

Public Information Session #1

WELLINGTON – CLAIR FEEDERMAIN

Municipal Class Environment Assessment

June 18, 2014

6:30-8:30 p.m.

City Hall Meeting Room 112, 1 Carden Street, Guelph



Wellington – Clair Feedermain
Municipal Class Environment Assessment



Welcome – Your input is appreciated !

Please sign in on the sheet provided. Then feel free to walk around and view the displays.

If you have any questions, our representatives will be pleased to discuss the project with you.

Comment sheets are provided for those who wish to provide comments in writing. Please place your completed sheets in the Comment Box or send them to one of the identified Project Team Members listed below.

Please contact one of the following Team Members for additional information.

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Wellington – Clair Feedermain
Municipal Class Environment Assessment



Project Background and Objectives

Background

The City of Guelph has initiated a Class Environmental Assessment study for a large water transmission main between Wellington Street and Clair Road which was identified in the City's Water and Wastewater Master Plan for phased implementation as a Priority Project. The Guelph Water and Wastewater Servicing Master Plan (2009) identified the need for these improvements in order to service planned growth in the City.

Objectives

The City of Guelph has initiated the Class Environmental Assessment for the Wellington – Clair Feedermain to determine the preferred servicing alignment.

A large transition main between Wellington Street and Clair Road was identified in the City's Water and Wastewater Master Plan for phased implementation as a priority project. The Master Plan identified that this could be accommodated via a new watermain paralleling east side of the Hanlon expressway, primarily through parks, trails and the Hanlon Road Utility Corridor or possibly along Edinburgh road depending on the City's road reconstruction plans. The Wellington – Clair Feedermain will also allow the City to complete maintenance and repairs on the existing water distribution system with minimal impact to the customers.

The objectives of Class EA are to:

- Recommend the preferred alignment of the proposed North - South Feedermain.
- Recommend design and construction methodology that will minimize adverse effects to the environment, social and economic well-being of the City of Guelph.

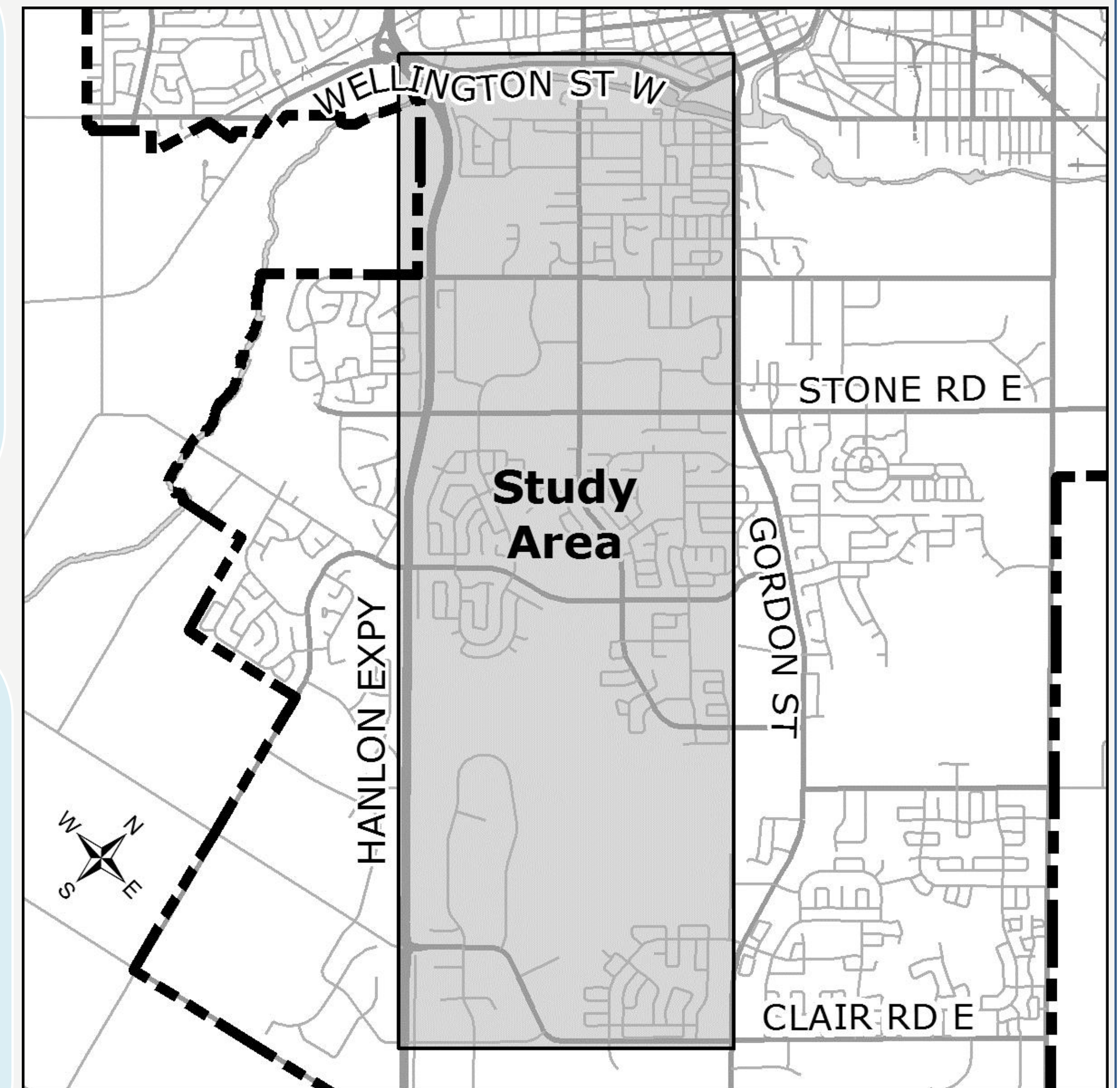
Problem Definition and Service Area

Problem Statement

The Wellington - Clair Feedermain project was identified in the 2009 City of Guelph Water and Wastewater Master Plan as a priority project. The feedermain is required to improve north-south water transmission to service existing and new customers in the south end of Guelph. This study will review various routes to connect the existing watermain on Wellington Road to the Clair Water Tower. This study will recommend the preferred alignment of the north-south feedermain as well as design and construction methodology that will minimize adverse effects to the environment, social and economic well-being of the City of Guelph.

Opportunity Statement

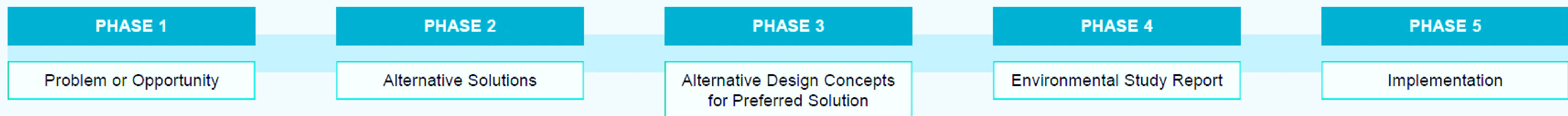
The installation of the Wellington – Clair Feedermain will provide a major north-south water conveyance link between the existing watermain on Wellington Street and the existing Water Tower on Clair Road. This link will enable the City of Guelph to provide better, more consistent service to the residents and businesses of Guelph particularly in the south end. It will also allow for the connection for the trunk watermain to the local distribution watermains thereby providing a more robust water distribution network within the west side of Guelph and allow maintenance of the existing water distribution system with minimal impact to the level of service.



Class Environmental Assessment Planning Process

Class EA Planning Process

The Ontario Environmental Assessment Act, R.S.O., 1990 (the EA Act) requires that projects corresponding to a given class of undertakings (e.g. municipal road, transit, water and wastewater projects) follow an approved Class Environmental Assessment (Class EA) process. The Class EA planning process as documented in the MEA Municipal Class EA document (October 2000, amended in 2007 & 2011) includes the following five phases:



The water and wastewater infrastructure needs identified in the City's Water and Wastewater Master Plan fall within the Municipal Class EA process.

Class EA Schedules for This Study

Depending on their Environmental Impact, municipal projects are classified in the Municipal EA in terms of schedules:

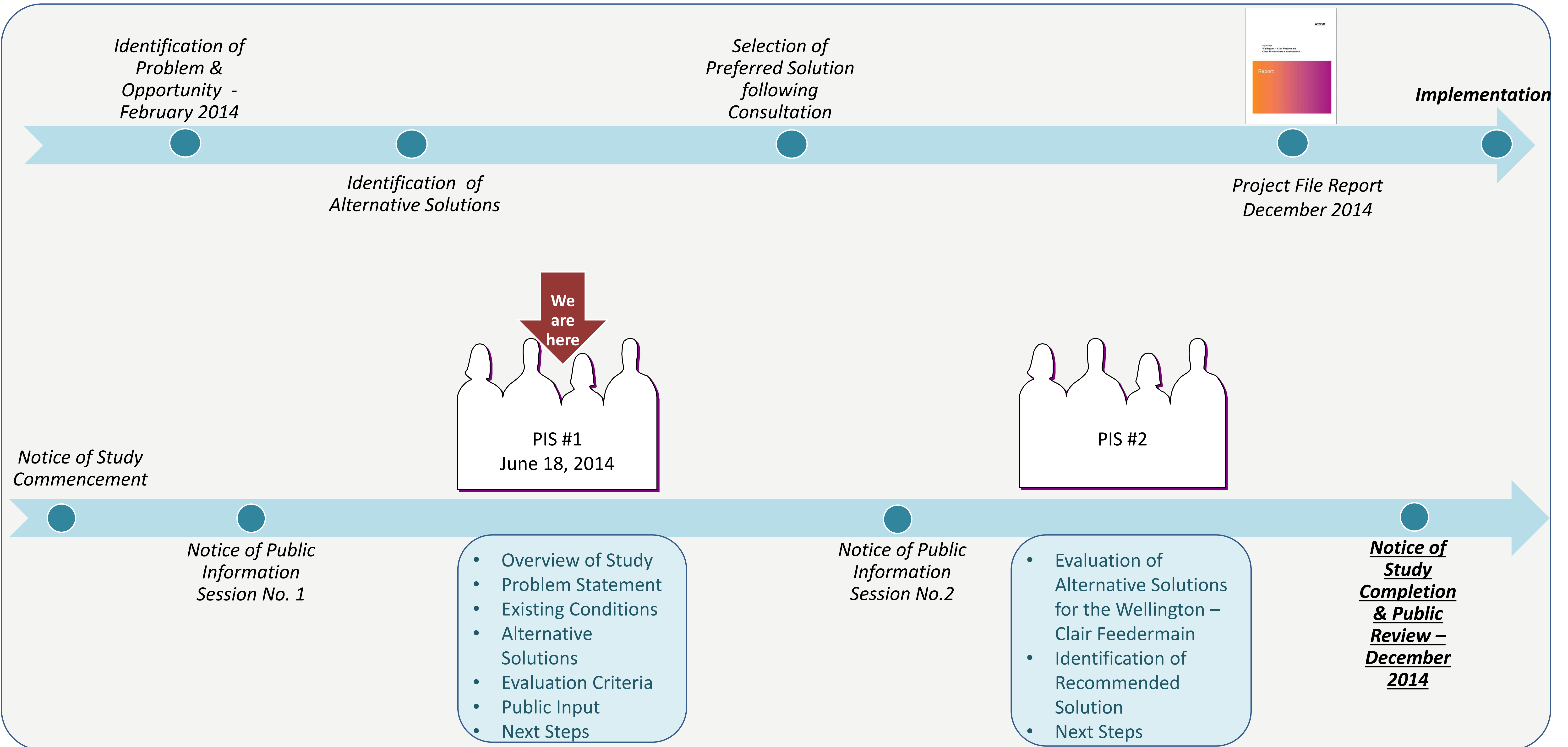
- Schedule A or A+
- Schedule B
- Schedule C

The Wellington – Clair Feedermain Class EA is being conducted as a Schedule B which requires completion of Phase 1 and 2 of the MEA Municipal Class EA Process.

What does a Schedule B Project Mean ?

- There is potential for some adverse environmental (natural, economic, social) effects.
- A screening and evaluation process is required including public and relevant review agency consultation to make them aware of the project and ensure that any concerns are addressed.
- Following the completion of the screening process, a recommended alternative will be selected and there will be a 30 day public review period for any comments or concerns to be included in the environmental assessment.
- After the 30 day review period a Notice of Completion will be issued provided there are no outstanding issues.
- Subsequent to the Notice of Completion, the City can move to detailed design and study implementation.

Project Overview



Consultation

Stakeholder Consultation

- **Community Organizations** are being consulted through a parallel process to the Public Consultation
- **Review and Approval Agencies** (Grand River Conservation Authority, Ministry of Transportation, etc) are being consulted, as needed, throughout the course of the study
- An **Internal Steering Committee (ISC)**, comprised of City Staff from various departments, have provided input at key project milestones during the course of the Class EA Study

Notice of Project Commencement

First Public Information Session (PIS)

Second PIS

Prepare Project File Documentation

Notice of Completion and Public Review

Public Consultation

- **Two Public Consultation Sessions** will be held during the Class EA study to obtain Public Feedback
- We encourage the public to make comments and provide input to this Class EA Study
- Stakeholders can get involved with this Class EA study in the following ways:
 - Add your name to our project contact list
 - Submit your written comments to the project team

Evaluation Criteria

Addresses Problem Statement

Environmental Effects

- Impact on Trees and Vegetation
- Impact on Fisheries
- Watercourse Crossing



Social and Cultural Effects

- Traffic Impacts
- Archaeological Impacts
- Heritage Resource Impacts



Economic Effects

- Estimated Capital Cost
- Operating and Maintenance Costs
- Land Acquisition Requirements



Alternative Solutions

Do Nothing

- Maintain Existing Water Distribution System.
- Existing system does not meet future growth needs.

North Section

Option 1: Feedermain route from Wellington Ave., crossing the Speed River, along Municipal Street past the west side of College Heights Secondary School, crossing College Ave. W. to Janefield Ave., crossing Stone Rd. to Hanlon Rd.

Option 1A: Feedermain route from Wellington Ave., crossing the Speed River, along Municipal Street past the west side of College Heights Secondary School, crossing College Ave. W. to Janefield Ave. towards Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.

Option 2: Feedermain route from Wellington Ave., crossing the Speed River, along Edinburgh Rd. S., towards Municipal Street across Centennial Park and past the west side of College Heights Secondary School, crossing College Ave. W. to Janefield Ave., towards Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.

Option 3: Feedermain route from Wellington Ave., crossing the Speed River, along Edinburgh Rd. S., towards College Ave. W. to Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.

Option 3A: Feedermain route from Wellington Ave., crossing the Speed River, along Edinburgh Rd. S., towards Wilsonview Ave. (next to University supply well and reservoir) to Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.

South Section

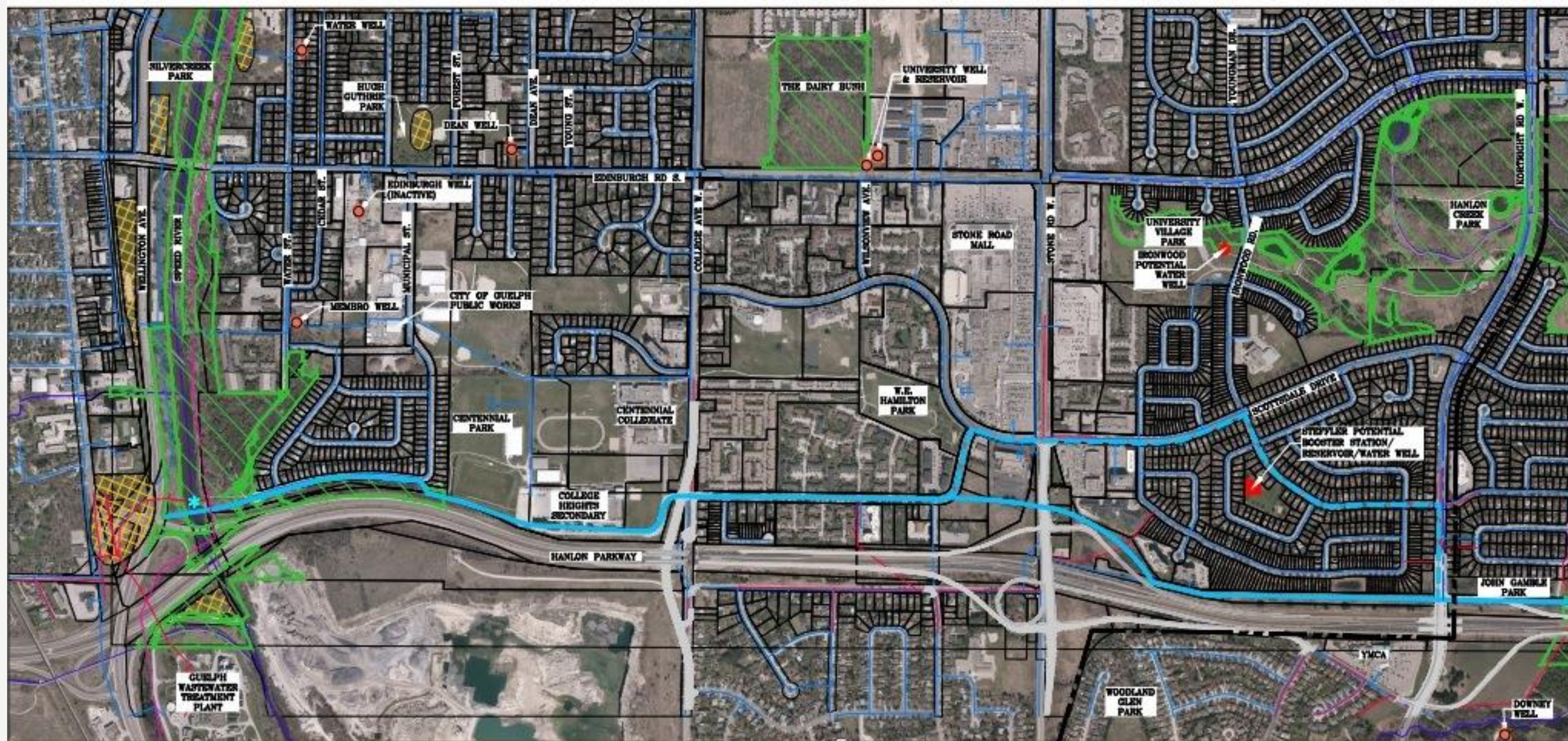
Option 1: Feedermain route along Hanlon Rd. across to Cowan Place towards Southgate Dr., along Laird Rd. to the Clair Tower.

Option 1A: Feedermain route along Hanlon Rd. across to Cowan Place towards Southgate Dr., along Clair Rd. to the Clair Tower.







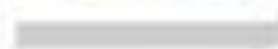









Option 2: Feedermain route along Hanlon Rd. towards Preservation Park and Dog Trail, to Clair Rd. W. towards the Clair Tower.

Option 2A: Feedermain route along Hanlon Rd. towards Preservation Park and Dog Trail, across to Kirkby Court towards Laird Rd. to the Clair Tower.

North Section – Option 1/1A

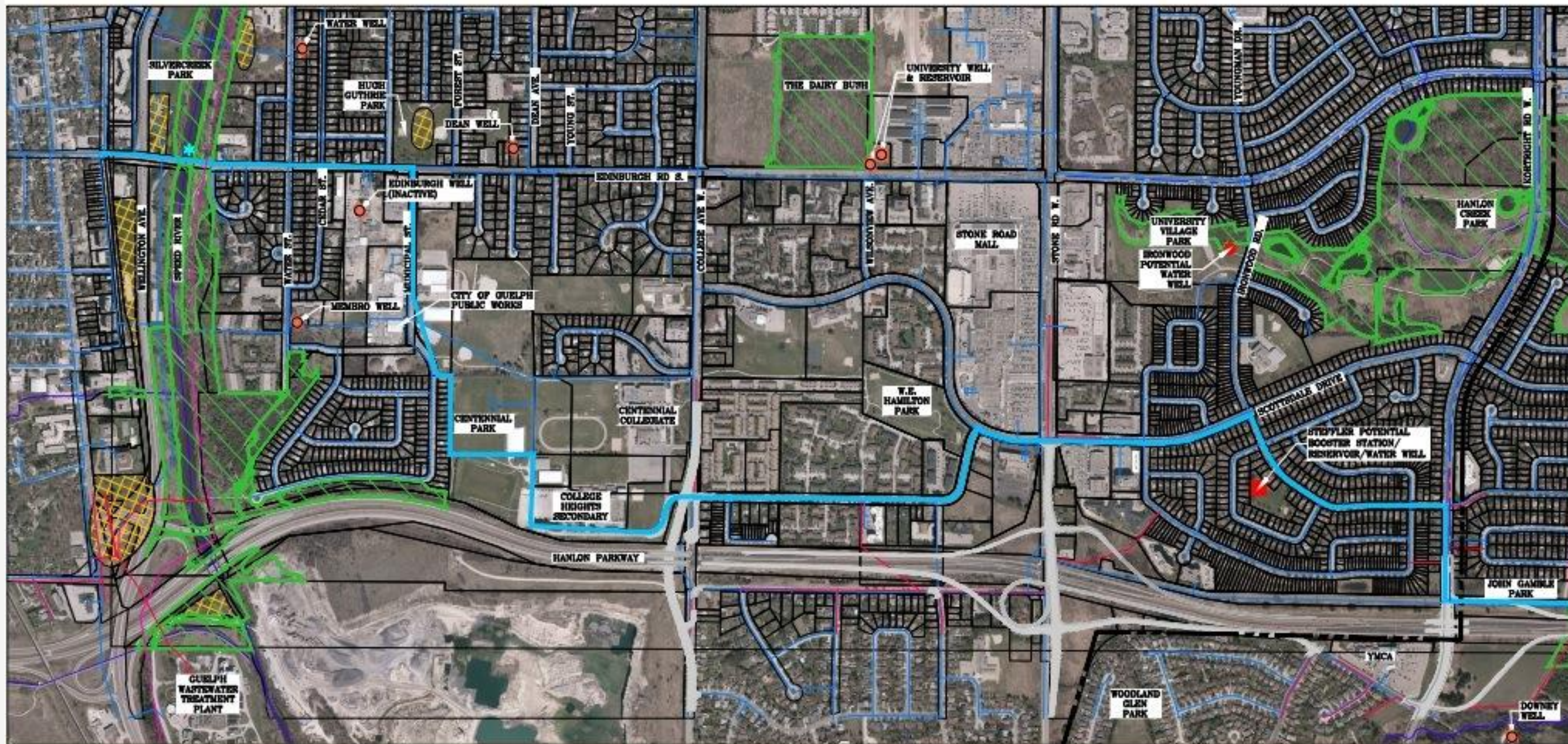


LEGEND

 NATURAL HERITAGE SYSTEM	 PROPOSED FEEDERMAIN OPTION 1	 EXISTING WATER WELL
 POTENTIAL CONTAMINATED SITE	 PROPOSED FEEDERMAIN OPTION 1A	 EXISTING RESERVOIR
 NEW ROAD/INTERCHANGE /FLYOVER LOCATION (MTO)	 EXISTING WATERMAIN	 PROPOSED WATER WELL
 PROPOSED RIVER CROSSING	 WATERCOARSE	 PROPOSED BOOSTER STATION/ RESERVOIR/WATER WELL
 FUTURE ZONE SPLIT	 FUTURE WATER INFRASTRUCTURE	
	 FUTURE WASTEWATER INFRASTRUCTURE	
	 EXISTING SANITARY SEWER	

NOTE:
POTENTIAL WELL LOCATIONS ARE MERELY CONCEPTUAL FOR ANALYTICAL PURPOSES. FURTHER INVESTIGATION WILL BE REQUIRED TO CONFIRM WHETHER THESE LOCATIONS ARE SUITABLE WATER SUPPLY SOURCES.

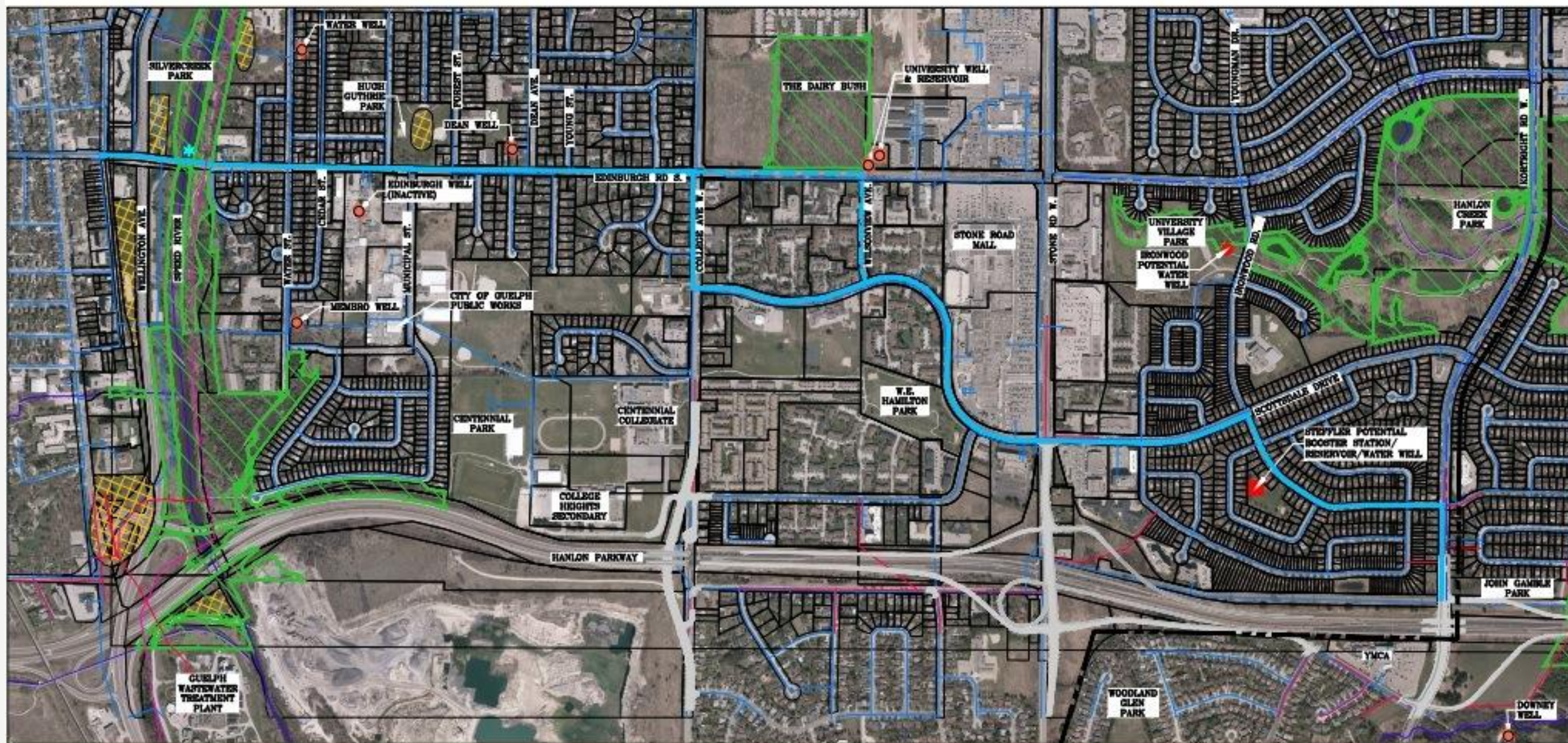
North Section – Option 2



LEGEND			
	NATURAL HERITAGE SYSTEM		EXISTING WATER WELL
	POTENTIAL CONTAMINATED SITE		EXISTING RESERVOIR
	NEW ROAD/INTERCHANGE / FLYOVER LOCATION (MTO)		PROPOSED WATER WELL
	PROPOSED RIVER CROSSING		PROPOSED BOOSTER STATION/ RESERVOIR/WATER WELL
	FUTURE ZONE SPLIT		PROPOSED FEEDERMAIN OPTION 2
	EXISTING WATERMAIN		FUTURE WATER INFRASTRUCTURE
	WATERCOARSE		FUTURE WASTEWATER INFRASTRUCTURE
	FUTURE WATER INFRASTRUCTURE		EXISTING SANITARY SEWER

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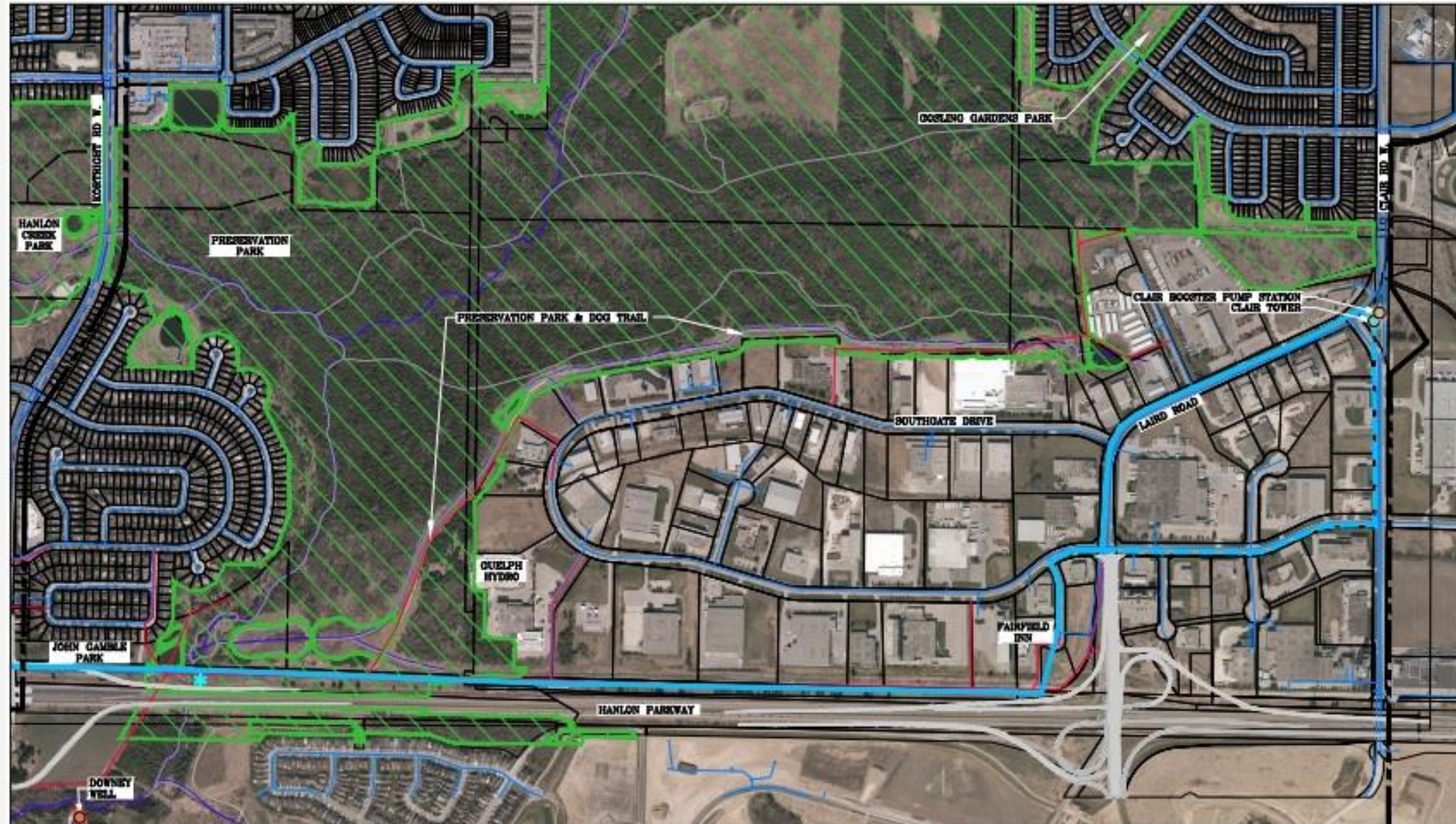
North Section – Option 3/3A



LEGEND			
	NATURAL HERITAGE SYSTEM		EXISTING WATER WELL
	POTENTIAL CONTAMINATED SITE		EXISTING RESERVOIR
	NEW ROAD/INTERCHANGE /FLYOVER LOCATION (MTO)		PROPOSED WATER WELL
	PROPOSED RIVER CROSSING		PROPOSED BOOSTER STATION/ RESERVOIR/WATER WELL
	FUTURE ZONE SPLIT		
	PROPOSED FEEDERMAIN OPTION 3		
	PROPOSED FEEDERMAIN OPTION 3A		
	EXISTING WATERMAIN		
	WATERCOARSE		
	FUTURE WATER INFRASTRUCTURE		
	FUTURE WASTEWATER INFRASTRUCTURE		
	EXISTING SANITARY SEWER		

NOTE: POTENTIAL WELL LOCATIONS ARE MERELY CONCEPTUAL FOR ANALYTICAL PURPOSES. FURTHER INVESTIGATION WILL BE REQUIRED TO CONFIRM WHETHER THESE LOCATIONS ARE SUITABLE WATER SUPPLY SOURCES.

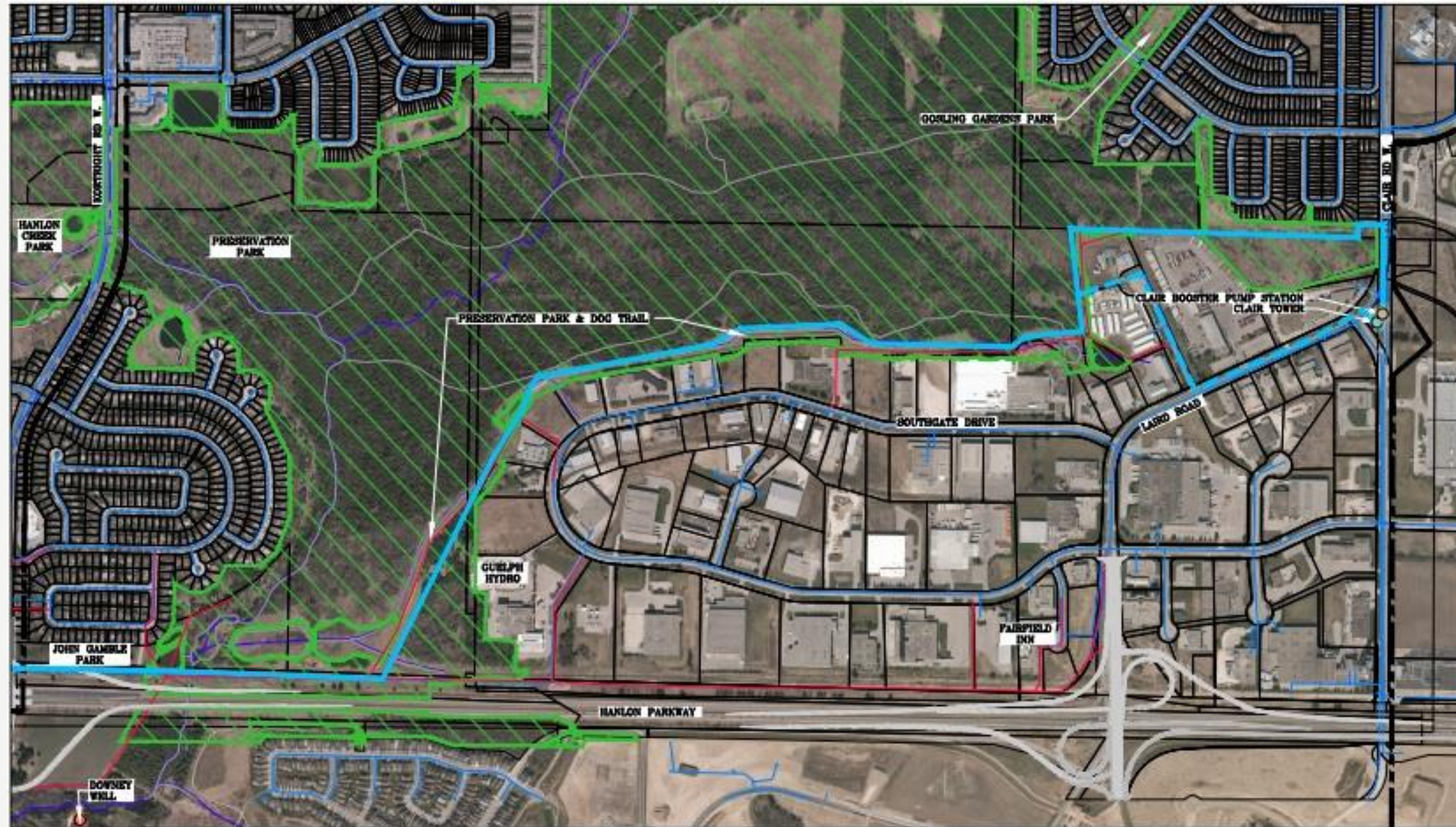
South Section – Option 1/1A



LEGEND

NATURAL HERITAGE SYSTEM	PROPOSED FEEDERMAIN OPTION 1	EXISTING BOOSTER STATION
POTENTIAL CONTAMINATED SITE	PROPOSED FEEDERMAIN OPTION 1A	EXISTING WATER TOWER
NEW ROAD/INTERCHANGE /FLYOVER LOCATION (MTO)	EXISTING WATERMAIN	EXISTING WATER WELL
PROPOSED RIVER CROSSING	WATERCOARSE	
FUTURE ZONE SPLIT	FUTURE WATER INFRASTRUCTURE	
	FUTURE WASTEWATER INFRASTRUCTURE	
	EXISTING SANITARY SEWER	

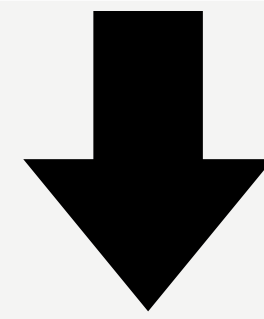
South Section – Option 2/2A



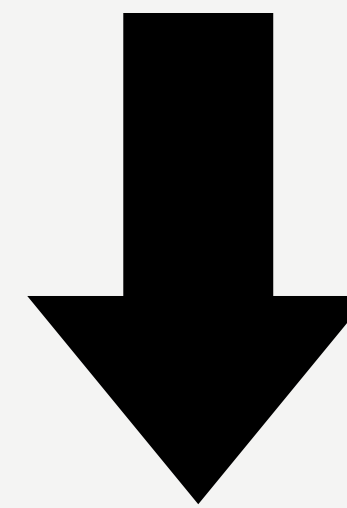
LEGEND					
	NATURAL HERITAGE SYSTEM		PROPOSED FEEDERMAIN OPTION 2		EXISTING BOOSTER STATION
	POTENTIAL CONTAMINATED SITE		PROPOSED FEEDERMAIN OPTION 2A		EXISTING WATER TOWER
	NEW ROAD/INTERCHANGE / FLYOVER LOCATION (MTO)		EXISTING WATERMAIN		EXISTING WATER WELL
	PROPOSED RIVER CROSSING		WATERCOARSE		
	FUTURE ZONE SPLIT		FUTURE WATER INFRASTRUCTURE		
			FUTURE WASTEWATER INFRASTRUCTURE		
			EXISTING SANITARY SEWER		

Next Steps

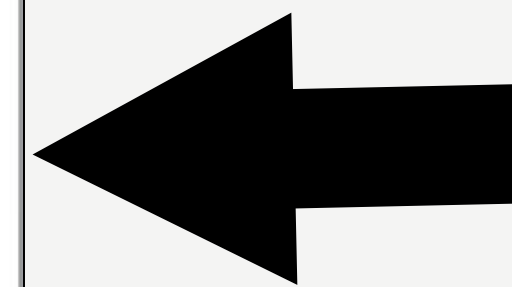
Following the first PIS, comments received from agencies & the public will be reviewed for consideration.



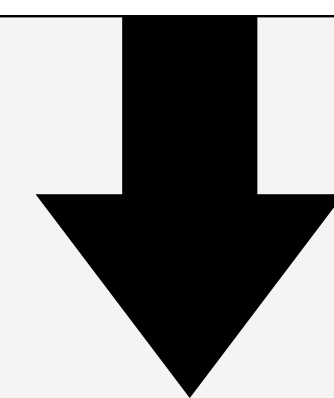
Alternative solutions will be evaluated and a recommended solution proposed.



Second PIS to discuss evaluations, findings and present a recommended solution.



Once a preferred alternative has been established, the project file documentation will be finalized. Review agencies & the public will be notified of the completion of the Class EA and will be provided the opportunity to comment during the 30 day period following the notification. If agencies &/or the public do not agree with the findings, they can contact the Ministry of Environment and request a Part II Order for additional studies to be completed. If the Ministry agrees, a Part II Order will be issued and the proponent will be required to further the study.



Upon completion of the 30 day review period and no comments from agencies or the public, the study will be complete. The project may proceed to detailed design, tender & construction.

THANK YOU FOR ATTENDING!

Your comments are important.

Please remember to place your completed sheets in the comment box provided.