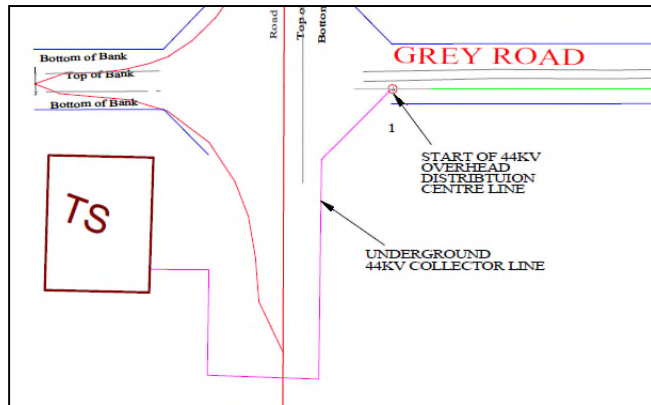


Water & Natural Features Gray Road Allowance



Close-up Location Drawing provided by Applicant Hwy 35 and Gray Road Allowance in reply to OEB interrogatory, January 21st, 2015.



Close-up of the same area from a map in Sumac Ridge Water Assessment.

http://canada.wpd.de/uploads/tx_projectdownloads/SUMA_8_WR_EIS_20120301_Web.pdf

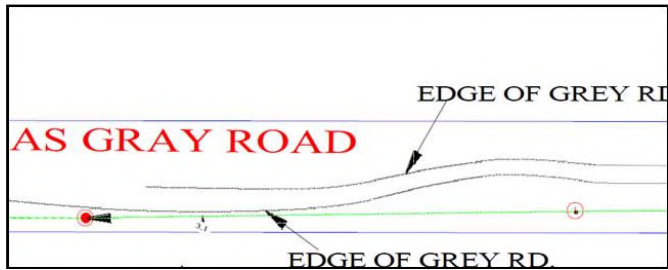
Water features are not provided in maps by the Applicant in this OEB application. The purple square denotes TS. The thick red line denotes the distribution line along the road allowance Gray Road. The thinner red broken line is meant to denote the 120 m natural heritage buffer zone; areas within the zone that the Applicant now intends to clear of all vegetation.



The pond along Gray Road that provides stopover habitat for waterfowl.

Within a hundred metres of Gray Road from Hwy 35 eastward, the water table is at the ground level. There is a permanent seep within the road allowance that the Applicant did not account for in its REA application or in this application before the board. This seep within the road allowance expands and contracts but never goes dry even in the time of severe drought.





Close-up Location Drawing provided by Applicant Hwy 35 and Gray Road Allowance in reply to OEB interrogatory, January 21st, 2015. Still incorrectly labelled as a 'carniferous' forest, this close-up indicates there is a 3.1 m clearance at the narrowest point. This point was measured on January 24th, 2015 from the edge to the fenceline. It is 2.69 m in width.



N 44°09'05.350 W 78°38'38.387 Photos taken January 24th, 2015 by the Intervenor.

The buffer zone between road allowance and fenceline is too narrow to accommodate hydro poles. This is area where the allowance Gray Road deviates south almost to the fenceline in order to try and avoid the seep and trees. ATVs and snowmobiles are the only motorized vehicles that can get through this area.



The 2.69 m area between the allowance where and the fenceline measured in the winter is even narrower in the spring and summer. This is also the area where it is stated in the Water Assessment report there are no mitigation strategies to deal with the flow that comes out of the Moraine hill and flows across the road allowance into the wetland located on the north side, indicating only that work

will have to be completed as quickly as possible without specifying a timeline that must be met in order to avoid serious interference with this hydrologic feature.

The Intervenor also contends that the 5 m setback from the edge of the road allowance to the property line along the majority of the allowance is also inaccurate. There needs to be a ground truth survey.



Road allowance buffer zone between fenceline and edge of road allowance is less than 5 m.

The Applicant states in its reply on January 21st, 2015 (page 9) that topographic detail was not supplied because there is no appreciable difference in elevation along the road allowance.



Cal Topo map NRC

Elevation levels along and surrounding the road allowance Gray Road vary dramatically from 313 m to 389 m.



Looking down southwards from the gravel edge road allowance where trees are to be removed to erect hydro poles.

N 44°09'11.100 W 78°38'13.289 Photo taken by Intervenor January 24th, 2015.

Slope stability will be compromised. The Applicant has stated that soil sampling is not necessary. The soils in this particular slope area to be cleared of vegetation are sand.



Gray Road (above) will look like the scene below. The Applicant plans to clear a 3 m area around each pole. The recreational value of Gray Road will be lost.

