



# The Corporation of the Township of Dawn-Euphemia

## - A G E N D A -

**Monday, August 17, 2026 – 6:30 pm**

### **REGULAR MEETING OF COUNCIL**

Municipal Office, 4591 Lambton Line

Be advised that Council Meetings are being recorded and live streamed. If you wish to attend via zoom, please contact the Clerk for an invitation. Comments and opinions expressed by individual Council Members, guests and the general public are their own, and do not necessarily represent those of the Dawn-Euphemia Council. The official record of the Council Meeting shall consist solely of the Minutes approved by Council.

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**1. CALL TO ORDER**

**2. DISCLOSURE OF PECUNIARY INTEREST**

**3. DELEGATIONS**

**4. ADOPTION OF MINUTES**

a) Minutes of Regular Council Meeting of July 20, 2026

**5. BUSINESS ARISING FROM MINUTES**

**6. PLANNING/DRAINAGE/PROPERTY**

- a) Drain Maintenance Request for Chapel-Bailey Drain, submitted July 28, 2026 by Dave Munro
- b) Verbal update from Councillor Meyer regarding Court of Revision for the Cherry Creek Drain held August 12, 2026 @ 4:30 p.m. at the Brooke-Alvinston Municipal Office

**7. REPORTS**

- a) Report from Public Works Superintendent Re: Replacement of Roadside Grass Mower
- b) Report from Public Works Superintendent Re: Monthly Public Works Report
- c) Report from Administrator-Clerk Re: Activity Report for June - August
- d) Report from Administrator-Clerk Re: Computer System

**8. CORRESPONDENCE**

- a) Email dated July 27, 2026 from Kyle Carter Re: Donation of DECC Rental for Charity Ball Hockey Tournament

**Information Only**

- b) Letter dated July 14, 2026 from Central Lambton Family Heath Team
- c) Letter dated August 4, 2026 from Enbridge Re: Dawn Parkway System Renewal Project
- d) Letter dated July 30, 2026 from Ontario Provincial Conservation Agency Re: Members of Transition Committee's
- e) Letter dated August 5, 2026 from St Clair Regional Conservation Authority Re: WLERCA
- f) Email dated August 6, 2026 from Ministry of Environment, Conservation and Parks Re: Municipal Environmental Assessment Requirements
- g) Plumbing Permits – June 2026
- h) St Clair Conservation Meeting Highlights – June 25, 2026
- i) Letter dated July 30, 2026 from York 1 Dresden Recycling Notification Re: Landfill
- j) Letter dated July 30, 2026 from York 1 Dresden Recycling Notification Re: Waste Disposal Site

- k) York 1 Traffic Study
- l) Letter provided by Chatham-Kent Re: York 1 Community Update – Summer 2026
- m) Email from Shirley Sewell Re: Senior Advisory Committee Meeting Synopsis

**9. OTHER BUSINESS**

- a) Accounts
- b) 2026 Budget to Actual Q2
- c) MNP Auditors

**10. BY-LAW**

- a) By-Law 2026-21 – Establish, Administer and Appoint Members to Joint Compliance Audit Committee
- b) By-Law 2026-22 – 2026 Tax Rates (recalculated)

**11. CLOSED SESSION**

- a) One (1) Matter under S.239(2)(b) Personal Matters about an Identifiable Individual

- 12. ADJOURNMENT:**     **Next Meeting of Council**  
**Committee of Adjustment – Tuesday September 8, 2026 @ 6:20pm**  
**Regular Council Meeting – Tuesday September 8, 2026 @ 6:30 pm**

The Corporation of the Township of Dawn-Euphemia

4a

RESOLUTION – REGULAR MEETING

Date: August 17, 2026

| Moved by:                           | Seconded by:                        | Recorded Vote: |                  |
|-------------------------------------|-------------------------------------|----------------|------------------|
|                                     |                                     | Order          | Vote             |
| <input type="checkbox"/> A. Broad   | <input type="checkbox"/> A. Broad   | _____          | _____ A. Broad   |
| <input type="checkbox"/> A. Gray    | <input type="checkbox"/> A. Gray    | _____          | _____ A. Gray    |
| <input type="checkbox"/> P. LeBoeuf | <input type="checkbox"/> P. LeBoeuf | _____          | _____ P. LeBoeuf |
| <input type="checkbox"/> M. McGuire | <input type="checkbox"/> M. McGuire | _____          | _____ M. McGuire |
| <input type="checkbox"/> J. Meyer   | <input type="checkbox"/> J. Meyer   | _____          | _____ J. Meyer   |

That the Minutes of the Regular Council Meeting of July 20, 2026,  
be adopted. *Carried.*



The Corporation of the Township of Dawn-Euphemia

**- MINUTES -**

Regular Council Meeting  
Monday July 20, 2026  
6:30 pm, Municipal Office, 4591 Lambton Line

Present: Mayor: A. Broad  
Councillors: A. Gray (Via Zoom)  
P. LeBoeuf  
M. McGuire  
J. Meyer

Staff Present: B. Poland, Deputy-Clerk  
T. Cartlidge, Treasurer

**Disclosures:** None

**2026-114 Councillor McGuire – Councillor LeBoeuf**

Minutes – July 6, 2026

That the minutes of the July 6, 2026, Regular Council Meeting be adopted. *Carried.*

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

**2026-115 Councillor LeBoeuf – Councillor McGuire**

Draft Official Plan

That review and discussion of the Dawn-Euphemia Official Plan Draft be deferred until the next regular meeting of Council. *Carried.*

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

**2026-116 Councillor LeBoeuf – Councillor Meyer**

Property Tax Adjustments for 2025/2026

That Report # Fin 26-07-20 Tax Adjustments Pursuant to Section 357 and 358 of the Municipal Act 2001 be received for information only; And that adjustments to the property taxes be adjusted/written off pursuant to the provisions of Section 357 and 358 of the Municipal Act for the above properties for 2025 and 2026. *Carried.*

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

**2026-117 Councillor Meyer – Councillor Gray**

OPP- False Alarms

That the False Alarm Report from Lambton OPP for the months of April-June be received; And further that the false alarms be invoiced in accordance with the provisions of the False Alarm By-Law 2024-31. *Carried.*

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

**2026-118 Councillor Gray – Councillor LeBoeuf**

That the clerk is authorized to register the following Council Member: Mark McGuire(x2) to attend the Warden's Picnic at Shiloh Farms, 5389 Shiloh Line, Petrolia, August 13 @ 4pm at a cost of \$30 each. *Carried.*

Wardens Picnic

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

**2026-119 Councillor Meyer – Councillor McGuire**

That the Clerk is authorized to register the following members of Council: Alan Broad, Ann Gray and Mark McGuire for the 2026 Councillors Luncheon, hosted by St. Clair Township at the St. Clair Parkway Golf Club, September 2, 2026, at the cost of \$25 each. Members of Council are to let Clerk or Deputy-Clerk know if spouses will be attending. *Carried.*

Councillors Luncheon

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

**Other Business**

Mayor Broad informed Council that a meeting was held with Hydro One to further discuss the Longwood to Lakeshore hydro line expansion through Dawn-Euphemia, with a 2027 expected start date. More meetings are to be scheduled.

**2026-120 Councillor Meyer – Councillor LeBoeuf**

That By-law 2026-20 being a by-law to adopt the tax rates for 2026 and Repeal By-Law 2025-10, be read a first, second and third time, and finally passed this 20<sup>th</sup> day of July 2026. *Carried.*

Adoption of 2026 Tax Rates

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

**2026-121 Councillor McGuire – Councillor LeBoeuf**

That this Regular Session of Council be hereby adjourned at the hour of 6:40 pm, to meet again on Monday August 10, 2026 @ 6:30 pm (Regular Meeting), or at the call of the Chair. *Carried.*

Adjournment

| Recorded Vote |            |
|---------------|------------|
| Vote          |            |
| Y             | A. Broad   |
| Y             | A. Gray    |
| Y             | P. LeBoeuf |
| Y             | M. McGuire |
| Y             | J. Meyer   |

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 Mayor

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 Administrator-Clerk

The Corporation of the Township of Dawn-Euphemia

6a

RESOLUTION – REGULAR MEETING

Date: August 17, 2026

| Moved by:                           | Seconded by:                        | Recorded Vote: |                  |
|-------------------------------------|-------------------------------------|----------------|------------------|
|                                     |                                     | Order          | Vote             |
| <input type="checkbox"/> A. Broad   | <input type="checkbox"/> A. Broad   | _____          | _____ A. Broad   |
| <input type="checkbox"/> A. Gray    | <input type="checkbox"/> A. Gray    | _____          | _____ A. Gray    |
| <input type="checkbox"/> P. LeBoeuf | <input type="checkbox"/> P. LeBoeuf | _____          | _____ P. LeBoeuf |
| <input type="checkbox"/> M. McGuire | <input type="checkbox"/> M. McGuire | _____          | _____ M. McGuire |
| <input type="checkbox"/> J. Meyer   | <input type="checkbox"/> J. Meyer   | _____          | _____ J. Meyer   |

That the following Drain Maintenance and/or Repair Requests be referred to the Drainage Superintendent with the power to act;

The Chapel-Bailey Drain Maintenance Request received July 28, 2026, submitted by Dave Munro. *Carried*

## For Office Use Only

Drainage Supt July 28/26  
 Council Aug 17/26  
 Res: \_\_\_\_\_  
 Electronic File \_\_\_\_\_

# Notice of Request for Drain Maintenance and/or Repair

Drainage Act, R.S.O. 1990, c. D.17, subs. 79(1)

To: The Clerk of the Corporation of the Township of Dawn-Euphemia

Re: Chapel - Bailey drain - Class F  
 (Name of Drain)

In accordance with section 74 and 79(1) of the *Drainage Act*, take notice that I, as a person affected by the above mentioned drain, request that it be maintained and repaired.

Provide a brief description of how you are affected by the condition of this drain:

☒ Clean Out ☐ Tile Repair ☐ Culvert Replacement ☐ Sprayed

Comments: drain needs brushed and bottomed  
cleaned out to grade to provide drain outlet

## Property Owners:

- Your municipal property tax bill will provide the property description and parcel roll number.
- In rural areas, the property description should be in the form of (part) lot and concession and civic address.
- In urban areas, the property description should be in the form of street address and lot and plan number, if available.

## Property Description

CON 4 W PT LOT 31 W 1/2 Lot 31 RP 25R7278 PART 1

Ward or Geographic Township

DAWN - EUPHEMIA

Parcel Roll Number

If property is owned in partnership, all partners must be listed. If property is owned by a corporation, list the corporation's name and the name and corporate position of the authorized officer. Only the owner(s) of the property may request drain maintenance and/or repair.

## Select Ownership Type

Enter the mailing address and primary contact information:

Last Name

MUNRO

First Name

DAVID

Middle Initial

T

## Mailing Address

Unit Number

Street/Road Number

Street/Road Name

PO Box

City/Town

Province

Postal Code

Telephone Number

Cell Phone Number (Optional)

Email Address (Optional)

Signature of Landowner: \_\_\_\_\_

Date: 2026 07 28

To be completed by recipient municipality:

Notice filed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

Name of Clerk (Last Name, First Name)

GAWLEY, Martha

Signature of Clerk



## THE CORPORATION OF THE TOWNSHIP OF DAWN-EUPHEMIA

4591 Lambton Line, RR # 4, Dresden, ON N0P 1M0  
Tel: (519) 692-5148 Fax: (519) 692-5511 Public Works Department: (519) 692-5018  
Email: [roads@dawneuphemia.on.ca](mailto:roads@dawneuphemia.on.ca) Website: [www.dawneuphemia.ca](http://www.dawneuphemia.ca)

7a

**To:** Members of Dawn-Euphemia Township Council  
**Meeting Date:** August 17, 2026  
**From:** John Collison, Public Works Superintendent  
**Subject:** Replacement of Roadside Grass Mower

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**Background:** A Report seeking Council approval to replace Bushhog roadside mower.

**Comments:** Public Works Department is hoping to replace 1 roadside mower with any option listed below. The purchase of this new piece of equipment was to be funded by the sale of surplus equipment.

**Consultations:** Lambton Kent Farm Implements.

**Financial Implications:** The sale of our surplus equipment via Gov Deals Online Auction raised \$47,752.25 to offset the cost a new Bushhog Roadside Mower.

Options available:

A- Model 4110rr1 \$44,000.00 plus HST with delivery date of October 2026

B- Model 5110rr \$46,500.00 plus HST with a delivery of March 2027 (Lambton Kent would give us \$3,500.00 as the trade value of our used mower)

C - source out new to us units currently priced around \$10,000.00 for a 2013 model.

D- get other quotes from other Suppliers (Delta etc.)

**Strategic Plan Implications:**

**Recommendation:** That Council receives the report from the Public Works Superintendent dated Aug 17, 2026, regarding the purchase of a replacement roadside mower. That the Public Works Superintendent may get other quotes for price comparison and if nothing comparable that Council accepts the quote for the 4110rr at \$44,000.00 plus HST less \$3,500.00 trade-in or Public Works Superintendent may purchase a Comparable Mower for the same or lesser price.

7b



## THE CORPORATION OF THE TOWNSHIP OF DAWN-EUPHEMIA

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Email: [admin@dawneuphemia.on.ca](mailto:admin@dawneuphemia.on.ca) Website: [www.dawneuphemia.ca](http://www.dawneuphemia.ca)

To: Members of Dawn-Euphemia Township Council  
Meeting Date: Aug.17/26  
From: John Collison, Public Works Superintendent  
Subject: **Monthly Public Works Report**

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### Open Session Report

#### Road Operations

- failed/damaged/vandalized sign replacement blitz
- prep work on Dawn Valley Road for Temporary repair
- pothole, washboard, and intersection repairs
- roadside mowing
- fibre repairs by fibre company
- clearing line of sight issues from intersections, and sign visibility
- met with residents regarding children ripping up the roads with ATV's
- continuing with shoulder gravel operations

#### Equipment Performance

- graders excellent
- 1 tractor down for 3 weeks for specialized hydraulic line repair
- Freightliner at Mechanics coolant issues
- Volvo #3 at was at mechanic for defaulting to low speed (limp mode), computer issue returned to fleet and then driveshaft issue surfaced now back at mechanic's shop
- Main mower gearbox failure
- Truck #11 Dodge coolant issue

#### Significant Weather Events

- many rain and wind events producing downed trees and minor road washouts

#### Water Department

- bi-monthly reads posing some software issues in the office for billing purposes
- new 1" service install on Cuthbert Road, used a new connection system for this install
- DWQMS annual audit completed with James Pang from Ministry
- dead-end flushing and valve turning
- several curb-stop repairs in need of repair
- inquire about supplying Dawn Mills Road south of Kent Line with Municipal Water (into CK)

### **Drainage**

- still meeting with Elizabeth regarding outstanding Drain Maintenance requests
- Kersey Drain (tender out for cleaning), Canada Co Drain, 7<sup>th</sup> Cons Blind Line, 20-21 Side Road Drain, Baynton Drain (had onsite meeting)
- repaired failing end walls on Huffs Corners Road south of Lambton Line
- new culvert installation on Cuthbert Road (replaced a failing culvert)
- several tile repairs on the Tulley Drain
- several small road culverts to be replaced
- Watson-Turner Drain completed

### **Building Maintenance**

- monthly inspections
- new ceiling heaters install in Rutherford shop
- new CO exhaust fan installed in Rutherford shop

### **Shetland Conservation Area**

- removed hazardous tree damaged from storm events

### **Dawn-Euphemia Community Centre**

- re-installed a fence between property lines

### **Capital Projects**

- obtaining more quotes for hardtop repair on Dawn Valley Road

### **Other Projects**

- setting up Special garbage day Fall 2026

### **Staff/Training**

- part-time employees seem to be working out well
- finished interviews for Full-Time position

### **Recommendation:**

**That Council accepts the Public Works Superintendent monthly report.**



## THE CORPORATION OF THE TOWNSHIP OF DAWN-EUPHEMIA



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Meeting Date: August 17, 2026  
To: Mayor Broad and Members of Dawn-Euphemia Township Council  
From: Martha Gawley, Administrator-Clerk  
Subject: **ACTIVITY REPORT FOR June - August**

### OPEN SESSION REPORT

#### Background:

The purpose of this report is to provide Council with a summary of various meetings/activities for the months of June - August.

#### Office/Treasury

2023-year end entries and close out have been completed in our software program.  
2023 FIR has been submitted to the ministry.

2024-year end work has been prepared and uploaded to the Auditor's portal, and we are awaiting a date for their onsite work to begin.

Water bills have been processed and mailed out. We ran into a glitch and will be working with the software suppliers and Water Department to fix the differences.

Office furniture has been received and in place as well as council room changes.  
We have moved Water Department employee's workstation to the main office which gives him more work area to perform his job.

All Tax Supplemental and Write offs have been prepared and mailed out. Property Ownership changes have been processed.

Staff have been working on Election preparation.

2026 Final Tax Billing work preparation has also begun.

I have been looking into different software solution for the Township.

#### Property Standards Issues

Working through on-going disputes  
Florence – chickens in backyard complaint

## **Shetland Campground**

Met with Park Manager. We are looking at adding more rules to the campground guidelines for 2027.

St. Clair Conservation Authority just completed their yearly inspection. The communal fire pit needs to be changed, and public works staff will complete the required work. Dirt piles have been removed from the campground and topsoil has been requested to fill in ground holes.

## **Grant Funding**

Community Emergency Grant Funding -Information Session Sept 15 submission deadline Aug 19 – Oct 7 at 4 p.m.

Fire Department – Cancer Prevention – 3<sup>rd</sup> round – Sept 1<sup>st</sup>

## **Upcoming Meetings**

August 21, 2026 – 2 p.m. – last day to file for Council member or Board of Education

August 24, 2026 – Confirmation of Elected Officials for 2026 Municipal Election.

Aug 27, 2026 – Enbridge Information Session (Dawn Parkway System) Oil Springs Youth Centre

Aug 31, 2026 – Water bills due

Sept 17, 2026 – Monthly Clerks Meeting – St Clair Township

Sept 18, 2026 – Quarterly CAO Meeting – County of Lambton

Sept 24, 2026 – CEMC Meeting – County of Lambton

Sept 29, 2026 - Property Taxes Due

**Recommendation: That Council accepts the Activity Report prepared by the Administrator/Clerk**

## **Shetland Campground**

Met with Park Manager. We are looking at adding more rules to the campground guidelines for 2027.

St. Clair Conservation Authority just completed their yearly inspection. The communal fire pit needs to be changed, and public works staff will complete the required work. Dirt piles have been removed from the campground and topsoil has been requested to fill in ground holes.

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Meeting Date: August 17, 2026  
To: Mayor Broad and Members of Dawn-Euphemia Township Council  
From: Martha Gawley, Administrator-Clerk  
Subject: **Computer System**

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### OPEN SESSION REPORT

#### Background:

The purpose of this report is to provide Council with a summary of new Computer Software system for the Municipality.

Currently the Municipality is using the software program called Asyst. This program is not very user friendly, nor will it give you great reports.

I have had discussions with the company representatives and have gotten nowhere with them. I asked if we could switch over to their parent company KeyStone which is much more user friendly, and most municipalities in Lambton County have this system. They absolutely refused this request. I advised I am looking to move from our current program at year end. During this past week they had staff away on vacation with no support coverage for us when we were trying to produce water and supplemental tax invoices. This is not acceptable!

I have contact two other suppliers: Munisoft & TownSuite (both are Canadian Companies)

Jami Hornbostel and I are familiar with Munisoft as we used this previously in Oil Springs. (it is designed for smaller municipalities) It has all the features that we would need here to perform our financial duties. They provide great service and training to employees. I have discussed the software problem with our Auditing Firm. They agree that the current system is not the best. They feel that if we cannot switch to Keystone which they are also familiar with that Munisoft would be a great option.

I have spoken to a Municipality that is currently using TownSuite and I have a call into another one. I have spoken to the sales person and I am still waiting to receive their pricing.

When we do the conversion to another software supplier, I want to completely redo the general ledger account numbers and create monthly reports for council that are computer generated and easily readable.

I also proposing that in January we switch to Easypay payroll system – we would be responsible for all aspects of the payroll system including T-4 preparation. Currently our 2026 payroll system fees are estimated to be \$2750.00 plus our time to process.

Easypay is approximately \$365.00/year and is user friendly to navigate and user friendly and we would be responsible for all payroll functions and T-4's.

I propose that both software companies do a demo for all staff, and we can ask questions and see how we process accounts receivable payments, accounts payables, payroll, journal entries, taxes and water billing, ebilling, ownership changes, reprint tax bills, and budget functions. I want the staff to have their concerns answered and buy into the change of software and make a united decision. Both companies have a great training portal and videos.

That Council agrees to the implementation of a new software system for January 2027, and further information be provided as received regarding pricing and which supplier.

The Corporation of the Township of Dawn-Euphemia

8a

RESOLUTION – REGULAR MEETING

Date: August 17, 2026

| Moved by:                           | Seconded by:                        | Order | Recorded Vote:<br>Vote |
|-------------------------------------|-------------------------------------|-------|------------------------|
| <input type="checkbox"/> A. Broad   | <input type="checkbox"/> A. Broad   | _____ | A. Broad               |
| <input type="checkbox"/> A. Gray    | <input type="checkbox"/> A. Gray    | _____ | A. Gray                |
| <input type="checkbox"/> P. LeBoeuf | <input type="checkbox"/> P. LeBoeuf | _____ | P. LeBoeuf             |
| <input type="checkbox"/> M. McGuire | <input type="checkbox"/> M. McGuire | _____ | M. McGuire             |
| <input type="checkbox"/> J. Meyer   | <input type="checkbox"/> J. Meyer   | _____ | J. Meyer               |

That Council denies the request dated July 27, 2026, received from the Bothwell Ball Hockey Association requesting the waiving of fees for the Dawn-Euphemia Community Centre and Partial Grounds for a Charity 3 on 3 Ball Hockey Tournament to raise funds to purchase equipment for the Children's Summer Ball Hockey Program.

- OR -

That Council acknowledges receipt of the request, dated July 27, 2026, received from the Bothwell Ball Hockey Association requesting the waiving of fees for the Dawn-Euphemia Community Centre and Partial Grounds for a Charity 3 on 3 Ball Hockey Tournament to raise funds to purchase equipment for the Children's Summer Ball Hockey Program; and further that Council agrees to waive the fees in the amount of \$390 (excluding any licensing, insurance costs, and/or cleaning fee). *Carried.*

## Brandi Poland

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**From:** Kyle Carter  
**Sent:** Monday, July 27, 2026 11:33 PM  
**To:** Brandi Poland  
**Subject:** Sept 26th Proposal

Proposal Request for Donation of Florence Outdoor Rink & Park Facilities

July 27, 2026

To the Members of the Council of Dawn-Euphemia,

I am writing to respectfully request the donation of the Florence outdoor ball hockey rink and surrounding park facilities for Saturday, September 26, 2026, for the purpose of hosting a community charity 3-on-3 ball hockey tournament.

Before outlining the details of our request, I would like to introduce myself. My name is Kyle Carter, and I am the President and founder of the Bothwell Ball Hockey Association (BBHA). We have recently completed our second season and have grown to a membership of more than 200 players.

I started the BBHA with one primary goal: to bring people together while supporting our local community. The league was also created to help increase activity at the Bothwell Arena, a facility that serves as an important gathering place for residents from across the surrounding area. I take great pride in operating BBHA as a non-profit organization, allowing us to keep registration costs affordable and pass those savings directly on to our players. It has been incredibly rewarding to watch the league grow while creating opportunities for people of all ages to stay active and connected.

Beyond league play, our members are committed to giving back. We regularly volunteer our time and raise funds to support youth sports initiatives throughout Bothwell. Community involvement has always been at the heart of what we do.

Although our ball hockey season concludes at the end of August when ice returns to the arena, I would like to continue making a positive impact by organizing a Charity 3-on-3 Ball Hockey Tournament. I cannot think of a better venue than the outstanding outdoor hockey rink in Florence. I have personally spent many hours using the rink for practice and recreation, and I believe it is one of the finest outdoor facilities in our area.

Our proposed tournament would consist of eight teams, each paying a \$200 registration fee, generating approximately \$1,600 in entry fees. After deducting approximately \$200 for mandatory event insurance, we would have approximately \$1,400 available.

Our planned distribution of those funds is as follows:

- 1st Place: \$400
- 2nd Place: \$200

● 3rd Place: \$100

● Donation to the BARAC Youth Sports Program: \$700

Our intention is to use the donation to help purchase additional sticks, helmets, and updated goalie equipment for the children's summer ball hockey program. In our experience, many winning teams also choose to donate a portion of their prize money back to the cause, allowing us to potentially raise even more for local youth sports. The more support we can generate, the greater the impact we can make for local children.

With that in mind, I respectfully request the donation of the Florence outdoor rink and park for Saturday, September 26, 2026, along with access to the building for public washroom facilities.

Our committee and volunteers will manage every aspect of the event, including setup, operations, cleanup, and restoration of the grounds. We are committed to leaving the property in excellent condition and would welcome the opportunity to establish this tournament as an annual community event. I believe this partnership would positively reflect the Township of Dawn-Euphemia, the BBHA, BARAC, and everyone involved.

To be clear, we are not requesting financial assistance or municipal staffing. Our volunteers will organize and operate the entire event. Our only request is the donation of the venue for the day.

I would also invite members of Council to visit our Facebook page, Bothwell Ball Hockey Association, to learn more about our organization and the work we do throughout the community. We strive to operate professionally and transparently, and our greatest reward is not profit it is creating opportunities, lasting memories, and giving back to the communities that support us.

Thank you very much for taking the time to consider this proposal. I would be honoured to partner with the Township of Dawn-Euphemia on this event and sincerely hope you will support our request. I would be happy to answer any questions or provide any additional information that Council may require.

Respectfully submitted,

Kyle Carter  
President, Bothwell Ball Hockey Association (BBHA)



## Family Health Team



4130 Glenview Rd. Unit 3  
Petrolia, ON N0N1R0

July 14, 2026

Township of Dawn-Euphemia  
4591 Lambton Line  
Dresden, ON N0P 1M0

Dear Mayor and Council;

Further to the letter dated June 17, 2020, regarding the Central Lambton Rural Recruitment Committee disbandment, I would like to provide additional information to clarify the physician recruitment process and prevent any misunderstanding regarding recruitment responsibilities.

The Sarnia-Lambton Ontario Health Team (OHT), in partnership with Bluewater Health, is working collaboratively to support physician recruitment across Sarnia-Lambton. Family physicians establishing new community-based family practices may be eligible for primary care recruitment initiatives. Eligibility for these incentives is determined by a recruitment committee comprised of representatives from primary care organizations across the Sarnia-Lambton, including Nurse Practitioner-Led Clinics, Community Health Centres, Family Health Teams and other primary care partners, using established eligibility criteria. Family physicians who are granted Bluewater Health privileges remain separately eligible for applicable hospital-based recruitment incentives.

Historically, Bluewater Health, including Charloette Eleanor Englehart Hospital (CEEH), partnered with Central Lambton Family Health Team (FHT) when recruitment involved physicians who would also provide Emergency Department (ED) and inpatient coverage at CEEH. While physicians were attracted to Central Lambton FHT because the opportunity to provide services beyond their family practice, Bluewater Health's role was limited to the hospital component of recruitment, ensuring that physicians expected to provide ED coverage met the necessary hospital requirements.



## Family Health Team

4130 Glenview Rd. Unit 3  
Petrolia, ON N0N1R0

The current partnership between Bluewater Health and the Sarnia-Lambton OHT is a separate initiative. It was not established as the result of a merger of the Bluewater Health Foundation and the CEEH Foundation, nor was its purpose to assume recruitment responsibilities for the

Central Lambton FHT or any other individual primary care organization. Rather the partnership is intended to support community-wide physician recruitment in collaboration with primary care partners while respecting the independent recruitment processes of the individual organizations.

I sincerely hope the information provided in this letter helps clarify the current physician recruitment process and addresses any misconceptions or inaccuracies.

Thank you for your continued support of physician recruitment efforts across Sarnia-Lambton.

Yours truly,

Sarah Milner, RN  
Executive Director  
Central Lambton FHT



Enbridge Gas Inc.  
50 Keil Drive North  
Chatham, ON N7M 5M1

August 4, 2026

Dear Neighbour,

Re: Enbridge Gas Inc. (Enbridge Gas) – Dawn Parkway System Renewal Project: Dawn to Enniskillen

Enbridge Gas is writing to inform you that we will be conducting an Environmental Study for the Dawn Parkway System Renewal Project. Enbridge Gas is considering the replacement of the existing NPS 26 inch diameter natural gas pipeline between the existing Enbridge Gas Dawn Natural Gas Storage and Transportation Facility (the Dawn Hub) located at Bentpath Line and Dawn Valley Road in the Township of Dawn-Euphemia, and the existing Enbridge Gas Enniskillen Station located north of Oil Springs Line on Oakdale Road in the Township of Enniskillen (Dawn-Enniskillen) with the construction of a new NPS 48 inch diameter natural gas pipeline.

The Dawn Parkway Transmission System is a critical component of Enbridge Gas's existing natural gas transmission network and one of the most important natural gas transportation routes in Ontario. Its continued operation helps ensure a steady and reliable supply of natural gas for homes, businesses, and industry. The system connects the Dawn Operations Centre in St. Clair Township, the Parkway Compressor Station in the City of Mississauga, and the Kirkwall Valve Site in the City of Hamilton, and forms part of the broader transmission network serving Ontario.

This potential project is in the early stages of development, and the exact routing and footprint will be determined as the detailed design and Environmental Study progresses. As the field studies commence, you may notice an increased presence of field representatives in your community.

We are committed to engaging openly and respectfully with landowners and stakeholders within the communities we operate. Where potential land access or routing of the pipeline is proposed, we will be reaching out to you in the near future. A land representative will be in contact with you regarding land access if required for upcoming survey work and environmental studies prior to their commencement. Their contact details are also provided in this letter for your reference.

The details for the upcoming Information Session are provided below:

**In-Person Information Session:**

Oil Springs Youth Centre

August 27, 5:00 PM to 8:00 PM

4517 Victoria St

Oil Springs, ON N0N 1P0

**Virtual Information Session (Online):**

August 17 to August 31, 2026

<https://www.solutions.com/Dawn-EnniskillenES>

Should you have any questions regarding this letter or about the Dawn Parkway System Renewal Project, please contact:

**Rick Plant** - Field Land Agent, Vertex Professional Services Ltd.

**Phone Number:** :

**Email:**

For more information, please refer to the 'Notice of Environmental Study Commencement and Information Session' enclosed with this letter, or visit our Project Website at <https://www.enbridgegas.com/about-enbridge-gas/projects..>

Sincerely,

Erin Whillans

Sr Advisor, Lands and Right of Way



Stantec Consulting Ltd.  
100-300 Hagey Boulevard  
Waterloo, ON N2L 0A4



August 4, 2026

The Corporation Of The Township Of Dawn-Euphemia  
4591 Lambton Line  
Dresden ON N0P1M0

To whom it may concern,

**Reference: Enbridge Gas Inc. – Dawn Parkway System Renewal Project: Dawn to Enniskillen  
Notice of Environmental Study Commencement and Information Sessions**

Enbridge Gas Inc. (Enbridge Gas) will be conducting an Environmental Study for the Dawn Parkway System Renewal Project: Dawn to Enniskillen. Through its integrity management program, Enbridge Gas identified several proactive measures to maintain capacity, safety, and reliability along the Dawn Parkway Transmission System, ranging from targeted segment replacements to broader line upgrades.

For the Environmental Study, Enbridge Gas is considering the abandonment, removal, and replacement, where practicable of approximately 16.7 km of Nominal Pipeline Size (NPS) 26-inch diameter natural gas pipeline between its existing Dawn Natural Gas Storage and Transportation Facility (the Dawn Hub) located at Bentpath Line and Dawn Valley Road in the Township of Dawn-Euphemia, and the existing Enniskillen Station located north of Oil Springs Line on Oakdale Road in the Township of Enniskillen. The removed pipeline would be replaced with a new NPS 48-inch diameter natural gas pipeline.

Enbridge Gas has retained Stantec Consulting Ltd. (Stantec) to undertake the Environmental Study for the Project. The Environmental Study will fulfill the requirements of the Ontario Energy Board's (OEB) *"Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023)"*. It is anticipated that an Environmental Report for the Project will be completed in Q1 2027, after which Enbridge Gas plans to file a Leave to Construct application for the Project with the OEB. Following the OEB's approval, construction of the proposed Project, could proceed as early as spring of 2028.

You are receiving this letter because the pipeline route is located on or in proximity to your property and you are invited to provide comments regarding the proposed Project. Your comments will be incorporated into the Environmental Study and related report. An Environmental Report, summarizing the results of the Environmental Study, will accompany Enbridge Gas' application to the OEB. The Environmental Report for the proposed Project is anticipated to be completed and submitted to the OEB as early as Q1 2027 as part of the overall Project application.

**Reference:** Enbridge Gas Inc. – Dawn Parkway System Renewal Project: Dawn to Enniskillen Notice of Environmental Study Commencement and Information Sessions

Engagement with Indigenous communities, landowners, government agencies, the local municipality, members of the public, and other interested persons is an integral component of the planning process. For this Project, both an In-Person Information Session and Virtual Information Session will be held. Input received will be used to confirm the Preferred Route and to develop site-specific environmental protection or mitigation measures for this Project. A questionnaire will be available as part of the Information Sessions, and you will have the ability to submit comments and/or questions about the proposed Project.

**In-Person Information Session:**

Oil Springs Youth Centre  
August 27, 5:00 PM to 8:00 PM  
4517 Victoria Street  
Oil Springs, Ontario N0N 1P0

**Virtual Information Session (online):**

August 17- August 31, 2026  
<https://www.solutions.com/Dawn-EnniskillenES>

We kindly request that you provide any initial input and comments regarding the Project by September 15, 2026. Please let us know if you are unable to respond by this date but are interested in participating in the consultation process for the Project.

If you have questions or concerns regarding the Project, please do not hesitate to email the Project team at **Dawn-EnniskillenES@stantec.com** or contact the undersigned.

Regards,

**Stantec Consulting Ltd.**

**Mark Knight**, M.A., RPP, MCIP  
Stantec Consulting Ltd.  
Principal, Environmental Planner  
Assessment and Permitting

Attachment: Notice of Environmental Study Commencement

Cc: Ryan Park, Specialist, Environment, Enbridge Gas Inc.

**Enbridge Gas Inc.**  
**Notice of Environmental Study Commencement and Information Session**  
**Dawn Parkway System Renewal Project: Dawn to Enniskillen**

Enbridge Gas Inc. (Enbridge Gas) will be conducting an Environmental Study for the Dawn Parkway System Renewal Project. Through its integrity management program, Enbridge Gas identified several proactive measures to maintain capacity, safety, and reliability along the Dawn Parkway Transmission System, ranging from targeted segment replacements to broader line upgrades.

For the Environmental Study, Enbridge Gas is considering the abandonment, removal, and replacement, where practicable of approximately 16.7 km of NPS 26-inch diameter natural gas pipeline between its existing Dawn Natural Gas Storage and Transportation Facility (the Dawn Hub) located at Bentpath Line and Dawn Valley Road in the Township of Dawn-Euphemia, and the existing Enniskillen Station located north of Oil Springs Line on Oakdale Road in the Township of Enniskillen. The removed pipeline would be replaced with a new NPS 48-inch diameter natural gas pipeline.

Consultation and engagement with Indigenous communities, landowners, government agencies, and other interested persons is an integral component of the Project's planning process. As such, an Information Session will be held:

**In-Person Information Session:**

Oil Springs Youth Centre  
August 27, 5:00 PM to 8:00 PM  
4517 Victoria Street  
Oil Springs, ON N0N 1P0

**Virtual Information Session (Online):**

August 17 to August 31, 2026  
<https://www.solutions.com/Dawn-EnniskillenES>

A copy of the consultation materials from the In-Person Information Session will be available for viewing on the Enbridge Gas project webpage provided below. A questionnaire will also be available as part of the Information Session, and you will have the opportunity to provide comments or ask questions about the proposed Project. Input received may be used to develop site-specific environmental protection and mitigation measures for the Project. Input and comments about the Project are requested by September 15, 2026.

Enbridge Gas has retained Stantec Consulting Ltd. (Stantec) to undertake the Environmental Study for the Project. The Environmental Study will fulfill the requirements of the Ontario Energy Board's (OEB) "Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023)". It is anticipated that an Environmental Report for the Project will be completed in Q1 2027, after which Enbridge Gas plans to file a Leave to Construct application for the Project with the OEB. The OEB's approval would be required before construction of the proposed Project can proceed. If approved, construction is anticipated to begin in the spring of 2028.

For any questions, comments, or input regarding the Environmental Study, please contact:

**Mark Knight**  
Environmental Planner  
Stantec Consulting Ltd.  
Telephone: (519) 585-7430  
Email: [Dawn-EnniskillenES@stantec.com](mailto:Dawn-EnniskillenES@stantec.com)  
Project Webpage: [enbridgegas.com/dawnparkwayrenewal](https://enbridgegas.com/dawnparkwayrenewal)



**Ontario Provincial  
Conservation Agency**

**l'Agence ontarienne de  
protection de la nature**

July 30, 2026

Dear Conservation Authority CAOs, General Managers, Board Chairs, Mayors and Heads of Council:

I am writing to announce the members of the transition committees that will support the implementation of regional conservation authority consolidation.

As you may recall, transition committees will provide advice and operational expertise to support transition activities, including the development of transition plans for each new regional conservation authority.

Committee membership includes the current CAO or General Manager and one board member from each existing conservation authority participating in a regional consolidation.

Each committee will be chaired by a dedicated project executive who will oversee transition activities and provide continuity by serving as the first Chief Administrative Officer of the new regional conservation authority for up to two years. Project executives were recently appointed.

Following a brief orientation period, project executives will convene their transition committees and begin transition planning activities in the coming weeks.

Please find below the membership of the transition committees for each of the eight new regional conservation authorities.

Thank you for your continued leadership and partnership as we work together to establish strong, effective regional conservation authorities.

Sincerely,

Hassaan Basit  
CEO  
Ontario Provincial Conservation Agency

| <b>Regional Conservation Authority</b>                            | <b>Transition Committee Members</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Central Lake Ontario<br><br>Project Executive: Robert Baldwin     | Dave Barton, Toronto and Region Conservation<br>John MacKenzie, Toronto and Region Conservation<br>Bob Chapman, Central Lake Ontario Conservation Authority<br>Chris Darling, Central Lake Ontario Conservation Authority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Eastern Lake Ontario<br><br>Project Executive: Alison McDonald    | Brad McNevin, Quinte Conservation<br>Kathryn Brown, Quinte Conservation<br>Rhonda Bateman, Lower Trent Conservation Authority<br>Sherry Hamilton, Lower Trent Conservation Authority<br>Linda Laliberte, Ganaraska Region Conservation Authority<br>Vicki Mink, Ganaraska Region Conservation Authority<br>Mark Majchrowski, Kawartha Conservation Authority<br>Pat Warren, Acting, Kawartha Conservation Authority<br>David Ellingwood, Cataraqui Conservation Authority<br>Paul Proderick, Cataraqui Conservation Authority<br>Janette Loveys Smith, Otonabee Region, Crowe Valley Conservation Authority<br>Conservation Authority, Crowe Valley Conservation Authority<br>Michael Metcalf, Otonabee Region Conservation Authority, Crowe Valley Conservation Authority |
| Western Lake Ontario<br><br>Project Executive: Jacqueline Johnson | Lisa Burnside, Hamilton Conservation Authority<br>Brad Clark, Hamilton Conservation Authority<br>Leilani Lee-Yates, Niagara Peninsula Conservation Authority<br>Robert Foster, Niagara Peninsula Conservation Authority<br>Chandra Sharma, Conservation Halton<br>Gerry Smallegange, Conservation Halton<br>Terri LeRoux, Credit Valley Conservation Authority<br>Michael Palleschi, Credit Valley Conservation Authority                                                                                                                                                                                                                                                                                                                                                  |
| Lake Huron                                                        | Jonathan Scott, Nottawasaga Valley Conservation Authority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

|                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Project Executive: Don Goodyear</p>                                        | <p>Jennifer Vincent, Nottawasaga Valley Conservation Authority<br/> Raymond Chartrand, Ausable Bayfield Conservation Authority<br/> Nathan Schoelier, Ausable Bayfield Conservation Authority<br/> Erik Downing, Saugeen Valley Conservation Authority<br/> Tom Hutchinson, Saugeen Valley Conservation Authority<br/> Phil Beard, Maitland Valley Conservation Authority<br/> Ed McGugan, Maitland Valley Conservation Authority<br/> Mark Critch, Lake Simcoe Region Conservation Authority<br/> Clare Riepma, Lake Simcoe Region Conservation Authority<br/> Tim Lanthier, Grey Sauble Conservation Authority<br/> Jennifer Shaw, Grey Sauble Conservation Authority</p> |
| <p>St. Lawrence River</p> <p>Project Executive: Sommer Casgrain-Robertson</p> | <p>Sally McIntyre, Mississippi Valley Conservation Authority<br/> Roy Huet, Mississippi Valley Conservation Authority<br/> Glen McDonald, Rideau Valley Conservation Authority<br/> Gary Waterfield, Rideau Valley Conservation Authority<br/> Lisa Van de Ligit, Raisin Region Conservation Authority<br/> Andrew Guindon, Raisin Region Conservation Authority<br/> Carl Bickerdike, South Nation River Conservation Authority<br/> Isabelle Skalski, South Nation River Conservation Authority</p>                                                                                                                                                                       |
| <p>Eastern Lake Erie</p> <p>Project Executive: Samantha Lawson</p>            | <p>Judy Maxwell, Long Point Region Conservation Authority<br/> Doug Brunton, Long Point Region Conservation Authority<br/> Elizabeth VanHooren, Kettle Creek Conservation Authority<br/> Sharron McMillan, Kettle Creek Conservation Authority<br/> John Challinor II, Grand River Conservation Authority<br/> Karen Armstrong, Grand River Conservation Authority</p>                                                                                                                                                                                                                                                                                                      |

|                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                            | Dusty Underhill, Catfish Creek Conservation Authority<br>Morgaine Griffin, Catfish Creek Conservation Authority                                                                                                                                                                                                                                                                                                                                                                          |
| Western Lake Erie<br><br>Project Executive: Davin Heinbuck | Tim Byrne, Essex Region Conservation Authority<br>Molly Allaire, Essex Region Conservation Authority<br>Tracy Annett, Upper Thames Conservation Authority<br>Brian Petrie, Upper Thames Conservation Authority<br>Mark Peacock, Lower Thames Conservation Authority<br>Sarah Bod, Lower Thames Conservation Authority<br>Ken Phillips, St Clair Region Conservation Authority<br>Greg Grimes, St Clair Region Conservation Authority                                                     |
| Northeastern<br><br>Project Executive: Tim Commisso        | Mark Signoretti, Nickel District Conservation Authority<br>Carl Jorgensen, Nickel District Conservation Authority<br>Liza Vandermer, North Bay-Mattawa Conservation Authority<br>Lana Mitchell, North Bay-Mattawa Conservation Authority<br>Corrina Barrett, Sault Ste. Marie Conservation Authority<br>Sandra Hollingsworth, Sault Ste. Marie Conservation Authority<br>David Vallier, Mattagami Region Conservation Authority<br>Andrew Marks, Mattagami Region Conservation Authority |



August 5, 2026

**Subject: WLERCA Transition – Project Executive Appointed**

We are writing to provide an update on the amalgamation of Essex Region Conservation Authority (ERCA), Lower Thames Valley Conservation Authority (LTVCA), St. Clair Region Conservation Authority (SCRCA), and Upper Thames River Conservation Authority (UTRCA) into the future Western Lake Erie Regional Conservation Authority (WLERCA), including the appointment of the Project Executive who will lead the regional transition.

As you know, Ontario's 36 conservation authorities are preparing to amalgamate into nine regional conservation authorities on February 1, 2027. As part of this process, each conservation authority was required to appoint two representatives to a Transition Committee by June 30, 2026: its General Manager/CAO and one elected board member.

The Ontario Provincial Conservation Agency (OPCA) is overseeing the transition, including the recruitment and appointment of a Project Executive for each new regional conservation authority. The Project Executive will chair the regional Transition Committee and serve as the inaugural CAO of the new organization. On July 15, 2026, OPCA announced that Davin Heinbuck, General Manager of Ausable Bayfield Conservation Authority (ABCA), has been appointed to this role for WLERCA. Davin has been with ABCA for more than 22 years, serving in a variety of positions before becoming General Manager two years ago. WLERCA General Managers have a strong working relationship with Davin and value the knowledge of conservation authorities and team-building skills he brings to the position, starting on July 27, 2026.

The Board of Directors of the four conservation authorities have approved the Guiding Principles for Transition as outlined in the attached letter. These principles will help guide the work ahead and reflect a shared commitment to building the Western Lake Erie Regional Conservation Authority in a manner that is grounded in science, informed by local knowledge, and strengthened through collaboration and partnerships.

We recognize that organizational change may raise questions and concerns. Throughout this process, we are committed to open, transparent, and ongoing communication with our municipal partners and interest-holders. Our priority is to support a seamless transition while continuing to deliver the programs and services that municipalities, residents, and watershed communities rely on.

Following OPCA approval, the Transition Committee is expected to begin meeting later this summer. We remain committed to keeping municipalities informed and engaged as the

transition progresses and will continue to share updates as key milestones are reached. In the interim, questions about the transition may be directed to the General Managers as follows:

Essex Region Conservation Authority, Tim Byrne [tbyrne@erca.org](mailto:tbyrne@erca.org)

Lower Thames Valley Conservation Authority, Mark Peacock [mark.peacock@ltvca.ca](mailto:mark.peacock@ltvca.ca)

St. Clair Region Conservation Authority, Ken Phillips [kphillips@scrca.on.ca](mailto:kphillips@scrca.on.ca)

Upper Thames River Conservation Authority, Tracy Annett [annettt@thamesriver.ca](mailto:annettt@thamesriver.ca)

**Attachments:**

- Letter from Chairs within the Western Lake Erie Regional Conservation Authority
- Guiding Principles for Transition

July 24, 2026

**Subject: Letter from Chairs within the Western Lake Erie Regional Conservation Authorities**

In accordance with recent changes to the **Conservation Authorities Act**, Ontario's 36 conservation authorities will amalgamate into nine regional conservation authorities on February 1, 2027.

Locally, the Essex Region Conservation Authority (ERCA), Lower Thames Valley Conservation Authority (LTVCA), St. Clair Region Conservation Authority (SCRCA), and Upper Thames River Conservation Authority (UTRCA) will amalgamate to form the Western Lake Erie Regional Conservation Authority (WLERCA).

As the transition begins, the four Boards have all affirmed a shared commitment to openness, transparency, and accountability by adopting the attached **Guiding Principles for Transition**. These high-level principles recognize the local relationships that have shaped each authority's success and will guide decision-making throughout the amalgamation:

- Accountable to communities and transparent governance,
- Fiscal responsibility,
- Commitment to workforce stability and talent retention,
- Service excellence,
- Risk management and business continuity,
- Watershed-based, science informed management, and
- Transparency, trust, and clear communication.

The principles are not listed in order of priority. Rather, all are seen as essential components of a successful and responsible transition.

Navigating change always brings a certain level of uncertainty; we recognize a responsibility to look ahead to a future that can build upon our shared achievements. We are committed to shaping the identity of the new Western Lake Erie Regional Conservation Authority based on the same commitment to science, local knowledge and strong community partnerships that have defined conservation authorities for over 80 years.

  
Molly Allaire,  
Chair



Paul Tiessen,  
Chair



Greg Grimes,  
Chair



Brian Petrie,  
Chair



## Western Lake Erie Regional Conservation Authority

# Guiding Principles for Transition

Over the past 80 years, Conservation Authorities have balanced fiscal responsibility with high-quality, locally responsive services. That success is rooted in a deep local knowledge and upheld by local connections with landowners, community groups and member municipalities. The consolidated authority should continue to be guided by science, local knowledge, and strong partnerships to protect people, property, and the natural environment.

Throughout this process, protecting staff and supporting a transition that respects municipal contributions and maintains public trust for all communities served should be a top priority. Successful consolidation will need to respect the past, while building upon shared achievements to create a unified region capable of delivering enhanced programs and services, advancing integrated watershed management and strengthening community partnerships across the region.

The principles are not listed in order of priority. Each principle is essential and collectively provide a framework for the future.

### Accountable to Communities and Transparent Governance

Establish an effective, accountable, and transparent governance model that includes all participating municipalities and communities and complies with provincial legislation.

### Fiscal Responsibility

Develop a fiscally responsible transition plan that protects short-term stability and long-term sustainability.

### Commitment to Workforce Stability and Talent Retention

Prioritize the well-being, retention, and fair treatment of all staff while maintaining local service delivery throughout the consolidation process.

### Service Excellence

Ensure that communities continue to receive high-quality, locally responsive programs and services.

### Risk Management and Business Continuity

Ensure uninterrupted delivery of critical services while carefully managing risks associated with organizational change.

### Watershed-Based Science Informed Management

Ensure consolidation does not dilute the watershed-based approach that defines Conservation Authorities.

### Transparency, Trust and Clear Communication

Transparent communication is critical for maintaining confidence among staff, municipalities and the public.

85

**Brandi Poland**

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**From:**  
**Sent:** Thursday, August 6, 2026 3:47 PM  
**To:** EA Modernization (MECP)  
**Subject:** New regulation to focus municipal environmental assessment requirements

Good afternoon,

The Ministry of the Environment, Conservation and Parks (MECP) is continuing to modernize the environmental assessment framework by creating a streamlined environmental assessment regulation for municipal infrastructure projects that will help municipalities deliver critical infrastructure faster while protecting the environment.

Effective January 1, 2027, the new regulation will replace the Municipal Class Environmental Assessment (EA) with the Municipal Project Assessment Process (MPAP) for more complex municipal infrastructure projects. The new approach maintains strong environmental oversight while streamlining requirements and providing a clearer, more predictable process. For designated projects, public review and consultation can be completed in as little as five months.

The regulation also introduces an Archaeological Assessment Process (AAP) for certain other projects to identify potential impacts to archaeological resources and maintain opportunities for input from Indigenous communities.

Over the coming months, the ministry will develop guidance and work with Ontario municipalities and the municipal development sector to support implementation of the new framework and a smooth transition ahead of the January 1, 2027, effective date.

As part of our ongoing efforts to modernize the environmental assessment program, the ministry will be reviewing the remaining Class EA processes and will consult on any proposed changes before they are made. Streamlining approvals while maintaining strong environmental protections is part of the government's plan to protect Ontario by supporting housing, accelerating infrastructure delivery and driving economic growth across the province.

More information about these changes, including which projects will be subject to the new requirements, process details and transition provisions, is available on the Environmental Registry of Ontario. Until the new regulation comes into force, the Municipal Class EA process will continue to apply.

If you have questions, please contact the EA Modernization team at:  
[EAmmodernization.mecp@ontario.ca](mailto:EAmmodernization.mecp@ontario.ca).

Sincerely,

Annamaria Cross



The following is a summary of the Plumbing Permits issued for the Township of Dawn-Euphemia to the end of the month of June, 2026:

| <u>PERMIT #</u> | <u>DESCRIPTION &amp;/OR LOCATION</u> | <u>OWNER/CONTRACTOR</u> |
|-----------------|--------------------------------------|-------------------------|
| PP-26-001       | Bentpath Line, Con 8 W Pt Lot 25     |                         |

8h



## St. Clair Region Conservation Authority Meeting Highlights – June 25, 2026

Below is a list of highlights from the SCRCA board meeting held in June. For details, please refer to the entire meeting package which can be found at [www.scrca.on.ca/about-us/board-meeting-packages](http://www.scrca.on.ca/about-us/board-meeting-packages).

**Conservation Authority Consolidation Update:** On May 1<sup>st</sup>, Conservation Authorities (CAs) received direction from the Minister of the Environment, Conservation, and Parks (MECP) on restrictions to CA activities throughout the transition to the new regional model including staffing increases and senior management changes, projects over \$500,000, and property disposal and acquisition. CAs are permitted to request permission from the Ministry for anything that is currently under restriction. Two SCRCA projects will require permission. SCRCA staff have also met with representatives from Ernst Young, a consulting firm retained by the province to create an “amalgamation playbook” which will guide the consolidations. Discussions centered around sharing internal documents (e.g., administrative policies), and the challenges/opportunities with the pending consolidations. SCRCA staff stressed the need to ensure that local rural municipalities continue to have a voice at the regional level.

**Western Lake Erie Regional Conservation Authority Guiding Principles for Transition:** In advance of the pending transition of local CAs to a new regional body, the General Managers of the SCRCA, Upper Thames River, Lower Thames Valley, and Essex Region Conservation Authorities have been meeting weekly to ensure a smooth transition into the Western Lake Erie Regional Authority (WLERCA). As a result, guiding principles were developed to ensure fairness and transparency during the consolidation. The SCRCA Board of Directors approved the guiding principles, and once approved by each WLERCA CA, will be issued as a joint communications document.

**2027 Draft Budget:** Staff presented the draft 2027 budget of \$10,531,683. The budget includes a proposed municipal general operating levy of \$1,796,567 (3% increase) and a general capital levy of \$33,382 (1% increase). The Board directed staff to use Authority reserves to cover the general capital levy. Staff will make the adjustments and circulate to member municipalities for review and comment.

**Watershed Conditions:** Streamflows continue to be well above drought/low water indicator thresholds but are beginning to trend downward. The watershed remains in a Level 1 Low Water Status however the 3-month precipitation totals have improved while the 18-month precipitation totals are showing signs of improvement. Staff expect that precipitation received in June will determine whether the Level 1 Low Water status will remain with the potential that the status may need to be upgraded to Level 2 if conditions over the following months do not improve. Great Lakes water levels are very close to their long-term averages.

**Planning and Regulations Activity:** Between March 1<sup>st</sup> and May 31<sup>st</sup>, 2026, staff issued 54 permits and responded to 160 inquiries under O. Reg 41/24 – Prohibited Activities, Exemptions, and Permits. Additionally, 2 permits were issued during the same timeframe under the *Drainage Act* and Section 28 Regulations Team (DART) protocol. Planning activity between March 1<sup>st</sup> and May 31<sup>st</sup>, 2026, included the review and comment on 85 municipal plan input and review files, 3 environmental assessments, and 19 legal inquiries.

**Conservation Education:** The SCRCA Education Team continues to be busy delivering spring field trips and special events. Highlights include:

- **Spring 2026 Field Trips:** Approximately 2,800 students (and 650 adult participants) will visit from 30 different watershed schools to participate in SCRCA education programs at the Lorne C. Henderson Conservation Area. In addition, 425 participants from several special interest groups will visit for evening and weekend programming.
- **Spring 2026 Nature in Your Neighbourhood:** The SCRCA continues to deliver schoolyard programs to help remove financial barriers for schools unable to travel to the Lorne C. Henderson Conservation Area. This spring, approximately 600 students and 70 teachers will participate in schoolyard programming.
- **2026 Specialist High Skills Major (SHSM) Student Conference:** Funded through the Great Lakes Freshwater Ecosystem Initiative Fund (GLFEI), the 2026 conference was held at the Ken Houston Memorial Agricultural Centre in Dresden, Ontario on April 22<sup>nd</sup>. Approximately 150 students enrolled in the environment and agriculture SHSM programs registered to attend the one-day event. Students were provided the opportunity to choose from nine sessions covering a variety of topics including agricultural technology, soil testing, land stewardship, and nutrient management. The sessions were led by local farmers, equipment dealers, agricultural service providers, and SCRCA staff with a focus on phosphorus runoff and how the local agricultural industry can play a role in addressing this critical issue.

For more information, contact:  
Ken Phillips, General Manager

**Notice to All Adjacent Property Owners and Tenants**

July 30, 2026

**YORK1 Environmental Waste Solutions Ltd.** is submitting an application to the Ministry of the Environment, Conservation and Parks (MECP) for an amendment of ECA #A021304 to modernize the Waste Disposal Site (Landfill) located at 29831 Irish School Road, Dresden, Ontario. The landfill is part of a recycling facility which also includes ECA #A020401 for waste receiving, handling, sorting, processing, recycling and transfer.

The application is for an amendment to the existing waste disposal ECA #A021304 for an 8-hectare landfill for the disposal of non-hazardous solid waste, primarily consisting of construction and demolishing waste from industrial, commercial, institutional, and municipal sectors, including excess soil that cannot be beneficially reused (excluding any putrescible waste, i.e. household garbage, source separated organics etc.).

The amendment to modernize the landfill is to allow a maximum daily receiving rate of the above noted wastes of 1,000 tonnes per day, or 365,000 tonnes annually. The landfill will primarily accept residual waste from the on-site Waste Transfer and Processing Facility, which is currently approved to service the Province of Ontario. The hours of operation at the Landfill Facility will be 7:00 am through 7:00 pm Monday through Saturday.

The maximum capacity of the landfill is 1,620,000 m<sup>3</sup>. The capacity includes an estimated 40,000 cubic metres of previously landfilled (in non-engineered cells) material (predominantly fly ash from an incinerator) consolidated into a modernized engineered landfill located in the northeast corner of the property. At the proposed annual receiving rate noted above the landfill would reach capacity in 2035 assuming construction of the modernized engineered landfill is completed in 2027.

The following environmental concerns have been identified and addressed in the design of the landfill: noise, atmospheric emissions (dust), release of leachate or untreated stormwater off-site and vehicle traffic. To mitigate these potential concerns, the following control measures will be employed:

- The landfill footprint will be lined with an engineered liner and equipped with a leachate collection system to ensure that leachate is properly collected and disposed of so that it does not enter the natural environment.
- Access roads leading to the landfill will be periodically watered to minimize dust generation.
- The active face of the landfill will be periodically watered to minimize dust generation.
- Daily cover, including alternative daily covers will be employed to minimize dust generation.
- A perimeter berm will be constructed around the facility to minimize the visual impact and prevent potential litter migration.
- Construction of stormwater management infrastructure including two stormwater management ponds and stormwater collection and conveyance ditches, to ensure all storm water is fully treated and controlled to prior to leaving the site so that there are no negative effects to the surface water or pose a flooding risk during storm events
- Installation of several monitoring wells to monitor ground water for any changes in chemistry.
- The site has been designed to ensure adequate on-site staging exists so that vehicles can safely enter and exit the site without interfering with traffic on Irish School Road.

- The facility will be monitored and inspected daily to identify and address potential environmental concerns promptly.

To assist in the development of the Design and Operations report, third party consultants were retained to complete the following:

- Acoustical Assessment Report
- Emission Summary and Dispersion Modelling Report
- Stormwater Management Report
- Traffic Impact Assessment

We invite you to send your comments on this proposal to [wasteproposalcomments@ontario.ca](mailto:wasteproposalcomments@ontario.ca) within 15 days of receipt of this Notice to the attention of the waste signing director:

Neryed Ragbar, Director  
Appointed for the purposes of Part II.1 of the Environmental Protection Act  
Ministry of Environment, Conservation and Parks  
Environmental Permission Branch  
135 St. Clair Avenue West, Floor 1  
Toronto, Ontario  
M4V 1P5

Sincerely,

George Kirchmair, P.Eng.  
Executive Vice President, Strategic Development

**Notice to All Adjacent Property Owners and Tenants**

July 30, 2026

**YORK1 Environmental Waste Solutions Ltd.** is submitting an application to the Ministry of the Environment, Conservation and Parks (MECP) for an amendment of ECA #A020401 to modernize the Waste Disposal Site (transfer and processing) located at 29831 Irish School Road, Dresden, Ontario.

The modernized facility will focus on:

- Receiving and transferring solid non-hazardous waste and recyclable materials
- Sorting and processing of construction and demolition (C&D) waste to recover recyclable materials and create alternative low carbon fuel (ALCF).
- Sorting and processing of clean, non-treated wood waste that can be manufactured into mulch and other beneficially useable products.
- Sorting, processing and remediation of waste soil containing debris, beneficial re-use soil, contaminated non-hazardous soils, and inert materials including concrete, asphalt, brick/block and rock. All for beneficial re-use as soil, aggregate replacement or alternative raw materials.

Unsorted C&D waste will be received, sorted and processed in a new 1,860 m<sup>2</sup> (20,000 ft<sup>2</sup>) building to be constructed on-site. Non-treated wood waste segregated from the inbound waste stream will be stored and processed outdoors in a dedicated wood processing area. Soil and inert fill materials will be received and processed in the dedicated soil processing and remediation area of the site. The service area for the facility will continue to be the Province of Ontario. The hours of operation for the facility will be reduced to 7:00 am through 7:00 pm Monday through Saturday.

The modernized waste transfer and processing facility will receive a daily maximum of up to 3,000 tonnes per day, consisting of approximately 1,500 tonnes non-hazardous waste and 1,500 tonnes of soil/inert materials, and 1,000 tonnes per day of residual waste for final disposal on an annual average basis.

The modernized waste transfer and processing facility also includes the construction of a new processing/sorting building capable of indoor storage of all incoming mixed solid non-hazardous waste and will be equipped with a leachate collection and storage system. The maximum storage volumes at the waste processing facility be amended to the following:

- Indoor storage of 870 tonnes of unprocessed solid non-hazardous waste is 870 tonnes
- Total outdoor storage of 82 tonnes of segregated recyclable materials, 3,500 tonnes of inert materials, 1,500 tonnes of clean segregated wood waste, and 30,000 tonnes of beneficial reuse soil, waste soil containing debris, rock or contaminated non-hazardous soil.

The following environmental concerns have been identified and addressed in the design of the modernized waste processing/transfer facility: noise, atmospheric emissions (dust, odour), pests, release of leachate or untreated stormwater off-site and vehicle traffic. To mitigate these potential concerns, the following control measures will be employed:

- Waste loading/unloading operations will be conducted within the closed waste transfer and processing building.
- Waste processing (shredding, grinding, recyclable separation and size sorting) will be completed within the new waste transfer/processing building.

- Inbound and outbound materials will be transported in either enclosed trucks or vehicles covered with a tarp.
- Incoming loads are inspected upon arrival and if found to contain putrescible waste, the loads will be rejected.
- Stockpiles with contaminated non-hazardous soil will be covered with a tarp to prevent migration of volatile chemicals and/or leachate generation.
- A dust management plan has been created for the site to ensure dust production is minimized.
- Perimeter berms will be constructed around the facility to minimize the visual impact and prevent potential litter migration.
- A stormwater management plan has been completed for the site to ensure that stormwater that comes into contact with waste or waste handling operations is properly collected and treated on-site before being allowed to enter the natural environment or disposed of off-site at an appropriate water treatment facility.
- Vehicles entering and leaving the site will follow a defined traffic route that ensures that vehicles do not travel through the town of Dresden or exceed load restricted routes in the spring.
- The site has been designed to ensure adequate on-site staging exists to ensure vehicles can safely enter and exit the site without interfering with traffic on Irish School Road.
- The facility will be monitored and inspected daily to identify and address any potential environmental concerns promptly.

To assist in the development of the Design and Operations report, third party consultants were retained to complete the following:

- Acoustical Assessment Report.
- Emission Summary and Dispersion Modelling Report.
- Stormwater Management Report.
- Traffic Impact Assessment.

We invite you to send your comments on this proposal to [wasteproposalcomments@ontario.ca](mailto:wasteproposalcomments@ontario.ca) within 15 days of receipt of this Notice to the attention of the waste signing director:

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George Kirchmair, P.Eng.  
Executive Vice President, Strategic Development

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**URBANTRANS**  
Engineering Solutions Inc.

Traffic Impact Study – Response to Comments  
Proposed Waste Transfer and Recycling Centre (York 1)

29831 Irish School Road  
Town of Dresden ON

UT-24-056  
March 6, 2026



**URBANTRANS**  
Engineering Solutions Inc.

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March 6, 2026

YORK 1  
5090 Commerce Blvd, Suite 200  
Mississauga ON L4W 5M4

**RE: Traffic Impact Study - Response to Comments  
Proposed Waste Transfer and Recycling Centre (York1)  
29831 Irish School Road, Town of Dresden (Municipality of Chatham-Kent (C-K)) ON  
Reference No.: PP-24-056**

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UrbanTrans Engineering Solutions Inc. acknowledges receipt of Municipality of Chatham-Kent dated February 2, 2026, in regards to the Regenerative Recycling Facility at 29831 Irish School Road (the Site). The Site is located north of Croton Line and east of Irish School Road north of the Town of Dresden (Municipality of Chatham-Kent (C-K)) ON.

It is our understanding that the facility proposed by York1 would serve as a comprehensive waste transfer and recycling center dedicated to the responsible management of Construction and Demolition (C&D) waste sourced from throughout southern Ontario. The facility would encompass on-site processing capabilities, including the recycling of C&D wood waste into low-carbon fuel products, as well as sorting and distribution operations for materials such as tar shingles. Notably, while the site incorporates a landfill component, it will exclusively receive C&D waste, precluding the acceptance of municipal, household, toxic, or odorous waste streams. The landfill's purpose would be limited to the disposal of C&D waste that cannot be recycled or repurposed through the facility's processing operations. Furthermore, the proposed facility would feature dedicated infrastructure for soil cleaning and remediation services, underscoring its commitment to environmental stewardship and sustainable waste management practices.

York1 is preparing ECA applications to the Ministry of Environment, Conservation, and Parks (MECP) to facilitate their planned operations on the Site. This TIS has been prepared to provide the municipality with an analysis of the transportation operations of the site. A TIS is not required for the ECA application.

This Traffic Impact Study - Response to Comments concludes the proposed Waste Transfer and Recycling Centre (York1) development will have minimal traffic impacts to the immediate roadways and nearby intersections.

Based on the comments received from Municipality of Chatham-Kent, our responses in the context of site operations are addressed as follows:

Municipality of Chatham-Kent:

1. Third, Staff has conducted a preliminary review of the memo entitled Truck Route Review. Based on this preliminary review, additional information is requested, as outlined below.

Further details of the proposed traffic to the site, including confirmation of the design vehicle, and number of vehicles anticipated to be travelling inbound and outbound along the proposed routes.

**Response:**

For further information regarding the number of vehicles anticipated to be travelling inbound and outbound along the proposed routes, please refer to Section 1.0 Revised trip distribution and future total traffic conditions. Please refer to Figure 5 – Truck Volumes on Preferred Routes and Figure 7 – Site Trip Distribution and Figure 8 – Future Total Traffic Volumes. This traffic study is preliminary and is provided as a courtesy to the Municipality of Chatham-Kent to address traffic related concerns, counts are subject to change based on the approved ECA amounts.

2. Associated assessment of the proposed routes to confirm whether any changes are required based on the proposed design vehicle and volumes at key intersections to assess swept path analysis and confirm if any mitigative measures may be required along the route to address the increased risk of additional truck volumes.

**Response:**

The Client will request intersection design drawings from the Municipality of Chatham-Kent to assess the proposed vehicle swept path analyses at key intersections. The proposed vehicles to be assessed including Walking Floor, Roll-Off Bin, Pony-Pup, Trailer, and Triaxle trucks.

The two key intersections in the vicinity of the subject site are:

- McCreary Line/Croton Line and Irish School Road
- Kent Line and Irish School Road

For further information regarding the number of vehicles anticipated to be travelling inbound and outbound along the proposed routes, please refer to Section 1.0 Revised trip distribution and future total traffic conditions.

3. The memo references a Traffic Impact Study (TIS) completed May 24, 2024. A copy of this TIS, or an updated TIS, including the additional information noted herein is requested.

Details on the proposed site access including the proposed design and confirmation of conformance to standards, location in relation to other property accesses, sight distance review of the access for all anticipated inbound and outbound turns, and review of need for a northbound right turn lane or a southbound left turn lane to accommodate proposed truck movements.

**Response:**

Please refer to Section 2.0 Site Access Safety Review.

4. Any mitigating measures that are proposed by the Proponent to ensure trucks follow the routes identified in the Truck Route Review memo.

**Response:**

The Owner will direct transport trailers to follow the preferred truck routes as indicated on the attached Revised Preferred Routes (Figure 1 to Figure 4), thereby avoiding residential areas and roadways subject to load restrictions. York1 drivers will be instructed of preferred routes to and from the site, if they do not adhere to these routes, disciplinary actions will follow.

During half-load season (March 1st to April 30th) the alternative routes provided in Figures 14, 15 and 16 will be followed for trucks loaded with axle weights greater than 5,000 kg. If trucks have axle weights below 5,000 kg they will follow the preferred routes outlined in Figures 1 to 4.

5. Figure 2- Chatham from/to Irish School Road proposes a route along Centre Side Road/CK Road 28 through the community of Tupperville. The Municipality has concerns with the proposed routing of trucks through the community, and requests additional review of this proposed route and consideration of alternatives, as well as detailed assessment as noted above regarding the proposed route to assess if any mitigative measures may be required.

6. It should also be noted that the Tupperville Road bridge over the Sydenham River is identified for rehabilitation in 5-10 years time. As noted above, confirmation of the proposed additional vehicle traffic is required and may require additional review of the potential impacts to this bridge, relative to the planned rehabilitation timeline.

**Response:**

Figure 2 has been revised to exclude the truck route passing through the community of Tupperville. For additional details regarding the truck route, please refer to the Figure 2: Revised Route: Chatham from/to Irish School Road.

7. Additionally, the memo indicates that “no such load restriction signage was identified along any of the preferred truck routes based on the latest available visual sources,”

8. The routes identified in the report include road segments that are subject to half load restrictions in the spring, as noted. This requires further review.

1. Centre Side Road over Gray Drain

2. Dawn Mills Road over Sydenham River

3. Croton Line over Longs Creek

4. Croton Line over Mollys Creek

**Response:**

Acknowledged. We confirmed by way of site drive by on March 4, 2026, the four half-load restrictions on Centre Side Road over Gray Drain, Dawn Mills Road over Sydenham River, Croton Line over Longs Creek, and Croton Line over Molly's Creek have posted signage stating

half-load restrictions during spring prior to the bridges. Figures 12 and 13 show the posted “Load Restriction In Effect” (Rb-76), “Load Restriction Weight” (Rb-76tA) and “Load Restriction Duration” (Rb-76tB) signage on Croton Line at George Street and on Dawn Mills Road at Base Line, respectively.

During the half-load season (March 1 to April 30), trucks with axle weights exceeding 5,000 kg will utilize the alternative routes shown in Figures 14, 15, and 16. Trucks with axle weights below 5,000 kg will continue to use the preferred routes illustrated in Figures 1 to 4.

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## 1.0 REVISED TRIP DISTRIBUTION AND FUTURE TOTAL TRAFFIC

### 1.1 Revised Trip Distribution and Trip Assignment

Based on Section 2.2 from the Traffic Impact Study – Proposed Waste Transfer and Recycling Centre (York 1), the site generated traffic during the morning and afternoon peak hour were calculated based on the maximum number of inbound and outbound truck and detailed in the Traffic Projection Table provided in Appendix B.

Regarding the directional flow of truck traffic to and from the Dresden landfill site, a key consideration is the preferred routing to minimize the impact on the Town of Dresden and the community of Tupperville. In this context, UrbanTrans has evaluated the feasibility of directing truck traffic passing through the community of Tupperville. The revised distribution of site traffic trips to the study area intersection is summarized in Table 1 and illustrated from Figure 7.

**Table 1: Revised Trip Distribution**

| Roadway                                         | Direction | AM and PM Peak Hours |      |
|-------------------------------------------------|-----------|----------------------|------|
|                                                 |           | In                   | Out  |
| Irish School Road (North)                       | North     | 10%                  | 10%  |
| Dresden, Winsor, and Chatham-Kent via Base Line | West      | 30%                  | 30%  |
| London via Base Line                            | East      | 60%                  | 60%  |
| Total                                           |           | 100%                 | 100% |

It is important to note that the majority of site-generated traffic will consist of heavy vehicles, including Walking Floor, Roll-Off Bin, Pony-Pup, Trailer, and Triaxle trucks. These truck volumes will be converted to passenger car units (PCUs) using a ratio of 1 truck = 3 PCUs.

Table 2 summarizes the projected trip generation volumes for the proposed development during the morning and afternoon peak hours at full build-out, based on the traffic management plan described above. Figure 5 illustrates the revised truck trip generation volumes for the proposed development, while Figure 7 shows the revised passenger car equivalent (PCE) units.

**Table 2: Site Trip Generation**

| Land Use (Magnitude)            | New Trips            | Weekday AM Peak Hour |     |       | Weekday PM Peak Hour |     |       |
|---------------------------------|----------------------|----------------------|-----|-------|----------------------|-----|-------|
|                                 |                      | In                   | Out | Total | In                   | Out | Total |
| Regenerative Recycling Facility | Trucks               | 10                   | 10  | 20    | 10                   | 10  | 20    |
|                                 | ~ Passenger Car Unit | ~30                  | ~30 | ~60   | ~30                  | ~30 | ~60   |

Based on the trip generation calculations, the proposed development is projected to generate a total of 20 two-way truck trips (10 inbound and 10 outbound) during both the morning and afternoon peak hours, equivalent to approximately 60 passenger vehicle trips (30 inbound and 30

outbound) during these same peak periods. The resulting PCUs will then be assessed for Future Total Traffic Conditions, Left-Turn Warrant Analysis, and Right-Turn Warrant Analysis.

## 1.2 Revised Future Total Traffic Conditions

To assess the future total traffic conditions for signalized and stop-controlled intersections, UrbanTrans utilized window-based computer software Synchro Version 11 which incorporates the Highway Capacity Manual 2000 methodology (HCM 2000), to undertake capacity analysis (i.e., level of services, volume to capacity ratios, delays, queues, etc.) at the study area intersections during weekday AM and PM peak hour periods for the unsignalized intersections.

The detailed results of the analysis are provided in Appendix C and summarized in Table 3. The estimated future total traffic volumes are illustrated in Figure 7.

**Table 3: Revised Future Total Traffic Peak Hour Level of Service Analysis**

| Intersection                                                             | Weekday AM Peak Hour |                   |                |       |     | Weekday PM Peak Hour |                |       |     |
|--------------------------------------------------------------------------|----------------------|-------------------|----------------|-------|-----|----------------------|----------------|-------|-----|
|                                                                          | Movement             | Control Delay (s) | 95th Queue (m) | V/C   | LOS | Control Delay (s)    | 95th Queue (m) | V/C   | LOS |
| Irish School Road & McCreary Line/Croton Line (County 29) (Unsignalized) | EBLT                 | 9.7               | 1.2            | 0.05  | A   | 10.3                 | 2.4            | 0.09  | B   |
|                                                                          | WBLTR                | 10.9              | 2.9            | 0.11  | B   | 11.1                 | 2.6            | 0.10  | B   |
|                                                                          | NBLT                 | 4.0               | 1.1            | 0.04  | A   | 3.7                  | 1.1            | 0.04  | A   |
|                                                                          | SBLRT                | 2.1               | 0.5            | 0.02  | A   | 1.8                  | 0.5            | 0.02  | A   |
| Irish School Road & Kent Line/Kent Line (Unsignalized)                   | WBLTR                | 2.4               | -              | <0.01 | A   | 3.6                  | -              | <0.01 | A   |
|                                                                          | NBLTR                | 9.5               | 2.5            | 0.09  | A   | 9.5                  | 2.5            | 0.09  | A   |
|                                                                          | SBLTR                | 9.5               | 2.7            | 0.10  | A   | 9.6                  | 3.1            | 0.11  | A   |
| Irish School Road & Site Access (Unsignalized)                           | WBLR                 | 9.6               | 1.0            | 0.04  | A   | 9.8                  | 1.0            | 0.04  | A   |
|                                                                          | SBLT                 | 0.3               | -              | <0.01 | A   | 0.2                  | -              | <0.01 | A   |

The intersection capacity analysis indicates that under future total traffic conditions, the intersections including proposed site access are expected to operate at acceptable levels of service.

## 2.0 SITE ACCESS SAFETY REVIEW

The development proposal outlines site access via Irish School Road, providing transportation services to and from the site. This section assesses the adequacy of the site access from a transportation safety standpoint and recommends any necessary mitigation measures. The safety evaluation includes an analysis of the feasibility of safe turning maneuvers at the site accesses, considering factors such as sight lines and access spacing. Following discussions with the Client, the proposed site access will be redesigned and expanded from the existing access to accommodate heavy vehicles entering and exiting the site.

### 2.1 Left-Turn Warrant Analysis

In order to confirm whether a southbound left turn lane is warranted at Irish School Road and site access, a left-turn lane warrant analysis is analyzed based on the review and application of the Ministry of Transportation Ontario's (MTO) Geometric Design Standards for Ontario

Highways applicable nomograph. **Figure 8** illustrates Future Total Traffic Volumes at the intersection of at Irish School Road and Site Access.

**Figure 8: Future Total Traffic Volumes Irish School Road and Site Access**

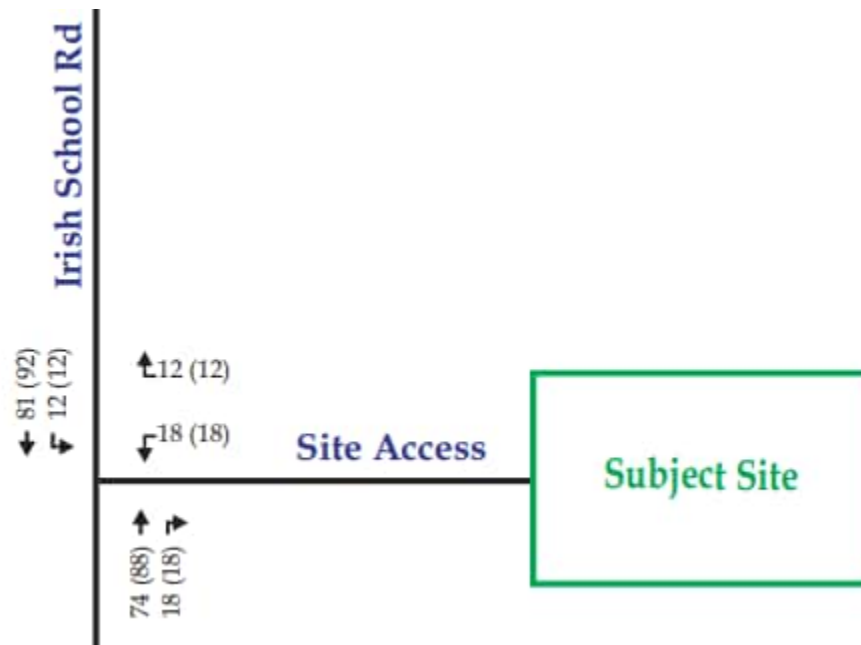


Figure 8 indicates the intersection experiences the highest southbound left turning traffic volumes during the afternoon peak hour period. As a result, the traffic volumes during the afternoon peak hour for future total will be assessed for worst case scenario.

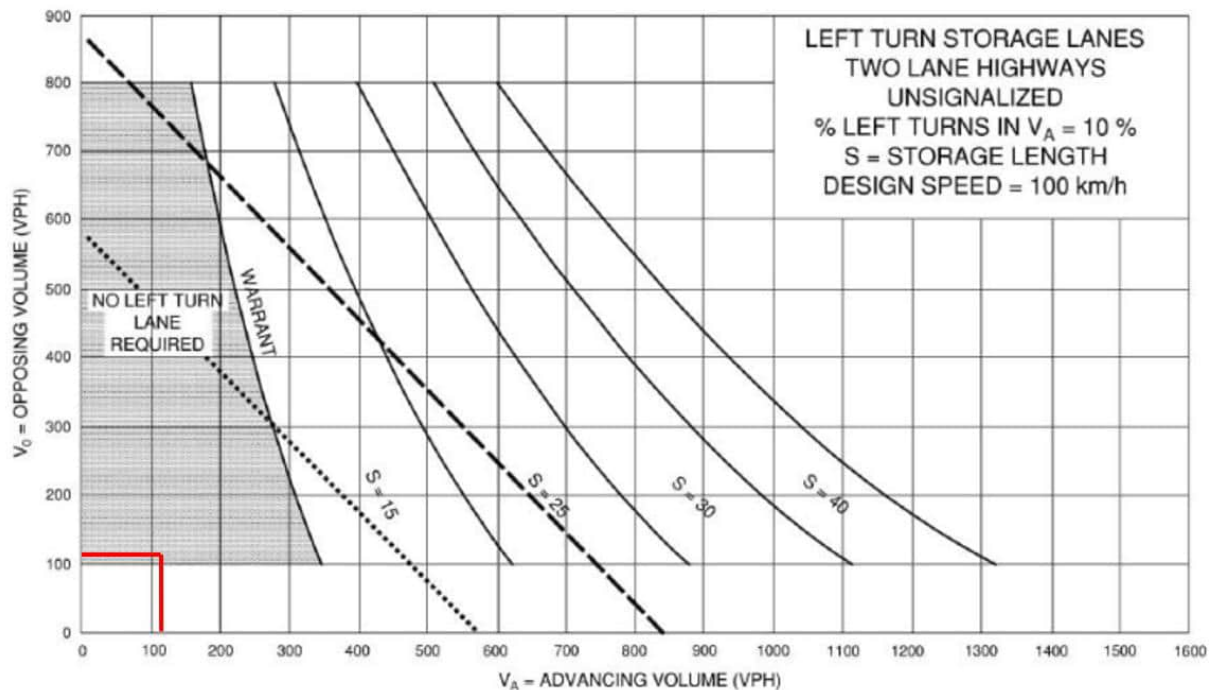
Based on the following calculated results in **Table 4**, a conservative percentage of left turning traffic volume in the southbound approach of 5% or less and a design speed of 100 km/hr (posted speed (90km/h) plus 10 km/h) under stop control will be used to determine the need of a southbound left turning lane.

**Table 4: Percentage of Left Turning Traffic Calculation  
(Future Total Conditions)**

| GIVEN                                                                                                                   |                       |
|-------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Left Turning Traffic Volume, $V_L$                                                                                      | 12 vehicles per hour  |
| Advancing Traffic Volume, $V_A$                                                                                         | 104 vehicles per hour |
| Opposing Traffic Volume, $V_O$                                                                                          | 106 vehicles per hour |
| Design Speed                                                                                                            | 100 km/h              |
| $\text{Percentage of Left Turning Traffic} = \frac{V_L \times 100}{V_A} = \frac{12 \times 100}{104} = 11.5\% \sim 12\%$ |                       |

As shown below in **Figure 9**, the projected traffic volumes intersect left of the warrant line area of the nomograph. On this basis, the southbound left turn lane does not numerically meet the MTO warrant guidelines under the future total horizon.

**Figure 9: Left Turn Warrant Analysis Worksheet**



Source: MTO Nomograph, Chapter E: AT-Grade Intersections

## 2.2 Right-Turn Warrant Analysis

According to the Geometric Design Standards for Ontario Highways published by the Ministry of Transportation of Ontario (MTO), an exclusive right turn lane is generally justified when the following criteria are satisfied:

- Right turning traffic volumes for the design hour is 60 vehicles per hour or more
- Property is readily available, and
- The terminal points of the deceleration/acceleration lanes do not conflict with any adjacent commercial development.

The forecasted northbound right running volumes at the intersection of Irish School Road and Site Access are expected to be 18 vehicles during both the future morning and afternoon peak hour periods.

As such, the forecasted northbound right turning volumes at the site access points are comparably lower than 60 vehicles per hour requirement and do not warrant an exclusive right turn lane.

## 2.3 Intersection Sight Distance

Section 9.9 of the TAC GDGCR specifies intersection sight distances for various intersection control types. The calculated and design sight distances are further detailed in TAC GDGCR Tables 9.9.4, 9.9.6, and 9.9.12 for vehicles making left turns from a stop, right turns from a stop, and left turns from the major road, respectively. Case B1 (Left Turn from the Minor Road) and Case B2/B3 (Right Turn/Crossing Maneuver from the Minor Road) were utilized to assess the adequacy of sight lines at the site accesses. The WB-20 design vehicle, representing the most constrained vehicle profile expected to use the site, was used for the evaluation. Table 5 presents the required sight distances and compares them to the available sight distances, which were measured using Google Maps.

Irish School Road has a posted speed limit of 90 km/h. In accordance with standard practice, a design speed of 100 km/h was chosen, reflecting a 10 km/h increase above the posted speed limit. The intersection sight distance is provided in Table 5. The intersection sight distance at the proposed driveway via Irish School Road are illustrated in Figure 10.

**Table 5: Intersection Sight Distance Assessment**

| Irish School Road and Site Access<br>Posted Speed: 90 km/h<br>Design Speed: 100km/h |                                 |                         |
|-------------------------------------------------------------------------------------|---------------------------------|-------------------------|
| Formula                                                                             | $IDS = 0.278 * V_{major} * t_g$ |                         |
| Scenario                                                                            | Case B1 - Left Turn             | Case B2/B3 - Right Turn |
| Time Gap <sup>1</sup>                                                               | 11.5s                           | 10.5s                   |
| Required Sight Distance                                                             | 320m (looking north)            | 292m (looking south)    |
| Available Sight Distance                                                            | 350m + (looking north)          | 350m + (looking south)  |
| Minimum Sight Distance Satisfied                                                    | Yes                             | Yes                     |

Note: Time gap for left-turn WB-20 tractor semi-trailers from a stop onto a two-lane highway with no median and with a grade less than 3%. Value from Table 9.9.3 in the GDGCR.

Table 5 indicates that the minimum sight distance requirements are met at the existing site accesses to Irish School Road.

## 2.4 Stopping Sight Distance

Irish School Road is straight and relatively flat adjacent to the site. The stopping sight distance requirements for level roadways are provided in TAC GDGCR Table 2.5.2, based on passenger vehicle calculation. These requirements do not explicitly account for truck operations. Although trucks require longer stopping sight distances at the same speed, their higher driver eye height generally provides better visibility than passenger vehicles. As a result, a separate stopping sight distance for trucks is not specified. The stopping sight distance assessment is provided in Table 6. The stopping sight distance at the proposed driveway via Irish School Road are illustrated in Figure 11.

**Table 6: Stopping Sight Distance Assessment**

|                                                                                                                                    |                      |                      |
|------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|
| Irish School Road and Site Access<br>Posted Speed: 90 km/h<br>Design Speed: 100km/h<br>Formular: $0.278 * V * t + 0.039 * (V^2/a)$ |                      |                      |
| Scenario                                                                                                                           | looking north        | looking south        |
| Assumed Design Speed                                                                                                               | 100km/h              | 100km/h              |
| Break Reaction Time (t)                                                                                                            | 2.5 s                | 2.5 s                |
| Deceleration Rate (a)                                                                                                              | 3.4 m/s <sup>2</sup> | 3.4 m/s <sup>2</sup> |
| Required Stopping Sight Distance                                                                                                   | 185                  | 185                  |
| Available Sight Distance                                                                                                           | 350m                 | 350m                 |

The stopping sight distance exceeds the recommended requirements for passenger vehicles, ensuring that trucks can also safely use the proposed accesses. Clear visibility beyond the required distance is available at the existing site accesses. Therefore, there is adequate stopping sight distance for vehicles approaching the site access from both the northbound and southbound directions.

## 2.5 Access Spacing Review

Municipality of Chatham-Kent Driveway Policy Section 7.3 Distance between Proposed Two-way Driveway and other Driveways was applied to evaluate the access spacing for the proposed site entrances along Irish School Road. The required access spacing and the proposed spacing are outlined in **Table 7**.

**Table 7: Access Spacing Review**

| Site Access                                 | Minimum Spacing                                                          | Available Spacing | Evaluation            | Source                                           |
|---------------------------------------------|--------------------------------------------------------------------------|-------------------|-----------------------|--------------------------------------------------|
| Site Access connection at Irish School Road | Minimum of 9 measures at the street line and curb or edge of the roadway | 18m               | Requirement Satisfied | Appendix G - Chatham-Kent Driveway Access Policy |

As shown in Table 7, the site access location meets the corner clearance requirements. No operational or safety concerns are anticipated.

## 2.6 Site Access Design Recommendations

The proposed site access is located approximately 1.1 km north of the McCreary Line/Croton Line and St. George North/Irish School Road intersection. The current site plan does not reflect the detailed driveway design; however, UrbanTrans recommends a full-movement access compliant with The Transportation Association of Canada (TAC) and Municipality of Chatham-Kent Driveway Policy, featuring 6-metre inbound lanes, 6-metre outbound lanes with a median,

and a 15-metre curb radius to accommodate large trucks. Swept path analyses for heavy vehicles—including Walking Floor, Roll-Off Bin, Pony-Pup, Trailer, and Triaxle trucks—will be provided to the Municipality upon completion.

We trust the enclosed comply with your requirements. Should you have any questions, please do not hesitate to contact the undersigned.

Kind Regards,

**UrbanTrans Engineering Solutions Inc.**



Signature

Annosan Srikantha, P.Eng.  
President



Engineer's Seal

## DISCLAIMER

This document entitled "29831 Irish School Road – Traffic Impact Study – Response to Comments" or named part thereof (the "project") was prepared by UrbanTrans Engineering Solutions Inc. ("UrbanTrans") for the account of York 1 (the "Client"). This document is confidential and prepared solely for approval and commenting municipalities and their agencies in their review and approval of this project. The materials in this report reflect best judgement based on the information available at the time the document was issued. Any reliance on this document by any third party is strictly prohibited and UrbanTrans accepts no responsibility for damages, if any, suffered by any third party by reason of decisions made or actions based on this document.

Figure 1 – Revised Route: Windsor from/to Irish School Road



**LEGEND:**

- ★ Subject Site
- Inbound Truck Route
- ← Outbound Truck Route
- ⌒ Bridge

Figure 2 – Revised Route: Chatham-Kent from/to Irish School Road

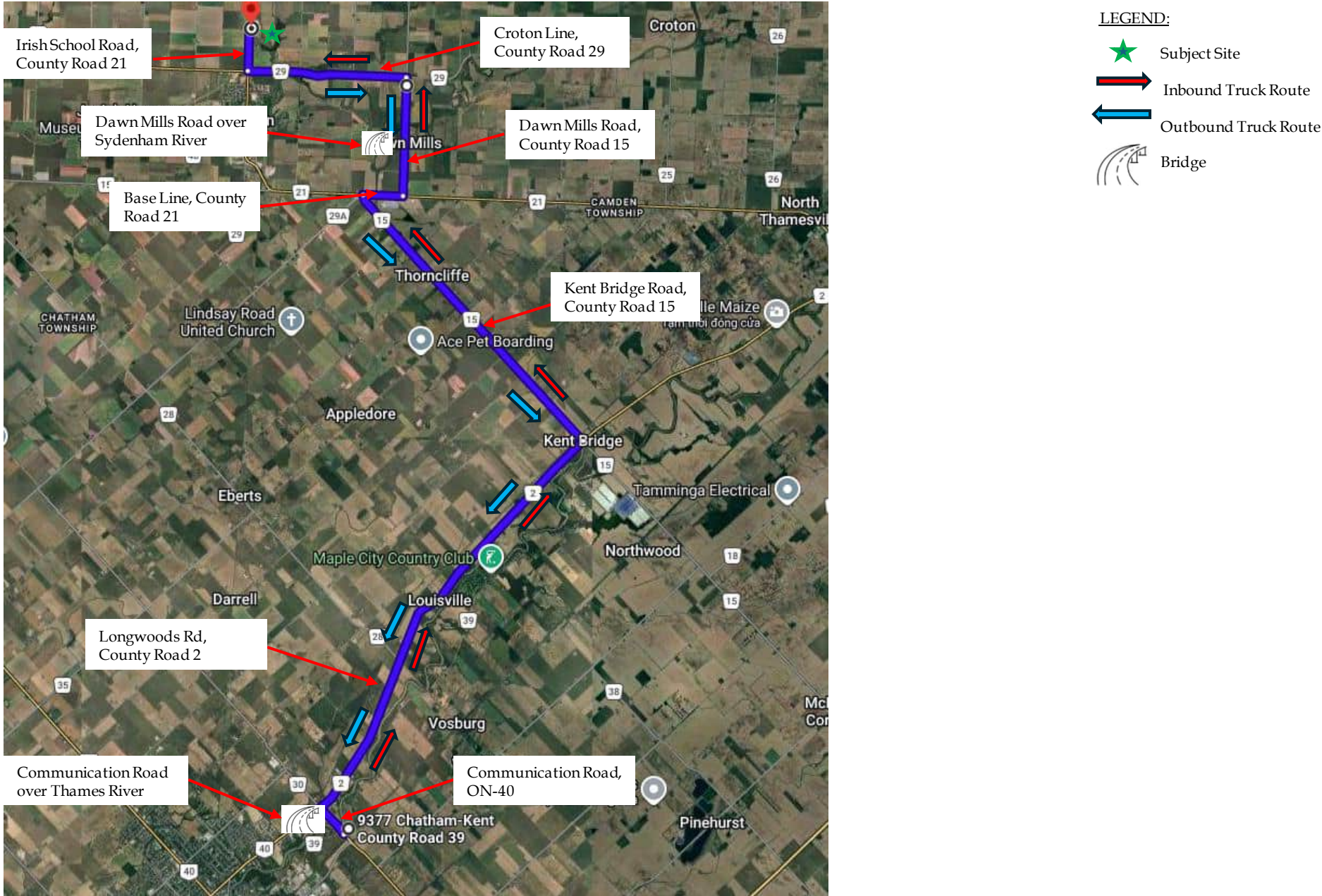


Figure 3 - London from/to Irish School Road



Figure 4 - Sarnia from/to Irish School Road

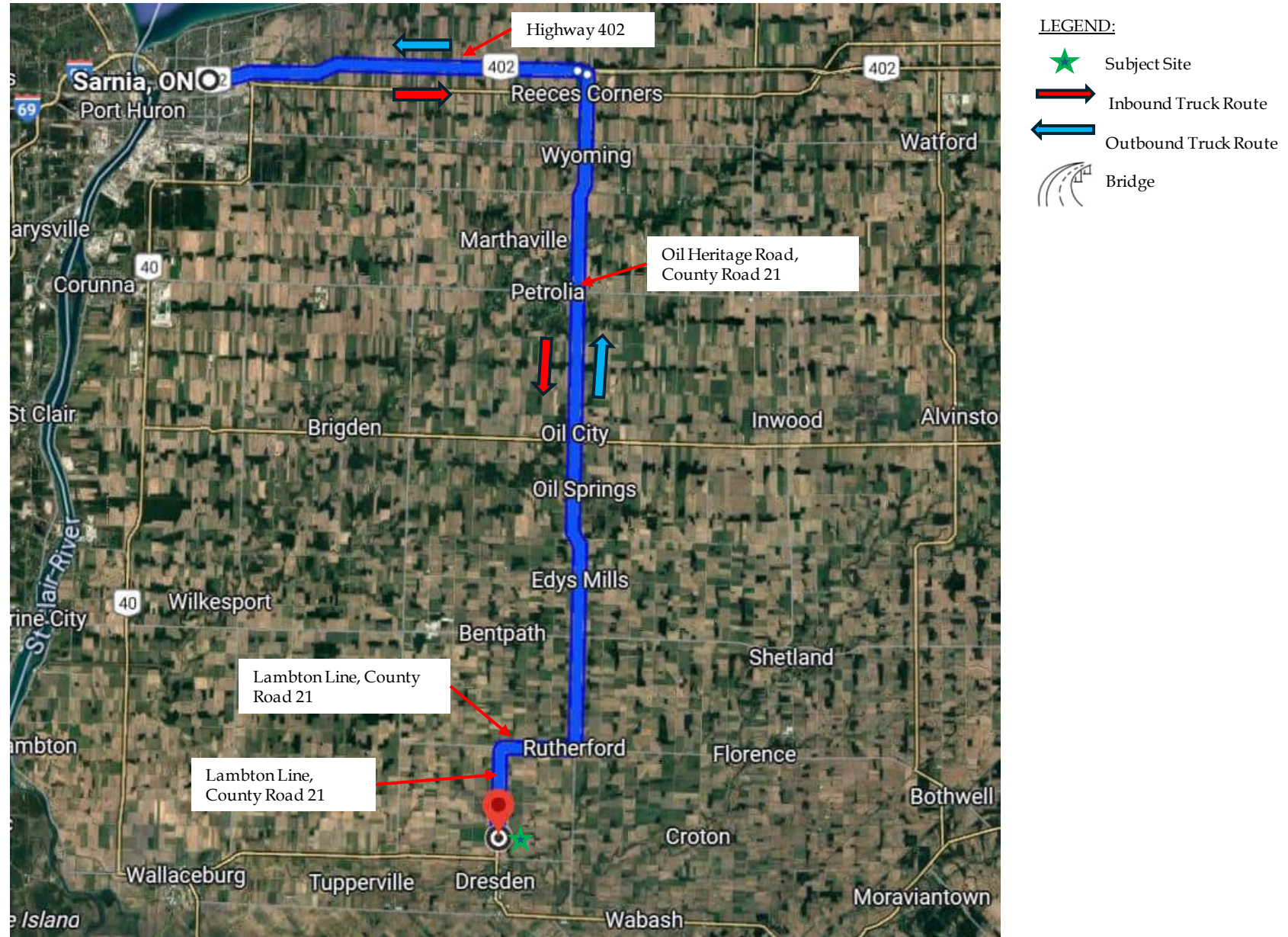
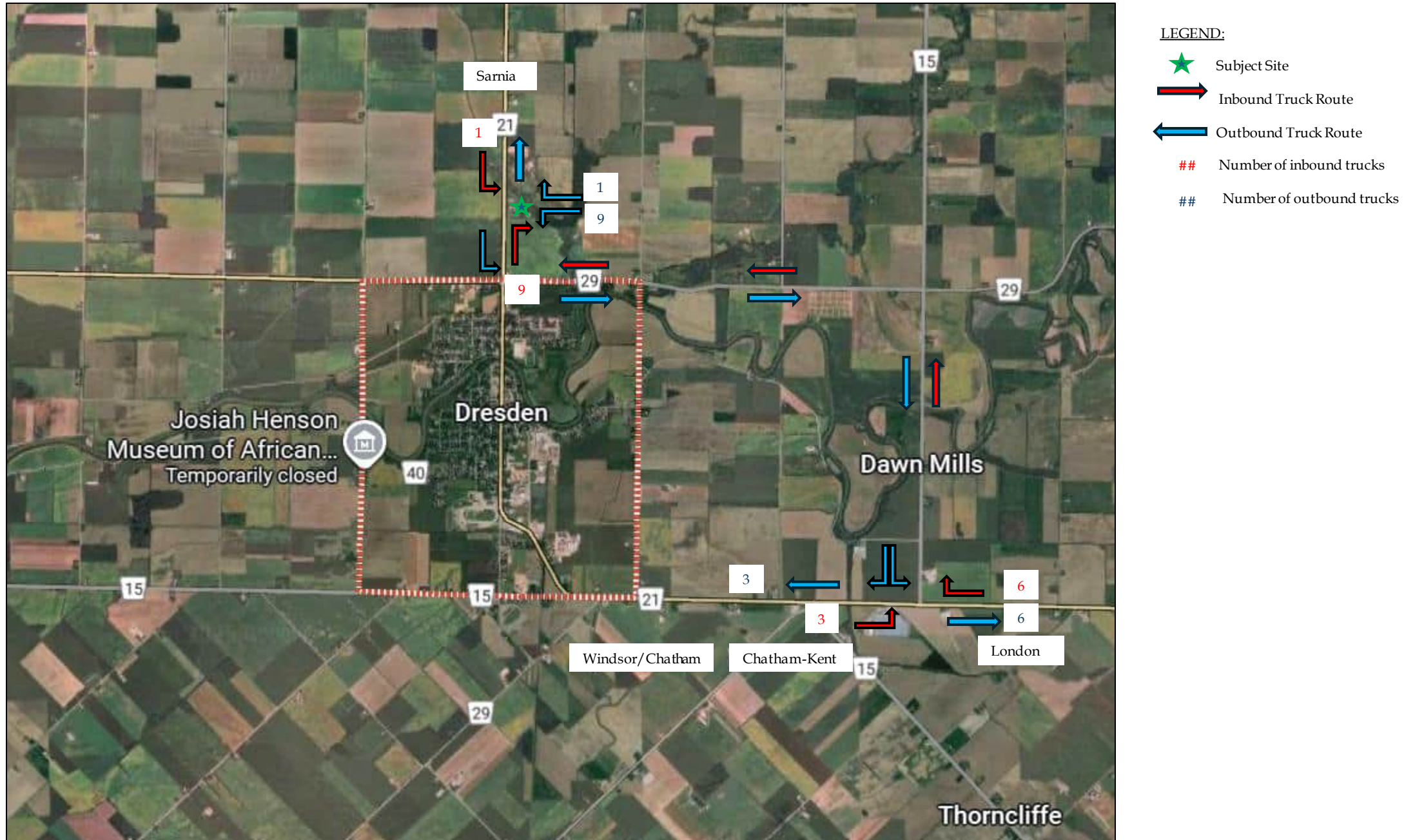
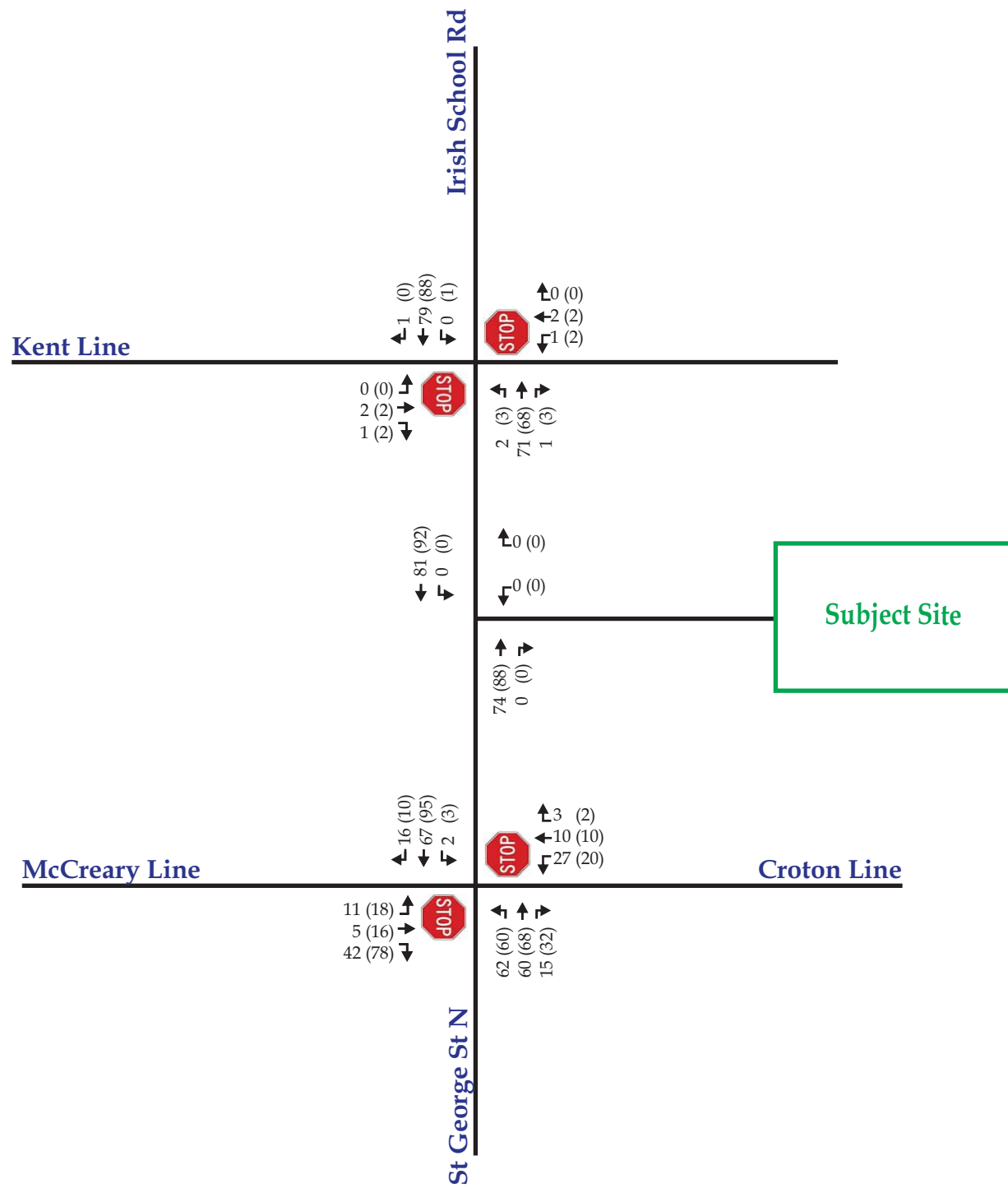


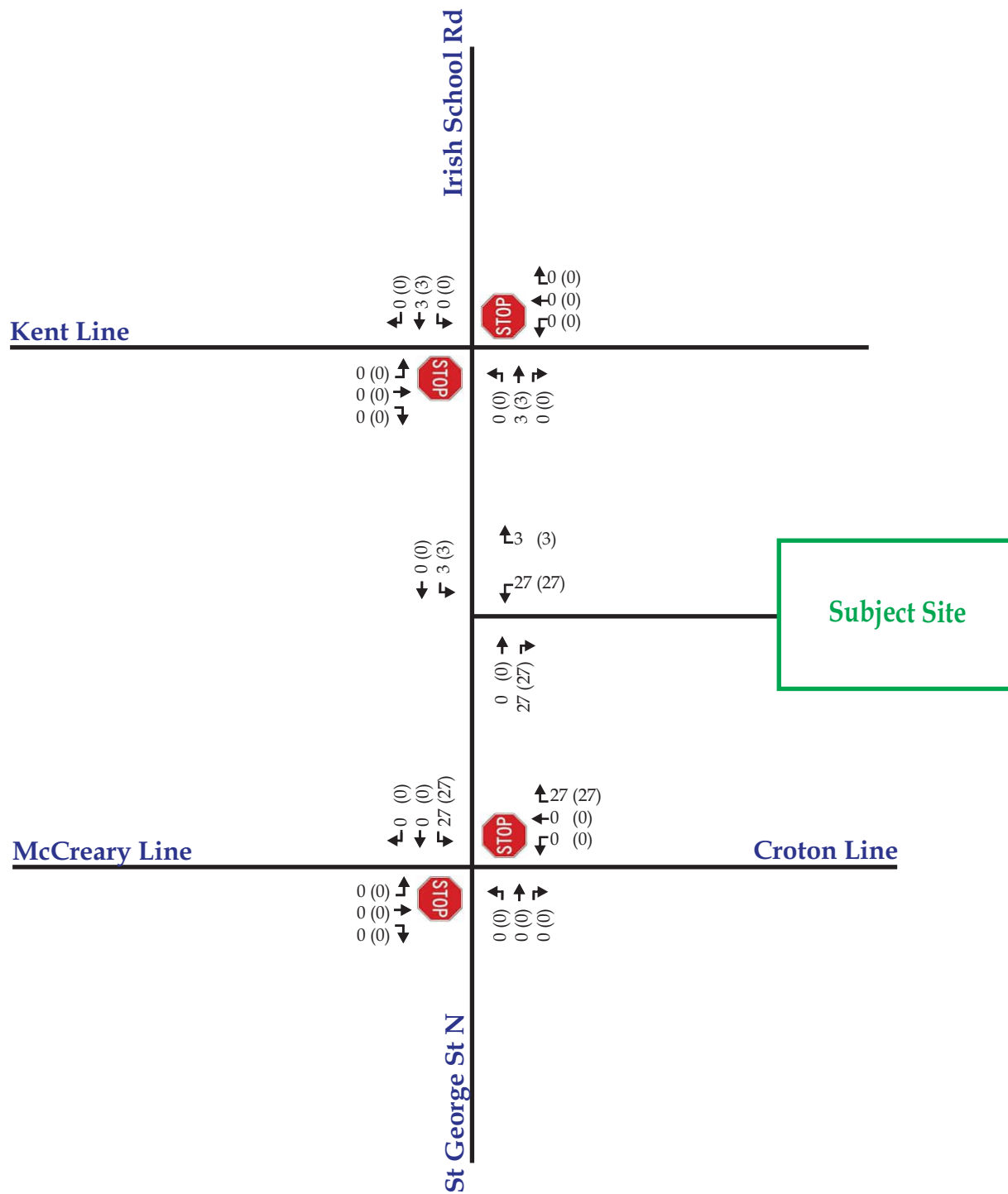
Figure 5 – Truck Volumes on Preferred Routes





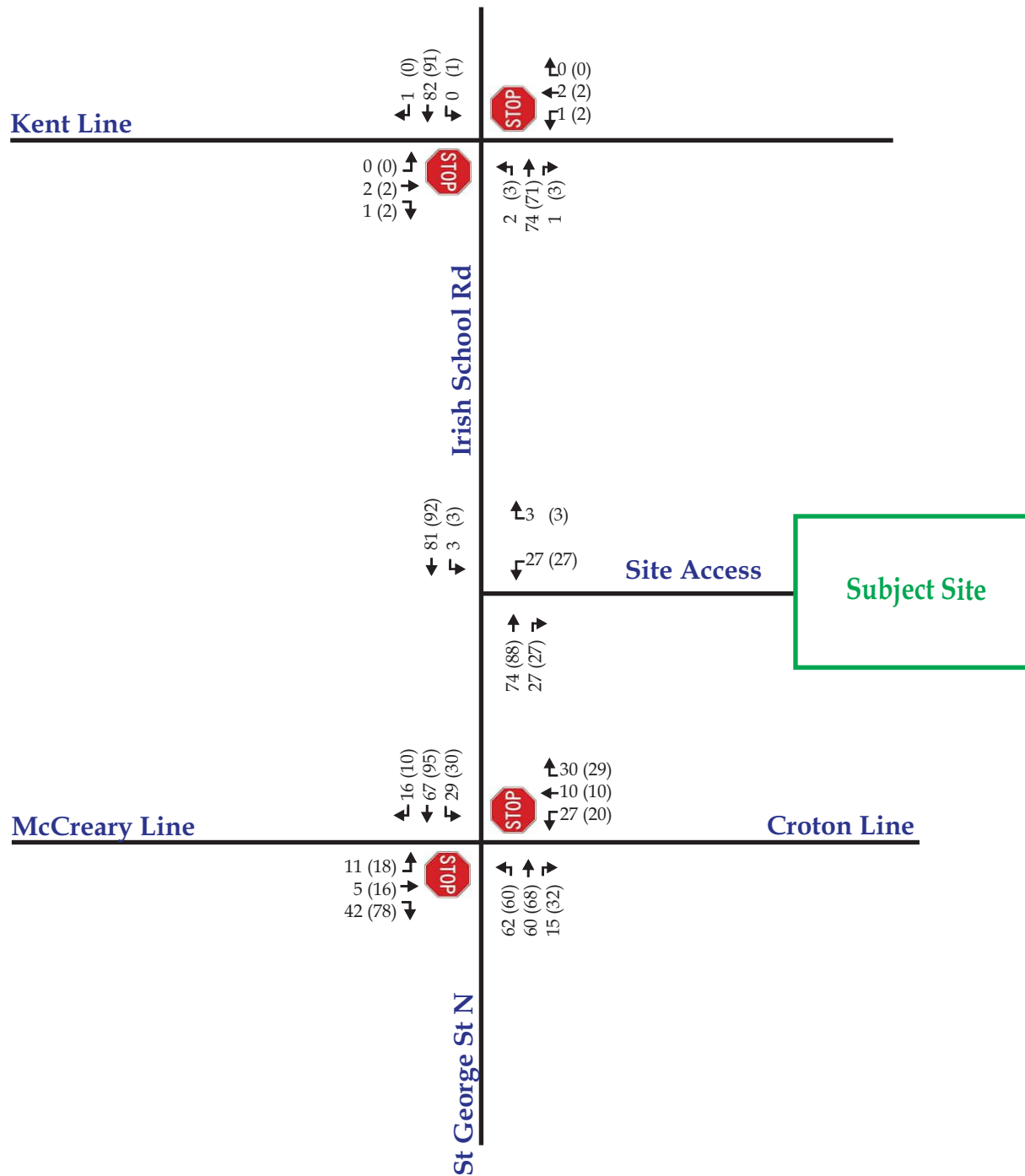
| LEGEND  |                             |
|---------|-----------------------------|
| ## (##) | AM Peak Hour (PM Peak Hour) |
|         | Existing Stop Sign          |
|         | Existing Signalized         |

**Figure 6 - Existing (2024) Traffic Volumes**



| LEGEND  |                             |
|---------|-----------------------------|
| ## (##) | AM Peak Hour (PM Peak Hour) |
|         | Existing Stop Sign          |
|         | Existing Signalized         |

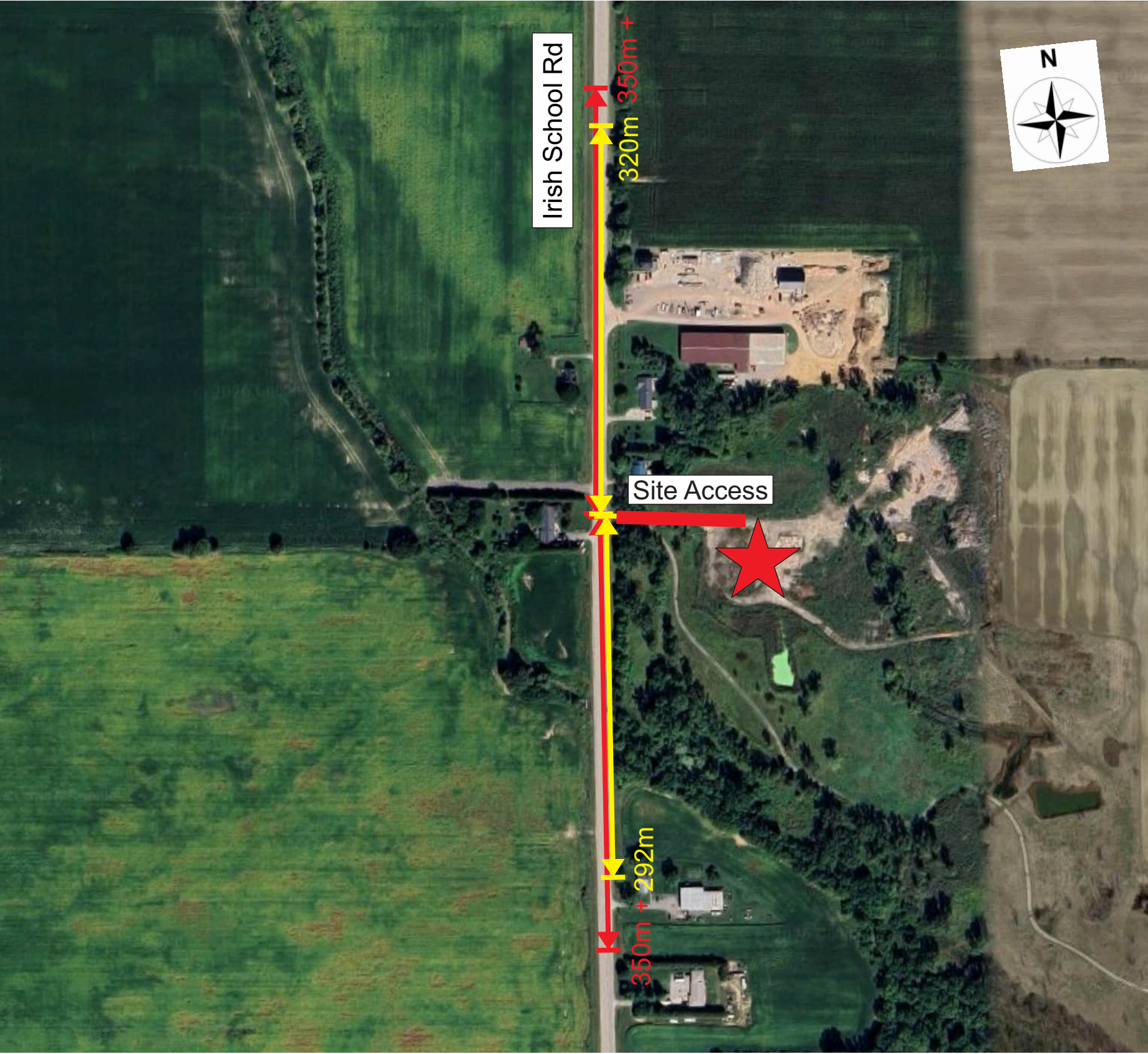
**Figure 7 - Site Traffic Volumes**



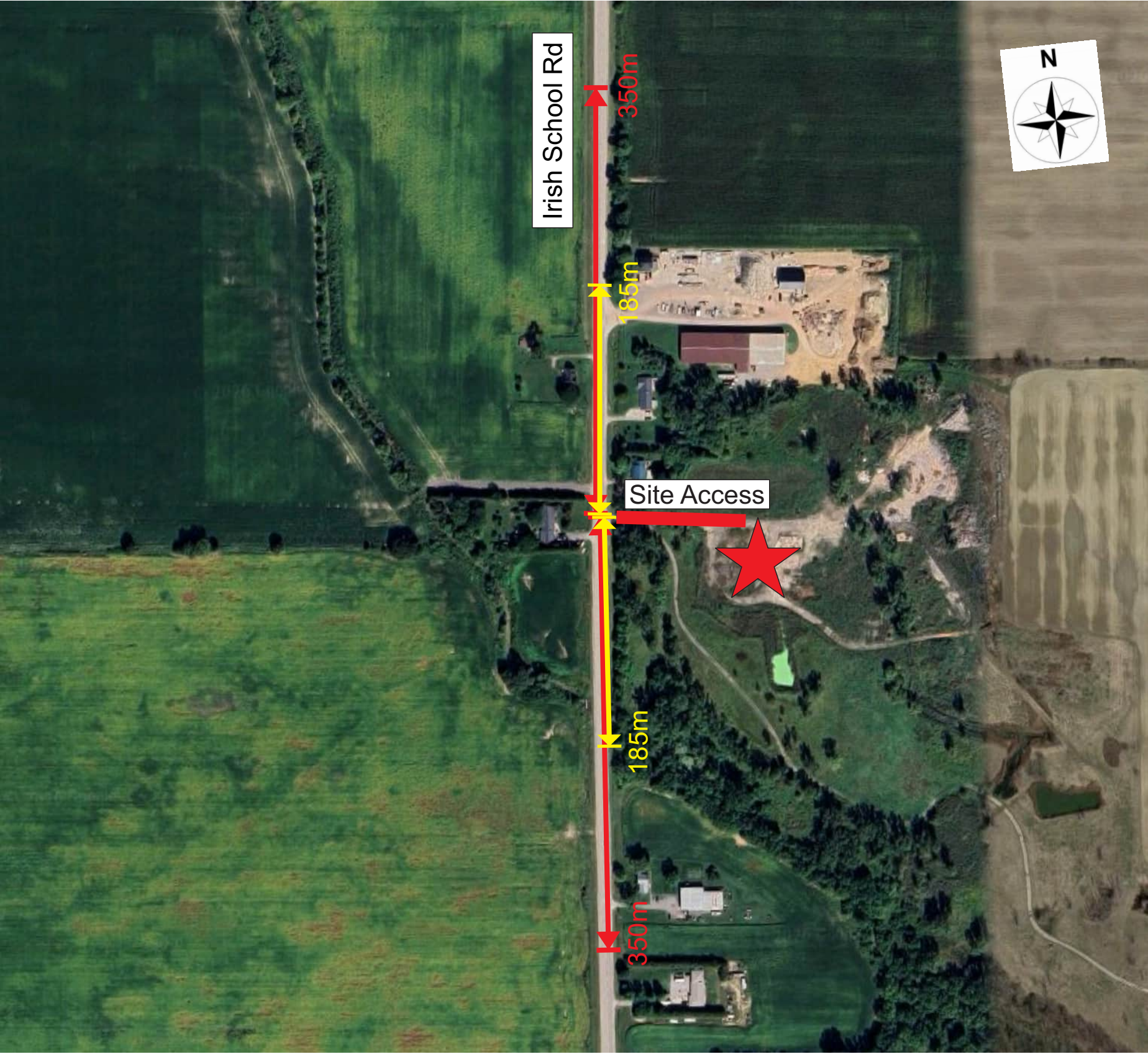
| LEGEND  |                             |
|---------|-----------------------------|
| ## (##) | AM Peak Hour (PM Peak Hour) |
|         | Existing Stop Sign          |
|         | Existing Signalized         |

**Figure 8 - Future Total Traffic Volumes**

| LEGEND                                                                            |                                      |
|-----------------------------------------------------------------------------------|--------------------------------------|
| SYMBOL                                                                            | DESCRIPTION                          |
|  | Subject Site                         |
|   | Available Sight Distance             |
|   | Required Intersection Sight Distance |



| LEGEND                                                                            |                                  |
|-----------------------------------------------------------------------------------|----------------------------------|
| SYMBOL                                                                            | DESCRIPTION                      |
|  | Subject Site                     |
|   | Available Sight Distance         |
|   | Required Stopping Sight Distance |



**Figure 12 - Croton Line at George Street - Load Restriction Sign -  
March 4, 2026**



**Figure 13 - Dawn Mills Rd at Base Line - Load Restriction Sign  
- March 4, 2026**



**Figure 14 – Windsor from/to Irish School Road (from March 1 to April 30 for axle weights >5,000 kg)**



**Figure 15 - Chatham-Kent from/to Irish School Road (from March 1 to April 30 for axle weights >5,000 kg)**

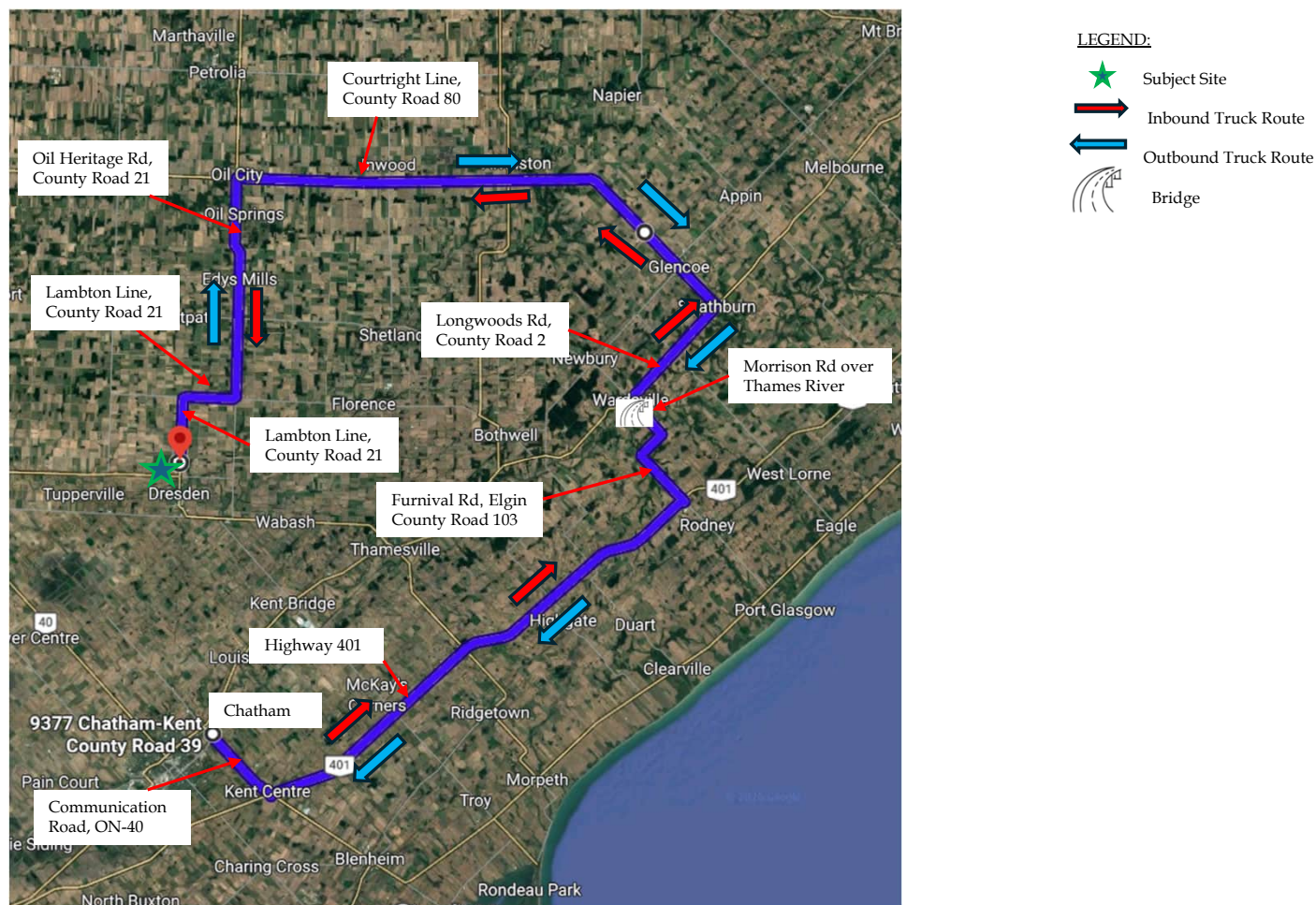
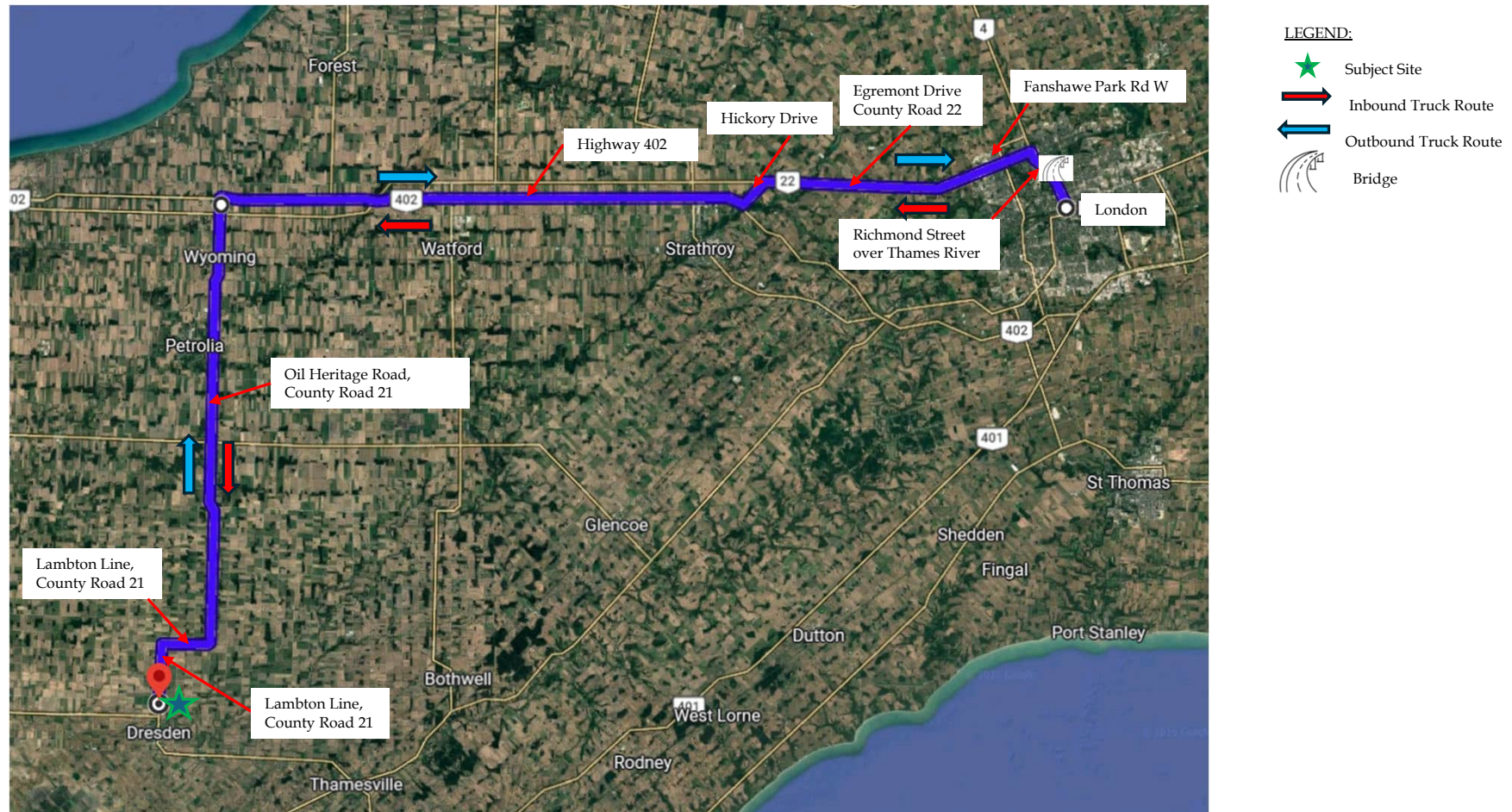
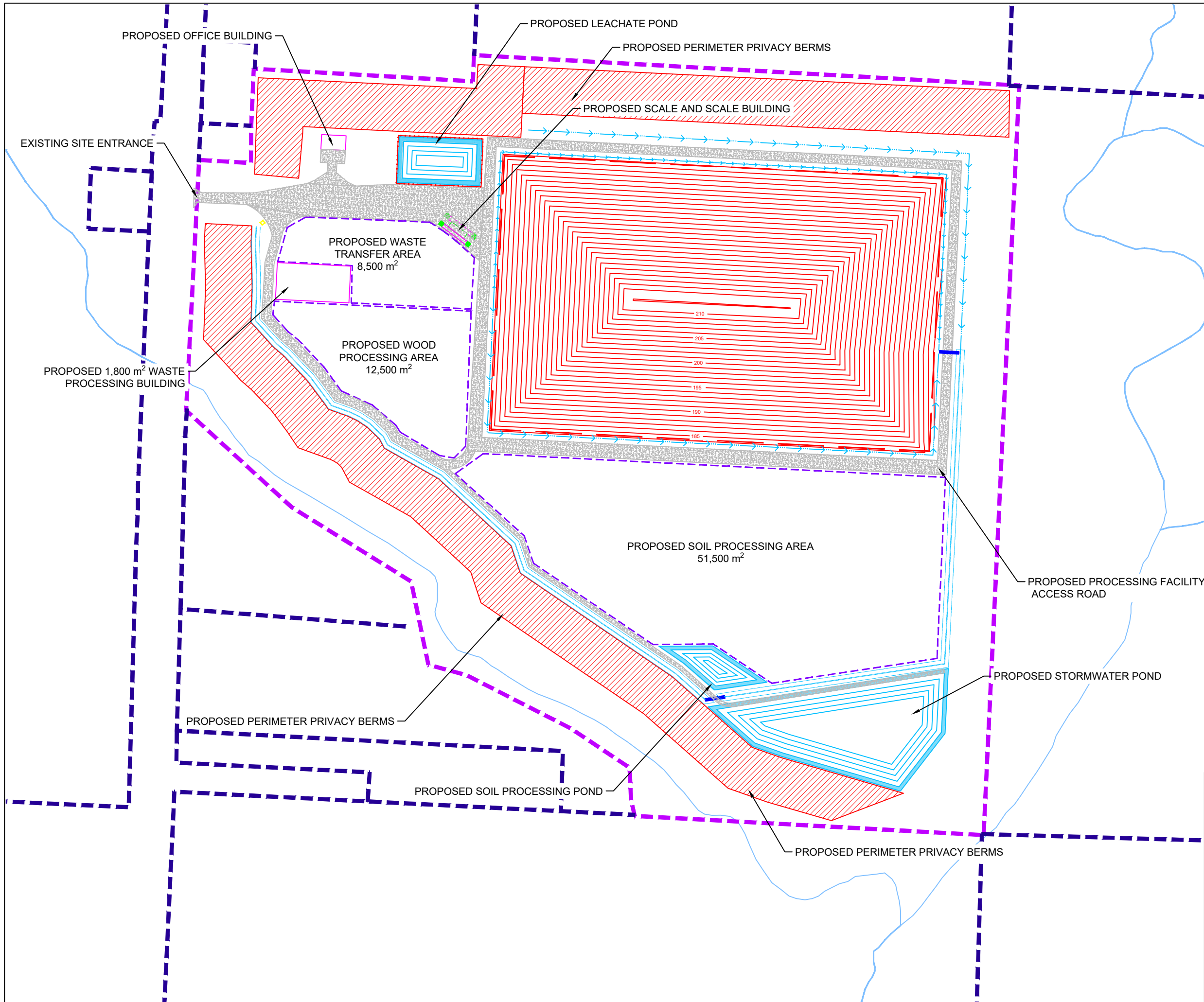


Figure 16 – London from/to Irish School Road (from March 1 to April 30 for axle weights >5,000 kg)



# **Appendix A**

## **Revised Site Plan**



PROPOSED OFFICE BUILDING

PROPOSED LEACHATE POND

PROPOSED PERIMETER PRIVACY BERMS

PROPOSED SCALE AND SCALE BUILDING

EXISTING SITE ENTRANCE

PROPOSED WASTE  
TRANSFER AREA  
8,500 m<sup>2</sup>

PROPOSED WOOD  
PROCESSING AREA  
12,500 m<sup>2</sup>

PROPOSED 1,800 m<sup>2</sup> WASTE  
PROCESSING BUILDING

PROPOSED SOIL PROCESSING AREA  
51,500 m<sup>2</sup>

PROPOSED PROCESSING FACILITY  
ACCESS ROAD

PROPOSED STORMWATER POND

PROPOSED PERIMETER PRIVACY BERMS

PROPOSED SOIL PROCESSING POND

PROPOSED PERIMETER PRIVACY BERMS



0 50 100 m  
1 : 3000

SITE LAYOUT

DRESDEN WASTE AND SOIL PROCESSING FACILITY  
29831 IRISH SCHOOL ROAD,  
DRESDEN, ONTARIO



YORK1 ENVIRONMENTAL WASTE  
SOLUTIONS LTD.  
5090 COMMERCE BLVD, SUITE 200  
MISSISSAUGA, ONTARIO, L4W 5M4 CANADA

# **Appendix B**

## **Traffic Projection Table**

## York1 Dresden - Regenerative Recycling Facility - Traffic Projections

### Inbound Trucking Types and Volumes

| Truck Type    | Allowable Gross Weight                | Truck Lengths          | Material Type | Range of Tare Weight (mT) | Average Tare Weight (mT) | Maximum # Loads Per Day | Maximum Volume per Day (mT) | Maximum Material Volume per Day (mT) |
|---------------|---------------------------------------|------------------------|---------------|---------------------------|--------------------------|-------------------------|-----------------------------|--------------------------------------|
| Walking Floor | 63,500 kg                             | 20 metres              | C&D Waste     | 34 to 38                  | 36                       | 36                      | 1296                        | 1496                                 |
| Roll-Off Bin  | 27,500 kg (tandem) 36,000 kg (triale) | 12.5 metres            | C&D Waste     | 5 to 15                   | 10                       | 20                      | 200                         |                                      |
| Pony-Pup      | 63,000 kg                             | 25 metres              | Soil          | 40 to 44                  | 42                       | 22                      | 924                         | 1504                                 |
| Trailer       | 53,500 kg (3 axle) 58,000 kg (4 axle) | 18.5 Metres, 20 metres | Soil          | 36 to 40                  | 38                       | 10                      | 380                         |                                      |
| Triaxle       | 36,000 kg (triale)                    | 12.5 metres            | Soil          | 18 to 22                  | 20                       | 10                      | 200                         |                                      |
| Total per day |                                       |                        |               |                           |                          | 98                      | 3000                        | 3000                                 |

### Outbound Trucking Types and Volumes

| Truck Type    | Allowable Gross Weight                | Truck Lengths          | Material Type      | Range of Tare Weight (mT) | Average Tare Weight (mT) | Maximum # Loads Per Day | Maximum Volume per Day (mT) | Maximum Material Volume per Day (mT) |
|---------------|---------------------------------------|------------------------|--------------------|---------------------------|--------------------------|-------------------------|-----------------------------|--------------------------------------|
| Walking Floor | 63,500 kg                             | 20 metres              | ALCF/Mulch/Chips   | 20 to 24                  | 22                       | 42                      | 924                         | 1500                                 |
| Walking Floor | 63,500 kg                             | 21 metres              | Waste to Landfill  | 34 to 38                  | 36                       | 16                      | 576                         |                                      |
| Pony-Pup      | 63,000 kg                             | 25 metres              | Recycled Aggregate | 40 to 44                  | 42                       | 22                      | 924                         | 1504                                 |
| Trailer       | 53,500 kg (3 axle) 58,000 kg (4 axle) | 18.5 Metres, 20 metres | Recycled Aggregate | 36 to 40                  | 38                       | 10                      | 380                         |                                      |
| Triaxle       | 36,000 kg (triale)                    | 12.5 metres            | Recycled Aggregate | 18 to 22                  | 20                       | 10                      | 200                         |                                      |
| Total per day |                                       |                        |                    |                           |                          | 100                     | 3004                        | 3004                                 |

| To/From Destinations       | Expected Percentage of Trucks Per Route | Expected # of Trucks | Total # of Trucks Inbound/Outbound |
|----------------------------|-----------------------------------------|----------------------|------------------------------------|
| From Dresden & Surrounding | 10%                                     | 10                   | 98                                 |
| From Windsor               | 10%                                     | 10                   |                                    |
| From Chatham               | 10%                                     | 10                   |                                    |
| From Sarnia                | 10%                                     | 10                   |                                    |
| From London and Beyond 401 | 10%                                     | 10                   |                                    |
| From London and Beyond 402 | 50%                                     | 48                   |                                    |
| To Windsor                 | 10%                                     | 10                   | 100                                |
| To Dresden & Surrounding   | 10%                                     | 10                   |                                    |
| To Chatham                 | 10%                                     | 10                   |                                    |
| To Sarnia                  | 10%                                     | 10                   |                                    |
| To London and Beyond 401   | 10%                                     | 10                   |                                    |
| To London and Beyond 402   | 50%                                     | 50                   |                                    |

# **Appendix C**

## **Future Total Traffic Level of Service Calculations**

### 3: Irish School Rd & McCreary Line/Croton Line (County 29)

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (veh/h)            | 11                                                                                | 5                                                                                 | 42                                                                                | 27                                                                                | 10                                                                                | 30                                                                                | 62                                                                                 | 60                                                                                  | 15                                                                                  | 29                                                                                  | 67                                                                                  | 16                                                                                  |
| Future Volume (Veh/h)             | 11                                                                                | 5                                                                                 | 42                                                                                | 27                                                                                | 10                                                                                | 30                                                                                | 62                                                                                 | 60                                                                                  | 15                                                                                  | 29                                                                                  | 67                                                                                  | 16                                                                                  |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 12                                                                                | 5                                                                                 | 46                                                                                | 29                                                                                | 11                                                                                | 33                                                                                | 67                                                                                 | 65                                                                                  | 16                                                                                  | 32                                                                                  | 73                                                                                  | 17                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 383                                                                               | 360                                                                               | 82                                                                                | 347                                                                               | 353                                                                               | 65                                                                                | 90                                                                                 |                                                                                     |                                                                                     | 81                                                                                  |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 383                                                                               | 360                                                                               | 82                                                                                | 347                                                                               | 353                                                                               | 65                                                                                | 90                                                                                 |                                                                                     |                                                                                     | 81                                                                                  |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 4.1                                                                                |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 98                                                                                | 99                                                                                | 95                                                                                | 95                                                                                | 98                                                                                | 97                                                                                | 96                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 520                                                                               | 530                                                                               | 978                                                                               | 546                                                                               | 535                                                                               | 999                                                                               | 1505                                                                               |                                                                                     |                                                                                     | 1517                                                                                |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 63                                                                                | 73                                                                                | 132                                                                               | 16                                                                                | 122                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 12                                                                                | 29                                                                                | 67                                                                                | 0                                                                                 | 32                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 46                                                                                | 33                                                                                | 0                                                                                 | 16                                                                                | 17                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1340                                                                              | 684                                                                               | 1505                                                                              | 1700                                                                              | 1517                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.05                                                                              | 0.11                                                                              | 0.04                                                                              | 0.01                                                                              | 0.02                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 1.2                                                                               | 2.9                                                                               | 1.1                                                                               | 0.0                                                                               | 0.5                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 9.7                                                                               | 10.9                                                                              | 4.0                                                                               | 0.0                                                                               | 2.1                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | B                                                                                 | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 9.7                                                                               | 10.9                                                                              | 3.5                                                                               |                                                                                   | 2.1                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 5.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 30.0%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 6: Irish School Rd & Kent Line/Kent Line

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 0                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 74                                                                                  | 1                                                                                   | 0                                                                                   | 82                                                                                  | 1                                                                                   |
| Future Volume (Veh/h)             | 0                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 74                                                                                  | 1                                                                                   | 0                                                                                   | 82                                                                                  | 1                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 80                                                                                  | 1                                                                                   | 0                                                                                   | 89                                                                                  | 1                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 2                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 52                                                                                 | 6                                                                                   | 2                                                                                   | 48                                                                                  | 7                                                                                   | 2                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 2                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 52                                                                                 | 6                                                                                   | 2                                                                                   | 48                                                                                  | 7                                                                                   | 2                                                                                   |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                | 91                                                                                  | 100                                                                                 | 100                                                                                 | 90                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1620                                                                              |                                                                                   |                                                                                   | 1619                                                                              |                                                                                   |                                                                                   | 873                                                                                | 888                                                                                 | 1082                                                                                | 886                                                                                 | 888                                                                                 | 1082                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 3                                                                                 | 3                                                                                 | 83                                                                                | 90                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 1                                                                                 | 0                                                                                 | 1                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1620                                                                              | 1619                                                                              | 890                                                                               | 889                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.00                                                                              | 0.00                                                                              | 0.09                                                                              | 0.10                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 0.0                                                                               | 0.0                                                                               | 2.5                                                                               | 2.7                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.0                                                                               | 2.4                                                                               | 9.5                                                                               | 9.5                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.0                                                                               | 2.4                                                                               | 9.5                                                                               | 9.5                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 15.6%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 10: Irish School Rd & Site Access

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (veh/h)            | 27                                                                                | 3                                                                                 | 74                                                                                | 27                                                                                | 3                                                                                 | 81                                                                                |
| Future Volume (Veh/h)             | 27                                                                                | 3                                                                                 | 74                                                                                | 27                                                                                | 3                                                                                 | 81                                                                                |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 29                                                                                | 3                                                                                 | 80                                                                                | 29                                                                                | 3                                                                                 | 88                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 188                                                                               | 94                                                                                |                                                                                   |                                                                                   | 109                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 188                                                                               | 94                                                                                |                                                                                   |                                                                                   | 109                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 96                                                                                | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 799                                                                               | 962                                                                               |                                                                                   |                                                                                   | 1481                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 32                                                                                | 109                                                                               | 91                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 29                                                                                | 0                                                                                 | 3                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 3                                                                                 | 29                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 812                                                                               | 1700                                                                              | 1481                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.06                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (m)             | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 9.6                                                                               | 0.0                                                                               | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 9.6                                                                               | 0.0                                                                               | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.4                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 16.7%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

### 3: Irish School Rd & McCreary Line/Croton Line (County 29)

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (veh/h)            | 18                                                                                | 16                                                                                | 78                                                                                | 20                                                                                | 10                                                                                | 29                                                                                | 60                                                                                 | 68                                                                                  | 32                                                                                  | 30                                                                                  | 95                                                                                  | 10                                                                                  |
| Future Volume (Veh/h)             | 18                                                                                | 16                                                                                | 78                                                                                | 20                                                                                | 10                                                                                | 29                                                                                | 60                                                                                 | 68                                                                                  | 32                                                                                  | 30                                                                                  | 95                                                                                  | 10                                                                                  |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 20                                                                                | 17                                                                                | 85                                                                                | 22                                                                                | 11                                                                                | 32                                                                                | 65                                                                                 | 74                                                                                  | 35                                                                                  | 33                                                                                  | 103                                                                                 | 11                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 416                                                                               | 414                                                                               | 108                                                                               | 387                                                                               | 384                                                                               | 74                                                                                | 114                                                                                |                                                                                     |                                                                                     | 109                                                                                 |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 416                                                                               | 414                                                                               | 108                                                                               | 387                                                                               | 384                                                                               | 74                                                                                | 114                                                                                |                                                                                     |                                                                                     | 109                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 4.1                                                                                |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 96                                                                                | 97                                                                                | 91                                                                                | 95                                                                                | 98                                                                                | 97                                                                                | 96                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 495                                                                               | 494                                                                               | 945                                                                               | 481                                                                               | 514                                                                               | 988                                                                               | 1475                                                                               |                                                                                     |                                                                                     | 1481                                                                                |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 122                                                                               | 65                                                                                | 139                                                                               | 35                                                                                | 147                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 20                                                                                | 22                                                                                | 65                                                                                | 0                                                                                 | 33                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 85                                                                                | 32                                                                                | 0                                                                                 | 35                                                                                | 11                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1357                                                                              | 653                                                                               | 1475                                                                              | 1700                                                                              | 1481                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.09                                                                              | 0.10                                                                              | 0.04                                                                              | 0.02                                                                              | 0.02                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 2.4                                                                               | 2.6                                                                               | 1.1                                                                               | 0.0                                                                               | 0.5                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 10.3                                                                              | 11.1                                                                              | 3.7                                                                               | 0.0                                                                               | 1.8                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | B                                                                                 | B                                                                                 | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 10.3                                                                              | 11.1                                                                              | 3.0                                                                               |                                                                                   | 1.8                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 5.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 30.7%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 6: Irish School Rd & Kent Line/Kent Line

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 0                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                  | 71                                                                                  | 3                                                                                   | 1                                                                                   | 91                                                                                  | 0                                                                                   |
| Future Volume (Veh/h)             | 0                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                  | 71                                                                                  | 3                                                                                   | 1                                                                                   | 91                                                                                  | 0                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                  | 77                                                                                  | 3                                                                                   | 1                                                                                   | 99                                                                                  | 0                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 58                                                                                 | 9                                                                                   | 3                                                                                   | 50                                                                                  | 10                                                                                  | 2                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 58                                                                                 | 9                                                                                   | 3                                                                                   | 50                                                                                  | 10                                                                                  | 2                                                                                   |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                | 91                                                                                  | 100                                                                                 | 100                                                                                 | 89                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1620                                                                              |                                                                                   |                                                                                   | 1618                                                                              |                                                                                   |                                                                                   | 857                                                                                | 885                                                                                 | 1081                                                                                | 883                                                                                 | 884                                                                                 | 1082                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 4                                                                                 | 4                                                                                 | 83                                                                                | 100                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 0                                                                                 | 2                                                                                 | 3                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 2                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1620                                                                              | 1618                                                                              | 890                                                                               | 884                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.00                                                                              | 0.00                                                                              | 0.09                                                                              | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 0.0                                                                               | 0.0                                                                               | 2.5                                                                               | 3.1                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.0                                                                               | 3.6                                                                               | 9.5                                                                               | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.0                                                                               | 3.6                                                                               | 9.5                                                                               | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 15.8%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | A                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 10: Irish School Rd & Site Access

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (veh/h)            | 27                                                                                | 3                                                                                 | 88                                                                                | 27                                                                                | 3                                                                                 | 92                                                                                |
| Future Volume (Veh/h)             | 27                                                                                | 3                                                                                 | 88                                                                                | 27                                                                                | 3                                                                                 | 92                                                                                |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 29                                                                                | 3                                                                                 | 96                                                                                | 29                                                                                | 3                                                                                 | 100                                                                               |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 216                                                                               | 110                                                                               |                                                                                   |                                                                                   | 125                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 216                                                                               | 110                                                                               |                                                                                   |                                                                                   | 125                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 96                                                                                | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 770                                                                               | 943                                                                               |                                                                                   |                                                                                   | 1462                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 32                                                                                | 125                                                                               | 103                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 29                                                                                | 0                                                                                 | 3                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 3                                                                                 | 29                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 784                                                                               | 1700                                                                              | 1462                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.07                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (m)             | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 9.8                                                                               | 0.0                                                                               | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 9.8                                                                               | 0.0                                                                               | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 17.3%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |



## REGENERATIVE RECYCLING FACILITY

### COMMUNITY UPDATE – SUMMER 2026

Our second letter to every household in Dresden



Dear neighbours,

Earlier this year, YORK1 wrote a letter to every household in Dresden to introduce our new Regenerative Recycling Facility, a project that will transform the existing landfill site on Irish School Road into a modern facility that exclusively processes non-hazardous construction and demolition materials.

This is our second letter to every household in Dresden, and it is intended to update you on where the project stands today, answer the questions we hear most often, and restate the commitments we have made to this community.

We know there is a lot of information, and misinformation, circulating about this project. You deserve to hear directly from us, in plain language, about what is actually happening.

### WHERE THE PROJECT STANDS TODAY

The project remains in the provincial review stage. YORK1 is working through Environmental Compliance Approval (ECA) applications with Ontario's Ministry of the Environment, Conservation and Parks (MECP) at a pre-submission stage, and no new operations will begin until the Ministry has completed its review and issued its approvals.

Here is what has happened since our last letter:

- **Stormwater:** MECP's technical reviewers have completed their review of our stormwater management design and provided their concurrence.
- **Groundwater:** MECP's technical review of groundwater and hydrogeology is in its final stages. We submitted an updated Hydrogeological Report to the Ministry at the end of May 2026, and additional field work requested by the Ministry is underway now.
- **Field work on site:** Through June and July you may notice crews on the Irish School Road property carrying out quarterly groundwater monitoring, geotechnical investigations, test pit assessments, installation of new groundwater monitoring wells, and general site maintenance. This work supports the Ministry's review. It is not construction, and it is not the start of new operations.
- **Domestic well survey:** As part of the groundwater program, our consultants are contacting nearby residents directly about a door-to-door domestic well survey. Participation is voluntary, and the survey helps establish an accurate baseline picture of local well water.
- **Formal neighbour notification:** This summer, neighbours within a certain zone of the site will receive formal written notification as part of the ECA application process.
- **Applications:** YORK1 expects to submit its full ECA application packages, covering air and noise, stormwater, waste transfer, and the landfill, in mid-summer 2026, once the remaining technical work is complete.

## COMMON QUESTIONS

### ISN'T THIS JUST REOPENING THE DUMP?

No. While the facility has never closed, this new facility that we are working on will process non-hazardous construction and demolition materials such as wood, concrete, shingles, drywall, metal, brick, and asphalt. It will not accept household garbage, and it is not a return to traditional landfilling.

In fact, the project includes removing buried materials from the existing landfill, upgrading the site with modern impermeable liners, and capturing and treating groundwater runoff to provincial standards.

### HAS THE PROJECT ALREADY BEEN APPROVED?

Every aspect of the proposed facility is subject to MECP review and approval under Ontario's Environmental Protection Act and Ontario Water Resources Act. The Ministry's technical experts are reviewing our reports in detail, asking questions, and requiring additional work where they see the need. That is the process working as it should.

### WILL MY WELL WATER BE SAFE?

Protecting groundwater is the single largest focus of the provincial review. The site will operate under a comprehensive groundwater monitoring program, with defined triggers and contingency plans, that covers all activities on the property. New monitoring wells are being installed, quarterly sampling is underway, and the voluntary domestic well survey will document baseline conditions for nearby wells before any new activity begins.

### WHY ARE THERE TRUCKS AND CREWS ON THE SITE NOW?

The activity you may see this summer is environmental study and site maintenance, including drilling, sampling, surveying, and grass cutting. It is work required to support the Ministry's review.

### IS IT TRUE THAT YORK1 NEVER CONSULTED THE COMMUNITY OR THE MUNICIPALITY?

This is one of the most persistent misunderstandings, and it is not accurate. In addition to direct letters to homes in Dresden, YORK1's engagement with the Municipality of Chatham-Kent dates back to December 2021. We hosted a public information session on February 10, 2024 and an open house in Dresden on March 1, 2024, where residents reviewed project materials and spoke directly with our team. In addition, YORK1 communicates with the municipality regularly through written correspondence and meetings.

### WHAT HAPPENS NEXT?

Once the remaining technical work is finished and the ECA applications are submitted, the Ministry will conduct its review. We will keep writing to you at each major milestone.

## OUR COMMITMENTS TO DRESDEN

- **Recycling first.** Up to 80 percent of incoming materials will be recycled and diverted from traditional landfills.
- **A cleaner site than today.** Buried materials will be removed, modern impermeable liners installed, and groundwater runoff captured and treated to provincial standards.
- **Respect for your roads.** Truck traffic will be limited to daytime hours and routed away from schools, congested residential areas, and the downtown core.
- **Strict environmental oversight.** Operations will be governed by MECP approvals, with rigorous groundwater monitoring and modern engineering standards.
- **Local benefit.** Jobs, educational partnerships with schools and trade colleges, and community recycling and cleanup initiatives that keep value in Dresden.
- **Ongoing, direct communication.** We will continue to write to every household, answer questions, and meet with residents and municipal representatives in person or virtually, on request.

## QUESTIONS? TALK TO US DIRECTLY

If you have a question or concern, or if you have heard something about the project and want to know whether it is true, please come to us directly.

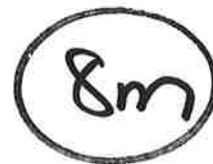
Visit [SustainableDresden.ca](http://SustainableDresden.ca) for project information and updates or contact YORK1 at [info@york1.com](mailto:info@york1.com) to ask a question.

We are committed to answering honestly and transparently.

Thank you for taking the time to read this update. Dresden is this project's home, and we intend to keep earning your trust.

Sincerely,

**THE YORK1 TEAM**



**Martha Gawley**

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**From:**  
**Sent:** Tuesday, July 28, 2026 5:18 PM  
**To:** Martha Gawley  
**Subject:** Senior Advisory Committee  
**Attachments:** Seniors Advisory Committee - Questions from Ontario Health Team.docx

Here is a synopsis of the meeting held today.

LAMBTON SENIORS' ADVISORY COMMITTEE  
MEETING SYNOPSIS FOR JULY 28, 2026

The Lambton Seniors' Advisory Committee met at the Lambton Shared Services Centre in Sarnia for their committee meeting. Arlene Patterson welcomed Bel Jamieson from the North Lambton Community Health Centre and Kathryn Leferman with Sarnia Lambton Ontario Health Team to our meeting. We discussed in great detail how seniors or other residents obtain a family physician or nurse practitioner by registering on Ontario Health at Home. We also discussed home care and some of its challenges that seniors face getting service at home. It was pointed out to the committee that municipal health care is a priority for the next four years. Prior to this meeting each township representative was asked to survey their area about health care concerns. I have attached my findings. It is my hope that a list of resources that are indeed available to our area is developed since we are so often questioned about "where" we live and then told the services don't apply to our situation.

I welcome the opportunity to attend these meetings and bring our concerns forward.

Shirley Sewell

9

**VOUCHER # 14 - 2026**

**17-Aug-26**

| <b>INVOICES</b>                    | <b>CHEQUE RUN</b> | <b>CHEQUE #</b> | <b>TOTAL</b>                    |
|------------------------------------|-------------------|-----------------|---------------------------------|
| Admin/P Wks/Fire/Drain/Water/DECC  | 15-Jul-26         | EFT             | \$ 5,949.45                     |
| Admin/P Wks/Fire/Drain/Water/DECC  | 20-Jul-26         | 5102-5114       | \$ 67,578.83                    |
| Admin/P Wks/Fire/Drain/Water/DECC  | 21-Jul-26         | EFT             | \$ 128,537.72                   |
| Admin/P Wks/Fire/Drain/Water/DECC  | 4-Aug-26          | EFT             | \$ 43,096.84                    |
| Admin/P Wks/Fire/Drain/Water/DECC  | 5-Aug-26          | EFT             | \$ 36,861.88                    |
| Admin/P Wks/Fire/Drain/Water/DECC  | 5-Aug             | 5115            | \$ 29,066.00                    |
| Admin/P Wks/Fire/Drain/Water/DECC  | 6-Aug             | VISA            | \$ 1,635.01                     |
| <b>Grand total of all invoices</b> |                   |                 | <b>\$ 312,725.73</b>            |
| <b>PAYROLL</b>                     | <b>PP # 16</b>    | <b>PP # 17</b>  |                                 |
| Administration                     | \$ 19,958.30      | \$ 19,958.30    | \$ 39,916.60                    |
| Public Works                       | \$ 31,510.43      | \$ 32,565.76    | \$ 64,076.19                    |
| Council                            | \$ 4,358.36       |                 | \$ 4,358.36                     |
| <b>Grand total of all Payroll</b>  |                   |                 | <b>\$ 108,351.15</b>            |
| <b>VOUCHER # 14 - 2026</b>         |                   |                 | <b>GRAND TOTAL \$421,076.88</b> |



**Township of Dawn Euphemia**  
**2026 Budget to Actual Q2**  
**As of June 30, 2026**

|                             |            | Budget    | Actual    | Bal (\$)  | Bal (%)    |
|-----------------------------|------------|-----------|-----------|-----------|------------|
| Administration              | Council    | 72,986    | 34,098    | 38,888    | 53.28%     |
|                             | Admin      | 623,527   | 264,264   | 359,263   | 57.62%     |
|                             | Operations | 171,808   | 119,187   | 52,621    | 30.63%     |
|                             |            |           |           |           |            |
| Fire                        | Admin      | 122,028   | 45,583    | 76,445    | 62.65%     |
|                             | Operations | 208,461   | 74,202    | 134,259   | 64.40%     |
|                             |            |           |           |           |            |
| Planning and Development    | Admin      | 40,000    | 20,000    | 20,000    | 50.00%     |
| Note: billed out via Drains | Operations | 813       | 345,002   | -344,189  | -42335.67% |
|                             |            |           |           |           |            |
| Public Works                | Admin      | 1,003,539 | 553,605   | 449,934   | 44.83%     |
|                             | Operations | 2,531,800 | 1,412,649 | 1,119,151 | 44.20%     |
|                             |            |           |           |           |            |
| Water                       | Admin      | 139,500   | 1,009     | 138,491   | 99.28%     |
|                             | Operations | 329,503   | 112,454   | 217,049   | 65.87%     |
|                             |            |           |           |           |            |
| Social Services             | Admin      | 4,000     | 0         | 4,000     | 100.00%    |
|                             | Operations | 595,078   | 259,514   | 335,564   | 56.39%     |
|                             |            |           |           |           |            |
| Recreation and Culture      | Admin      | 0         | 0         | 0         | 0.00%      |
|                             | Operations | 117,835   | 101,830   | 16,005    | 13.58%     |

The Corporation of the Township of Dawn-Euphemia



RESOLUTION – REGULAR MEETING

Date: August 17, 2026

| Moved by:                           | Seconded by:                        | Recorded Vote: |            |
|-------------------------------------|-------------------------------------|----------------|------------|
|                                     |                                     | Order          | Vote       |
| <input type="checkbox"/> A. Broad   | <input type="checkbox"/> A. Broad   | _____          | A. Broad   |
| <input type="checkbox"/> A. Gray    | <input type="checkbox"/> A. Gray    | _____          | A. Gray    |
| <input type="checkbox"/> P. LeBoeuf | <input type="checkbox"/> P. LeBoeuf | _____          | P. LeBoeuf |
| <input type="checkbox"/> M. McGuire | <input type="checkbox"/> M. McGuire | _____          | M. McGuire |
| <input type="checkbox"/> J. Meyer   | <input type="checkbox"/> J. Meyer   | _____          | J. Meyer   |

That By-Law 2026-21, Being a By-law to Establish and Administer a Joint Compliance Audit Committee, Appoint Members to the Committee and Repeal By-law 2022-16, be taken as read a first, second, and third time, and finally passed this 17<sup>th</sup> day of August 2026. *Carried*

The Corporation of the Township of Dawn-Euphemia



RESOLUTION – REGULAR MEETING

Date: August 17, 2026

| Moved by:                           | Seconded by:                        | Recorded Vote: |            |
|-------------------------------------|-------------------------------------|----------------|------------|
|                                     |                                     | Order          | Vote       |
| <input type="checkbox"/> A. Broad   | <input type="checkbox"/> A. Broad   | _____          | A. Broad   |
| <input type="checkbox"/> A. Gray    | <input type="checkbox"/> A. Gray    | _____          | A. Gray    |
| <input type="checkbox"/> P. LeBoeuf | <input type="checkbox"/> P. LeBoeuf | _____          | P. LeBoeuf |
| <input type="checkbox"/> M. McGuire | <input type="checkbox"/> M. McGuire | _____          | M. McGuire |
| <input type="checkbox"/> J. Meyer   | <input type="checkbox"/> J. Meyer   | _____          | J. Meyer   |

That By-Law 2026-22 being a By-law to adopt the tax rates for 2026 and Repeal By-Law 2026-20, be read a first, second, and third time, and finally passed this 17<sup>th</sup> day of August 2026. *Carried.*



THE CORPORATION OF THE TOWNSHIP OF DAWN-EUPHEMIA

**BY-LAW NUMBER 2026-22**

***Being a by-law to adopt the tax rates for 2026 and Repeal By-law 2026-20***

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**WHEREAS** the Corporation of the Township of Dawn-Euphemia has prepared and adopted estimates of all cash requirements for the year for the purposes of the Municipality, pursuant to s.290 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended (hereinafter referred to as "The Act");

**AND WHEREAS** the property assessment roll on which the 2025 taxes are to be levied has been returned and revised pursuant to the provisions of the Assessment Act, R.S.O. 1990, c.31, as amended;

**AND WHEREAS** for the purposes of raising the general local levy, s.312 of The Act requires the Council of a local municipality to pass a by-law, each year, levying a separate tax rate as specified in the by-law on the assessment in each property class in the local municipality rateable for local municipal purposes;

**AND WHEREAS** for the purposes of raising a special local levy, s.312 of The Act requires the Council of a local municipality to pass a by-law, each year, levying a separate tax rate as specified in the by-law on all or part of the assessment in each property class in the local municipality rateable for local municipal purposes;

**AND WHEREAS** the property classes have been prescribed under the Assessment Act, R.S.O. 1990 c.31, as amended, and Regulations thereto;

**AND WHEREAS** the County of Lambton has established tax rate reductions for prescribed property subclasses for the County and each lower tier municipality;

**AND WHEREAS** the County of Lambton has established tax ratios for each of the required, optional and sub-property classes for the County and each lower tier municipality;

**AND WHEREAS** the County of Lambton has adopted a levy on lower tier municipalities for the year 2025;

**AND WHEREAS** the Province of Ontario has enacted regulations establishing tax rates for school purposes;

**AND WHEREAS** the tax rates on the prescribed property classes and prescribed property subclasses have been calculated in accordance with the provisions of The Act;

**NOW THEREFORE** the Council of the Corporation of the Township of Dawn-Euphemia **ENACTS AS FOLLOWS**;

1. That the tax rates for the year 2026 shall be those as set out in Schedule 'B'.
2. That charges, fees, rates, and assessments imposed by the Township pursuant to provincial legislation or Township by-laws, be adopted and added to the Tax Collector's roll for 2026: Drainage Act, Housing Development Act, Line Fences Act, Local Improvement Regulation, Weed Control Act, Municipal Act, Ontario Water Resources act, Tile Drainage Act, Planning Act and Site Plan Agreements, Provincial Offences Act, and the Power Corporation Act.
3. The taxes shall become due and payable in two instalments:
  - i. One-half (1/2) thereof on the last business day of September (excluding Provincial and Federal Holidays) – September 29, 2026
  - ii. One-half (1/2) thereof on the last business day of November (excluding Provincial and Federal Holidays) – November 30, 2026
4. A penalty shall be imposed for non-payment of taxes on the due date at the rate of 1.25% of the amount due and unpaid on the first day of default, and an additional penalty of 1.25% shall be added on the first day of each calendar month thereafter in which default continues, but not after the end of the year in which taxes are levied.
5. The Treasurer is authorized to mail or cause to be mailed a notice specifying the amount of taxes payable to the address of the residence of the person indicated in the last revised assessment roll.
6. That the interest rate to be charged for tax relief granted pursuant to By-law No. 42 of 2001, as amended, of the County of Lambton Paragraph 17 be set at the same rate established for any outstanding taxes under Sections 5 or 6.
7. Failure to receive the aforesaid notice in advance of the date for payment of the levy or any instalment, does not affect the timing of default or the date from which interest shall be imposed.
8. The Treasurer may accept part payment on account of any taxes due, but such acceptance shall not affect penalty under Section 4 of this By-law.
9. For payments in lieu of taxes due to the Township, the actual amount shall be based on the assessment roll and the tax rates for the year.
10. If any section or portion of this By-law or Schedules 'A' or 'B' is found by a court of competent jurisdiction to be invalid, it is the intent of the Council of the Corporation of the Township of Dawn-Euphemia that all remaining sections and portions of this By-law and Schedules 'A' and 'B' continue in force and effect.
11. That Schedules 'A' and 'B' attached hereto shall form part of the by-law.
12. This by-law comes into force and takes effect on the passing thereof.
13. All by-laws and parts of by-laws inconsistent with this paragraph are hereby superseded.

Read a first, second, and third time and finally passed this 17th day of August 2026.

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Mayor

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Clerk

The Corporation of the Township of Dawn-Euphemia



RESOLUTION – REGULAR MEETING

Date: August 17, 2026

| Moved by:                           | Seconded by:                        | Order | Recorded Vote:<br>Vote |
|-------------------------------------|-------------------------------------|-------|------------------------|
| <input type="checkbox"/> A. Broad   | <input type="checkbox"/> A. Broad   | _____ | A. Broad               |
| <input type="checkbox"/> A. Gray    | <input type="checkbox"/> A. Gray    | _____ | A. Gray                |
| <input type="checkbox"/> P. LeBoeuf | <input type="checkbox"/> P. LeBoeuf | _____ | P. LeBoeuf             |
| <input type="checkbox"/> M. McGuire | <input type="checkbox"/> M. McGuire | _____ | M. McGuire             |
| <input type="checkbox"/> J. Meyer   | <input type="checkbox"/> J. Meyer   | _____ | J. Meyer               |

That Council hereby now moves into a session of the Regular Council Meeting that shall be closed to the public at \_\_\_\_\_ pm in accordance with One (1) Matter under S.239(2)(b) Personal Matters about an Identifiable Individual including Municipal Employees. *Carried.*

The Corporation of the Township of Dawn-Euphemia

12

RESOLUTION – REGULAR MEETING

Date: August 17, 2026

| Moved by:                           | Seconded by:                        | Order | Recorded Vote:<br>Vote |
|-------------------------------------|-------------------------------------|-------|------------------------|
| <input type="checkbox"/> A. Broad   | <input type="checkbox"/> A. Broad   | _____ | A. Broad               |
| <input type="checkbox"/> A. Gray    | <input type="checkbox"/> A. Gray    | _____ | A. Gray                |
| <input type="checkbox"/> P. LeBoeuf | <input type="checkbox"/> P. LeBoeuf | _____ | P. LeBoeuf             |
| <input type="checkbox"/> M. McGuire | <input type="checkbox"/> M. McGuire | _____ | M. McGuire             |
| <input type="checkbox"/> J. Meyer   | <input type="checkbox"/> J. Meyer   | _____ | J. Meyer               |

That this Regular Meeting of Council be hereby adjourned at the hour of \_\_\_\_\_ pm, to meet again for the Regular Meeting of Council on Tuesday, September 8, 2026, at 6:30 pm or at the call of the Chair. *Carried.*