



Region of Peel  
Hanlan Feedermain &  
Mississauga City Centre  
Watermain  
Municipal Class  
Environmental Assessment

Open House #2  
Meeting Summary

June 2, 6-9 pm, A.A. Martin Public School  
June 3, 4-8 pm, Tomken Twin Arena

June 2009

This Meeting Summary was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the AECOM team, which is preparing the Hanlan Feedermain and Mississauga City Centre Watermain Municipal Class Environmental Assessment. This summary captures the key discussion points raised during the two open houses convened on June 2<sup>nd</sup> and 3<sup>rd</sup> 2009. If you have any questions or comments regarding this summary, please contact:

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**AECOM**



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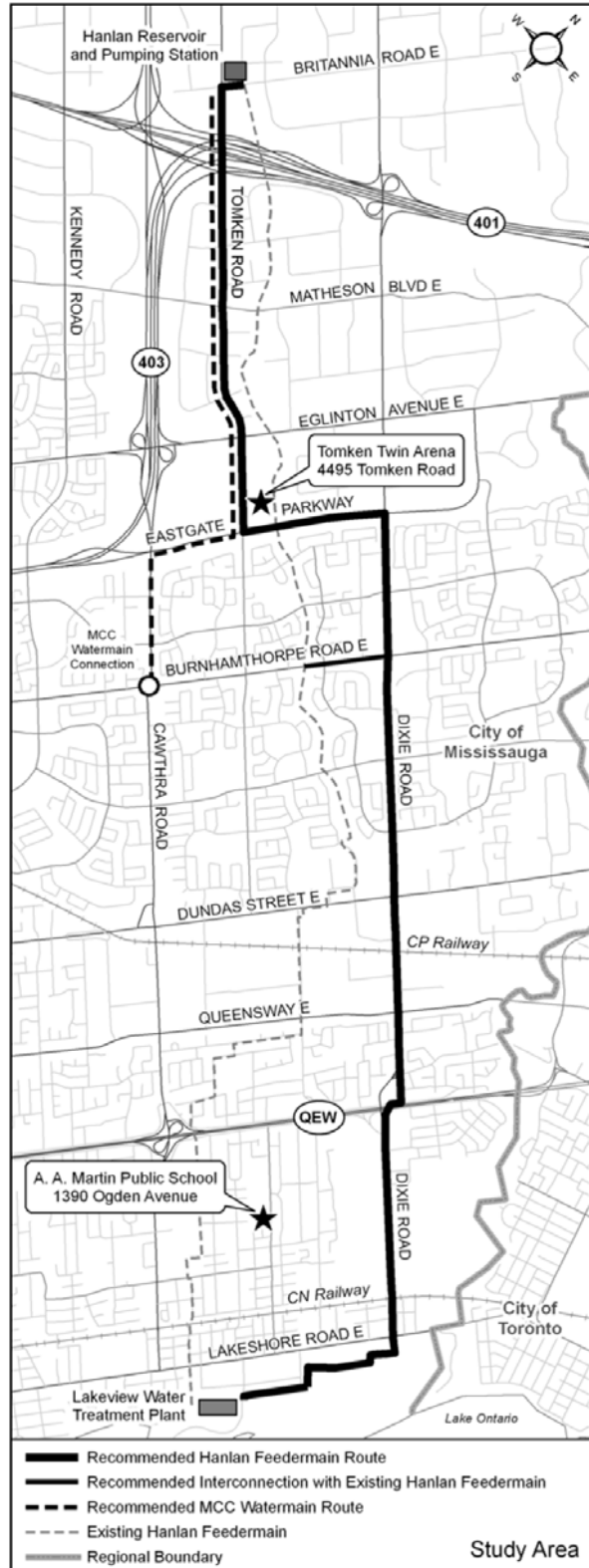
# 1 Background

The Region of Peel (the Region), through their consultant AECOM, is currently conducting a Schedule ‘C’ Municipal Class Environmental Assessment (Class EA) study to select the preferred routes for two new large diameter municipal water pipes in the City of Mississauga. As shown on the accompanying map, the larger pipe (2.4 m in diameter), called the Hanlan Feedermain, will extend approximately 15 km north from the Lakeview Water Treatment Plant to the existing Hanlan Reservoir & Pumping Station. The smaller pipe (1.2 m in diameter), called the Mississauga City Centre (MCC) Watermain, will extend south from the Hanlan Reservoir & Pumping Station to a connection point with the existing distribution system at the corner of Burnhamthorpe Road and Cawthra Road.

In June 2008, the first public open house was hosted by the Region to introduce the project to the public. Thirty-two participants attended this initial consultation session, which was convened during the evening of June 3<sup>rd</sup> and June 4<sup>th</sup> at Cawthra Community Centre and Tomken Twin Area, respectively. Open House #1 focused on the Hanlan Feedermain.

In January 2009, the Region published a Notice of Revised Project Description to communicate to stakeholders that the Hanlan Feedermain Municipal Class EA project was being modified to include a parallel planning process for the Mississauga City Centre (MCC) Watermain.

The first Hanlan Feedermain public open house conducted in June 2008 covered approximately the same study area and the same route evaluation criteria as required for the MCC Watermain. As such, the June 2009 public open house was considered to be a second consultation session for both projects.



## 2 About Public Open House #2

The second Public Open House (POH) for the Hanlan Feedermain and MCC Watermain Class EA was held in two locations, in the north and south of the project study area. Specifically, the purpose of the second POH was:

1. To present the preferred feedermain and watermain routes; and
2. To gather input on the preferred routes and on the planned mitigation measures for addressing potential impacts.

16 members of the public attended the June 2<sup>ND</sup> POH, which was held at A. A. Martin Public School at 1390 Ogden Avenue. 15 people attended the June 3<sup>RD</sup> POH, which was held at the Tomken Twin Arena, 4495 Tomken Road. Representatives from the project team, including both Region staff and the AECOM consulting team, attended the POH. A complete list of participants is included in Appendix B.



## 3 Format of POH #2

Both meetings were held in an “open house” format. Participants were invited to read a series a display panels that presented information about the projects, including:

- Overview of the Study Process;
- Details on the Features and Key Considerations of the Study Area;
- Alternative Routes and their Evaluations;
- Recommended Route Details and Rationale;
- Burnhamthorpe Library Possible Restoration Plan;
- Construction Methods;
- Mitigation Measures for Traffic and other Issues; and
- Project Schedule and Next Steps.

Contact information for the study team was also provided. A handout of the display panels was available to participants at each meeting. The open house panels are also available in PDF format on the project website: [www.peelregion.ca/HanlanEA](http://www.peelregion.ca/HanlanEA).

Participants were provided with a Comment Sheet with the following questions:

- **What are your thoughts on the recommended routes and the criteria and rationale that were applied to select them?**
- **Do you agree/disagree with the proposed mitigation measures? Are there any other measures you feel the Region should consider for these projects?**
- **Is there anything else that you think the Region should consider in deciding how these projects should be implemented?**

A copy of the comment form is provided in Appendix A.

At each meeting, Region staff and members of the project team were available to discuss the project with the POH participants.

This report summarizes the feedback received through the comment forms and the discussions participants had with the project team members.



## 4 Summary of Feedback from POH #2 Participants

The following table provides a summary of the feedback from participants received at POH #2 – both through discussions and the one submitted comment form. Responses from the project team to the feedback provided are included in the table below.

Comments/Concerns	Project Team Response
<b>Construction Impacts to Business</b>	
<p>I'm concerned about access to my business. Approximately 50-75 cars visit my business on a daily basis. Should I plan to shut down during construction?</p>	<p>Access to all residences and businesses will be maintained. Temporary shutdown of your business will not be necessary, even when construction is directly in front of your building. Advanced notification will be provided if you wish to inform your clients in advance of the construction. Advanced notification signage will also be provided along the route during construction.</p>
<p>Can you let me know in advance when construction will be coming by my business?</p>	<p>Advanced notification will be provided to all residences and businesses along the route, but we won't be able to tell you on which exact days the construction zone will be located [in the roadway] in front of your business. Open cut construction in the roadway will require moving lane closures in 100 to 200 m stretches, so you'll be able to see us coming down the road. Advanced notification signage will also be provided along the route prior to and during construction.</p>
<p>Truck traffic needs to access my business located east of the Hanlan Reservoir &amp; Pumping Station traveling from Dixie Rd along Britannia Rd.</p>	<p>Property access will be maintained at all times.</p>
<p>I'm concerned traffic from this construction project could be detrimental to my business.</p>	<p>The proposed work zone concepts were reviewed and we explained how the contractor would use mobile traffic lights with a flag person controlling them during working hours. This is a better alternative to the standard setup of automated traffic lights on a preset time interval. Having a flag person control the lights allows us to better react to traffic demands and emergency vehicles. We can have further discussions to help alleviate concerns.</p>

Comments/Concerns	Project Team Response
You mention “social disruption” but no category of “business disruption”.	Potential effects on businesses were considered as part of the social-cultural evaluation.
<b>Dixie Road</b>	
I’m interested in the overall project and specifically, where the feedermain would cross the QEW.	The current recommended location for a tunnel shaft north of the QEW is on MTO property at the east corner of Dixie Road and the North Service Road. The recommended location for a tunnel shaft south of the QEW is also on MTO property at the east corner of Cormack Crescent and the South Service Road.
What are the MTO’s plans for redesign of the Dixie Road-QEW interchange?	The MTO has not yet provided us with any definitive information. We only know that they plan to build an overpass east of the current Dixie Road overpass. We are unsure of their timeframe.
I’m interested in the overall project and specifically, how construction would affect Dixie Road in the south section of the study area. I’m concerned because Dixie Road is a main north-south arterial road.	Existing traffic volumes are actually much less on Dixie Road in this section than they are on Cawthra Road. [The proposed traffic management drawing for Dixie Road south of Cormack Crescent was reviewed.] Open cut construction would progress up Dixie Road in 150-200 m stretches. Around that construction zone, traffic would be restricted to one lane only, either with alternating one-way traffic controlled by temporary traffic signals (under the control of a flag person during the day to help minimize delays) or one-way traffic only during peak periods. Both winter construction and traffic diversion to alternate routes are recommended.
9-months for construction along Dixie Road from north of the CNR to the QEW is too long.	It’s anticipated that construction in this section will take more like 5 to 7 months. We can provide more detailed wait time estimates and have further discussions to help alleviate concerns.

Comments/Concerns	Project Team Response
<b>Britannia Road</b>	
Eastbound lane reductions on Britannia Road East and southbound lane reductions on Tomken Road could make the intersection much more dangerous.	Lane restrictions may cause traffic backups but should not compromise the operational safety of the intersection. With traffic diversion, traffic delays at the intersection should not increase substantially.
There is frequent truck traffic to property at 960 Britannia Rd – one of the tenants with high truck traffic volumes is a packaging company. However, no trucks use the driveway along the east boundary of the property (i.e., parallel to Tomken Road) but rather, trucks use the entrances off Britannia Road west of Tomken Road.	Construction of the MCC Watermain is proposed on Britannia Road just west of Tomken Road. At this stage, it's anticipated that there will be no construction directly in front of 960 Britannia Rd entrances.
<b>Tomken Road</b>	
Is the north part of Tomken Road too close to little Etobicoke Creek?	Although Tomken Road is closer to the creek than Dixie Road in the north section, our evaluation indicates that the distance between Tomken Road and Little Etobicoke Creek ranges from approximately 150 m to more than 400 m, which is a reasonable separation distance considering the nature of construction. We are working with the Toronto and Region Conservation Authority (TRCA) to make certain that all reasonable measures are undertaken to ensure that Little Etobicoke Creek is not negatively impacted.
<b>Tomken Road-Britannia Road Tunnel Shaft</b>	
I am concerned about the loss of the wheelchair access ramp and bus stop at the northeast corner of property at 960 Britannia Rd where a tunnel shaft is proposed (i.e., at the southwest corner of the Tomken Road-Britannia Road intersection). Many handicapped people use this ramp to access the two buildings at 930-960 Britannia Road E.	The Region is committed to providing temporary bus stops for the duration of construction and would construct another handicap access to the property. This access would conform to the City's grade, surface condition and safety requirements.

Comments/Concerns	Project Team Response
<p>Can the Tomken Road-Britannia Road tunnel shaft be sited at a different corner of the intersection?</p>	<p>The southwest corner of the Tomken Road-Britannia Road intersection is the best place. The Hanlan Reservoir &amp; Pumping Station is located at the northeast corner of the intersection. The southeast corner was removed from consideration due to lack of room because of existing infrastructure.</p>
<b>Cormack Crescent</b>	
<p>Will access to my business on Cormack Crescent be maintained and if so, how?</p>	<p>Access to all residences and businesses will be maintained. [The proposed traffic management drawing for Cormack Crescent was reviewed.] Construction will be completed in front of half of each entrance before construction proceeds in front of the other half. In addition, advanced notification will be provided so that business can tell clients whether to access a business from Dixie Road or the South Service Rd, depending on the location of current construction. Advanced notification signage will also be provided along the route during construction.</p>
<p>The Cormack Crescent-South Service Road intersection is very dangerous. Traffic speed is very high. In the morning peak period, parents enter Cormack Crescent from Dixie Road to drop their children off at school (e.g. Star Academy). When the parents are trying to return to the South Service Road, long queues develop.</p>	<p>Others have also expressed this concern. As we move forward with detailed design, we will examine the possibility of installing traffic lights at this intersection, as long as it meets the City's criteria and would be beneficial to safety and traffic movement.</p>
<b>Burnhamthorpe Library</b>	
<p>The loss of parking at the Burnhamthorpe Library is an important issue that needs to be better addressed. Library staff may be able to park on the west side of the library during construction, but as previously mentioned, parking is at capacity during theatre events. The Project Team should consider parking and shuttle buses to/from Rockwood Mall during theatre events. It may also be possible to use the Burnhamthorpe Community Centre or fire hall (if available) for parking if shuttles were available.</p>	<p>AECOM will further develop and refine replacement parking to address the anticipated shortfall and schedule another meeting with City/Library staff to discuss.</p>

Comments/Concerns	Project Team Response
<p>You should consult with the theatre to see if one time of year would be preferred (i.e., optimal construction window) to minimize disruption for theatre events.</p>	<p>We can discuss the theatre’s preferred construction timing at our next meeting.</p>
<b>Burnhamthorpe Rd and Dixie Rd Cemetery</b>	
<p>Archaeological investigations were completed on another City property using ground penetrating radar (GPR) techniques. The City should be able to provide further information to ensure that the Ministry of Culture’s requirements are met.</p>	<p>We plan to screen for archaeological remains within 10 m of the cemetery buffer using GPR techniques. If the area appears relatively clear, we may want to proceed with test-pitting within the 10 m buffer shown on display board no. 30. This will require pavement stripping of the 10 m buffer and follow-up restoration. It is our understanding that the Ministry of Culture requires test pitting before they will consider the area clear of archaeological concern.</p>
<p>The City would suggest additional GPR investigations along the road allowance on the north side of the cemetery.</p>	<p>Construction is anticipated more than 20 m from the cemetery on the north side, so we don’t believe this will be an issue. However, we will consider your suggestion and let the City know how we propose to proceed.</p>
<b>Alternative Routes</b>	
<p>Why was the hydro corridor (from Lakeshore Road north to the QEW) not recommended?</p>	<p>The hydro corridor also looked like a good option to us at first. However, we determined that construction along this corridor would result in significant social disruption. For example, temporary haul roads for construction truck access would have to be built along the corridor and residential side streets would have to be used as haul roads. This would be very disruptive for those people whose homes back onto the corridor and those who live along the haul routes. Permanent access would also have to be provided for future access to underground chambers. In addition, the Region would have to obtain a permanent easement from the Province, and the Province could request that the Region move the pipe in the future. Further increasing costs, once across to the north side of the QEW, we would have to tunnel along the entire length of the North Service Road to Dixie Road.</p>

Comments/Concerns	Project Team Response
<p>I understand it is better to cut across Highway 401 at Tomken Road, but what is wrong with bringing the pipe up Dixie to the 401, then paralleling the southern edge of Highway 401 over to Tomken Road?</p>	<p>MTO has indicated that they require a 15 m setback from their property boundary and they do not allow utilities to be located within their right-of-way parallel to a major highway. In addition, the need for significant property acquisition and delays on the Highway 401 on/off ramps precludes construction parallel to either side of Highway 401.</p>
<p>I believe Dixie Road could be a better option for the north section because:</p> <ul style="list-style-type: none"> <li>• Dixie and Tomken seem to have equal driving speeds;</li> <li>• If traffic volumes are lower on Tomken, it could be that it is an easier drive than Dixie; and</li> <li>• Dixie is straighter, wider and has less feeder streets.</li> </ul>	<p>The Traffic Impact Analysis (TIA) completed as part of this Class EA indicates that Tomken Road is preferred over Dixie Road from a traffic perspective. For the north section, Dixie Road continues to operate under the heaviest traffic conditions, with some sections averaging between 60,000 and 70,000 vehicle movements per day (according to the Region’s Average Annual Daily Traffic count data) and more than 2500 vehicles per hour during the AM and PM peak periods. By comparison, traffic volumes on Tomken Road from Eglinton Avenue to Highway 401 average between 25,000 and 26,000 vehicle movements per day and from 630 to 1750 vehicles per hour during the AM and PM peak periods.</p> <p>One of the main reasons Dixie Road is so heavily traveled is because it provides direct access to Highway 401. This stretch of Highway 401 includes part of the busiest section of highway in Canada, including the Dixie Road on/off ramps. Construction on Dixie Road, combined with heavy traffic volumes, could be expected to cause traffic delays at the Highway 401 ramp terminals. Both the MTO and Canada Post (which distributes 75% of Canada’s mail from the Gateway Postal Facility just south of Eglinton Avenue) have indicated their dislike for this option.</p>

Comments/Concerns	Project Team Response
For the larger [Hanlan Feedermain] pipe, put it up Dixie Road in the north section.	Dixie Road was not recommended in the north section because of significant traffic disruptions [see previous response immediately above] and significant tunnelling requirements and the associated cost increases (i.e., under Highway 401 and the future Mississauga Bus Rapid Transitway (BRT) underpass at Dixie Road).
<b>Water Service Concerns</b>	
Will there be any changes to my water pressure due to the installation of the Hanlan Feedermain and MCC Watermain?	There will be no changes in water pressure.
Will my water service be affected?	Your water service could be briefly interrupted if existing watermains along your street need to be relocated. We're trying to minimize the need to move any of the existing utilities, like water, sewer, cable for example. However, since this is such a large pipe, it's inevitable that some existing utilities will have to be relocated just to make room. If you do experience a service disruption, it shouldn't be for longer than a few hours. You'll receive advanced notification if a disruption is expected.
<b>Technical Questions</b>	
How big will the pipe be?	The new Hanlan Feedermain will be 2.4 metres or approximately 8 feet in diameter – you could walk through it! This will be the largest diameter pipe in the Region. The existing Hanlan Feedermain is 2.1 metres in diameter. The MCC Watermain will be about half that size – 1.2 metres or approximately 4 feet in diameter.
How much does it weigh?	Once section of pipe is approximately 6 metres or 20 feet long – that weighs about 20 tonnes. That's why we'll need heavy equipment like cranes to lower each section into place.

Comments/Concerns	Project Team Response
How many sections of pipe can you install per day?	It depends on the location and construction method. For open cut construction, we can typically advance about 15 to 20 metres per day. We estimate that we'll install 3 to 4 sections per day in the trench. However, that number varies depending on several factors such as soil conditions and weather. Existing utilities will be relocated, if necessary, well in advance of construction. For tunnel construction, the Tunnel Boring Machine (TBM) can typically advance 10 metres per day. Once the entire tunnel section is completed, the TBM is removed and the pipe is pushed into the tunnel. This part of the operation is relatively quick.
How long will the pipe last?	The life expectancy of the pipe is about 80-100 years. This pipe should not need to be replaced for many years.
How long will the [new Hanlan Feedermain] pipe be?	It will extend approximately 14.5 kilometres, from the Lakeview Water Treatment Plant near Lake Ontario to the Hanlan Reservoir & Pumping Station north of Highway 401.
How deep will it be?	In most cases, we'd want at least one pipe diameter of cover on top of the pipe. This means that for open cut construction, the bottom of the pipe will likely be about 5 metres below ground, depending on soil conditions and existing utilities. For tunnel construction, the depth of pipe could range anywhere between 6 m and 30 metres, depending on soil conditions and engineering requirements.
What will the feedermain be made out of?	We will be recommending a concrete pressure pipe with a steel core. Exact specifications will be determined during detail design.
Will you test the pipe to make sure there are no leaks before it's put in the ground?	Yes. The manufacturer will test each pipe section before it's delivered to the contractor. Then, after each pipe section is joined to the next, we'll visually inspect for cracks or faulty sealing. Since this pipe is so large, the inspector will be able to stand inside the pipe to examine it. We'll then test each section by filling it with water and pressurizing it to check for leaks.

Comments/Concerns	Project Team Response
Where will you put all the extra soil that's removed during construction?	Some will be used to bury the pipe. We're currently trying to identify any nearby areas where extra soil might be required, but the bulk of this task will be completed during the detail design phase of the project, after this Class EA has been approved.
Will the soil be tested for contaminants before it's removed off-site?	Preliminary soil testing will soon be completed along the route as part of our borehole drilling program. During construction, we'll do additional soil testing as required, to ensure it can be used where required. Where contaminated soils are encountered, for example with gas or oil, remediation would be required before construction or using the soil elsewhere. The Province has specific requirements for the disposal of contaminated soils.
What about supervision and inspection during construction? For example, the supervisor should know how much gravel to put in the trench before the pipe is laid. If this HUGE pipe dislodges or breaks it will cause a catastrophe.	Design specifications, including quantity and type of fill required beneath the pipe, will be determined by a licensed professional engineer during detail design. Contractor requirements for testing and inspection will then be included within the tender documents and the Region will retain trained, full-time inspectors to ensure proper supervision during construction.
Inspection and maintenance of the existing Hanlan Feedermain should be ongoing anyway.	The existing Hanlan Feedermain was constructed in three phases during the early 1990s and currently transfers over half the Region's water supply per day. As such, it cannot be shutdown for inspection and maintenance without significantly reducing water supply to the Region's existing customers. When the new Hanlan Feedermain is completed, the existing pipe will be able to be shut down in sections without compromising the Region's water supply ability.
<b>Miscellaneous Questions</b>	
When is construction supposed to start?	Construction of both pipes is anticipated to start in 2012, although some sections could be constructed earlier for coordination with other approved projects.

HANLAN FEEDERMAIN & MISSISSAUGA CITY CENTRE WATERMAIN  
MUNICIPAL CLASS EA PUBLIC OPEN HOUSE (POH) #2  
MEETING SUMMARY

Comments/Concerns	Project Team Response
How much will this project cost?	Current construction costs are estimated at approximately \$200M for the Hanlan Feedermain and \$45M for the MCC Watermain.
Who's paying for that?	These projects are already funded by the Region's Development Charges and the Region of York. There will be no increase in taxes or water rates as a result of this project.
I heard that York Region is also involved?	York Region will also benefit because of their existing water supply agreement with the Region of Peel, which is one reason why Peel's water rates have remained one of the lowest in the Province. Since York Region does not have direct access to Lake Ontario, and because of the Province's policies regarding Lake Simcoe, they rely on neighbouring municipalities for their municipal water.
How do you keep adequate capacity and pressure for an expanding Mississauga if you make an agreement with York to supply them as they too expand, or does Mississauga only sell its surplus?	The Region's 2002 Water & Wastewater Servicing Master Plan and subsequent 2007 Master Plan Update provided a listing of strategically phased projects (including this one) necessary to meet the servicing needs of both Peel and York Region.
Where is the existing Hanlan Feedermain located?	It primarily runs along the Little Etobicoke Creek valley, north of Dundas Street. South of Dundas Street, it primarily follows existing road right-of-ways through mature and well developed residential areas.
Will the existing Hanlan Feedermain be removed once the new feedermain is in operation?	No, it will remain in service. However, once the new Hanlan Feedermain is finished, the old Hanlan Feedermain can be shut down in sections for inspection and maintenance.
Are there any other pumping stations being built as part of this project?	No, however the Hanlan Pumping Station is being upgraded as part of the Region's Capital Works program.
Where will you get the pipe from – is it made in Canada?	Yes, there are two manufacturers in Ontario who can produce this type of pipe.

HANLAN FEEDERMAIN & MISSISSAUGA CITY CENTRE WATERMAIN  
MUNICIPAL CLASS EA PUBLIC OPEN HOUSE (POH) #2  
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Comments/Concerns	Project Team Response
Why are these two new pipes [the Hanlan Feedermain and MCC Watermain] needed?	<p>The new Hanlan Feedermain is needed primarily to provide for the Region’s future water supply needs. This includes anticipated water supply needs from intensification (e.g., high rise condo construction) in the City of Mississauga. It will also allow the existing feedermain to be shut down in sections for inspection and maintenance. It will also provide a security of supply. For example, the existing feedermain currently supplies over half the Region’s drinking water supply. If something were to happen to that pipe, many people and businesses would be impacted. The new Hanlan Feedermain can serve as a backup should something happen to the existing pipe.</p> <p>The new MCC Watermain is also needed for intensification in the City of Mississauga. Specifically, it will ensure that minimum water pressure is available to the Mississauga City Centre area which is planned for intensification.</p>
A pipe of this size will carry a massive amount of water and if it breaks, flooding would be a concern. Will it be necessary to purchase flood insurance for my property?	We have not heard of a watermain break on a pipe of this size within the road right-of-way which caused flooding of homes or businesses. Although it’s not out of the realm of possibility, such an occurrence for a main this size is highly unlikely. If you are concerned, you could call your insurance company to discuss it and get their advice.
When will the Environmental Study Report be filed for public review?	Right now we’re anticipating to file in Fall 2009. If you’ve added your contact information to our sign-in sheet or if you submit a Comment Sheet, we’ll add you to the project mailing list. Everybody on the project mailing list will receive a notice called the ‘Notice of Study Completion’.

Comments/Concerns	Project Team Response
<p>Is such a large pipe really necessary? There should be more efforts for water conservation and waste management.</p>	<p>Earlier versions of the Region’s Water and Wastewater Master Plan evaluated alternative solutions such as water conservation, import water from another jurisdiction and “do nothing.” The recommended solution was identified as expansion of the existing system in conjunction with water conservation. Although water conservation could reduce consumption requirements on a per person basis, planned growth requires access to a safe, secure supply of water. Even at reduced consumption levels, this new feedermain will still be required to service municipal water demands.</p> <p>It is also worth noting that the Region’s efforts on water conservation over the past several years has resulted in an overall reduction in per capita water consumption in Peel. However, despite these water conservation measures, the Region still requires additional water supply capacity for growth. For more information about the Region’s water efficiency strategy, please visit “Water Smart Peel” at:  <a href="http://www.peelregion.ca/watersmartpeel/">http://www.peelregion.ca/watersmartpeel/</a>.</p>
<p>Who is actually pushing for this huge pipe? Is it developers in Vaughn?</p>	<p>The need for the new Hanlan Feedermain was identified in the Region of Peel’s 2002 Water &amp; Wastewater Servicing Master Plan and subsequent 2007 Master Plan Update. The Master Plan assessed water servicing options necessary to meet future, planned and approved growth in accordance with the Region’s Official Plan.</p> <p>By Regional Council approved agreement, the Region of Peel supplies municipal drinking water to the Region of York. Additional water is required to fulfill the Region’s obligations to York Region under the York/Peel Water Supply Agreement. However, even without this agreement, a new Hanlan Feedermain would be required to supply additional water for the Region of Peel.</p>

HANLAN FEEDERMAIN & MISSISSAUGA CITY CENTRE WATERMAIN  
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Comments/Concerns	Project Team Response
Are all the projects shown on the “Why These Projects are Needed...” display board dependent on getting this huge water pipe?	The map shown on this display board is from the Region of Peel’s 2007 Water and Wastewater Master Plan Update. It shows all the projects necessary to meet the future water servicing needs of South Peel, including the proposed Hanlan Feedermain (i.e., transmission mains, pumping stations, reservoirs and elevated tanks). These projects are not dependent on this pipe.
<b>Additional Comments</b>	
Construction will be an inconvenience, but if it has to be done, it has to be done.	[No response required]
I’m happy that the Little Etobicoke Creek route option wasn’t chosen.	[No response required]
I’m happy because I live nowhere near the route.	[No response required]
The price of water in Peel is very satisfactory.	The York/Peel Water Supply Agreement offsets the price of water charged to Region of Peel customers, helping to keep water rates well below the national average.
The water pressure at the two buildings we have in Mississauga is very satisfactory at present.	[No response required]
For the larger [Hanlan Feedermain] pipe, decide on the pipe size.	A Hanlan Feedermain pipe diameter of 2.1 m was originally identified as part of the Region’s Water and Wastewater Master Plan. However, as part of this study, the option of upsizing the pipe diameter to 2.4 m was reviewed from both a technical and construction/ operations perspective. In summary, a 2.4 m diameter pipe is recommended for optimal hydraulic operations and added water supply protection in the event of a disruption to the existing Hanlan Feedermain. Potential construction, operational and routing issues associated with the increased pipe diameter (e.g., increased trench width and pipe weight) were deemed minimal and do not outweigh the advantages of the 2.4 m diameter pipe.

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Comments/Concerns	Project Team Response
I suggest putting the small pipe MCC in the most convenient location to reach users.	Tomken Road provides the least impacts for MCC Watermain construction when coordinated with construction of the Hanlan Feedermain. For example, traffic disruptions on two major north-south roads are avoided, and it provides an opportunity to replace the existing watermain on Tomken Rd (circa 1954/1976), thereby avoiding the need for future maintenance/repairs (e.g., watermain breaks) and associated construction impacts. In addition, use of Tomken Rd for both pipes requires that the Hanlan Feedermain tunnel section under Eastgate Pkwy is extended past Timberlea Boulevard, thereby reducing construction impacts in the Eglinton Avenue area.
I would like to see development in York Region curtailed and not encouraged and the greenbelt across Oak Ridges not threatened.	[No response required]

## APPENDIX A - Comment Form



Hanlan Feedermain &  
Mississauga City Centre Watermain  
Municipal Class Environmental Assessment

### Public Open House #2 - Comment Sheet

The Region of Peel is conducting two parallel Class Environmental Assessment studies to select the preferred routes for two new municipal water pipes called the Hanlan Feedermain and Mississauga City Centre (MCC) Watermain.

The purpose of today's Public Open House is to present and gather feedback on both the Hanlan Feedermain and MCC Watermain recommended routes, including design concepts and proposed mitigation measures to manage impacts.

Please share your comments on the questions below for the consideration of the Project Team.

#### Question 1. Recommended Routes

The recommended routes include a combination of open cut and tunnel construction along portions of Lakeview Park (south of Lakeshore Road), Dixie Road, Eastgate Parkway, Tomken Road, Burnhamthorpe Road and Cawthra Road (please see map on display).

**What are your thoughts on the recommended routes and the criteria and rationale that were applied to select them?**

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**Your Information**

**You are:**

- Member of the General Public (including resident)
- Member of an Interest Group (Please specify): \_\_\_\_\_
- Agency Representative (Please specify): \_\_\_\_\_
- Other (Please specify): \_\_\_\_\_

**Attended:**  June 2nd 2009 at A. A. Martin Public School  June 3rd 2009 at Tomken Twin Rinks

**Optional:** Please provide your contact information if you would like to receive the Notice of Completion for this project.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Email: \_\_\_\_\_

*Note: Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments will become a part of public record.*

-----  
**Thank you for participating in this study.**

Please return this completed comment sheet to our staff at the registration table or place it in the Comment Box. You can also send them to one of the contacts below by **Thursday, June 19<sup>th</sup> 2009.**

**Mr. Martin Pendlebury, P. Eng.**  
Project Manager  
Environment, Transportation & Planning Services  
**Regional Municipality of Peel**  
10 Peel Centre Drive, 4th Fl.  
Brampton, ON L6T 4B9  
Tel: 905-791-7800, x. 4548  
Fax: 905-791-0728  
E-mail: martin.pendlebury@peelregion.ca

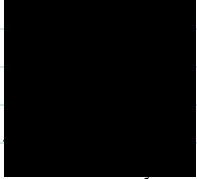

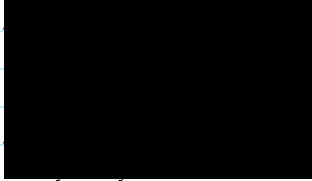
**Mr. David Beattie, P. Eng., PMP**  
Project Manager  
**AECOM Canada Ltd.**  
105 Commerce Valley Dr. W., 7th Fl.  
Markham, ON L3T 7W3  
Tel: 905-747-7418  
Fax: 905-886-9494  
E-mail: dave.beattie@aecom.com

Visit the Region's website for study updates:



**[www.peelregion.ca/HanlanEA](http://www.peelregion.ca/HanlanEA)**

## APPENDIX B - Participant List

### Public Open House June 2<sup>nd</sup> - A. A. Martin Public School


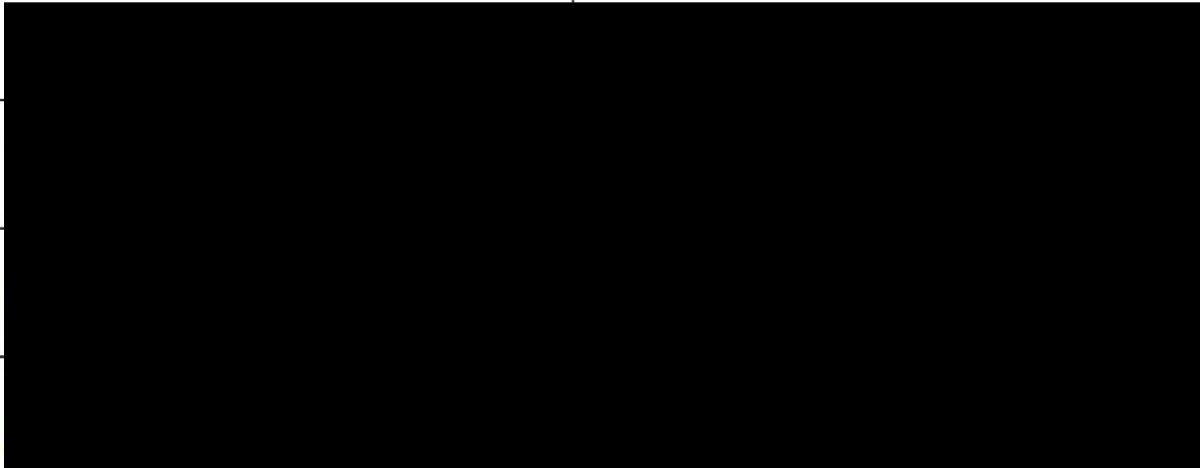
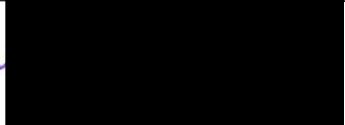
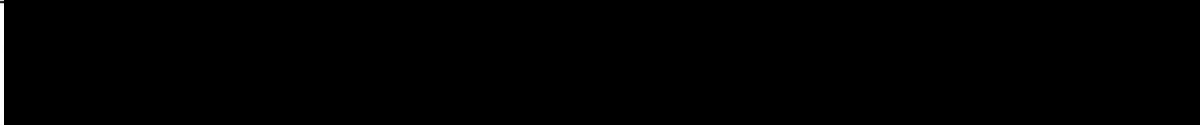
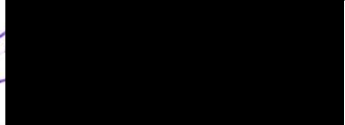
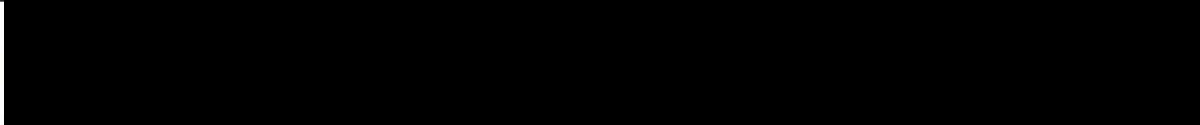
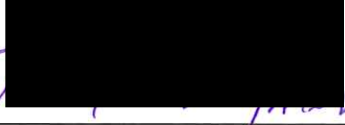

Name	Organization (If any)
	SHORA-PRIS
Sean Ballaro	Region of Peel
	
Heather McGinnity	Region of Peel
Colin Patterson	City of Mississauga
	Cormack Animal Clinic

### Public Open House June 3<sup>rd</sup> - Tomken Twin Rinks

Name	Organization (If any)
	Siya Road Health Rehab
	Canadian Tomken Inc.
	SJHC
Brock Criger	Region of Peel
Jane Darragh	City of Mississauga
	OCWA
	OCWA
	O.P.G.
	CPC Inc.
Tom Wenzel	City of Mississauga, T&W

# Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House  
 June 2<sup>nd</sup> 2009 A. A. Martin Public School / Tomken Twin Arena June 3<sup>rd</sup> 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
Heather McGinnity	R.O.P.	10 Peel Centre Dr.	heather.mcginnity@peelregion.ca	N	Web
					Parent
				N	associate.
				Y	MAIC
				Y	Mailer
Sean Ballaro	Peel Region	Airport Rd 9445.	Sean.ballaro@peelregion.ca	N	Work.

# Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House  
 June 2<sup>nd</sup> 2009 A. A. Martin Public School / Tomken Twin Arena June 3<sup>rd</sup> 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	at school
COLIN PATTERSON	CITY OF MISSISSAUGA	3185 MAVIS ROAD MISS. ON L5C 1T7	colin.patterson@mississauga.ca	Y	work
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	N	Newspaper
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	EMAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	Miss News
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	Mail
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL

# Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House  
 June 2<sup>nd</sup> 2009 A. A. Martin Public School / Tomken Twin Arena June 3<sup>rd</sup> 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	TEL.
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
Tom Wenzel	City of Miss. <sup>TAM.</sup>	201 City Centre Dr.	Tom.Wenzel@mississauga.ca	Y	
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		NEWS.
James Darragh	City of Mississauga	201 City Centre Drive <sup>South</sup> 900	james.darragh@mississauga.ca		email
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		email
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	N	MISS. NEWS
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MISS. NEWS

# Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House  
 June 2<sup>nd</sup> 2009 A. A. Martin Public School / Tomken Twin Arena June 3<sup>rd</sup> 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
BROCK CRIGER	Regional Municipality of Peel	10 Peel Centre Drive 6th Floor Suite A	brock.criger@peelregion.ca	N	got a flyer in the mail.
[REDACTED]					
				YES	MAILING
				Y	mail
				Y	mail
				N	