



**ROUTE STUDY AND CLASS ENVIRONMENTAL ASSESSMENT
WATERMAIN CONSTRUCTION PROJECT FROM ROSEHILL PUMPING STATION
TO BAYVIEW AVENUE AND EGLINTON AVENUE AREA**

**OPEN HOUSE # 1
Tuesday, December 5th 2006**

**Maurice Cody Community Centre
181 Cleveland Street
6:45 p.m. – 9:45 p.m.**

SUMMARY NOTES

PURPOSE

The purpose of the first Open House was to introduce the project to the public as well as to get input from the public and interested agencies on:

- the features;
- uses and activities in the community that may be impacted by the construction of the watermain;
- possible routes for the new watermain;
- the criteria for evaluating such routes; and,
- solutions to minimize construction impacts on the community.

INTRODUCTION

The first Open House was held on Tuesday, December 5, 2006 at the Maurice Cody Community Centre. School. A total of 4 members of the general public attended the meeting.

The format of the Open House was a drop-in centre with display panels. Relevant project information was made available to the public for review in the form of handouts and display panels. Project team members including City of Toronto staff and members of the consultant team, Trow Associates Inc., were available to speak one-on-one with the public. The following representatives from the City of Toronto, and Trow Associates Inc. (and their sub-consultants) attended the Open House and were available to discuss details of the project and answer questions of the public:

City of Toronto	Kirk Allan	Project Manager
	Cliff Chu	Technical Services
	Henry Polvi	Toronto Water
	Josie Giordano	Public Consultation Unit
	David Evans	Toronto Water
	Mark Ventresca	Planning Coordinator –Urban Forestry
Trow Associates	Ismail Issa	Consultant Project Manager
	Sandra Rodriguez	Environmental Planner
	Henry Lo	iTrans
	Arnel Fausto	LGL Limited
	Jeremy Jackson	LGL Limited

NOTIFICATION

A Notice of the Open House was issued on two separate days. The Notice was placed in the Friday November 24, 2006 and the Friday December 1, 2006 editions of the City Centre Moment and the East York Mirror newspapers. The objective of the Notice of Open House was to inform the public of the study and the meeting.



The notice was couriered to the local Business Improvement Associations (BIAs) and ratepayers association such as Leaside Property Owners Association, Moore Park Residents Association, Mount Pleasant Business Association and Leaside Business Park Association. Councillor Walker and Councillor Rae, representing areas potentially impacted with the project were also notified and invited to attend the Open House.

INFORMATION MATERIALS

The Open House materials included the following:

- Handouts describing the need and purpose of the project, the Municipal Class EA process, the route alternatives being considered, the screening criteria for the evaluation of those route alternatives, and the next steps in the process.
- Display panels located at the back of the room.
- Question and Answer sheet.
- Comment sheets.

All Open House materials are posted on the project website at:

http://www.toronto.ca/involved/projects/rosehill_pumping_station/index.htm#open

COMMENTS AND QUESTIONS

Comments and questions from members of the general public were received through discussions at the Open House, through two comment sheets received subsequent to the Open House, and through one separate email. The following section summarizes the main issues raised.

- Q.1** Will the pumping station need additional pumps and input supply lines to handle this extra volume?
- A.1** Yes, a new 28.7 ML/d Pump for Pressure District #4 is to be added at the Rosehill Pumping Station prior to 2011.
- Q.2** There are other “east-west” routes that could be used but it is not apparent why they have been ruled out.
- A.2** Other east-west routes such as Soudan Avenue, Hillsdale, Manor Road, Merton Street, etc, have been ruled out due to major congestion of existing underground utilities or existing moratoria, which impose restrictions on roads that have been recently resurfaced or reconstructed.
- Q.3** The preferred route should for the most part, divert construction from the main arteries (i.e., Mount Pleasant Road and Eglinton Avenue).
- A.3** Diverting construction from the main arteries would be associated with lower impacts on traffic; however, placing the watermain on local streets would have a greater effect on the residential areas located along the route. Therefore, the preferred route will be selected on the basis that it will cause the least impacts to the surrounding environment.
- Q.4** Traffic considerations along Davisville Avenue, which is a major bus/emergency vehicle route, should be taken into account when selecting the preferred route.
- A.4** Traffic considerations along each of the streets that form part of the three proposed routes will be analyzed and evaluated before the preferred route for the watermain is selected. Traffic on both local and arterial roads is one of the criteria to be considered for the selection of the preferred route.
- Q.5** The watermain will carry a large amount of water; thus, construction of the watermain should meet the highest quality standards to avoid any accidents.
- A.5** The proposed 1650mm trunk watermain will be constructed of continuously welded steel, concrete encased pipe with a cement mortar lining. The thickness of the steel and concrete encasement thickness will be based on the design pressure. Additional reinforcement will be provided beyond a certain depth of cover. Should sections of the proposed trunk watermain be built in tunnel a

steel liner plate or rib and lagging will be used. Special arrangements to deal with tunnels, shafts, bad ground, creek crossings, TTC crossings, underground watercourses, other subsurface utilities, major intersections, and similar specialized conditions will all be designed by the consulting engineer.

- Q.6** Disruption and impacts during construction are the most critical issues; therefore, construction mitigation measures should be enforced and implemented.
- A.6** Construction mitigation measures associated with the watermain construction will be identified as part of this Class Environmental Assessment Study and documented in a Project File Report, which later becomes part of the Contract documentation. Furthermore, a Traffic Management Plan specifically associated with construction activities will be developed at the detailed design stage of this project. The Contractor must adhere and comply with all the recommendations specified in both the Project File Report and the Traffic Management Plan, in addition to the City standards.
- Q.7** Strict management of construction and contractor cooperation is major factors that determine the level of impact generated from a construction project. The contract itself should include and rigorously enforce factors such as hours of work, traffic management, and location of contractor vehicles.
- A.7** This part of the project is to identify the preferred route in accordance with the Class Environmental Assessment process. Once the preferred route is established, proposals will be requested for watermain engineering design services, and services during construction, which includes tendering the project. A contract will be required between the City of Toronto and a contractor which will include all the necessary provisions to ensure public safety and minimize the disruption to traffic flow in the area.
- Q.8** Pre-qualifying contractors could ensure that the City deals with experienced contractors that do adequate work and comply with mitigation measures.
- A.8** The securing of services by the City follows a strict procedure in accordance with the City of Toronto Purchasing and Materials Management Division By-laws, Policies and Procedures. Pre-qualification is an option.
- Q.9** Interaction with other construction activities taking place in the same area should be taken into consideration, as this interaction frequently causes more disruption than any individual project.
- A.9** The City of Toronto is in consultation with other relevant City departments and Government Agencies to ensure that construction of any other project taking place within the vicinity of the watermain is fully coordinated so that construction related impacts are minimized or avoided.
- Q.10** It is suggested that a hotline should be set up by the City for residents or stakeholders to call when difficulties arise.
- A.10** The City of has an internal group called the Public Consultation & Community Outreach Unit that provides support in a number of activities relating to public consultation. These services include the ongoing coordinating of exchanging information between the public and City staff during projects. Coordinator contact information is on all our documents as well as the website found at: http://www.toronto.ca/involved/projects/rosehill_pumping_station/index.htm.
- Q.11** Has a major watermain upgrade ever been undertaken within a quiet residential neighbourhood before within Toronto?
- A.11** The maintenance and upgrading of the City of Toronto water supply underground infrastructure is a continual process. There have been 12 mains constructed since 1988 with the majority being able to avoid quiet residential routes. Among those built are: a 1050mm main installed along MacPherson Avenue in the Annex in 1998. A 1350mm main from Ossington Avenue to Bathurst Street on the north side of the CP Rail Corridor in 1988. A 2100mm main installed from Markham Road and Sheppard Avenue to McNicoll Avenue and Kennedy Road in 1993-96. A 1650mm main was also recently completed in 2006 on McNicoll Avenue between Kennedy Road and Brookshire Boulevard.
- Q.12** What is the root cause of this upgrade?

- A.12** The existing watermain that runs from the Rosehill Pumping Station to Bayview Avenue and Eglinton Avenue and beyond does not have sufficient capacity to satisfy the projected water demands in the Toronto-York Region system from 2011 to 2031. In order to satisfy the future water demands in the City of Toronto and the York Region, a new watermain needs to be constructed.
- Q.13** Given recent major developments in North Toronto, should the public have been made more aware of the need for an upgrade in watermains to support the increased density?
- A.13** The public is being made aware of the need to upgrade watermain infrastructure through the public consultation process. The need to construct this particular project was determined in the City's Watermain Management Program and in the Toronto-York Region Water Supply Agreement in May 2005. The City circulates proposed capital works projects for comments to other City Divisions and Sections including City Planning and Development Engineering in Technical Services to ensure the proper coordination of projects prior to consulting with the public.
- Q.14** What is the expected duration of such a major project?
- A.14** The construction of this watermain is expected to start in 2008 and will last approximately 2 years.
- Q.15** Will vehicle traffic and access to homes be restricted?
- A.15** At this point in time, it is not certain what route the watermain will take. However, if a local road must be closed to permit construction an alternative route shall be provided. When a road is closed, access will be provided for all emergency services and to private driveways. TTC services might be temporary re-routed but will continue to be operational.
- Q.16** How will mature trees and the structural integrity of 90 year old homes that line the construction be protected during drilling and or excavation?
- A.16** All trees situated on City property are protected under provisions of City by-laws. In certain areas of the City, trees situated on private property are also protected by City by-laws. Any construction activity that takes place near trees within the City of Toronto must adhere to the City's tree protection policies and specifications.
The structural integrity of the houses is not expected to be impacted as a result of regular watermain construction activities.
- Q.17** What will be the impact on already taxed street parking?
- A.17** In the event that a local road must be closed to allow construction and there is loss of on-street parking associated with this, a temporary provision will be required to accommodate existing permit holders to park on adjacent streets.
- Q.18** How will safety of young children be managed with large open excavations?
- A.18** During construction, safety measures will be undertaken to ensure that safety of young children and pedestrians is not compromised. The contractor shall comply with the requirements of the Occupational Health & Safety Act and the City Health & Safety Manual.
- Q.19** How will Maurice Cody Public School and school bus pick up and drop off to John Fisher Public School on Cleveland Avenue be managed during construction? Or Hodgson Public School on Davisville?
- A.19** If construction of the watermain is to take place in the vicinity of a Public School, construction activities nearby the school would most likely be scheduled to take place outside of the school season, so that construction activities do not interfere with the usual school operations. Contingency arrangements can be made with the schools if necessary
- Q.20** Will access of emergency services and programs like meals on wheels be impacted to the neighborhoods elderly?
- A.20** Regardless of the selected route for the new watermain, Emergency Medical and Fire Services will continue to operate on a real-time system and will take into account any road closures during construction. Appropriate notifications of road closures will be conveyed to local councillors and emergency units.

Q.21 Why did this consultation take place only weeks after a civic election campaign?

A.21 This project has been in the planning stages since May 2005. The date of the first open house on December 5, 2006 was based on the availability of project staff, venue, and the desire to not interfere with the municipal election on November 13, 2006. Any further delays would put the project behind schedule.

Staff have met, and will continue to meet, with Councillor Walker about the project. Groups that wish to meet with project staff about this environmental assessment before the next open house are welcome to contact Josie Giordano, Public Consultation Co-ordinator at 416-338-2859 to make arrangements. The next open house will be advertised in local newspapers well in advance of the open house. Any person who or group that wishes to receive the open house notice directly should contact Ms. Giordano and ask that their name be added to our mailing list.

CONCLUSIONS

The major concerns and comments raised by members of the public during and following the first Open House are summarized as follows:

- Disruption and impacts during construction are the most critical issues; therefore, construction mitigation measures should be enforced and implemented;
- The City should ensure that a qualified contractor undertakes the construction of this project and that high quality standards are implemented and enforced;
- Coordination with other construction projects in the area of the watermain should be considered paramount so that construction related impacts are minimized; and,
- The two completed Comment Sheets received after the Open House noted that the preferred route for the watermain should for the most part be kept off the main arteries (i.e., Mount Pleasant and Eglinton Avenue).