

COUNCIL MEETING – JUNE 24, 2002

REGION OF YORK ROUTE SELECTION FOR THE YORK-PEEL FEEDERMAIN SCHEDULE B CLASS ENVIRONMENTAL ASSESSMENT

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. THAT the following report be received for information purposes.
2. THAT Council pass the following resolution with respect to the Region of York's proposed road works construction schedule:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the Region of York be requested to advance their construction schedule for all road works along the preferred alignment of the York-Peel feedermain project, to coincide with the construction schedule of the feedermain project.”

3. THAT the Staff technical comments on the Class Environmental Assessment study for the York-Peel feedermain route selection provided as Attachment No. 2, be forwarded to the Region of York.

Purpose

The purpose of this report is to inform Council of the Region of York's ongoing Class Environmental Assessment study for the proposed York-Peel Feedermain project and to seek Council concurrence on Staff's comments to the Region of York.

Background – Analysis and Options

The Region of York is undertaking a Class Environmental Assessment (EA) study to determine a preferred route for a new feedermain to supply water from the proposed Airport Reservoir (on Airport Road, south of Castlemore Road) in the Region of Peel to the Maple Reservoir (near Keele Street and Teston Road) in Vaughan. The feedermain route study is being undertaken to allow York Region and the City of Vaughan to meet future water servicing requirements created by the on-going population and employment growth. The second Public Information Centre for the EA study was held on June 6, 2002. The preferred alignment for the feedermain construction was presented at this time and has been included as Attachment No. 1. The feedermain is to be operational by the end of the year 2004.

The Region of York is planning to file (with the Ministry of the Environment) the notice of completion for the EA study for a 30-day public review period in early July. As such, Staff comments on the EA study have been prepared and are included as Attachment No. 2 of this report.

Conclusion

Given the proposed construction schedule for the York-Peel Feedermain, and the preferred alignment as identified in Attachment No. 1, it is recommended that the Region of York be requested to advance the construction schedule for all Regional Road works along the preferred alignment to coincide with the feedermain construction schedule and that Staff comments on the EA study as identified in Attachment No. 2 be forwarded to the Region.

Attachments

1. York-Peel Feedermain Preferred Alignment
2. Staff Comments To York Region On The York-Peel Feedermain Class EA Study

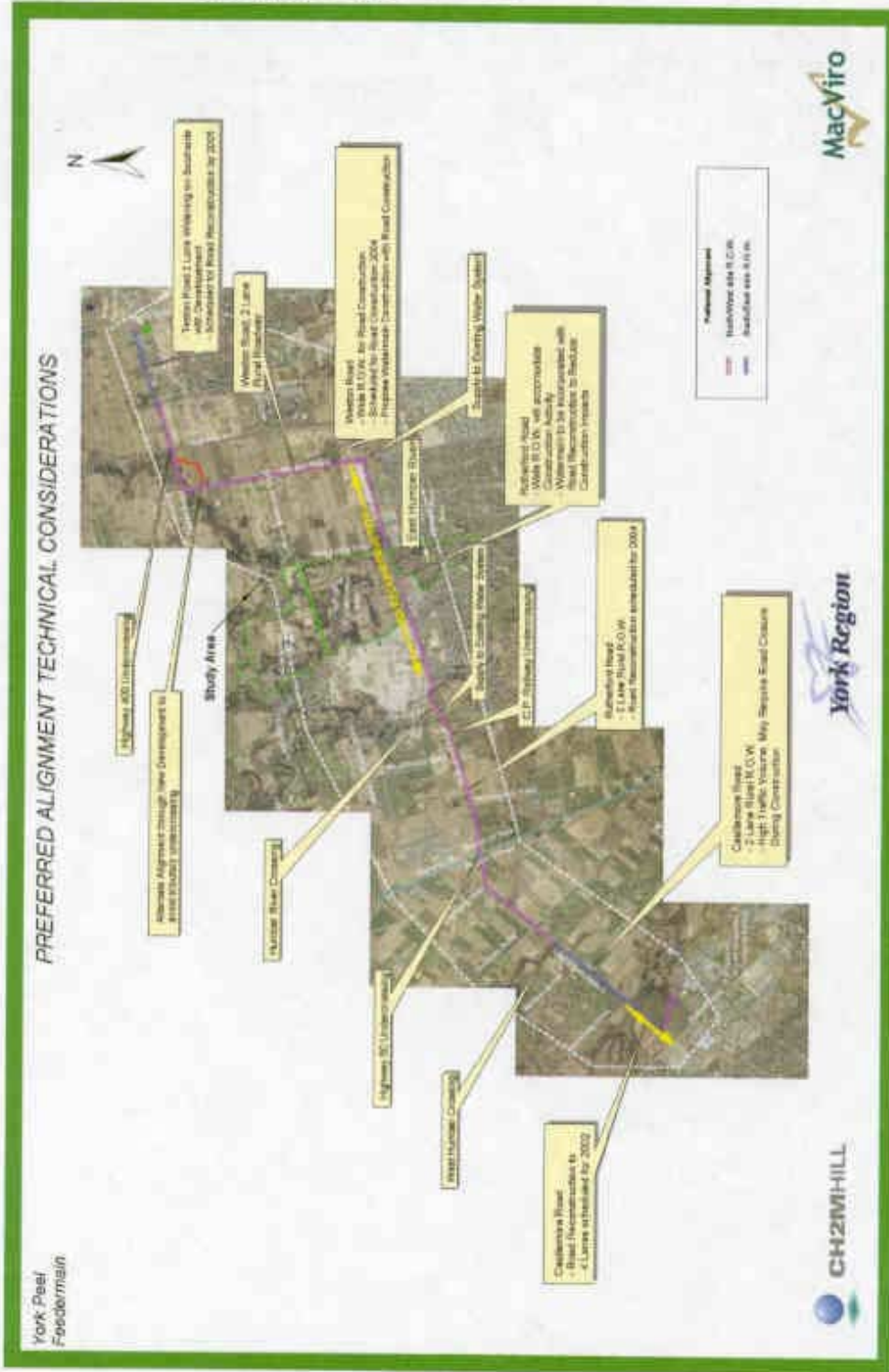
Report prepared by

Michael Frieri, Senior Engineering Assistant, Engineering Planning & Studies, ext 8729
Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

ATTACHMENT 1



ATTACHMENT No. 2

June 20, 2002

Martin Fischer, Project Co-ordinator
Transportation and Works Department
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Dear Sir,

Re: Class Environmental Assessment
Route selection for the proposed York-Peel Feedermain

The Public Information Center for the York-Peel Feedermain Class EA that was held on June 6, 2002 provided a general overview of the project and the preferred watermain route. Subsequent to that meeting, Chad Stephen of MacViro Consultants provided me with a copy of the plan entitled "Preferred Alignment Technical Considerations" via e-mail on June 7, 2002. Based on this information, I would like to highlight several issues that should be addressed in conjunction with the EA study and detailed design of the Feedermain.

1. Regional OPA No. 19 redesignates approximately three concession blocks of land generally bounded by Langstaff, Hwy 50, Hwy 27 and Nashville Road as a future employment area. We anticipate that about half of these lands are located within the service area of Water Pressure District Six as shown on the attached plan. Accordingly, consideration should be given to providing supply points from the Feedermain to this future development area.
2. It is my understanding that under the terms of the Peel/York Servicing agreement for the CP Intermodal Site there is a requirement to switch the water service connection from the existing Peel watermain on Hwy 50 to a York/Vaughan watermain when it becomes available. Accordingly, will connections be provided to the CP Intermodal from the new Feedermain?
3. Will this Feedermain provide the necessary long-term water supply to West Woodbridge Pressure District Five system through the proposed supply point at Rutherford Road and Hwy 27?
4. The City is proposing to construct a Pressure District #6 trunk distribution watermain on Major Mackenzie Drive west of Weston Road to service the development in Urban Village One. Accordingly, an additional supply point from the Feedermain should be provided at Major McKenzie Drive and Weston Road.
5. The design and location of the Feedermain will need to be coordinated with the City's existing and planned services along the preferred route. In particular, the Pressure District Seven Trunk distribution watermain on Teston Road between Keele Street and Weston Road.

6. The Preferred Alignment Plan identifies an alternative alignment for the Feedermain through the development in Block 33 West – Weston Highlands to avoid several crossings of Purple Ville Creek. Given the large diameter of the Feedermain (1800mm), we anticipate that there will be difficulties accommodating it within a 23 metre primary road in addition to the usual underground services including the proposed Pressure District Seven Trunk distribution watermain. Accordingly, additional right-of-way may be required to provide sufficient room for the Feedermain. For the City to evaluate this alternative thoroughly, further details will be required. It is our understanding that the Block 33 West Landowners Group will also be providing comments on this proposal.
7. It appears from the Preferred Alignment Plan that the Feedermain is proposed to extend along the south side of Teston Road east of Jane Street, and then swing south just before Keele Street across City owned lands before connecting to the Maple Reservoir. Under OPA No.350, these lands are designated for medium density residential and institutional uses. Accordingly, the implications that the Feedermain may have on the development of these lands will need to be thoroughly assessed before the City could consider supporting this alignment. The City's Real Estate Department should be consulted with respect to this proposal and property acquisition.
8. We would be interested in obtaining the design parameters for the Feedermain and the proposed metering scheme.

Lastly, Vaughan Council has raised concerns that planned Regional road improvements have not kept up with the pace of development in Vaughan. On April 29, 2002, Vaughan Council directed Staff to request the Region to work with the City to identify a formal protocol for fast-tracking critical road network improvements, and that the Weston Road widening from Rutherford Road to Major Mackenzie Drive and the improvements to Teston Road from Keele Street to Weston Road be adopted as test cases.

Given the City's interest in this project, please keep us informed with respect to the progress of the Class EA, detailed design and construction of this Feedermain. Recognizing the significance of this undertaking, I suggest that a meeting is in order to discuss the above comments and the project in more detail.

Yours truly,

Andrew Pearce, C.E.T.,
Development Supervisor,
Engineering Planning & Studies

ADP/

Copy: Vaughan Water Pressure District Map