



Prince Edward County
280 Main Street
Picton, ON,
K0K 2T0

August 22, 2018

Attn: Mr. Paul Walsh, RPP
Manager of Planning

**Re: Proposed Development – Alexander Island, Project # 170-4137
Coastal Engineering – Review**

Dear Mr. Walsh:

The developers of the Alexander Island lands are preparing to make a formal site plan application to the County for a resort development and have undertaken pre-consultation with PEC and QCA prior to removing conditions on the sale of the lands. At the conclusion of the preconsultation, the developers have determined to modify their plans to align fully with the original vision of the development that is captured in detail in the municipal zoning. Their concept plan was issued to PEC on Tuesday.

Outstanding Concerns

The conservation authority recently expressed concerns with the access road related to its location on lands they believe to be dynamic beach. Their concerns are not specifically related to design of the road. It is their contention that the PPS would prevent the construction of the road where it is currently planned. Thus, they have a policy objection to the road and have also expressed concerns with the **cost** of maintenance of the road. With respect to costs, the developers have prepared a draft agreement with PEC that would include the ongoing responsibility for road maintenance. The concern for cost expressed by QCA should be alleviated by such an agreement.

PEC staff recently requested the Coastal Engineering report from 2000 be updated. At the time of that request no agency could produce a copy of the report. The current developers were able to secure a copy from Mr. Nibourg and provided this to us.

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Having reviewed this report, we are of the opinion that **an update of the coastal engineering report would provide no further useful information to help with this application.** The beach is stable and the final location of the road is well protected behind the foredunes. We provide further discussion regarding this conclusion below and we also provide some recommendation for steps of action to help assure PEC and QCA that the access road will impose no unusual risk to the public and no undue public cost.

Road Location

There is an important distinction that should be made regarding a policy objection to the road. **The PPS, Section 3.1 is written to protect the public from the hazard.** Section 3.1 is not written to protect sensitive lands. Therefore, an objection based on 3.1 is with respect to public cost or risk. The cost (as we stated earlier) is addressed through a development agreement.

The risk is believed to be due to the presence of a dynamic beach and the 100-yr flood from Lake Ontario and thus, in November 2000, a Coastal Engineering Study was commissioned to evaluate the risk to the public. The report was prepared for Theo Nibourg to support his application for rezoning and official plan amendment for a resort community on Alexander Island.

The Coastal Engineering report contains an analysis of the dynamic beach with respect to flooding and wave attack. The study authors conducted a detailed survey of beach profiles and completed a computer simulation using SBEACH software published by the US Army Corps of Engineers. **Hall Coastal found the beach was stable** based on this analysis and through their research on historic mapping as well as through site observations.

The report authors were conclusive in their findings that the proposed roadway will:

1. Provide a roadway designed in accordance with established standards and procedures for ensuring successful deployment in a perceived dynamic hazard,
2. Will not create adverse impact or new hazards along the shoreline corridor,
3. Will not have an adverse environmental impact.

After issuance of this report, the proponent, MNR, PEC and QCA agreed upon a more protected location for the access road behind the foredunes along a pathway that was selected and staked out in the field by the Quinte Conservation Authority biologist, Stephen Monet, PhD. At the staked location, the roadway would be best protected from the hazard and the location was also considered to have the least impact on the environment. The proponent undertook significant negotiations with MNR, QCA and PEC to relocate the road, transfer lands, and acquire permits for the construction of the road in the revised location.



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An EIS was also prepared by the applicant and was reviewed by PEC and QCA and later referenced in the TC-22-H zoning requirements as a guiding document for the development. The zoning captured the concerns of all the agencies who were acting within the PPS framework.

The 1997 PPS directed policy makers to consider the potential impacts of environmental hazards on the public, and in this situation to consider what the hazard (represented by flooding and the dynamic beach) would be to the public infrastructure – the road. The flooding and dynamic beach concerns were specifically addressed in the 2000 Hall Coastal (HCCL) report. HCCL found that the dynamic beach was stable and would support a lakeward construction of the access road outside of the floodplain. They noted also the very firm anchoring points for the beach and dune system on the north and south extents providing evidence of a stable beach.

With support from the 2000 HCCL coastal engineering study and the 2001 EIS, the zoning and official plan amendments were completed. Both the Official Plan and Zoning support the proposed development and the connecting road.

The current 2014 PPS continues to give direction for protection from dynamic beach hazards. There is no change to this protection requirement.

Since the proposed development fully complies with the OP and zoning for the lands, the developers are not seeking an OPA or ZBA approval. They are now attempting to satisfy the conditions to remove the H. In our opinion, no further planning approval is required to support the proposed road improvements.

Further Investigation

The 2000 Coastal Engineering Study supported:

- The selection of the road location, which was cleared, surveyed and deeded to PEC in 2001,
- Current OP shore lands designation
- Current Zoning

The need for any further Coastal Engineering study is thereby obviated. Instead, we recommend the applicants prepare an environmental study report to guide the road construction and to ensure impacts to the natural environment can be mitigated.

The road construction would follow a Schedule A+, Municipal Class EA. This process would be well informed with an Environmental Study Report. The report would look at opportunities to mitigate any potential impacts caused by the road improvements.



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We also recommend that a management plan be prepared for the road as required by the TC-22-H zoning.

Recommendation

It would be our recommendation that

1. The County affirms the developers may continue their planning process with the assurance that the Zoning TC-22-H, iii direction remains in force, which states, “access to the lands shall be provided by means of a public street, connecting Alexander Island to the County road system, constructed and maintained to the standards satisfactory to the County”.
2. The coastal engineering study requirement be replaced with an Environmental Study Report that considers the impacts of the road on the dynamic beach.
3. A management plan also be prepared that will satisfy the concerns of Zoning TC-22-H, x.

We would be pleased to meet with you again and with representatives of the conservation authority to review this proposed work plan.

If you have any questions, please feel free to contact the undersigned at 613-969-1111.

Yours Truly,

A handwritten signature in black ink that reads "Bryon Keene".

Bryon Keene, P.Eng.
Jewell Engineering Inc.

Copy To: Ruth Fergusson Aulhouse, RFA Planning Consultants
Ken Ursic, Beacon Environmental
Aaron David, LOBP Inc

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