

City of Toronto

Route Study and Class Environmental Assessment

Watermain Construction Project from Rosehill Pumping Station to Bayview Avenue and Eglinton Avenue Area

STUDY OUTLINE

Open House #1 - December 5, 2006

Introduction and Background:

The City of Toronto has initiated a Class Environmental Assessment (Class EA) Study to determine the preferred route for a new watermain that needs to be constructed from Rosehill Pumping Station to the Bayview Avenue and Eglinton Avenue area.

The City of Toronto and the Region of York have a joint agreement to supply water from Lake Ontario through Toronto to service the north end of Toronto and parts of the York Region. In 2004, the City of Toronto updated their Joint Optimization (JOS) Study for the City of Toronto and the Region of York based on updated population projections. The main objective of the study was to identify the optimal infrastructure program that will satisfy water demands from 2011 through 2031 in the Toronto-Region of York joint system.

The 2004 JOS identified several water projects that are needed to provide water to developing areas in north Toronto and the Region of York. One of these projects is upgrading the existing watermain that runs from the Rosehill Pumping Station at 240 Mount Pleasant Road to Bayview Avenue and Parkhurst Boulevard. This watermain currently does not have sufficient capacity to satisfy the projected water demands; therefore, a new watermain needs to be constructed.

The Need for this Project:

The City of Toronto identified that this new watermain will reinforce the existing watermain capacity and increase the output of Rosehill Pumping Station; therefore, a comprehensive and environmentally sound planning process that incorporates public and agency consultation is required.

The planning process will identify the preferred route for the new watermain based on public input and information gathered throughout the study.

The Municipal Class EA Process:

The Class EA Study is being conducted in accordance with the requirements set out in the *Municipal Class Environmental Assessment (2000)* document. Projects are classified in terms of Schedules as Schedule 'A', 'B', or 'C' depending on their potential environmental impacts. Each schedule has an increasing level of environmental effects (i.e., Schedule 'A' projects have minimal environmental effects, while Schedule 'C' projects have the highest potential for major environmental effects).

When the City of Toronto decides to establish, extend, or enlarge a watermain to connect the watermain to an existing system and the watermain is in an existing road allowance, then the project is classified as a Schedule 'A' Class EA. Schedule 'A' Class EAs are pre-approved and work can proceed upon the filing of a report, without the need for public consultation. If a watermain cannot be routed on a city right-of-way, crosses a stream or other environmental effects are anticipated, then a more detailed planning and public consultation process is required, and the project is classified as a Schedule 'B' or 'C' Class EA.

At this point, a schedule has not been assigned to this project. As the alternative routes are assessed, the environmental effects will be identified and a schedule can then be assigned.

The Class EA study for this project will:

- define the problem;
- identify alternative routes;
- evaluate alternative routes in terms of potential environmental, socio-cultural and economic considerations; and,
- select a preferred route and identify measures to mitigate impacts.

Consultation with the public and review agencies will be conducted at key stages of the study in order to solicit their input and comment.

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Selection of Alternative Watermain Routes:

When selecting potential routes for the watermain, the following considerations will be taken into account:

- major environmental constraints such as ravine and watercourse crossings;
- traffic on local and arterial roads;
- underground utility congestion (gas mains, sewers, cables, etc)
- historical and built cultural features such as the Mount Pleasant Cemetery;
- soil conditions;
- recent road resurfacing and road reconstruction.

Some roads within the study area could not be considered as potential routes for the watermain as they are very difficult if not impossible to use from an environmental, technical, and socio-economic perspective. The roads that have been screened out from further consideration include:

- Welland Avenue and Bayview Avenue: no space available for a watermain as they are fully congested with underground utilities.
- Moore Avenue: major environmental implications with the crossing of Moore Park Ravine, soil stability issues, and major traffic impacts on a local road that carries high traffic volume.

Three alternative routes are being proposed for further consideration in the Class EA study (see map attached). Although these routes have been identified at this early stage, route changes will be considered if further analysis determine that modifications will resolve potential issues and produce a most effective route.

The proposed alternative routes will be evaluated against a set of evaluation criteria that intend to address important factors such as:

- Natural environment: existing vegetation, trees, watercourses, soil conditions.
- Socio-cultural environment: archaeological and cultural features, traffic impacts, business and residential areas.
- Technical considerations: method of construction (open cut vs. tunnel), underground utilities.

- Costs.

To complete the review, the City is interested in your thoughts about routes that we should examine, and other factors that we should consider during the evaluation.

Next Steps:

Public and review agencies are invited to the first Open House to provide input on the project, the proposed alternative watermain routes, and the evaluation criteria that will be used to assess the alternative routes. Comments received during and following the Open House will be reviewed and considered in deciding on which route to use.

Upon completion of background studies and considering input and comments received from the public and review agencies, the three proposed route alternatives will be confirmed or modified. Assessment of the watermain alternatives will be conducted based on the evaluation criteria. A preliminary preferred route and appropriate mitigation measures will be identified.

The results of the evaluation process and the preliminary preferred route will be presented at a second Open House planned for February 2007. The public and review agencies will have the opportunity to review the results and provide comments. A final decision on the preliminary preferred route will be made after considering comments received from the second Open House.

Staying Informed:

If you would like to provide your comments or if you require further information on this project, please contact:

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Proposed Watermain Route Alternatives:

