Peel Region
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Welcome

Kennedy Road Sanitary Trunk Sewer Project

Public Information Centre #1

January 2025

Overview of PIC #1

01 The project background and the Environmental Assessment (EA) process

02 Study area information collected to date

03 Alternative sanitary trunk sewer routes being considered

04 Proposed evaluation criteria

05 Sanitary trunk sewer construction methods

06 How we're planning to keep you involved

07 Next steps

Background and Program Overview

With Bill 23, Region of Peel's water and wastewater infrastructure needs are drastically accelerated, placing a significant burden on infrastructure delivery:

- Bill 23 envisions housing targets for 2051 being met almost 20 years sooner.
- The provincial target is to build more than 245,000 residential units in our local municipalities; 113,000 in Brampton and 13,000 in Caledon.

Bill 23, the "More Homes Built Faster Act", introduced by the province of Ontario supports the province's newest Housing Supply Action Plan. This plan aims to build more homes for Ontario families.

The Region of Peel is using a program management approach to accelerate water and wastewater infrastructure construction.

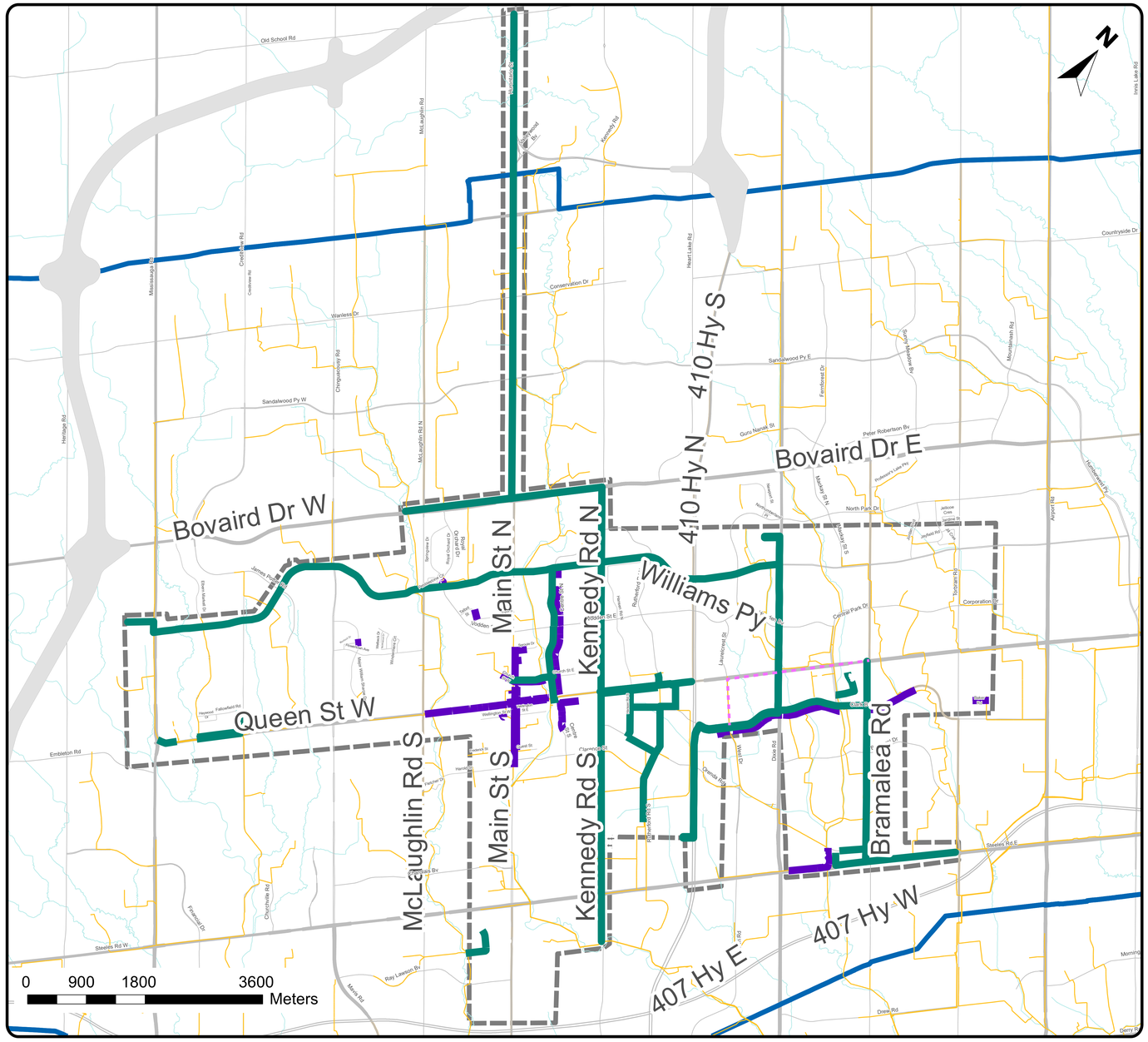
This Program addresses housing demands while enhancing existing assets, protecting the environment, maintaining excellent water service, meeting community needs and fulfilling commitments to the province.

Kennedy Road Sanitary Trunk Sewer Project

Background and Program Overview

We are grouping many construction projects together across a large geographic area, under a team of experts, to allow for efficient management, resourcing and decision-making.

This approach supports sustainable growth and accelerates work completion, including a large number of water and wastewater projects, primarily in Brampton. The **Kennedy Road Sanitary Trunk Sewer** is one of these projects.



Proposed Infrastructure

Mains for Distribution Feeder, Transmission, Primary and Local Wastewater

State of Good Repair (SOGR) Projects

Water Main and Sanitary Replacements

General Legend

- Existing Wastewater Main
- Watercourse
- Ward Boundary
- Municipal Boundary

January, 2024
Water & Wastewater Planning, Public Works
Map ID: 3907-WWW-DC Map Queen Street Project Boundaries_A
Data Source: Region of Peel
Scale: 1:29,228 | NAD 1983 UTM Zone 17N

DISCLAIMER
The proposed capital projects shown on this map are subject to annual review and approval by Regional Council. As such, project schedules and project scopes are subject to change.

The contents of this map are reflective of the Program as of January 2025 and are subject to change as the Program progresses.

About the Kennedy Road Sanitary Trunk Sewer Project

This is a Municipal Class Environmental Assessment study to select the preferred sanitary trunk sewer routes including associated design concepts though a comprehensive, environmentally sound planning process open to public participation.

In order to meet capacity demands by **2030,** the construction will need to **start in 2027**. Construction will be coordinated, where possible, with other municipal infrastructure projects.

What is a Sanitary Trunk Sewer?

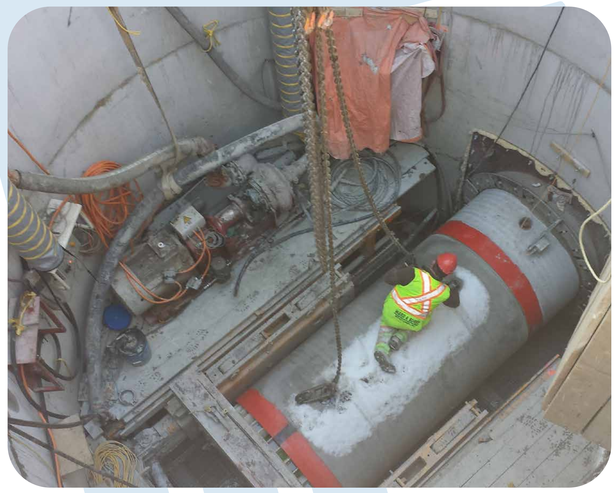
A large pipe that collects and moves wastewater by gravity from nearby and upstream development areas to wastewater treatment plants.

Designed to handle large volumes of wastewater, making them critical to maintaining public health and environmental quality.

There is insufficient capacity in the existing Brampton sanitary trunk sewer system to meet projected service area demands. The Region of Peel must ensure sewage capacity requirements are met and in place by 2030 to service the planned growth in the central parts of City of Brampton and Town of Caledon.

Specifically, the Region of Peel has identified the need for a proposed sanitary trunk sewer, 1500 mm to 1800 mm diameter to convey sewage from Old School Road and Hurontario Street in the Town of Caledon to the soon to be constructed Etobicoke Creek Sanitary Trunk Sewer at Kennedy Road South in the City of Brampton.

A connection point to the existing system is also required at Queen Street which would include the extension of a 900 mm sanitary trunk sewer for approximately 900 m from Kennedy Road to Rutherford Road North.



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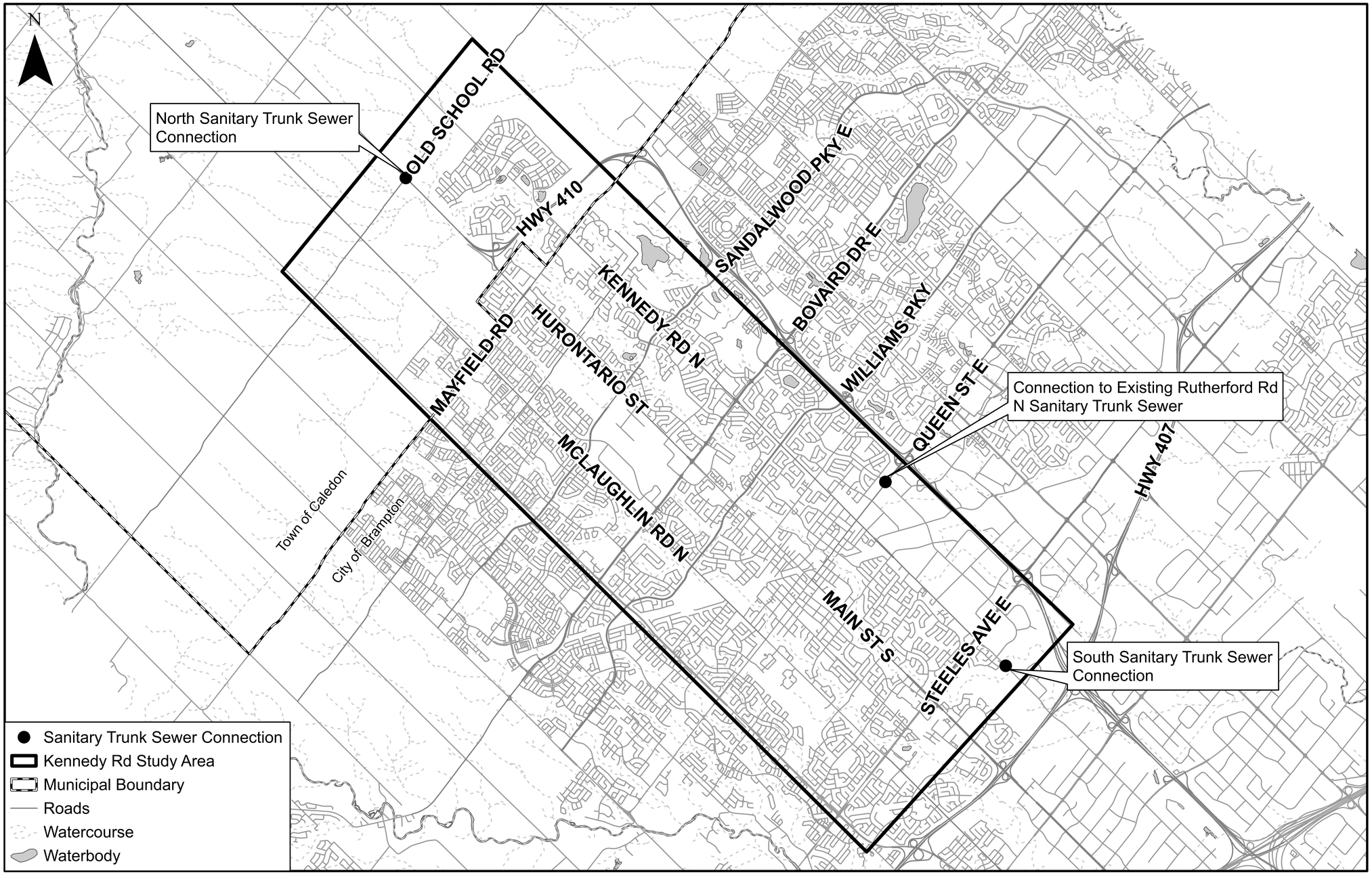
Study Area

The Study Area is bounded by Old School Road to the north in the Town of Caledon and just south of Steeles Avenue to the south.

Highway 410 forms the easterly border and Chinguacousy Road forms the westerly border of the Study Area.



Municipal Class EA Schedule C Planning Process

August 2024 → **Summer/Fall 2025** → **2025-2030**

Phases

1 Problem and Opportunity

Review background planning and policy documents, identify study area needs, problems and opportunities.

2 Alternative Solutions

Review existing environment, identify and evaluate feasible alternative sanitary sewer routing options, and identify short-list routing options.

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3 Alternative Design Concepts

Evaluate short-list routing options and confirm preferred routing option. Develop and evaluate alternative designs for the preferred routing options, identify environmental impacts and required mitigation measures, and select the Recommended Design Alternative.

4 Environmental Study Report

Document the decision-making process in an Environmental Study Report and publish Notice of Study Completion for 30-day comment period.

5 Implementation

Complete the detailed design, tender and construction following the completion of the EA study and review period.

Continuous Consultation and Engagement

Problem and Opportunity Statement

To support growth through 2051, the Region of Peel must increase the capacity of key sanitary trunk sewers serving Central Brampton and the Town of Caledon.

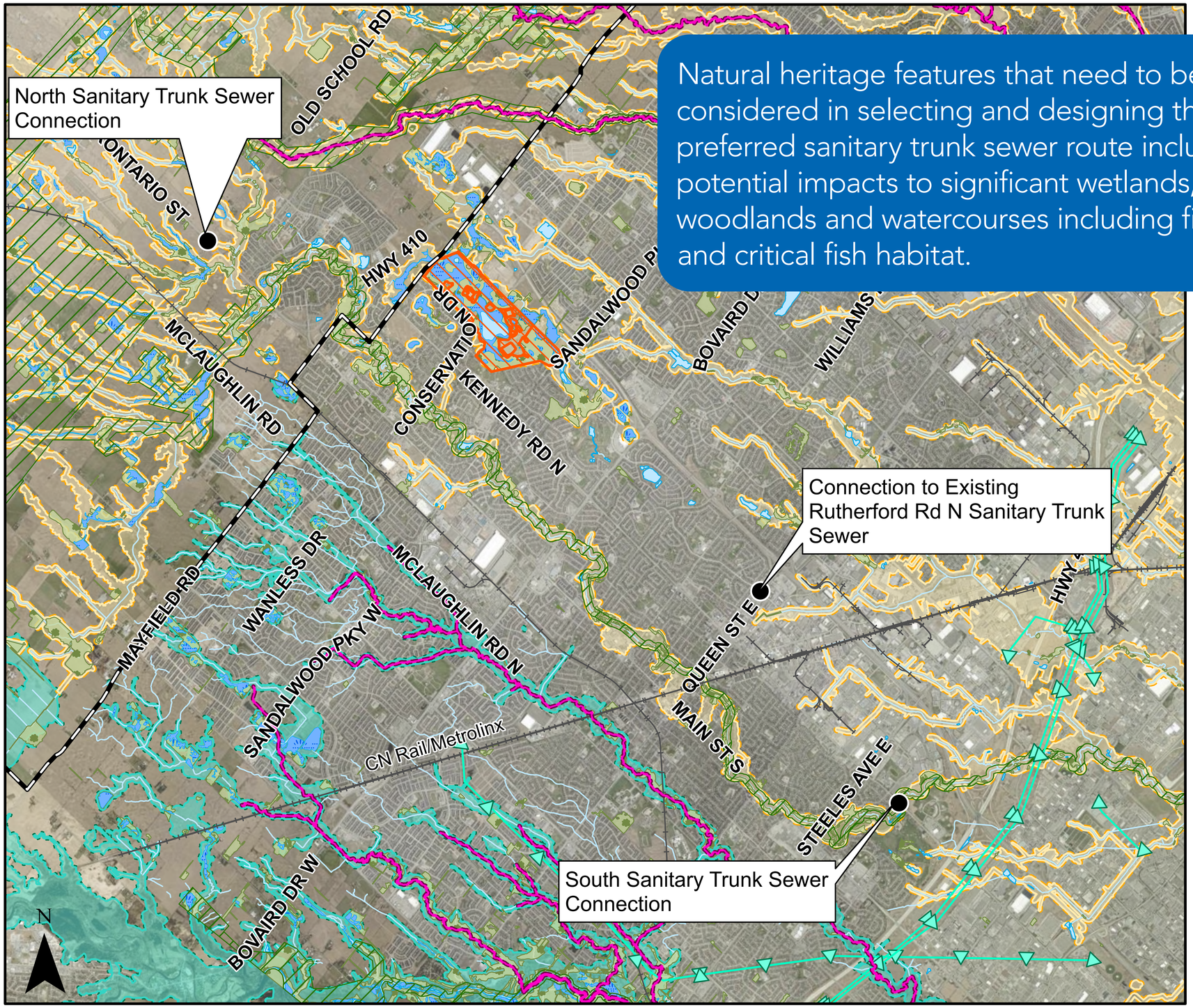
Currently, wastewater conveyance capacity in these areas is insufficient to meet future demands, requiring upgrades by 2030 to align with Provincial housing targets.

The Kennedy Road Sanitary Trunk Sewer Schedule C Municipal Class Environmental Assessment study will help address this need by facilitating consultation and engagement with review agencies, Indigenous communities, and the public—to guide the selection of an optimal solution and associated design concept.

Additionally, the study enables coordination with other infrastructure projects, improving efficiencies and informing the Region's 2025 Water and Wastewater Master Plan Update.

Existing Natural Heritage Features

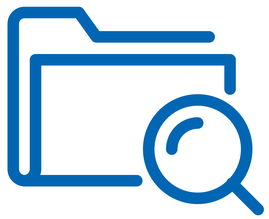
- Sanitary Trunk Sewer Connection
- Credit Valley Conservation Authority Regulation Limit
- Toronto Region Conservation Authority Regulated Area
- Areas of Natural and Scientific Interest - Provincially Significant
- Greenbelt
- Provincially Significant Wetland
- Wooded Area
- Municipal Boundary
- Red-side Dace Critical Habitat
- Waterbody
- Watercourse
- Utility Line
- CN Railway



Natural heritage features that need to be considered in selecting and designing the preferred sanitary trunk sewer route include potential impacts to significant wetlands, woodlands and watercourses including fish and critical fish habitat.

Other Supporting Studies Planned to be Completed in Phases 2 & 3

Stage 1 Archaeological Assessment

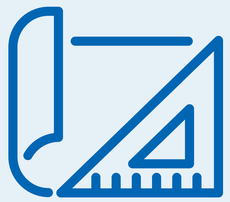


Cultural Heritage Resource Screening

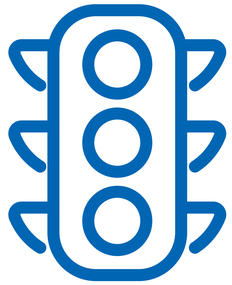
Desktop Geotechnical and Hydrogeological Studies

Confirmatory Natural Heritage Field Investigations

Socioeconomic Baseline



Hydraulic Modelling to Confirm Sanitary Trunk Sewer Size Requirements



Traffic Impact Assessment

Sanitary Trunk Sewer (STS) Routing Methodology

Step 1

Establish grid of existing road right-of-way (ROW) and public utility corridor segments between major intersections

Use existing arterial and collector road ROWs or other potential utility corridors (e.g., Orangeville Brampton Railway)

Step 2

Identify long-listed routes

Assemble grid segments into continuous south-to-north and east-to-west runs

Connecting the future Etobicoke Creek STS to the Hurontario St and Old School Rd. connection point

Step 3

Screen long-listed routes and Identify short-listed routes

Eliminates segments that do not have a clear corridor within the ROW for a proposed STS, and avoids higher order transit routes, as well as constructability challenges.

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Step 4

Evaluate short-listed routes based on MCEA evaluation criteria

Clear corridor refinement considering existing utilities, location for micro-tunnel shaft compounds.

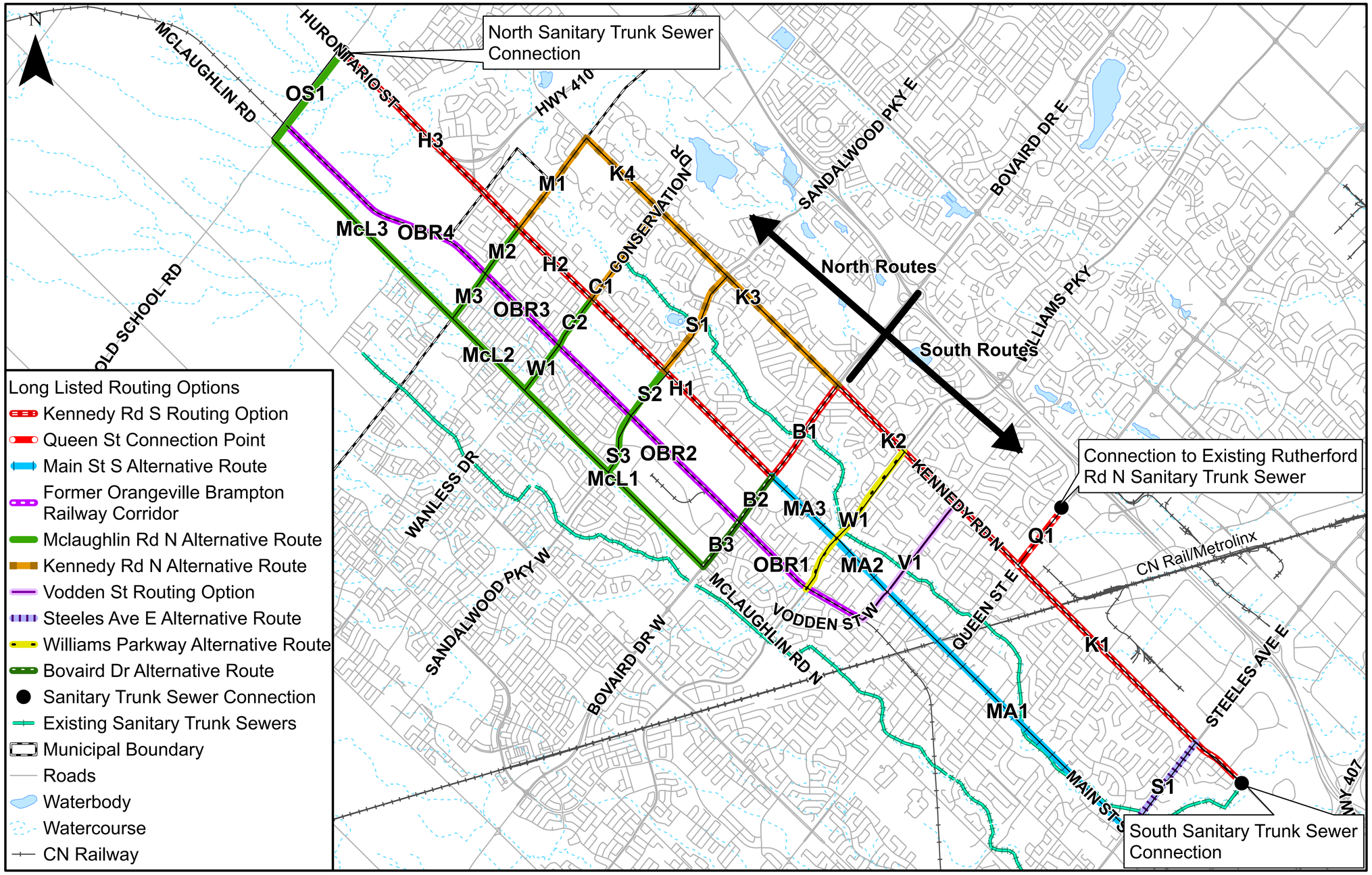
Identify permanent/ temporary easement requirements.

Step 5

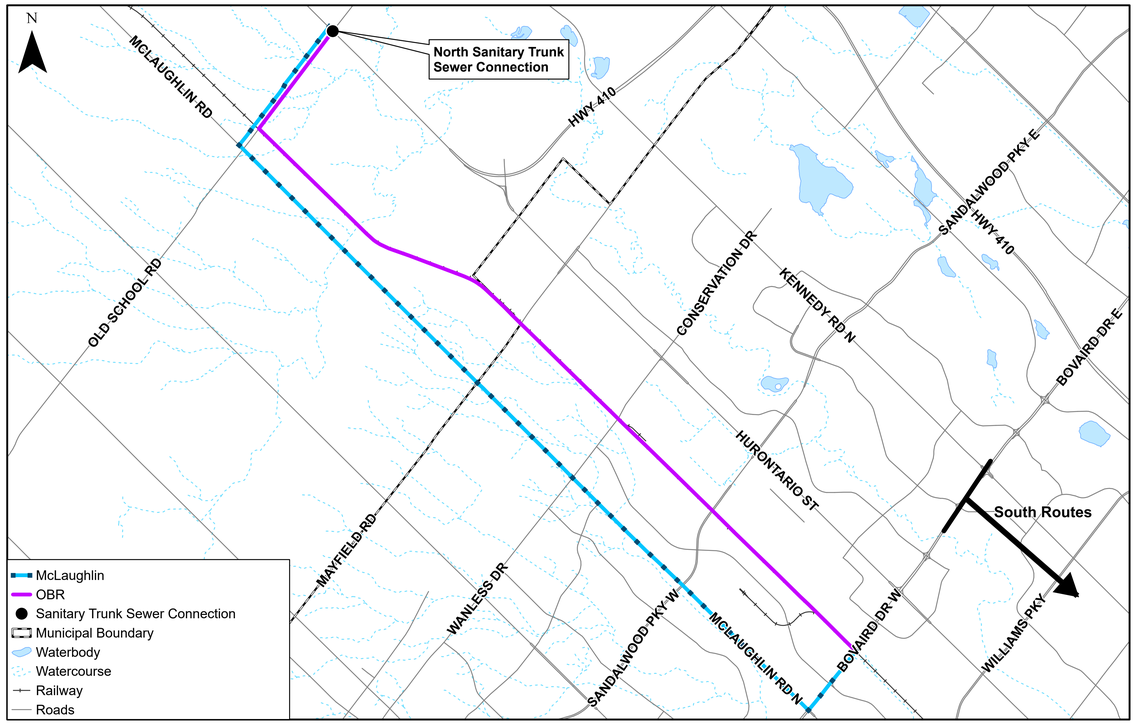
Identify and confirm recommended route

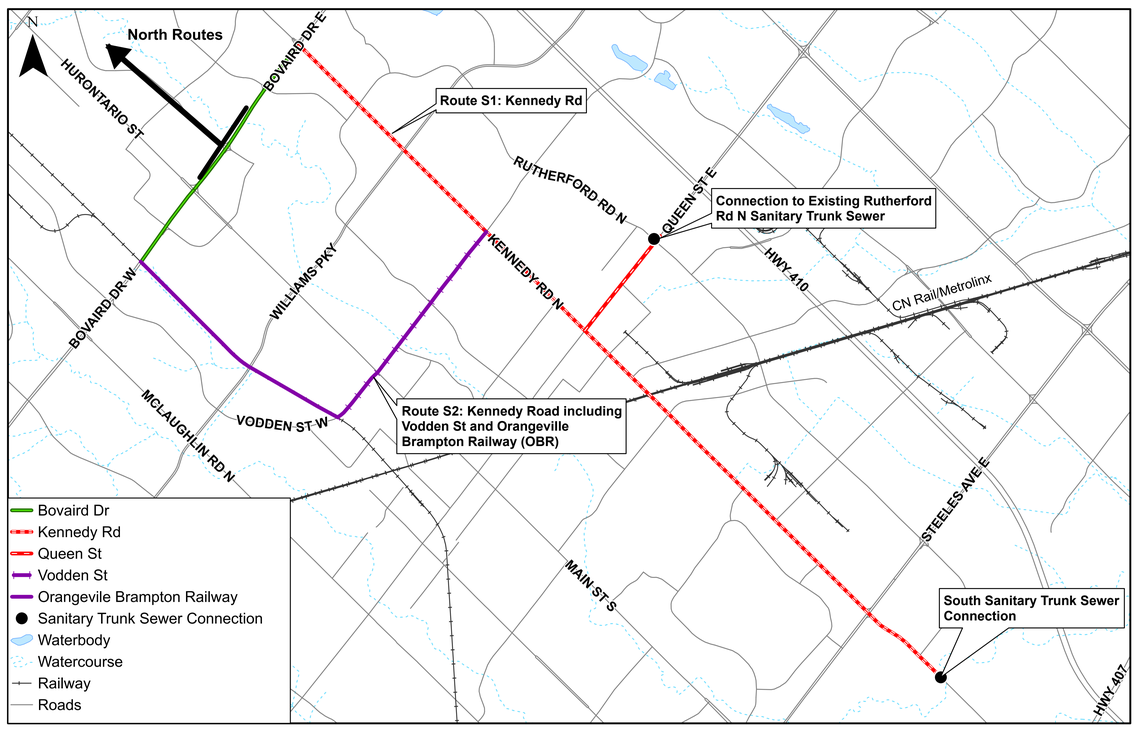
As per MCEA documentation (ESR)

Long-Listed Alternative Right of Ways (ROWs) Being Considered



North and South Short-listed Routes





Route N1: Orangeville Brampton Railway (OBR) Corridor including Old School Road Route has an approximate length of 9 km.

Route N2: McLaughlin Road including Old School Road Route has an approximate length of 9 km.

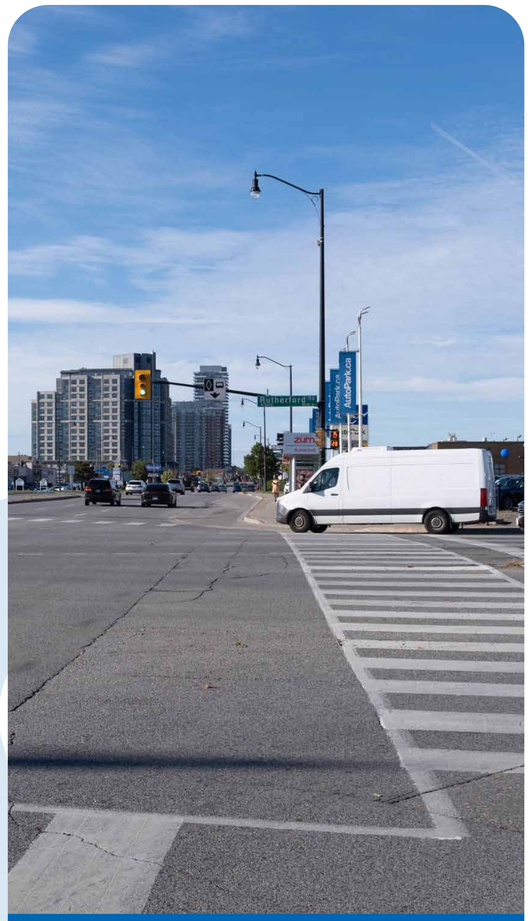
Route S1: Kennedy Road including Bovaird Dr. Route has an approximate length of 9.5 km.

Route S2: Kennedy Road including Vodden St. and Orangeville Brampton Railway (OBR) Route has an approximate length of 8.7 km.

Queen Street Sanitary Sewer Extension (common to S1 and S2): New Sanitary Trunk Sewer on Queen Street from Rutherford Road North to Kennedy Road North has an approximate length of 900 m.

Queen Street Route

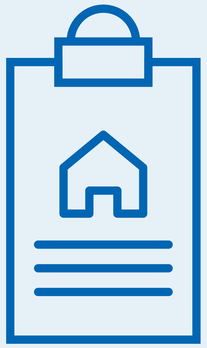
No technically feasible alternative routing options were identified for the proposed Queen Street sanitary trunk sewer from Rutherford Road North to Kennedy Road as there are no optional parallel east to west routing options.



Queen Street looking west from Rutherford Road North.

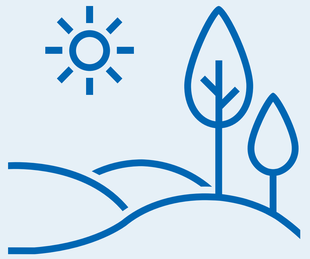
Proposed Evaluation Categories and Criteria

As part of the short-list routing evaluation, our team will take into consideration technical, socioeconomic and environmental constraints and look for opportunities to use road allowances and available utility corridors, in addition to open areas, to minimize impacts from tunnel shaft compound construction.



Property Requirements

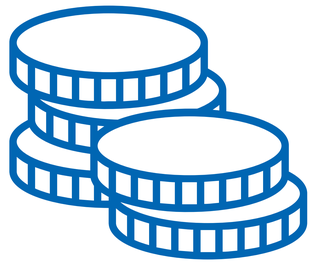
Cultural Heritage and Archaeology



Natural Environment

Technical

Socioeconomic



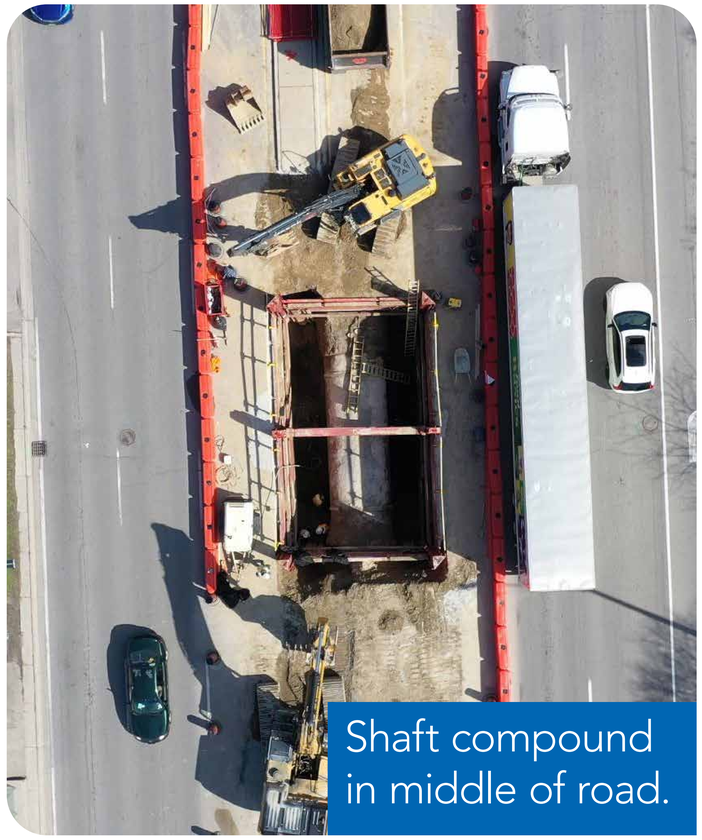
Cost

Construction Methods

It is envisioned that the majority of the proposed sanitary trunk sewer will be physically constructed in existing ROWs, however, temporary easements will be required for setting up the shaft compounds.

The proposed sanitary trunk sewer will be about 10 to 15 m deep and constructed by trenchless micro-tunnel method.

Micro-tunnel boring machine.



Shaft compound in middle of road.

Pedestrian traffic management.

The only surface works involved with tunnel construction are access and exit shaft compounds along the preferred route.

- Each shaft compound will require a staging area where construction equipment can be stored and excavated material can be brought to the surface for disposal (i.e., hauled away in trucks).
- Staging areas will be required and fenced off for safety. Once tunnelling operations are completed, the staging area will be restored to original condition or better.
- Tunnel shaft locations will require traffic management measures and consider constructability and potential effects to adjacent properties and the traveling public.

Project Progress

November 2024

Phase 1
Problem or Opportunity

- Notice of Commencement and Public Information Centre (PIC) #1

Winter 2024/2025 – Spring 2025

Phases 2 and 3
Alternative Solutions and Design Concepts

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- PIC #1 January 28, 2025
- Notice of PIC #2
- PIC #2 Spring 2025

- Project background
- Study area
- Short list of alternative routes
- Proposed evaluation criteria
- Construction methods
- Next steps

- Evaluate short-listed routes
- Identify recommended preferred north and south routes
- Identify and evaluate design concepts for the preferred north and south routes including construction methods
- Proposed mitigation measures
- Next steps

Summer 2025

Phase 4
Environmental Study Report

- Prepare and file Environmental Study Report and Notice of Study Completion
- 30-day review and commenting period

Fall 2025 - 2030

Phase 5
Implementation

- Detailed design, tender and approvals
- Pending permits, approvals and property acquisition, construction to start in 2027

Dates and timelines are approximate and may be subject to change

Ongoing consultation and engagement

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Stay Connected and Involved

Fill out the online survey by **February 14, 2025** at:

Sign up for the mailing list or send any feedback, questions or concerns to:

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*Feedback collected on this study will conform with the Freedom of Information and Protection of Privacy Act. It will be documented as part of this study and may be publicly available.