

## Appendix E: Public Consultation Centre No. 1 & Comments





Fall is here and the leaves have begun to change. In Southside Park in Woodstock, with colourful arrays of yellow, orange and red give the distinct feeling that winter is right around the corner. BRUCE CHESSELL/Sentinel-Review

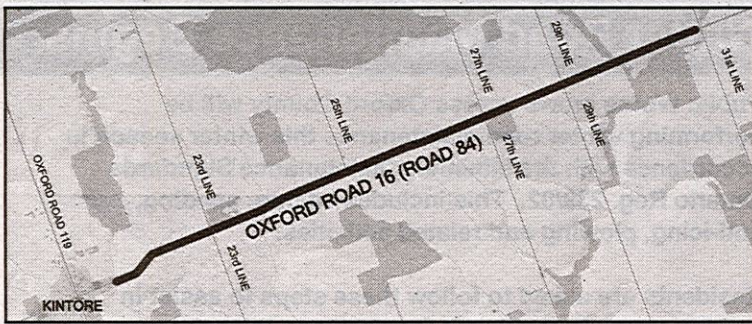


### Public Notice

#### NOTICE OF STUDY COMMENCEMENT/ NOTICE OF PUBLIC CONSULTATION CENTRE #1

#### Class Environmental Assessment Study

#### Oxford County Road 16 (Road 84) Improvements From Kintore to 31st Line



Oxford County is conducting a Class Environmental Assessment (Class EA) for Oxford County Road 16 (Road 84) to consider options for transportation corridor improvements to satisfy future travel demands on Oxford County Road 16 (Road 84), from Kintore to 31st Line (see map).

In order to best address travel demand along Oxford County Road 16 (Road 84), a number of road improvement alternatives are being examined as part of the study including road widening improvements, pedestrian and cycling facilities and over-all traffic operations, as well as the impact of such improvements on the social and natural environments. The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007 & 2011), which is approved under the Ontario Environmental Assessment Act. The study will define the problem or opportunity, identify and evaluate alternative solutions, and determine a preferred solution in consultation with area stakeholders, regulatory agencies, and the public.

Public and review agency consultation is a key element of the Class EA process and Interested members of the public, local business community and agencies are encouraged to attend the first Public Consultation Centre (PCC #1) to view and provide input on the recommended design for Oxford Road 16.

**WHEN:** Thursday, November 27, 2014 – 7:00-8:30 p.m.

**WHERE:** Chalmers United Church, 842989 Road 84, Kintore, Ontario

Upon completion of the study, a comprehensive Environmental Study Report will be prepared and placed on the public record for a 30-day review period. The document will detail the planning process and the preferred alternative including how the public and agency input was received.

We are interested in hearing any comments or input that you may have about this study. Please contact the following project engineer if you have any questions, comments, or wish to obtain more information about the project.

**Mr. Nathan Bokma, P.Eng.**, Oxford County Public Works Dept.  
21 Reeve Street, P.O. Box 1614, Woodstock, Ontario N4S 7Y3  
519-539-9800, ext. 3102, or nbokma@oxfordcounty.ca

Information will be collected according to the Freedom of Information and Protection of Privacy Act. With exception of personal information, all comments will be part of public record.

**Robert Walton, P.Eng.**  
Director of Public Works

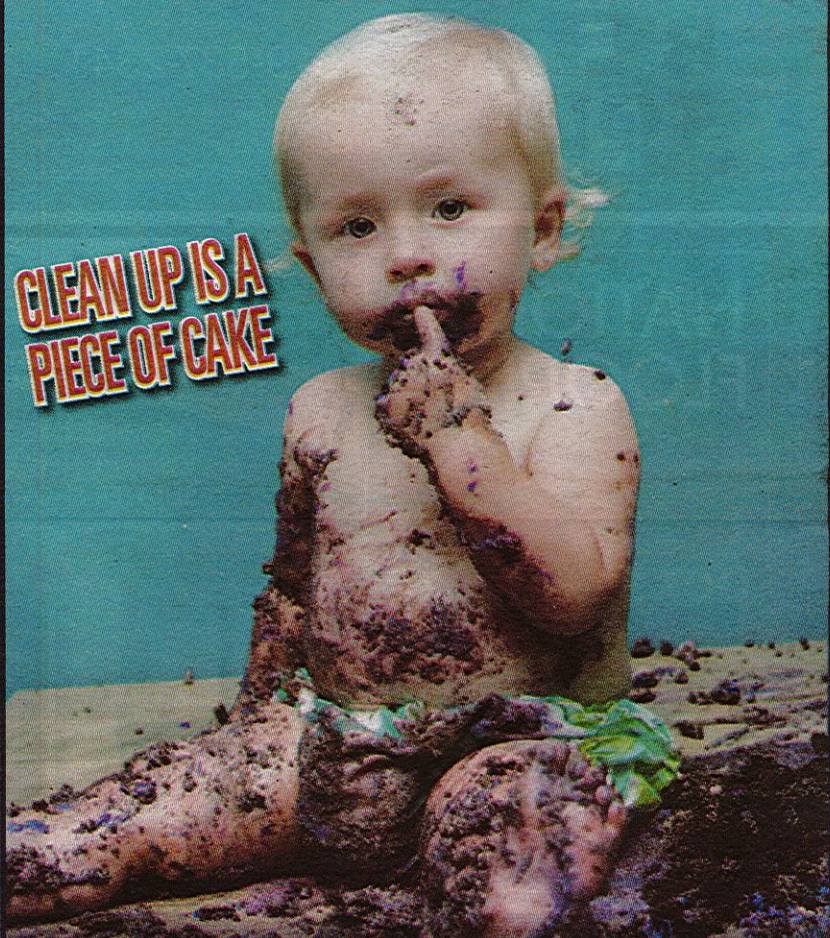
[www.oxfordcounty.ca](http://www.oxfordcounty.ca)



@OxfordCounty

# FLOORS XTRA.COM

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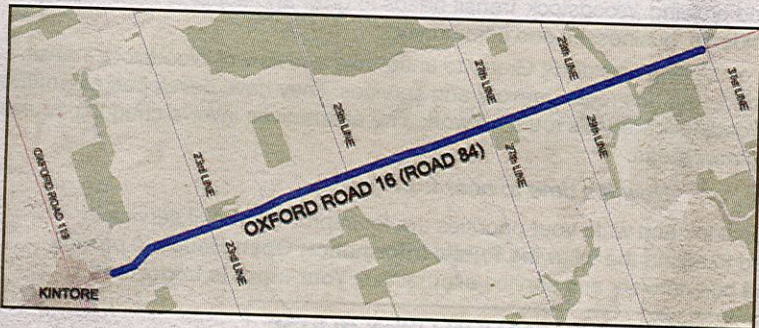


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**Public Notice**

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Oxford County Road 16 (Road 84) Improvements From Kintore to 31st Line**



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**Robert Walton, P.Eng.**  
Director of Public Works

[www.oxfordcounty.ca](http://www.oxfordcounty.ca)



Auction Sales Auction Sales Auction Sales Auction Sales

**NEW FURNITURE AUCTION**

Tuesday Night, 6:30 p.m. November 25<sup>th</sup>  
(Preview 5 p.m.)

The Mount Elgin Community Centre  
333024 Plank Line, 19 Hwy, Mount Elgin



Auctioneer, Morris Kikkert has been instructed from a Toronto wholesale company to sell by public auction, thousands of dollars of **NEW FURNITURE, NEW MATTRESS SETS, PRINTS, ARTWORK, DECORATOR FURNITURE, AREA CARPETS, MINK BLANKETS, and other HOME ITEMS!**

Leather Reclining Sofa Sets, Love Seats, Sectional, 3 Piece Upholstered Living Room Sets, Coffee, Lamp & Cocktail Tables, Occasional Chairs, Tables: Dining & Kitchen Tables, Chair & Benches.

**Mattress Sets: Double, Queen and King. Pillow Top, Memory Foam & Orthopedic. All Brand New in Plastic. Bed Frames As Well.**

An assortment of designer, decorator prints in Modern-Country Scenes. Mink blankets (different patterns.) Various sizes of area carpets and many more items for your home!

**Don't Miss It!**

**BUY NEW FURNITURE AT YOUR PRICE, THE LIVE AUCTION WAY!**

Mark this date on your calendar!

Terms: Cash, Debit, Visa or MasterCard. 10% Buyer Premium

**519-485-4891**

Food served by the Mount Elgin Community Members

Please note: Items need to be removed the night of the Auction.

Auction Sales Auction Sales Auction Sales Auction Sales

**SHORT NOTICE ESTATE AUCTION**

Selling contents of a Langton Estate and an Aylmer home and other local estates at the SHACKELTON AUCTION CENTER - #51570 Lyons Line, Springfield, ON NOL 2J0 - 8 kms north of Aylmer on HWY #73 then 5 kms east of Lyons on Lyons Line OR 14 kms south of the 401 HWY on the Putnam Rd.

**\*\*\*\*\*THURSDAY EVE NOVEMBER 27TH, 5:30PM\*\*\*\*\***

Including antique and modern furnishings, appliances, glass & china, collectables, tools. Our usual large Thursday auction with 2 auctioneers selling.

See our website on November 25th for pictures.

**JOHN, MIKE & LES SHACKELTON - AUCTIONEERS**

*Shackelton Auctions Inc.*

**(519) 765-4450**

[www.shackeltonauctions.com](http://www.shackeltonauctions.com)

**LARGE COLLECTOR AUCTION**

Featuring more items from the DALE EVOY estate, globe collection from TED CZERECHOWICZ, the JIM & ALMA DOAN collection and a Private collection. Auction will be held at the Shackelton Auction Center - #51570 Lyons Line, Springfield ON. NOL 2J0. - located 14kms south of the 401 on the Putnam Rd (exit 208) between London & Woodstock.

**\*\*\*\*\*SATURDAY NOVEMBER 29TH, 9:00AM\*\*\*\*\***

Highlights include restored gas pumps; clock face ECO air meter; several advertising, soda, gas & oil signs; approx 15 original gas pump globes - Shell, Texaco etc; great selection of oil cans including Buffalo, Red Indian, Enarco, Texaco, Supertest etc; Enarco oil bottles; Soda fountain dispensers; Delaval & Diamond Dyes cabinets; country store collectables; barbershop pole; large assortment of tobacco tins; vintage padlocks; Coca Cola vending machine; Wurlitzer bubbler juke box; hundreds of collectables.

**PLAN TO ATTEND THIS VERY INTERESTING AUCTION - OVER 600 LOTS!!**

**SEE OUR WEBSITES FOR MORE DETAILED LIST & PICTURES.**

**LIVE ONLINE AND ADVANCE BIDDING AVAILABLE AT [www.proxibid.com](http://www.proxibid.com)**

**TERMS:** Payment by cash, proper cheque with ID, Interac, Visa or M/C day of auction. Ten percent buyers premium. Fifteen percent buyers premium for online bidders. Lots of parking and food booth on grounds.

**JOHN & MIKE SHACKELTON - AUCTIONEERS**

*Shackelton Auctions Inc.*

**(519) 765-4450**

[www.shackeltonauctions.com](http://www.shackeltonauctions.com)

**Gord Sackrider Auctions**

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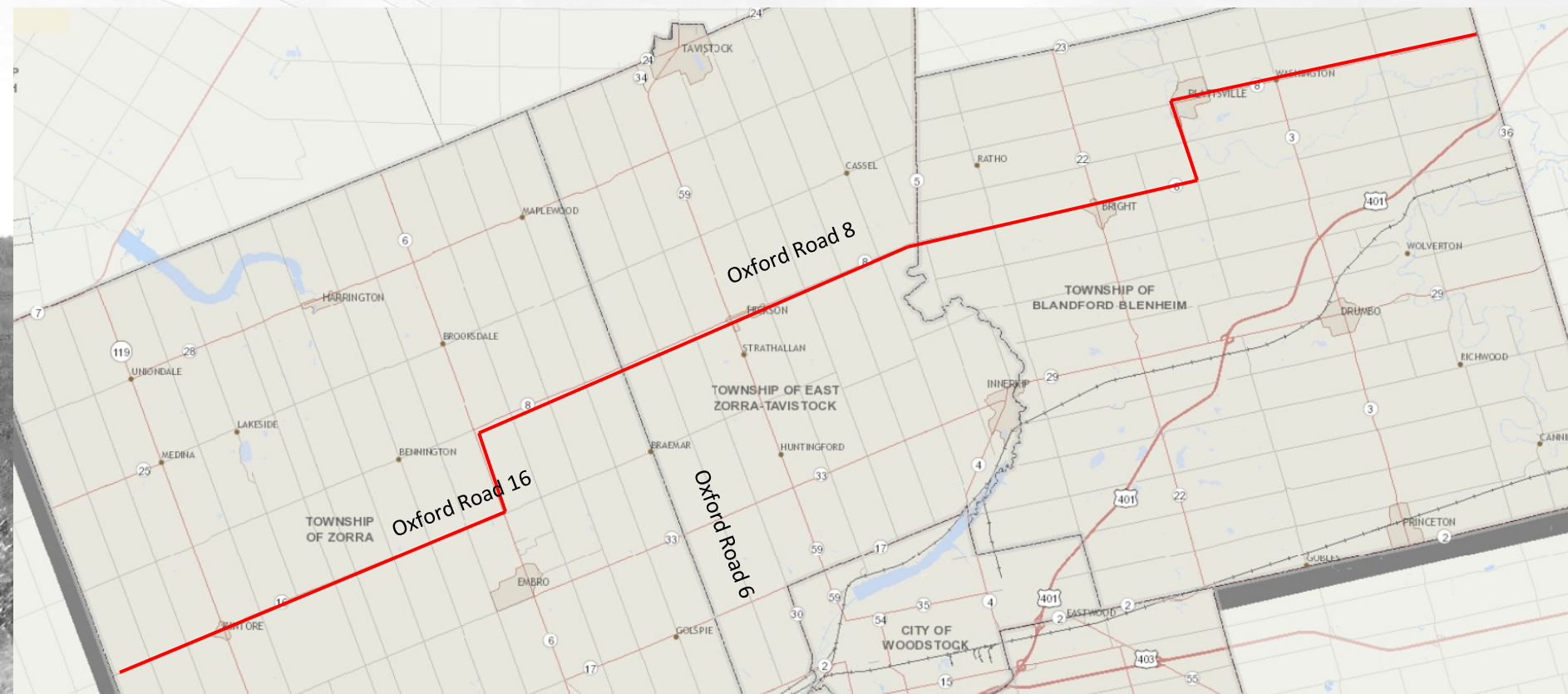
# Oxford County Road 16 Improvements Kintore to 31<sup>st</sup> Line Class Environmental Assessment

Public Consultation Centre #1  
Chalmers United Church – Kintore  
November 27, 2014

# Why are we here?

- Oxford Road 16 has been identified by the County as an East-West transportation corridor across the County.

(Oxford Road 16 ↔ Oxford Road 6 ↔ Oxford Road 8)





# Why are we here?

- The County is looking at improving pavement width, road shoulders, and drainage for safety and maintenance purposes.
- The purpose of this Public Consultation Centre is to gather input from the public, property owners and stakeholders along Oxford Road 16.



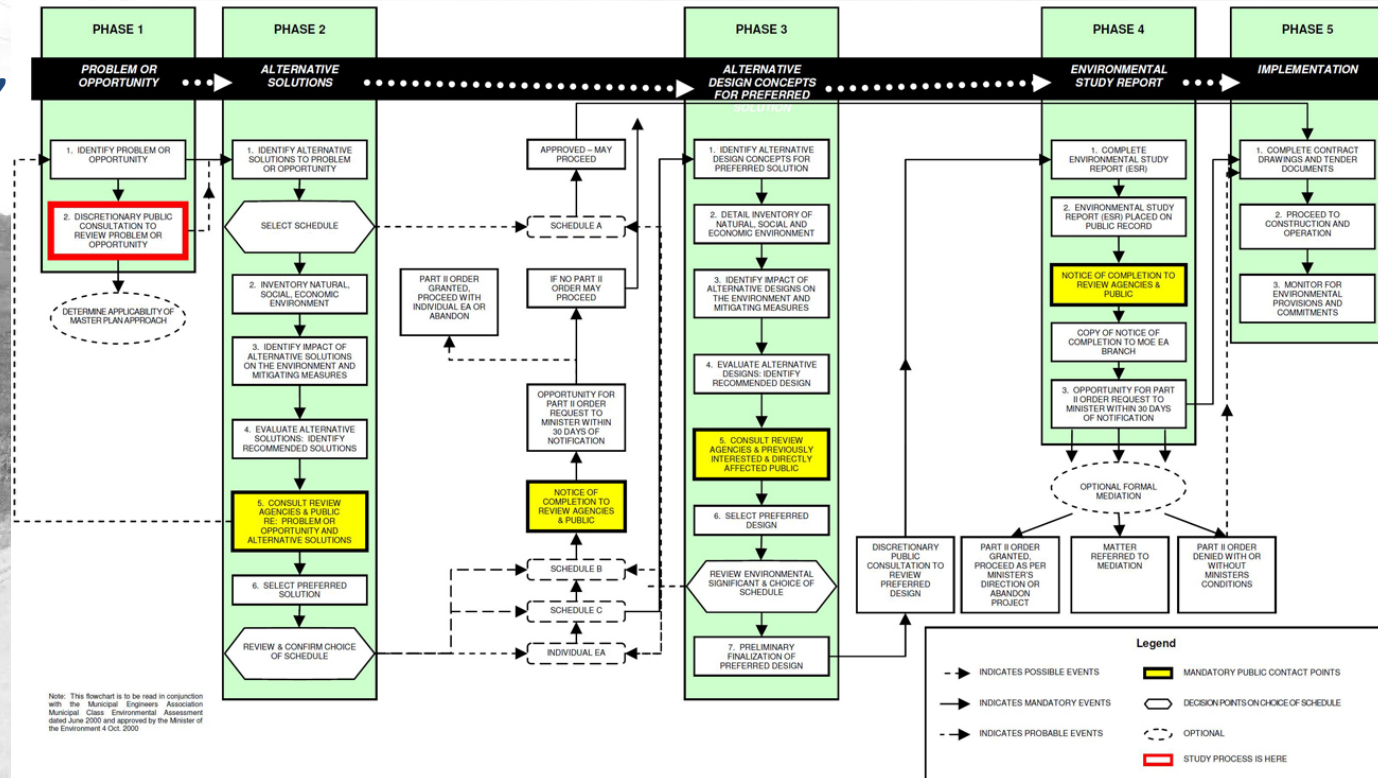
# Project Timelines

- This project will be phased out over several years, due to property acquisitions, budgetary and timing restrictions.
- Class EA timing (approximate):
  - Public Consultation Centre #2 for Alternative Solutions (Spring 2015)
  - Public Consultation Centre #3 for Recommended Solution (Summer 2015)
  - Notice of Completion (Fall 2015)
- Potential project timing:
  - First phase of construction in 2016
  - Subsequent phases to follow, hopefully concluding in 2018
  - Asphalt surface treatment could be done for later phases of project to carry roadway over until improvements are completed.

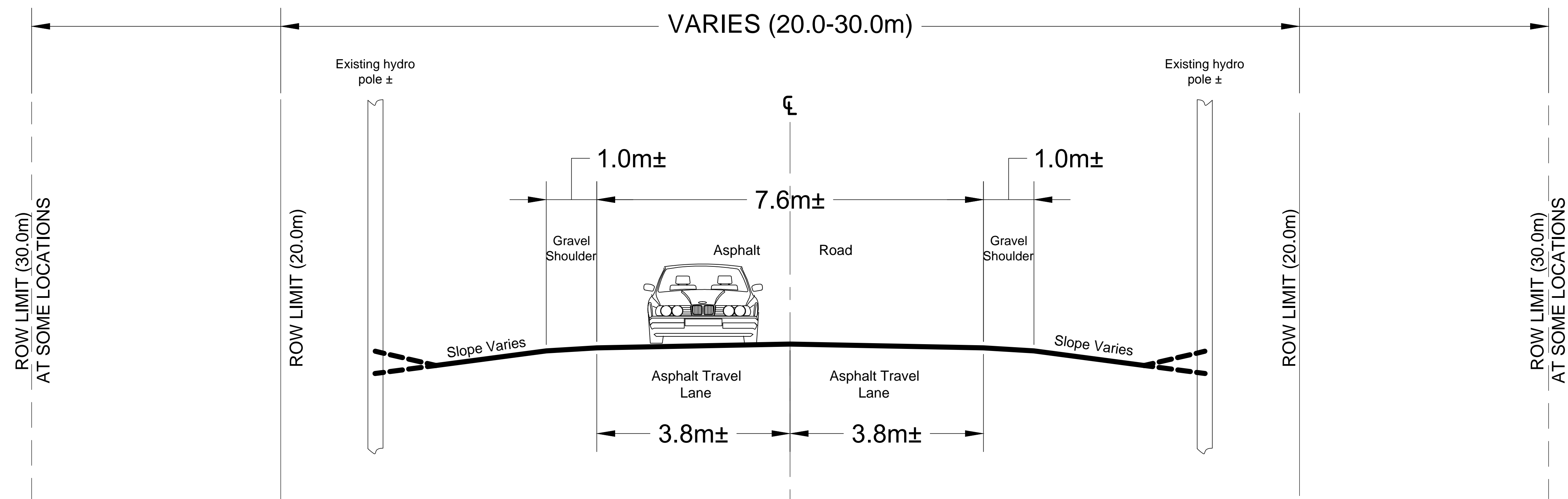


# Class EA Process for Oxford Road 16

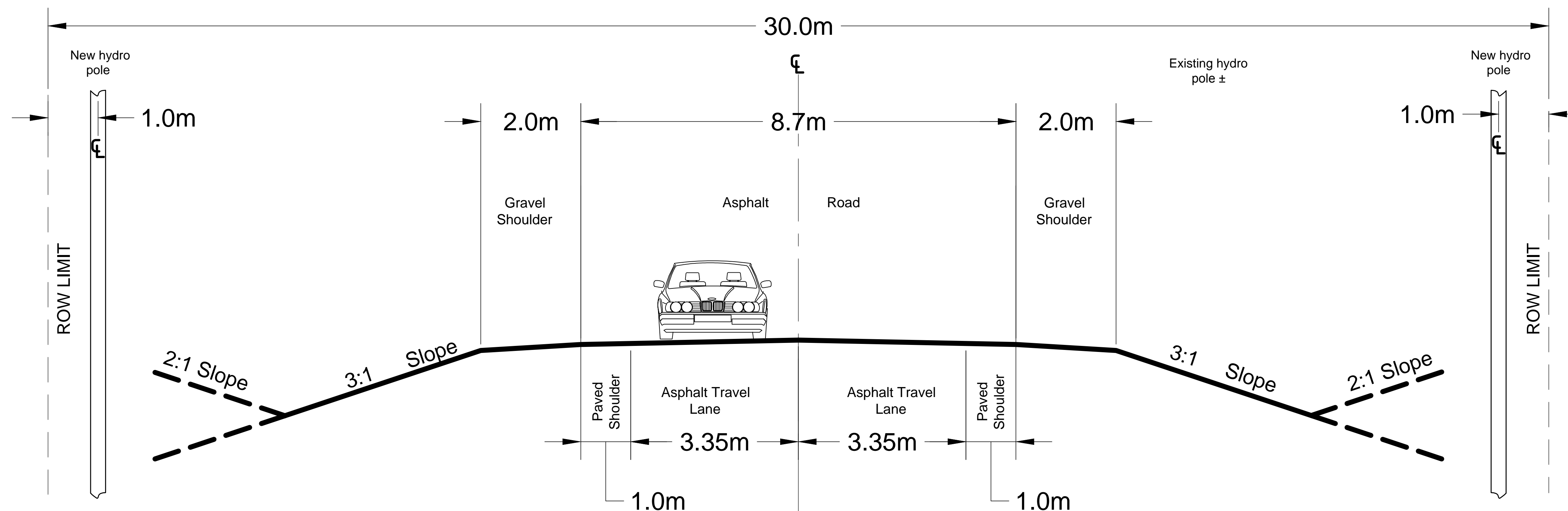
- With the information provided by the public, the County will proceed with the alternatives to consider in the Class EA process.
- This project is following a 'Schedule C' Class EA (see figure).
- If you have any input, please speak to a representative from the County or fill out a comment sheet.
- Thanks for your cooperation in this project!







EXISTING TYPICAL ROAD CROSS SECTION



TYPICAL ROAD CROSS SECTION  
( East of 31st Line and West of Oxford Road 119)





**Questions & Comments -  
Oxford Road 16 Class Environmental Assessment, From Kintore to Zorra 31<sup>st</sup> Line,**

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Verbal comments at Public Consultation Centre #1 on November 27, 2014 are noted below:

Accidents Reports/Records,  
Speeding & how to Control/Enforce?  
Any work planned within the Community of Kintore?  
Existing & Future Traffic Volumes- Cobble Hill Rd to Rd 119, Rd 119 to 31<sup>st</sup> Line, 31<sup>st</sup> Line to Rd 6,  
Any work on Zorra Roads (Township of Zorra)?  
What is the value of land?  
Property Acquisitions – Owners contacted?  
Rutting at Rd 16 & 119 intersection – any plan for repairs?  
Adding Cycling Lanes?  
Any cost savings in maintenance with wider pavement?  
How do you deal with Large Farm Equipment?  
What will the County like to do on this section of Road?  
Did the idea (improvement work) come from Council or Staff or both?  
Any plans to go East of 31<sup>st</sup> Line with Drainage improvements? Flooding at lowest point.  
Bad sight lines at Zorra 31<sup>st</sup> Line  
Sink holes on one property – property owner to provide more details to County  
Will telephone poles be relocated?  
Any plans to bury overhead hydro line?

Written comment(s) received = 12 and phone-in comment(s) received = 1, are noted below:

Poor drainage in Kintore.  
Rutting of pavement at Road 16 and Road 119 at intersection,  
Options for traffic calming through Kintore,  
Do nothing – motorists are using Road 16 to by-pass part of Highway 401.  
More trucks (heavy) are now using Road 16,  
Data from similar projects showing traffic before and after the improvements,  
When will property owners be contacted about property acquisitions?  
Provide wider pavement and shoulders,  
Widening is a waste of money,  
Previous attempt to widen was not supported by majority of the land owners,  
Cracked pavement is because of poor roadbed/too much traffic loads,  
Truck loading is in excess of 40 tons that the road was originally designed to handle,  
The quality of aggregates found north on Highway 401 is not good,  
Increase road safety using traffic calming and not increase shoulder and pavement widths,  
Provide drainage to prevent ponding in ditches,  
Consider climate change,  
1 metre (m) shoulder provided on other parts of Road 16 does not meet bike lane width,  
Cost justification – maintenance costs between wider pavement and narrow pavement,  
Road will be used mostly by commuters outside Oxford County,





**AAMJIWNAANG FIRST NATION**

978 Tashmoo Ave.  
Sarnia, Ontario N7T 7H5  
Ph.: 519-336-8410  
Fax: 519-336-0382

November 20, 2014

Our File # 2014-0050

Nathan Bokma  
Project Engineer  
Oxford County – Public Works Department  
21 Reeve Street, P.O. Box 1614  
Woodstock, Ontario  
N4S 7Y3

**COUNTY OF OXFORD  
RECEIVED**  
NOV 27 2014  
REFER TO \_\_\_\_\_  
File/ EDMS: \_\_\_\_\_

Attention: Nathan Bokma

**Re: Notice of Study Commencement/Notice of Public Consultation Centre # 1  
Class Environmental Assessment Study  
Oxford County Road 16( Road 84) Improvements from Kintore to 31<sup>st</sup> Line**

Dear Mr. Bokma:

Thank you for the information regarding the above noted project received November 3, 2014. The information has been entered by our staff in our log.

The information was provided to Aamjiwnaang First Nation's Environment Committee at a recent committee meeting for their review and consideration. The committee members have decided not to recommend engaging in a full consultation process with regards to this project at this time. The committee, however, would like to continue to receive project information for their future review. Should any future consultation engagement be recommended, we will notify you at that time. Please continue to forward any documentation on this project for our consideration.

Aamjiwnaang First Nation continues to assert and exercise our Aboriginal Rights and Title to all parts of our Reserve and Traditional Territory.

Sincerely,

*for/ Christine Rogus*  
Sharilyn Johnston  
Environmental Coordinator  
Aamjiwnaang First Nation  
[sjohnston@aamjiwnaang.ca](mailto:sjohnston@aamjiwnaang.ca)

*"Saving our Home and Native Land"*



**Ministry of Tourism,  
Culture and Sport**

Culture Services Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 5424  
Fax: 416 212 1802

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

Unité des services culturels  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 5424  
Télé: 416 212 1802



November 28, 2014 (EMAIL ONLY)

Nathan Bokma  
Project Engineer  
Oxford County – Public Works Department  
21 Reeve Street, P.O. Box 1614  
Woodstock, ON N4S 7Y3  
E: nbokma@oxfordcounty.ca

**MTCS file #: 0002172**  
**Proponent: Oxford County**  
**Subject: Notice of Study Commencement**  
**Class Environmental Assessment Study**  
**Oxford County Road 16 (Road 84) Improvements**  
**From Kintore to 31<sup>st</sup> Line**  
**Location: Oxford County**

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Dear Nathan Bokma:

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

- Archaeological resources, including land-based and marine resources;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

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

**Archaeological Resources**

Your EA project may impact archaeological resources and you may screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological site data is available at [archaeologicalsites@ontario.ca](mailto:archaeologicalsites@ontario.ca). A municipal archaeological review procedure using an archaeological management plan may also be used to determine archaeological potential where one exists. If your EA project area exhibits archaeological potential, then an archaeological assessment by an *Ontario Heritage Act* (OHA) licensed archaeologist, who is responsible for submitting the report directly to MTCS for review, will be required.

**Built Heritage and Cultural Heritage Landscapes**

The attached MTCS checklist *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* helps determine whether your EA project may impact cultural heritage resources. Municipal Clerks can provide information on property registered or designated under the *Ontario Heritage Act*.

In addition, the Municipal Engineers Association provides screening criteria under the Municipal Class EA for bridges with a [checklist](#) and [background material](#) available online.



If your EA project has the potential to impact heritage resources, a Heritage Impact Assessment (HIA) prepared by a qualified consultant will be required. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send HIAs to MTCS for review, and make them available to local organizations or individuals who have expressed interest in heritage.

### **Environmental Assessment Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether an archaeological assessment and/or a heritage impact assessment will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file. MTCS is in no way liable if the information in the completed checklists is found to be inaccurate or incomplete.

Thank-you for circulating MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Chris Mahood, MCIP, RPP  
Heritage Planner  
[chris.mahood@ontario.ca](mailto:chris.mahood@ontario.ca)  
416-314-5424

Copied to: Frank Gross, Oxford County ([fgross@oxfordcounty.ca](mailto:fgross@oxfordcounty.ca))

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out a determination of their nature and significance.

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



*"Inspiring a Healthy Environment"*

November 14, 2014

County of Oxford  
Public Works  
21 Reeve Street, P.O. Box 1614  
Woodstock, Ontario  
N4S 7Y3

**Attention:** Nathan Bokma – (via e-mail: [nbokma@oxfordcounty.ca](mailto:nbokma@oxfordcounty.ca))

Dear Mr. Bokma:

**Re: Class Environmental Assessment  
Notice of Study Commencement  
Oxford County Road 16 (Road 84) Improvements from Kintore to 31<sup>st</sup> Line  
Oxford County**

We are in receipt of the "Notice of Study Commencement" for the Municipal Class Environmental Assessment (EA) regarding review of the Oxford Road 16 (Road 84) improvements from Kintore to 31<sup>st</sup> Line, County of Oxford. We offer the following comments:

### **General Comments**

- 1) We would appreciate the opportunity for our technical staff to review and provide comments on any upcoming draft documents and proposed alternatives including any draft Environmental Study Report. Please note that our scope of review is based on the policies set out in the Upper Thames River Conservation Authority Planning Policy Manual (June 28, 2006). EA and subsequent detail design project review for the Oxford County Road 16 (Road 84) corridor improvement project would generally be guided by, but not limited to, natural heritage, natural hazard and pollution prevention areas of concern for lands regulated within our jurisdiction.
- 2) According to the enclosed project location mapping, portions of the project may traverse through natural hazard and natural heritage areas regulated by the Conservation Authority. Depending on project specifics, Section 28 permits may be required for those portions of the works. The UTRCA regulates development within the Regulation Limit in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. This regulation requires proponents to obtain written approval from the



UTRCA prior to undertaking any works in the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Our staff can provide digital mapping which outlines the boundaries of the natural heritage and natural hazard features present within the study area. Ideally, these natural heritage and natural hazard features should be identified in the Environmental Study Report and avoided as inappropriate places for development. Our natural heritage and natural hazard features digital mapping may be obtained by contacting our GIS department (contact: Phil Simm, 519-451-2800 x 247). Generally the fee involved with obtaining digital mapping of our natural heritage and natural hazard features is \$100 but this fee will be waived as the mapping is intended for use by one of our member municipalities for a Municipal Class EA.

### **Hydrology/Hydraulic Considerations**

- 3) In regards to detail design for watercourse crossings and/or road redesign in the vicinity of flood and erosion hazard land, please note that hydrology information may be available for various watercourses within the study area. HEC-RAS geometry and flow files may be obtained by contacting our Water Resource Engineering staff (contact: Mark Shifflett, 519-451-2800 x239). Generally there is a fee involved with obtaining our HEC-RAS and flow files but this fee will be waived as the modeling is intended for use by one of our member municipalities for a Municipal Class EA. We note this modeling may need to be updated as part of the study.

### **Water Quality, Woodlands and Other Natural Heritage Features**

- 4) The study area lies within a portion of the Middle Thames subwatershed. Please refer to our latest (2012) edition of the Upper Thames River Watershed Report Cards – [see Middle Thames] for information related to water quality, woodlands and other natural heritage features, available on our website at:

[www.thamesriver.on.ca/Watershed\\_Report\\_Cards/Watershed\\_Report\\_Cards-2012.htm](http://www.thamesriver.on.ca/Watershed_Report_Cards/Watershed_Report_Cards-2012.htm)

### **Fisheries Review**

- 7) According to our records County Road 16 (Road 84) through the study area crosses a number of watercourses with varying thermal regimes and fish populations. To protect these local fish populations during their spawning and nursery periods, there will be stream specific times of the year when no in-water work or activity should occur. If any in-water work is proposed at the stream crossings, we recommend you contact us to discuss construction timing info.

While it is anticipated that some of these comments can be dealt with at the detail design stage, we are providing them in advance of the EA in order to facilitate early consultation. Our office



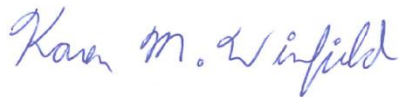
would like to be included in future circulations regarding this project. We would appreciate receiving information and reports as they become available in order to ensure that we can meet the project deadlines with our comments.

Please note: We are also providing Drinking Water Source Protection information for all projects occurring in areas identified as vulnerable. To that end, please review the attached Drinking Water Source Protection information (Appendix A).

If you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY



**Karen M. Winfield**

*Land Use Regulations Officer*

Encl. - Appendix A (Drinking Water Source Protection Information applicable to Oxford County Road 16 (Road 84), County of Oxford Class EA study)

c.c. – Frank Gross, County of Oxford – (via e-mail: [fgross@oxfordcounty.ca](mailto:fgross@oxfordcounty.ca))

## **Appendix A – Drinking Water Source Protection Information applicable to Oxford County Road 16 (Road 84), County of Oxford Class EA Study**

### **DRINKING WATER SOURCE PROTECTION**

The *Clean Water Act* (CWA), 2006 is intended to protect existing and future sources of drinking water. The Act is part of the Ontario government's commitment to implement the recommendations of the Walkerton Inquiry as well as protecting and enhancing human health and the environment. The CWA sets out a framework for source protection planning on a watershed basis with Source Protection Areas established based on the watershed boundaries of Ontario's 36 Conservation Authorities. The Upper Thames River, Lower Thames Valley and St. Clair Region Conservation Authorities have entered into a partnership for The Thames-Sydenham Source Protection Region. Drinking Water Source Protection represents the first barrier for protecting drinking water including surface and ground water from becoming contaminated or overused thereby ensuring a sufficient, clean, safe supply now and for the future.

#### ***Assessment Reports:***

The Thames-Sydenham Source Protection Region has prepared *Assessment Reports* which contain detailed scientific information that:

- identifies vulnerable areas associated with drinking water systems;
- assesses the level of vulnerability in these areas; and
- identifies activities within those vulnerable areas which pose threats to the drinking water systems, and assess the risk due to those threats.

The Assessment Report for the Upper Thames watershed delineates three types of vulnerable areas: Wellhead Protection Areas, Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas. We wish to advise that the study area contains areas identified as being a Highly Vulnerable.

Mapping which shows these areas is available at:

#### **Highly Vulnerable Aquifers:**

[http://www.sourcewaterprotection.on.ca/downloads/assessment\\_reports/UTRCA/Appendices/A1-Maps/Map4-3-2\\_Highly%20Vulnerable%20Aquifers.pdf](http://www.sourcewaterprotection.on.ca/downloads/assessment_reports/UTRCA/Appendices/A1-Maps/Map4-3-2_Highly%20Vulnerable%20Aquifers.pdf)

#### ***Source Protection Plans:***

Using the information in the *Assessment Report*, a *Proposed Source Protection Plan* has been developed for the Upper Thames watershed. The *Proposed Source Protection Plan*, along with any written comments, have now been submitted to the Province for approval by the Minister of the Environment. The *Proposed Source Protection Plan* is available at:

[http://www.sourcewaterprotection.on.ca/sp\\_planning\\_protectionplan.html](http://www.sourcewaterprotection.on.ca/sp_planning_protectionplan.html)

The *Proposed Plan* consists of a range of policies that together, will reduce the risks posed by the identified water quality and quantity threats in the vulnerable areas. These proposed policies include a range of voluntary and regulated approaches to manage or prohibit activities which pose a threat to drinking water. Activities that can lead to; low, medium and significant threats have been identified in



Appendix 10 of the *Upper Thames River Source Protection Area Assessment Report*, dated August 12, 2011. Available at:

[http://www.sourcewaterprotection.on.ca/downloads/assessment\\_reports/UTRCA/Appendices/A10-Threats%20and%20Risk%20Assessment.pdf](http://www.sourcewaterprotection.on.ca/downloads/assessment_reports/UTRCA/Appendices/A10-Threats%20and%20Risk%20Assessment.pdf)

AREA OF VULNERABILITY	VULNERABILITY SCORE	THREATS CIRCUMSTANCES &
Highly Vulnerable Aquifer (HVA)	6	Moderate and Low Threats
Significant Groundwater Recharge Area (SGRA)	n/a	n/a
Wellhead Protection Area (WHPA)	n/a	n/a

NOTE: Certain Activities on this property may be considered *Moderate or Low* threats to drinking water.

Under the CWA, the Source Protection Committee has the authority to include policies in the *Proposed Source Protection Plan* that may prohibit or restrict activities identified as posing a *significant threat* to drinking water. Municipalities may also have or be developing policies that apply to vulnerable areas when reviewing development applications. Proponents considering land use changes, site alteration or construction in these areas need to be aware of this possibility.

**Provincial Policy Statement (PPS, 2005):**

**Section 2.2.1** requires that:

*“Planning authorities shall protect, improve or restore the quality and quantity of water by: d) implementing necessary restrictions on development and site alteration to:*

1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
2. *protect, improve or restore vulnerable surface and ground water features, and their hydrological functions”*

**Section 2.2.2** requires that:

*“Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored”.*

Municipalities must be consistent with the Provincial Policy Statement when making decisions on land use planning and development.



**NOTICE OF STUDY COMMENCEMENT/  
NOTICE OF PUBLIC CONSULTATION CENTRE #1  
CLASS ENVIRONMENTAL ASSESSMENT STUDY  
Oxford County Road 16 (Road 84) Improvements  
From Kintore to 31<sup>st</sup> Line**

**PUBLIC COMMENT SHEET**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

When I hear there was going to be a meeting about our road I assumed it would have something to do with the poor job that was done at our crossroads. The ruts have become huge!!!!. My husband witnessed a mini van running the stop sign ( which many do) and became air-born through the intersection. The poor job they hade done on the sidewalk beside our store ( which was sloped towards the building and away from the drains ) resulted in a \$8701 cost to us to put up a cement 3' retaining wall along the side of our building (our foundation has been eroded away by the water flow and freezing in winter breaking away our foundation.) While they where digging approximately 8" - 12' down they found an previous side walk. NO WONDER MOST OF THE VIL-LAGE HAS WATTER ISSUES IN THEIR BASEMENT!

Before you go putting \$\$\$\$\$ in to other road improvements we need to address what is needed in our little village.

We need the intersection and road lowered by 2' -3' to help with the basement water issues. It might be a good idea to put up a stop light because constantly the huge stop sign and blinking red light are not enough to make people stop.

At this time the proposed widening of the road is a waste of our tax \$\$\$\$\$\$\$\$\$.

This is my opinion on this matter.

**Thank you for your input. Please complete and return your Comment Sheet by mail, fax, or email to:**

Nathan Bokma, P.Eng  
Project Engineer  
Phone: 519-539-9800, ext 3102  
Email: nbokma@oxfordcounty.ca

Oxford County Public Works  
21 Reeve Street, P.O. Box 1614  
Woodstock, Ontario N4S 7Y3  
Fax: 519-421-4711





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From Kintore to 31<sup>st</sup> Line**

**PUBLIC COMMENT SHEET**

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Email: \_\_\_\_\_

**Comments/Questions/Suggestions:** As a long time cyclist  
living in Kintore, I think this is  
a great idea. traffic has increased by  
a significant amount since Hwy 7 was under  
construction. This area continues to be a  
vital route for cyclists as both Hwy 2 and 7  
are unrideable. I am the 2014 Provincial  
Deathlon Champion and the great roads of Oxford  
are essential to my training!

Also, this is an agricultural hub. There is a  
lot of tractors on these roads which could  
benefit from the widening. Then, there the  
road with fast trucks and commuters who  
speed (regularly over 120 kph) they need to be safe!

**Thank you for your input. Please complete and return your Comment Sheet by mail, fax, or email to:**

**Nathan Bokma, P.Eng**  
Project Engineer  
Phone: 519-539-9800, ext 3102  
Email: nbokma@oxfordcounty.ca

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21 Reeve Street, P.O. Box 1614  
Woodstock, Ontario N4S 7Y3  
Fax: 519-421-4711

With the exception of personal information, all comments will be included in the Project Files and will become part of the public record.

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**From:**  
**Sent:** December-19-14 11:05 AM  
**To:** Nathan Bokma  
**Subject:** Oxford county Road 16 EA

Hi Nathan:

I have added my remarks about the Road 16 project and would appreciate an acknowledgment of your receipt of them

Comments regarding the reconstruction of Oxford Road 16, 31<sup>st</sup> Line west to Kintore

Comments have been solicited regarding the environmental assessment (EA) for this project.

The main premise at the preliminary meeting for the EA was said to be to increase safety. I have driven this road to look specifically at the surface and it has cracked longitudinally across most of the section under review. From personal discussions with 3 road building engineers I know, these sorts of cracks are a failure of the roadbed, or allowing too much weight on the given roadbed design. It would seem more appropriate to state that the real purpose of such a project is to bring the current condition up to a new standard (or even the old one when the road was upgraded in the 70s) for whatever purpose seems justifiable or necessary and to be forthright about the standard you expect the design to achieve. Considering that Mr. Walton said that speeding is a societal problem, and the police reiteration that for increased safety, we need to slow down, it would seem that to satisfy an objective of increased safety we need to build the road with traffic calming barriers, not increased shoulders and pavement.

Road building engineers and farmers are working with the same soil properties but usually on opposite sides of the equations. Farmers want high porosity, low compaction and good moisture holding soil profiles while engineers want just the opposite, well compacted, low moisture, tightly knit profiles. Both farmers and road builders require some considerations of drainage, and for Mr. Walton to say at the preliminary meeting that drainage was not the County engineering responsibility was glib at best, unfortunate in any event, or almost negligent at worst. To consider a road profile without drainage cannot be a good thought. While it may not be the County's financial responsibility, drainage must be considered. It now needs to be considered more than ever before because of changing weather events and the effects that befall our infrastructure. The annual road builders engineering conference in the USA includes many sessions on the effects of climate change for both maintenance and design of North American roads. Private enterprise in this country and the Government of BC are grappling with these problems now because of inadequate culverts on steep slopes and big precipitation events. . (Personal communications with H. Sturm, P.Eng, Stantec Corp.)

We have seen failures of road drainage systems in Burlington this past summer, As well, their total storm sewer system is now considered to be inadequate for the current weather event conditions, even though it was "engineered" to



the standard design of the day. We have also seen road failures in Oxford County with the roadbed slumping on a road east of Tillsonburg this past summer. This only happens when the design was not adequate and either the plasticity of the subsoil was underestimated or the construction was not floated over these unstable soils, or drainage was inadequate so that the subsoil became plastic. These situations of unstable clay soils are well known in some areas of Canada particularly on the north shore of the St. Lawrence where Tyrell clays have failed taking the road with them and have caused serious loss of life in the process. While we do not have Tyrell clays here, most of Oxford is underlain with clay soil and the soil map from Report No.23 of the Ontario Soil Survey shows this to be true for some of the area of this part of Road 16. There are 7 soil types under this roadbed and the drainage ranges from good to imperfect to poor. This sort of variation means that drainage considerations and solutions need to be designed to respond to the variable conditions on this road length. Otherwise we will have water in ditches for longer than desired and the consequence of that is a source for West Nile virus carrying mosquito breeding grounds. I have not been aware of any drainage works on the project area done under the Drainage Act recently and suspect the standard to which most current drains exist is only ½” in 24 hours. This is not satisfactory with today’s climate and variable weather patterns. The current weather events are more variable and extreme than long term records suggest. Wider paved surfaces and wider shoulders with the associated underdrains result in faster runoff and will tax the current drainage systems beyond capacity. Catchment areas may need to be included but these must drain to dry at times to prevent insect proliferation.

Comments were made at the preliminary meeting about pavement surface failures on Oxford Road 6 south of Beachville with grooving due to tire compaction. There can be several reasons for this but the first is that the engineering was not done to the axle loads possible within the Highway Traffic Act especially with the quarry close by and the cement plants a few kilometers north. We now have milk trailers that carry 40 Tons and these will use County Road 16 on a regular basis. This 40 tons is the old standard for total gross weight, so roadbeds require more substantial designs now to accommodate this. It will have some bearing if the sections of County Road 16 that subtend the section under discussion have been upgraded or if not, then some weight control needs to be put on this thoroughfare across North Oxford in order to preserve a surface for safe conduct. From discussions with contractors, I know that the quality of aggregate found north of 401 is not good enough to meet the design specifications of 401. Oxford 16 is a road that does take some 401 traffic and that traffic pattern is changing from one of using Oxford 16 to Oxford 8 to 401, to one of using Oxford 16 to the 31<sup>st</sup> Line, south for one intersection and going east there to the 401. This includes travel over township roads and they certainly do not have the roadbed to carry truck traffic, but it is happening with gravel trailers to the Cement plants and roof trusses from Thorndale. Thus considerations of the quality of aggregate and the level of compaction required is important in the construction process.

The one other thing that should be considered in an EA is the cost effectiveness including the carbon cost. It was mentioned that the maintenance workers really like the 8.9 m. pavement on sections abutting the project. No costs were given as to maintenance savings, whether higher roads meant less snow, better visibility to plow snow, easier ditch bank grass trimming, etc. No costs were offered for crash repairs, in fact no crash data were presented when I know that the OPP gave the County Engineer weekly reports of all crashes in Oxford at least up until the present administration (personal communication with Roy Brankley, P.Eng.). It is impossible to measure the effectiveness of a project with a goal of increased safety if crash reports are not included. One does not have even a starting point. Increased pavement and increased shoulders on higher roads will not be any safer if the speed is not controlled.

One other comment is made about the 1 m, strip left outside the white fog stripe and bicycles. This is not the regulated bike lane, but at least 0.5 m narrow for the 1.5 m legislated bike lane. Having a 1 m strip encourages bike use because it appears to be a bike lane. With increased speeds, of vehicles there will be increased turbulence from both cars and trucks. The Newtonian physics of masses attracting each other proportional to their masses and inversely proportional to the distance between them is not well considered by cyclists, and increased turbulence only makes things worse. It should be a consideration for negligence to not include this sort of design parameter on a surface that it was said at the preliminary meeting will be engineered to a safety standard of 100 km /hr traffic velocity.

How this sort of project can be justified for capital costs is another matter. Its greatest use will be a corridor road and my guess is that the use will be disproportionately by users who do not pay taxes to Oxford County. Reasons for this are myriad, but it is a road across north Oxford between London and the 401. We in Oxford just do not have the population to outnumber users from other locations. With wide and new pavement, speeds will increase, traffic will increase and the use of carbon will increase with the associated increase in carbon dioxide production at higher speeds I believe it is irresponsible to design this road without costs to limit speeding and while the financial responsibility for policing has again been downloaded to the township, there needs to be some way to have the fines associated with

enforcement pay for that enforcement, not siphoned off to the province. Otherwise safety will not be maintained on this road project.

Sincerely





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CLASS ENVIRONMENTAL ASSESSMENT STUDY  
Oxford County Road 16 (Road 84) Improvements  
From Kintore to 31<sup>st</sup> Line

PUBLIC COMMENT SHEET

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

Comments/Questions/Suggestions: \_\_\_\_\_

① We would love to have this section of road wider, with larger shoulders to make it safer for people to pull off the side of the road, bike, walk and run.

② We would like to see a natural gas line put in from Kintore to the Kintore Elevators at this time. Natural Gas would be a huge savings for the elevators and any residents that would like to hook in. While fixing the road, appears to be an efficient and practical time to install a natural gas line.   
 (The elevators would also be a BIG customer!)

③ In heavy rains flooding across the road at the East end of our property and in front of our driveway often occurs. It would be great to have that fixed for our convenience and for all those who are unable to travel on this road when it is closed due to flooding.

Thank you for your input. Please complete and return your Comment Sheet by mail, fax, or email to:

Nathan Bokma, P.Eng  
Project Engineer  
Phone: 519-539-9800, ext 3102  
Email: nbokma@oxfordcounty.ca

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21 Reeve Street, P.O. Box 1614  
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Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

**Comments/Questions/Suggestions:** \_\_\_\_\_

- could data be provided from similar projects showing before/after traffic volumes?

- what would the options be for traffic "calming" entering the village of Kintore?

- when will property owners be contacted about possible acquisition?

-

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Thank you for your input. Please complete and return your Comment Sheet by mail, fax, or email to:**

Nathan Bokma, P.Eng.  
Project Engineer  
Phone: 519-539-9800 Ext 3102  
Email: nbokma@oxfordcounty.ca

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**From:**  
**Sent:** December-16-14 2:32 PM  
**To:** Nathan Bokma  
**Subject:** Oxford County Road 16 (Road 84) Improvements From Kintore to 31st Line

Mr. Nathan Bokma, P.Eng

I am interested in the outcome of the meeting that happened on November 27 2014. I was unable to attend but was wondering if you have any feedback that you have obtained in regards to the road project. I live at \_\_\_\_\_ and own the majority of the bush there. I have a workshop driveway that has a  $\frac{3}{4}$  plugged culvert and doesn't flow well. My neighbour is at a lower elevation and has expressed concerns due to water shed. If during the road project there might be an opportunity to address that problem or any options that would be available we would appreciate your consultation . Also I was wondering If there were any plans to bring utilities up the road such as fibre optics or natural gas.

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**From:**  
**Sent:** November-04-14 9:05 AM  
**To:** Nathan Bokma  
**Subject:** Oxford Road 16 (Road 84)

Tuesday November 4, 2014

Dear Nathan Bokma,

We have received the notice of study commencement in the mail. As per your request, I am sending my input.

I live [redacted]. We experience a very high volume of traffic through the village both on Highway 119 and on Road 84. Family vehicles, buses, large trucks and tractors pass through here constantly throughout the day. And along with their passing is a lot of noise.

I do not want Road 16 (84) fixed up because it will definitely increase the volume of traffic that passes through here.

We have lived here since [redacted] and the volume of traffic has steadily increased over the years. What used to be a relatively quiet village, is no longer one. People are already using this "corridor" to by-pass part of the 401.