINS

Sediment basins have been provided along the length of the drain in an effort to minimize the transport of sediment. The Contractor shall construct the sediment basins in accordance with the construction drawings in the locations indicated. Relocation of sediment basins can only be undertaken upon approval of the Engineer.

The Sediment basin is to be constructed prior to the upstream work and shall be monitored during construction for sediment accumulation and sediment removed if the basin has more than 50% of the 0.5m depth occupied with sediment. Once the upstream work is complete, the Sediment basin shall be converted from Construction to Final as per the Design Detail Drawings. Sediment accumulated during construction shall be removed and disposed of in the manner directed by the Contract.

A5 PAYMENT; For progress payment, fifty (50) percent of the lump sum price will be paid upon installation with the balance to be paid with the final payment.

A6 ACCESS & NOTICE

The City of Port Colborne's Drainage Superintendent or designate shall provide affected landowners with notice of the commencement of construction.

It will be the Contractor's responsibility to inform the various businesses and residences of daily construction impacts in order to reduce/eliminate any problems with parked vehicles that may interfere with their operations. Ingress & egress to the abutting businesses and residences must be maintained at all times.

The Contractor shall advise the Police Department, Fire Department and Niagara Emergency Medical Service on a daily basis, with current status of the construction as it pertains to the passage of traffic within the contract limits.

The Contractor will co-ordinate with local transit to ensure minimum interruption to bus schedules. Transit, school buses and garbage and recycling service vehicles will be given priority to maintain their schedule.

The Contractor shall also maintain/provide existing pedestrian access at all times to the businesses and residents during all phases of construction in an acceptable manner.

A6 PAYMENT; Payment as a lump sum bid for this item shall be full compensation for all labour, equipment and materials necessary to meet the above requirements. Fifty (50) percent of the lump sum price will be paid on the first payment certificate. The balance will be prorated over the remainder of the working period.

B1 EARTH EXCAVATION

Work under this item shall include the supply of all labour, equipment and materials required for ditch excavation or any other type of excavation or earth work as outlined on the Contract Drawings. Ditch work involves clearing, excavation, leveling, and seeding as required. Specifications and information on the Contract Drawings shall take precedence over the standard specifications outlined below. The specifications below shall take precedence over the Niagara Peninsula Standard Contract Document Special Provisions B2.

B2 CONSTRUCTION

a) Vegetation Removal

All trees, brush, fallen timber and debris shall be moved from the ditch cross-section and to such a distance on each side to eliminate any interference with the spreading of the spoil. The roots shall be left in the banks if no bank excavation is required as part of the new channel excavation. In wooded or heavily overgrown areas all cleared material may be pushed into piles or rows along the edge of the cleared path and away from leveled spoil. All dead trees along either side of the drain that may impede the performance of the drain if allowed to remain and fall into the ditch, shall be removed prior to excavation and put in piles, unless directed otherwise by the Engineer.

Any tree removed will be offered as wood to the property owner in the form of logs from the trunk where they lay and to be moved from the site by the owner at their expense. Tree tops shall be cut and limbs stacked as piles adjacent to the drain and within the work zone.

b) Excavation

The bottom width and the side slopes of the ditch shall be as shown on the profile(s) and/or cross-sections on the Contract Drawings. Side slopes are normally one and one-half metre horizontal to one metre vertical (1.5:1) unless otherwise noted on the Contract Drawings. If a bottom width is not specified then any excavation required shall be from the bottom of the ditch without disturbing the bank slopes subject to the clearing of brush required as described in a).

c) Profile

The profile(s) on the Contract Drawings show the depth and grade for the drain improvements. The description and elevation of benchmarks that were established during the survey are shown on the profile(s) in the location for each benchmark.

d) Line

The drain shall follow the course of the existing channel and/or shall be constructed in a straight line as outlined on the Contract Drawings. A uniform grade shall be maintained in accordance with the profile(s). A variation of one hundred millimeters (100mm) above

the required grade will require the Contractor to remedy the grade to that given on the profile. The Contractor may be required to backfill any portion of the ditch that is excavated more than two hundred millimeters (200mm) below the required grade. All curves shall be made with a minimum radius of fifteen metres (15m).

e) Excavated Material

Excavated material (spoil) shall be deposited on either or both sides of the drain as directed on the Contract Drawings. Spoil upon excavation shall be placed a minimum one (1) metre back from the top of the bank, either existing or new. No excavated material shall be placed in tributary drains, depressions, or low areas, which direct or channel water into the ditch so that no water will be trapped behind the spoil bank. The excavated material shall be placed and leveled to a maximum depth of three hundred millimeters (300mm); unless otherwise instructed. The edge of the spoil bank away from the ditch shall be feathered down to existing ground. The edge of the spoil bank nearest the ditch shall have a maximum slope of 2:1. The material shall be leveled such that it may be cultivated with ordinary equipment without causing undue hardship on farm machinery and farm personnel. Wherever clearing is necessary prior to leveling, the Contractor shall remove all stumps unless the Contract Drawings specify that stumps can be covered with the leveled spoil. No excavated material shall cover any logs, brush or rubbish of any kind. Large stones or boulders in the leveled spoil that are heavier than fifteen kilograms (15kg or approximately 300mm in size roughly referred to as man stone or the size of a stone that a single person can carry.) shall be moved to the edge of the leveled spoil nearest to the ditch but in general no closer than one metre (1) to the top of bank.

Where it is necessary to straighten any unnecessary bends or irregularities in the alignment of the ditch or to relocate any portion of an existing ditch, the excavation from the new cut shall be used for backfilling the original ditch. Regardless of the distance between the new ditch and old ditch, no extra compensation will be allowed for this work. If the Contractor obtains written permission from an affected landowner stating that the owner does not wish the spoil to be leveled and such is approved by the Engineer, the Engineer may release the Contractor from the obligation to level the spoil. If spoil is not leveled that was to be leveled as part of the Contract, the Engineer shall determine the credit to be applied to the Contractor's payment. No additional compensation is provided to the owner if the spoil is not leveled.

If the affected landowner requests that the spoil be removed from the site instead of being spread adjacent to the drain within the work zone or that the grading requirement is to a higher standard than suitable for agricultural cultivation, then the Contractor shall provide trucking of the spoil including disposal at a suitable site or additional grading and shall provide the Drainage Superintendent with the specific costs for each landowner who requests such work. The Engineer shall assess the cost of the trucking of spoil to the landowner making such request.

The Engineer may require the Contractor to obtain written statements from any or all of the landowners affected by the leveling of the spoil. A written statement from the owners indicating their complete satisfaction with the leveling of the spoil is sufficient to comply

with this specification. The final decision, with respect to leveling of the spoil, shall be made by the Engineer.

f) Excavation Through Woodlots

The Contractor shall minimize disturbance through woodlots by reducing the limit of excavation to the bottom width of the drain and a minimum side slopes. The drain shall be routed around existing trees at the direction of the Drainage Superintendent or where requested by the Engineer.

Prior to performing work through a woodlot, the Contractor in coordination with the Drainage Superintendent shall mark all trees for preservation or removal within the Drain or Workzone. This mark will consist of a physical identification that will be easily understood by the landowner and consist of either colour ribbons or specific paint markings (green to keep, red mark of an ‘X’ for removal).

g) Excavation at Bridge and Culvert Sites

The Contractor shall excavate or clean through all bridges and culverts to match the grade line and the downstream channel cross-section. Bridges that span from bank to bank may be carefully removed to permit excavation below the bridge and then replaced to original condition. Permanent bridges must be left intact. All necessary care and precautions shall be taken to protect the structure. The Contractor shall notify the Engineer before completing excavation in the area of a bridge or culvert if the excavation will expose the footings or otherwise cause bridge instability.

Where the invert of any pipe culvert is above the grade line, the Contractor will be required to remove the culvert, clean and relay it, so that the invert of the culvert is one hundred and fifty millimetres (150mm) below the grade for the ditch bottom at this location.

h) Obstructions

In all cases, the Contractor shall ensure that the finished drain is clear of obstructions to flow. The contractor will ensure that trunks are cut flush and that any debris or snags are removed as part of the bid price.

i) Fences and private furniture or equipment

The contractor will use the identified work zone for access and shall restore any fences to an equivalent or better condition than before construction. Where possible the Contractor shall perverse existing fences, private equipment and furniture in place but where it must be moved, the Contractor shall in all cases restore to a like or better condition than existed before construction.

j) Tile Outlets

The location of all existing tile outlets may not be shown on the profile for the drain. The Contractor shall contact each owner and ensure that all tile outlets are marked prior to commencing excavation on the owner's property. If a marked tile outlet is damaged during, or altered due to construction, the Contractor shall repair or replace the damaged or altered outlet as part of the Contract. If an existing outlet pipe does require replacement the Contractor shall confirm the replacement outlet pipe with the Engineer. All tile outlets identified are considered part of the bid work.

Additional payment will be allowed for the repair or replacement of any unmarked tile outlets encountered during excavation. Where stone or concrete riprap protection exists at any existing tile outlet such protection shall be removed and replaced as necessary to protect the outlet after reconstruction of the channel.

If any outlet becomes plugged as a result of construction, the Contractor shall be obligated to free such outlet of any impediments. Where any damage results to tile leading to and upstream of the outlet, as a consequence of such construction, the Engineer may direct the Contractor to repair such tile and shall determine a fair compensation to be paid to the Contractor for performing the work.

B3 INSTALLATION OF NEW CULVERT

Work under this item shall include the supply of all labour, equipment and materials required for supply and installation of culverts as outlined on the Contract Drawings. The Niagara Peninsula Standard Contract Document Special Provision B7 shall apply but the specifications and information on the Contract Drawings shall take precedence over Special Provision B7.

Payment shall be as per Plan Quantity.
The size and material for any new ditch crossings shall be as specified on the Contract Drawings. Any crossings assembled on-site shall be assembled in accordance with the manufacturer's specifications for on-site assembly.

Where a new crossing replaces an existing crossing the following shall apply:

If directed on the drawings that the existing crossing is to be salvaged for the owner the Contractor shall carefully remove the existing crossing and leave along the ditch or haul to a location as specified on the Drawings.

If the existing crossing is not to be saved then the Contractor shall remove and dispose of the existing crossing. Disposal by burying on-site is not permitted.

All new pipe crossings shall be installed a minimum of 100mm below design grade (not as-constructed grade) or at the invert elevations as specified on the Drawings. If the ditch is over excavated greater than 200mm the Contractor shall confirm with the Engineer the elevations for installation of the new pipe crossing.

When an existing crossing is being replaced the contractor shall save all granular and riprap. New crossings can be backfilled with compacted on-site native material that is

free of large rocks or stones. Contractor responsible for any damage to a culvert pipe as a result of rocks or stones in the backfill.

All new crossings shall have a minimum 6m laneway width and end slopes shall be at 1:1 slope or flatter. Finished crossing elevation shall provide a minimum of 300mm cover. Finished crossing surface shall be a minimum 150mm depth of Granular A for the minimum 6m width and extending from top of bank to top of bank using salvaged granular or imported granular as required.

Installation of private crossings during construction must be approved by the Engineer before the culvert is installed.

Where riprap protection is called for at either or both ends of a new culvert, such riprap shall be in accordance with Special Provision B4.
Payment will be based on plan quantity.

Riprap to be adequately keyed in along the bottom of the slope. Riprap to extend to top of pipe or as directed on the Drawings. No riprap is required in the ditch bottom on the upstream side of a crossing. If riprap is required in the ditch bottom on the downstream side of a crossing it shall be specified on the Drawings. Any new end face slope not protected by riprap shall be seeded as per specifications for ditch bank seeding.

B4 HAND LAND RIP RAP WITH FILTER CLOTH

Rip rap complete with filter fabric underlay (geotextile) shall be placed by the Contractor at the locations shown on the drawing or as requested by the Drainage Superintendent. Rip rap shall consist of 200 – 250 mm dia. stones (min.) and shall be placed at 300 mm minimum thickness. Along upstream edges, where surface water will enter the drain, the underlay shall extend a minimum of 300 mm upstream from the rip rap and be keyed into the soil a minimum of 300 mm. The finished elevation of the rip rap shall be at design elevation or flush with the ground.

Work under this item shall include the supply of all labour, equipment and materials required for placing riprap as outlined on the Contract Drawings. The Niagara Peninsula Standard Contract Document Special Provision B20 shall apply but the specifications and information on the Contract Drawings shall take precedence over Special Provision B20.

Payment shall be as per Plan Quantity.

C1 COMPLETION

At the time of final inspection, all work in the contract shall have the full dimensions and cross-sections specified.

PAYMENT; Payment is for all work complete on the basis of a measured linear distance inclusion of all items identified above. Where a culvert is removed and reinstalled, compensation shall be in the form of a per each payment. Where a tile is discovered and constructed as an outlet, compensation will be in the form of a per each payment for tile outlets repaired.

C2 AS-CONSTRUCTED DOCUMENTATION

For the 'as-constructed' works, the Contractor must provide the City of Port Colborne with an electronic version of the final drainage works as surveyed post construction, to be imported into AutoCAD or GIS. This copy must confirm that the design grade and cross-section details for all drainage work and the invert elevations and lengths for all culverts complies with the Engineer's Report. Survey spacing shall be to a minimum of 25m.

All work must be in an acceptable electronic format that the City of Port Colborne can use and all work must be completed using the verified geodetic benchmarks. The submission of the As-Constructed works will be in a common delimited format having the form as follows:

> Numeric key, Northing, Easting, Elevation, Coded identifier & optional description
> For the coded identifiers, the City of Port Colborne will provide a table for reference along with an example file from a past project for comparison. The City will certify the as-constructed files with respect to their completeness.

Failure to provide a certified as-built file will result in the delay of substantial completion and/or contract completion. In the event that the contractor asks the City to perform the AS CONSTRUCTED SURVEY, then payment for the lump sum item is negated.
A4 PAYMENT; Payment in full at the lump sum bid price for this item shall be made only upon completion and approval by the Contract Administrator.

Schedule 'B'

Port Colborne Municipal Drain
City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit
Section 23 Outlet Benefit / Outlet Liability
Section 24 Special Benefit

	Owner	Legal Text	Roll No	Area, Ha	Assessment			Total	Allowance	Net
					Benefit	Outlet Liability	Special			
	City of Port Colborne - Lands Assessed									
	Vale Canada Limited	HUMBERSTONE CON 1 PT LOTS 24	271102000718000	1.642	$0	$1,413.83	$0.00	$1,413.83	$0.00	$1,413.83
	McLean William Richard Samue	CON 1 PT TWP LOT 23	271102001311300	0.095	$0	$45.49	$0.00	$45.49	$0.00	$45.49
	Tomiuck Jonas	CON 1 PT TWP LOT 23	271102001311400	0.191	$0	$91.13	$0.00	$91.13	$0.00	$91.13
	Scott Gregory George	CON 1 PT TWP LOT 23	271102001311500	0.190	$0	$91.08	$0.00	$91.08	$0.00	$91.08
	Vale Canada Limited	CON 2 PT LOT 24	271102001312000	0.534	$0	$306.76	$0.00	$306.76	$0.00	$306.76
	Port Colborne Quarries Inc	CON 2 PT LOTS 19 AND 20 RP	271104000315600	30.868	$0	$20,671.95	$0.00	$20,671.95	$0.00	$20,671.95
	Phillips Richard Gordon	CON 2 PT LOT 20 RP 59R-1546	271104000315702	0.089	$0	$42.53	$0.00	$42.53	$0.00	$42.53
	Port Colborne Quarries Inc	CON 2 PT LOT 19 PT LOT 20	271104000315800	35.112	$0	$23,514.47	$0.00	$23,514.47	$0.00	$23,514.47
	Schlenger Uszer	CON 1 PT LOT 23	271104000408700	0.583	$0	$334.83	$0.00	$334.83	$0.00	$334.83
	Schlenger Uszer	CON 1 PT LOT 23	271104000408700	6.726	$0	$4,504.18	$0.00	$4,504.18	$0.00	$4,504.18
	City of Port Colborne	CON 1 PT LOTS 23, 24 RP	271104000408715	2.431	$0	$1,628.23	$0.00	$1,628.23	$0.00	$1,628.23
	Schlenger Uszer	CON 1 PT LOT 23	271104000408800	0.373	$0	$228.20	$0.00	$228.20	$0.00	$228.20
	Coccagna Anthony	CON 1 PT LOT 23	271104000408900	0.631	$0	$301.99	$0.00	$301.99	$0.00	$301.99
	1346618 Ontario Ltd	CON 1 PT LOT 23	271104000409000	0.463	$0	$310.00	$0.00	$310.00	$0.00	$310.00
	Ostric Milan	CON 1 PT LOT 23 RP 59R5797	271104000409100	0.201	$0	$96.15	$0.00	$96.15	$0.00	$96.15
	1108904 Ontario Limited	CON 1 PT LOT 23 PT LOT 24	271104000409200	0.779	$0	$521.36	$0.00	$521.36	$0.00	$521.36
	Favero Lidia	CON 1 PT LOT 23	271104000409300	0.202	$0	$96.58	$0.00	$96.58	$0.00	$96.58
	Ed Christensen Roofing Limited	CON 1 PT LOT 23	271104000409400	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Sauder William Edward	HUMBERSTONE CON 1 PT LOT 23	271104000409500	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Stenson Ian John	CON 1 PT LOT 23	271104000409600	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Polverari Giuseppe	CON 1 PT LOT 23	271104000409700	0.190	$0	$90.98	$0.00	$90.98	$0.00	$90.98
	Vale Canada Limited	CON 1 PT LOT 23	271104000409800	4.106	$0	$1,963.89	$0.00	$1,963.89	$0.00	$1,963.89
	Vale Canada Limited	CON 2 PT LOT 21 RP59R3588	271104000410000	4.963	$256	$3,323.44	$187.50	$3,766.44	$939.00	$2,827.44
	Huffman John Wayne	CON 2 PT LOT 21	271104000410400	0.071	$0	$33.82	$0.00	$33.82	$0.00	$33.82
	Young Tammy Lynn	CON 2 PT LOT 21	271104000410500	0.107	$0	$51.04	$0.00	$51.04	$0.00	$51.04
	Vollick Ronald Christopher	CON 2 PT LOT 21	271104000410600	0.159	$0	$76.06	$0.00	$76.06	$0.00	$76.06
	Citrigno Angela	CON 2 PT LOT 21	271104000410700	0.168	$0	$80.12	$0.00	$80.12	$0.00	$80.12
	Stark Raymond	CON 2 PT LOT 21 RP 59R4333	271104000410705	1.936	$0	$926.05	$0.00	$926.05	$0.00	$926.05
	Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	2.899	$508	$1,941.39	$5,057.59	$7,506.97	$0.00	$7,506.97
F	Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	4.199	$0	$2,811.99	$355.00	$3,166.99	$0.00	$3,166.99
	Stewart Scott James	CON 2 PT LOT 22 RP 59R 5732	271104000410810	0.407	$0	$194.50	$0.00	$194.50	$0.00	$194.50
F	Powell Bradley Kenneth	CON 2 PT LOT 22 RP59R4801	271104000410900	7.711	$0	$5,164.30	$0.00	$5,164.30	$0.00	$5,164.30
	Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.411	$0	$2,588.33	$0.00	$2,588.33	$0.00	$2,588.33
	Kinzie Patricia Helen	CON 2 PT LOT 21 RP 59R6766	271104000411200	1.202	$0	$574.94	$0.00	$574.94	$0.00	$574.94
	Pipher Lynn Mae	CON 2 PT LOT 21 RP 59R6766	271104000411205	1.208	$0	$578.00	$0.00	$578.00	$0.00	$578.00
	Scace Wesley	CON 2 PT LOT 21	271104000411300	0.067	$0	$31.95	$0.00	$31.95	$0.00	$31.95
	Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	73.170	$0	$51,802.13	$0.00	$51,802.13	$0.00	$51,802.13
	Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.418	$0	$199.95	$0.00	$199.95	$0.00	$199.95
	Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.209	$0	$100.02	$0.00	$100.02	$0.00	$100.02
	Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	$0	$199.95	$0.00	$199.95	$0.00	$199.95
	Fitzgerald Shawn Patrick	HUMBERSTONE CON 2 PT LOT 22	271104000412000	0.209	$0	$100.07	$0.00	$100.07	$0.00	$100.07
	Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.209	$0	$100.02	$0.00	$100.02	$0.00	$100.02
	Moes Frank Allan	HUMBERSTONE CON 2 PT LOT 22	271104000412200	0.357	$0	$170.72	$0.00	$170.72	$0.00	$170.72
	Boda Terry Joseph	CON 2 PT LOT 22	271104000412400	0.186	$0	$88.88	$0.00	$88.88	$0.00	$88.88
F	Elite Capital P.C Developments Inc	CON 2 PT LOT 22	271104000412600	4.110	$0	$2,359.42	$0.00	$2,359.42	$0.00	$2,359.42
	Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	10.153	$0	$5,827.80	$0.00	$5,827.80	$0.00	$5,827.80
	Vale Canada Limited	CON 2 PT LOT 22 PT LOT 23	271104000412700	22.189	$0	$12,736.89	$0.00	$12,736.89	$0.00	$12,736.89
	Vale Canada Limited	CON 2 PT LOT 23	271104000412800	0.363	$0	$208.54	$0.00	$208.54	$0.00	$208.54
	NCDSB	CON 2 PT LOT 23	271104000412900	5.947	$0	$3,413.79	$0.00	$3,413.79	$0.00	$3,413.79
	Dyson Patrick James	CON 2 PT LOT 23	271104000413000	0.176	$0	$84.14	$0.00	$84.14	$0.00	$84.14
	Dyson Mary Lynn	CON 2 PT LOT 23	271104000413100	0.182	$0	$104.19	$0.00	$104.19	$0.00	$104.19
	Hortobagyi Zoltan	CON 2 PT LOT 23	271104000413200	0.186	$0	$88.88	$0.00	$88.88	$0.00	$88.88
	Wakunick Deborah Ivy	CON 2 PT LOT 24	271104000413300	0.085	$0	$40.85	$0.00	$40.85	$0.00	$40.85
	Wells Donna Louise	CON 2 PT LOT 23 PT LOT 24	271104000413400	0.828	$0	$396.13	$0.00	$396.13	$0.00	$396.13
	Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413401	7.409	$0	$3,544.32	$0.00	$3,544.32	$0.00	$3,544.32
	Vale Canada Limited	CON 2 PT LOT 23 PT LOT 24 RP	271104000413410	10.115	$0	$6,774.19	$0.00	$6,774.19	$0.00	$6,774.19
	Vale Canada Limited	CON 2 PT LOT 24 RP 59R10047	271104000413435	0.631	$0	$422.51	$0.00	$422.51	$0.00	$422.51
	Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.326	$0	$1,909.44	$0.00	$1,909.44	$0.00	$1,909.44
	Vale Canada Limited	CON 2 PT LOT 24	271104000414120	0.928	$0	$621.68	$0.00	$621.68	$0.00	$621.68
	2023165 Ontario Inc	CON 3 PT LOT 19 PT LOT 20	271104000506400	1.291	$0	$617.56	$0.00	$617.56	$0.00	$617.56
F	Koch Olga	CON 3 LOT 19CPT	271104000506500	0.222	$0	$106.05	$0.00	$106.05	$0.00	$106.05
	Kozelj Stif	CON 3 PT LOT 20	271104000506600	0.079	$0	$37.89	$0.00	$37.89	$0.00	$37.89
F	Orsetto Aldo	CON 3 PT LOT 20	271104000506700	4.228	$0	$2,426.75	$0.00	$2,426.75	$0.00	$2,426.75
	Currie Michael Bruce	CON 3 PT LOT 20	271104000506702	0.085	$0	$40.80	$0.00	$40.80	$0.00	$40.80
F	Fijavz David	CON 3 PT LOT 20	271104000506703	0.334	$0	$159.58	$0.00	$159.58	$0.00	$159.58
	Levitt Corie	CON 3 PT LOT 20 PLAN 59R	271104000506710	0.212	$0	$101.17	$0.00	$101.17	$0.00	$101.17
	Michaud Antonio Abel	CON 3 PT LOT 20 RP 59R8240	271104000506800	0.271	$0	$129.44	$0.00	$129.44	$0.00	$129.44
F	Henderson David Marshall	CON 3 PT LOT 20	271104000506801	11.011	$0	$7,373.83	$0.00	$7,373.83	$0.00	$7,373.83
F	Babion Gail J	HUMBERSTONE CON 3 PT LOT 21	271104000506900	15.252	$0	$10,214.09	$0.00	$10,214.09	$0.00	$10,214.09
	Wagner Dan Patrick	CON 3 PT LOT 21	271104000507400	3.050	$0	$2,042.84	$0.00	$2,042.84	$0.00	$2,042.84
	Stovell David Alan	CON 3 PT LOT 21 59R8535	271104000507500	1.238	$0	$592.40	$0.00	$592.40	$0.00	$592.40
F	Cooper Collin James Lee	CON 3 S PT LOT 21 S PT LOT	271104000508100	7.613	$0	$5,098.67	$0.00	$5,098.67	$0.00	$5,098.67
F	Henderson Drew David	CON 3 PT LOT 22	271104000508301	1.055	$0	$706.46	$0.00	$706.46	$0.00	$706.46
	Beaulieu George E	CON 3 E PT LOT 23	271104000508900	0.388	$0	$185.46	$0.00	$185.46	$0.00	$185.46
	Garner Mark Edward	CON 3 PT LOT 23	271104000509100	0.346	$0	$165.65	$0.00	$165.65	$0.00	$165.65
	Joseph Grandilli	CON 3 PT LOT 23	271104000509300	0.082	$0	$39.37	$0.00	$39.37	$0.00	$39.37
	Stefan John	CON 3 PT LOT 23	271104000509400	0.016	$0	$7.85	$0.00	$7.85	$0.00	$7.85
	Johnson Raymond Francis Jr	CON 3 PT LOT 23 RP 59R10549	271104000510200	0.208	$0	$103.68	$0.00	$103.68	$0.00	$103.68
	Vance Gregory Thomas	CON 3 PT LOT 23 RP 59R10549	271104000510202	0.417	$0	$199.52	$0.00	$199.52	$0.00	$199.52
	Saxon Ronald Joseph	CON 3 PT LOT 23 PLAN	271104000510204	0.605	$0	$289.50	$0.00	$289.50	$0.00	$289.50
	Pilkey Dean Lloyd	CON 3 PT LOT 23 PLAN	271104000510206	0.597	$0	$285.72	$0.00	$285.72	$0.00	$285.72
F	Schneider Darryl Frederick	CON 3 PT LOT 23	271104000510801	2.252	$0	$1,077.11	$0.00	$1,077.11	$0.00	$1,077.11
	Zonneveld Bastian	CON 3 PT LOT 24	271104000510900	0.103	$0	$49.17	$0.00	$49.17	$0.00	$49.17
	Terreberry Jack	CON 3 PT LOT 24	271104000511000	0.144	$0	$68.98	$0.00	$68.98	$0.00	$68.98
	Jacak Dominik	CON 3 PT LOT 24	271104000511300	0.347	$0	$166.13	$0.00	$166.13	$0.00	$166.13
	Moore Linda Ann	CON 3 PT LOT 24	271104000511400	0.099	$0	$47.21	$0.00	$47.21	$0.00	$47.21
	Moore Linda Ann	CON 3 PT LOT 24	271104000511500	0.029	$0	$13.78	$0.00	$13.78	$0.00	$13.78
	Medvic Peter James	CON 3 PT LOT 24	271104000511600	0.356	$0	$170.06	$0.00	$170.06	$0.00	$170.06
	McIntyre Shelly	CON 3 PT LOT 24	271104000511700	0.191	$0	$91.41	$0.00	$91.41	$0.00	$91.41
	City of Port Colborne	59R11175 PART 1 59R11176	271104000699500	0.630	$0	$421.71	$0.00	$421.71	$0.00	$421.71
				311.038	$763.50	$199,226.89	$5,600.09	$205,590.48	$939.00	$204,651.48

Owner	Legal Text	Roll No	Area, Ha	Assessment Benefit	Outlet Liability	Special	Total	Allowance	Net
Roads									
City of Port Colborne	Snider Rd. N of Second Concession	ROW	0.071		$3,306.62	$0.00	$3,306.62		
City of Port Colborne	Killaly St E east of Snider	ROW	0.176		$1,752.36	$0.00	$1,752.36		
City of Port Colborne	Snider Rd portion south of Killaly St E	ROW	0.353		$2,876.95	$0.00	$2,876.95		
City of Port Colborne	Second Concession Rd. E of Babion	ROW	0.596		$116.22	$0.00	$116.22		
City of Port Colborne	Killaly St East W of Snider Rd	ROW	0.920		$968.19	$0.00	$968.19		
City of Port Colborne	Chippawa Road	ROW	1.016		$3,753.26	$0.00	$3,753.26		
City of Port Colborne	Second Concession W of Snider Rd.	ROW	1.221		$854.95	$0.00	$854.95		
City of Port Colborne	Babion Rd. from 2nd to Chippawa	ROW	1.432		$2,329.34	$0.00	$2,329.34		
City of Port Colborne	Second Concession from Snider to Babion	ROW	1.645		$541.04	$0.00	$541.04		
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	2.005		$1,464.94	$0.00	$1,464.94		
City of Port Colborne	Sndier Rd from Hwy 3 to Killaly St E	ROW	2.033		$286.73	$0.00	$286.73		
City of Port Colborne	Babion Rd. from Hwy 3 to Second Concess	ROW	2.308		$2,675.64	$0.00	$2,675.64		
							$20,926.24		
MTO	Highway #3	ROW	3.281		$5,336.02	$0.00	$5,336.02		
			17.058		$26,262.26	$0.00	$26,262.26		
Section 26 - Special Assessments									
City of Port Colborne	Extend drain along Babion Rd. to Second Concession. Re-lay culverts at Second Concession Rd.						$40,448.80		
MINISTRY OF TRANSPORTATION ONTARIO							$5,076.19		
Utilities - Enbridge	No conflicts assessed during design						$0.00		
Utilities - Other	No conflicts assessed during design						$0.00		
							$45,525.00		
Port Colborne Drain									
	Total Assessed:						$277,377.74		

Notes:
1. The above lands marked "F" are currently classified as agricultural according to the OMAFRA and are therefore entitled to a 1/3 grant.
2. Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown for each parcel of land and road affected. The affected parcels of land are identified using the roll number received from the City. For convenience only, the owners' names are shown by the last revised assessment roll.
3. The value of the assessments identified in this schedule are estimates only, and should not be considered final.

Port Colborne Branch #1 Municipal Drain

City of Port Colborne
Regional Municipality of Niagara

Section 22: Assessed Benefit
Section 23 Outlet Benefit / Outlet Liability
Section 24 Special Benefit

Owner	Legal Text	Roll No	Area, Ha	Assessment Benefit	Outlet Liability	Special	Total	Allowance	Net
City of Port Colborne - Lands Assessed									
Konc John Andrew	CON 2 PT LOT 22 RP 59R4801	271104000410710	0.107	$0	$27.28	$0.00	$27.28	$277.62	-$250.35
Van Ruyven Josef Nicolaas	CON 2 PT LOT 22 RP 59R4801	271104000410800	1.084	$0	$184.32	$0.00	$184.32	$0.00	$184.32
Hellinga Jack Simon	CON 2 PT LOT 22	271104000411000	5.247	$0	$1,338.84	$0.00	$1,338.84	$0.00	$1,338.84
Port Colborne Quarries Inc	CON 2 PT LOT 21 PT LOT 22 RP	271104000411500	2.758	$0	$469.10	$0.00	$469.10	$0.00	$469.10
Parsons David Scott	CON 2 PT LOT 22	271104000411600	0.413	$0	$105.40	$0.00	$105.40	$0.00	$105.40
Leavere Larry Allan Thomas	CON 2 PT LOT 22	271104000411700	0.098	$0	$16.60	$0.00	$16.60	$0.00	$16.60
Yanni Bill	CON 2 PT LOT 22	271104000411900	0.418	$0	$106.65	$0.00	$106.65	$0.00	$106.65
Orlowski Jeffrey	CON 2 PT LOT 22 RP 59R4884	271104000412100	0.025	$0	$4.25	$0.00	$4.25	$0.00	$4.25
Port Colborne Quarries Inc	HUMBERSTONE CON 2 PT LOTS 23	271104000414000	3.308	$0	$844.05	$0.00	$844.05	$0.00	$844.05
			12.267	$0.00	$3,096.49	$0.00	$3,096.49	$277.62	$2,884.89
Roads									
City of Port Colborne	Snider Rd. from Hwy 3 to Second Conc	ROW	1.612	$0	$616.77	$0.00	$616.77		
City of Port Colborne	Second Concession from Snider to Bab	ROW	0.022	$0	$16.13	$0.00	$16.13		
City of Port Colborne	Second Concession W of Snider Rd.	ROW	0.501	$0	$370.35	$0.00	$370.35		
							$1,003.25		
MTO	Highway #3	ROW	0.547	$0	$446.99	$0.00	$446.99		
			2.682	$0.00	$1,450.25	$0.00	$1,450.25		
			14.948				$4,546.73		
Section 26 - Special Assessments									
City of Port Colborne	Assessed special benefit for improving Snider road outlet.						$7,008.46		
Regional Municipality of Niagara	No works proposed						$0.00		
MINISTRY OF TRANSPORTATION ONTARIO							$7,115.18		
Utilities - Enbridge	No conflicts assessed during design						$0.00		
Utilities - Other	No conflicts assessed during design						$0.00		
							$14,123.64		
Port Colborne Branch #1 Drain									
	Total Assessed:						$18,670.37		

Notes:
1. The above lands marked "F" are currently classified as agricultural according to the OMAFRA and are therefore entitled to a 1/3 grant.
2. Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown for each parcel of land and road affected. The affected parcels of land are identified using the roll number received from the City. For convenience only, the owners' names are shown by the last revised assessment roll.

The Corporation of the City of Port Colborne

By-law no. _____

Being a by-law to amend Zoning By-law 6575/30/18 respecting lands legally described as Part of Lot 31, Concession 3, formerly in the Township of Humberstone, now in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 607 Barrick Road.

Whereas By-law 6575/30/18 is a by-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and

Whereas**,** the Council of The Corporation of the City of Port Colborne desires to amend the said by-law.

Now therefore**,** and pursuant to the provisions of Section 34 of the *Planning Act, R.S.O. 1990*, The Corporation of the City of Port Colborne enacts as follows:

1. This amendment shall apply to those lands described on Schedule "A" attached to and forming part of this by-law.

2. That the Zoning Map referenced as Schedule "A8" forming part of By-law 6575/30/18 is hereby amended by changing those lands described on Schedule A from Residential Development (RD) to First Density Residential (R1) and Residential Development with a Holding provision (RD-65-H).

3. That Section 37 entitled "Special Provisions" of Zoning By-law 6575/30/18, is hereby further amended by adding the following:

   RD-65-H

   a) The uses permitted in this By-law shall not occur until the Holding symbol (H) on the RD-65-H (Residential Development – Holding) zone is removed through an amending By-law enacted by the City of Port Colborne. The amending By-law must be informed by the requirements listed below. Removal of the Holding symbol (H) may only occur once:

      i. The Council of the City of Port Colborne adopts a Secondary Plan to be prepared by the property owner. Appropriate studies including, but not limited to the following will be required through the Secondary Plan process:
         i. Planning Justification Report
         ii. Archaeological Assessment(s)
         iii. Urban Design Brief
         iv. Noise Study
         v. Functional Servicing Report
         vi. Stormwater Management Report
         vii. Environmental Impact Study
         viii. Conceptual Streetscape/Landscape Plans
         ix. Phasing Plan

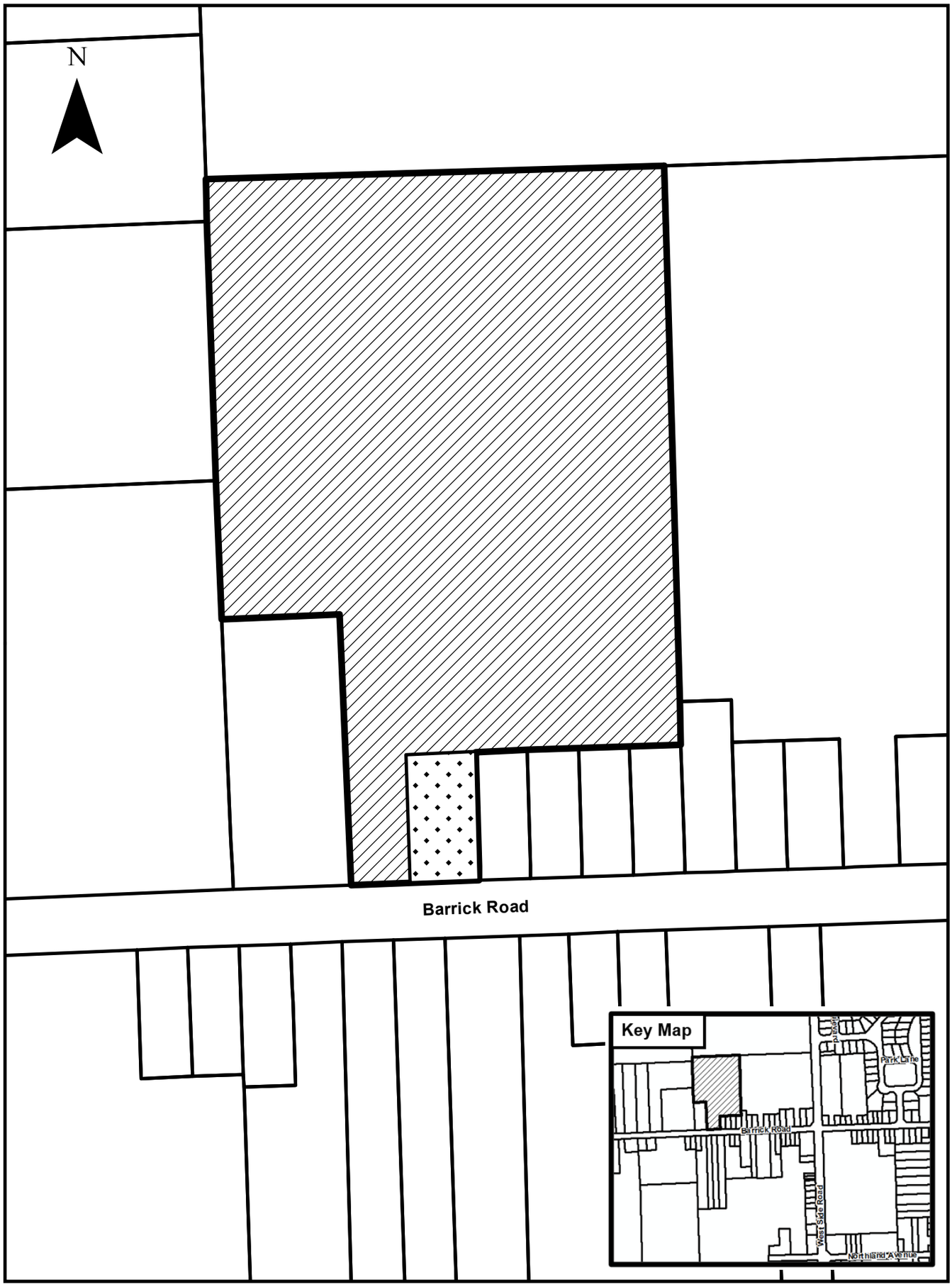
4. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the *Planning Act*.

5. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this by-law, in accordance with the *Planning Act*.

Enacted and passed this 9th day of August, 2021.

_____
William C. Steele
Mayor

_____
Amber LaPointe
City Clerk



This is Schedule "A" to By-law No_____

Passed _____, 2021

_____
Mayor

_____
Clerk

- Land to be rezoned from Residential Development (RD) to RD-65-H (Holding)

- Land to be rezoned from Residential Development (RD) to First Density Residential (R1)

File No. D14-11-21

Drawn by: Planning Division

Not to scale June 2021

The Corporation of the City of Port Colborne

By-Law No. _____

Being a by-law to adopt, ratify and confirm the proceedings of the Council of The Corporation of the City of Port Colborne at its Regular Meeting of August 9, 2021

Whereas Section 5(1) of the *Municipal Act, 2001,* provides that the powers of a municipality shall be exercised by its council; and

Whereas Section 5(3) of the *Municipal Act, 2001,* provides that a municipal power, including a municipality's capacity rights, powers and privileges under section 9, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise; and

Whereas it is deemed expedient that the proceedings of the Council of The Corporation of the City of Port Colborne be confirmed and adopted by by-law;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. Every action of the Council of The Corporation of the City of Port Colborne taken at its Regular Meeting of August 9, 2021 upon which a vote was taken and passed whether a resolution, recommendations, adoption by reference, or other means, is hereby enacted as a by-law of the City to take effect upon the passing hereof; and further

2. That the Mayor and Clerk are authorized to execute any documents required on behalf of the City and affix the corporate seal of the City and the Mayor and Clerk, and such other persons as the action directs, are authorized and directed to take the necessary steps to implement the action.

Enacted and passed this 9th day of August, 2021.

_____
William C. Steele
Mayor

_____
Amber LaPointe
City Clerk