

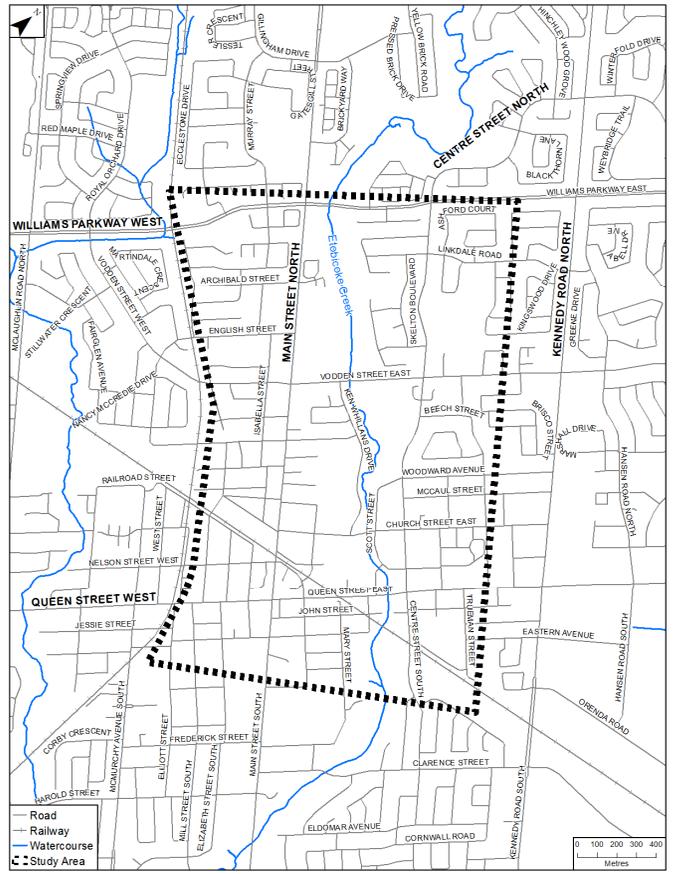
Environmental Assessment Study NOTICE OF VIRTUAL PUBLIC INFORMATION EVENT New Watermain South of Williams Parkway

The Study

The Region of Peel (Region) is completing an Environmental Assessment (EA) study to select a preferred watermain route alignment in the City of Brampton. The study area for this Class EA is shown on the map.

As a result of the envisioned growth in the downtown area, the Region's Water and Wastewater Master Plan has confirmed the need for a new watermain in Brampton. This new watermain will provide additional water supply to the growth area and will connect a new transmission watermain to be constructed along Williams Parkway with the existing watermain along Wellington Street and John Street.

The study will evaluate alternative solutions with the goal of providing additional water supply to the downtown area. The study will document the existing baseline conditions, evaluate the alternatives, and select the preferred solution to minimize impacts on the community and provide long-term flexibility to manage water demand and pressure in the system.



Your Input is Important

Due to current COVID-19 guidelines, *Online Public Engagement* has been arranged to provide members of the public an overview of the Class EA process and background information and an opportunity to provide input on alternative solutions.

Display boards will be made available to the public on peelregion.ca/public-works/environmental-assessments/#current and search under **Brampton**, beginning **November 11, 2021**. Paper copies of the display boards will be made available upon request. Please submit any questions or comments to the Project Manager listed below by **December 2, 2021**.

The results of the Study will then be published in a Project File and placed on public record for review.

Comments

If you have comments, require further information, or would like to be added to the project mailing list, please contact:

Jimmy Cheema

Project Manager, Capital Works
Water Linear Engineering & Reliability
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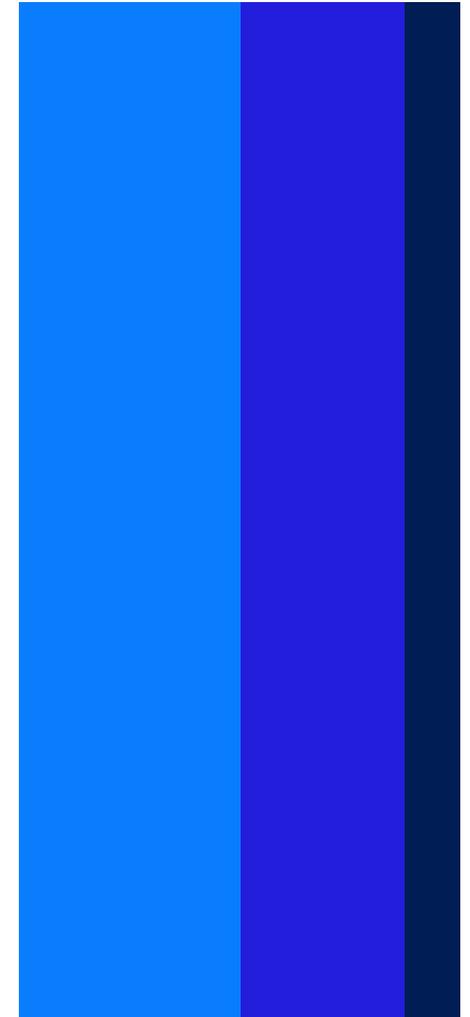
This notice was first issued on November 11, 2021.

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodations to provide comments or feedback for this study.



Schedule 'B' Municipal Class Environmental Assessment: New Watermain South of Williams Parkway

Online Public Engagement
November 11, 2021



Welcome!

The Purpose of this Online Public Engagement is to:

Project Overview



Provide a project overview and explain why the project is being undertaken.

Receive Feedback



Provide details and seek input on the alternative solutions developed

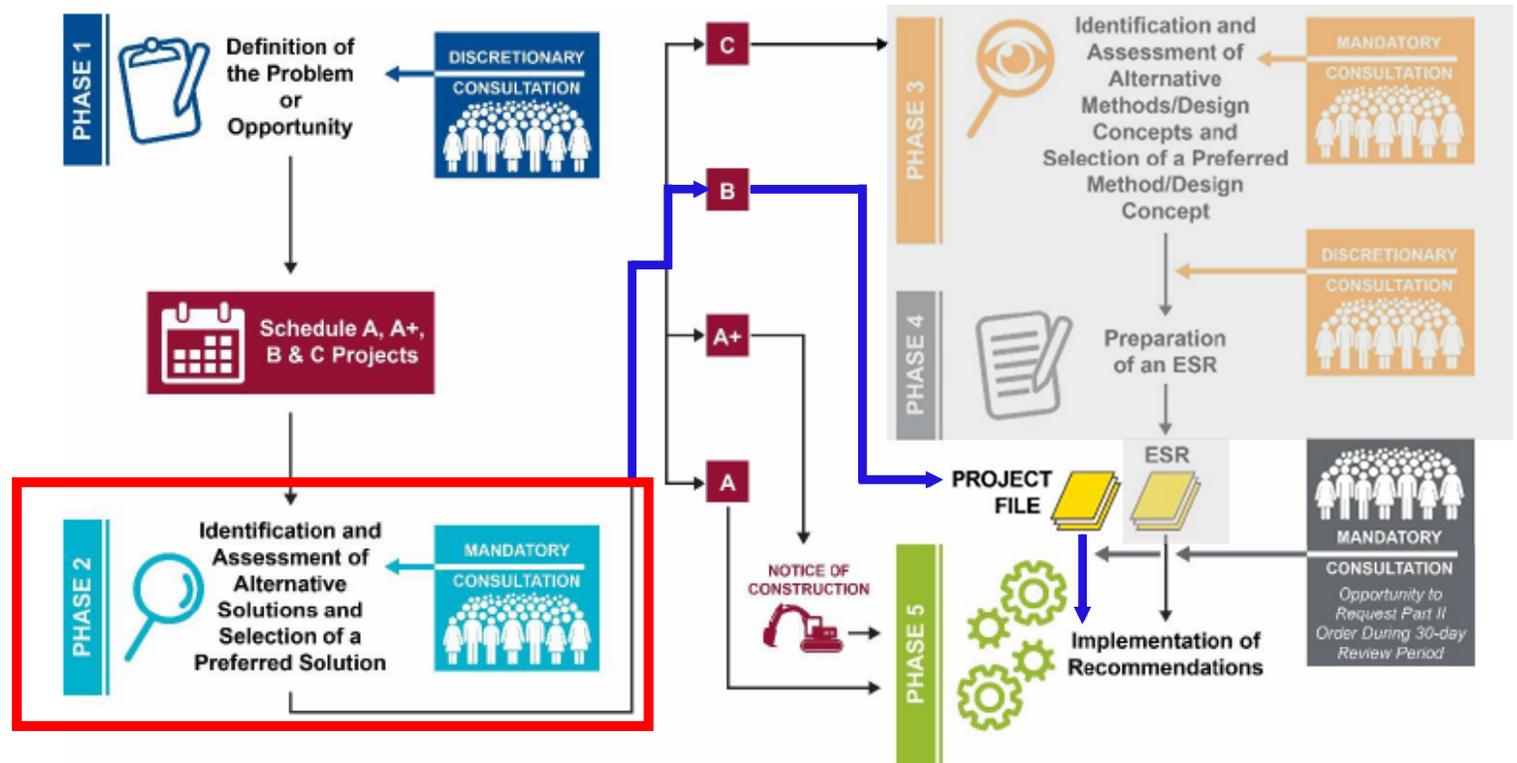
Next Steps



Provide information on the next stages of the project.

New Watermain South of Williams Parkway Schedule 'B' Municipal Class Environmental Assessment (EA)

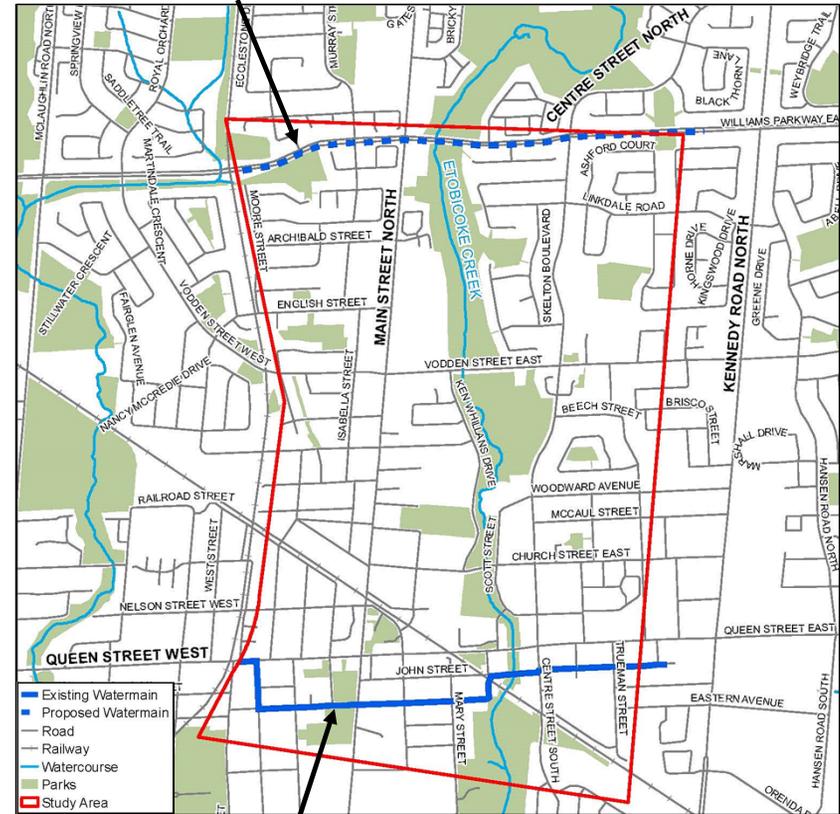
- Environmental Assessment initiated in 2019
- Phase 1 has been completed
- Currently in Phase 2 evaluation of alternatives and recommendation of a preferred solution



Project Overview

- The Region's recently completed Water and Wastewater Master Plan confirmed the need for additional water supply to the downtown Brampton area.
- The new watermain would connect to a new transmission main to be constructed along Williams Parkway and the existing watermain along Wellington St. and John St.
- A Schedule 'B' Municipal Class Environmental Assessment (EA) Study is taking place to identify the preferred alignment for the new watermain.

900 mm transmission main (future) along Williams Parkway

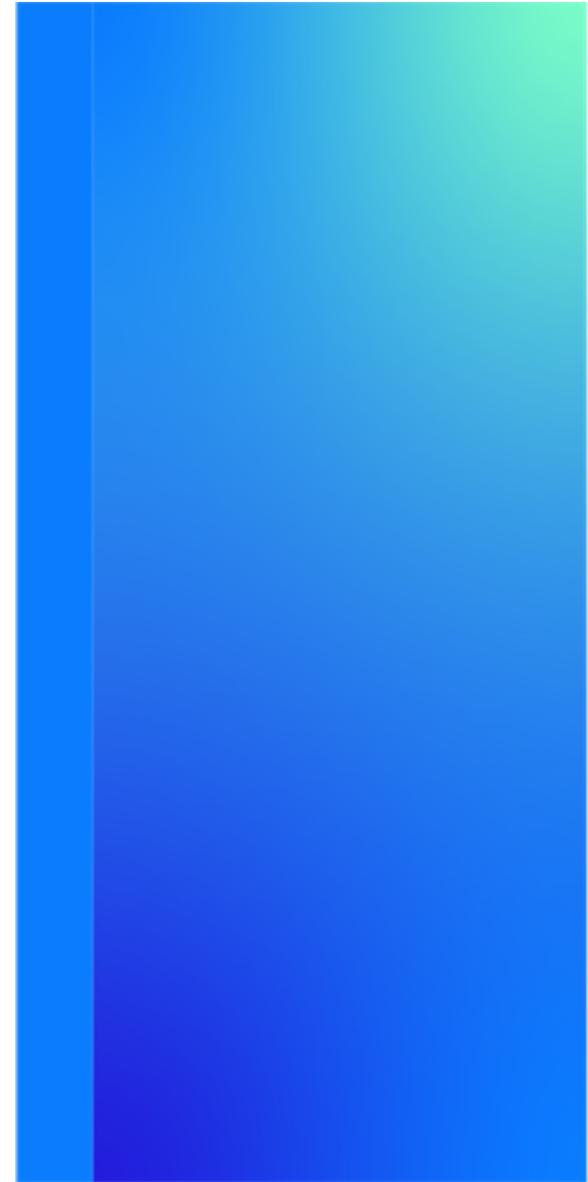


Existing 600 mm watermain along Wellington Street and John Street

Problem Statement: Why are we doing this?

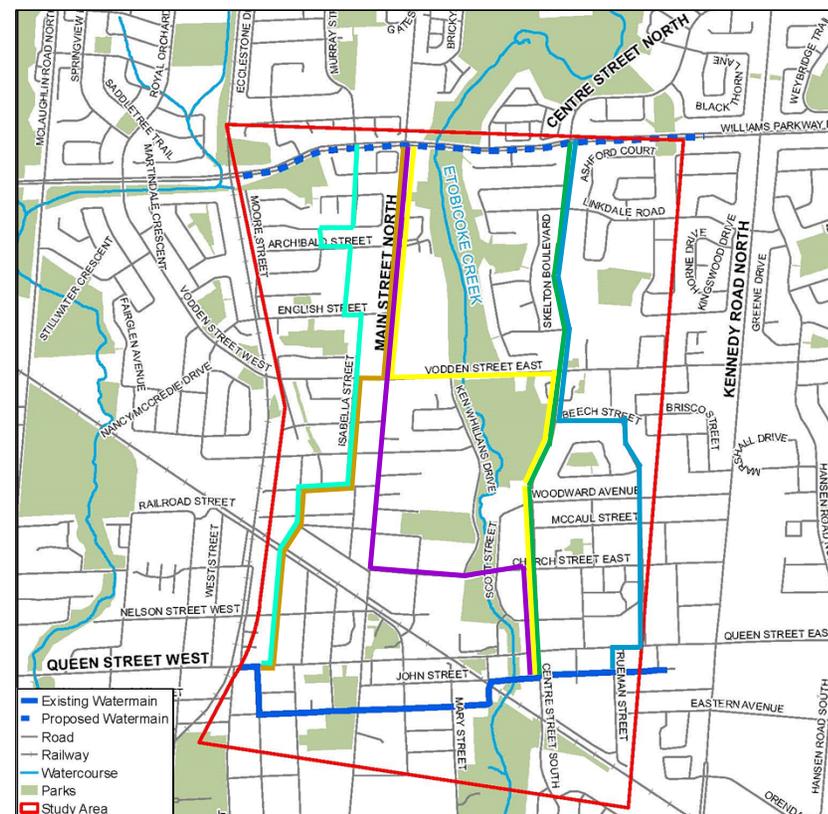
- The existing water supply system in Brampton doesn't have enough capacity to accommodate the additional water demand for future growth in the downtown area.
- This EA study will identify preferred routing for the new watermain to minimize impacts on the community and provide long-term flexibility to manage demand and pressure in the system.
- Construction of new watermain will proceed after new transmission main is constructed along Williams Parkway (2022-2025).
- Identification of routing for the watermain allows for integration with future Region and City initiatives underway in the Community.

Identification of Alternatives

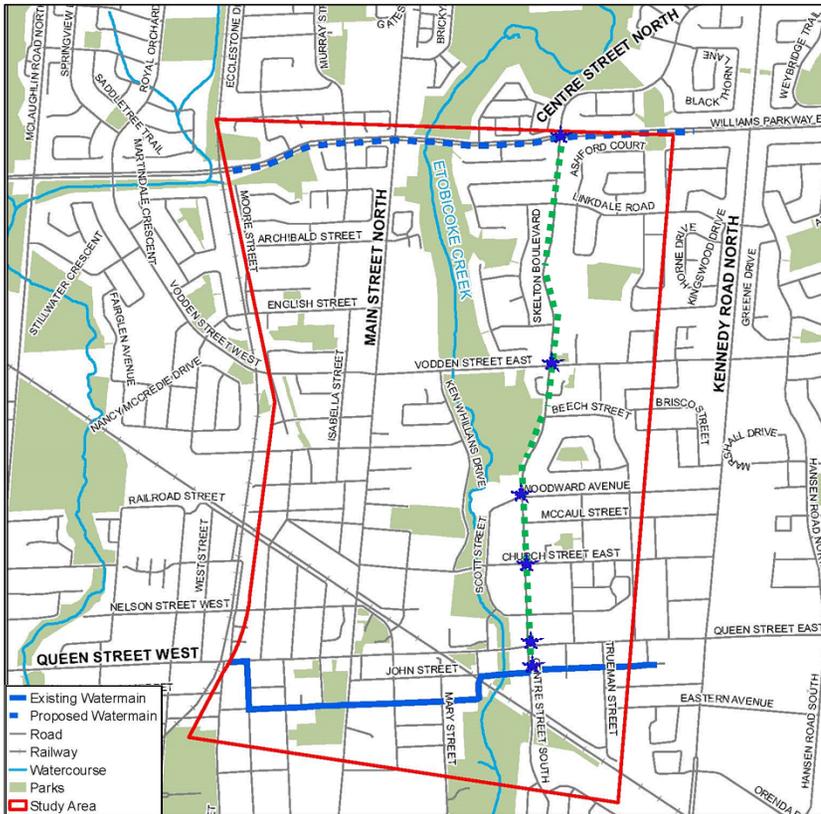


Short List Alternatives

- Alternative 1 – Centre Street
- Alternative 2 – Centre Street and Beech Street
- Alternative 3 – Main, Vodden and Centre Street
- Alternative 4 – Main Street and Mill Street
- Alternative 5 – Main, Church and Centre Street
- Alternative 6 – West Neighbourhood Route



Alternative 1 – Centre Street

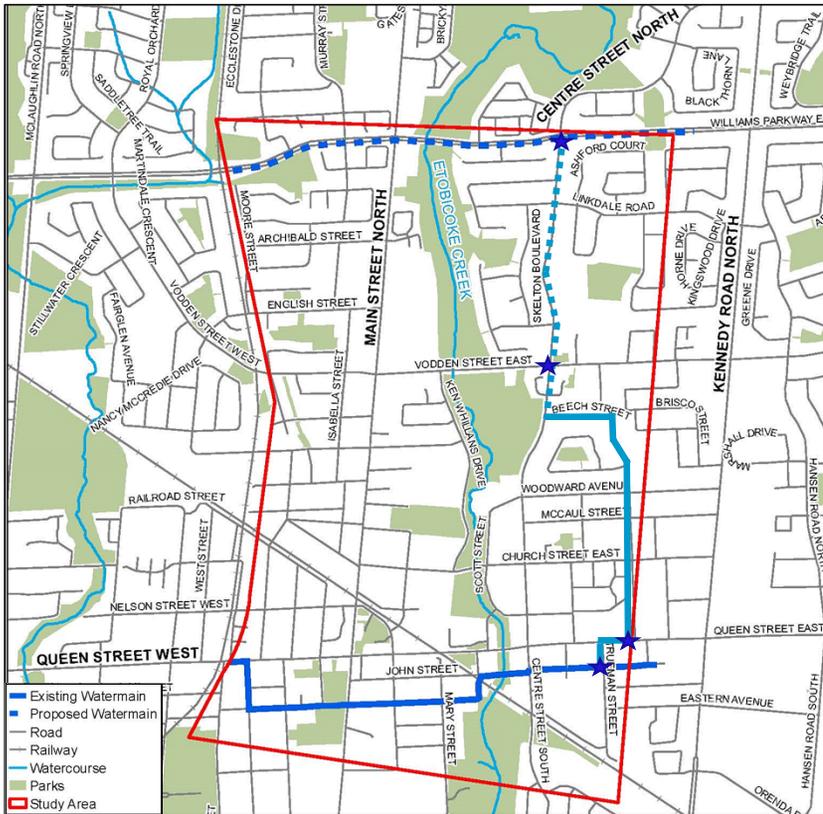


..... Micro-Tunneled — Open Cut ★ Interconnection

Description:

- Approximately 2100 linear meters with route alignment along Centre Street right of way
- Connection points at Williams Parkway and John Street
- Interconnection at 600 mm watermain on Vodden Street, proposed 600 mm watermain at Church Street, 400 mm watermain at Woodward Avenue and 600 mm watermain on Queen Street
- Micro-tunnel construction of full alignment

Alternative 2 – Centre Street and Beech Street

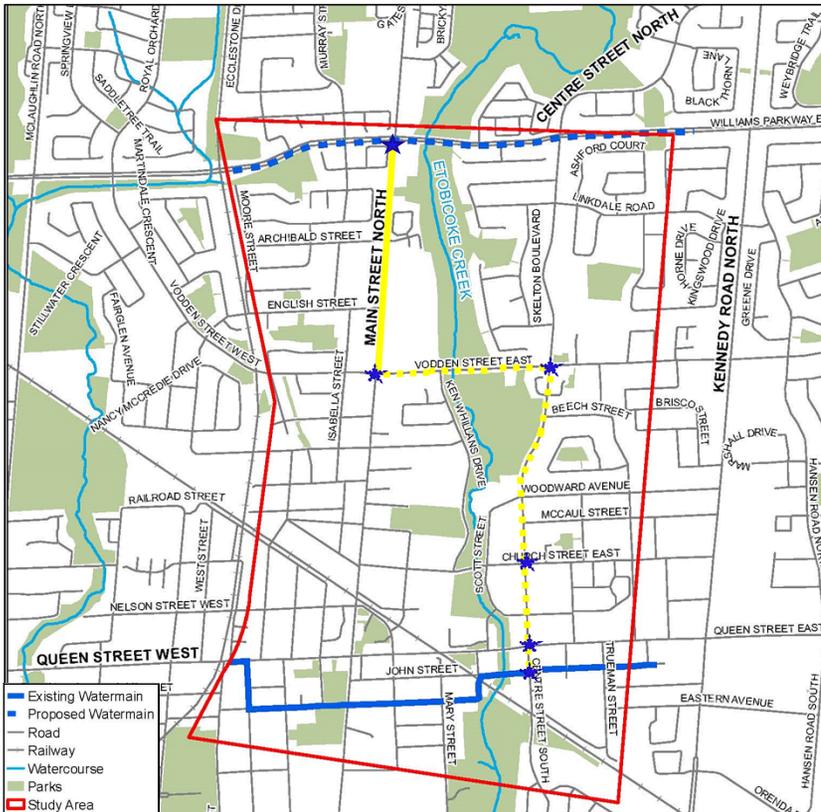


Description:

- Approximately 2400 linear meters with route alignment along Centre Street and Beech Street right of way
- Connection points at Williams Parkway and John Street
- Interconnection at 600 mm watermain on Vodden and 600 mm watermain on Queen Street
- Open cut construction on Beech Street and micro-tunnel construction on Centre Street

..... Micro-Tunneled — Open Cut ★ Interconnection

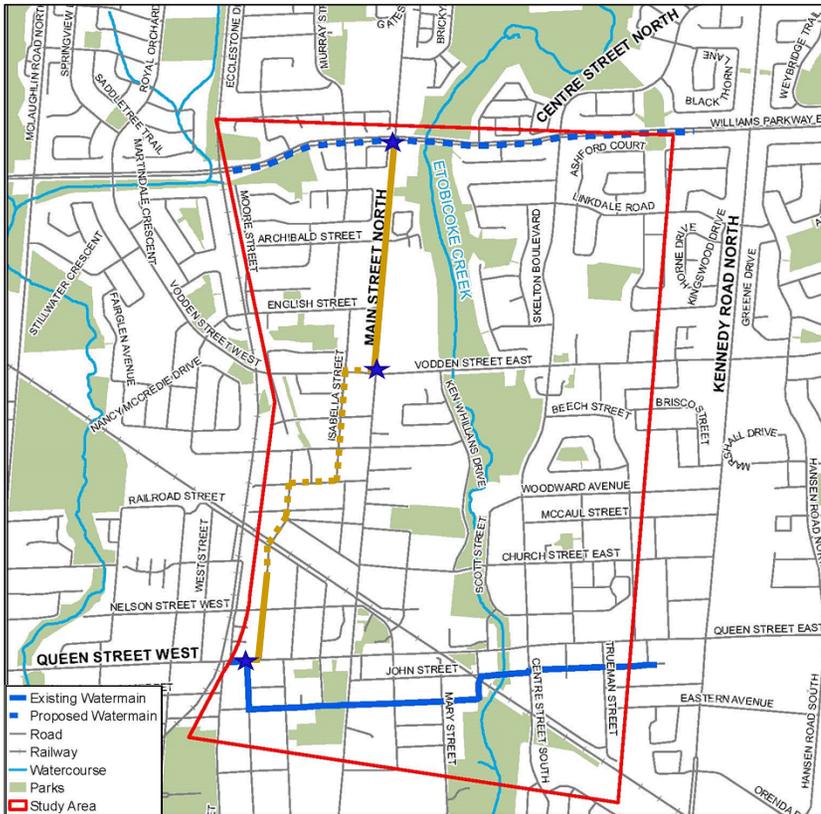
Alternative 3 – Main Street, Vodden Street and Centre Street



Description:

- Approximately 2780 linear meters with route alignment along Main Street, Vodden Street and Centre Street right of way
- Connection points at Williams Parkway and John Street
- Interconnection to 600 mm watermain on Vodden Street, 600 mm watermain on Queen Street and proposed 600 mm watermain on Church Street
- Open cut construction on Main Street and Vodden Street with micro-tunnel construction on Centre Street and Etobicoke Creek crossing

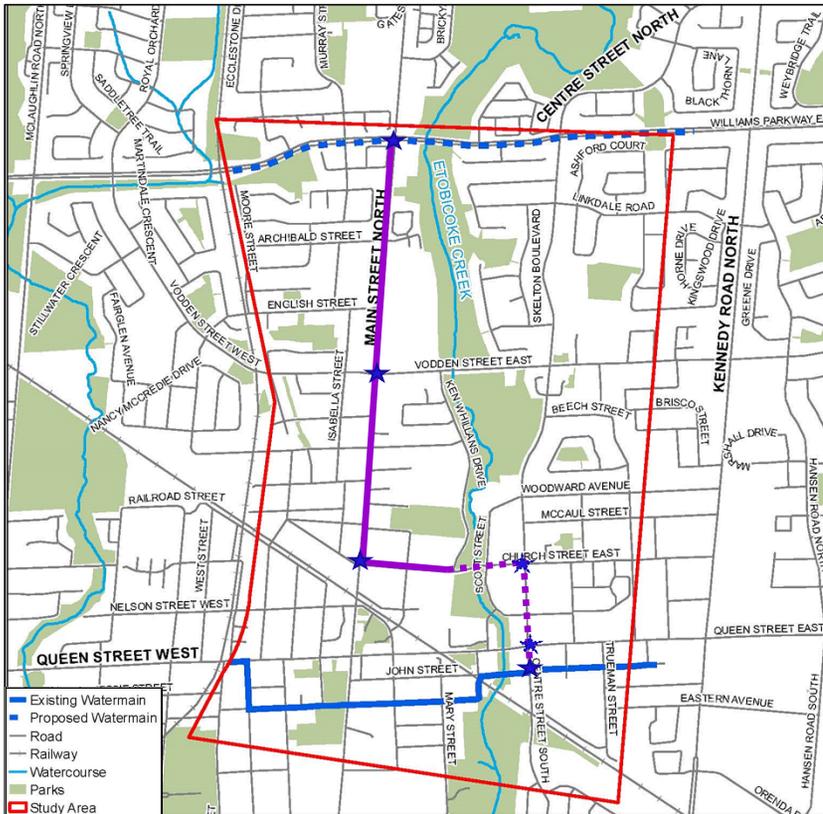
Alternative 4 – Main Street and Mill Street



Description:

- Approximately 2380 linear meters with route alignment to be along Main Street, Vodden Street, Isabella Street, Rosedale Street, and Mill Street right of way
- Connection points at Williams Parkway and Queen Street
- Interconnection to 600 mm watermain at Vodden Street
- Open cut construction with micro-tunnel crossing of the rail line and micro-tunnel construction on Isabella Street, Rosedale Street and Mill Street North

Alternative 5 – Main Street, Church Street, and Centre Street

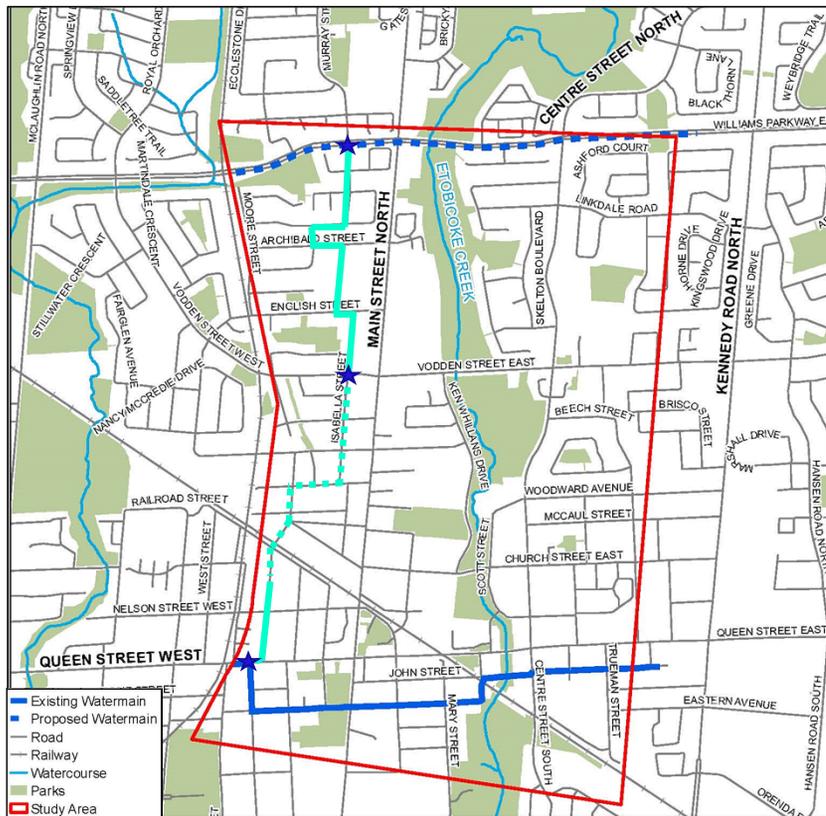


..... Micro-Tunneled
 ——— Open Cut
 ★ Interconnection

Description:

- Approximately 2710 linear meters with route alignment to be along Main Street, Church Street and Centre Street right of way
- Connection points at Williams Parkway and John Street
- Interconnection to 600 mm watermain at Vodden Street, future 600 mm watermain on Church Street at Main Street and Centre Street intersections and 600 mm watermain at Queen Street
- Open cut construction with micro-tunnel crossing of Etobicoke Creek and micro-tunnel construction on Centre Street

Alternative 6 – West Neighbourhood Route



Description:

- Approximately 2600 linear meters and follows smaller residential streets west of Main Street (Murray, Garden, Bagshot, Archibald, Murray, English, Isabella, Rosedale, Mill Street)
- Connection points at Williams Parkway and Queen Street
- Connection to 600 mm watermain at Vodden Street
- Open cut construction with micro-tunnel crossing of rail line and micro-tunnel construction on Isabella Street, Rosedale Street, Mill Street North

Evaluation of Alternatives



Evaluation of Alternatives

Category	Evaluation Criteria	Alternative No. 1	Alternative No. 2	Alternative No. 3	Alternative No. 4	Alternative No. 5	Alternative No. 6
Technical Considerations	<ul style="list-style-type: none"> • Technical viability/constructability • Access for construction and maintenance • Impact to existing and future infrastructure • Permit and approval requirements • Future operations and maintenance 						
Natural Environment	<ul style="list-style-type: none"> • Disturbance of terrestrial species and features • Disturbance of aquatic species and features • Direct effects on terrestrial species at risk • Direct effects on aquatic species at risk • Effects on water quality or quantity 						
Socio-Cultural Environment	<ul style="list-style-type: none"> • Traffic disruption during construction • Impacts to heritage or cultural resources • Property acquisition and easement requirements • Compliance with Master Plan and growth initiatives • Impacts to parks and community open spaces 						
Economic Factors	<ul style="list-style-type: none"> • Construction costs • Operation and maintenance (O&M) costs 						
Alternative Ranking		1	2	4	5	3	6

Most Favourable



Moderately Favourable



Least Favourable

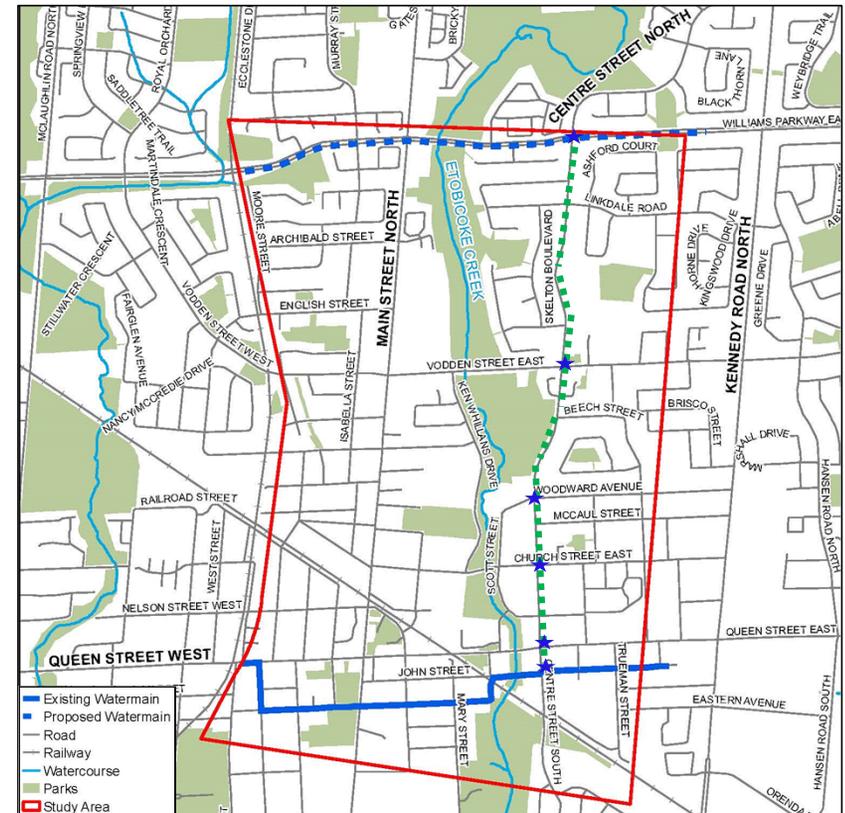


Summary Score of Alternatives

	Alternative No. 1	Alternative No. 2	Alternative No. 3	Alternative No. 4	Alternative No. 5	Alternative No. 6
Overall Score	Most Favourable	Moderately Favourable	Moderately Favourable	Least Favourable	Moderately Favourable	Least Favourable
Key Factors	<ul style="list-style-type: none"> • Shortest direct connection to existing and future watermains • Trenchless construction to avoid impact on mature trees and existing utilities • Less traffic impact • More expensive due to trenchless construction 	<ul style="list-style-type: none"> • Direct connection to future watermains • Less opportunity to connect to existing watermains • Traffic impact on Beech Street for open cut construction • Less expensive due to open cut portion 	<ul style="list-style-type: none"> • Direct connection to future watermains • Trenchless crossing of Etobicoke Creek • Traffic impact on Vodden Street and Main Street for open cut construction • Longer route but less expensive due to open cut portion 	<ul style="list-style-type: none"> • Direct connection to future watermains • Less opportunity to connect to existing watermains • Trenchless crossing of rail line • Traffic impact for open cut construction • Longer route but less expensive due to open cut portion 	<ul style="list-style-type: none"> • Direct connection to future watermains • Trenchless crossing of Etobicoke Creek • Traffic impact on for open cut construction • Longer route but less expensive due to open cut portion 	<ul style="list-style-type: none"> • Less Direct connection to existing and future watermains • Trenchless crossing of rail line required • Traffic impact on multiple streets for open cut construction • Longer route but less expensive due to open cut portion

Recommended Preferred Alternative

- Alternative 1 – Centre Street is recommended as the preferred alternative
 - No creek or rail crossings, which reduce permitting requirements and impacts to the natural environment
 - Trenchless construction reduces impact on existing tree and existing utilities
 - Short-term traffic and property impacts may occur at tunnel shaft locations



★ Interconnection

Next Steps

December 2021

- Receive input from the public and stakeholders

January 2021

- Finalize the preferred alternative
- Prepare and publish the Project File for review
- Issue Notice of Completion of Class EA

How to Stay Connected and Involved?

Feedback on this Online Public Engagement is open until December 2, 2021

Please contact:

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