

<p>9. NORTH ISLAND LINK ENVIRONMENTAL ASSESSMENT STUDY</p> <p>ÉTUDE D'ÉVALUATION ENVIRONNEMENTALE DU RACCORDEMENT NORTH ISLAND</p>
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COMMITTEE RECOMMENDATION

That Council receive the Class Environmental Assessment Study for the North Island Link Project, as detailed in Document 1, and direct staff to proceed with filing the Notice of Study Completion for a 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment Schedule "B" process.

RECOMMANDATION DU COMITÉ

Que le Conseil prenne acte de l'étude d'évaluation environnementale de portée générale concernant le Projet du raccordement North Island, comme le précise le document 1, et demande au personnel de déposer un avis d'achèvement de l'étude ouvrant une période d'examen public de 30 jours, conformément à la procédure prévue à l'annexe « B » de l'Évaluation environnementale municipale de portée générale de l'Ontario.

DOCUMENTATION/DOCUMENTATION

1. Director's report, Infrastructure Services, Planning, Infrastructure and Economic Development Department, dated 11 October 2017 (ACS2017-PIE-IS-0013)

Rapport du Directeur, Planification de l'infrastructure, Direction générale de la planification, de l'infrastructure et du développement économique daté le 11 Octobre 2017 (ACS2017-PIE-IS-0013)
2. Extract of draft Minutes, Planning Committee, 24 October 2017

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 24 octobre 2017

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
October 24, 2017 / 24 octobre 2017**

**and Council / et au Conseil
November 8, 2017 / 8 novembre 2017**

**Submitted on October 11, 2017
Soumis le 11 octobre 2017**

**Submitted by
Soumis par:
Alain Gonthier,
Director / Directeur**

**Infrastructure Services / Planification de l'infrastructure
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
John Bougadis, Senior Project Manager, Infrastructure Planning / Gestionnaire
principal de projet, Planification de l'infrastructure
(613) 580-2424, 14990, John.Bougadis@ottawa.ca**

Ward: RIDEAU-GOULBOURN (21)

File Number: ACS2017-PIE-IS-0013

SUBJECT: North Island Link Environmental Assessment Study

OBJET: Étude d'évaluation environnementale du raccordement North Island

REPORT RECOMMENDATION

That the Planning Committee recommend Council receive the Class Environmental Assessment Study for the North Island Link Project, as detailed in Document 1, and direct staff to proceed with filing the Notice of Study Completion for a 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment Schedule "B" process.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil de prendre acte de l'étude d'évaluation environnementale de portée générale concernant le Projet du raccordement North Island, comme le précise le document 1, et de demander au personnel de déposer un avis d'achèvement de l'étude ouvrant une période d'examen public de 30 jours, conformément à la procédure prévue à l'annexe « B » de l'Évaluation environnementale municipale de portée générale de l'Ontario.

BACKGROUND

Water supply to the Barrhaven South area is provided by a feedermain crossing the Jock River at Jockvale Road. Failure of this main would interrupt supply to the area. Additional supply capacity is also required to meet future water demands in this area. The 2009 Infrastructure Master Plan (IMP) identified the requirement for a new feedermain on Woodroffe Avenue and Prince of Wales Drive to address the reliability and capacity need. The 2013 IMP eliminated this project in favour of a more cost-effective alternative which involves upsizing a portion of the proposed Manotick Watermain Link (MWL) and constructing the North Island Link (NIL), a new connection between the MWL and an existing feedermain on the west side of the Rideau River, immediately south of the urban boundary. In addition to meeting the servicing objectives of the canceled project, the new concept provides a second watermain crossing of the Rideau River to better serve the South Urban Community.

To meet ultimate demand conditions in the Barrhaven South area, a second watermain crossing of the Jock River will be provided as part of the future widening and realignment of Greenbank Road. (A separate report will seek approval of the Class EA for that project.)

City Council approved the Class Environmental Assessment (Class EA) for the MWL in 2014. The project was originally only intended to increase the reliability of water supply to existing customers in the Manotick community, and to provide the opportunity for other existing residents to gain access to the central water supply system. Under the current concept, the NIL and the northern portion (Phase 1) of the MWL will work together to provide improved capacity and reliability of drinking water supply across the Rideau River to the Barrhaven South community, and to a lesser degree, the Riverside South Community.

The Phase 1 MWL involves a 610 millimetres diameter watermain along River Road from the Riverside South Community to a crossing of the Rideau River at Water Collins Park to David Bartlett Park on Long Island. The NIL will connect the south end of the Phase 1 MWL at the park to the existing watermain on Rideau Valley Drive at Barnsdale Road. The future watermain network serving the areas described herein is depicted in Document 2.

This report documents the Class EA for the NIL watermain.

DISCUSSION

The City of Ottawa will complete the Municipal Class Environmental Assessment and subsequent Functional Design Study for the proposed NIL watermain project.

This Class EA study examined alternative alignments for the watermain from the proposed MWL at David Bartlett Park on Long Island to the existing watermain on Rideau Valley Drive at Barnsdale Road. Each alternative involves a crossing of the west channel of the Rideau River. The project will also provide a new connection on McLean Crescent on Long Island to improve the reliability of the existing municipal water supply to the residents of Hillside Gardens. The project is being planned as a Schedule 'B' project under the Municipal Class EA (2000), as amended in 2007, 2011 and 2015.

The consultation process for the NIL presented route options A and B to the public and agencies (see Document 3). Both options involve a 600 millimetres feedermain with the same distribution system connection points. However, one option would be routed through David Bartlett Park, and the other would be routed along Bravar Drive.

The evaluation of short-listed alternative alignment options addressed four main criteria including: Natural Environment, Social Environment, Construction/Feasibility and Economy. The option with the least negative impact as measures by the assessment indicators was selected as the preferred option, subject to stakeholder consultation.

The preferred NIL route is proposed to follow an alignment along the southern border of David Bartlett Park (see Option B on Document 3), and continue north on McLean Crescent to Barnsdale Road where it crosses the Rideau River to Rideau Valley Drive. A 305 millimetre watermain will also connect to the existing watermain on McLean Street. The preferred watermain configuration is shown on Document 4.

The benefits of this alternative can be summarized as follows:

- Easier construction access;
- No private property requirements;
- Minimizes the number of large diameter pipe bends;
- Less length of watermain to maintain; and
- The 400 millimetres Phase 2 MWL will be easier to construct within the pathway linking David Bartlett Park to Bravar Drive compared to the 600 millimetres North Island Link.

A functional design will follow the completion of the EA process. Preliminary and detailed design of the NIL will be carried out in conjunction with Phase 1 MWL design process. Construction of both watermains is expected to be initiated in 2019, subject to approvals and available funding.

The total Class C capital cost estimate for this recommended alternative is \$6.82 million in (2017 dollars) which includes engineering, contingencies and related City costs. The capital requirement for this project was identified in the City's rate budget forecast (907456) and will be updated in the 2018 budget process.

As defined in the 2013 IMP, The NIL was to be funded 90 per cent by Development Charges and 10 per cent by the Water Rate. As the project now includes a local watermain connection to the existing Hillside Gardens Community, the Development Charges contribution will be reduced from 90 per cent to 81 per cent, and the Water Rate contribution will increase from 10 per cent to 19 per cent.

RURAL IMPLICATIONS

The project will provide a benefit to the existing rural area by providing a second watermain connection to the Hillside Gardens area of Manotick.

Construction activities will take place within the village of Manotick. The watermain will be constructed in David Bartlett Park and along Mclean Crescent and Barnsdale Road.

The assessment of environmental impacts associated with the project (pre-construction, construction, and operation) has been completed with the information available to-date. The assessment indicates that with the incorporation of mitigation measures identified in this study, the NIL project will not create any significant negative environmental impacts.

CONSULTATION

A key component of the EA process is the coordination and integration of public consultation. Key stakeholders contacted during the project include the following:

- Technical Advisory Committee comprised of representatives from various City departments and the Rideau Valley Conservation Authority;
- Provincial and Federal Governmental Agencies;
- Ward Councilor;
- Manotick Village Community Association;
- Utility Companies and School Boards;
- Algonquins of Ontario Consultation Office; and
- Métis Nation of Ontario Head Office.

Various forms of communication were utilized in this study to keep the public and stakeholders informed of progress and decisions. The key points of public contact were:

- A Public Information Website was developed and available for review at the project onset. Interested parties were encouraged to provide comments to the project team regarding the materials presented on the website.
- Publication of Notice of Study Commencement (March 17, 2016).
- Letters sent to all stakeholders informing them of the project initiation, public information session and recommended alternative.
- Project findings presented at the Manotick Village and Community Association Annual General Meeting held on June 7, 2016. Newspapers ads were published in the EMC as well as Le Droit on May 19, 2016.

Comments were received at the presentation of the project at the Manotick Village and Community Association Annual General Meeting. These comments summarized below:

- Residents inquired as to when they could connect their homes to water and how much this would cost. (Most people want municipal water.) Residents wanting access to central water and wastewater must petition the City for a Local Improvement under Regulation 586/06. The process enables owners in

serviceable areas to request the City to extend services with cost recovery directly from the benefiting owners. The cost could vary significantly across the village, depending on the infrastructure needed to service specific neighbourhoods.

- Concerns about the river crossings and the depth of drilling and potential effect on wells and septic systems. Mitigation measures to address construction impacts to subsurface conditions have been identified and documented in the EA study. Potential impacts to wells and septic systems were categorized as “insignificant” after mitigation.
- Barnsdale Road residents asked if the alignment could be shifted north so that the construction could be further away from their properties. The recommended alignment will be reviewed during detailed design.
- In general, attendees of the Public Information Session were not opposed to the recommended alternative. The Manotick Village Community Association accepted the findings of the North Island Link EA study.
- Consultation has taken place with the industry on the proposed approach and they are supportive.

COMMENTS BY THE WARD COUNCILLOR

Councillor Moffatt is aware of this report.

LEGAL IMPLICATIONS

There is no legal impediment to adopting the recommendation in the report.

RISK MANAGEMENT IMPLICATIONS

Implementation of the project will reduce the risk of water supply interruptions (due to infrastructure failure) to residents and business in Manotick with water services.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program ([City of Ottawa Comprehensive Asset Management Program](#)) objectives.

The recommended approach will increase the reliability of water supply to existing residents in the South Urban Community, in particular the residents of South Barrhaven.

However, the project will also improve the reliability of water supply to existing residents in the Manotick community. It is an efficient and affordable approach to project delivery which supports a forward looking approach to meet future challenges, including changing demographics and populations, legislative and environmental factors.

FINANCIAL IMPLICATIONS

The total Class C capital cost estimate for this recommended alternative is \$6.82 million in (2017 dollars). Of the required funding, \$1,110,000 is available within 907456 Manotick North Island Link, and the balance has been identified in the 2019 rate budget forecast and will be updated in the 2018 budget process.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

ENVIRONMENTAL IMPLICATIONS

The NIL was classified as a Schedule B project which involved the identification of potential adverse environment impacts and mitigation measures. No significant negative impacts after mitigation are anticipated.

TERM OF COUNCIL PRIORITIES

The project is consistent with the long term sustainability goals for water services. The project will improve operational performance and reliability of service to residents and businesses in Barrhaven (south of the Jock River), Manotick and Riverside South.

SUPPORTING DOCUMENTATION

Document 1 North Island Link Environmental Assessment Study (Issued separately and held on file with the City Clerk)

Document 2 Future Watermain Network Serving Barrhaven South and Surrounding Areas

Document 3 Route Options

Document 4 North Island Link Preferred Alternative

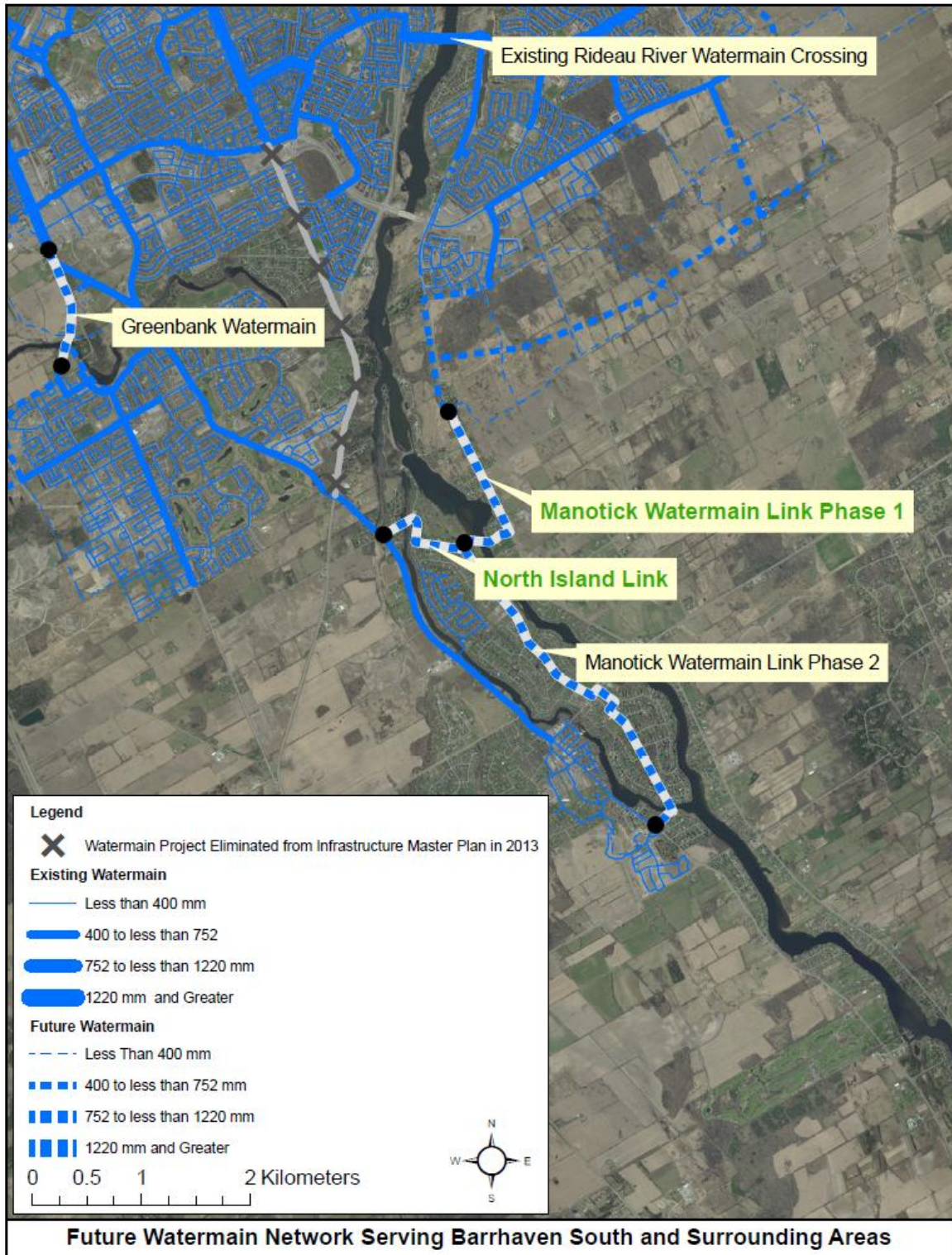
DISPOSITION

Once the EA report is received by Council, the document will be placed on the public record for a 30-day public review. The public will be notified through the posting of a

'Notice of Completion' which will be published in local newspapers and on the City's website dedicated to this study. The Notice of Completion is issued to complete the screening requirements for this Schedule B project.

If no request is received within the review period specified in the Notice, the City will proceed to design and construction of the project.

Document 2 – Future Watermain Network Serving Barrhaven South and Surrounding Areas



Document 3 – Route Options



Document 4 – North Island Link Preferred Alternative

