

**North Bay-Mattawa
Conservation Authority**

**Lansdowne Creek Floodplain
Mapping Project
*Final Report***

May 16, 2025

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WE 23016

Mr. David Ellingwood
Director, Water Resources

North Bay-Mattawa Conservation Authority
15 Janey Avenue
North Bay, ON
P1C 1N1

Dear Mr. Ellingwood:

RE: Lansdowne Creek Floodplain Mapping Project – *Final Report*

1. Introduction

Water's Edge was authorized by the North Bay-Mattawa Conservation Authority (NBMCA) to conduct flood hazard mapping for Lansdowne Creek in the Town of Callander and the Municipality of East Ferris. This is a summary report of this mapping project, which was completed according to the RFP issued by NBMCA (dated February 27, 2023) and the proposal submitted by Water's Edge, dated March 17, 2023.

2. Streams Mapped

The following watercourses were included in this project:

- Lansdowne Creek – 1.5 km
- Tributary 1 – 1.2 km
- Tributary 2 – 0.9 km
- Tributary 3 – 0.5 km
-

3. Guidelines Followed

The floodplain mapping was done in accordance with the following Provincial and Federal guidelines:

MNR (2002). Technical Guide – River & Stream systems: Flooding Hazard Limit. Ontario Ministry of Natural Resources, Water Resources Section, Peterborough, Ontario, 2002.

Natural Resources Canada (2019). Federal Hydrologic and Hydraulic Procedures for Flood Hazard Version 1.0. Natural Resources Canada, 2019. (<https://doi.org/10.4095/299808>)

Conservation Ontario (2005). Guidelines for Developing Schedules of Regulated Areas. October 2005.

Moreover, the following documents were also consulted for general conformity:

MNR (1986). Flood Plain Management in Ontario – Technical Guidelines. Ontario Ministry of Natural Resources, Conservation Authorities and Water Management Branch, Toronto.

Natural Resources Canada (2019). Federal Geomatics Guidelines for Flood Mapping Version 1.0. Natural Resources Canada, 2019. (<https://doi.org/10.4095/299810>)

Natural Resources Canada (2022). Federal Airborne LiDAR Data Acquisition Guideline Version 3.1. Natural Resources Canada, 2022. (<https://doi.org/10.4095/330330>)

MMAH (2020). *Provincial Policy Statement, 2020 – Under the Planning Act. Ontario Ministry of Municipal Affairs and Housing, Queen's Printer for Ontario, 28 February 2020.* (<https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>)

For hydrologic and hydraulic modeling, we have followed the HEC-HMS and HEC-RAS Manuals unless otherwise stated.

4. Overview of the Project

The main three steps of floodplain mapping are (a) flow estimation, (b) flood level calculation, and (c) flood line plotting. For this project, we have estimated the flood flows via hydrologic modeling using the HEC-HMS model, calculated the flood levels via hydraulic modeling using the HEC-RAS model, and then plotted the flood lines against the LIDAR topography using RAS Mapper and GIS software.

The modeling was done for a total of nine (9) storm events: 2, 5, 10, 25, 50, 100, 200 and 500 year storm events; Timmins Storm.

It was found that the Regional or Timmins Storm produced higher flows and flood levels than the 100 year storm event. Therefore, Timmins Storm was taken as the governing flood event.

This summary report includes background information of the watershed, hydrologic modeling, hydraulic modeling, and floodplain delineation.

There is no existing flood hazard mapping for this creek.

A one-zone floodplain policy approach is assumed for this study. All models and mapping produced under this project were done on the one-zone policy approach.

5. Background Review and Data Collection

5.1 Information Collected and Reviewed

We have completed this project in accordance with the approved project Terms of Reference. We have collected and reviewed all available background materials and data. Specifically, it includes data sources for the analysis such as the following:

- Geospatial data: NBMCA
- LiDAR: GeoHub
- Soil data: Soil survey index (GeoHub)
- Landcover: Provincial Landcover Dataset
- IDF curves: Ontario Ministry of Transportation (MTO)
- Time of concentration: HEC-HMS manual/website
- Routing data: Muskingum-Cunge and Lag methods
- Watershed delineation: HEC-HMS
- Initial stream shapefile: OHN watercourse
- SCS curve number: Developed internally in HEC-HMS
- Impervious data: estimated based on mapping
- Site survey and field assessments (Water's Edge, 2023)
- Water level and flow data of Lansdowne Creek at (~20m D/S) Lansdowne St. – by Water's Edge, 2023
- Discussions with NBMCA

5.2 Datum

5.2.1 Vertical Datum:

All data was surveyed and modelled using CGVD2013 datum.

5.2.2 Horizontal Datum:

CSRS(NAD83) UTM Zone 17N was used for the horizontal datum/projection.

5.3 Structure and Cross-sections

A total of 31 road crossings (bridge/culvert) were surveyed by Water's Edge staff during the summer of 2023. Summary sheets, containing essential parameters and pictures, were compiled for all crossings (see Appendix C). We ensured that the collected information was sufficient for hydraulic modeling.

Many cross-sections of the creeks were also taken which supplemented the LiDAR in HEC-RAS to provide more accurate bathymetry at crossings. The point ESRI Shp. File was included with the submission.

5.4 Terrain Pre-processing

The following data was provided by NBMCA.

The NBMCA 2011 orthophotogrammetry has the following specifications:

- Ground resolution = 10 cm
- Spatial Reference = North American 1983 CSRS UTM Zone 17N
- Vertical Datum = CGVD28
- Units = metres

The MNDMNRF 2022 LiDAR has the following specifications (please refer to <https://geohub.lio.gov.on.ca/maps/mnrf::ontario-digital-terrain-model-lidar-derived/about> for the User Guide containing the complete specifications):

- Spatial Reference = NAD83(CSRS), Epoch 2010.00, UTM Zone 17N
- Vertical Datum = CGVD2013
- Units = metres

Upon examination of these two sets of data, it was found that LiDAR was more suitable for the present study.

The digital terrain model (DTM) used for watershed delineation was based on LiDAR data provided by the GeoHub. Additional manipulations of the DTM were necessary to prepare the surface for use in the hydrologic model. The LIDAR was resampled in GIS to a reduced 5m horizontal and 0.5m vertical cell size in order to allow reasonable computation. Following this, the rest of the pre-processing was completed in HEC-HMS (version 4.11). The first step was to ensure that flow paths were accurately represented in the DTM. This was accomplished using a shapefile of creek centerlines (NBMCA/ONH watercourse) and burning in a channel through structures such as bridges and culverts (culvert layer provided by NBMCA). The next step was to fill in depressions without apparent outlets. This step ensures that every cell within the watershed contributes flow to the outlet and that there is no depression storage to attenuate peak flows, resulting in a more conservative representation of surface conditions. Following the above steps, a linear workflow was followed that started with creating a flow direction raster that indicated which direction a given cell would drain to. Next, a flow accumulation raster was created that represented the number of upstream cells contributing to a given cell. A stream network was then defined based on the minimum number of drainage areas. This was done for reasonable values to achieve a number of subcatchments suitable for each size of river. The subcatchments were delineated based on the flow change locations and to provide a logical output into the hydraulic model.

6. Hydrologic Modelling

6.1 Model inputs

6.1.1 Catchment characteristics

In the absence of long-term streamflow data in this area, the single-event hydrologic modelling approach was taken to estimate peak flood flows corresponding to specified storm hyetographs. The HEC-HMS model of United States Army Core of Engineers (USACE) was chosen, as it is widely used worldwide and in Canada. It also offers many options/modules for various hydrologic phenomena.

A new HEC-HMS model was set up for Lansdowne Creek watershed. Given appropriate pour points (or catchment outlets), HMS can delineate the basin and sub-basins based on the LIDAR-based topography.

Following the preprocessing steps, HEC-HMS calculates many parameters based on the surface properties. Some of the pertinent parameters are shown in the **Table 1** below.

Table 1 Watershed Characteristics

Basin	Area	Longest Flowpath	Longest Flowpath Slope	Basin slope	Basin Relief	Relief Ratio	Elongation ratio	Drainage Density
	(km ²)	(km)	(m/m)	(m/m)	(m)			(km/km ²)
SB1	0.6871	2.745	0.00926	0.17077	35.89	0.01307	0.34079	1.754
SB2	0.3707	1.322	0.01394	0.13231	27.44	0.02075	0.51956	1.318
SB3	0.3863	2.382	0.01703	0.17676	41.68	0.01750	0.29440	2.032
SB4	0.3468	1.255	0.01704	0.15401	26.24	0.02091	0.52940	1.082
SB5	0.8430	2.443	0.01409	0.10913	41.40	0.01695	0.42408	1.851
SB6	0.5330	1.588	0.02145	0.14731	34.21	0.02154	0.51875	1.700
SB7	0.0085	0.340	0.05159	0.12616	17.57	0.05164	0.30485	15.659
SB8	0.1427	1.049	0.02431	0.12956	26.15	0.02494	0.40648	4.139
SB9	0.3917	1.346	0.01871	0.10684	26.21	0.01947	0.52476	1.692

A review of the Municipalities of Callander and East Ferris Official Plans does not indicate significant development in the foreseeable future (Municipality of Callander, 2011; Municipality of East Ferris, 2023). Therefore, the current land use was used in the hydrologic modelling.

6.1.2 Precipitation data and design storms

Once the basin had been set up in the model, the precipitation data were entered. The Ontario Ministry of Transportation's IDF curve lookup tool, which uses a square grid technique to interpolate IDF curve parameters, was used to obtain the IDF curve for the area of interest, and the ordinates were used to determine rainfall volumes for the SCS distribution.

The map showing the IDF curve selection approach is included in **Appendix A**.

For SCS design storms, 24hour storms were used for the SCS method because past experience indicates that the 24 hour storms yield conservative (higher) compared to shorter duration storms. No areal reduction was performed for the return period events due to the small size of the watersheds.

The model was run for the 2, 5, 10, 25, 50, 100, 200 and 500 year return period storms using SCS Type II rainfall distribution. The Timmins Storm event was used as the regional event.

6.1.3 SCS Curve Number Grid

A curve number grid was created by in-house staff using Q-GIS to assign a curve number to each raster cell based on the soil and land cover characteristics at that point. Curve numbers were selected based on the TR-55 document from the NRCS (NRCS, 1986). Both Provincial Landcover and Open Canada Landcover were considered. It was determined that the Provincial Landcover dataset was similar to the NRCS lookup table and best represented different infiltration classifications. This ensures accurate geospatial representation of runoff characteristics. Soil hydrologic characteristics were defined using the Ontario Soil Survey Index.. The landuse categories were assigned based on the NRCS landuse classifications to facilitate the assignment of curve numbers.

Following the preparation of the soil and landuse data, the layers were combined to create a layer that included both landuse and soil data. A lookup table was created to assign a curve number based on the land use type and the hydrologic soil group. The lookup table is shown in **Appendix A**. The output yielded a curve number raster that was used to determine a weighted-average curve number for each sub-basin, which was then recorded in the attribute table of the subcatchment shapefile.

6.1.4 Percent Impervious

Information pertaining to imperviousness was not available. It was therefore estimated from aerial photographs. In most of the upstream watershed, it was conservatively estimated to be at 5%. In the downstream part, it was estimated in the range of 15-20%.

Curve Number (CN) and associated parameters are given in the following table.

Table 2 Curve Number and Other Parameters

Basin	Area (km ²)	Initial Abstraction (mm)	Curve Number	% Impervious (%)	Time of Concentration (hr)
SB1	0.6871	39.4	56.3	5.0	1.39
SB2	0.3707	32.5	61.0	5.0	0.87
SB3	0.3863	36.0	58.5	5.0	1.12
SB4	0.3468	39.9	56.0	15.0	0.81
SB5	0.8430	47.8	51.5	5.0	1.25
SB6	0.5330	30.6	62.4	5.0	0.91
SB7	0.0085	71.0	41.7	5.0	0.25
SB8	0.1427	48.6	51.1	20.0	0.64
SB9	0.3917	26.3	65.9	15.0	0.80

7. HEC-HMS Model

The main components of the hydrologic model are the loss method, the transform method, and the routing method. Each of these components are discussed below. Initial estimates of each parameter are shown in **Appendix B**.

The modeling was done for a total of nine (9) storm events: 2, 5, 10, 25, 50, 100, 200 and 500 year storm events; Timmins Storm.

7.1 Loss Method

The loss method selected was the SCS curve number approach due to its relatively small data requirements and ease of calibration. The development of the curve number grid has been described above. In addition to the curve number and percent impervious areas determined previously, initial abstraction was also calculated automatically in HEC-HMS. This calculation used the SCS method:

$$I_a = \left(0.2 * \frac{1000}{CN} - 10 \right) * 25.4 = (\text{mm})$$

7.2 Routing Method

For larger reaches, the Muskingum-Cunge method for channel routing was selected because it is based on physical parameters and therefore does not require extensive calibration to use. The Muskingum-Cunge routing method is applicable for use in large drainage networks with compound cross-sections. The Muskingum-Cunge method is a modification of the Muskingum method where the main channel and overbank flows are decoupled. The required data for Muskingum-Cunge includes the reach length, average slope, cross-section data, and Manning's roughness coefficients. The reach lengths and slopes were determined in HEC-HMS, and the 8-point cross-section for each reach was obtained from HEC-RAS for a middle cross section of a reach. Details of the obtained cross-sections are included in **Appendix B**. Manning's roughness coefficient (0.035) was assigned to the main channel as well as for left and right overbank areas (0.05). Estimates of Manning's n were determined by analyzing the reach characteristics including riparian vegetation to determine the most appropriate roughness coefficient from open channel hydraulics (Chow, 1959). A celerity index of 1.524 m/s (5 ft/s) was assumed, following the HEC-HMS manual.

For smaller reaches (less than 100m), routing was performed using the Lag method. This is because Muskingum-Cunge (MC) proved to be unstable in short reaches. The Lag method is the simplest routing method available in HEC-HMS. This method can only represent the translation of flood waves and does not include any representation of attenuation or diffusion processes. The Lag time was calculated by dividing reach length over index celerity. Details are shown in the following table.

Table 3 Channel Routing Parameters

Reach	Length	Slope	Routing Method	Lag Time	Index Celerity	LOB Roughness	Channel Roughness	ROB Roughness
	(km)	(m/m)		(min)	(m/s)			
R1	0.662	0.0123	MC		1.524	0.050	0.035	0.050
R2	0.591	0.0058	MC		1.524	0.050	0.035	0.050
R3	0.133	0.0102	Lag	1.4				
R4	0.906	0.0153	MC		1.524	0.050	0.035	0.050

7.3 Transform Method

The Clark Unit Hydrograph was used as the transform method in the model. This method uses linear reservoir storage calculations to determine how the input hydrograph is translated and attenuated through a subcatchment. The two input parameters needed for these calculations are the time of concentration and a storage coefficient. The initial estimate of the time of concentration in each subcatchment was determined using the following equation recommended by the HEC-HMS manual.

$$Tc = 2.2 \left(\frac{L \cdot Lc}{\sqrt{S_{10-85}}} \right)^{0.3}$$

Where T_c is the time of concentration (hrs), L is the longest flow path (mi), Lc is the centroidal flow path (mi), S_{10-85} is the average slope of the flow path represented by 10 to 85 percent of the longest flow path (ft/mi). The SI units were converted to imperial units while using the above equation. The storage coefficient is dependent on the time of concentration and was calculated using the following equation recommended in the HEC-HMS manual:

$$\frac{R}{R + Tc} = 0.5$$

Where R is the storage coefficient. These calculations were calculated internally in HEC-HMS.

7.4 Flow Comparison

Suitable data for meaningful calibration was not available in this watershed, as is the case for most small catchments. Under such circumstances, indirect methods are employed to gain confidence in hydrologic and hydraulic models.

In this study, the calculated flows (for Timmins Storm) were compared with the Creager Envelop Curve. This curve with a coefficient of 30 fits best to Canadian data (Watt et al., 1989).

The comparison is shown in **Figure 4.0**. It appears that the computed flows are well below the Creager Curve and the observed large floods (Canadian Extremes) used to derive this curve. This curve is considered the upper limit of floods in Canada. The data from our study also lines up well with the observed large floods in Ontario (Ontario Extremes), which were taken from MNRF (2014). Considering all, we conclude that the estimated flows for this study are reasonable.

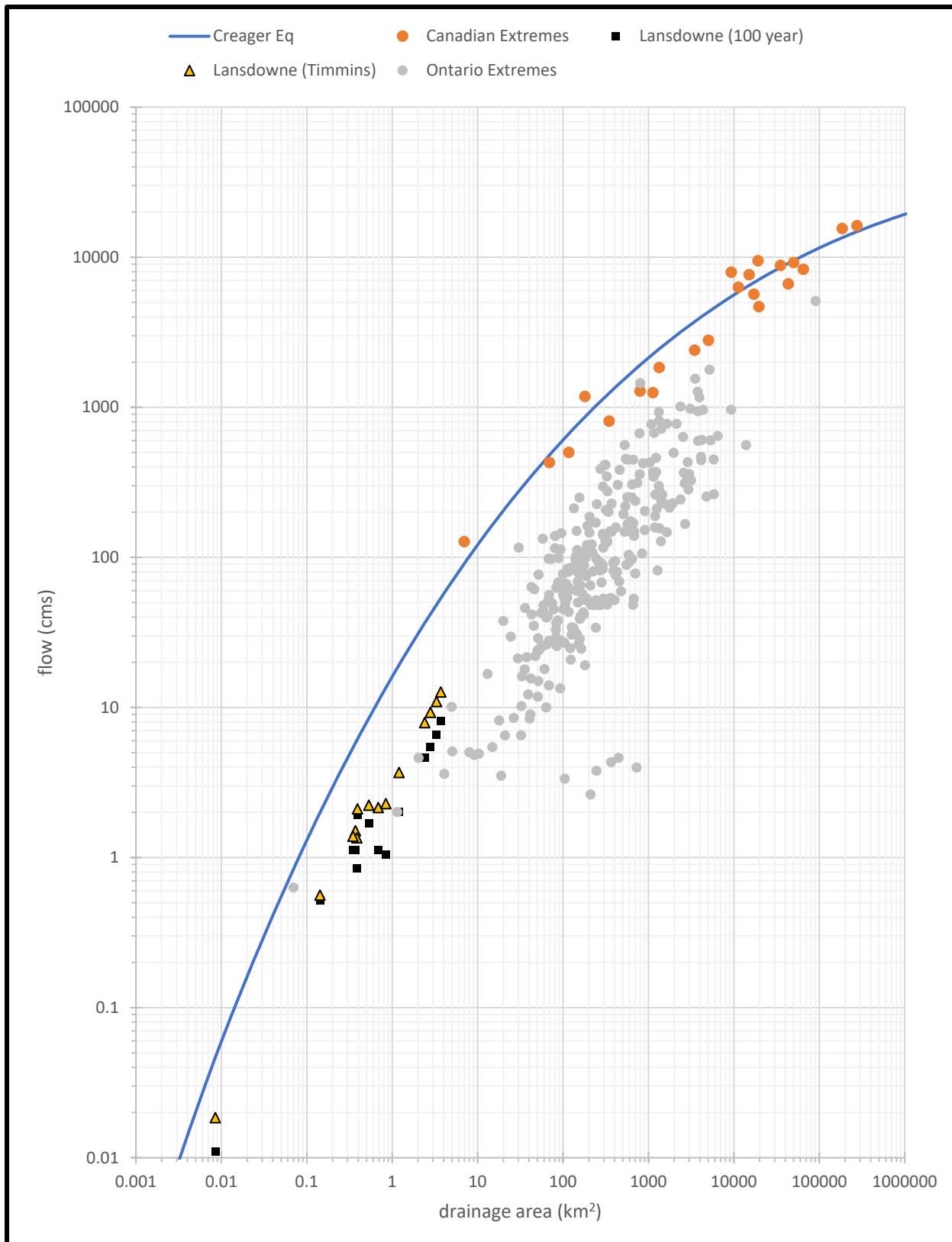


Figure 4 Flow Comparison

7.5 Design Flows for Hydraulic Modeling

The primary purpose of the hydrological model is to determine flow rates for use in hydraulic modelling. **Table 5** displays the HEC-HMS outputs used for hydraulic modelling.

Table 5 Peak Flow Summary

Area (km2)	Return Period (years) or Storm Event									
	2	5	10	25	50	100	200	500	Timmins	
Basin	Flows (cms)									
SB1	0.6871	0.119	0.239	0.389	0.642	0.871	1.124	1.441	1.897	2.152
SB2	0.3707	0.105	0.261	0.423	0.676	0.894	1.129	1.416	1.818	1.507
SB3	0.3863	0.081	0.186	0.304	0.495	0.663	0.848	1.076	1.400	1.353
SB4	0.3468	0.258	0.382	0.518	0.731	0.919	1.122	1.372	1.727	1.386
SB5	0.8430	0.159	0.225	0.339	0.569	0.793	1.052	1.386	1.879	2.287
SB6	0.5330	0.164	0.411	0.657	1.034	1.355	1.700	2.118	2.700	2.230
SB7	0.0085	0.004	0.005	0.006	0.007	0.009	0.011	0.015	0.023	0.019
SB8	0.1427	0.167	0.224	0.275	0.358	0.434	0.518	0.624	0.777	0.562
SB9	0.3917	0.365	0.674	0.936	1.307	1.608	1.920	2.288	2.790	2.109
Outlet	3.7098	1.220	2.238	3.289	4.976	6.468	8.126	10.125	12.933	12.675
Node	Flows (cms)									
R1	3.3000	0.901	1.674	2.542	3.952	5.201	6.567	8.267	10.730	10.961
R2	2.8000	0.604	1.266	1.999	3.195	4.259	5.428	6.875	8.943	9.267
R3	2.4000	0.530	1.087	1.706	2.724	3.635	4.643	5.896	7.696	7.920
R4	1.2000	0.253	0.466	0.722	1.165	1.572	2.028	2.601	3.430	3.684

For detailed data on flows in each reach, junction, and subcatchment, please see **Appendix A**. Peak flows at Lansdowne Creek is shown for each design storm in **Table 4**.

8. Hydraulic Modelling

Following current mapping guidelines, HEC-RAS manuals, and the contemporary industry standards, a 1D HEC-RAS model was set up. Version 6.4.1 of HEC-RAS model was used. The design flows determined from the HEC-HMS model were used as the input to the HEC-RAS model. The purpose of the hydraulic model is to determine the water surface elevations (WSEL), energy grade, velocity, and other hydraulic parameters corresponding to design flows. The results of this modelling exercise will determine the elevations that will be used for flood plain mapping.

8.1 Input Data

The data needed to create an accurate hydraulic model include channel geometry, structure geometry (i.e., bridges and culverts), design flow rates, Manning's roughness coefficients for the main channel and floodplains, expansion and contraction coefficients, and the boundary conditions.

8.1.1 Geometry and Structures

A finer grid 1m horizontal and 0.5m vertical cell size was used for hydraulic modeling. In total, 185 cross-sections were used. The cross-sections generated this way were further modified based on field measurements.

The location and alignment of river cross-sections, as well as the spacing between them, were based on engineering judgment as related to the expected flow conditions during high flood events.

Appendix B shows a schematic of HEC-RAS models. The details of the cross-sections are included in Appendix B.

To improve the accuracy of the underwater portion of the channel cross-section, adjustments were made based on field observations. To correct the geometry data and accurately represent the low flow channel, the model cross-sections were manually adjusted to match the channel inverts that were surveyed at each structure. While the entire low flow channel geometry is not as precise as the rest of the terrain data, the small differences in conveyance will not have a significant impact on the results or floodplain maps, as the flow within the low flow channel is a small fraction of the regulatory flows used to define the floodplain.

For each structure in the model, expansion and contraction reaches were included to assess the energy losses associated with flow entering and exiting a structure, caused by changes in geometry between cross-sections and at structures. The coefficients are higher when the transition is more abrupt, such as at crossings. The contraction and expansion coefficients used for crossings were 0.3 and 0.5, respectively, and for all other cross-sections, 0.1 and 0.3 were used. These values were recommended in the HEC-RAS manual for typical bridge sections with subcritical flow. The expansion and contraction reach lengths were determined by comparing the bankfull width of the channel to the bridge opening size, following the guidelines in the HEC-RAS manual. The use of expansion and contraction reaches (i.e., two cross-sections up- and downstream of structures) ensures that flow transitions are gradual as the flow narrows when approaching a structure and expands after one. The cross-sections immediately adjacent to the structures typically have more abrupt transitions as the flow is constrained by a culvert.

Ineffective flow areas were used in the model, primarily immediately upstream and downstream of hydraulic structures, so expansion and contraction losses could be accurately modelled.

Within the study area, there were 31 structures, including 3 bridges and 28 culverts. The HEC-RAS manuals were followed in modelling bridges and culverts in the HEC-RAS model. Deck elevations were taken from the LiDAR for the bridges and culverts.

The structure survey sheets for all structures are included in **Appendix C**.

8.1.2 Design Flows

The flow rates were determined from the HEC-HMS hydrologic model. **Table 4** lists the estimated design flows for return periods ranging from 2 to 500 years and Timmins Storm. Flow change locations were determined based on confluences of sub-catchment flows in HEC-HMS. Each reach in HEC-RAS can have multiple flows, based on flow change locations specified by cross-section station. The level of flow discretization in the HEC-RAS model reflects the level of discretization along the main channels in HEC-HMS. Flow rates for all return period storms are shown in **Appendix B**.

The modeling was done for a total of nine (9) storm events: 2, 5, 10, 25, 50, 100, and 200 year storm events; Timmins Storm.

There is a ~180m long underground pipe/tunnel at the downstream end of Lansdowne Creek. This pipe has several irregular cross-sections and bends, making it difficult to accurately compute its conveyance capacity. It was estimated that, during high flood events (the 100 year and Timmins Storm), this culvert will likely convey about 2 cms. This flow was about 16% of the Lansdowne Creek flow at this location (12.68 cms). Since there is no guarantee that this pipe would reliably and perpetually divert a certain amount of flow, it was not taken into account in the HEC-RAS modeling or the flood mapping. See attached photos of pipe in submission folders.

8.1.3 Manning's Roughness Coefficient

Manning's roughness coefficients will vary based on flood stage and season. Therefore, the values were selected to represent typical summer conditions.

Manning's roughness coefficient (Manning's n) was assigned to the main channel as well as the left and right overbank areas. Estimates of Manning's n were determined by analyzing the reach characteristics including riparian vegetation to determine the most appropriate roughness coefficient from open channel hydraulics (Chow, 1959). The initial values of Manning's n were selected as 0.035 for the main channel and 0.05 for the left- and right-overbank areas, as almost all riparian areas included some forest or dense brush that would provide similar degrees of roughness. For the cross sections below the grocery store where there is no creek, 0.03 was used for the 'channel' as there were more paved surfaces.

8.1.4 Boundary Conditions

Downstream boundary conditions are needed for HEC-RAS models. Known or estimated water levels are usually used as the downstream boundary condition.

According to Section 4.3 of MNR (2002, p.17-18), for rivers flowing into large lakes, where the high water conditions at the confluence are generated by two independent flood events, the flood standard should be based on the higher of:

- mean annual flood level in the river and/or stream and the flood hazard limit in the connecting channel, (See The Great Lakes – St. Lawrence River System and Large Inland Lakes Technical Guide.)
- the flood hazard limit (Hurricane Hazel, Timmins Storms, observed or the 100 year event) in the mean monthly levels in the connecting channel or lake.

Accordingly, the following boundary conditions have been used for this project:

- For High flow events in the creek (Timmins Storm, 100 year, or higher events), we used the mean annual lake level (**195.472 m**).
- For smaller events in the creek (50 year, or lower events), we used the 1:100 year lake water level (**196.895 m**).

This lake level values for Lake Nipissing were calculated using a Log-Normal distribution based on the data at North Bay (02DD006) for the period from 1933 through 2021, available from Environment Canada's HYDAT database.

9. HEC-RAS Model

Once the model was set up, the computed profiles and other parameters were scrutinized to assess whether the model outputs were reasonable. Special attention was given to the computed water levels and energy profiles near road crossings. Adjustments of model parameters, primarily the channel resistance and contraction and expansion coefficients, were made as necessary.

Suitable data for meaningful calibration was not available in this watershed, as is the case in most small catchments see **sec. 9.1** for further comparison. Under such circumstances, indirect methods, such as sensitivity analysis, are employed to gain confidence in hydrologic and hydraulic models.

9.1 Streamflow Collection

Below in **Figure 7** a rating curve for XS 351 of Lansdowne Creek was generated in HEC-RAS. This is the approximate location of where Water's Edge installed an insitu water level logger. During the 8 months there were no significant storms to measure the flow. Additionally, there was one Flow Tracker wading measurement completed that showed minimal (0.001CMS) flow. As a result the rating curve combined with flow measurements could not be successfully used in the modelling.

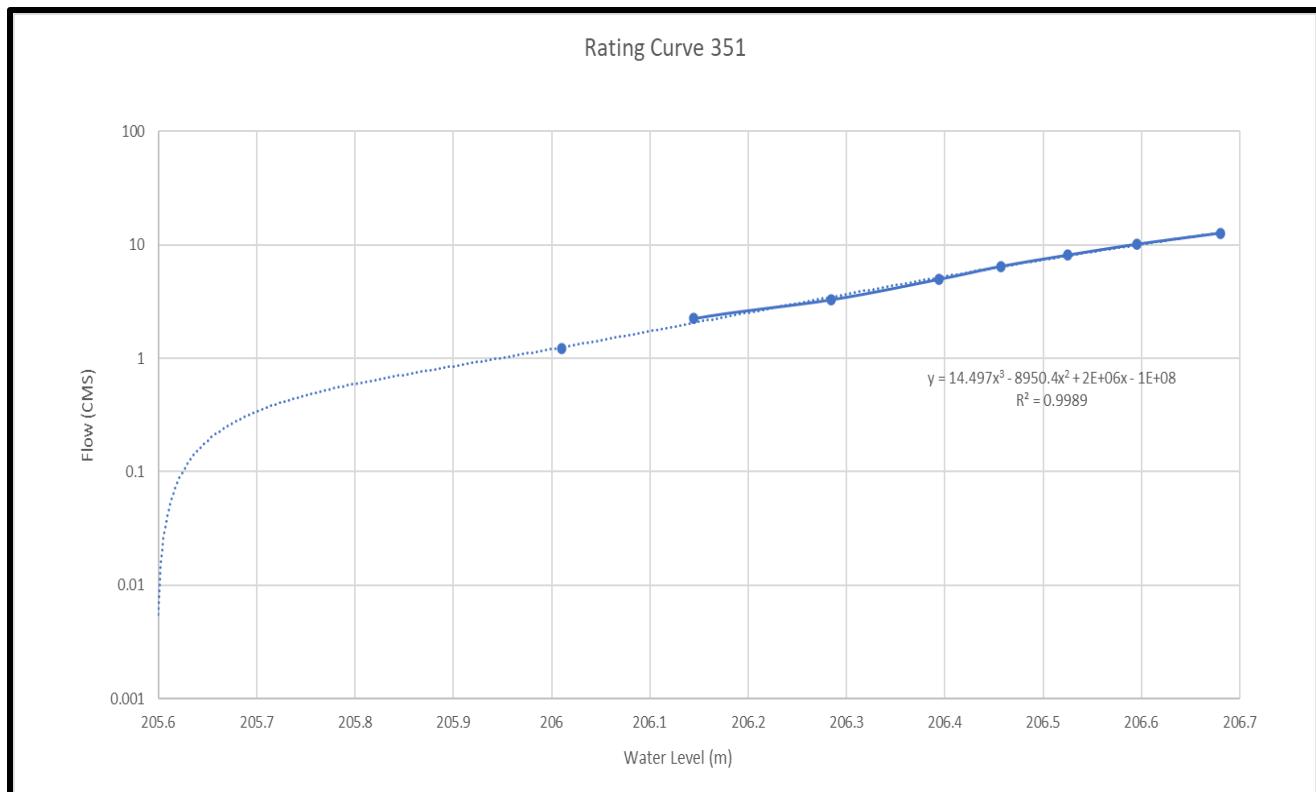


Figure 7 Hec-RAS Rating Curve

9.2 Sensitivity Analysis

A sensitivity analysis is used to determine the effect that parameters have on the model results. In HEC-RAS, Manning's n is the primary calibration parameter. The expansion and contraction coefficients can also have a significant impact on model results, but there is a smaller range of reasonable values. To determine the impact of parameter adjustments, the Manning's n was adjusted by multiple factors. The results are plotted to determine the relationship between the parameter adjustment factors and the model outputs.

Graphical representation of the sensitivity analysis is shown in **Figure 5**. The slope of each line in the graph represents the influence that the parameter has on water surface elevations.

Table 6 Sensitivity Analysis Results

River Sta	Profile	Q Total (m³/s)	Mannings n Multiplier	W.S. Elev (m)
326	Timmins	12.68	1	206
326	Timmins	12.68	1.1	206
326	Timmins	12.68	0.9	206
326	2yr 24hr SCS	1.22	1	205.23
326	2yr 24hr SCS	1.22	1.1	205.23
326	2yr 24hr SCS	1.22	0.9	205.23
326	5yr 24hr SCS	2.24	1	205.35
326	5yr 24hr SCS	2.24	1.1	205.35
326	5yr 24hr SCS	2.24	0.9	205.35
326	10yr 24hr SCS	3.29	1	205.46
326	10yr 24hr SCS	3.29	1.1	205.46
326	10yr 24hr SCS	3.29	0.9	205.46
326	25yr 24hr SCS	4.98	1	205.58
326	25yr 24hr SCS	4.98	1.1	205.58
326	25yr 24hr SCS	4.98	0.9	205.58
326	50yr 24hr SCS	6.47	1	205.69
326	50yr 24hr SCS	6.47	1.1	205.69
326	50yr 24hr SCS	6.47	0.9	205.69
326	100yr 24hr SCS	8.13	1	205.78
326	100yr 24hr SCS	8.13	1.1	205.78
326	100yr 24hr SCS	8.13	0.9	205.78

The sensitivity analysis indicates that the parameters used in the model are not very sensitive. Within +/- 10% the water level did not change at this cross section. Other cross sections indicated minimal change and the overall floodline area change was minimal.

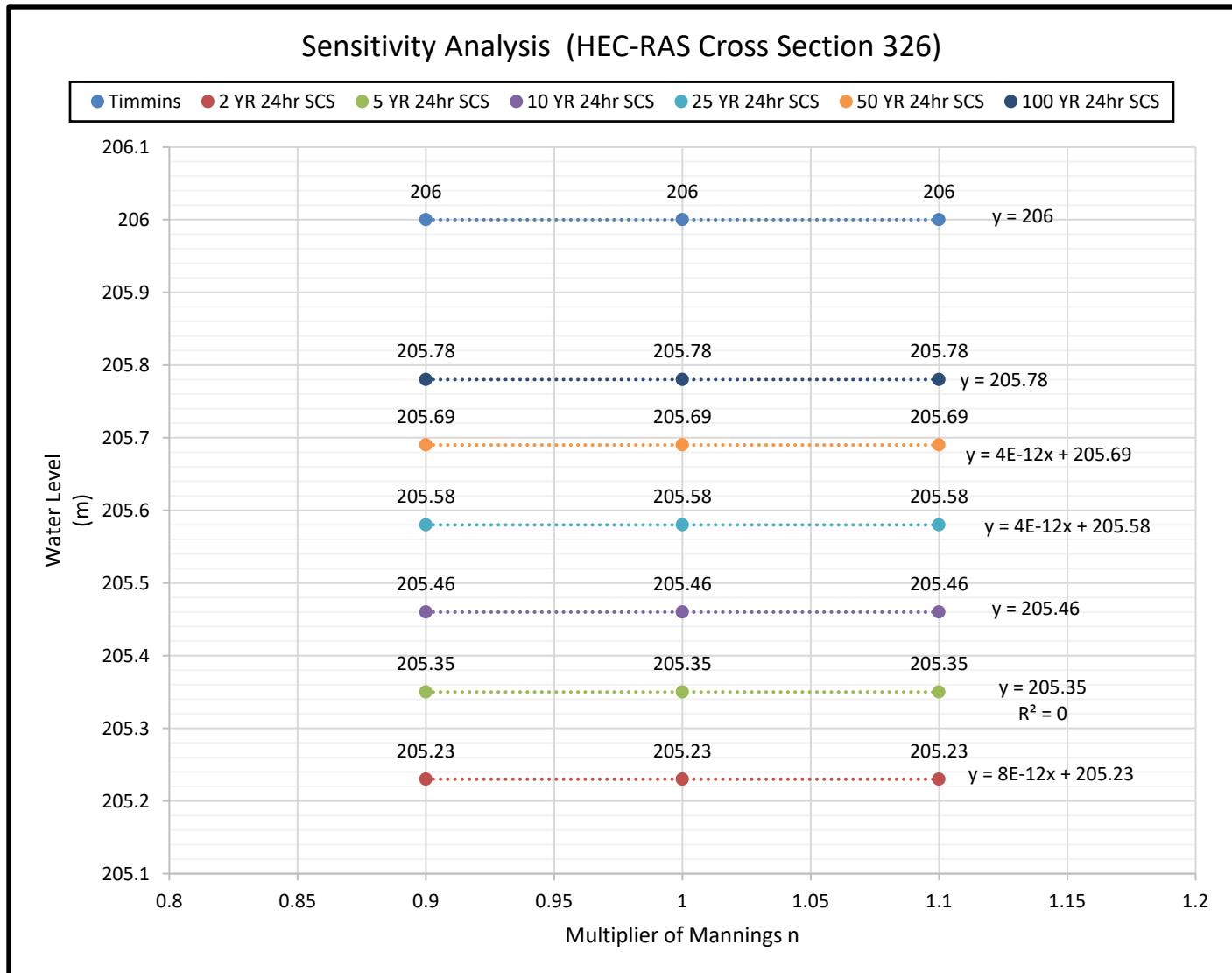


Figure 5 Manning's n Sensitivity Analysis

9.3 Regulatory Flood Levels (RFLs)

As per Section 2.3 of MNR (2002) guidelines, the regulatory flood in Zone 3, which includes the study area, the regulatory flood is the greater of the 1:100 year and Timmins Storm floods.

It was found that Timmins Storm produced higher flows and flood levels than the 100 year storm event.

For the present study, the regulatory flood levels were set equal to the computed water surface elevation as computed from the HEC-RAS models.

As specified in the RFP, the return period flows and the corresponding water levels have been summarized for all storm events (2, 5, 10, 25, 50, 100, and 200 year storm events; Timmins Storm). This is in Appendix B. Detailed HEC-RAS output tables are also included.

9.4 2D HEC-RAS Model

A 2D HEC-RAS model was also prepared as a complimentary tool for gaining insight in the creek hydraulics and flooding. It has no implication on the flood risk mapping done during this project. The 2D model for this study has the following features:

- An area of 1.5 km² is covered
- Number of Cells = 51377
- Average Face Length = 5m
- Average Cell Size = 29m²
- Maximum Cell Size = 4,728m²
- Minimum Cell Size = 1m²
- Unsteady flow simulation
- Period of simulation – 19 hours
- Time step – variable
- Upstream boundary condition – HEC-HMS generated hydrographs
- Downstream boundary condition – water level of Lake Nipissing
- Model run for all storm events
- Downstream sink at grocery store culvert.

For the governing event (Timmis Storm), the 2D model yielded similar flood lines as the 1D model. Similar spill sections were also identified. The spill areas were significant, and it is recommended to investigate any solutions.

The 2D model developed here is only preliminary in nature and provides the foundation for further development and use in case such a need arises in future.

The sink flows were created based on culvert simulation using HY-8 culvert modeling software to determine a maximum flow of 2CMS before it overtops (see submission folder for HY-8 model)

10. Floodplain Mapping

10.1 Floodline Delineation

Once the RFLs are established, the plotting of flood lines or flood risk limits is a relatively straight forward matter. Given the topographical information in the form of LIDAR, the inundated area below the RFLs can be easily delineated manually or by using automated computer programs. In the present case, it was done automatically by RAS Mapper, followed by manual checking and adjustment.

10.2 Spill sections

Several spill sections were identified during this study. These spill sections are identified in the maps.

10.3 Buildings in the Floodplain

The presence of existing buildings within the floodplain and the variations in flood risk exposure to these buildings require special attention. After discussions with NBMCA, the floodlines

NBMCA's policy is to allow the flood line to run through buildings. Therefore, we have kept the flood lines as were produced by RAS Mapper, which are based on the bare-earth DTM and often runs through buildings.

10.4 Flood maps

As specified in the RFP, flood maps have been prepared for the Timmins Storm. All maps are in 1:1000 or 1:2000 scale on the equivalent of 24"x36" map sheets.

It is understood that the flood maps will be used by NBMCA during the administration of Ontario Regulation 177/06 and they have been prepared in accordance to the Ontario Guidelines for Developing Schedules of Regulated Areas, dated October 2005.

10.5 Risk Assessment

The risk to road crossings has been investigated, using the computed water levels for various flood events. A summary is presented in **Appendix C**.

Buildings susceptible to flood risk can be seen in the flood plain maps. Water depth, velocity, and depth*velocity maps have been prepared and will in assessing the risk of individual buildings and properties. These maps show life safety criteria (depth = > 0.3 metres, velocity = > 1.7 metres/second, and depth x velocity = > 0.4 metres²/second), which were specified in the RFP. Depth, velocity, and depth*velocity product mapping for the Regional Storm, has been prepared in raster (GEOTIFF) format and are shown in the Maps.

11. Deliverables

The key deliverables for this project, as per the RFP, include the following:

1. Final Report (including hydrologic and hydraulic analyses) [4 hard copies of draft report; Electronic copy of draft report; 4 hard copies of final report; Electronic copy of final report]
2. Hydrology modelling input and output data in digital format
3. HEC-RAS input and output in digital format
4. Power Point Presentation outlining reports presented at Open House
5. Floodplain mapping products as printed map sheets and in ESRI file format [Draft floodplain mapping – 1 hard set and a digital set; Final floodplain mapping sealed by a P. Eng. – 2 hard sets and a digital set; Floodplain mapping products in ESRI file format]

It is understood that all the data collected, and mapping materials produced under this project will become the property of North Bay-Mattawa Conservation Authority.

12. Summary and Recommendations

12.1 Summary

Flood hazard mapping for Lansdowne Creek has been completed. This was done according to the RFP issued by NBMCA (dated February 27, 2023) and the proposal submitted by Water's Edge, dated March 17, 2023.

The floodplain mapping was done in accordance with applicable Provincial and Federal guidelines.

The flood plain maps created under this project are suitable for use per section 28 regulations under the Conservation Authorities Act.

HEC-HMS model was used to estimate design flows and HEC-RAS model was used to estimate flood levels.

The modeling was done for a total of nine (9) storm events: 2, 5, 10, 25, 50, 100, 200 and 500 year storm events; Timmins Storm.

It was found that Timmins Storm produced higher flows and flood levels than the 100 year storm event. Therefore, Timmins Storm was taken as the governing flood event.

As specified in the RFP, flood maps have been prepared for the Timmins Storm. All maps are in 1:1000 or 1:2,000 scale on the equivalent of 24"x36" map sheets.

Flood lines for all other events were generated as shape files only. They were not printed on maps.

12.2 Recommendations

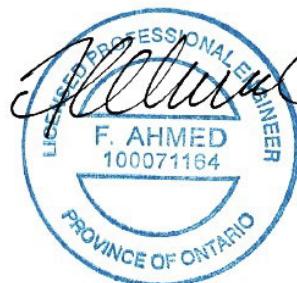
Based on the data, modeling, analyses, and results of this study, we recommend the following.

1. The 1D HEC-RAS model built here should be used as the model of record for the purposes of flood plain mapping.
2. A data collection program may be undertaken, which will include rainfall, stream flow, and water level. This will be helpful in future analysis of the hydrology and hydraulics of Lansdowne Creek.
3. Relevant data, analysis, drawings, and reports of all structures should be collected and archived.
4. The 2D HEC-RAS model developed during this project may be refined and used to gain a deeper insight into the flooding issues and possible remedial measures.
5. The flood mapping done here may be refined and updated as additional information becomes available.
6. Further investigation may be undertaken regarding the flooding issues in this area, since it appears that a substantial portion of developed areas is prone to flooding.
7. The flood forecasting and warning program may be adjusted to take advantage of the knowledge generated during this study.

Respectfully submitted,



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Water Resources Engineer



Ferdous Ahmed, Ph.D., P.Eng.
Sr. Water Resources Engineer

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Fluvial Geomorphology

Natural Channel Design

Stream Restoration

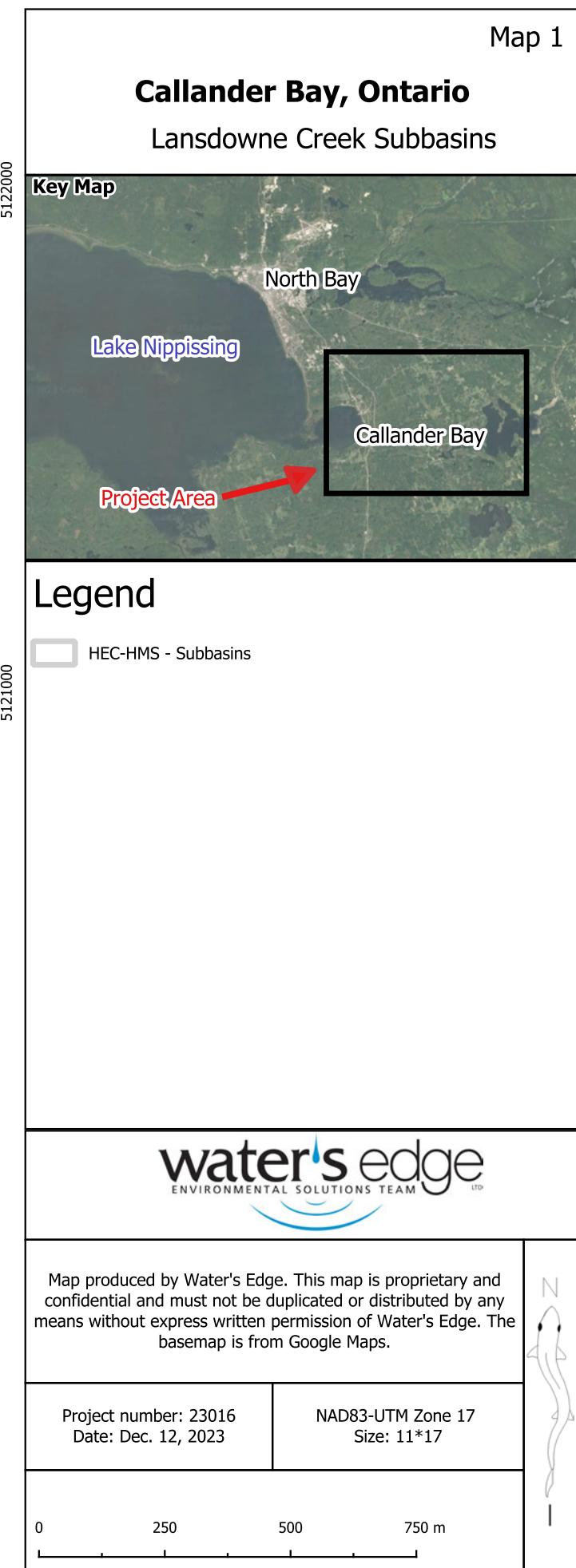


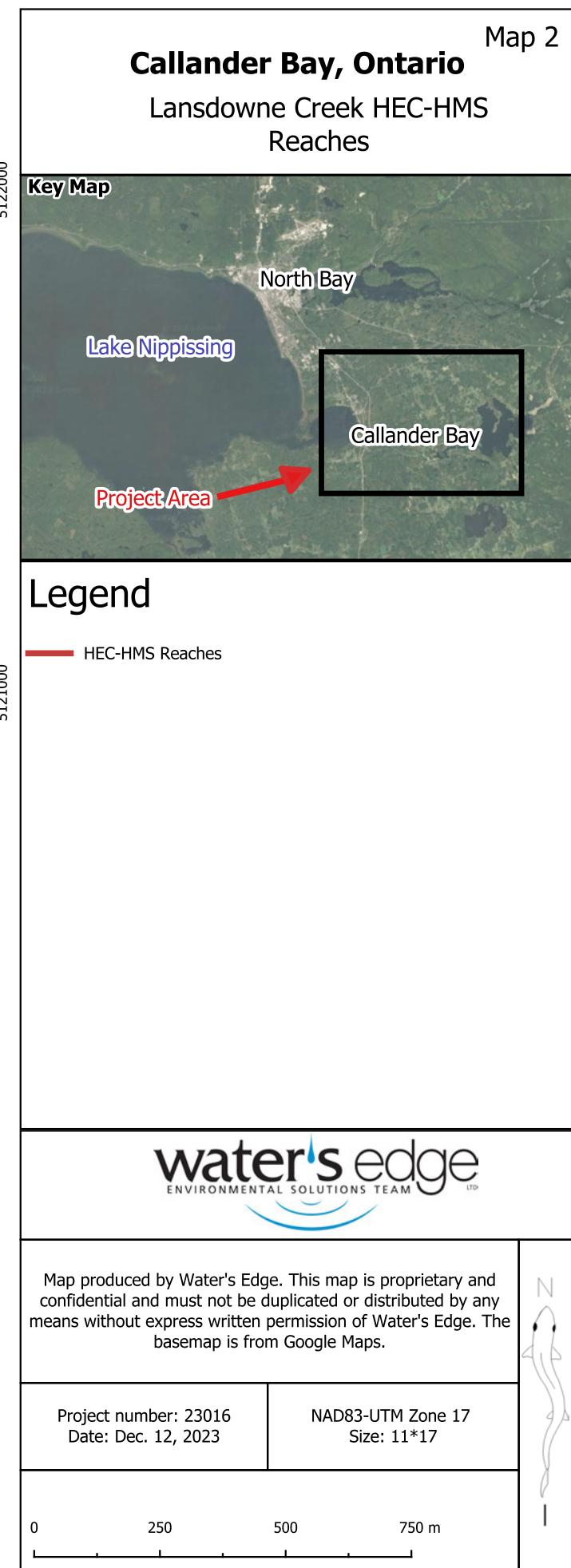
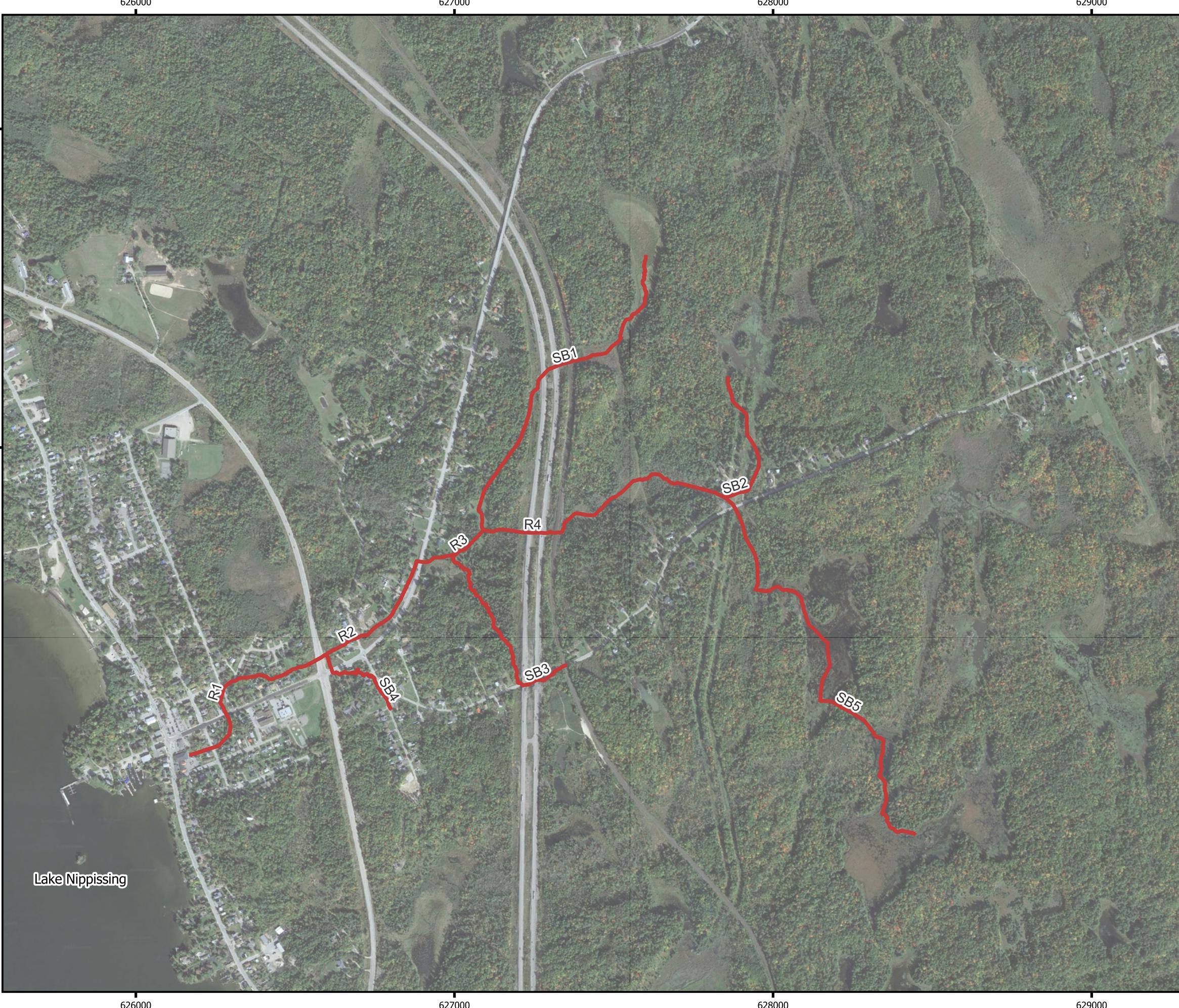
Fluvial Geomorphology

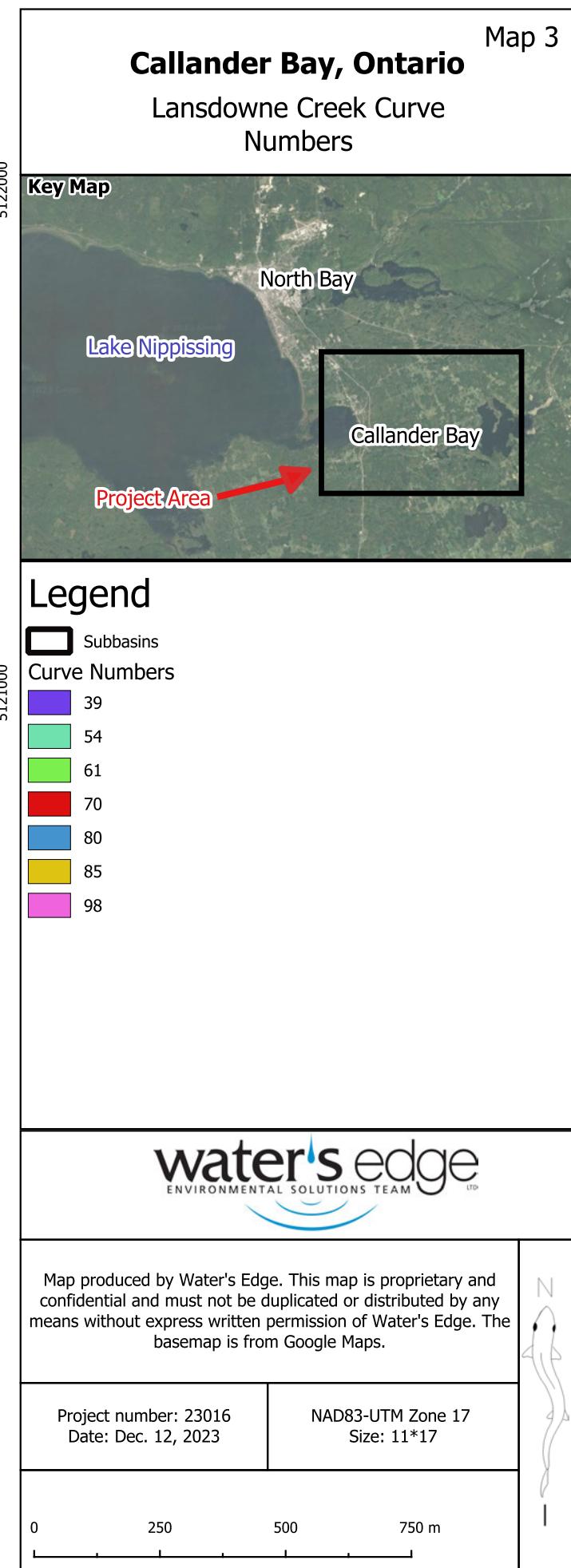
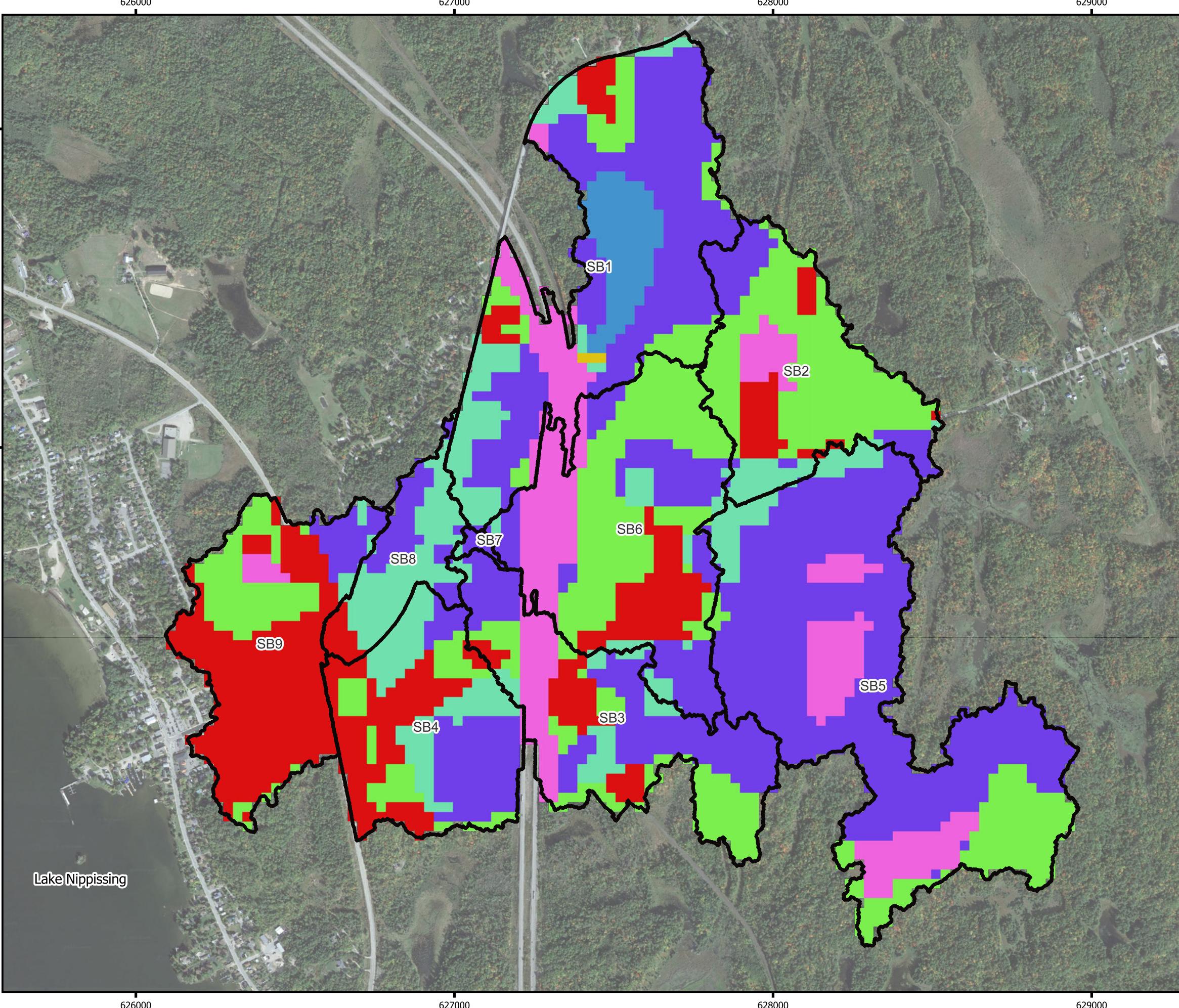
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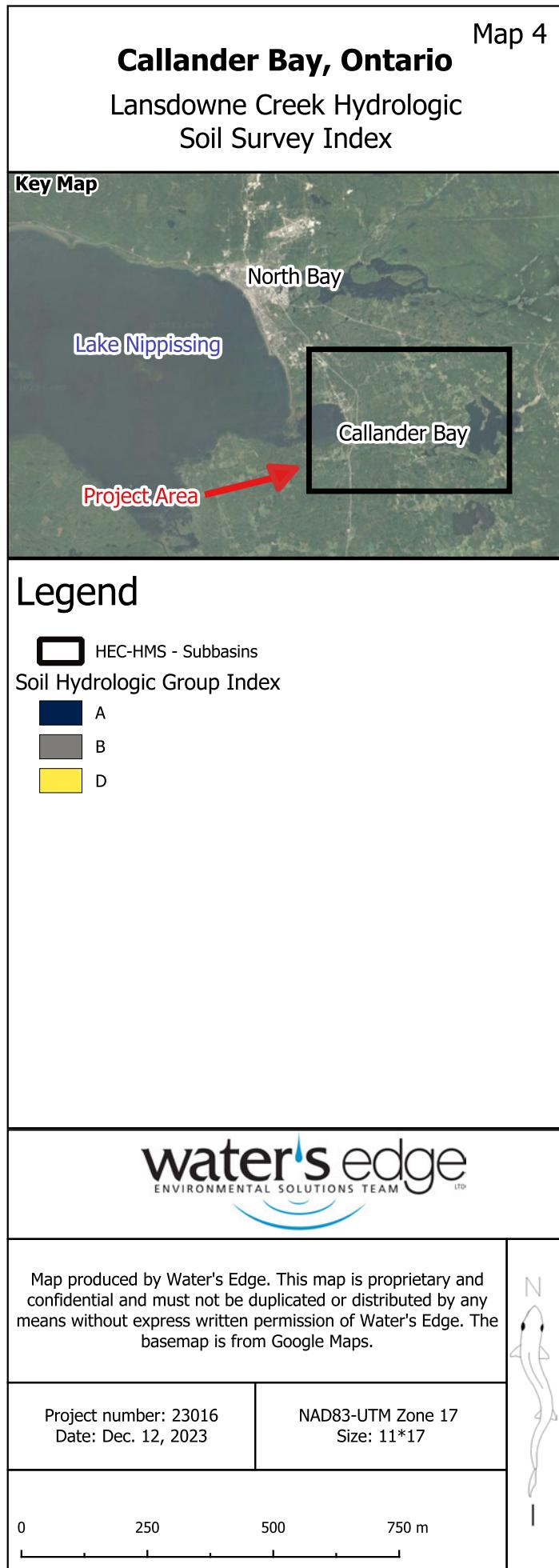
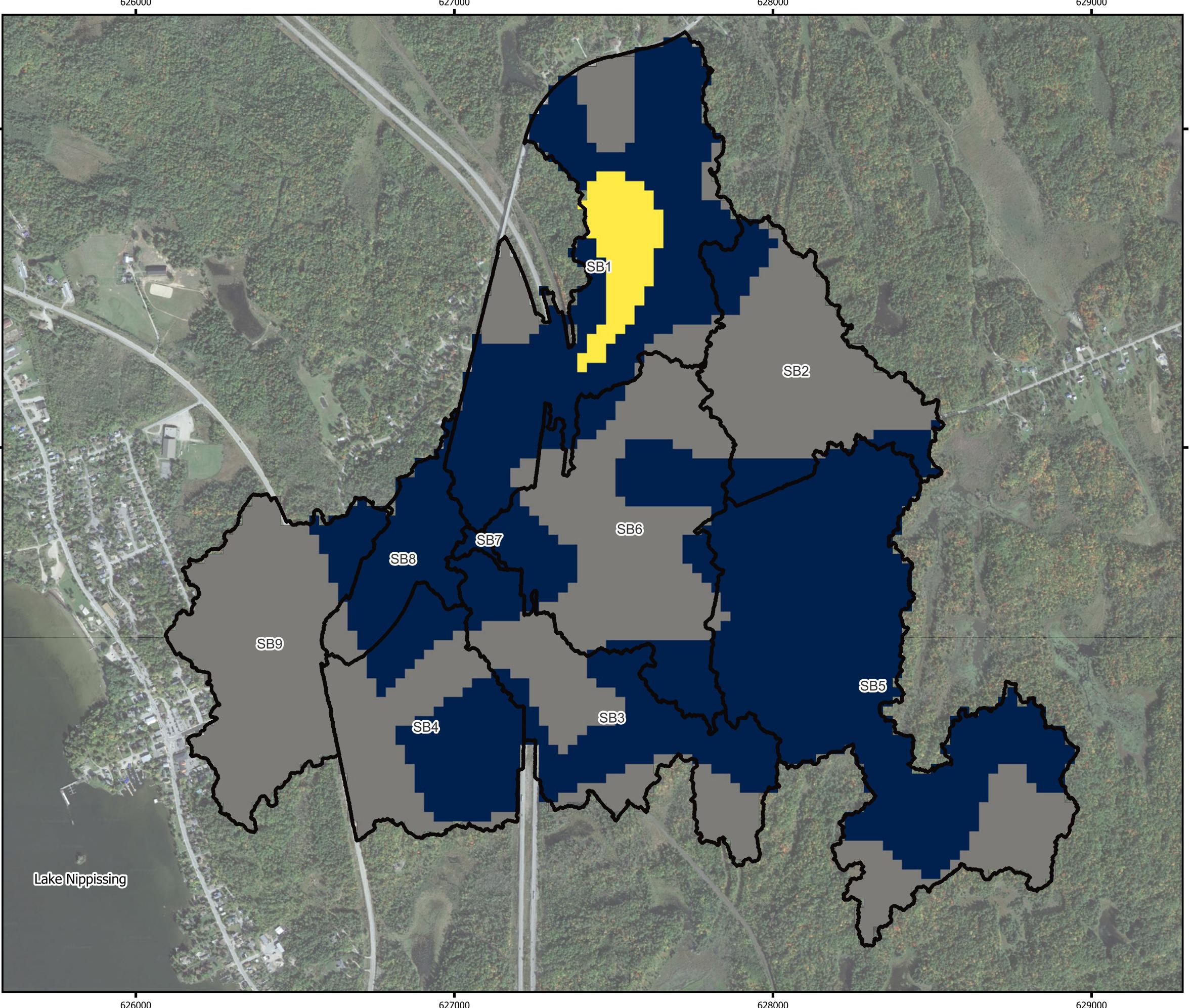
APPENDIX A:

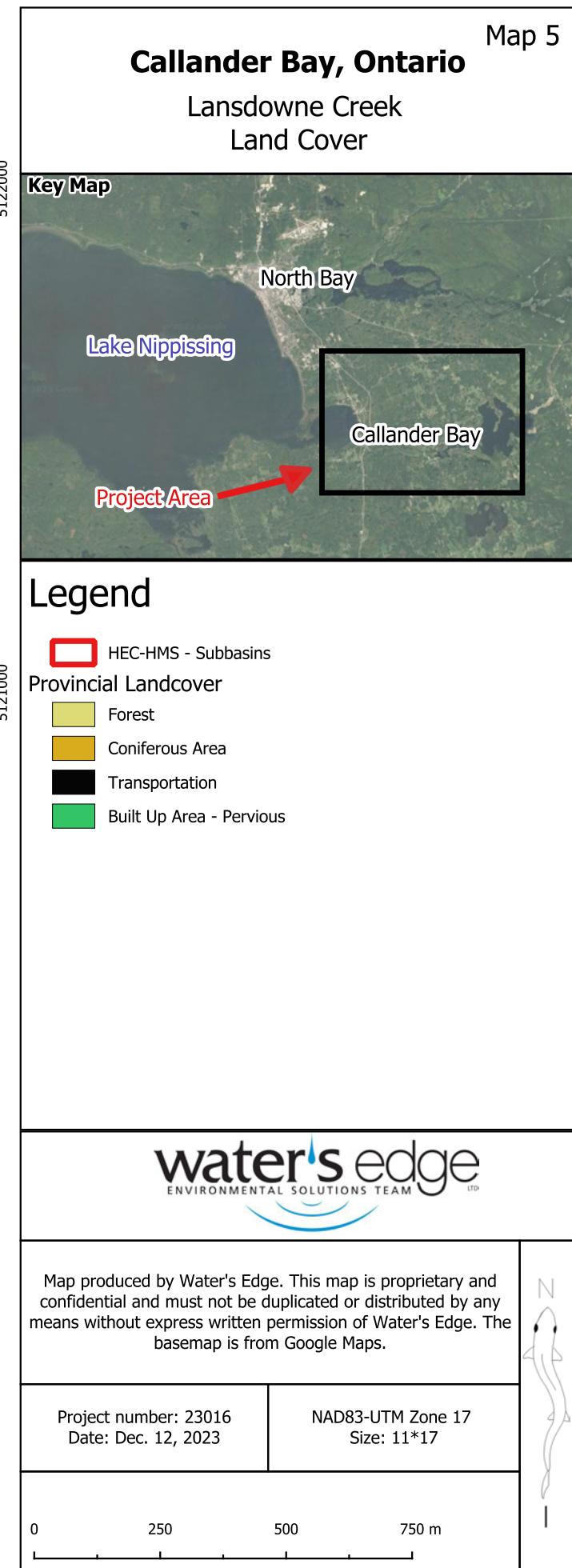
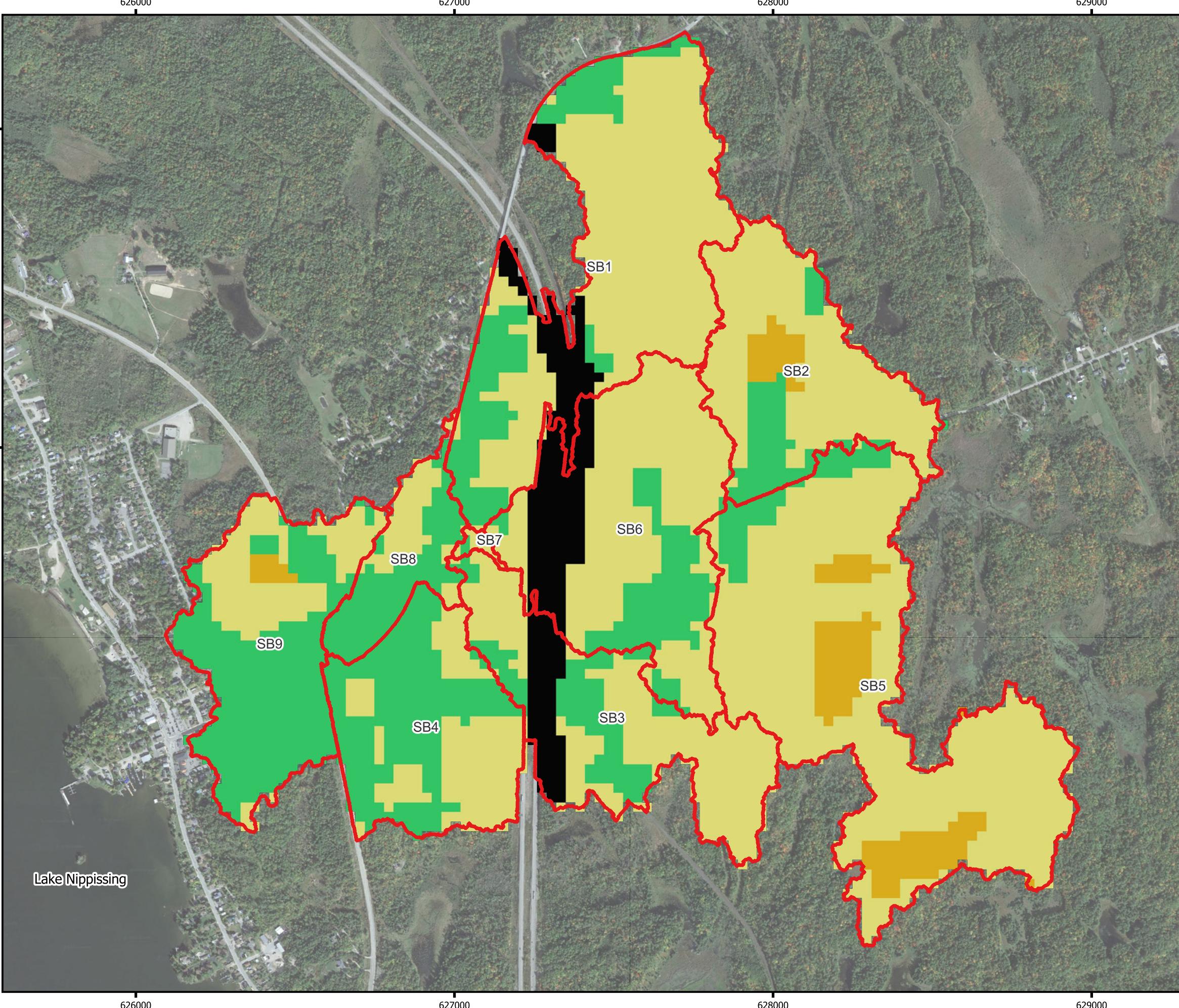
Hydrological Model











TR-55 Curve Numbers

Cover description	Average percent impervious area ²	Curve numbers for hydrologic soil group			
		A	B	C	D
Cover type and hydrologic condition					
WOODS Fair (woods are grazed but not burned, and some forest litter covers the soil)	36	60	73	79	
Goodwoods (woods are protected from grazing, and litter and brush adequately cover the soil)	30	55	70	77	
Fully developed urban areas					
Open space (lawns, parks, golf courses, cemeteries, etc.) ³ :					
Poor condition (grass cover < 50%)	68	79	86	89	
Fair condition (grass cover 50% to 75%)	49	69	79	84	
Good condition (grass cover > 75%)	39	61	74	80	
Impervious areas:					
Paved parking lots, roofs, driveways, etc.	98	98	98	98	
(excluding right-of-way)					
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)	98	98	98	98	
Paved; open ditches (including right-of-way)	83	89	92	93	
Gravel (including right-of-way)	76	85	89	91	
Dirt (including right-of-way)	72	82	87	89	
Western desert urban areas:					
Natural desert landscaping (pervious areas only) ⁴	63	77	85	88	
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)	96	96	96	96	
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acre	12	46	65	77	82
Developing urban areas					
Newly graded areas (pervious areas only, no vegetation) ⁵	77	86	91	94	
Open Water	100	100	100	100	
Cultivated Agricultural Lands:					
Row Crops (good), e.g., corn, sugar beets, soy beans	31	42	82	85	
Small Grain (good), e.g., wheat, barley, flax	60	82	80	84	
Meadow (continuous grass, protected from grazing, and generally mowed for hay):	30	58	71	78	
Pasture, Grassland, or Range – Continuous Forage for Grazing:					
Poor condition (ground cover <50% or heavily grazed with no mulch) 68 79 86 89	69	79	86	89	
Fair condition (ground cover 50% to 75% and not heavily grazed) 49 69 79 84	49	69	79	84	
Good condition (ground cover >75% and lightly or only occasionally grazed) 39 61 74 80	39	61	74	80	

Provincial Land Use		TR-55						
		Cover description				Curve numbers for hydrologic soil group		
DN Value	Provincial Land Use NB	Cover type and hydrologic condition		Average	A	B	C	D
		Natural desert landscaping (pervious areas only)4 ..	1	63	77	85	88	
		Natural desert landscaping (pervious areas only)4 ..	1	63	77	85	88	
		Artificial desert landscaping (impervious weed)	2	96	96	96	96	96
		Gravel (including right-of-way)	3	76	85	89	91	
		Gravel (including right-of-way)	3	76	85	89	91	
		Newly graded areas (pervious areas only,	4	77	86	91	94	
		Newly graded areas (pervious areas only,	4	77	86	91	94	
		Poor condition (grass cover < 50%)	5	68	79	86	89	
		Paved; curbs and storm sewers (excluding	6	98	98	98	98	98
		WOODS Fair (woods are grazed but not burned, and some forest litter covers the soil)	7	36	60	73	79	
		Poor condition (ground cover <50% or heavily grazed with no mulch) 68 79 86 89	8	69	79	86	89	
		Fair condition (ground cover 50% to 75% and not heavily grazed) 49 69 79 84	9	49	69	79	84	
		Good condition (ground cover >75% and lightly or only occasionally grazed) 39 61 74 80	10	39	61	74	80	
10	Forest	Goodwoods (woods are protected from grazing, and litter and brush adequately cover the soil)	10	30	55	70	77	
11	Coniferous Forest	Goodwoods (woods are protected from grazing, and litter and brush adequately cover the soil)	10	30	55	70	77	
12	Mixed Fores	Goodwoods (woods are protected from grazing, and litter and brush adequately cover the soil)	10	30	55	70	77	
13	Deciduous Forest	Goodwoods (woods are protected from grazing, and litter and brush adequately cover the soil)	10	30	55	70	77	
		Open Water	11	98	98	98	98	
		Open Water	11	98	98	98	98	
		Open Water	11	98	98	98	98	
23	Bog	Open Water	11	98	98	98	98	
		Open Water	11	98	98	98	98	
1	Open Water	Open Water	11	98	98	98	98	
	Plantations -Tree Cultivated	Row Crops (good), e.g., corn, sugar beets, soy beans	12	31	42	82	85	
	Hedge Rows	Row Crops (good), e.g., corn, sugar beets, soy beans	12	31	42	82	85	
	Tilled		12	31	42	82	85	
3	Transportation	Paved; curbs and storm sewers (excluding	13	98	98	98	98	
25	Built Up Area - Pervious	1/2 acre	14	25	54	70	80	85
	Built Up Area Impervious	1/8 acre or less (town houses)	15	65	77	85	90	92
	Extraction -Aggregate	Gravel (including right-of-way)	3	76	85	89	91	
	Extraction Peat / Topsoil	Row Crops (good), e.g., corn, sugar beets, soy beans	12	31	42	82	85	
29	Undifferentiated	Good condition (ground cover >75% and lightly or only occasionally grazed)	16	39	61	74	80	



Fluvial Geomorphology

Natural Channel Design

Stream Restoration

Monitoring

Erosion Assessment

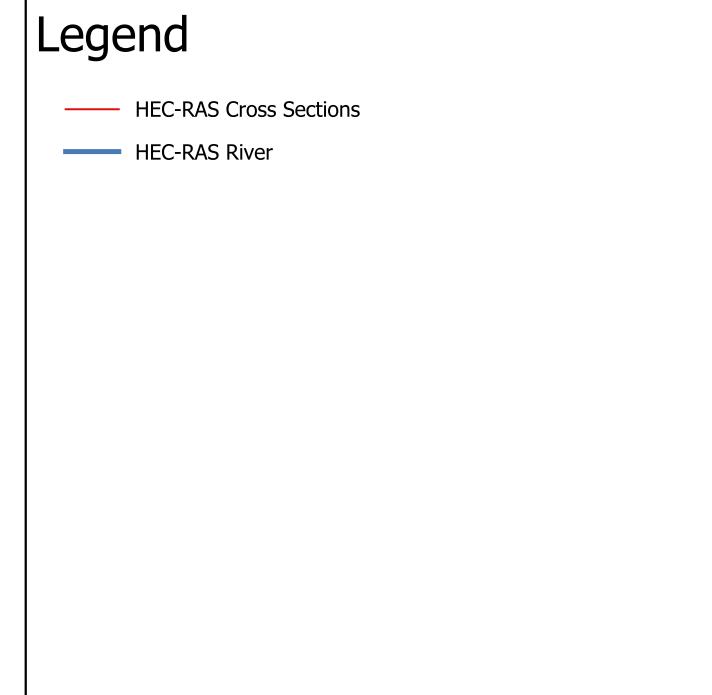
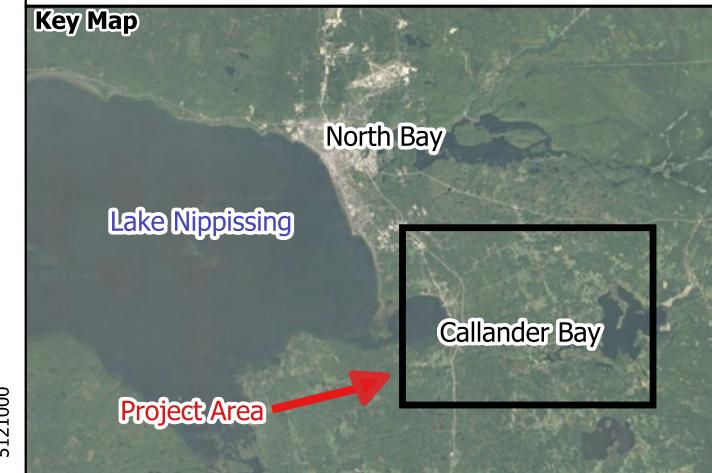
Sediment Transport

APPENDIX B:

Hydraulic Model

Callander Bay, Ontario

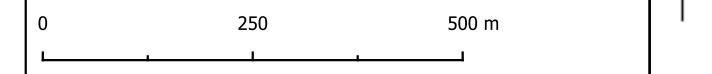
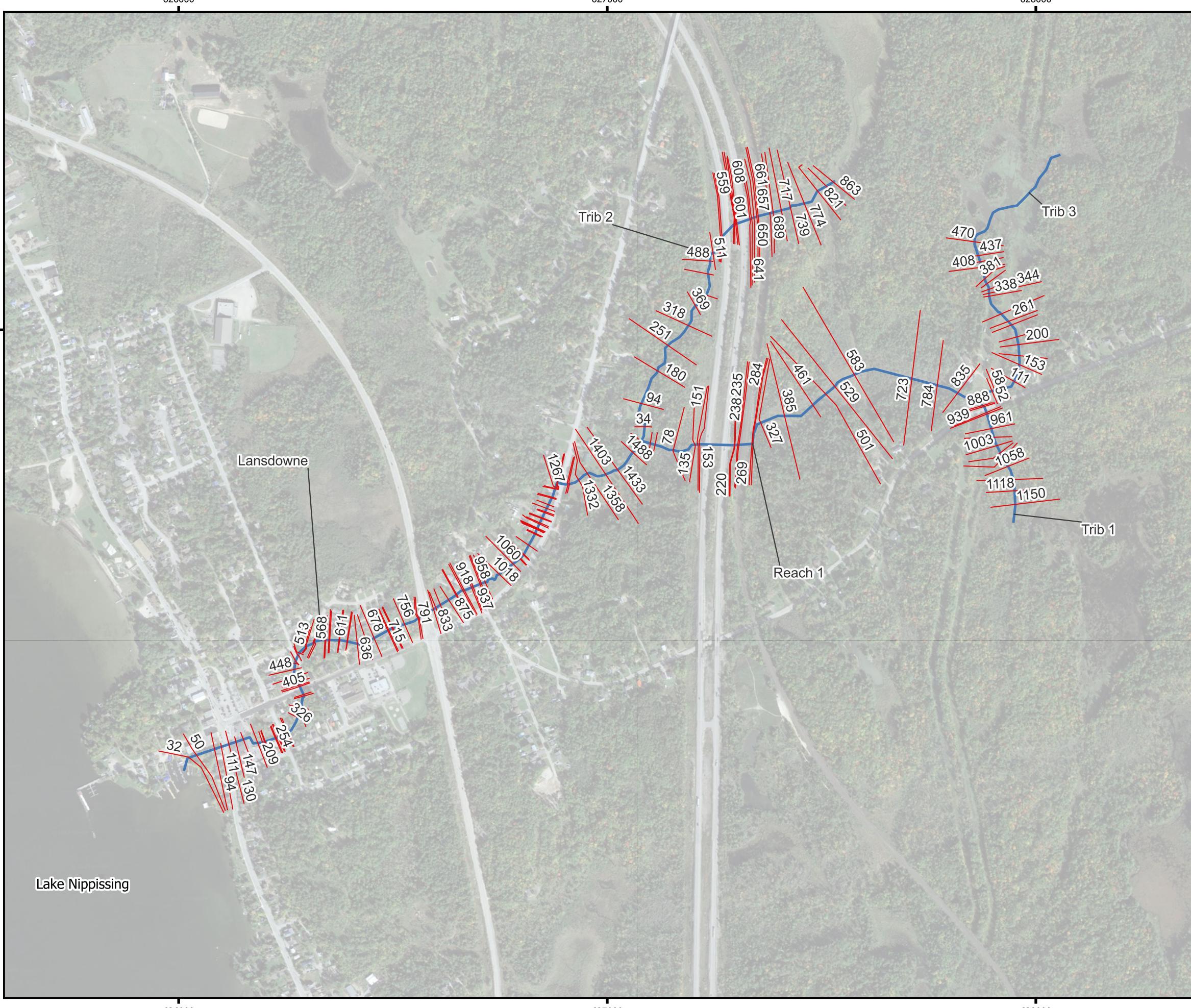
Lansdowne Creek
HEC-RAS Schematic

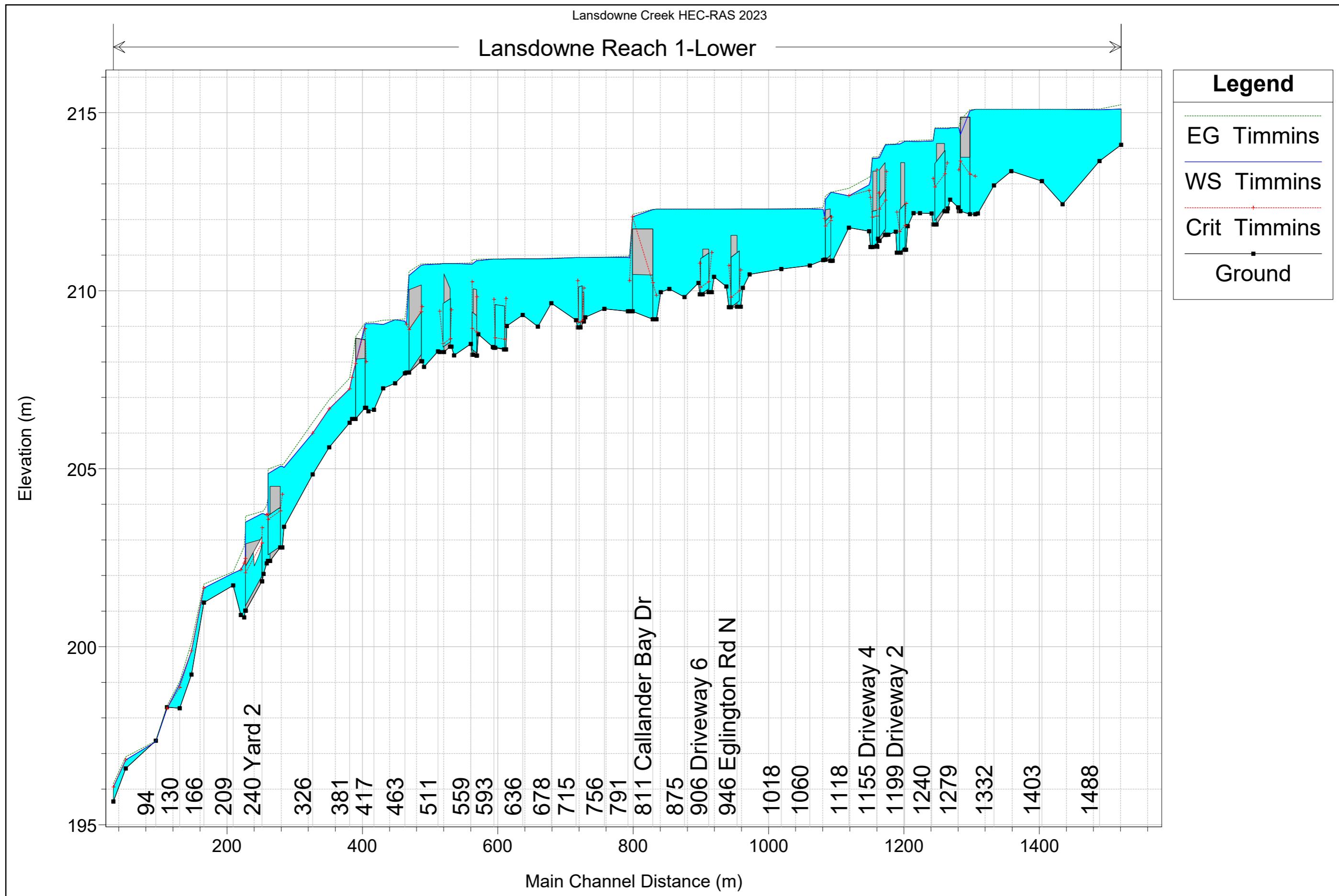


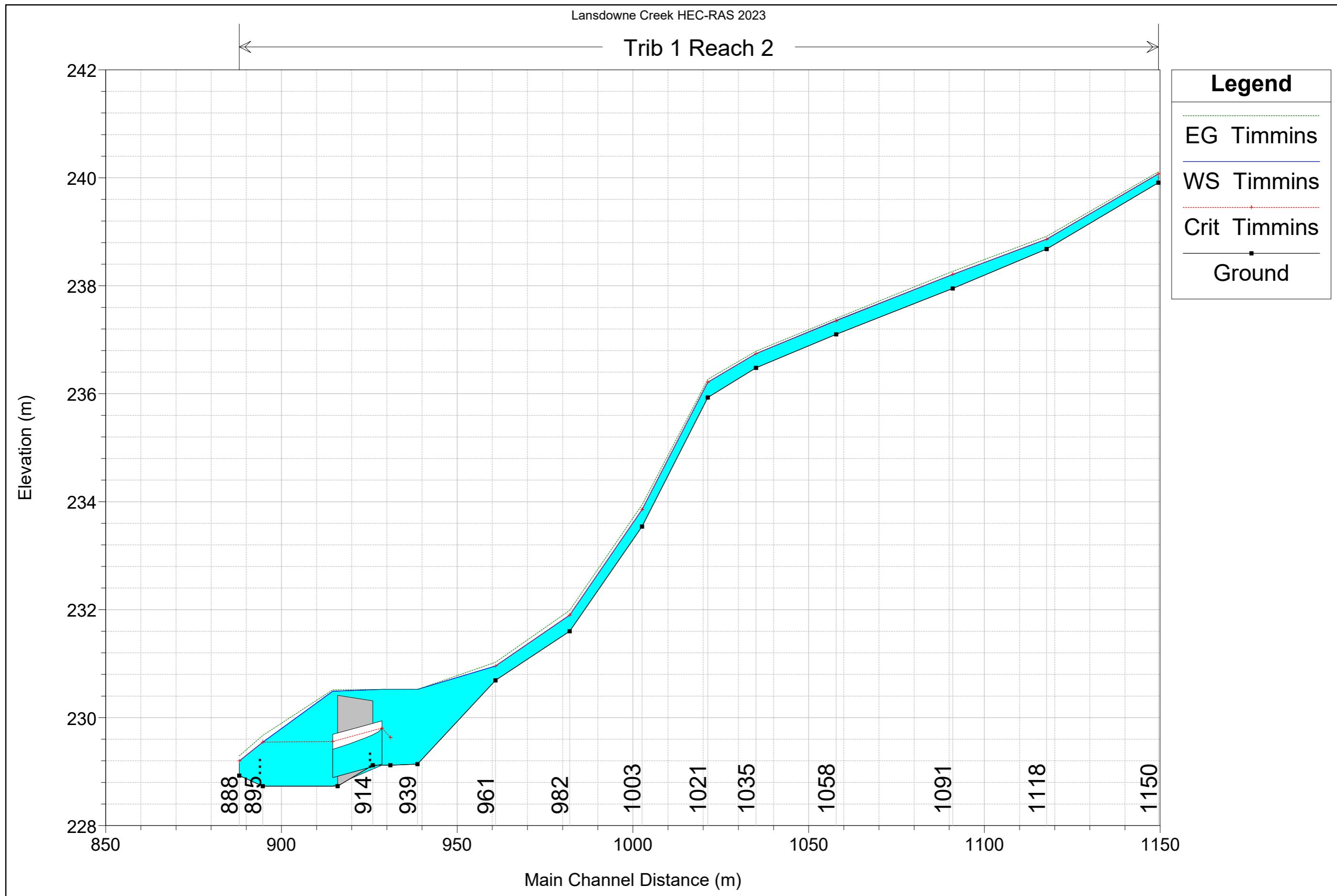
Map produced by Water's Edge. This map is proprietary and confidential and must not be duplicated or distributed by any means without express written permission of Water's Edge. The basemap is from Google Maps.

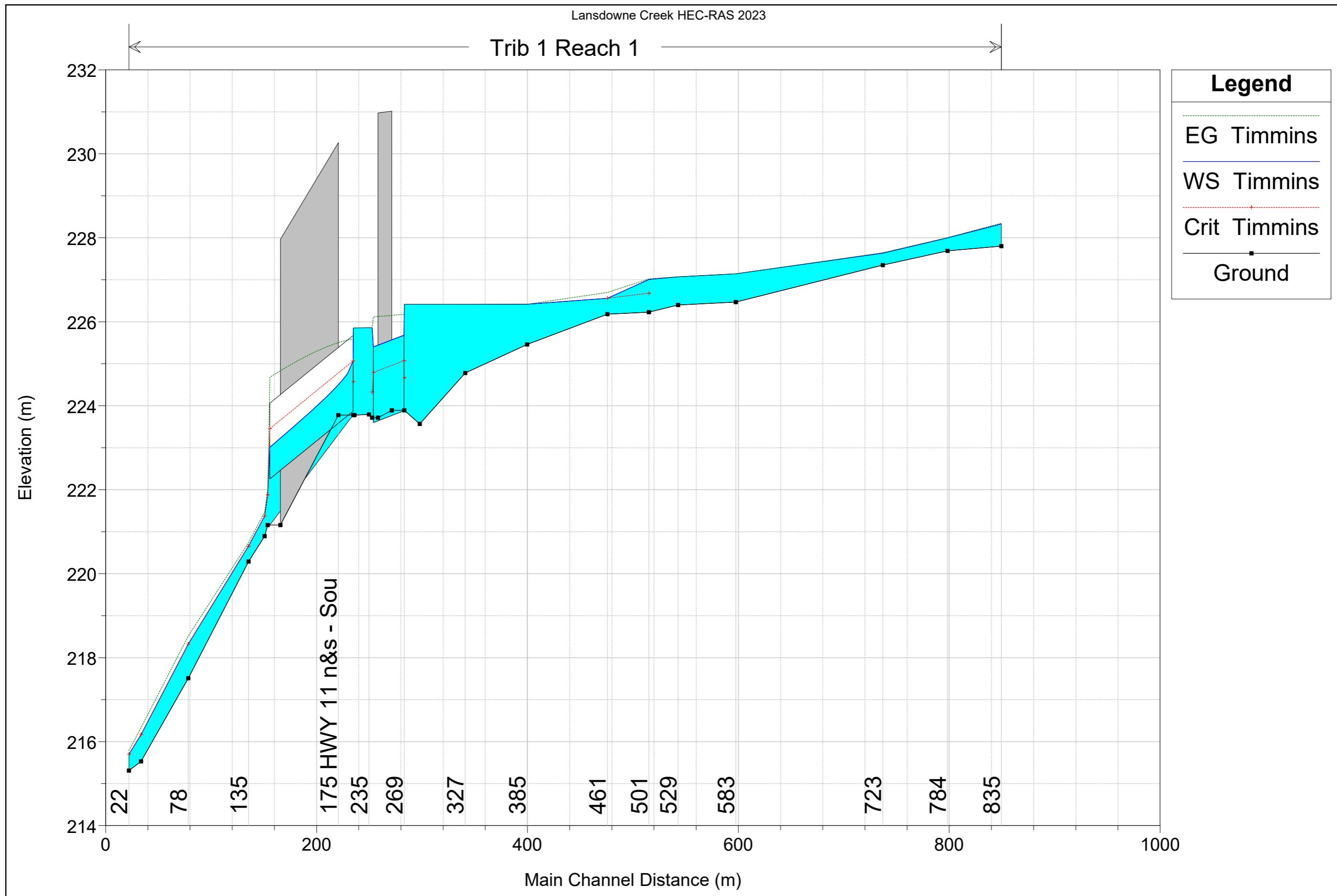
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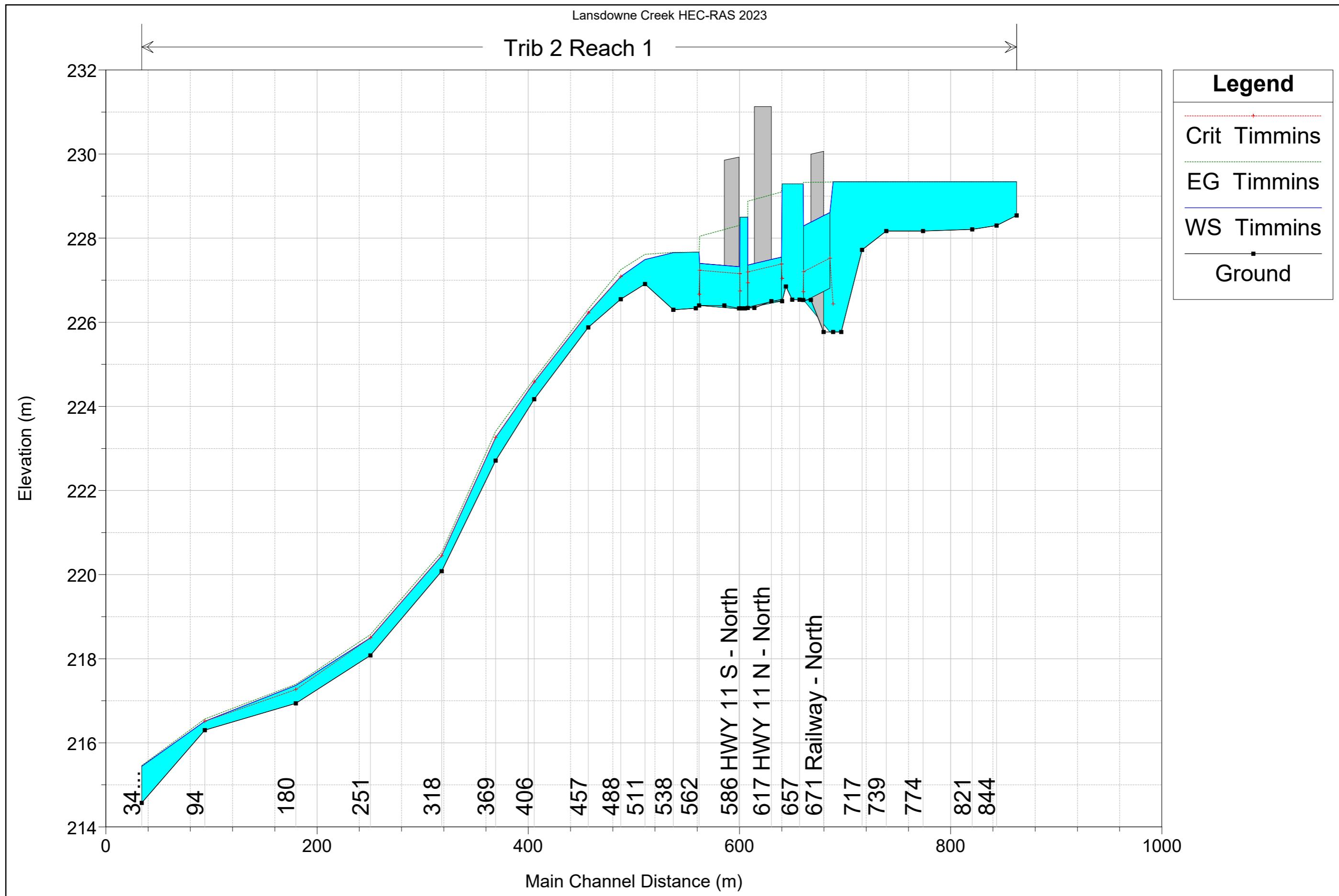
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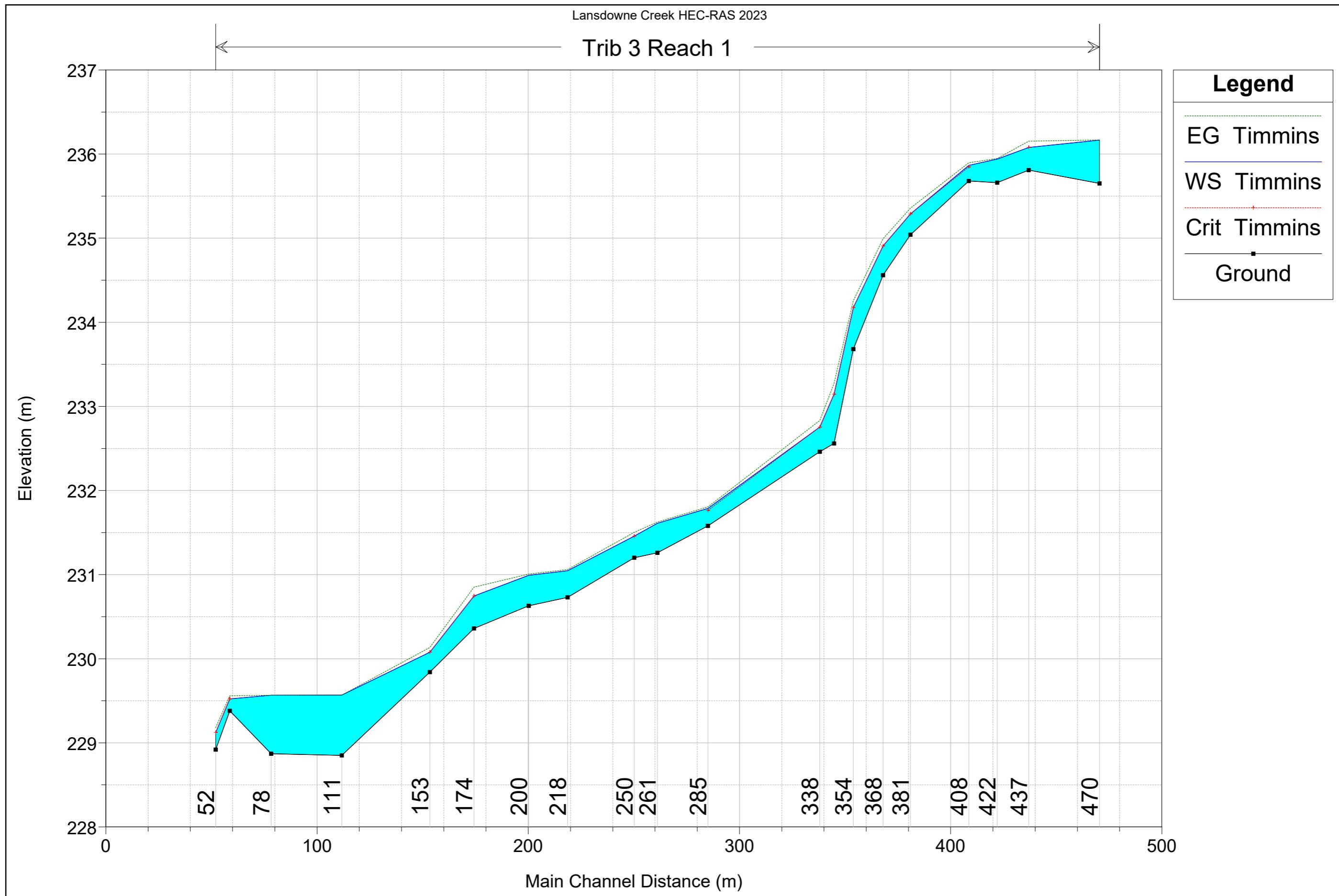


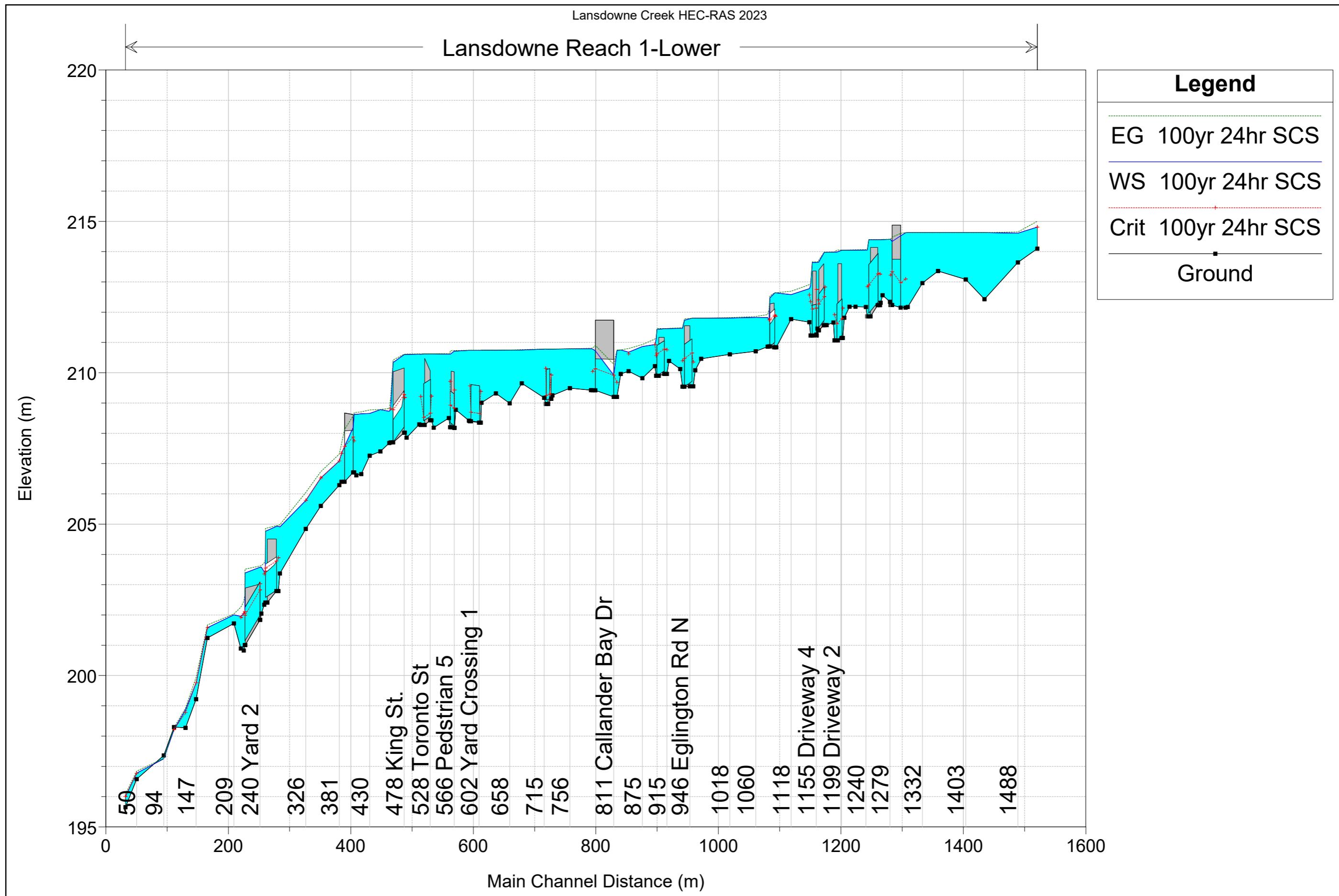


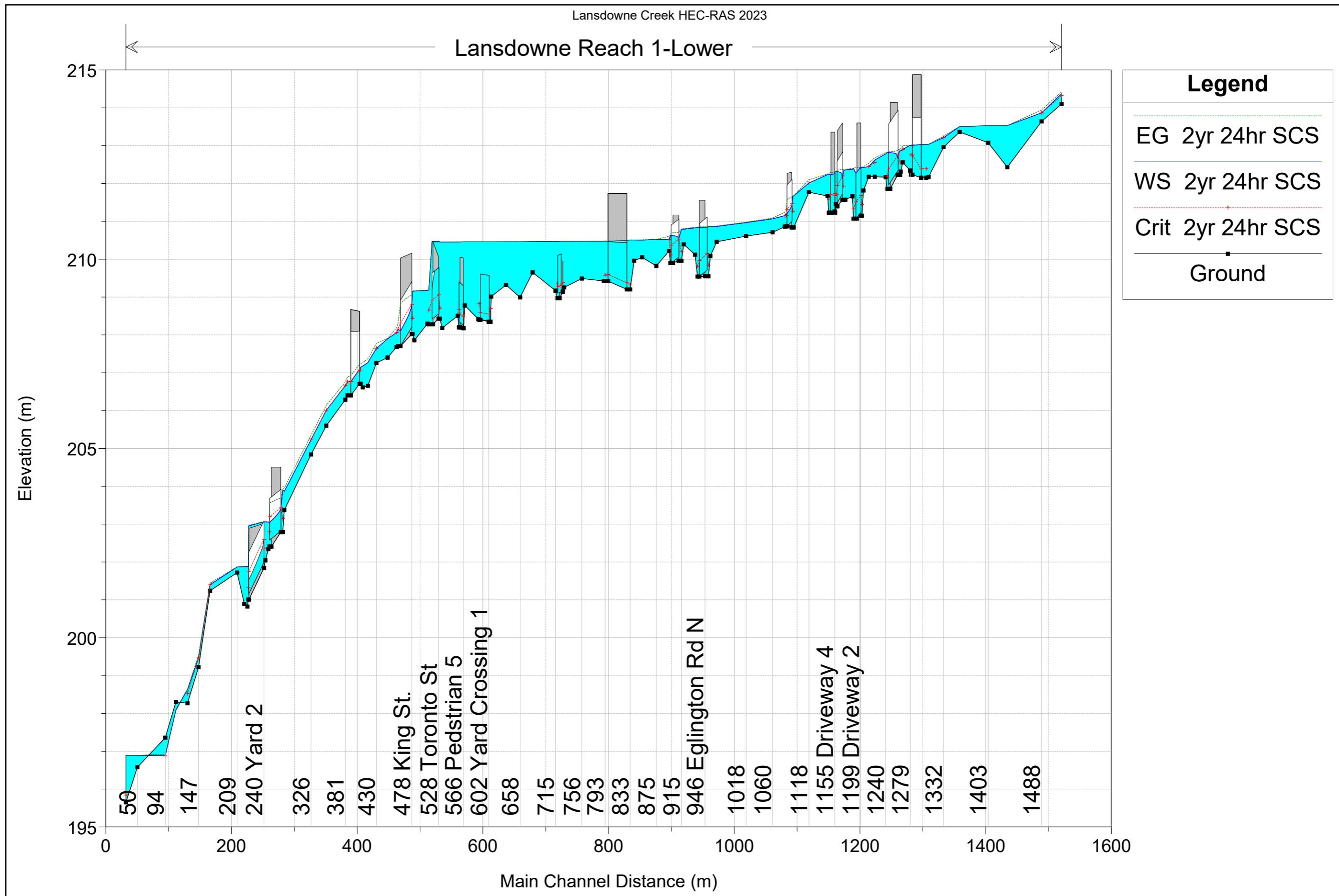


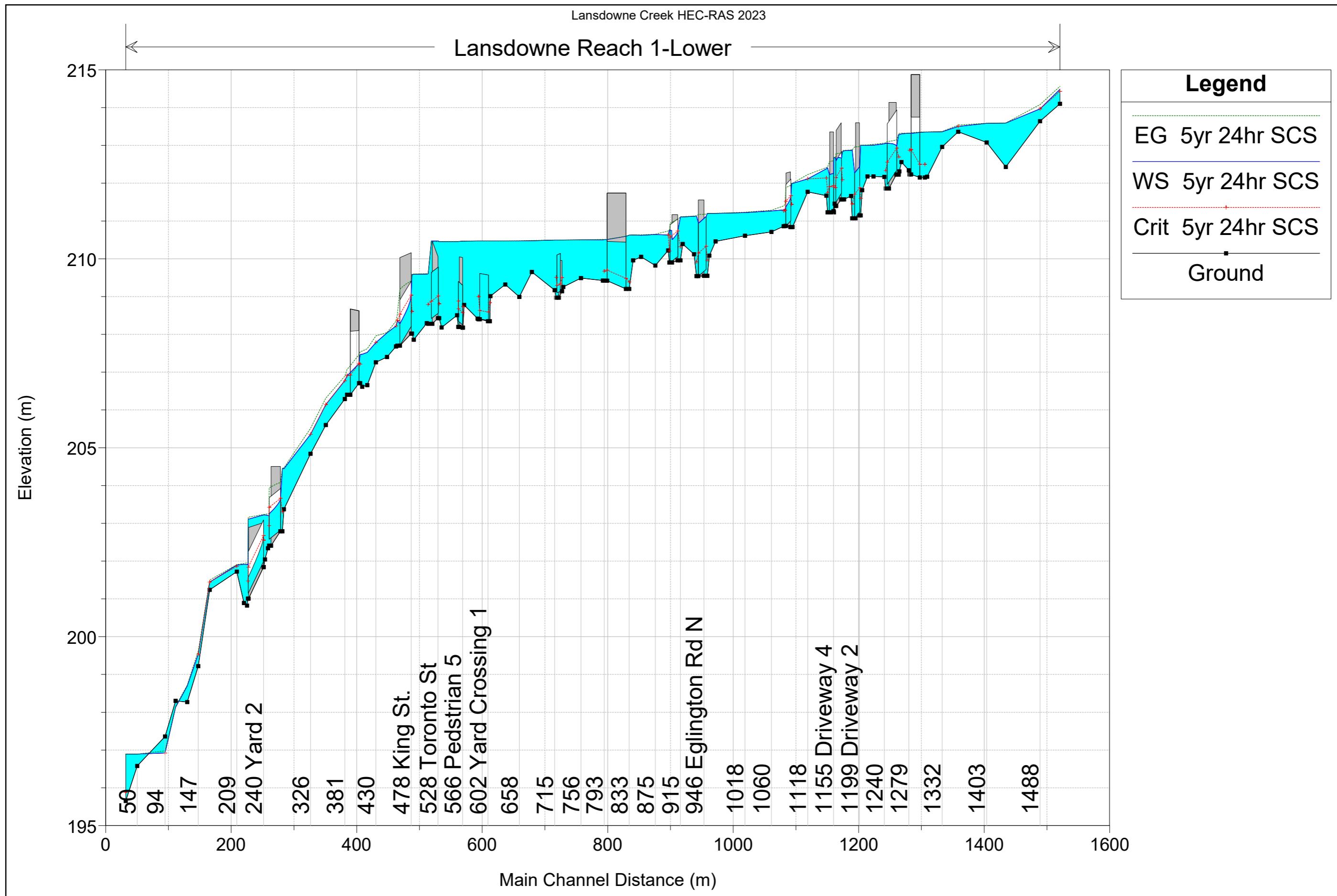


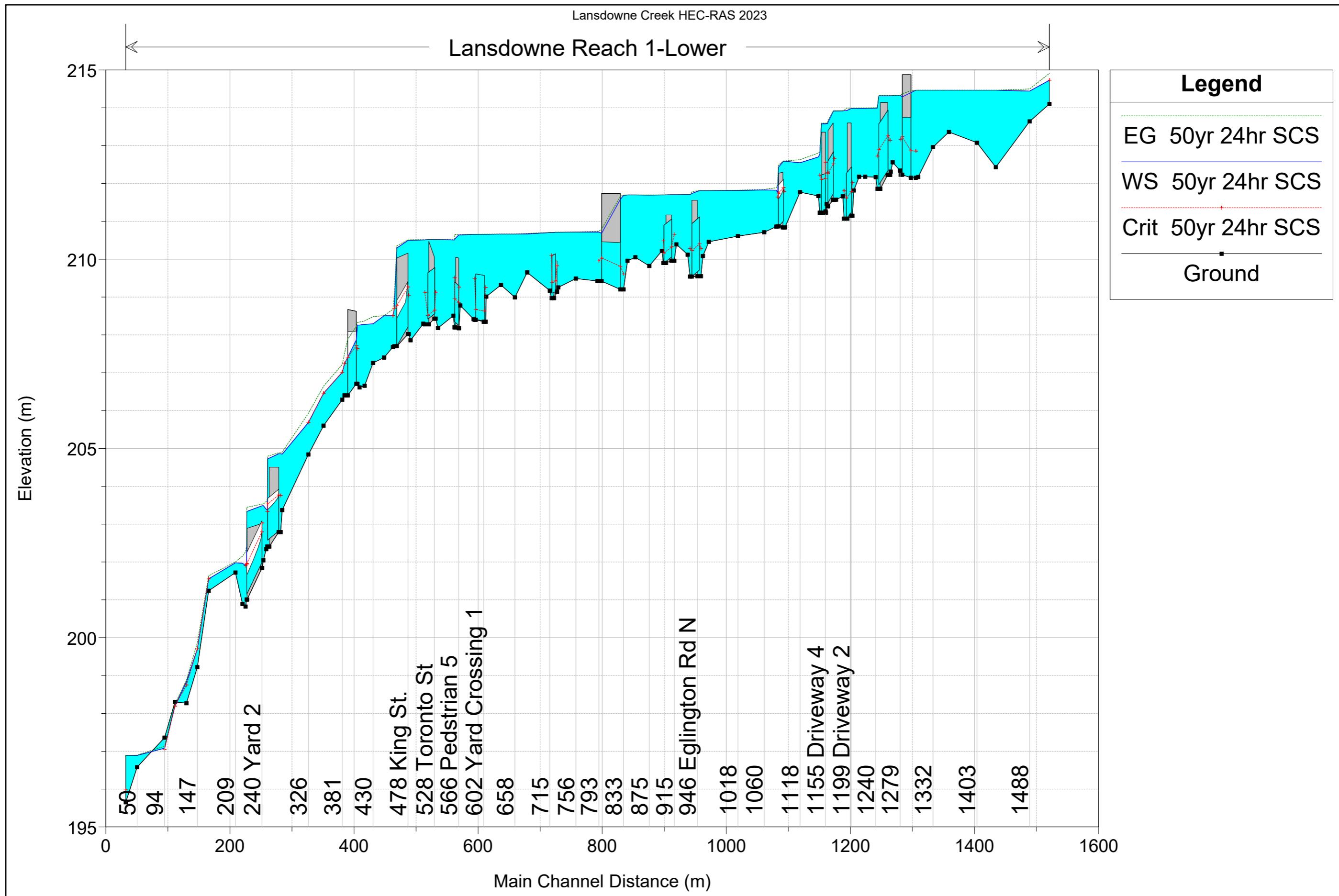














Fluvial Geomorphology

Natural Channel Design

Stream Restoration

Monitoring

Erosion Assessment

Sediment Transport

APPENDIX C:

Structure Information

Lansdowne Creek Structures Inventory

			Survey Date:	May 17, 2023		
Surveyor:	Eh Klay Law		Watercourse:	Lansdowne Creek		
Street Location:	Marina Culvert		Municipality:	Callander Bay		
Structure Number:	1		Date of Construction:	n/a		
Coordinates	E: 626015.4650m N: 5119987.5420m		Temporary Benchmark			
Structure Shape:	culvert		Elev.	n/a		
Structure Material:	n/a		n/a			
Opening Characteristics						
Cell Shape:	n/a	Cells:	1			
Material:	n/a	Rise:	n/a	Sag Elevation:	n/a	
Diameter:	n/a	Span:	n/a	Railing Height:	n/a	
Pier Configuration	Number: n/a		Elev. Left:	n/a	Length: n/a	
Width:	n/a	Location:	n/a	Elev. Right:	n/a	
End Treatment:			Length of Culvert/Crossing:	n/a		
n/a			Skew Angle:	n/a	Rise: n/a	
Upstream Treatment:			Opening Face Width:	n/a		
n/a			Downstream Treatment:			
Upstream Elevations:						
Invert	n/a		Invert	n/a		
Obvert	n/a		Obvert	196.12		
Top	n/a		Top	196.58		
Comments:	Hidden under a deck					



Description: Looking u/s



Description: Looking at right



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 17, 2023	
Street Location:	Main Street		Watercourse:	Lansdowne Creek	
Structure Number:	2		Municipality:	Callander Bay	
Coordinates	E: 626193.2520m N: 5120037.1270m		Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark	n/a	
Structure Material:	Steel Corrugated Pipe		Elev.		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1	Sag Elevation: n/a Railing Height: n/a Elev. Left: n/a Length: n/a Elev. Right: n/a	
Material:	n/a	Rise:	1.2m		
Diameter:	1200mm	Span:	1.2m		
Pier Configuration		Number:	n/a	Length of Culvert/Crossing: n/a	
Width:	n/a	Location:	n/a	Skew Angle:	n/a
End Treatment:				Rise:	n/a
Headwall				Opening Face Width: n/a	
Upstream Treatment:				Downstream Treatment: n/a	
n/a					
Upstream Elevations:			Downstream Elevations:		
Invert	200.42		Invert	n/a	
Obvert	201.68		Obvert	n/a	
Top	202.30		Top	n/a	
Comments:					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking at right bank



Description: deck on right bank

Surveyor:	Eh Klay Law		Survey Date:	May 17, 2023				
Street Location:	High Street and Main Street		Watercourse:	Lansdowne Creek				
Structure Number:	3		Municipality:	Callander Bay				
Coordinates	E: 626213.897m N: 626213.897m		Date of Construction:	n/a				
Structure Shape:	culvert		Temporary Benchmark	n/a				
Structure Material:	Corrugated Steel Pipe		Elev.					
Opening Characteristics								
Cell Shape:	Circular	Cells:	1	Sag Elevation: n/a Railing Height: n/a Elev. Left: n/a Elev. Right: n/a				
Material:	n/a	Rise:	1m					
Diameter:	1000 mm	Span:	1m					
Pier Configuration	Number: n/a		Length:	n/a				
Width:	n/a	Location:	n/a	Length of Culvert/Crossing:	25m			
End Treatment:				Skew Angle:	n/a			
Gabion				Rise:	n/a			
Upstream Treatment:				Opening Face Width:	n/a			
Gabion on the left				Downstream Treatment:				
				n/a				
Upstream Elevations:				Downstream Elevations:				
Invert	201.95			Invert	201.07			
Obvert	202.99			Obvert	202.15			
Top	n/a			Top	n/a			
Comments:								



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

				Survey Date:	May 17, 2023	
Surveyor:		Eh Klay Law		Watercourse:		Lansdowne Creek
Street Location:		High Street		Municipality:		Callander Bay
Structure Number:		4		Date of Construction:		n/a
Coordinates		E: 626240.7610m	N: 5120055.4860m	Temporary Benchmark		
				Elev.	n/a	
Structure Shape:		culvert		n/a		
Structure Material:		HDPE				
Opening Characteristics						
Cell Shape:	Circular	Cells:	1			
Material:	n/a	Rise:	1.1m			
Diameter:	1100 mm	Span:	1.1m			
Pier Configuration		Number:	n/a			
Width:	n/a	Location:	n/a	Sag Elevation:		204.42
End Treatment:				Railing Height:	0.9m	Length:
Gabion				Elev. Left:	205.39	Elev. Right:
Upstream Treatment:				Length of Culvert/Crossing:		3.7m
n/a				Skew Angle:	9°	Rise:
Upstream Elevations:				Opening Face Width:		n/a
Invert	202.77			Downstream Treatment:		
Obvert	203.92			Gabion on the left		
Top	204.10					
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Lansdowne Creek Structures Inventory

Surveyor:	Eh Klay Law		Survey Date:	May 17, 2023		
Street Location:	Lansdowne Street		Watercourse:	Lansdowne Creek		
Structure Number:	5		Municipality:	Callander Bay		
Coordinates	E: 626286.683m	N: 5120158.434m	Date of Construction:	n/a		
Structure Shape:	culvert		Temporary Benchmark			
Structure Material:	Concrete		Elev.			208.63
Opening Characteristics			n/a			
Cell Shape:	Box	Cells:	1			
Material:	n/a	Rise:	1.5m	Sag Elevation:		
Diameter:	n/a	Span:	2.2m	Railing Height:	0.9m	
Pier Configuration		Number:	n/a	Elev. Left:	209.49	
Width:	n/a	Location:	n/a	Length:	8m	
End Treatment:				Elev. Right:	209.47	
n/a				Length of Culvert/Crossing:	18m	
Upstream Treatment:				Skew Angle:	n/a	
n/a				Rise:	n/a	
Upstream Elevations:				Opening Face Width:		
Invert	206.62		Downstream Treatment:		n/a	
Obvert	208.10					
Top	208.67					
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

				Survey Date:	May 16, 2023	
Surveyor:	Eh Klay Law			Watercourse:	Lansdowne Creek	
Street Location:	King Street			Municipality:	Callander Bay	
Structure Number:	6			Date of Construction:	n/a	
Coordinates	E:	626274.8030m		Temporary Benchmark	n/a	
	N:	5120236.6110m		Elev.	n/a	
Structure Shape:	culvert					
Structure Material:	Concrete					
Opening Characteristics				Sag Elevation:	209.85	
Cell Shape:	Circular	Cells:	1	Railing Height:	0.8m	Length:
Material:	n/a	Rise:	1.2m	Elev. Left:	211.06	Elev. Right:
Diameter:	1200mm	Span:	1.2m			14m
Pier Configuration		Number:	n/a	Length of Culvert/Crossing:	23.6m	
Width:	n/a	Location:	n/a	Skew Angle:	44°	Rise:
End Treatment:	n/a			Opening Face Width:	n/a	
Upstream Treatment:	n/a			Downstream Treatment:	n/a	
Upstream Elevations:				Downstream Elevations:		
Invert	207.86			Invert	207.64	
Obvert	209.41			Obvert	208.91	
Top	209.43			Top	209	
Comments:	Metered to slope culvert					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

				Survey Date:	May 16, 2023			
Surveyor:		Eh Klay Law		Watercourse:		Lansdowne Creek		
Street Location:		Toronto Street		Municipality:		Callander Bay		
Structure Number:		7		Date of Construction:		n/a		
Coordinates		E: 626305.6450m		Temporary Benchmark				
		N: 5120264.8890m		Elev.	n/a			
Structure Shape:		culvert		n/a				
Structure Material:		Concrete						
Opening Characteristics								
Cell Shape:	Circular	Cells:	1					
Material:	n/a	Rise:	1.22m	Sag Elevation: 210.08				
Diameter:	1220mm	Span:	1.22m	Railing Height: n/a	Length: n/a			
Pier Configuration		Number:	n/a	Elev. Left: n/a	Elev. Right: n/a			
Width:	n/a	Location:	n/a	Length of Culvert/Crossing: 16m				
End Treatment:				Skew Angle: 47°	Rise:	n/a		
Rap-Rap/Vegetated Riverstone				Opening Face Width: n/a				
Upstream Treatment:				Downstream Treatment:				
Rap-Rap/Vegetated Riverstone				Rap-Rap/Vegetated Riverstone				
Upstream Elevations:				Downstream Elevations:				
Invert	208.32		Invert		208.28			
Obvert	209.78		Obvert		209.64			
Top	209.85		Top		209.84			
Comments:								



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

				Survey Date:	May 17, 2023			
Surveyor:		Eh Klay Law		Watercourse:		Lansdowne Creek		
Street Location:		Pedestrian Bridge 2		Municipality:		Callander Bay		
Structure Number:		8		Date of Construction:		n/a		
Coordinates		E: 626347.6660m		Temporary Benchmark				
		N: 5120275.7930m		Elev.	n/a			
Structure Shape:		bridge / culvert		n/a				
Structure Material:		concrete / wood						
Opening Characteristics								
Cell Shape:	circular	Cells:	1					
Material:	n/a	Rise:	1.05m	Sag Elevation:				
Diameter:	1050mm	Span:	1.05m	Railing Height:	1m	Length:		
Pier Configuration		Number:	n/a	Elev. Left:	211.37	Elev. Right:		
Width:	n/a	Location:	n/a	Length of Culvert/Crossing:				
End Treatment:				Skew Angle:	n/a	Rise:		
n/a				Opening Face Width:				
Upstream Treatment:				Downstream Treatment:				
n/a				n/a				
Upstream Elevations:				Downstream Elevations:				
Invert		208.42		Invert				
Obvert		209.30		Obvert				
Top		210.20		Top				
Comments:								



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law			Survey Date:	May 17, 2023		
Street Location:	Pedestrian Bridge 1			Watercourse:	Lansdowne Creek		
Structure Number:	9			Municipality:	Callander Bay		
Coordinates	E: 626352.9810m N: 5120276.4610m			Date of Construction:	n/a		
Structure Shape:	bridge			Temporary Benchmark			
Structure Material:	wood			Elev.	n/a		
Opening Characteristics				n/a			
Cell Shape:	rectangle	Cells:	1				
Material:	n/a	Rise:	1.4m	Sag Elevation:	209.95		
Diameter:	n/a	Span:	5.3m	Railing Height:	0.8m	Length:	4m
Pier Configuration	Number: n/a		Elev. Left:	211.03	Elev. Right:	210.87	
Width:	n/a	Location:	n/a	Length of Culvert/Crossing:	0.9m		
End Treatment:	HDPE filled with dirt as abutment on the right side of the			Skew Angle:	n/a	Rise:	n/a
Upstream Treatment:	HDPE filled with dirt as abutment			Opening Face Width:	n/a		
Upstream Elevations:				Downstream Treatment:			
Invert	208.62			Downstream Elevations:			
Obvert	210.01			Invert	208.40		
Top	210.02			Obvert	209.91		
Comments:	balcony/deck sit on the left bank						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Lansdowne Creek Structures Inventory

Surveyor:	Eh Klay Law		Survey Date:	May 17, 2023	
Street Location:	Driveway (300 Lansdowne)		Watercourse:	Lansdowne Creek	
Structure Number:	10		Municipality:	Callander Bay	
Coordinates	E: 626384.5590m	N: 5120274.2320m	Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark	n/a	
Structure Material:	HDPE		Elev.		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1	Sag Elevation: 209.09	
Material:	n/a	Rise:	1.2m		
Diameter:	1200mm	Span:	1.2m		
Pier Configuration		Number:	n/a	Railing Height:	n/a
Width:	n/a	Location:	n/a	Elev. Left:	n/a
End Treatment: n/a				Length:	n/a
Upstream Treatment: n/a				Elev. Right:	n/a
				Length of Culvert/Crossing:	13m
				Skew Angle:	n/a
				Rise:	n/a
				Opening Face Width:	n/a
				Downstream Treatment:	
				n/a	
Upstream Elevations:			Downstream Elevations:		
Invert	209.01		Invert	208.80	
Obvert	209.87		Obvert	209.91	
Top	210.75		Top	210.08	
Comments: Wooden dam in front of the culvert inlet. Owner has a couple small ponds in his property					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 17, 2023	
Street Location:	Pedestrian Bridge (350 Lans)		Watercourse:	Lansdowne Creek	
Structure Number:	11		Municipality:	Callander Bay	
Coordinates	E: 626429.0000m N: 5120267.5000m		Date of Construction:	n/a	
Structure Shape:	bridge		Temporary Benchmark		
Structure Material:	Wood		Elev.	n/a	
Opening Characteristics					
Cell Shape:	Irregular	Cells:	1		
Material:	n/a	Rise:	1m-1.5m	Sag Elevation:	209.98
Diameter:	n/a	Span:	4.7m	Railing Height:	n/a
Pier Configuration		Number:	n/a	Length:	n/a
Width:	n/a	Location:	n/a	Elev. Left:	n/a
End Treatment: n/a		Length of Culvert/Crossing:	1m		
		Skew Angle:	n/a	Rise:	n/a
		Opening Face Width:	n/a		
Upstream Treatment: n/a		Downstream Treatment:	n/a		
Upstream Elevations:					
Invert	208.77		Invert	208.71	
Obvert	209.86		Obvert	209.73	
Top	210.10		Top	210.15	
Comments:					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 17, 2023	
Street Location:	Pedestrian Bridge (368 Lans)		Watercourse:	Lansdowne Creek	
Structure Number:	12		Municipality:	Callander Bay	
Coordinates	E: 626438.8630m		Date of Construction:	n/a	
	N: 5120270.5200m		Temporary Benchmark	n/a	
Structure Shape:	bridge		Elev.		
Structure Material:	Wood				
Opening Characteristics					
Cell Shape:	Irregular	Cells:	1		
Material:	n/a	Rise:	1m-2m	Sag Elevation: n/a	
Diameter:	n/a	Span:	4.3m		
Pier Configuration		Number:	n/a		
Width:	n/a	Location:	n/a	Railing Height:	n/a
End Treatment: n/a				Elev. Left:	n/a
Upstream Treatment: n/a				Length:	n/a
				Elev. Right:	n/a
				Length of Culvert/Crossing:	1.2m
				Skew Angle:	n/a
				Rise:	n/a
				Opening Face Width:	n/a
				Downstream Treatment:	
					n/a
Upstream Elevations:					
Invert	208.99		Invert	208.99	
Obvert	210.54		Obvert	210.55	
Top	210.78		Top	210.69	
Comments:	Owner said that he will be removing the bridge and replace it with just a simple wooden boards for crossing. Owner put a steel rack on the bridge to prevent people walking on the bridge.				



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Lansdowne Creek Structures Inventory

Surveyor:	Eh Klay Law		Survey Date:	May 17, 2023	
Street Location:	Yard Crossing (408 Lansdowne)		Watercourse:	Lansdowne Creek	
Structure Number:	13		Municipality:	Callander Bay	
Coordinates	E: 626494.9620m N: 5120302.3020m		Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark	n/a	
Structure Material:	Corrugated Steel Pipe		Elev.		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1	Sag Elevation: 209.94	
Material:	n/a	Rise:	1m		
Diameter:	1000mm	Span:	1m		
Pier Configuration		Number:	n/a	Railing Height:	n/a
Width:	n/a	Location:	n/a	Elev. Left:	n/a
End Treatment: Failing retaining wall in the creek				Length:	n/a
Upstream Treatment: n/a				Elev. Right:	n/a
Upstream Elevations:			Downstream Elevations:		
Invert	209.22		Invert	209.10	
Obvert	210.14		Obvert	210.23	
Top	n/a		Top	n/a	
Comments:					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law			Survey Date:	May 16, 2023				
Street Location:	Callander Bay Drive			Watercourse:	Lansdowne Creek				
Structure Number:	14			Municipality:	Callander Bay				
Coordinates	E: 626579.004m N: 5120339.222m			Date of Construction:	n/a				
Structure Shape:	culvert			Temporary Benchmark					
Structure Material:	Concrete			Elev.	210.80				
Opening Characteristics				CC - Located on southeast corner of the culvert					
Cell Shape:	Box	Cells:	1	Sag Elevation:	n/a				
Material:	n/a	Rise:	1m	Railing Height:	n/a	Length:	n/a		
Diameter:	n/a	Span:	2m	Elev. Left:	n/a	Elev. Right:	n/a		
Pier Configuration		Number:	n/a	Length of Culvert/Crossing:	39m				
Width:	n/a	Location:	n/a	Skew Angle:	n/a	Rise:	n/a		
End Treatment: n/a					Opening Face Width:	n/a			
Upstream Treatment: n/a					Downstream Treatment:	n/a			
Upstream Elevations:				Downstream Elevations:					
Invert	209.20			Invert	209.42				
Obvert	210.44			Obvert	210.46				
Top	210.71			Top	210.73				
Comments:									



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023			
Street Location:	Lansdowne Street		Watercourse:	Lansdowne Creek			
Structure Number:	15		Municipality:	Callander Bay			
Coordinates	E: 626613.312m		Date of Construction:	n/a			
	N: 5120300.175m		Temporary Benchmark				
Structure Shape:	culvert		Elev.	n/a			
Structure Material:	Concrete		n/a				
Opening Characteristics							
Cell Shape:	Circular	Cells:	1				
Material:	n/a	Rise:	0.9m				
Diameter:	900mm	Span:	0.9m				
Pier Configuration	Number: n/a		Sag Elevation:	n/a			
Width:	n/a	Location:	n/a	Railing Height:	n/a		
End Treatment:			Elev. Left:	n/a	Length:	n/a	
n/a			Elev. Right:	n/a			
Upstream Treatment:				Length of Culvert/Crossing:	27m		
n/a				Skew Angle:	n/a		
Upstream Elevations:	Downstream Elevations:						
Invert	210.02			Invert	209.79		
Obvert	210.84			Obvert	210.49		
Top	211.07			Top	210.58		
Comments:							



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Eglinton Road North		Watercourse:	Lansdowne Creek	
Structure Number:	16		Municipality:	Callander Bay	
Coordinates	E: 626695.612m		Date of Construction:	n/a	
	N: 5120402.817m		Temporary Benchmark		
Structure Shape:	culvert		Elev.	n/a	
Structure Material:	Corrugated Steel Pipe		n/a		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1		
Material:	n/a	Rise:	1.4m	Sag Elevation: 211.50	
Diameter:	1400mm	Span:	1.4m	Railing Height:	n/a
Pier Configuration		Number:	n/a	Length:	n/a
Width:	n/a	Location:	n/a	Elev. Left:	n/a
End Treatment:				Elev. Right:	n/a
n/a		Length of Culvert/Crossing: 12.2m			
Upstream Treatment:		Skew Angle: n/a		Rise:	n/a
n/a		Opening Face Width: n/a			
Upstream Elevations:		Downstream Treatment:			
Invert 209.90		n/a		Downstream Elevations:	
Obvert 211.12				Invert	210.06
Top n/a				Obvert	210.94
Comments:					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

				Survey Date:	May 16, 2023	
Surveyor:		Eh Klay Law		Watercourse:		Lansdowne Creek
Street Location:		Driveway (1786 Lansdowne)		Municipality:		Callander Bay
Structure Number:		17		Date of Construction:		n/a
Coordinates		E: 626800.9560m		Temporary Benchmark		
		N: 5120471.4490m		Elev.	n/a	
Structure Shape:		culvert		n/a		
Structure Material:		Corrugated Steel Pipe				
Opening Characteristics						
Cell Shape:	Circular	Cells:	1			
Material:	n/a	Rise:	1.1m	Sag Elevation: 212.37		
Diameter:	1100mm	Span:	1.1m			
Pier Configuration		Number:	n/a	Railing Height:	n/a	Length: n/a
Width:	n/a	Location:	n/a	Elev. Left:	n/a	Elev. Right: n/a
End Treatment:				Length of Culvert/Crossing:	8m	
n/a				Skew Angle:	n/a	Rise: n/a
Upstream Treatment:				Opening Face Width:	n/a	
n/a				Downstream Treatment:		
Upstream Elevations:				Downstream Elevations:		
Invert		210.95		Invert	210.87	
Obvert		212.11		Obvert	211.96	
Top		212.48		Top	212.23	
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law			Survey Date:	May 16, 2023	
Street Location:	Driveway (1772 Lansdowne)			Watercourse:	Lansdowne Creek	
Structure Number:	18			Municipality:	Callander Bay	
Coordinates	E: 626835.0790m N: 5120531.6340m			Date of Construction:	n/a	
Structure Shape:	culvert			Temporary Benchmark		
Structure Material:	Concrete			Elev.	n/a	
Opening Characteristics				n/a		
Cell Shape:	Circular	Cells:	1			
Material:	n/a	Rise:	1m	Sag Elevation:	213.32	
Diameter:	1000mm	Span:	1m	Railing Height:	n/a	Length:
Pier Configuration		Number:	n/a	Elev. Left:	n/a	Elev. Right:
Width:	n/a	Location:	n/a	Length of Culvert/Crossing:	6.5m	
End Treatment: n/a				Skew Angle:	n/a	Rise:
Upstream Treatment: n/a				Opening Face Width:	n/a	
Upstream Elevations:				Downstream Treatment:		
Invert	211.23			Downstream Elevations:		
Obvert	212.26			Invert	211.35	
Top	212.52			Obvert	212.23	
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Driveway (1770 Lansdowne)		Watercourse:	Lansdowne Creek	
Structure Number:	19		Municipality:	Callander Bay	
Coordinates	E: 626838.3160m N: 5120542.0140m		Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark	n/a	
Structure Material:	Corrugated Steel Pipe		Elev.		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1	Sag Elevation: 213.32 Railing Height: 1 Elev. Left: 213.40 Length: 6 Elev. Right: 213.37	
Material:	n/a	Rise:	1.2m		
Diameter:	1100	Span:	1.1m		
Pier Configuration	Number: n/a		Length of Culvert/Crossing:	9m	
Width:	n/a	Location:	n/a	Skew Angle:	n/a
End Treatment:	n/a		Opening Face Width:	n/a	
Upstream Treatment:	n/a		Downstream Treatment:	n/a	
Upstream Elevations:			Downstream Elevations:		
Invert	211.59		Invert	211.66	
Obvert	212.90		Obvert	212.78	
Top	213.48		Top	213.41	
Comments:					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Driveway (1764 Lansdowne)		Watercourse:	Lansdowne Creek	
Structure Number:	20		Municipality:	Callander Bay	
Coordinates	E: 626851.560m N: 5120569.059m		Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark	n/a	
Structure Material:	Concrete		Elev.		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1	Sag Elevation: n/a Railing Height: 0.5 Elev. Left: 214.02 Length: 2.7 Elev. Right: 214.04	
Material:	n/a	Rise:	1.2m		
Diameter:	1200mm	Span:	1.2m		
Pier Configuration	Number: n/a		Length of Culvert/Crossing:	8.2m	
Width:	n/a	Location:	n/a	Skew Angle:	n/a
End Treatment:	n/a		Opening Face Width:	n/a	
Upstream Treatment:	n/a		Downstream Treatment:	n/a	
Upstream Elevations:			Downstream Elevations:		
Invert	211.74		Invert	211.49	
Obvert	212.84		Obvert	212.67	
Top	n/a		Top	n/a	
Comments:	Planters as railing.				



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law			Survey Date:	May 15, 2023	
Street Location:	Pedestrian Bridge (1764 Lan			Watercourse:	Lansdowne Creek	
Structure Number:	21			Municipality:	Callander Bay	
Coordinates	E: 626857.4580m			Date of Construction:	n/a	
	N: 5120581.3770m				Temporary Benchmark	
Structure Shape:	bridge			Elev.	n/a	
Structure Material:	Wood			n/a		
Opening Characteristics						
Cell Shape:	Irregular	Cells:	1			
Material:	n/a	Rise:	n/a			
Diameter:	n/a	Span:	6m			
Pier Configuration		Number:	n/a	Sag Elevation:	n/a	
Width:	n/a	Location:	n/a	Railing Height:	0.9	Length:
End Treatment:		n/a			Elev. Left:	5
Wooden retaining wall on the Right						
Upstream Treatment:					Elev. Right:	214.55
Retaining wall					Length of Culvert/Crossing:	1.4
					Skew Angle:	n/a
					Rise:	n/a
					Opening Face Width:	n/a
					Downstream Treatment:	
		Retaining wall				
Upstream Elevations:				Downstream Elevations:		
Invert	211.74			Invert	211.79	
Obvert	213.51			Obvert	213.33	
Top	213.67			Top	213.70	
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 15, 2023		
Street Location:	Driveway (1752 Lansdowne)		Watercourse:	Lansdowne Creek		
Structure Number:	22		Municipality:	Callander Bay		
Coordinates	E: 626875.077m		Date of Construction:	n/a		
	N: 5120619.329m		Temporary Benchmark			
Structure Shape:	culvert		Elev.	n/a		
Structure Material:	Corrugated Steel Pipe		n/a			
Opening Characteristics						
Cell Shape:	Circular	Cells:	1			
Material:	n/a	Rise:	1.6m			
Diameter:	1600mm	Span:	1.6m			
Pier Configuration	Number: n/a		Sag Elevation:	214.18		
Width:	n/a	Location:	n/a	Railing Height:	n/a	
End Treatment:			Elev. Left:	n/a	Length:	n/a
n/a			Elev. Right:	n/a		
Upstream Treatment:			Length of Culvert/Crossing:	15		
n/a			Skew Angle:	n/a	Rise:	n/a
Upstream Elevations:			Opening Face Width:	n/a		
Invert	212.33		Downstream Treatment:			
Obvert	213.94		n/a			
Top	n/a		Downstream Elevations:			
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

				Survey Date:	May 15, 2023			
Surveyor:		Eh Klay Law			Watercourse:			
Street Location:		Highway 94			Municipality:			
Structure Number:		23			Date of Construction:			
Coordinates		E: 626892.8290m				Temporary Benchmark		
		N: 5120641.3590m				Elev. n/a		
Structure Shape:		culvert			n/a			
Structure Material:		Concrete						
Opening Characteristics								
Cell Shape:	Box	Cells:	1					
Material:	n/a	Rise:	1m					
Diameter:	n/a	Span:	2.5m					
Pier Configuration		Number:	n/a					
Width:	n/a	Location:	n/a	Sag Elevation: 214.89				
End Treatment:					Railing Height: n/a	Length: n/a		
n/a					Elev. Left: n/a	Elev. Right: n/a		
Upstream Treatment:					Length of Culvert/Crossing: 12.4			
n/a					Skew Angle: 1°	Rise: n/a		
Upstream Elevations:					Opening Face Width: n/a			
Invert 212.72					Downstream Treatment:			
Obvert 213.75					n/a			
Top 214.34					Downstream Elevations:			
					Invert 212.49			
					Obvert 213.63			
					Top 214.22			
Comments: failing and eroding box culvert.								



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Pedestrian Bridge (1743 Lan		Watercourse:	Lansdowne Creek	
Structure Number:	24		Municipality:	Callander Bay	
Coordinates	E: 627027.5790m N: 5120676.7810m		Date of Construction:	n/a	
Structure Shape:	bridge		Temporary Benchmark		
Structure Material:	Wood		Elev.	n/a	
Opening Characteristics					
Cell Shape:	Irregular	Cells:	1		
Material:	n/a	Rise:	1.4m	Sag Elevation: 214.05	
Diameter:	n/a	Span:	6.7m	Railing Height:	n/a
Pier Configuration		Number:	n/a	Elev. Left:	n/a
Width:	n/a	Location:	n/a	Length:	n/a
End Treatment: Wooden Gabion as butment on the right		Skew Angle:	n/a	Elev. Right:	n/a
Upstream Treatment: Wooden Gabion on the right		Opening Face Width:	n/a		
Upstream Elevations:					
Invert	212.35		Downstream Elevations:		
Obvert	213.75		Invert	212.43	
Top	214.23		Obvert	213.84	
Comments:					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law			Survey Date:	May 16, 2023	
Street Location:	Highway 11 Southbound 2			Watercourse:	Lansdowne Creek	
Structure Number:	25			Municipality:	Callander Bay	
Coordinates	E: 627279.133m N: 5121228.930m			Date of Construction:	n/a	
Structure Shape:	culvert			Temporary Benchmark	n/a	
Structure Material:	Concrete			Elev.	n/a	
Opening Characteristics				Sag Elevation:	n/a	
Cell Shape:	Circular	Cells:	1	Railing Height:	0.8	Length: n/a Elev. Left: 230.76 Elev. Right: 230.82
Material:	n/a	Rise:	1m	Elev. Left:	230.76	
Diameter:	1000mm	Span:	1m	Length of Culvert/Crossing:	40	
Pier Configuration		Number:	n/a	Skew Angle:	45°	Rise: n/a
Width:	n/a	Location:	n/a	Opening Face Width:	n/a	
End Treatment:					Downstream Treatment:	n/a
n/a				Downstream Elevations:		
Upstream Treatment:				Invert	226.42	
n/a				Obvert	227.40	
				Top	227.66	
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law			Survey Date:	May 16, 2023	
Street Location:	Highway 11 Northbound 2			Watercourse:	Lansdowne Creek	
Structure Number:	26			Municipality:	Callander Bay	
Coordinates	E: 627316.550m N: 5121254.042m			Date of Construction:	n/a	
Structure Shape:	culvert			Temporary Benchmark	n/a	
Structure Material:	Concrete			Elev.	n/a	
Opening Characteristics				Sag Elevation:	n/a	
Cell Shape:	Circular	Cells:	1	Railing Height:	0.8m	Length: n/a Elev. Left: 232.06 Elev. Right: 232.02
Material:	n/a	Rise:	1m	Elev. Left:	232.06	
Diameter:	1000mm	Span:	1m	Length of Culvert/Crossing:	37	
Pier Configuration		Number:	n/a	Skew Angle:	15°	Rise: n/a
Width:	n/a	Location:	n/a	Opening Face Width:	n/a	
End Treatment:					Downstream Treatment:	n/a
n/a				Downstream Elevations:		
Upstream Treatment:				Invert	226.33	
n/a				Obvert	227.36	
				Top	227.40	
Comments:						



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Railway 2		Watercourse:	Lansdowne Creek	
Structure Number:	27		Municipality:	Callander Bay	
Coordinates	E: 627362.5120m N: 5121266.0930m		Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark	n/a	
Structure Material:	Corrugated Steel Pipe		Elev.		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1	Sag Elevation: 230.19	
Material:	n/a	Rise:	n/a		
Diameter:	1000mm	Span:	n/a		
Pier Configuration		Number:	n/a	Railing Height:	n/a
Width:	n/a	Location:	n/a	Elev. Left:	n/a
End Treatment: n/a		Length of Culvert/Crossing: 25		Elev. Right:	n/a
Upstream Treatment: n/a		Skew Angle:	9°	Rise:	n/a
Upstream Elevations:		Opening Face Width:		Downstream Treatment: n/a	
Invert	226.63		Downstream Elevations:	Invert 226.70	
Obvert	n/a		Obvert		
Top	n/a		Top		
Comments:	Upstream culvert covered with dirt and debris. Upstream side of the culvert has no defined channel and mostly just wetland.				



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Highway 11 Southbound		Watercourse:	Lansdowne Creek	
Structure Number:	28		Municipality:	Callander Bay	
Coordinates	E: 627236.672m		Date of Construction:	n/a	
	N: 5120732.787m		Temporary Benchmark		
Structure Shape:	culvert		Elev.	n/a	
Structure Material:	Concrete		n/a		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1		
Material:	n/a	Rise:	1.8m		
Diameter:	1800mm	Span:	1.8m		
Pier Configuration	Number: n/a		Sag Elevation:	n/a	
Width:	n/a	Location:	n/a	Railing Height:	0.8m
End Treatment:			Elev. Left:	229.16	Length: n/a
n/a			Elev. Right:	229.13	
Upstream Treatment:			Length of Culvert/Crossing:	38	
n/a			Skew Angle:	4°	Rise: n/a
Upstream Elevations:			Opening Face Width:	n/a	
Invert	n/a		Downstream Treatment:		
Obvert	n/a		n/a		
Top	n/a		Downstream Elevations:		
Comments:					



Description: Looking d/s from highway



Description: pool in front of outlet



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Highway 11 Northbound		Watercourse:	Lansdowne Creek	
Structure Number:	29		Municipality:	Callander Bay	
Coordinates	E: 627274.149m N: 5120731.756m		Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark		
Structure Material:	Concrete		Elev.	n/a	
Opening Characteristics					
Cell Shape:	Circular	Cells:	1		
Material:	n/a	Rise:	1.8m		
Diameter:	1800mm	Span:	1.8m		
Pier Configuration	Number: n/a		Sag Elevation:	n/a	
Width:	n/a	Location:	n/a	Railing Height:	0.8m
End Treatment:			Elev. Left:	230.73	Length: n/a
n/a			Elev. Right:	230.73	
Upstream Treatment:			Length of Culvert/Crossing:	40	
n/a			Skew Angle:	4°	Rise: n/a
Upstream Elevations:			Opening Face Width:	n/a	
Invert	223.94		Downstream Treatment:		
Obvert	225.67		n/a		
Top	225.78		Downstream Elevations:		
Comments:					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking u/s from highway



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 16, 2023	
Street Location:	Railway		Watercourse:	Lansdowne Creek	
Structure Number:	30		Municipality:	Callander Bay	
Coordinates	E: 627320.2640m N: 5120732.8440m		Date of Construction:	n/a	
Structure Shape:	culvert		Temporary Benchmark	n/a	
Structure Material:	Corrugated Steel Pipe		Elev.		
Opening Characteristics					
Cell Shape:	Circular	Cells:	1	Sag Elevation: 231.48	
Material:	n/a	Rise:	1.8m		
Diameter:	1800mm	Span:	1.8m		
Pier Configuration		Number:	n/a	Railing Height:	n/a
Width:	n/a	Location:	n/a	Elev. Left:	n/a
End Treatment: n/a				Length:	n/a
Upstream Treatment: n/a				Elev. Right:	n/a
				Length of Culvert/Crossing:	32.84
				Skew Angle:	11°
				Rise:	n/a
				Opening Face Width:	n/a
				Downstream Treatment:	
				n/a	
Upstream Elevations:			Downstream Elevations:		
Invert	223.57		Invert	223.72	
Obvert	225.68		Obvert	225.40	
Top	n/a		Top	n/a	
Comments: Culvert bottom of the upstream side completely gone/eroded.					



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face

Surveyor:	Eh Klay Law		Survey Date:	May 15, 2023				
Street Location:	Derland Road		Watercourse:	Lansdowne Creek				
Structure Number:	31		Municipality:	Callander Bay				
Coordinates	E: 627882.6580m	Temporary Benchmark						
	N: 5120814.7490m	Elev.	n/a					
Structure Shape:	culvert		n/a					
Structure Material:	HDPE							
Opening Characteristics								
Cell Shape:	Circular	Cells:	1					
Material:	n/a	Rise:	0.8m	Sag Elevation: 230.53				
Diameter:	800mm	Span:	0.8m					
Pier Configuration		Number:	n/a	Railing Height: n/a	Length: n/a			
Width:	n/a	Location:	n/a	Elev. Left: n/a	Elev. Right: n/a			
End Treatment: n/a		Length of Culvert/Crossing: 12.25		Skew Angle: n/a	Rise: n/a			
Upstream Treatment: n/a		Opening Face Width: n/a		Downstream Treatment: n/a				
Upstream Elevations:								
Invert	229.14		Downstream Elevations:					
Obvert	229.90		Invert	223.89				
Top	229.98		Obvert	229.66				
Comments:								



Description: Looking u/s



Description: Looking at u/s face



Description: Looking d/s



Description: Looking at d/s face



Fluvial Geomorphology

Natural Channel Design

Stream Restoration

Monitoring

Erosion Assessment

Sediment Transport

APPENDIX D: Full Size Maps