DEGAGNE MOTORS/DEGAGNE ENTERPRISES PROPERTY LAURENSON'S WETLAND COMPLEX SCOPED ENVIRONMENTAL IMPACT STATEMENT

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Submitted to meet the City of Kenora's scoped EIS requirements for a potential future easement application for the Degagne Motors property near the Laurenson's Creek wetland complex.

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Contents

1.0 INTRODUCTION

As a result of Canadian Pacific Railway ownership of Railway Street and adjacent lands for access to the subject properties, the City of Kenora has requested a scoped EIS for a potential future access road from Gould Road to the site of the northernmost of the two proposed severed lots (the site of the current Degagne Enterprises). This scoped Environmental Impact Statement has been submitted to meet the environmental requirements for a road easement on the subject property. Kenora Resource Consultants Inc. was contracted by Paulette Michalchuk to conduct the scoped EIS on this property. It is important to note that the purpose of this document is to provide a Scoped EIS in accordance with section 8.8.1 of the City of Kenora Final Official Plan (2010) and is not intended to meet the requirements of a Full Site EIS (section 8.8.2) should the scope of proposed future work deem that a Full Site EIS is required. The purpose of the scoped EIS is to: describe existing natural features that may be impacted by the development of a road on the subject property; describe the potential impacts of development on the ecological functions of identified natural features; and provide mitigation strategies to minimize impacts of development on the ecological integrity and functions of identified natural resource values.

2.0 SITE LOCATION

The subject property is located in the City of Kenora on the northeast end of the Laurenson's Creek wetland complex between Railway Street and Gould Road (Figure 1).

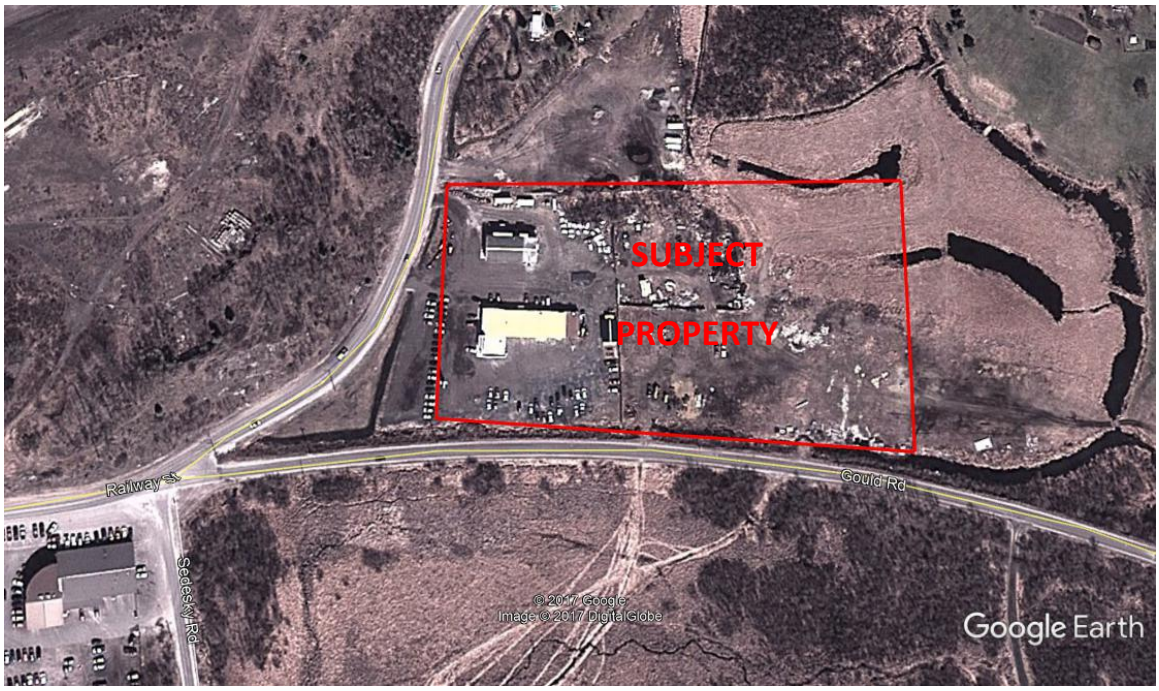

Figure 1 – Location of subject property between Railway Street and Gould Road in the City of Kenora

Laurenson's Creek has been designated as a Provincially Significant Wetland and therefore an EIS is required when any proposed development within 120 metres (m) of the Laurenson's Lake/Creek wetland complex is proposed in accordance with section 4.10.1 of the City of Kenora Final Official Plan (2010).

Figure 2 – View from proposed created lot looking south across proposed retained lot towards Gould Road

Figure 3 – View of southern side of proposed created lot (looking west)

3.0 METHODOLOGY

3.1 Delineation of Wetland Boundary

Field work was conducted during a single site visit on October 31st, 2017. The boundary of the wetland was delineated using the methodology outlined in the Ontario Wetland Evaluation Manual, Northern Ontario (MNR, 1993). The composition of the plant community was the primary criterion used to determine if wetland habitat was present (Figure 4). The plant species present in an area is indicative of that area's vegetative response to interacting environmental factors – where the factors present a condition of "saturation", the plant composition must shift to those species that have adapted and are able to thrive in a wet environment, hence the wetland species observed within the delineated wetland boundary. Using the "50% wetland vegetation rule" (OMNR 2011), fieldwork involved continuous assessment of the point on the landscape at which it was observed that 50% or more of the relative cover was wetland species vs. upland species.

Figure 3 – Wetland boundary at the east end of subject property

A Trimble GeoXT 2005 handheld GPS receiver was used to record the landscape features identified. Consideration to the accuracy of the data recorded by the GPS receiver was taken into account when configuring the unit before field work was conducted. First, the internal SBAS feature was enabled that allowed the receiver to perform realtime functions and calculations that allow for sub-metre accuracy to be achieved. Next, the receiver was configured to only record data when sub-meter accuracy had been attained. All data were recorded unprojected using the WGS84 datum, and exported from the GeoXT 2005 as point features.

4.0 RESULTS

4.1 Delineation of Wetland Boundary

The wetland boundary is characterized by what appears to be a historical filling-in of the wetland area to increase the amount of land available for development and a historical golf driving range. As a result of this legacy disturbance on the property and the recent utilization of the site as a storage area, the wetland boundary on the subject property was not characterized by a typical wetland to upland transition that would be found in an undisturbed riparian zone. As a result of this previous disturbance, the wetland boundary was characterized by a transition from wetland plant species to signs of infilling and compaction of soils. Results of the wetland boundary delineation can be found in Figure 4 and table 1.

Figure 4 – Wetland boundary on subject property adjacent to potential future road easement (in green)

Table 1 – GPS Coordinates of Point Features Identified During Wetland Boundary Delineation

	GPS Coordinates	
Point	**mE**	**mN**
A	395055	55144149
B	395057	5514166
C	395055	5514188
D	395039	5514197
E	395025	5514194
F	395002	5514205
G	394996	5514223

5.0 DISCUSSION - IMPORTANCE OF A VEGETATIVE BUFFER

The most important watershed scale stormwater management practice is the creation or preservation of a wide riparian vegetative buffer zone, also referred to as an ecological buffer (Day et al., 2008). Wetland vegetative buffers are defined as areas that surround a wetland and reduce adverse impacts to natural ecosystem functions and values from surrounding land-use (Castelle et al., 1992). It is recognized that the creation of a road easement does not allow for the creation and maintenance of a riparian buffer for the identified provincially significant wetland boundary. For this reason, it will be assumed that any area designated as part of the road easement is not available for future riparian buffer restoration.

6.0 SUMMARY AND RECOMMENDATIONS

6.1 Potential Future Road Easement Requirement

It is felt that a road easement across the proposed retained lot of the subject property can be conducted in a manner that does not adversely impact upon the identified provincially significant wetland area and/or future efforts to establish a riparian buffer. In order to mitigate impacts on the provincially significant wetland area and ensure future riparian buffer restoration opportunities, it is recommended that the road easement does not extend further east than 394970 mE (UTM) as shown in Figure 5.

Figure 5 – Wetland boundary (green) and eastern boundary of recommended road easement area (red)

It is felt that, if the road easement remains to the west of this longitude for the entire length of the property, the distance from the delineated wetland boundary to the road easement (30 m to 85 m) will ensure that the development of a road along this area does not adversely impact on the integrity or functioning of the provincially significant wetland.

7.0 REFERENCES

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Day E., Braioni G., Tezer A. 2008. Integrating aquatic habitat management into urban planning, p.107–127. In Wagner I, Marsalek J and Breil P. (ed.), Aquatic habitats in sustainable urban water management. Taylor & Francis, Leiden, The Netherlands. ISBN 978-0-415-45350-9. Note: This entire book is available online at http://usd.tehran.ir/Portals/0/Documents/E-books/Aquatic%20Habitats%20In%20Sustainable%20Urban%20Water%20Management.pdf

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