

ADDENDUM

Request for Expression of Interest

Land Development at Former Fabrication Yard, Borden-Carleton, PEI

Solicitation Number – PEIG-5672

ADDENDUM #3

Date: March 29, 2021

The following amendment to the Expression of Interest documents is effective immediately. The addendum shall form part of the proponent's submission.

Item	Description
A-3-1	<p>Questions and Answers regarding the Expression of Interest for Land Development at Former Fabrication Yard in Borden-Carleton, Prince Edward Island.</p> <p><u>Question #1</u> Can submission be couriered? To whom should it be addressed? What is the Expression of Interest Number?</p> <p><u>Answer #1</u> Submission can be couriered as long as it is received before 2:00 pm on April 14, 2021 at the prescribed address outlined in the Expression of Interest. The proposal should be addressed to Finance PEI, Attn.: Heather Joudrie The Expression of Interest number is PEIG-5672</p> <p><u>Question #2</u> Can consultants visit the site prior to tender closing to conduct additional site assessments?</p> <p><u>Answer #2</u> Access will be granted to site to conduct additional assessments as it relates to a proponent's business. Access to be coordinated thru Finance PEI.</p> <p><u>Question #3</u> Can the land be leased verses purchased?</p>

Answer #3

The preferred option is to sell, but open to both sale and lease. If leased, the land lease would be a long-term arrangement. (at least 20 years).

Question #4

What details are required for site plan? Anything particular or specific required?

Answer #4

Site plan should include placement of buildings, parking, roads, and green space. If the land is to be developed in a phased approach, the site should identify each parcel of land assigned to each phase.

Question #5

How is the scoring tabulated for each stage?

Answer #5

All scores from Stage I, II and III will be added together and proponents will be ranked based on overall total scores. Stage I (Mandatory Requirements of submission form/pricing form/site plan), Stage II (Rated Criteria) – 170 points, Stage III (Pricing) – 30 points. Total possible score would be 200 points plus meeting the mandatory requirements.

Question #6

Is it the Crown's (Finance PEI) responsibility to consult with First Nations regarding the site?

Answer #6

First Nations Consultation would be the responsibility of the Crown to undertake and resolve. There may be discussions regarding development of partnership for job creation, supply chain, complimentary businesses, etc., with First Nations; however that would be in conjunction with successful proponent.

Question #7

How much references and citations need to be included in the proposal?

Answer #7

The proposal should be precise to the intended usage of the site. References/citations to the industry should be limited to general knowledge for the reviewers of the proposal.

Question #8

Will the contents of a proponent's proposal be kept in confidence?

Answer #8

Submissions will be held in confidence and will only be observed by the committee appointed to review and rank the proposals.

Question #9

Is there any additional drawings of the site available to review?

Answer #9

Additional drawings can be obtained by contacting Heather Joudrie at hljoudrie@gov.pe.ca or 902-368-4388.

Question #10

B.2 & B.3 discusses statement of acknowledgement and statement representing and warranting respectively. Are separate statements required for this?

Answer #10

No separate statements are required. B.2 & B.3 will be assumed by signing the submission form.

Question #11

Is the submitted price the price? Can a proponent come back with cost claims at a later date and amend the price?

Answer #11

Price is the price. The proponent should not expect to be eligible to re-negotiate.

Question #12

Will the site be cleaned up and reclamation to a green site?

Answer #12

The site is "where is, as is". Finance PEI will not be looking to remove the concrete pillars at this point in time. If a proponent requires to have a green site, it should be stated as a condition of the proposal.

Question #13

Is the master plan and site plan required to be different?

Answer #13

Master plan and site plan can be the same document.

Question #14

What is meant by accommodate growth of community of Borden-Carleton?

Answer #14

Accommodate the growth of the community would be in conjunction with the official plan for the community. There are various goals/objectives set for the community such as increased residential development, green space, business growth, town infrastructure, etc. These objectives are not site specific but rather in a vision of partnership/joint venture between the town and proponent.

Question #15

Is the site zoned industrial? Do the building structures have to be built as per National Building Code?

Answer #15

Site is zoned comprehensive development and would be subject to a development agreement between Town and the proponent. The National Building Code will be implemented across the entire province as of April 1, 2021 and all construction will be subject to the code regardless of location.

Question #16

What does develop strategies of flexible land use mean?

Answer #16

Flexibility on land use would be if a proponent would allow secondary/complimentary businesses on the site, introduction of eco-tourism (trails/boardwalks along water/buffer zones), green space, and housing if warranted.

Questions #17

Is there a requirement to provide public access to the jetty? Due to the condition of the jetty and surrounding shore land, is it feasible to use on-site concrete material to deal with erosion prevention?

Answer #17

The intention of the ownership of the jetty is to go with the successful proponent. If the proponent does not want the jetty, it should be stated in the proposal. There is no “public access” for the jetty. The only public access is the public road as identified on the site plan in Appendix “A”.

The re-use of on-site concrete material to deal with shore erosion would be acceptable subject to getting the necessary approvals/permits from the various provincial agencies as per regulations.

Question #18

Are there Level 1 and 2 Environmental Assessments reports available?

Answer #18

There are Level 1 and 2 Environmental Assessments reports available for distribution. Reports can be obtained by contacting Heather Joudrie at hljoudrie@gov.pe.ca or 902-368-4388.

Question #19

Is there any recent sounding surveys available around and at the end of the Jetty?

Answer #19

Yes, there is a sounding survey available. Survey can be obtained by contacting Heather Joudrie at hljoudrie@gov.pe.ca or 902-368-4388.

Question #20

Is there a legal interpretation regarding restrictive covenant put in place on the Jetty?

Answer #20

The restrictive covenant put in place on the Jetty is active until May 31, 2032. The legal interpretation obtain by Finance PEI regarding the covenants was based on its own inquiry. It is recommended proponents seek their own legal advice on the covenants as it relates to the business model being proposed.

Question #21

Is there a right of way located near/by the Strait Crossing office building located on Industrial Drive?

Answer #21

There is no right of way located near/by the Strait Crossing office building.

Question #22

Has any "salt well tests" or development been conducted at the site? If so, are there any reports available?

Answer #22

In the past, some companies were looking to undertake testing for salt water wells but did not complete the work. Finance PEI does not have any reports on this.

Question #23

Is there a map available on the boreholes drilled at the site?

Answer #23

Attached is the Stantec Report referencing the boreholes. Attempts are being made to source a map of the various locations of the boreholes.

End of Questions.

Attached is the Stantec Report as outlined in Question #22.

STANTEC REPORT



Stantec

Stantec Consulting Ltd.
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Tel: (902) 566-2866
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FINAL REPORT

**Property Overview – Fabrication Yard
Borden-Carleton, Prince Edward Island**

Report Prepared for:

Innovation PEI
94 Euston Street
PO Box 910
Charlottetown PE C1A 7L9

Job No. 121910431 - File No. 3026

June 2, 2010



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June 2, 2010

Innovation PEI
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Attention: Mr. Doug McNeil, Senior Manager, Strategic Initiatives and Properties

Dear Mr. McNeil:

Re: Property Overview - Fabrication Yard, Borden-Carleton, Prince Edward Island

Further to your request, Stantec Consulting Ltd. (Stantec) has prepared a property overview for the former Confederation Bridge Fabrication Yard site in Borden-Carleton. The purpose of this document is to provide up to date information regarding the condition of the site from a general, environmental, and geotechnical standpoint. The property overview consisted of:

- a review of available information for the property including environmental assessments, geotechnical reports, etc.;
- a site visit to review present conditions;
- interviews with persons that have pertinent knowledge (historical and current) of the site;
- compilation of all relevant information including site photographs; and
- preparation of a summary report.

GENERAL

Location

The property is located in Borden-Carleton, Prince County, Prince Edward Island and is identified as Parcel 1023032. The location of the property is shown on Figure No. 1 and Figure No. 2 (appended).

The Town of Borden-Carleton is the gateway to New Brunswick and located in close proximity to several commercial centers within the region including:

- Summerside (15 minute drive);
- Charlottetown, the capital City of Prince Edward Island (40 minute drive);
- Moncton, New Brunswick, the rail and trucking hub of Atlantic Canada (1 hour drive); and
- Halifax, Nova Scotia, the largest metropolitan city in Atlantic Canada (3 hour drive).

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The property is located approximately 1.5 km east of the Confederation Bridge. At 12.9 km, the Confederation Bridge is the world's longest highway bridge over ice-covered water. A 200 m navigational channel with a vertical clearance of 60 m permits the passage of ocean-going vessels, and all other spans allow sufficient clearance for recreational and fishing vessels. Photo A2, appended, shows the location of the property relative to the Confederation Bridge.



Rockfill portion of jetty with the Confederation Bridge in the background

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Description

The property consists of a peninsula (Amherst Point) that extends into the Northumberland Strait and Amherst Cove. The Northumberland Strait is the southernmost seaway of the Gulf of St. Lawrence, separating Prince Edward Island from the Canadian mainland. The Amherst Cove Marsh is located immediately east of the property. Photo A1, appended, shows the Amherst Cove Marsh in relation to the property.



Amherst Cove Marsh

The property occupies a total area of 53.0 hectares (130.9 acres) and includes a water lot with an area of approximately 7.2 hectares (17.8 acres). The property has approximately 1,700 m of natural shoreline on the Northumberland Strait/Amherst Cove. As shown on Figure 3 (appended), the property consists of five (5) adjoining sections that form the main portion of the site, including the water lot, and three (3) smaller isolated sections to the north. The area of each of the eight (8) sections is provided on Figure 3

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(appended). Section 5 is the remnant of an earthen dyke dating back to the 1800's. For the purposes of the present report, Sections 1 to 5, inclusive, represent the subject site.

Site Buildings and Services

The subject site includes a pump house that houses a well which supplies water to the Strait Crossing Bridge Limited (SCBL) warehouse located on Parcel No. 878298, to the north. The pump house was constructed in 1993 and consists of a slab-on-grade structure with plan dimensions of approximately 2.5 by 5 m. The approximate location of the pump house is shown on Figure 7 (appended).

The site is not serviced by municipal water or sewer systems. Some underground electrical conduits are known to exist at the site but are not energized at present with the exception of at the pump house.

No evidence of ditches, watercourses, standing water or lagoons was observed at the subject site.

History

A summary of historical information for the subject site is provided in Table 1, below. The information provides a chronological outline of development at the subject site since 1935. No information was available prior to 1935.

Table 1. Historical Information for Subject Property

Period/Date	Land Use	Sources of Information
1935 to 1993	The subject site was used as a farm.	Aerial photographs, site interviews.
1993 to 1997	The site was used as a fabrication yard during the construction of the Confederation Bridge. During this period, the yard was monitored by an environmental program set up by Jacques Whitford Environment Limited (now Stantec) which dealt with any environmental issues promptly.	Aerial photographs, site interviews, Jacques Whitford Environment Limited 1993 report: Environmental Evaluation of SCI's Proposed Northumberland Strait Crossing Project.
1997 to Present	The yard has been vacant with essentially no activity.	Aerial photographs, site interviews.

Fabrication Yard

As noted above, the subject site served as a staging facility (i.e., fabrication yard) for the Confederation Bridge project from 1993 to 1997. Prior to construction of the fabrication yard, the ground surface elevations at the site generally ranged from el. 6.0 m to el. 10.0 m (Geodetic Datum).

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To facilitate construction of the fabrication yard, all topsoil was stripped from the property and the main portion of the site was cut to achieve the present final grades of approximately el. 4.0 to el. 5.0 m. This portion of the site served as the main casting and assembly yard. Some of the surplus excavated soil was utilized to construct a "sound berm" across the northern side of the site. A gravel blanket was placed and compacted over most of the yard. The gravel blanket, for the most part, has been left in place but has developed a vegetative (grass) cover over the years. Consequently, recovery of the gravel for use elsewhere may not be cost effective.

Most of the cast-in-place concrete foundations and above grade elements such as bridge girder support columns remain in place at this time. A gravel surfaced "ring" road was constructed around the perimeter of the site. The ring road remains in good condition at this time. The 17 (+/-) acres (6.9 hectares) portion of the site located south of the ring road was left closer to original grade levels and was utilized for aggregate stockpiling and concrete batching. With the exception of some concrete slabs, this portion of the site is devoid of the large above-ground concrete columns/elements that are prevalent elsewhere. The post-construction (i.e., present day) site contours are presented on Figure 4 (appended). Photo A4, appended, shows the fabrication yard in full production.



Sound berm and ring road (northwest corner of site)

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Ring road



Concrete columns/infrastructure

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Grade change south of ring road

Assessments have been undertaken by SCBL to determine the feasibility of removing the concrete columns from the subject site for use elsewhere. As shown on the photos below, it was determined that by cutting through the outer perimeter of reinforcing steel, it is possible to fell the columns for removal from the site in an intact condition.

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Marine Jetty

The marine jetty was constructed in 1994 and extends outward from the shoreline a total distance of approximately 420 m. The jetty consists of a heavy-duty dock capable of supporting heavy loads (up to 8,000 tonnes). The jetty includes:

- a 307 m long approach embankment constructed utilizing imported rock fill;
- an approximately 100 m long steel sheet pile section located near the west end of the approach embankment (north side); and
- an F-shaped concrete crib structure.

The jetty was utilized to transfer various precast bridge components from the main casting yard area to the heavy lift marine crane (Svanen) by means of a skid slider (Huisman) system. Photo A3, appended, shows a main bridge girder being transported to the Svanen. A conveyor system (now removed) was installed along the eastern side of the jetty to off-load concrete aggregate for use on site. The steel rails, associated with the Huisman slider have also been removed from the jetty and from the main casting yard areas.



Rockfill portion of jetty

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A general layout for the assembly yard and marine jetty are shown on Figures 5 and 6 (appended), respectively. Detailed construction (as-built) drawings are available for the fabrication yard. These drawings show specific details pertaining to the location, elevations, depths, size, etc. for the various below grade foundations and above grade concrete elements at the site. Similar as-built drawings are available for the jetty.

Adjoining Properties

Land use of the adjoining properties is presented in Table 2, below.

Table 2. Adjoining Properties – Land Use

Boundary Side of Site	Current Activity
North	SCBL Shop and warehouse; Maritime Electric generation plant/sub-station, vacant BCHL commercial building; former barn used as a salt shed; residential property; and vacant properties
South	Northumberland Strait
East	Northumberland Strait (Amherst Cove) and Amherst Cove Marsh
West	Northumberland Strait and Amherst Cove Consolidated School

A summary of historical information for the adjoining properties is provided in Table 3, below. The information provides a chronological outline of development at the adjoining properties since 1935. No information was available prior to 1935.

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Table 3. Historical Information for Adjoining Properties

Boundary Side of Site	Comments	Sources of Information
North and West	The properties to the north were farmland and residential homes until the early 1970s. In 1971, above ground bulk petroleum storage tanks were set up as part of Maritime Electric Company, Limited's generation station, north of the residential homes. In 1991, Amherst Cove Consolidated School was constructed north and west of the subject site. In 1993, two commercial buildings were constructed immediately north of the subject site. One of these buildings is still used by SCBL as a shop and warehouse and the second is owned by BCHL but has been vacant since 1997. This property owned by BCHL also contains a barn which was part of the original farm. It has been used as a salt shed since the late 1990s. The residential home to the north of the subject site was originally the residence on the farm which originally encompassed the entire subject site.	Aerial photographs, 1970 Agricultural Series Map N.T.S. Ref. 11L4 (East) Sheet 6F4, Interviews, PEIDEEF information
South and East	Northumberland Strait and/or Amherst Cove and Amherst Marsh	Aerial photographs, 1970 Agricultural Series Map N.T.S. Ref. 11L4 (East) Sheet 6F4, Interviews

GEOTECHNICAL CONSIDERATIONS

Regional Geology

The Borden-Carleton area bedrock includes sedimentary strata of Pennsylvania and Permian ages. The regional dip is 1 to 4 degrees to the northeast. These rocks are part of an extensive sedimentary basin that covers most of Prince Edward Island, east central New Brunswick, and the Northumberland Strait. Lithologies of the strata include sandstone, siltstone, claystone, conglomerate, and mudstone breccias with sandstones the most abundant. The rocks are predominantly reddish brown in colour due to the oxidation of iron (hematite).

During the Pleistocene Epoch, the Northumberland Strait was covered by glaciers, the main effects of which were the deposition of ground moraines during the late Wisconsin glacial retreat, some 10 to 15 thousand years ago. The glacial till which overlies the sedimentary bedrock ranges up to 9 m in thickness and most of the constituents of the till are locally derived. The glacial till is well-graded and is classified as a clayey, silty sand with typical silt and clay contents of 30 percent and 10 percent, respectively. Sandstone cobbles and small boulders (up to 0.6 m) have been observed resting on the seafloor and can be present within the till, particularly near the bedrock interface.

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Coastal Geomorphology

The coastal geomorphology in the vicinity of the subject site is dominated by steep sandstone cliffs, covered with a glacial till deposit. Generally, the bedrock slopes downward into the Strait and controls the shape of the nearshore profile. Material derived from the glacial till stratum is deposited at the base of the cliffs and forms the sandy beaches within the nearshore zone. A steep rock face is the predominant shoreline type at the subject site. Other shoreline types present include: an undercut rock face, a jagged rock face, a rock shelf, a masked rock face, and a depositional beach. The other main geomorphologic feature in the area consists of a salt marsh (i.e., Amherst Cove Marsh) located immediately east of the subject site.



Sandstone cliffs (west side of site)

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Sandstone cliffs (east side of site)



Depositional beach

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The exposed sandstone and glacial till shoreline cliffs vary in resistance to erosion according to strength, cohesiveness, and stratification. Although the local sandstone bedrock is typically weak and subject to some erosion, the coastline in this area is protected from severe erosion due to the limited wave conditions within the Northumberland Strait. Furthermore, the presence of ice within the Strait, typically for four months of the year, protects the shoreline from wave attack during severe winter storms. Available information accumulated for the Confederation Bridge project does, however, indicate that cliff erosion rates in the Borden-Carleton area can be up to 0.3 to 0.4 m per year.

Seawater Level and Sea Level Rise

Seawater levels at the site are a product of tides, meteorological storm surges and long-term sea level rise. The tidal stages are mixed, being mainly semi-diurnal with unequal elevations of both high and low tides. Generally, a winter coastal storm in the Gulf of St. Lawrence will cause a meteorological storm surge. Maximum (100 year event) high tide and storm surge levels for the area of 2.6 m (above Chart Datum) and 1.1 m, respectively, are projected resulting in a maximum water level of 3.7 m (above Chart Datum). With respect to Geodetic Datum, this would correspond to a peak sea level of el. 2.3 m. It has been estimated that sea level at the site could rise by 0.3 m or more over the next 100 years.

Geotechnical Investigations

Several geotechnical (subsurface) investigations were undertaken at the site, prior to construction activities for the fabrication yard (1993) and for the marine jetty (1994) by Jacques Whitford Limited (now Stantec). Following is a summary of the pre-construction conditions encountered:

Fabrication Yard

A total of fifteen (15) land based boreholes were drilled across the fabrication yard site. The ground surface elevation (Geodetic Datum) at the borehole locations was found to range from el. 3.37 m to el. 10.08 m.

A layer of rootmat/topsoil, ranging in thickness from 150 to 300 mm, was encountered at the surface of the boreholes.

The principal overburden soil was found to consist of a compact reddish brown silt and sand (glacial till) containing varying amounts of sandstone gravel and cobbles. The till stratum was encountered directly below the rootmat/topsoil layer and was found to range in thickness from 1.8 to 5.4 m.

Weak, medium-grained, reddish brown sandstone bedrock, with frequently occurring weakly cemented layers was encountered below the till, at depths ranging from 2.1 to 5.5 m below ground surface. The elevation of the bedrock surface was found to range from el. 0.2 m to el. 8.0 m at the boreholes.

The groundwater table was generally encountered at or below el. 2.0 m at the boreholes.

Marine Jetty

A total of ten (10) marine based boreholes were drilled in the vicinity of the jetty. The seafloor elevation (Geodetic Datum) was found to range from el. -0.22 m to el. -7.27 m at the borehole locations. Weak sandstone bedrock was encountered at the surface (i.e., seafloor) at six (6) boreholes, within 0.1 m of

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seafloor at three (3) boreholes, and at a depth of 0.9 m at one borehole. The overburden soil, where present, generally consisted of a marine-deposited, loose to compact, silty sand to a sand and gravel with traces of shell fragments.

ENVIRONMENTAL CONSIDERATIONS

A list of previous environmental assessments carried out for the subject site is provided below:

- Jacques Whitford Limited - Phase I Environmental Site Assessment (ESA) – Strait Crossing Development Inc. Fabrication Yard, Borden-Carleton, Prince County, PE – Strait Crossing Bridge Limited, Project No. PEC90457, September 5, 2001.
- Jacques Whitford Limited -Phase II Environmental Site Assessment (ESA) – Former Confederation Bridge Fabrication Yard, Borden-Carleton, Prince County, PE – Mr. Vincent Porzio, Jr., Job No. 1005383/File No. PEC91048, October 24, 2005.
- Jacques Whitford Limited - Environmental Services - Former Confederation Bridge Fabrication Yard, Borden-Carleton, Prince County, PE - Prince Edward Island Business Development, Job No. 1044062 - File No. 91522, September 16, 2008.

The Phase I ESA completed in 2001 identified the following potential environmental concerns:

- Potential impacts associated with hydrocarbon staining and spillage associated with the Huisman Sliders located in the southwestern portion of the property, northeast of the jetty;
- Potential impacts associated with a leaking drum (removed) of Kwik Kote (medium aliphatic naphtha, light aromatic naphtha and 1,2,4 trimethylbenzene) that was formerly located along the western portion of the property;
- Potential impacts associated with the presence of bulk petroleum storage tanks located on an adjacent Maritime Electric Company, Limited property (Parcel No. 380477) approximately 200 m up-gradient of the subject site;
- Potential impacts associated with a current 1993, underground storage tank (UST) on the commercial property (Parcel No. 885012) north of the subject site; and,
- Potential impacts associated with the two former USTs removed from the residential property (Parcel No. 738054) north of the subject site.

To address the above noted potential environmental concerns, a Phase II ESA was carried out in 2004. The Phase II ESA included the installation of five (5) monitor wells at the site to permit the acquisition of soil and groundwater samples for hydrocarbon analyses. The monitor well locations are shown on Figure 7 (appended).

The results of the Phase II ESA identified non-detectable to detectable levels of hydrocarbons within the soil and groundwater samples collected and submitted from within the investigated portions of the subject site. The detectable levels of hydrocarbons identified were below the applicable PEIDEEF-PHRR (Atlantic PIRI Tier I RBSLs) criteria for the subject site. In addition, a single soil and groundwater sample from MW 5-05 was submitted for the analysis of volatile organic compounds (VOCs) with the results

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indicating non-detectable levels for all parameters tested. Based on the above information, it was concluded that the potential environmental concerns identified above have not resulted in any significant environmental impacts to the property. As a result of the Phase II ESA findings no further environmental work was deemed necessary in association with the subject site at that time.

A follow-up environmental review completed for Innovation PEI (formerly PEI Business Development) in 2008 by Stantec included a site visit and groundwater sampling of the existing monitor wells to provide a review of the property conditions at that time. The groundwater hydrocarbon chemistries for the samples submitted in September 2008 indicated non-detectable levels for each hydrocarbon parameters tested. It was observed and noted that no significant changes have occurred at the subject property since Jacques Whitford's last time on the property in October 2005, with the exception of some vegetative growth over various portions of the site.

Based on the most recent site visit carried out by Stantec personnel in April 2010 it was observed that no significant changes had occurred at the site since our last review of the property in 2008. Consequently, no significant environmental work or limitations on the re-development of the subject property are anticipated.

DISCUSSION

As outlined previously, the fabrication yard property is strategically located at the gateway to the mainland (adjacent to the Confederation Bridge) and includes a robust marine jetty. A number of development options have been/could be considered for the property including:

- alternative energy production (wind and/or bio-fuels);
- aquaculture and/or seafood processing;
- component fabrication;
- food processing;
- manufacturing;
- research facility/park;
- tourism applications; and
- residential.

Most development options would likely necessitate the removal of the above-ground concrete columns/infrastructure. It may be possible to recover some of the removal costs if alternative uses for the concrete elements can be found. Since the below grade concrete foundations bear directly on competent till or bedrock strata, it would more cost effective to leave these in place and incorporate into new foundations/structures where possible.

Although the jetty is considered to be a valuable asset to the property, the fact that the Northumberland Strait does not remain ice free during the winter months may be a limiting factor for some applications.

From a residential development standpoint, the property would be considered prime water frontage to subdivide on the Northumberland Strait, the warmest body of salt water located north of the Carolinas. For water servicing, individual wells to service each lot, a larger well to service multiple lots, or connection to the Borden-Carleton municipal water supply could be considered. From a sewage disposal perspective, the topsoil layer would have to be reinstated, as a minimum, to permit the use of onsite sewage disposal systems at the site. Individual systems or a larger system(s) could be considered to

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service multiple lots. Alternatively, connection to the Borden-Carleton municipal sewer system could be considered.

It is understood that a wind energy assessment has been conducted for the site and has indicated favourable results for the erection of up to five (5) large wind turbines. Five Vestas V-90 Wind Turbines would be capable of generating a total of up to 15 MW of electrical power. The site is located in close proximity to the existing Maritime Electric generating plant/sub-station and to the marine power cable connecting Prince Edward Island to New Brunswick. Furthermore, the Confederation Bridge includes a utility corridor designed to house additional electrical mains.

Based on the proximity of the site to the Northumberland Strait, favourable conditions are expected for the development of high capacity saltwater production wells at the site. Such wells could be advantageous for potential fish processing or aquaculture applications.

In view of the information presented herein, the former Fabrication Yard property would lend itself to a variety of redevelopment options. The property is strategically located, includes approximately 1,700 m of natural shoreline, and a heavy-duty marine docking facility.

We trust this report contains all of the information required at this time. Should you have any questions, please contact us at your convenience.

Sincerely,

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APPENDIX



Photograph A1



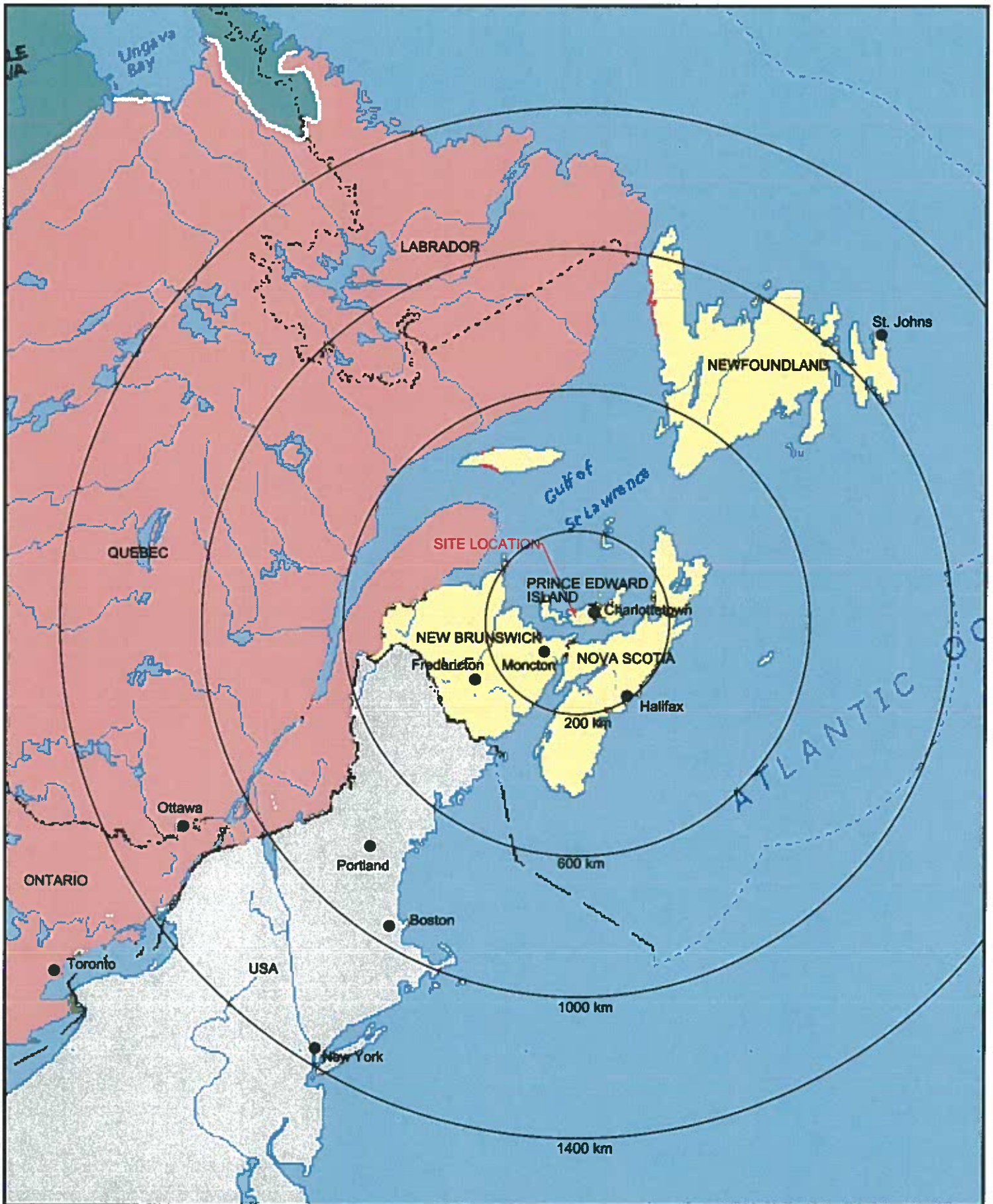
Photograph A2



Photograph A3



Photograph A4



REGIONAL LOCATION PLAN

FABRICATION YARD
BORDEN FABRICATION YARD, QUEENS COUNTY, PEI

Client: INNOVATION PEI

Scale:

NTS

Date:

2010/04/06

Dwn. By:

D.RIMMER

Job No.:

3026

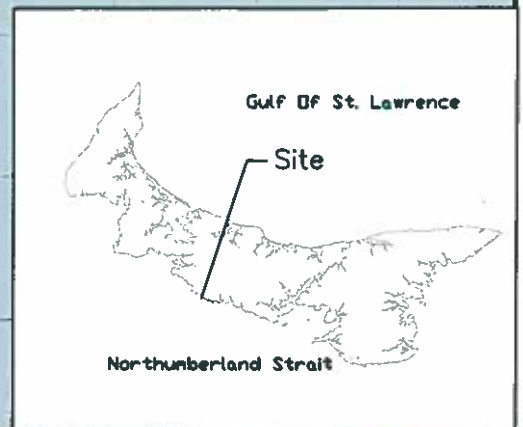
Appd. By:

Fig. No.:

1



Stantec



SITE LOCATION PLAN
FABRICATION YARD
BORDEN-CARLETON, PRINCE COUNTY, PEI

Scale:
 1 : 50 000

Date:
 2010/04/21

Dwn. By:
 D.RIMMER

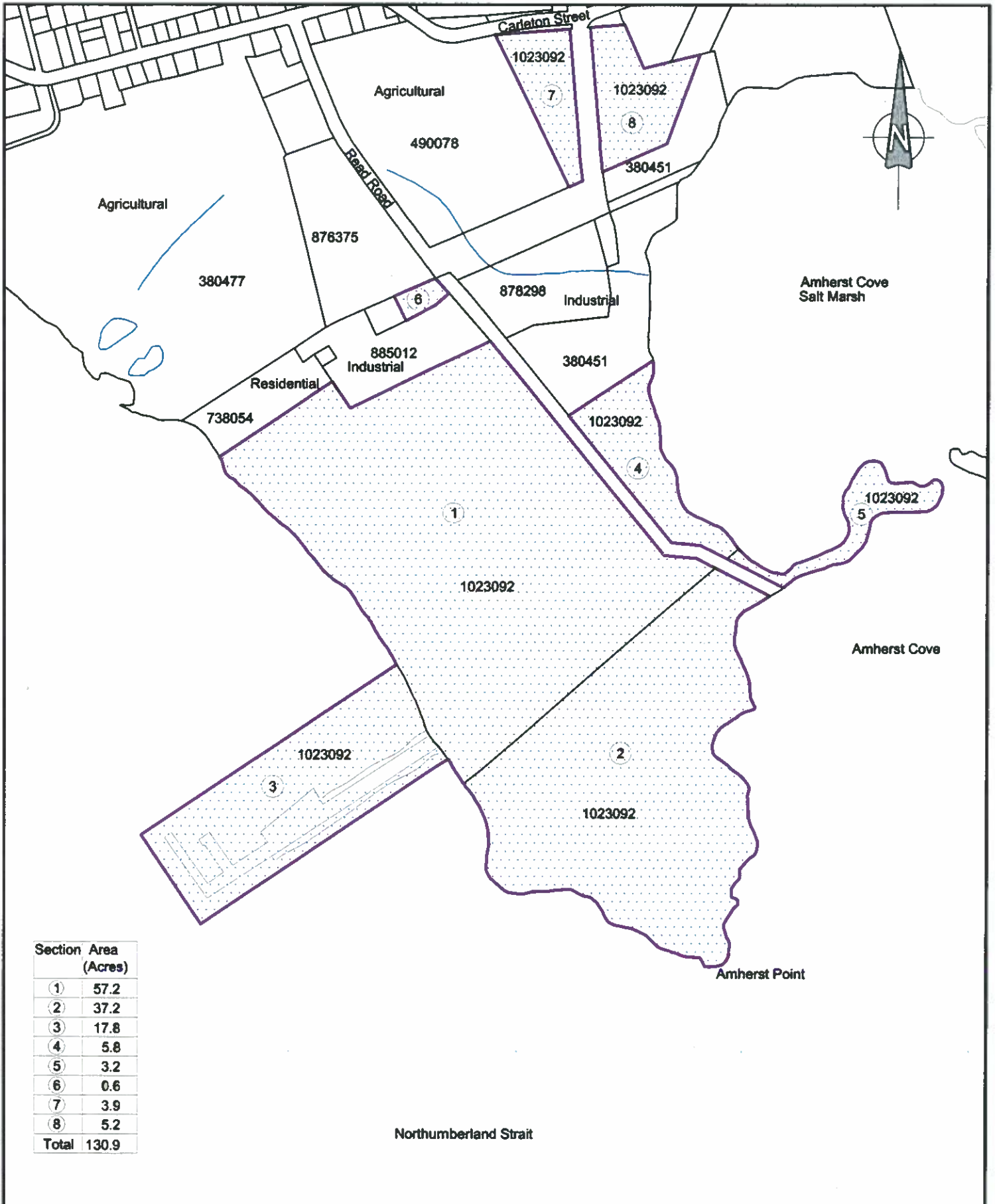
Job No.:
 3026

Appd. By:

Fig. No.:
 2



Client: INNOVATION PEI



Section	Area (Acres)
①	57.2
②	37.2
③	17.8
④	5.8
⑤	3.2
⑥	0.6
⑦	3.9
⑧	5.2
Total	130.9

SITE PLAN AND ADJACENT PROPERTIES

FABRICATION YARD
BORDEN-CARLETON, PRINCE COUNTY, PEI

Client: INNOVATION PEI

Scale:

1:7,500

Date:

2010/04/20

Dwn. By:

D.RIMMER

Job No.:

3026

Appd. By:

Fig. No.:

3

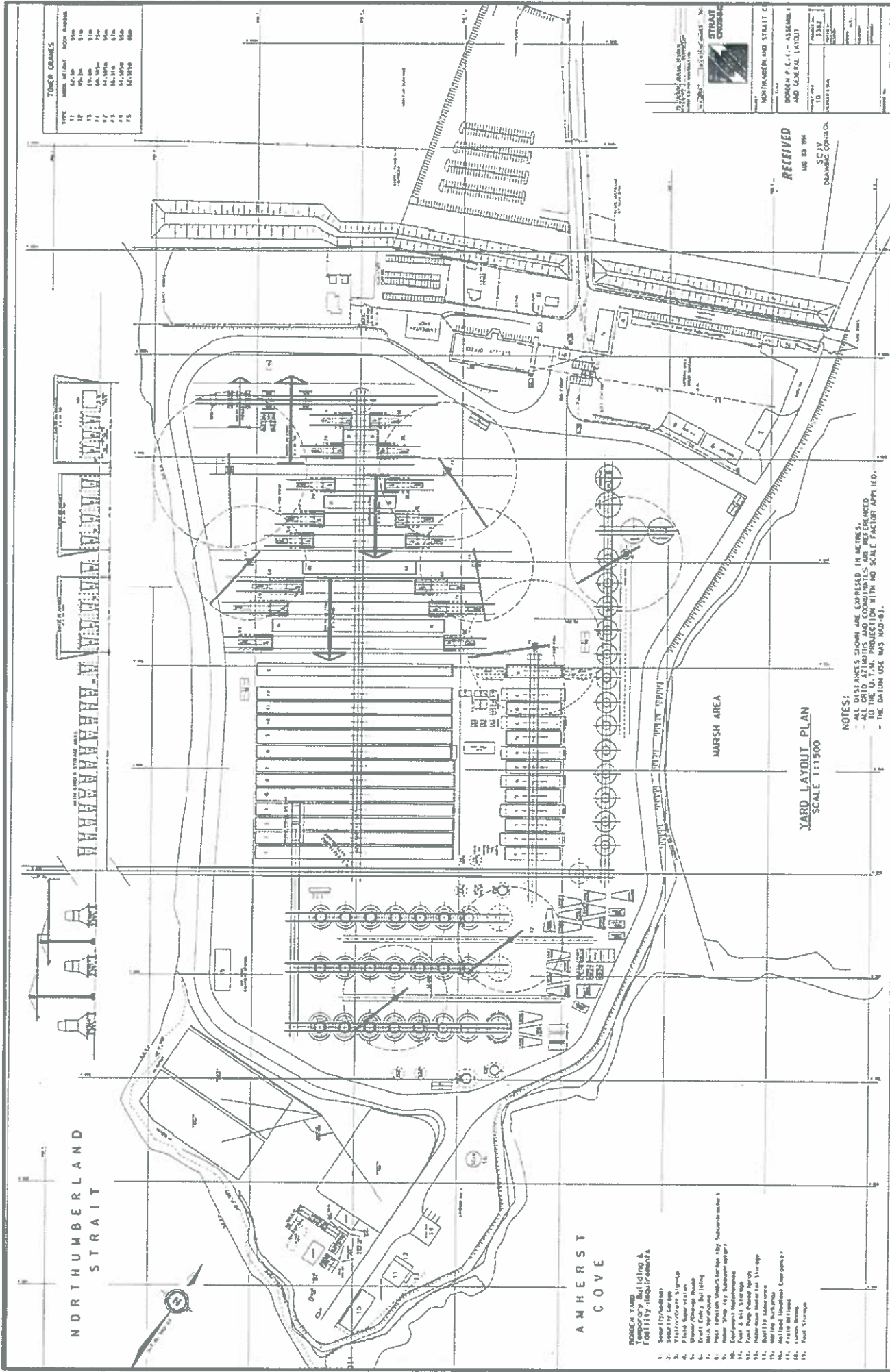


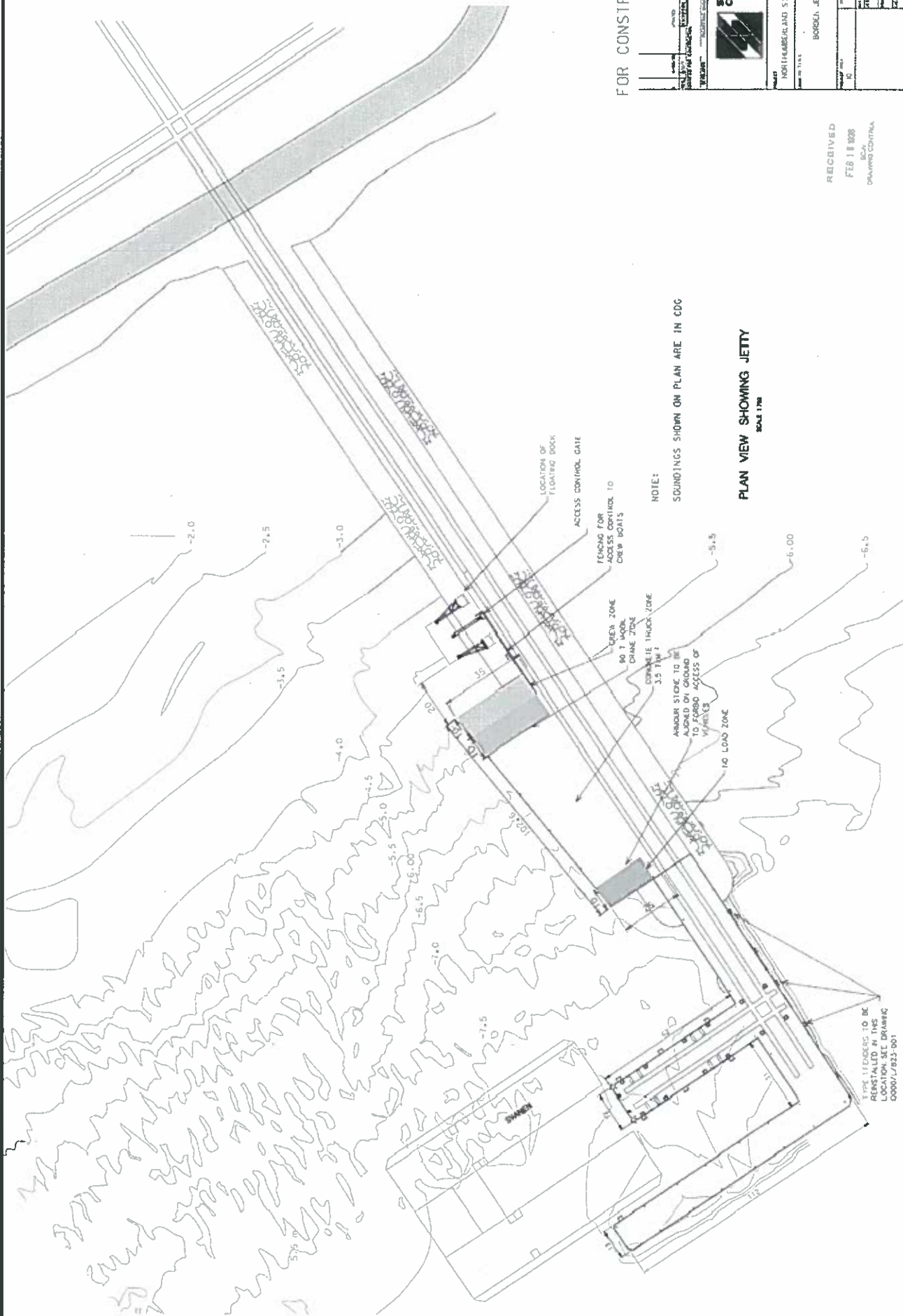
Stantec



**FABRICATION YARD
BORDEN-CARLETON, PEI**

Stantec





FOR CONSTRUCTION

STRAIT CROSSINGS	
NORTH HARBOUR AND STRAIT CROSSINGS	
BORDEN JETTY	
PROJECT NO.	33482
DATE	2010
BY	JH
CHECKED BY	SCM
DATE	2/2/10

RECEIVED
FEB 18 2008
BCA
DRAWING CONTROL

PLAN VIEW SHOWING JETTY

SCALE 1"=50'

NOTE:
SOUNDINGS SHOWN ON PLAN ARE IN CDG

GENERAL LAYOUT OF MARINE JETTY

FABRICATION YARD
BORDEN-CARLETON, PRINCE COUNTY, PEI

INNOVATION PEI

Scale: 1:2250 (Approx)

Job No.: 3026

Fig. No.: 6

Appd. By:

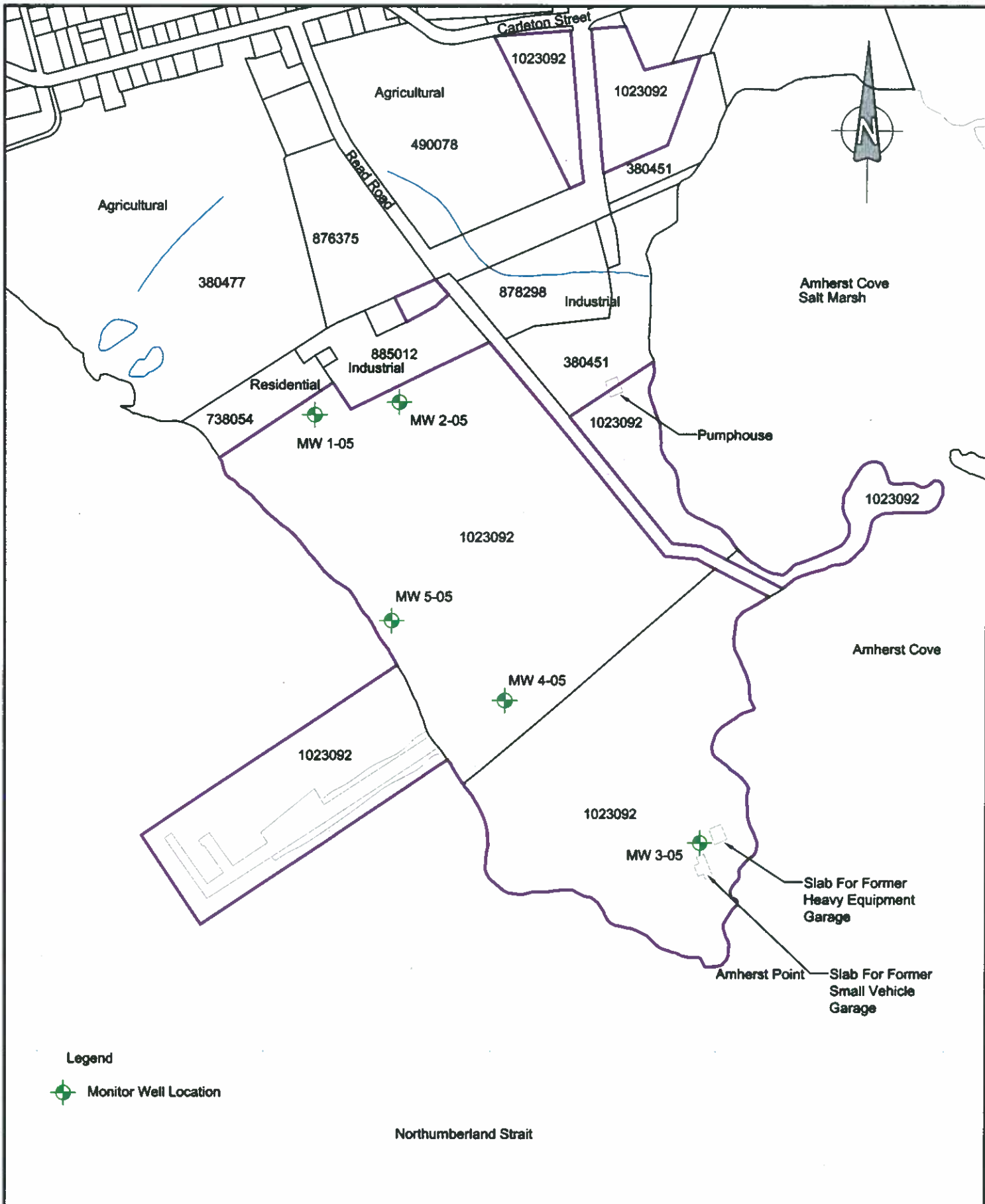
Date: 2010/04/20

D. RIMMER

Client:



Stantec



MONITOR WELL LOCATION PLAN

**FABRICATION YARD
BORDEN-CARLETON, PRINCE COUNTY, PEI**

Client: INNOVATION PEI

Scale:

1:7,500

Date:

2010/04/20

Dwn. By:

D.RIMMER

Job No.:

3026

Appd. By:

Fig. No.:

7



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