APPENDIX J-1 CONTACT INFORMATION

CONTACT INFO

CORRESPONDENCE

AGENCY / Organization	DATE CONFIMRED	Notes	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT	ADDRESS	CITY	PROVINCE	POSTAL CODE	TELEPHONE	CELL/OTHER	FAX	E-MAIL /WEB SITE	NOTICE OF COMMENCEMENT			PCC #1		PCC #2		NOTICE OF COMPLETION	
															Date (dd/mm/yy)	Modality	Reply Rec'd (dd/mm/yy)	Date (dd/mm/yy)	Modality	Date (dd/mm/yy)	Modality	Date (dd/mm/yy)	Modality
First Nations																							
Haudenosaunee Confederacy Chiefs Council	07-26-23		Misty	Hill	Office Administrator	Haudenosaunee Development Institute	16 Sunrise Court, Suite 600, P.O. Box 714	Ohsweken	ON	N0A 1M0	519-445-4222		519-445-2389	hdi2@bellnet.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Haudenosaunee Confederacy Chiefs Council	08-01-23					Haudenosaunee Development Institute	16 Sunrise Court, Suite 600, P.O. Box 714	Ohsweken	ON	N0A 1M0	519-445-4222		519-445-2389	info@hdi.land	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Mississaugas of the New Credit First Nation	07-26-23		Chief Stacey	Laforme	Chief			Hagersville	ON	N0A 1H0	905-979-9254			Stacey.LaForme@mncfn.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Mississaugas of the New Credit First Nation	08-01-23		Adam	Laforme	Archaeological Consultant?			Hagersville	ON	N0A 1H0				Adam.LaForme@mncfn.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Mississaugas of the New Credit First Nation	08-01-23	cc. Mark Laforme	Abby	(Laforme) Lee	Acting Consultation Coordinator	Department of Consultation and Accommodation	2789 Mississauga Road, Building 1	Hagersville	ON	N0A 1H0	905-768-4260			Abby.LaForme@mncfn.ca	08-01-23	Email	2023-08-02	3/11/2024	Email	06-26-24	Email		
Mississaugas of the New Credit First Nation	07-26-23		Fawn	Sault	Councillor/Consultation Manager	Department of Consultation and Accommodation	4065 Highway 6	Hagersville	ON	N0A 1H0	905-768-4260			Fawn.Sault@mncfn.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Mississaugas of the New Credit First Nation	07-26-23		Delainie	King	Acting Director	Lands, Membership and Research	6 First Line Road	Hagersville	ON	N0A 1H0	905-768-0100			Delainie.King@mncfn.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Mississaugas of the New Credit First Nation	07-26-23		Mark	Laforme	Director	Department of Consultation and Accommodation	4065 Highway 6	Hagersville	ON	N0A 1H0	905-768-4260			mark.laforme@mncfn.ca	08-01-23	Email	2023-08-02	3/11/2024	Email	06-26-24	Email		
Six Nations of the Grand River	07-26-23		Chief Mark	Hill	Chief	Elected Council, Chief's Office	1695 Chiefswood Road, P.O. Box 5000	Ohsweken	ON	N0A 1M0	519-445-2201		519-445-4208	markhill@sixnations.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Six Nations of the Grand River	08-02-23		Peter	Graham	Consultation Supervisor, Consultation and Accommodation Process Team	Lands and Resources Department	2498 Chiefswood Road, P.O. Box 5000	Ohsweken	ON	N0A 1M0	519-753-0665 ext. 5425	226-388-0284		lrcs@sixnations.ca	08-02-23	Email	2023-08-02	3/11/2024	Email	06-26-24	Email		
Six Nations of the Grand River	08-02-23		Dawne	LaForme	Receptionist	Lands and Resources Department	2498 Chiefswood Road, P.O. Box 5000	Ohsweken	ON	N0A 1M0	519-753-0665 ext. 5410			dlaforme@sixnations.ca	08-02-23	Email		3/11/2024	Email	06-26-24	Email		
Six Nations of the Grand River	07-26-23		Darrin	Jamieson	Chief Executive Officer	Executive	1695 Chiefswood Road, P.O. Box 5000	Ohsweken	ON	N0A 1M0	519-445-2201		519-445-4208	darrinjamieson@sixnations.ca	08-02-23	Email	2023-08-02	3/11/2024	Email	06-26-24	Email		
Six Nations of the Grand River	07-26-23		Lonny	Bomberry	Director	Land & Resources Department	2498 Chiefswood Road, P.O. Box 5000	Ohsweken	ON	N0A 1M0	519-753-0665		519-753-3449	lonnybomberry@sixnations.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Government - Federal																							
Canadian Nuclear Safety Commission	07-26-23		Nana	Kwamena	Director	Environmental Assessment Division	280 Slater Street, PO Box 1046, Station B	Ottawa	ON	K1P 5S9	343-543-6760	800-668-5284	613-995-5086	nana-owusua.kwamena@cnsc-ccsn.gc.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
CN Rail	07-26-23					Public Works	1 Administration Road	Concord	ON	L4K 1B9				Proximity@cn.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Metrolinx	07-26-23		Brandon	Gaffoor	Third Party Projects Officer	Third Party Projects Review, Capital Projects Group	20 Bay Street, Suite 600	Toronto	ON		416-202-7294	647-289-1958		Brandon.Gaffoor@metrolinx.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Metrolinx	07-26-23		Joseph	Milos	Director (A), Heavy Rail (New Stations)		97 Front Street West	Toronto	ON		416-202-7393	647-632-6815		Joseph.Milos@metrolinx.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Environment and Climate Change Canada	07-26-23		Rob	Clavering	Manager, Environmental Assessment Section	Environmental Protection Branch – Ontario Region	4905 Dufferin Street	Toronto	ON	M3H 5T4	416-458-9670			robert.clavering@ec.gc.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Fisheries and Oceans Canada	07-26-23					Ontario Fish and Fish Habitat Protection Program	867 Lakeshore Road	Burlington	ON	L7S 1A1	855-852-8320			fisheriesprotection@dfo-mpo.gc.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Fisheries and Oceans Canada						Regional Headquarters	520 Exmouth St	Sarnia	ON	N7T 8B1	866-290-3731		519-464-5128	info@dfo-mpo.gc.ca	08-01-23	Email							
Health Canada	07-26-23																						
Impact Assessment Agency of Canada	07-26-23		Anjala	Puvananathan	Regional Director	Ontario Region	55 York Street, Suite 600	Toronto	ON	M5J 1R7	416-952-1576			anjala.puvananathan@iaac-aeic.gc.ca	08-01-23	Email	2023-08-18	3/11/2024	Email	06-26-24	Email		
Impact Assessment Agency of Canada	08-18-23		Justin	Feigelman	Administrative Clerk	Ontario Region	55 York Street, Suite 600	Toronto	ON	M5J 1R7				Justin.Feigelman@iaac-aeic.gc.ca	08-01-23	Email	2023-08-18	3/11/2024	Email	06-26-24	Email		
Indigenous Services Canada and Crown-Indigenous Relations and Northern Affairs Canada	07-26-23													infopubs@sac-isc.gc.ca	08-03-23	Email		3/11/2024	Email	06-26-24	Email		
Transport Canada	07-26-23																						
Government - Regional																							
Ministry of Agriculture, Food and Rural Affairs	07-26-23		David	Marriott	Rural Planner, Land Use Policy & Stewardship	Food Safety and Environmental Policy Branch	1 Stone Road West	Guelph	ON	N1G 4Y2	519-766-5990		519-826-4335	david.marriott@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Agriculture, Food and Rural Affairs	07-26-23					OMAFRA Head Office	1 Stone Road West	Guelph	ON	N1G 4Y2	877-424-1300												
Ministry of Agriculture, Food and Rural Affairs	07-26-23					Rural Economic Development Advisory Panel	1 Stone Road West	Guelph	ON	N1G 4Y2	888-588-4111		519-826-4336	red.omafra@ontario.ca	08-01-23	Email							
Ministry of Citizenship and Multiculturalism	07-26-23		Karla	Barboza	Team Lead - Heritage	Heritage Planning Unit (Citizenship and Multiculturalism)	400 University Ave. 5th Floor	Toronto	ON	M7A 2R9	416-660-1027			karla.barboza@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Citizenship and Multiculturalism	07-26-23		Joseph	Harvey	Heritage Planner	Heritage Planning Unit (Citizenship and Multiculturalism)	400 University Ave. 5th Floor	Toronto	ON	M7A 2R9	613-242-3743			joseph.harvey@ontario.ca	08-01-23	Email	2023-08-23	3/11/2024	Email	06-26-24	Email		
Infrastructure Ontario	07-26-23		Katherine	Hotrum	Director, Environmental Projects	Infrastructure Ontario	1 Dundas St. W., Suite 2000	Toronto	ON	M5G 1Z3	416-568-4585	647-264-4573		katherine.hotrum@infrastructureontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Infrastructure Ontario	07-26-23		David	Macey	Vice President, Portfolio Planning and Development	Infrastructure Ontario	1 Dundas St. W., Suite 2000	Toronto	ON	M5G 1Z3		647-264-3861		david.macey@infrastructureontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Infrastructure Ontario	07-26-23		Joanna	Craig	Planner	Infrastructure Ontario	1 Dundas St. W., Suite 2000	Toronto	ON	M5G 1Z3		647-965-6703		noticereview@infrastructureontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Economic Development, Job Creation and Trade	07-26-23		Erin	Thompson	Manager, Corporate Policy Coordination Unit	Policy, Planning and Strategy Branch Corporate and Policy Services Division	56 Wellesley St. W, 11th Floor	Toronto	ON	M5S 2S3	437-770-1241			erin.thompson@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Economic Development, Job Creation and Trade	07-26-23		Nathan	Hammill	Team Lead, Corporate Policy Coordination Unit	Corporate and Policy Services Division	56 Wellesley St. W, 11th Floor	Toronto	ON	M5S 2S3	437-882-0990			nathan.hammill@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Education	07-26-23		Paul	Bloye	Director, Capital Program Branch	Capital and Business Support Division	315 Front Street W, 15th Floor	Toronto	ON	M7A 0B8	416-325-8589			paul.bloye@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Energy	07-26-23		Joerg	Wittenbrinck	Manager(A), Governance, Strategy and Analytics Branch	Strategic Network and Agency Policy Division	77 Grenville Street, 6th Floor	Toronto	ON	M7A 1B3	289-980-8124			joerg.wittenbrinck@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Energy	07-26-23		Michael	Di Cosmo	A/Coordinator, Strategic Policy and Cabinet Liaison	Strategic Network and Agency Policy Division	77 Grenville Street, 6th Floor	Toronto	ON	M7A 1B3	437-770-7960			michael.dicosmo@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of the Environment, Conservation and Parks (MECP)	07-26-23		Joan	Del Villar Cuicas	Regional Environmental Planner	Project Review Unit, Enivronmental Assessment Branch					365-889-1180			joan.delvillarcuicas@ontario.ca	08-01-23	Email	2023-08-02	3/11/2024	Email	06-26-24	Email		
Ministry of the Environment, Conservation and Parks (MECP)	08-03-23		n/a	n/a	n/a	West Central Region	n/a	n/a	n/a	n/a	n/a			eanotification.wcregion@ontario.ca	08-03-23	Email	2023-08-03	3/11/2024	Email	06-26-24	Email		
Ministry of Health and Long Term Care	08-03-23	for Dr. Wang, MOH for RoW	Miranda	Henry	Administrative Assistant - Strategy, Performance & Organizational Standards (for Commissioner and Medical Officer of Health)	Region of Waterloo, Public Health and Paramedic Services	99 Regina Street South, 3rd Floor	Waterloo	ON	N2J 4V3				MHenry@regionofwaterloo.ca	08-03-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Indigenous Affairs							160 Bloor St E, 9th Floor	Toronto	ON	M7A 2E6								3/11/2024	Email				
Ministry of Mines	07-26-23		Tracey	Burton	Manager(A), Strategic Support Unit	Mines and Minerals Division	Willet Green Miller Centre, 2nd Floor, 933 Ramsey Lake Road	Sudbury	ON	P3E 6B5	705-918-1609			tracey.burton@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Mines	07-26-23		Melanie	Johnson	Senior Strategic Initiatives Lead, Strategic Support Unit	Mines and Minerals Division	Willet Green Miller Centre, 2nd Floor, 933 Ramsey Lake Road	Sudbury	ON	P3E 6B5	705-698-5041			melanie.johnson@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Municipal Affairs and Housing	07-26-23		Erick	Boyd	Manager, Community Planning and Development	Western Municipal Services Office	659 Exeter Road, 2nd Floor	London	ON	N6E 1L3	226-688-9058		519-873-4018	erick.boyd@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Natural Resources and Forestry (MNRF)	07-26-23		Ian	Hagman	District Manager	Guelph District Office	1 Stone Road West	Guelph	ON	N1G 4Y2	519-826-4955		519-826-4929										
Ministry of Natural Resources and Forestry (MNRF)	07-26-23		Amanda	McCloskey	Land Use Planning Supervisor	Southern Region	300 Water Street, Box 7000 4th Floor, South Tower	Peterborough	ON	K9J 8MS	705-313-0507			SR.Planning@ontario.ca	08-01-23	Email	2023-08-03	3/11/2024	Email	06-26-24	Email		
Ministry of Natural Resources and Forestry (MNRF)	07-26-23		Gillian	Hartman	Regional Planning Coordinator	Southern Region	300 Water Street, Box 7000 4th Floor, South Tower	Peterborough	ON	K9J 8MS	705-761-7061			SR.Planning@ontario.ca	08-01-23	Email	2023-08-03	3/11/2024	Email	06-26-24	Email		
Ministry of Natural Resources and Forestry (MNRF)	07-26-23		Fuad	Abdi	Director(A)	Facilities and Capital Planning Branch	George Drew Bldg 13th Floor, 25 Grosvenor Street	Toronto	ON	M7A 1Y6	416-884-5632			fuad.abdi@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Natural Resources and Forestry (MNRF)	08-03-23		Karen	O'Connor	Regional Planner	Land Use Planning and Strategic Issues Section - Southern Region	300 Water Street, 4th Floor South	Peterborough	ON	K9J 3C7	705-772-3096			karen.oconnor@ontario.ca	08-03-23	Email	2023-08-03	3/11/2024	Email	06-26-24	Email		
Ministry of Natural Resources and Forestry (MNRF)	08-03-23					Land Use Planning and Strategic Issues Section								SR.Planning@ontario.ca	08-01-23	Email	2023-08-03	3/11/2024	Email	06-26-24	Email		
Ministry of Tourism, Culture and Sport	07-26-23		Janet	Stanley	Regional Development Advisor - Community	Western Region					226-219-9154			Janet.Stanley@ontario.ca	08-01-23	Email							
Ministry of Tourism, Culture and Sport	07-26-23		Sonja	Erstic	Regional Development Advisor - Community	Western Region					519-741-4824			Sonja.Erstic@ontario.ca	08-01-23	Email							
Ministry of Tourism, Culture and Sport	07-26-23		Darja	Ros	Manager	Sport, Recreation and Recognition Division, Policy Branch, Policy Unit	777 Bay Street, 18th Floor	Toronto	ON	M7A 1S5	647-283-8621			darja.ros@ontario.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Ministry of Tourism, Culture and Sport	07-26-23		Neil	Coburn	Director	Policy Branch	777 Bay Street, 18th Floor	Toronto	ON	M7A 1S5				neil.coburn@ontario.ca	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		
Ministry of Transportation	07-26-23		Michael	Nadeau	Manager	Engineering Program Delivery West, Design and Engineering Branch	659 Exeter Road, 2nd Floor	London	ON	N6E 1L3	226-688-4799			michael.nadeau@ontario.ca	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		
Ontario Power Generation	07-26-23		Tammy	Wong	Senior Environment Specialist	Corporate EHS Programs	700 University Avenue	Toronto	ON	M5G 1X6	416-592-4548			tammy.wong@opg.com	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		

CONTACT INFO

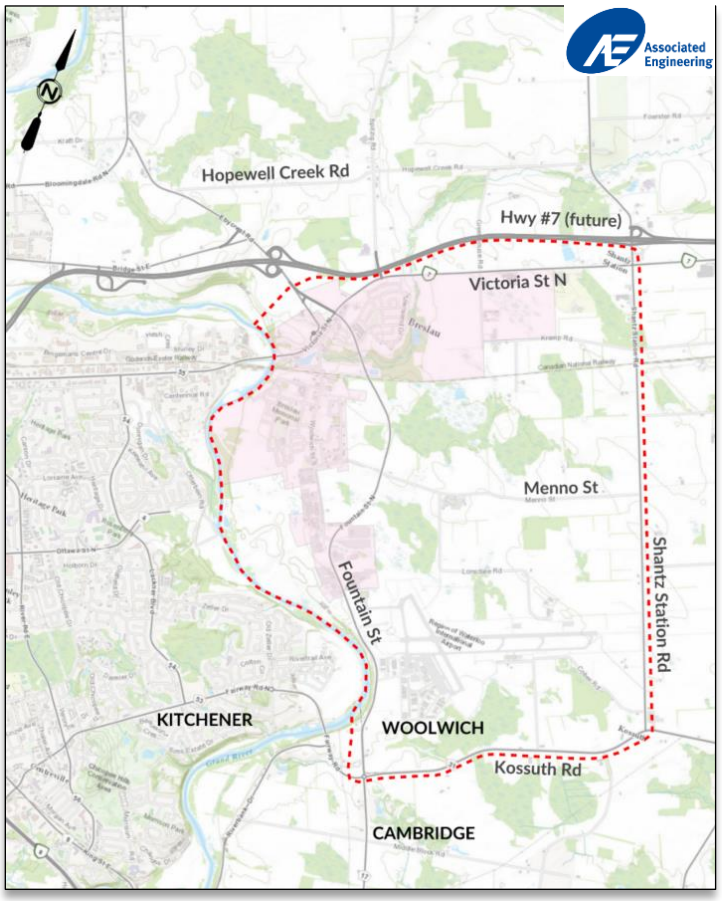
CORRESPONDENCE

AGENCY / Organization	DATE CONFIMRED	Notes	FIRST NAME	LAST NAME	TITLE	DIVISION/ DEPARTMENT	ADDRESS	CITY	PROVINCE	POSTAL CODE	TELEPHONE	CELL/OTHER	FAX	E-MAIL /WEB SITE	NOTICE OF COMMENCEMENT			PCC #1		PCC #2		NOTICE OF COMPLETION	
Government - Municipal																							
Grand River Conservation Authority (GRCA)	07-26-23		Chris	Foster-Pengelly	Assistant Supervisor of Resource Planning	Engineering and Planning Services	400 Clyde Road, PO Box 729	Cambridge	ON	N1R 5W6	519-621-2763 Ext. 2319			cfosterpengelly@grandriver.ca	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		
Grand River Conservation Authority (GRCA)	07-26-23		Trevor	Heywood	Planner	North Kitchener, Waterloo, Wilmot, South Woolwich	400 Clyde Road, PO Box 729	Cambridge	ON	N1R 5W6	519-621-2761 Ext. 2292			theywood@grandriver.ca	08-01-23	Email	2023-08-08	3/11/2024	Email	06-26-24	Email		
Office of the Fire Marshal	07-26-23		Dennis	Aldous	Fire Chief	Woolwich Fire Department	24 Church Street West, P.O. Box 158	Elmira	ON	N3B 2Z6	519-669-6011	519-465-8948	519-669-9348	daldous@woolwich.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Region of Waterloo	07-28-23		Jordan	Vander Veen	Senior Project Manager	Region of Waterloo International Airport	150 Frederick Street	Kitchener	ON	N2G 4J3	519-588-7162			jvanderveen@regionofwaterloo.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Region of Waterloo	07-28-23		Kevin	Dolishny	Senior Engineer	Water and Wastewater Services	150 Frederick Street	Kitchener	ON	N2G 4J3	519-575-4400 ext. 3862	226-751-4551		kdolishny@regionofwaterloo.ca	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		
Region of Waterloo	07-28-23		Bridget	Coady	Principal Planner	Grand River Transit	150 Frederick Street	Kitchener	ON	N2G 4J3	519-575-4400			bcoady@regionofwaterloo.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Region of Waterloo	07-28-23		Roxanna	Nazarowicz	Senior Planner (Cultural Heritage, Archaeology, and Indigenous Engagement)	Community Planning Division - Planning, Development and Legislative Services	150 Frederick Street	Kitchener	ON	N2G 4J3				rnazarowicz@regionofwaterloo.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Region of Waterloo	07-28-23		Unknown	Unknown	Regional Clerk	Council and Administrative Services Division	150 Frederick Street	Kitchener	ON	N2G 4J3	519-575-4400			regionalclerk@regionofwaterloo.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	07-28-23		Steven	Allen	Manager, Engineering Design and Approvals	Engineering Services	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2200 ext. 7584			steve.allen@kitchener.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	07-28-23		Jean	Hao	Design & Construction Project Manager, Utility Planning and Programs	Sanitary and Stormwater Utilities	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2200 ext. 4156			Jean.Hao@kitchener.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	07-28-23		Huda	Rosic	Clerk		200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2203			clerks@kitchener.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	08-01-23		Amanda	Fusco	Director/City Clerk	Legislated Services	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	226-750-8383			clerks@kitchener.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	08-02-23		Bu	Lam	Director	Sanitary and Stormwater Utilities	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2600 ext. 4212			bu.lam@kitchener.ca	08-02-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	08-02-23		Garett	Stevenson	Director	Planning Services	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2600 ext. 7070			garett.stevenson@kitchener.ca	08-02-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	08-02-23		Chris	Spere	Director	Engineering Services	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2600 ext. 7412			chris.spere@kitchener.ca	08-02-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	10-23-23		Rosa	Bustamante	Director of Planning	Planning Division	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2200 ext. 7319			rosa.bustamante@kitchener.ca	08-01-23	Email	2023-10-23	3/11/2024	Email	06-26-24	Email		
City of Kitchener	10-23-23		Carrie	Musselman	Senior Environmental Planner	Planning Division	200 King Street West, PO Box 118	Kitchener	ON	N2G 4G7	519-741-2200 x 7068			Carrie.Musselman@kitchener.ca	08-01-23	Email	2023-10-23	3/11/2024	Email	06-26-24	Email		
City of Cambridge	07-28-23		Sarah	Austin	Manager	Development Engineering	1 Wellington Street	Cambridge	ON	N1R 3Y4				austins@cambridge.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Cambridge	07-28-23		Alex	Nichols	Project Engineer - Development Engineering	Community Development	1 Wellington Street	Cambridge	ON	N1R 3Y4	519-623-1340 ext. 4606			nicholsa@cambridge.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Cambridge	07-28-23		Danielle	Manton	Clerk		1 Wellington Street	Cambridge	ON	N1R 3Y4				mantond@cambridge.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Township of Woolwich	07-26-23		Deanne	Friess	Director of Economic Development		24 Church Street West, P.O. Box 158	Elmira	ON	N3B 2Z6	519-669-1647		519-669-4669	dfriess@woolwich.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Township of Woolwich	07-26-23		Jared	Puppe	Director of Infrastructure Services		24 Church Street West, P.O. Box 158	Elmira	ON	N3B 2Z6	519-669-6029		519-669-4669	jpuppe@woolwich.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Township of Woolwich	07-26-23		Ryan	Tucker	Engineering Project Supervisor		24 Church Street West, P.O. Box 158	Elmira	ON	N3B 2Z6	519-669-1647 ext. 6048		519-669-4669	rtucker@woolwich.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Township of Woolwich	07-26-23		Jeremy	Vink	Manager of Planning	Development Services	24 Church Street West, P.O. Box 158	Elmira	ON	N3B 2Z6	519-669-6038	519-465-8189		jvink@woolwich.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Township of Woolwich	07-26-23		Alex	Smyth	Deputy Clerk	Administration Office	24 Church Street West, P.O. Box 158	Elmira	ON	N3B 2Z6	519-669-1647 ext. 6005		519-669-1820	asmyth@woolwich.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Waterloo Regional Police	07-26-23		Scott	Griffiths	Staff Sargeant	Traffic Services Unit	P.O. Box 3070, 200 Maple Grove Road	Cambridge	ON	N3H 5M1	519-570-9777 x8856			scott.griffiths@wrps.on.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Waterloo Regional Police	07-26-23		Jenn	Sharpe	Administrative Assistant, Traffic Services Unit	Traffic Services Unit	P.O. Box 3070, 200 Maple Grove Road	Cambridge	ON	N3H 5M1	519-570-9777 x8856			jennifer.sharpe@wrps.on.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
School Boards and Affiliates																							
Waterloo Catholic District School Board	07-26-23		Jennifer	Passy	Manager of Planning		480 Dutton Drive	Kitchener	ON	N2L 4C6	519-578-3677 ext. 2253	519-501-5285		jennifer.passy@wcdsb.ca	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		
Waterloo Catholic District School Board	09-25-23	Added per Jennifer Passy's email			Planning Department									planning@wcdsb.ca	Unknown	Email	2023-09-25	3/11/2024	Email	06-26-24	Email		
Waterloo Region District School Board	07-26-23		Lauren	Agar	Senior Manager of Planning		51 Ardelt Avenue	Kitchener	ON	N2C 2R5	519-570-0003 Ext. 4596		519-576-0478	planning@wrdsb.ca	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		
Waterloo Region District School Board	08-15-23		Carrie	Hamilton	Planning Secretary		51 Ardelt Avenue	Kitchener	ON	N2C 2R5	519-570-0003 ext. 4419			carrie_hamilton@wrdsb.ca	08-01-23	Email	2023-08-15	3/11/2024	Email	06-26-24	Email		
Student Transportation Services of Waterloo Region	07-26-23		Sue	Carriere	Executive Assistant		540 Bingemans Centre Drive, Unit 602	Kitchener	ON	N2B 3X9	519-744-7875 Ext. 221		519-744-7564	susan_carriere@stswr.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Utilities																							
Atria Networks Inc.	07-26-23		John	Stephens	Manager, Field Operations	Waterloo, Wellington, and Hamilton	301 Victoria Street South, P.O. Box 64	Kitchener	ON	N2G 3W9	888-623-0623 Ext. 4516		519-570-2151	jstephens@atrianetworks.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Bell Canada	07-26-23		Daniel	Steffler	Engineer, Kitchener/Waterloo	Access Network Provisioning	575 Riverbend Drive, 1st Floor	Kitchener	ON	N2K 3S3	519-744-0569	519-568-5785		daniel.steffler@bell.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Bell Canada	07-26-23		Kirk	Ehgoetz	Business Solutions Specialist						519-568-5783	519-575-0242		kirk.ehgoetz@bell.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Bell Canada	07-26-23		Robin	Collier	Specialist, Network Provisioning						519-568-5825	226-821-1349		robin.collier@bell.ca	08-01-23	Email	2023-08-04	3/11/2024	Email	06-26-24	Email		
Bell Canada	08-04-23		Janet	Cleghorn	Implementation Manager	Access Network	20 Water Street North	Kitchener	ON	N2H 5A5	519-580-4248	519-580-4248		janet.cleghorn@bell.ca	08-01-23	Email	2023-08-04	3/11/2024	Email	06-26-24	Email		
City of Kitchener	07-26-23		Sylvie	Eastman	Utilities Engineer	Kitchener Utilities		Kitchener	ON		519-741-2600 x4178			sylvie.eastman@kitchener.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
City of Kitchener	07-26-23		David	Paetz	Utilities Engineer	Kitchener Utilities		Kitchener	ON		519-741-2600 x4535			david.paetz@kitchener.ca	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Enbridge Gas Distribution Inc.	07-26-23		Russell	McLean	Team Lead, Geomatics		P.O. Box 650	Scarborough	ON	M1K 5E3	416-447-4911			Russell.Mclean@enbridge.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Enbridge Gas Ltd.	07-26-23		Adam	Collier	Advisor, Construction & Project Management	Waterloo/ Brantford	603 Kumpf Drive, P.O. Box 340	Waterloo	ON	N2J 4A4	519-885-7400 ext. 5067428	519-400-2521		Adam.Collier@enbridge.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Enova Power Corporation	08-02-23		Shaun	Wang	Manager of System Planning & Customer Connections	Engineering & Stations	301 Victoria Street South	Kitchener	ON	N2G 4L2	519-745-4774 ext. 6312			shaun.wang@enovapower.com	08-02-23	Email		3/11/2024	Email	06-26-24	Email		
Enova Power Corporation	07-26-23		Ricardo	Ruiz	Distribution Design Supervisor	Kitchener	302 Victoria Street South	Kitchener	ON	N2G 4L2	519-745-4771 Ext. 6304	519-497-6221		ricardo.ruiz@enovapower.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Enova Power Corporation	07-26-23		Hong	Tran	Senior Distribution Design Technologist	Kitchener	303 Victoria Street South	Kitchener	ON	N2G 4L2	519-745-4771 x6229		519-745-0643	hong.tran@enovapower.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Enova Power Corporation	07-26-23		Rocket	Wei	Overhead (Pole Lines) Engineering Supervisor	Waterloo	304 Victoria Street South	Kitchener	ON	N2G 4L2	519-888-5591			rocket.wei@enovapower.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Enova Power Corporation	07-26-23	No longer at Enova	Allan	Chan	Underground and Services Technical Supervisor	Waterloo	305 Victoria Street South	Kitchener	ON	N2G 4L2	519-888-5550			allen.chan@enovapower.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Hydro One Networks Inc.	07-26-23		Rosella	Fazio	Manager	Transmission Lines Sustainment Investment Planning	483 Bay Street, 15th Floor	Toronto	ON	M5G 2P5	416-345-6411			rossella.fazio@HydroOne.com	08-01-23	Email							
Hydro One Networks Inc.	07-26-23													SecondaryLandUse@HydroOne.com	Unknown	Email	2023-08-31	3/11/2024	Email	06-26-24	Email		
Hydro One Networks Inc.	08-31-23					Secondary Land Use Department								Department.SecondaryLandUse@hydroone.com	Unknonwn	Email	2023-08-31	3/11/2024	Email	06-26-24	Email		
Hydro One Networks Inc.	07-26-23				Real Estate Group	Provincial Secondary Land Use Program (PSLUP)								RE@HydroOne.com	08-01-23	Email	2023-08-31	3/11/2024	Email	06-26-24	Email		
Hydro One Networks Inc.	08-31-23		Susan (Hongxia)	Sun	Engineering Officer	Transmission Lines Asset Management								Susan.SUN@HydroOne.com	Unknown	Email	2023-08-31	3/11/2024	Email	06-26-24	Email		
Netflash Internet Solutions	07-26-23		Dave	Wintrip	Field Operations Manager						519-741-8167 x235		519-893-7979	dave@netflash.net	08-01-23	Email	2023-08-01	3/11/2024	Email	06-26-24	Email		
Rogers Communications Canada Inc.	07-26-23		Richard	Bolliger	Municipal & Utility Relations - SWO		85 Grand Crest Place	Kitchener	ON	N2G 4A8	519-572-9981			richard.bolliger@rci.rogers.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Rogers Communications Canada Inc.	07-26-23		Ryan	Figueiredo	Manager, SWO Outside Plant Engineering		141 Hester Street	Hamilton	ON	L9A 2N9	416-913-0832			ryan.figueiredo@rci.rogers.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Telus	07-26-23		Joanne	Gauthier	Manager		25 York Street	Toronto	ON	M5J 2V5	519-943-4655			joanne.gauthier@telus.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Union Gas Ltd.	07-26-23					Distribution System Development	603 Kumpf Drive, P.O. Box 340	Waterloo	ON	N2J 1K3	519-885-7513												
Zayo Canada Inc.	07-26-23		Ian	Fleming		Utility Circulations	50 Worcester Road	Etobicoke	ON	M9W 5X2	416-345-3406			utility.circulations@zayo.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Zayo Canada Inc.	07-26-23		Peter	Rutkowski	Optical Network Design Specialist		50 Worcester Road	Etobicoke	ON	M9W 5X2	416-649-7531			peter.rutkowski@zayo.com	08-01-23	Email		3/11/2024	Email	06-26-24	Email		
Add'l Contacts - Community Member Requests																							
	08-23-23	DL rec'd request to be incl. on circulation list	Patrick	McDonald										patrick@psmcd.net	Unknown	Unknown		3/11/2024	Email	06-26-24	Email		
	09-12-23	RT/DL rec'd request to be incl. on circulation list	Suleyman	Kaya			2000 Shantz Station Road	Breslau	ON					sincokaya@hotmail.com	Unknown	Unknown		3/11/2024	Email	06-26-24	Email		
	09-23-23	RT/DL rec'd request to be incl. on circulation list	Sandi	Nelson				Breslau	ON					sshel5@yahoo.com	Unknown	Hard Copy		3/11/2024	Email	06-26-24	Email		
Conestoga Meats (793335 Ontario Ltd.)	08-28-23	RT/DL rec'd request to be incl. on circulation list	Brandon	Flewwelling	Planner		313 Menno Street	Breslau	ON	N0B 1M0	519-648-2506		519-648-3421	brandonf@gspgroup.ca	Unknown	Unknown	2023-08-28	3/11/2024	Email	06-26-24	Email		
Conestoga Meats (793335 Ontario Ltd.)	08-28-23	RT/DL rec'd request to be incl. on circulation list	Greg	Lynch	Construction Manager/Project Consultant		313 Menno Street	Breslau	ON	N0B 1M0	519-648-2506 ext. 509	519-500-9718	519-648-3421	glynch@conestogameats.com	Unknown	Unknown	2023-08-28	3/11/2024	Email	06-26-24	Email		
Woolwich Observer	08-09-23		Leah	Gerber	Reporter/Photographer		20B Arthur Street North	Elmira	ON	N3B 1Z9	519-669-5790 ext. 101			lgerber@woolwichobserver.com	08-09-23	Email	2023-08-09	3/11/2024	Email	06-26-24	Email		
SCS Consulting Group Ltd.	03-27-24	On behalf of Cachet Homes	Phil	Sheridan			30 Centurian Drive, Suite 100	Markham	ON	L3R 8B8	905-475-1900			psheridan@scsconsultinggroup.com						06-26-24	Email		
Cachet Homes (Victoria) Inc.	03-27-24		Michael	DeBiasio										michael@themilogroup.ca						06-26-24	Email		
Cachet Homes (Victoria) Inc.	03-27-24		Jessie	Ha Kong										jessie@cachethomes.com						06-26-24	Email		

APPENDIX J-2 NOTICES

TOWNSHIP OF WOOLWICH
NOTICE OF STUDY COMMENCEMENT
EAST SIDE LANDS – WOOLWICH SANITARY SERVICING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - SCHEDULE 'B'

The Township of Woolwich/Region of Waterloo is initiating a Class Environmental Assessment (Class EA) for the **East Side Lands – Woolwich Sanitary Servicing**. The study area, as shown to the right, is generally bounded by the Grand River to the west, Kossuth Road (Regional Rd 31) to the south, Shantz Station Road (Regional Rd 30) to the east and south of the new (future) Highway #7 to the north.



The 2023 Region Official Plan Amendment (ROPA6) decision from the province has resulted in an expansion of the Township's urban boundary in the East Side Lands, which had previously been defined by the Township's Breslau Secondary Plan in 2017.

Building on the approved 2018 East Side Lands Sanitary Servicing EA, as well as the recent Airport Master Plan and other known development plans, this Municipal Class EA will investigate and evaluate alternative solutions for the extension of sanitary servicing infrastructure that is required to support existing and future developments within the Township of Woolwich.

The study scope will include a preliminary assessment of the developable lands considering property boundaries, topography, ecological habitat constraints, archaeology, and cultural heritage. Alternative strategies for providing sanitary servicing to the development lands will be investigated, including both gravity sewers and pumping station plus forcemain solutions.

The study is being undertaken in accordance with a "Schedule B" Municipal Class EA and will include public and stakeholder consultation, evaluation of alternatives, an assessment of the potential impacts of the proposed alternatives and identification of measures to mitigate any adverse impacts.

Upon completion of the study endorsement by Township Council, a formal Project File Report documenting the process and details of the project will be available for public review and comment for a 30 day period.

The Township of Woolwich wants to ensure that anyone with interest in the project can get involved and provide input to the decision-making process. A Public Consultation Centre (PCC), advertised well in advance, will be scheduled to solicit input from key stakeholders and the public. The PCC is anticipated to take place in the fall of 2023.

We encourage you to provide us with any suggestions or comments that you may have about this study. All comments will be posted as part of public record, except for personal information. To provide comment or request additional information, please contact either of the Project Team members below. Please provide your email address if you would prefer to receive future notifications related to this project via email.

Yours truly,

Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, P.O. Box 158
Phone: 519-669-1647 x 6048
Email: rtucker@woolwich.ca
www.engagewr.ca/east-side-lands

Duane Lindner, P.Eng.
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302, 508 Riverbend Drive,
Kitchener, ON N2K 3S2
Phone: 226-214-3238
Email: lindnerd@ae.ca

Aug 3, 2023

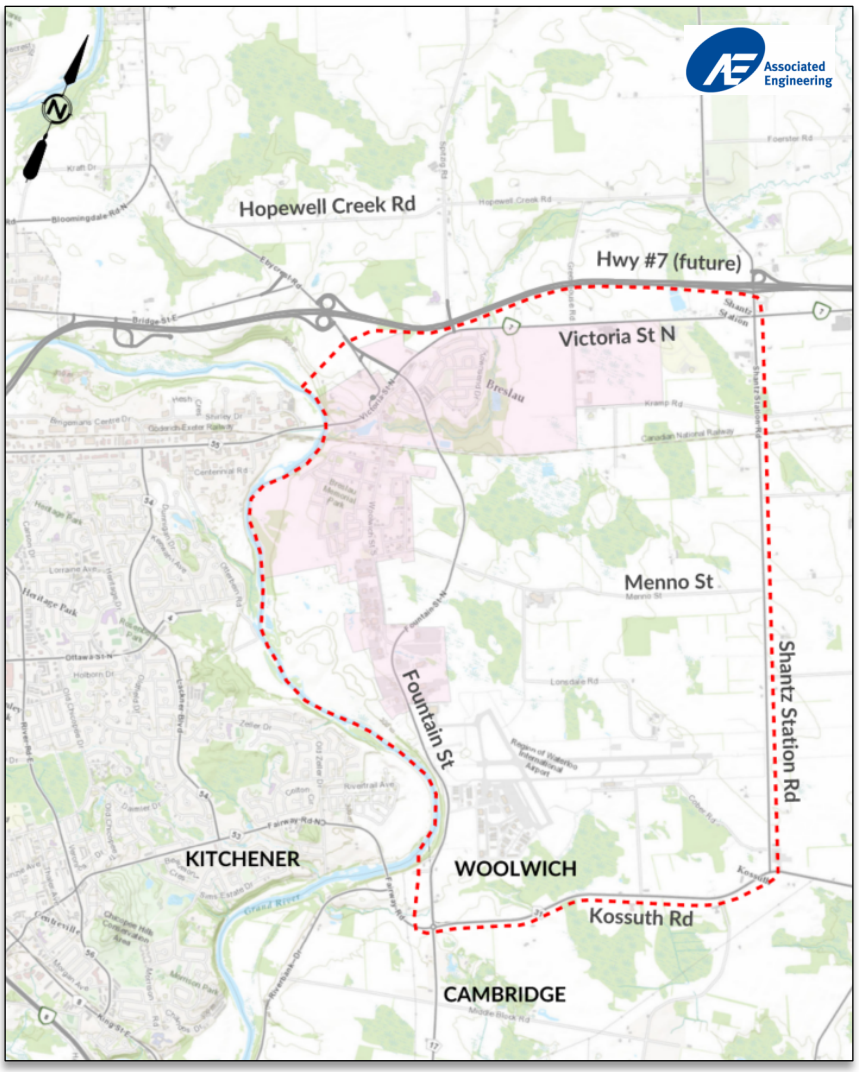
TOWNSHIP OF WOOLWICH
NOTICE OF PUBLIC CONSULTATION
EAST SIDE LANDS – WOOLWICH SANITARY SERVICING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - SCHEDULE 'B'

The Township of Woolwich presents an opportunity for interested members of the public and affected stakeholders to participate in consultation regarding the **East Side Lands – Woolwich Sanitary Servicing Class Environmental Assessment** (Class EA).

The study area, as shown to the right, is generally bounded by the Grand River to the west, Kossuth Road (Regional Rd 31) to the south, Shantz Station Road (Regional Rd 30) to the east and south of the new (future) Highway #7 to the north.

Building on the approved 2018 East Side Lands Sanitary Servicing EA, as well as the recent Airport Master Plan and other known development plans, this Municipal Class EA will investigate and evaluate alternative solutions for the extension of sanitary servicing infrastructure that is required to support existing and future developments within the Township of Woolwich.

The study scope includes a preliminary assessment of the developable lands considering property boundaries, topography, ecological habitat constraints, archaeology, and cultural heritage. Alternative strategies for providing sanitary servicing to the development lands are being investigated, including both gravity sewers and pumping station plus forcemain solutions.



The study is being undertaken in accordance with a "Schedule B" Municipal Class EA. This Public Consultation Event will be conducted virtually, and will include a pre-recorded presentation of the project information as well as downloadable content for stakeholder review. The information will be available for viewing / download from the EngageWR site (https://www.engagewr.ca/east-side-lands) starting on Wednesday, March 13, 2024.

We kindly request that comments and/or questions be submitted through the EngageWR site by Wednesday March 27th, or feel free to reach out to the project members listed below.

Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, P.O. Box 158
Elmira, ON N3B 2Z6
Phone: 519-669-1647 x6048
Email: rtucker@woolwich.ca

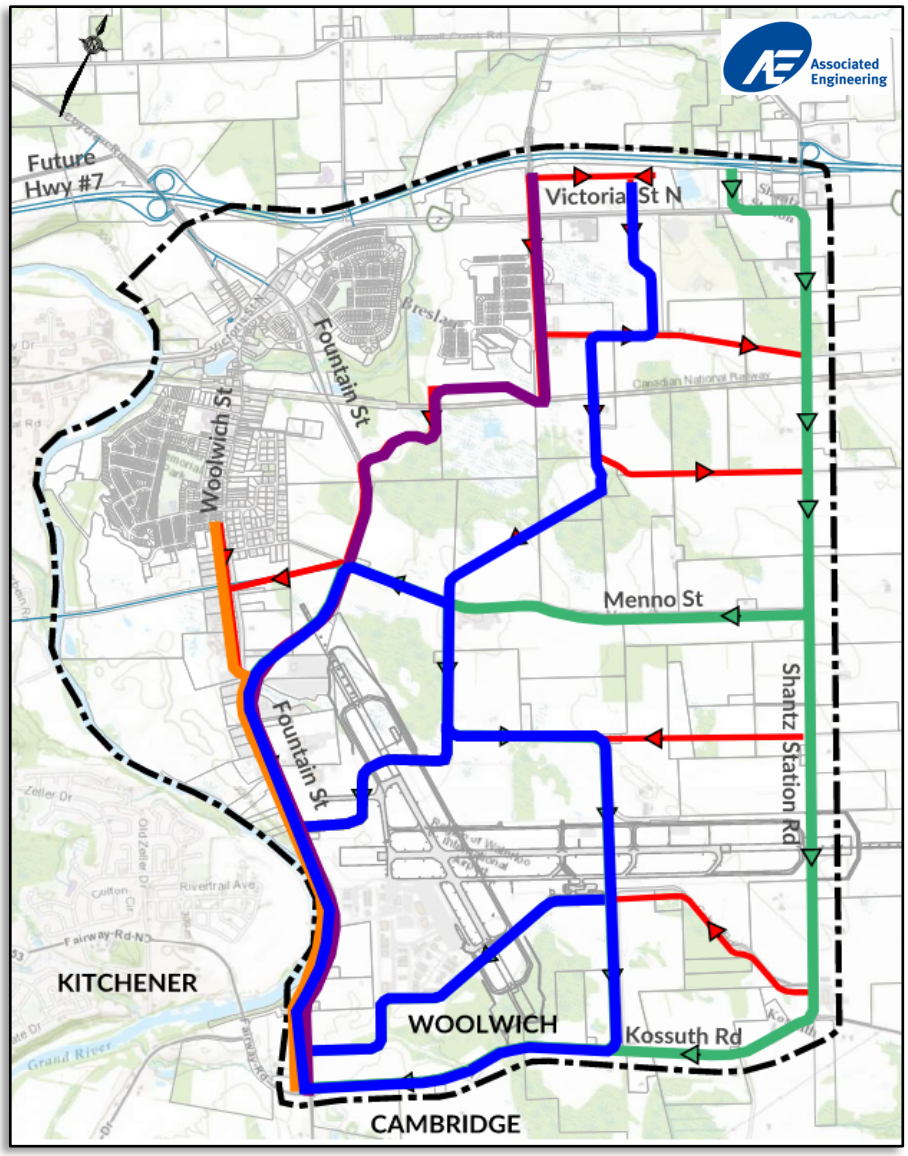
Duane Lindner, P.Eng.
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302, 508 Riverbend Drive,
Kitchener, ON N2K 3S2
Phone: 226-214-3238
Email: lindnerd@ae.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, please note all comments will become part of the public record.

TOWNSHIP OF WOOLWICH
NOTICE OF PUBLIC CONSULTATION (#2)
EAST SIDE LANDS – WOOLWICH SANITARY SERVICING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - SCHEDULE 'B'

The Township of Woolwich is providing a second opportunity for interested members of the public and affected stakeholders to participate in consultation regarding the **East Side Lands – Woolwich Sanitary Servicing Class Environmental Assessment** (Class EA).

The study area, as shown to the right, is generally bounded by the Grand River to the west, Kossuth Road (Regional Rd 31) to the south, Shantz Station Road (Regional Rd 30) to the east and south of the new (future) Highway #7 to the north.



Multiple solutions have been considered to find an optimum servicing strategy for the study area consisting of various combinations of trunk sewer alignments, local sewer branches and lift stations. Based on a trunk sewer alignment that has been deemed to be optimal, a total of six (6) formal "Alternative Solutions" have been identified and evaluated. A comprehensive evaluation model was developed to assess each alternative solution against project specific criteria related to the natural, social, technical and financial environments. The alternatives were scored in comparison to each other, identifying their impacts and benefits relative to each other to determine a preliminary recommendation for the "Preferred Solution".

This study is being undertaken in accordance with a "Schedule B" Municipal Class EA. This Public Consultation Event will be conducted virtually, and will include a pre-recorded presentation of the project information as well as downloadable content for stakeholder review. The information will be available for viewing / download from the EngageWR site (https://www.engagewr.ca/east-side-lands) starting on Wednesday, June 26, 2024.

We kindly request that comments and/or questions be submitted through the EngageWR site by Wednesday July 10th, or feel free to reach out to the project members listed below.

Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, P.O. Box 158
Elmira, ON N3B 2Z6
Phone: 519-669-1647 x6048
Email: rtucker@woolwich.ca

Duane Lindner, P.Eng.
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302, 508 Riverbend Drive,
Kitchener, ON N2K 3S2
Phone: 226-214-3238
Email: lindnerd@ae.ca

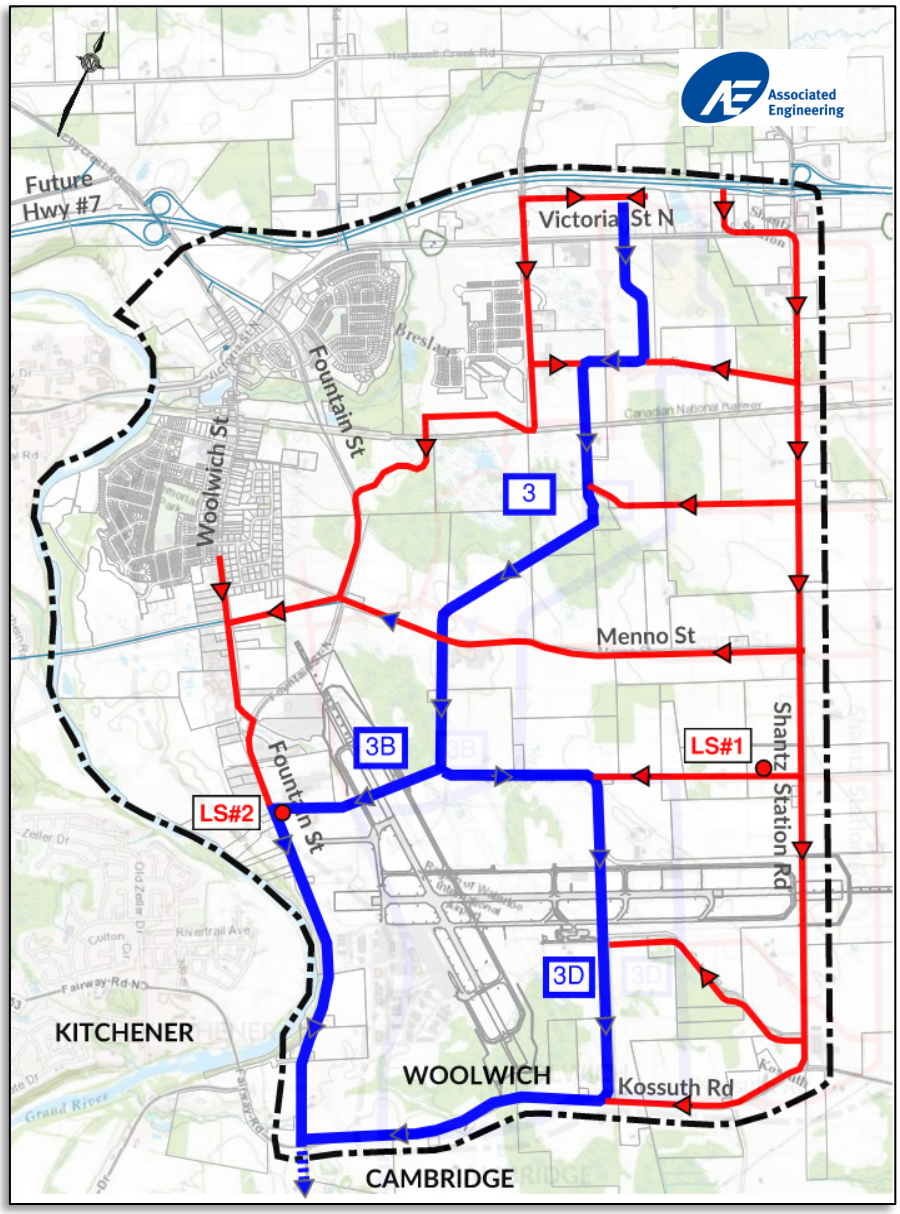
Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, please note all comments will become part of the public record.

Date issued: June 21, 2024

TOWNSHIP OF WOOLWICH
NOTICE OF EA COMPLETION
EAST SIDE LANDS – WOOLWICH SANITARY SERVICING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - SCHEDULE 'B'

The Township of Woolwich, working with the Region of Waterloo has completed a Class Environmental Assessment (Class EA) for the **East Side Lands – Woolwich Sanitary Servicing Class Environmental Assessment** (Class EA).

The study area, as shown to the right, is generally bounded by the Grand River to the west, Kossuth Road (Regional Rd 31) to the south, Shantz Station Road (Regional Rd 30) to the east and south of the new (future) Highway #7 to the north.



The study was undertaken in accordance with a Schedule 'B" Municipal Class EA and included public and stakeholder consultation, evaluation of alternatives, an assessment of the potential impacts of the proposed alternatives and identification of measures to mitigate any adverse impacts.

A preferred solution has been identified that includes a combination of new trunk gravity sewers, local gravity sewers and two relatively small lift stations, to collect wastewater and convey it to a (future) downstream Regional trunk sewer on Fountain Street. Initial construction is expected to start in 2026 and will consist of portions of the trunk sewer system south of Menno Street only, with future components to be added as the demand for sanitary servicing of lands within the study area evolves.

An EA Project File Report has been prepared to document the details of the study and the resultant preferred solution. Woolwich Council approved the posting of this formal Notice of Completion on October 22, 2024.

The EA Project File Report will be available for public review and comments for a minimum period of 30 calendar days, starting on November 1, 2024. The report is available in digital form on the EngageWR website (https://www.engagewr.ca/east-side-lands), or in hard copy which can be viewed during normal business hours at the Township of Woolwich Administration Office: 24 Church Street West, Elmira, ON.

Issue Date: November 1, 2024

TOWNSHIP OF WOOLWICH
NOTICE OF EA COMPLETION
EAST SIDE LANDS – WOOLWICH SANITARY SERVICING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - SCHEDULE 'B'

We kindly request that comments and/or questions be submitted through the EngageWR website by Wednesday November 30th, or feel free to reach out to the project members listed below.

Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, P.O. Box 158
Elmira, ON N3B 2Z6
Phone: 519-669-1647 x6048
Email: rtucker@woolwich.ca

Duane Lindner, P.Eng.
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302, 508 Riverbend Drive,
Kitchener, ON N2K 3S2

Phone: 226-214-3238
Email: lindnerd@ae.ca

Note that per the Class EA process, all concerns about this project are to be directed first to the proponent for a response. In the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Section 16 Order requests on those matters should be addressed in writing to:

Minister Andrea Khanjin
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V IP5
EABDirector@ontario.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, please note that all comments will become part of the public record.

APPENDIX J-3 MEETINGS

1.Township & Region - Project Kickoff Meeting – April 11, 2023
2.Township – Scope Expansion (ROPA 6 Study Area) – May 26, 2023
3.MECP – EA Process Review – July 6, 2023
4.Region & Township – Corridor Mgmt (Fountain & Kossuth) – December 12, 2023
5.Township & GM Blueplan – Woolwich Sanitary Capacity Study – December 18, 2023
6.City of Cambridge – Middle Block Trunk Sewer – Jan 8, 2024
7.Township – Project Update – January 16, 2024
8. Township & Region – Technical Workshop #1 – February 16, 2024
9. GRCA – Environmental Impacts – April 3, 2024
10. Township & Region – Technical Workshop #2 – May 14, 2024
11. Township & Region – Technical Workshop #3 – June 5, 2024
12. City of Cambridge – Trunk Sewer Design Coordination – June 25, 2024
13. Conestoga Meat Products – Expansion Plan Review – July 11, 2024
14. Township & Region – Technical Workshop (Evaluation) – September 13, 2024

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

RECORD OF MEETING

Date:	April 11, 2023	**Twp File No.:**	
Time:	2:00pm	**Location:**	Online (MS Teams)
Client:	Township of Woolwich	**Project Name:**	East Side Lands Sanitary PS - EA
Subject:	Kick-off Meeting	**AE Project No.:**	2023-5737
Attendees:	Township: R. Tucker (RT), J. Puppe (JP), Region: J. Vander Veen (JV), K. Dolishny (KD) AE: D. Lindner (DL)		
Distribution:	Those Present		

This Record of Meeting is considered to be complete and correct. Please advise the writer within one week of any errors or omissions, otherwise this Record of Meeting will be considered to be an accurate record of the discussions.

Action by	Discussion:
	1. Project Goals & Desired Outcome
	The following three main project goals were discussed:
	1.1 <u>Confirm contributing drainage area and sanitary design flow rate.</u> Working with the Township , AE will review and confirm the appropriate contributing drainage areas, including extending into the urban boundary as viable. Understanding that there are constraints related to the Kitchener Cross-border servicing agreement, there is a desire by the Township to direct as much as flow as possible south to the new outlet.
	JP noted that there is ongoing monitoring of current flows to the Victoria Street SPS, and as growth continues it will eventually trigger for a potential City upgrades, possibly including expanding the emergency overflow storage. Kevin Mick is currently working on the issues and expects to be able to provide a more thorough understanding of the design constraints by June 2023.
R. Tucker	Development in the north area of the East Side Lands is expected to 'ramp up' soon. JP noted that approval of the recent Region Official Plan update (ROPA 6) is expected to be imminent and that with the recent announcement of Hwy #7 starting up again, development in the area is expected to ramp up. Senior Region staff are keen to advance the Ottawa Street Extension sooner than later which would also influence development growth. Also, Safety Kleen has their own dedicated sanitary line across the river which will ideally ultimately be diverted south to the new outlet. Madison Homes has a new subdivision planned on the west side of Fountain Street that may require an interim servicing solution to the Victoria SPS, but ultimately will need connection to the south. RT to provide details of known development plans. In general, the more area / flow that can be diverted to the new sanitary PS and outlet the better.
R. Tucker	Conestoga Meat Packers (CMP) will be a key driver for the project, both regarding the flow rate and timing for construction. CMP has submitted site plan application with a significantly larger property footprint that extends into the Airports possible 3rd runway. RT to provide details of the planned CMT expansion and a copy of the site plan.
	KD noted that the option of a pipe alignment thru the airport lands is desired. DL noted that the past preliminary design work did not officially define the "Preferred Alignment" thru a proper EA process. This project will rectify that, and the scope includes consideration of multiple upstream

April 11, 2023

Township of Woolwich

Action by	Discussion:
	sewer alignments to the new pumping station. Refer to the attached figure (from AE's proposal) that was shared at the meeting.
	JV confirmed that the Airport is working on an update to their 2017 Master Plan (by Avia). It should be ready for review in the coming months, and ideally complete by August.
J. Vander Veen	It was agreed to hold off on issuing too much public information (i.e. beyond the Notice of Commencement) until later in the summer to avoid contradictions between this EA and the MP. JV to provide details of the Master Plan project and schedule.
	KD confirmed the intent to extend the 450mm water transmission main along Fountain Street to the airport, which will be needed to support the airport operations and future development in Breslau.
	1.2 Confirm location and preliminary design (30%) details for new SPS. The location of the new PS is anticipated to be near the Fountain / Kossuth intersection but is not finalized until this EA is completed.
J. Vander Veen	The existing PS at the current ATB is currently just a wet well with no pumps, and ultimately will be connected to the municipal gravity system. MTE recently completed a business case analysis regarding that connection. JV to provide a copy of the business case.
	The intent is that the new Pump Station will be constructed in 2026 and operational by Jan 2027, to provide the critical services for CMP and the Madison Homes development.
	1.3 Positively influence downstream conveyance infrastructure on Region and City roads. AE is currently working with the Region (Jim Ellerman / Frank Kosa) for the detailed design and construction of Fountain Street from Maple Grove Road to Kossuth Road. AE noted that the outlet from the new SPS may be via gravity or possibly a forcemain, depending on the viability and depth / cost of a gravity connection that will need to extend downstream along Fountain Street and Middle Block Road to the new North Collector Road. RT noted that the City design drawings are done up to Middle Block and are planned for construction in 2026. The City may advance the sewer construction in advance of the EA / Road Design for development. The Township has requested Cambridge to plan for a 1050mm sewer size along Middle Block Road to provide
AE	additional design flexibility. AE to follow up with the City of Cambridge to confirm their staff involvement in this project and solicit details for their designs.

April 11, 2023

Township of Woolwich

2. Project Team Composition

The following Project Team members were confirmed:

- Township – Ryan Tucker (PM), Jared Puppe
- Region – Jordan Vander Veen (YKF), Kevin Dolishny (Water/WW)

AE
- City of Cambridge – Sarah Austin and/or Alex Nichols – AE to confirm.

- GRCA – Trevor Heywood (reviewer only – not expected for active involvement)
- MNRF - TBD
- AE – Duane Lindner, PM, Paula Steel (SPS Design),
- Subs – NRSI, ASI, JD Barnes, WSP (Wood)

AE Additional agency staff are to be consulted as appropriate.

3. Background Info / GIS info request

AE to issue a formal request for background information including:

- Terranet Fabric & Property Ownership
- Contours & Recent Aerial Imagery, Building Footprints
- Stormwater and watermain network details
- Sanitary network (limited data for Wellesley Township)
- Utility infrastructure (hydro, gas, telecom), Street lighting
- GRCA floodplain, regulation areas incl. creeks, lakes, wetlands etc. incl. Trees and/or Regional Forests
- Airport Docs – Ex. Conditions Survey (CAD), Master Plan / Expansion Plans (CAD)
- Development Applications / OP updates
- Survey / LIDAR data from recent airport work

4. Key Milestones and Critical Dates

The following key dates / timelines were identified:

- Ecological windows for seasonal field work (starting immediately)
- EA target completion date: End of 2023, with Council approval and MECP filing in early 2024
- SPS construction - in 2026 and Operational in early 2027

5. Project Management Protocols

RT
- RT to provide the Township's Engineering Services Contract and PO for execution. AE signatory will be Martin Jobke, P.Eng., President.

AE
- AE to arrange a monthly PM update meeting, starting on May 25th and then every fourth Thursday of the month at 1:00pm.

- AE to maintain the Stakeholder Database & Communications

AE
- AE to advise and document any scope changes as they arise.

AE

6. Project Risks & Mitigation
The following potential risks and possible mitigation measures were noted:

- EA Process & timeline ->> Expedite effort to complete asap
- Ecological – seasonal field work ->> Start field work immediately
- Property Acquisitions ->> Timely initiation of expropriation efforts
- Utility Conflicts ->> Ensure Effective Consultation with Utilities
- Part II Order delays ->> Ensure Effective Consultation with Stakeholders
- Downstream Infrastructure ->> Ensure Effective Consultation with City / Region
- Construction Across the YKF Runway ->> Trenchless construction address poor soils and maintain un-interrupted runway operations.

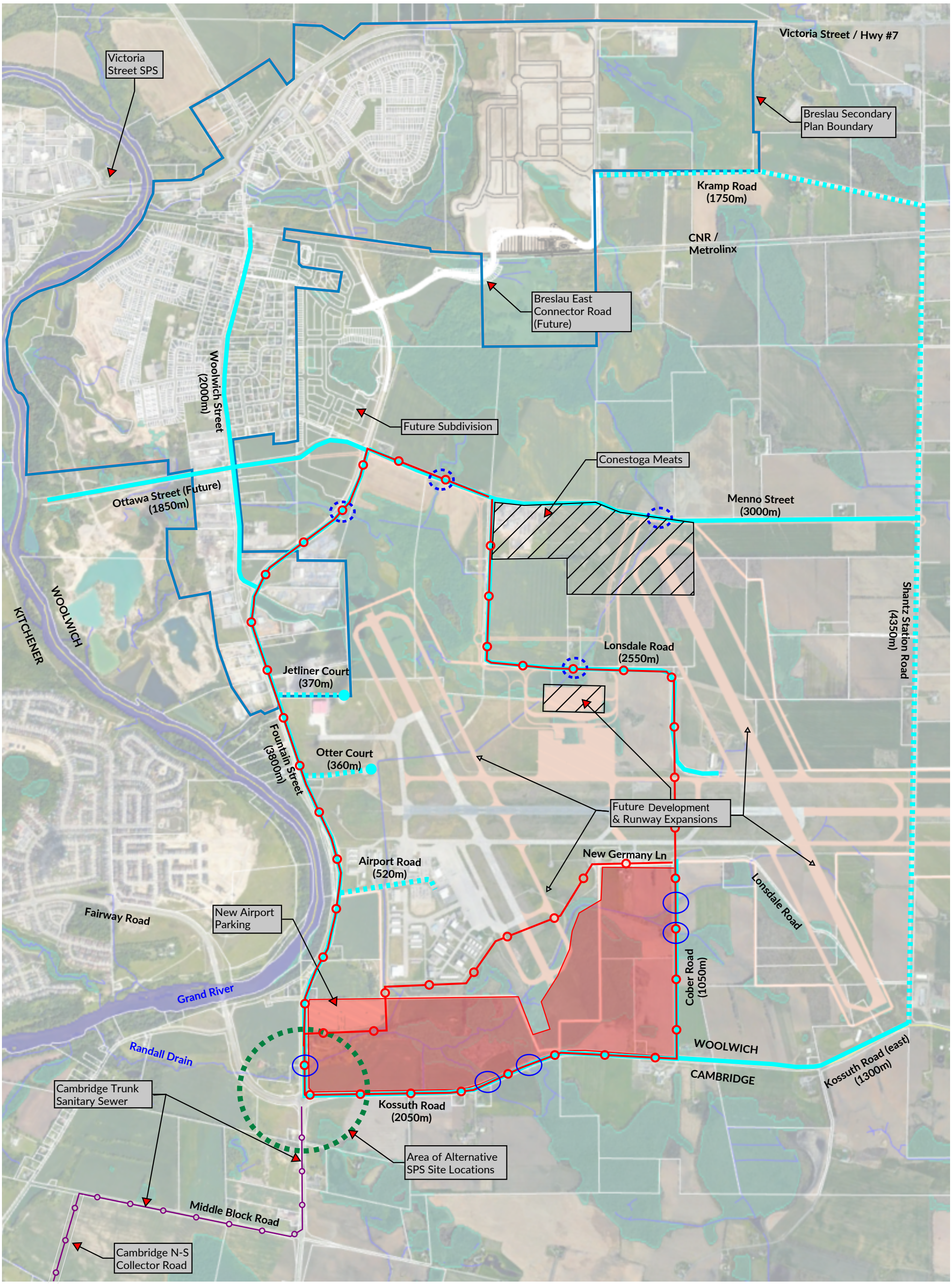
7. Other Business

RT noted that care is needed when dealing with Indigenous consultation. KD advised that this is an evolving component on recent project experiences and there is a need to use a consistent approach. AE will not to communicate directly with the indigenous communities, but rather all communication will be done though the Township only.

RT noted the need to address the groundwater conditions and source water protection requirements, especially in the context of the SPS emergency overflow.

RT/JP confirmed that the preliminary design should consider Woolwich's Engineering Development Manual. Where deficient, AE is to use the City of Kitchener and/or City of Cambridge PS design guidelines. Where appropriate, AE can suggest alternate design criteria for consideration.

RT noted that all project deliverables must be AODA compliant.



Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

WOOLWICH TOWNSHIP

East Side Lands Sanitary Pumping / Lift Station EA
Project Overview

Duane Lindner

From: Duane Lindner
Sent: May 25, 2023 3:43 PM
To: Ryan Tucker; Jared Puppe (jpuppe@woolwich.ca)
Cc: Jordan Vander Veen
Subject: 2023-5737-00 - East Side Lands - Woolwich Sanitary PS EA

Hello Ryan / Jared
Thanks for your time today. We appreciate the Township's trust in us on this project and we will work hard to ensure your confidence in the decision to choose AE!

Below are my notes from our meeting with action items highlighted. I'll follow up with a separate email about the survey scope, as discussed.

1. **Progress this period / to date & status of deliverables**
   Survey - LiDAR from the Airport is not suitable for use. It has some value as a general DTM (0.5m accuracy) but pixelation is too coarse and the accuracy and resolution is not sufficient for what we need. It was done for the airport to determine heights of items in the flightpaths, not engineering design.

   Ground Survey is underway.

   Ecology, Archaeology and Cultural Heritage is also underway - starting with a desktop review / constraint mapping exercise

2. **Planned work for the coming period & review of project schedule**
   See below.

3. **Review key technical issues & info needed from stakeholders**
   Property ownership info - Ryan will provide Township's database of contact info, likely next week.

4. **Review budget, invoicing & scope changes**
   AE to issue change order per updated scope and additional lengths of road.
   AE to issue change order for the additional aquatic surveys of the 4 extra creek crossing locations.

   See below re: additional scope items.

5. **Other issues / concerns**

   Per the recent ROPA 6 announcement, the new urban boundary is now Kossuth Road / Shantz Road and the future Hwy 7, including lands north of Victoria Street. This means that there is an imminent need to understand the general servicing strategy for all of these lands asap, and this SPS EA is ideally suited to be expanded to serve that need. The following key details were noted:

   - The Township believes that Shantz Station Road can serve as a servicing corridor, since it already has a grade separated crossing of the Metrolinx tracks. R. Tucker will follow up with Andrew Dolman at the Region who is currently working with Metrolinx on their track twinning project to secure a timing window to install a sleeve (as appropriate) under the rail crossing while the construction is ongoing.

   - GM Blueplan is currently working on a Township wide servicing study - Brian Borderland (pm), Julien Bell (modeling) are the key contacts. R. Tucker to provide contact details and relevant info.

- MTE is currently working on the Victoria Street SPS upgrades. Per the existing cross-border agreement, there is a maximum of 189 L/s that can flow to that station, and it may be required to re-direct some areas of Breslau to the new SPS / trunk sewer to free up capacity. R. Tucker to provide relevant info.

- MTE (Jeff Martens) is also working with Madison Homes, with an interim servicing plan to the Victoria Street SPS, but also where +/- 2/3 of the subdivision can be 'flipped' to the south once the SPS and receiving sewer are ready. R. Tucker to provide relevant info.

- Township Planning is looking at road networks - (preliminary only). R. Tucker to provide plans for what is currenty being considered and will likely be presented to the development community at the end of June. Post Meeting Note: Ryan provided pdf versions of the current plans. AE requests that CAD or GIS linework please be provided, understanding that this is all very preliminary.

- Timing is critical and AE is ideally positioned to consider the entire East Side Lands area, and develop a strategy for the Township, to determine which lands will be serviced by which outlet. AE to consider the scope / schedule / budget implications and advise further.

- AE suggested to expand the planned survey work to include the LiDAR option presented as provisional in the original proposal, which would provide a long term baseline mapping for the whole area. AE to follow up with JD Barnes and present an updated proposal.

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS. COR BEST MANAGED COMPANIES Platinum Member

Duane Lindner

From: Duane Lindner
Sent: July 6, 2023 10:59 AM
To: Ryan Tucker; Del Villar Cuicas, Joan (MECP)
Subject: MECP - EA Process

Hello
Thanks for your time today. Below are my notes from our meeting.
Ryan – I'll follow up with you to discuss next steps.
Cheers!

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238



MECP - EA Process

July 6, 2023
10:00 AM

Meeting Date: 2023-07-06 10:00 AM
Location: Microsoft Teams Meeting
Link to Outlook Item: *click here*
Invitation Message
Participants

- Del Villar Cuicas, Joan (MECP) (Meeting Organizer) JDVC
- Duane Lindner DL
- Ryan Tucker RT

Notes

JDVC - Took over for Barb Slattery, been in the roll for 2 years now. AE provided an overview using google earth and mapping. RT noted that a key goal is to be fast and efficient - need to avoid wasting time / money - want to optimize our process.

1 - Based on the information provided the Integrated Approach EA is likely the best option.
What approvals are we looking for? Just EA or or are we also seeking planning act approvals? If both then IA EA is a good tool. It's a dual, simultaneous processes - avoids duplication of reports/ studies and uses the same supporting documentation. Also covers the required consultation requirements under one consolidated process - but needs to be carefully managed and orchestrated.

If we are not seeking Planning Act approvals but rather just EA works, then the Master Plan approach might be best. Review the New Amended EA document (2023) - includes new approaches for Master Plans. See which one works best.

Need to work with Township Planning and Engineering to identify the parts and assign appropriate EA schedules - B or C, and understand the Planning Act requirements. Ryan to coordinate a meeting with Jeremy / John / Deanne / Jared as appropriate.

AE asked "Is it suitable to have a comprehensive EA with multiple part including roads and sewers Roads - like we did with the North Cambridge Business Park EA?" Joan replied, Yes, this could work, but we need to be clear with what is being proposed / assessed. If significant changes to the from the original EA / pre-design work come up in the future, we may need an EA addendum or update . - See Amended EA Document for guidance.

Timing - an EA study lasts for 10 years and can be updated / amended as needed. Same for MP.

2 - MECP recommends that whichever approach we use, the we engage with a comprehensive consultation program. Indigenous consultation will be a key issue to address and it's best for all stakeholders and the public to consolidate it into one big process.

3 - Whatever we decide, we need to make sure the scope is clear to the public and stakeholders and what is included (or not) to avoid Section 16 orders and issues later on. If we leave it too wide open, the public will complain and slow things down. NOC is a key document - would be good to review with MECP prior to issuing.

4 - When we better understand what we are planning to do, note that piecemealing is prohibited. The different parts of the study need to be all connected in a logical way. The NOC will be reviewed by the MECP and they will use that to review against the EA guidelines and will send an acknowledgement that confirms the scope and approach. Therefore, we need to include enough info in the NOC to properly define the scope. The NOC can be elaborate - i.e. more than one page and should include detailed mapping.

Created with OneNote.

12 - ESL RMW Corridor Discussion

December 12, 2023 11:18 AM

Meeting Date: 2023-12-12 11:00 AM
Location: Microsoft Teams Meeting
Link to Outlook Item: *click here*
Invitation Message
Participants

- [x] Ryan Tucker (Meeting Organizer)
- [ ] Jared Puppe
- [x] Duane Lindner
- [x] Jim Ellerman
- [x] Mike Henderson
- [x] Jordan Vander Veen

Notes

Showed Google earth mapping of 4 main routes and included pieces down to the Kitchener WWTP.
MH - No imminent plans for widening Kossuth or Fountain. Actually going in the opposite direction with new AT directives.

Region - can't exclude other users - eg. Cambridge, Utilities etc. - would need to consider them with any planned work along the regional corridor.

AE to prepare a cross section for Kossuth for sewer on the ROW. Show future Utilities - Jim to send a typical cross section for use.

Meeting Minutes

Meeting	**System Performance and Alternatives**			
Date	**December 18, 2023 – 10 AM to 12 PM**			
Location	**Township of Woolwich Administration Office (24 Church St W, Elmira)**			
Attendees	**Township of Woolwich** Lori Fox (LF) Bryan Bishop (BB) Carter Maguire (CM)	**GMBP** Julien Bell (JB) Jody Lee (JL) Jenny Hayes (JH) Nicolas Chan (NC)	**Region of Waterloo** Kevin Dolishny (KD)	**Associated Engineering** Duane Lindner (DL) Don McBrayne (DM)
Copies to	**All**			

Summary of Action Items

Responsibility	Action Item
Township	Township to confirm recent watermain upgrades and to send markups: • Confirm St. Jacobs existing King St. watermain diameter. • Confirm St. Jacobs Sawmill Rd watermain recent works. • BB to send markup of looping connection in 1665 Scotch Line Rd development (south of South Field Dr). • BB to send markup of looping connection in Breslau Madison Subdivision to Fountain St. • BB to provide details regarding the Breslau East Connector Road EA. • BB to provide available details regarding the potential watermain under the airport.
	Township to provide information on road extent related to Whippoorwill Drive reconstruction and options to add sewer tie into Pintail Drive or the future road crossing the creek to Listowel Trunk.
	Township to review presentation and provide feedback on water/wastewater upgrade options and other recommendations
Associated Engineering	AE and GMBP to exchange growth calculation and model in January. AE and GMBP will collaborate to verify Breslau wastewater flow calculation and to share relevant resources. AE and GMBP to coordinate as necessary and meet in new year. BB and Ryan Tucker to attend meetings and cc'd on information exchange.
GMBP	GMBP to assess option of connecting the future development between Bridge St E and the Grand River to the Bridgeport pressure zone.
	GMBP to provide presentation slides for watermain/sewer alignment markup by the Township.

Minutes

Actions

1) Water – Existing and Future System Performance

- GMBP reviewed service targets and design criteria. Noting that Acceptable pressures are between 40 – 100 psi, with region targets between 50 – 80 psi at velocities < 5 m/s.
- The magnitude of growth projected is significant compared to the size of the existing systems and compared to previously assessed growth scenarios. Analysis assumes that the Region will be planning for the same magnitude of growth within the Townships and that Regional support is sufficient.
- Proposed upgrades are to support fire flow deficiencies in Elmira, St Jacobs, Stockyards, Conestogo, and Breslau. Maryhill, West Montrose and Heidelberg are considered non-IUS systems and do no have fire flow targets.
- Guiding recommendation for minimum watermain diameters:
    - 200 mm watermains for all residential developments to support higher fire flow target for medium and high density units.
    - 250 mm watermains for all internal watermains within employment lands as needed to support high fire flow target of 250 L/s for industrial land uses.

2) Water System – St. Jacobs

- GMBP identified known low-pressure areas north and south St. Jacobs. GMBP proposed increasing the existing PRV setting to 385 m HGL (in line with the Region's WSDOMP and the St. Jacobs and Elmira Supply Optimization Study) to resolve low pressures.
- JB and KD noted that previous Township discussions has highlighted concerns with old cast iron pipes breaking under higher pressures.
- CM noted that there has been no complaints of low pressures in St. Jacobs, and that the risk of damaging old pipes outweighs the benefit of increased pressures.
- KD and CM **confirmed that the PRV setting will not be adjusted unless the Township/Region receive user complaints. GMBP will continue to present the PRV setting adjustment as an option to be considered in the future.**
- GMBP highlighted the check valve at Old Scout Place that was discussed in previous meetings as part of this study and in other previous projects (i.e., Old Scout Place watermain construction). The installation of this check valve provides greater fire flow to the industrial lands at Henry Street.
- The Old Scout Place check valve was never installed and is currently a closed valve. CM noted that previous discussions related to the check valve were driven by a specific development, and the check valve was no longer needed once the designs changed for that development.
- GMBP noted that without the installation of the check valve at Old Scout Place, upgrades to King St N will be required to resolve fire flow deficiency. CM noted that recent upgrades may have been completed along King St N. KD also noted that there are some discrepancies between GIS diameters and field survey along King St N. **Township to confirm existing King St watermain diameter.** — **Township**
- GMBP noted upgrades may be required along Sawmill Rd. CM noted that recent upgrades may have been performed along Sawmill Rd. **Township to confirm Sawmill Rd upgrades.** — **Township**

3) Water System – Elmira

- GMBP reviewed the planned/ongoing Elmira pressure zone boundary re-alignment and noted that the re-alignment resolves existing high pressures in Elmira east.
- GMBP noted upgrades required along Martin's Ln, Arthur St N, George St, and Union St.
- KD noted that upgrades along George St are already in the design phase.
- A looping connection is recommended from Union St to Southfield Dr. BB noted that a looping connection was proposed to the developers. BB noted that future plan include a watermain along Scotch Line and down Arthur St. **BB to send markups of looping connection at 1665 Scotch Line Rd development (south of South Field Dr).** — **Township**
- GMBP recommended several watermain looping and connection points around Elmira in support of the greenfield growth areas. BB noted that the looping south of Whippoorwill Dr and South Parkwood Blvd are already in design/construction with diameters as recommended.

4) Water System – Breslau

- GMBP proposed increasing the existing PRV HGL to 370 m from existing 365 m to resolve low pressures. Noted that future grading may improve current projected low pressures.
- KD noted that in the future, Breslau will continue to be serviced with a HGL of 365 m, with a new ultimate pressure zone configuration via Freeport Tank and Kit 4. KD noted that there isn't much opportunity to increase HGL. The north-east development with low pressures may need their own private booster station.
- GMBP proposed upgrading the north Breslau PRV watermain east of the Grand River crossing to 450 mm. KD noted that this may be a Regional project but is uncertain and is highly dependent on growth. KD noted challenging alignment on Victoria St (MTO road).
- GMBP recommended several watermain looping and connection points around Breslau in support of greenfield growth areas.
- BB mentioned that there was a planned 300 mm watermain between Hopewell St and Fountain St from the Breslau East Connector Road EA. KD confirmed that the EA was approved but council didn't approve the budget. **BB to provide details regarding the Breslau East Connector Road EA.** — **Township**
- KD noted that the Madison subdivision will provide looping connection to north Fountain St, instead of direct connection from Fountain St to Menno St. **BB to send markups of this looping connection.** — **Township**
- Potential Bridgeport connection to Breslau. Bridgeport/Kitchener benefits by improving their system resiliency by having another connection, and Breslau benefits by improving fire flow. Bridgeport target HGL is 365 m. **GMBP to assess option of connecting the future development between Bridge St E and the Grand River to the Bridgeport pressure zone.** — **GMBP**
- BB noted a potential watermain under the airport, similar alignment to sanitary trunk. Likely a dual ownership watermain with potential private funding to support. **BB to provide available details regarding the potential watermain under the airport.** — **Township**

5) Water – Stockyards

- GMBP noted upgrades and looping were generally recommended in previous reports. Main addition is watermain up Weber. KD noted that the Weber watermain is in design.

6) Water – Conestogo

- GMBP noted dead-end industrial FF deficiency when using higher FF target. Opportunity to lower target from 250 L/s to 150 L/s for industrial land use within Conestogo.
- GMBP noted residential FF deficiencies at golf course and recommend decreasing target to 50 L/s

7) Wastewater – Conestogo

- GMBP noted no growth or existing surcharging issues.

8) Wastewater – Heidelberg

- GMBP noted single development parcel could be serviced by existing WWTP, not considering capacity.
- KD noted that WWTP does not have additional capacity and the service would not be approved by the Region. **Development parcel to remain on septic system.**

9) Wastewater – St. Jacobs

- GMBP noted that some greenfield growth areas require their own SPS/lift stations due to elevation, but unsure whether study should flag of detail the stations. **Township to advise on required level of detail for SPS recommendations.** — **Township**
- **GMBP recommended St Jacobs criteria be 2.1m HGL freeboard in 25-yr storm.**

9) Wastewater – Elmira

- GMBP noted that some greenfield growth areas require their own SPS/lift stations due to elevation.
- GMBP proposed 3 alternatives for Oriole Parkway Trunk. **Township to discuss internally**. — **Township**
- BB noted Whippoorwill Dr will be reconstructed, so there may be opportunity to consider a new sewer alignment and tie into Pintail Drive or the future road crossing the creek to Listowel Rd. **Township to provide information on road extent.** — **Township**
- In Elmira, it is noted that the cellar drains and sanitary pipes are open to one another. If one surcharges, it could overflow to the other. **KD and LF noted that they would like to see recommendation of a program specifically for full separation of the cellar drain and sanitary systems.** There are no such programs in place now.
- BB noted that Southfield Drive development is too early in process to discuss SPS requirements.
- BB noted Region is discussing a north-south bypass road which could divide land requiring SPS and add additional land to OP.
- **GMBP recommended Elmira criteria be limited to 1.8m HGL freeboard in 10-yr design storm.**
- Does the Township want to identify separate freeboard criteria is each settlement or should Elmira dictate the level of service for the entire Township? **Township to discuss internally.** — **Township**

8) Wastewater – Stockyards

- **Township needs to coordinate with City to determine growth allowance per Secondary Plan.**
- GMBP noted ability to layer I/I reduction component, but that sewer upgrades required under existing.

9) Wastewater – Breslau

- DL noted AE has developed preliminary north-south road alignments and worked with NSRI to remove undevelopable land. Need to compare with GMBP to clarify growth numbers and assumptions.

• GMBP to collaborate with DL to verify calculation approach and to share resources. GMBP interested in knowing where the divide in subcatchments are in greenfield areas. **DL and GMBP to exchange growth calculation and model in January.**	**AE/GMBP**
• DL to be primary driver of Breslau EA study and GMBP to follow and verify information is consistent with the final Servicing Capacity Study report to the Township.	
• **AE and GMBP to coordinate as necessary and meet in new year. BB and Ryan Tucker to attend meetings and cc'd on information exchange.**	**AE/GMBP**
• BB noted the triangle of development west of Greenhouse Rd, north of Victoria St, may discharge south to Kossuth Rd. DL noted that AE is looking at what can drain south to Kossuth Rd.	
10) Next Steps	
• BB noted council intends to keep OP lands, but has not yet been approved.	
• KD noted that an appendix/final chapter in the Township report or a separate technical memo highlighting the population increase difference, and regional infrastructure concerns would be useful in describing the narrative of upgrade needs.	
• **Township to review presentation and provide feedback on water/wastewater upgrade options and other recommendations.**	**Township**

Duane Lindner

From: Duane Lindner
Sent: January 10, 2024 10:00 AM
To: Sarah Austin; Alex Nichols; Ryan Tucker
Subject: RE: East Side Lands Sanitary Servicing EA (Woolwich) - Cambridge Coordination

Thank you – yes I found this just after the meeting, but thanks for following up!

From: Sarah Austin <AustinS@cambridge.ca>
Sent: Wednesday, January 10, 2024 9:53 AM
To: Alex Nichols <NicholsA@cambridge.ca>; Duane Lindner <lindnerd@ae.ca>; Ryan Tucker <rtucker@woolwich.ca>
Subject: RE: East Side Lands Sanitary Servicing EA (Woolwich) - Cambridge Coordination

Hi,

The current Madison info can be found here: https://www.cambridge.ca/en/build-invest-grow/current-development-applications.aspx

It's listed as R12/23 895 Riverbank Dr (down towards the bottom of the list).

Thanks,

Sarah Austin, P.Eng.
Manager of Development Engineering
Community Development
T: 519-623-1340 ext. 4552
www.cambridge.ca

CAMBRIDGE CANADA
PEOPLE • PLACE • PROSPERITY

City Hall • 50 Dickson St • Cambridge ON • N1R 5W8

From: Alex Nichols <NicholsA@cambridge.ca>
Sent: Wednesday, January 10, 2024 9:13 AM
To: Duane Lindner <lindnerd@ae.ca>; Sarah Austin <AustinS@cambridge.ca>; Ryan Tucker <rtucker@woolwich.ca>
Subject: RE: East Side Lands Sanitary Servicing EA (Woolwich) - Cambridge Coordination

Hi Duane,

Just one correction to you meeting minutes. For the Intermarket Road Sewer from Allendale to Middle Block, the IFC drawing set was sent to you, not the IFT. There are some important changes between the IFT set and the IFC, and we don't want those changes to cause any confusion.

Regards,

Alex Nichols, P.Eng.

Project Engineer – Development Engineering
Community Development
T: 519-623-1340 ext. 4606
www.cambridge.ca

From: Duane Lindner <lindnerd@ae.ca>
Sent: Monday, January 8, 2024 5:14 PM
To: Sarah Austin <AustinS@cambridge.ca>; Alex Nichols <NicholsA@cambridge.ca>; Ryan Tucker <rtucker@woolwich.ca>
Subject: [External] East Side Lands Sanitary Servicing EA (Woolwich) - Cambridge Coordination

Hello friends. Thanks for your time today. Below are my notes / minutes from today's meeting.

Meeting Subject: ESL Sanitary EA - Cambridge Coordination
Meeting Date: 2024-01-08 3:00 PM
Location: Microsoft Teams Meeting
Link to Outlook Item: *click here*
Invitation Message
Participants:
Duane Lindner (Meeting Organizer)
Sarah Austin, P.Eng.
Alex Nichols (Accepted in Outlook)
Ryan Tucker (Accepted in Outlook)

Status of City's Work

- Intermarket Road Sewer from Allendale to Middle Block (Stage 2) - IFT dwgs issued for sewer along . Work is being driven by developer but paid for by City. Construction was supposed to have started by now - will likely soon to start. City has not heard any recent updates from them. Trunk sewer to be complete by spring. Musselman is the contractor.

- Sewer along Middle Block - (Stage 3) - City was going to do it as part of Middle Block road reconstruction which had funding budgeted in 2026, but that part is no where near ready… so City has decided to decouple the sewer from the road so it can be advanced sooner to satisfy the pressing CMP requirements. The plan now is that the trunk sewer will be completed in 2024. Being a tar and chip road in very poor condition, the intent is to close it, install the sewer, backfill and then wait until the rest of the road is reconstructed, as driven by Madison thru their subdivision work. The Middle Block road sewer project was included in the 2024 budget (pending final Council approval by Feb).

  Survey for the road is done and will be provided to whomever does the design work. Design to commence asap, pending confirmation of planned construction details at Fountain Street - i.e. the proposed roundabout. The city hopes to tender late spring or early summer and complete construction by the end of year to the Region's Fountain Street R.O.W. This timing assumes that Stage 2 (Intermarket Road) is actually done in time and the City can verify as-builts before starting Stage 3.

- Fountain Street Sewer from Middle Block to Fairway/Kossuth (Stage 4) - The City will fund and own the sewer, but the plan is for the Region to design and build it as part of the Fountain Street reconstruction. Oversizing costs will be borne by the Township. City doesn't really need the pipe, at least not imminently. Based on recent discussions, it's likely to be decoupled from the road reconstruction (due to budgeting/timing of Fountain Street work. If so, the location of the sewer within the R.O.W. will be tricky. City is currently showing budget in 2025/2026 for this section of sewer, but the cost estimates were based on being part of the road reconstruction and will need to be re-visited.

Status of Madison Subdivision on Middle Block

The development plans (30T-23103) are NOT draft approved. Developer completed their DP submission late last year. Current linework shown by AE mapping is is out of date. AE to Look online on the "Current Development Applications" page. The draft plan as it currently sits does not conform with the 2ndary plan, which depends on the MESP, which depends on.... Lots of issues causing delay of the development. Kathy Padgett is working on the 2ndary plan. AE to request the most current version of the draft plan linework.

Township Sanitary EA Scope

AE explained the current scope of the EA includes the identify the Pumping Station location as well as the future trunk sewer. All roads will ultimately (likely) have a sewer, but may not be the trunk sewer, and everything north of Kossuth, west of Shantz Station will drain to the new PS. As such, direction is needed from Cambridge regarding City lands that front onto Kossuth Road and/or Fountain Street, and whether they should be included in the servicing assessment. S. Austin advised that the first two large properties east of Fountain street (i.e. west of the woodlot) are within the urban boundary and will likely be serviced by a sewer along Kossuth Road, so the EA should include them. These lands are currently zoned agricultural but do not have any active / known development plans. AE to assume some kind of employment use.

The recent ROPPA6 direction from the province added some additional lands to urban boundary further east of these properties towards Speedsville Road, but then took some of it back out. The City will investigate and confirm. City to provide details regarding the catchment area for the Speedsville SPS (Hunt Club).

The 'Shirey' lands south of fairway may have been included in the catchment area for the Intermarket SPS. The City will send design details for the Intermarket SPS. Show catchment areas. The Cambridge lands north of Fairway road should be assumed to be serviced by a sewer along Fountain Street and therefore should be included in the EA's assessment.

The "ESL Task Force" is considering all of these issues, among many other things. The next meeting on Feb 8th.

Created with OneNote.

You may unsubscribe from Associated's electronic communications at any time.

Duane Lindner

From: Duane Lindner
Sent: January 17, 2024 10:57 AM
To: rtucker@woolwich.ca
Subject: 15 - Progress Call w/ Ryan
Attachments: Alt Trunk Sewers.pdf; PS Layout (Draft).pdf; 5737 Schedule Update 20240115.pdf

Hi Ryan
Thanks for your time yesterday. Below are my notes from the meeting, and the referenced documents are attached.
Cheers,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238



Meeting Subject: East Side Lands PS EA - Catchup
Meeting Date: 2024-01-16 1:30 PM
Location: Microsoft Teams Meeting
Link to Outlook Item: *click here*
Invitation Message
Participants
- Duane Lindner (Meeting Organizer)
- Ryan Tucker (Accepted in Outlook)

Notes

1. Update on Existing Conditions Dwgs

The preparation of the plan and profile drawings has taken significantly longer than original anticipated. The sheer amount of data related to the +/- 48km of roadway, plus the photogrammetry of the internal lands between the roads within the study area has presented challenges and slowed the process. Furthermore, the level of effort required to bring the drawings to a satisfactory condition has proven to be significantly more than was originally anticipated. In AE's original proposal and subsequent budget updates in CO#2 and CO#3, the budget included CAD and base plan processing effort as follows:

Task Description	Original Budget	Budget Changes	Approved Budget	Cost to Date (as of Jan 12)
Field Survey & Compile Base Mapping	$9,083.00	$17,870.00	$26,953.00	$26,959.00
Inventory & Constraint Mapping	$25,568.00	$28,516.00	$54,084.00	$85,766.50
Total	$34,651.00	$46,386.00	$81,037.00	$112,725.50

Amount over budget				($31,688.50)

Reasons for the cost overruns include:

- The drawing budget was derived from applying 3 hrs of CAD time per dwg, based on an assumed scale @ 1:2000 to determine the number of drawings. This scale was determined to be too coarse and the drawings were processed at 1:000 to ensure a sufficient level of detail.
- Due to the extremely large amount of data, the drawing processing and clean up time was much more than 3 hrs per dwg.
- To accommodate the required analysis of the trunk sanitary sewer alternatives, drawings for new roads were also included:
  - New Road 1 - Victoria Street to Kramp Road (aka Street 'M')
  - New Road 2 - CNR/Metrolinx to Menno Street
  - New Road 3 - New Road 2 to Shantz Station Road
  - Sewer Alignment 1 - Lonsdale Road across airport Lands to Otter Court
  - Sewer Alignment 2 - Cober Road to Norseman Road to Fountain Street

The existing conditions drawings are currently being finalized with a target for completion in the next week or so. Refer to the attached sample drawing (Fountain Street) and index page to illustrate the nature of the final deliverable.

AE hopes to recover from the budget overruns, ideally through efficiencies to be achieved in the "Functional Designs for Alternatives" task, which will benefit from the effort spent on the existing conditions drawings. Future consideration by the Township of the extra costs and level of effort required to complete the drawings would be welcome, and can be addressed thru future discussions.

2. Update on Sanitary System Modelling Approach

Recognizing the ultimate end where all existing (and likely future) roads will include sanitary sewers, a key outcome of this EA study is to define the alignment for the future trunk sewer through the study area. To determine this, AE is assessing a total of 11 trunk sewer alignments as follows (see figure):

1	**Alt. Trunk #1 - Woolwich + Fountain**
2	**Alt. Trunk #2 - Greenhouse Road to East Connector to Fountain**
3	**Alt. Trunk #3A = Street M + Wurster Place + New Road + Menno + Fountain+**
4	**Alt. Trunk #3B = Street M + Wurster Place + New Road + Lonsdale + Otter + Fountain**
5	**Alt. Trunk #3C = Street M + Wurster Place + New Road + Lonsdale + cross runway + Norseman + Fountain**
6	**Alt. Trunk #3D = Street M + Wurster Place + New Road + Lonsdale + cross runway+Cober+ Kossuth**
7	**Alt. Trunk #4A = Victoria + Shantz Station + Menno + Fountain**
8	**Alt. Trunk #4B = Victoria + Shantz Station + Menno + Lonsdale + Otter + Fountain**
9	**Alt. Trunk #4C = Victoria + Shantz Station + Menno + Lonsdale + runway + Norseman + Fountain**
10	**Alt. Trunk #4D = Victoria + Shantz Station + Menno + Lonsdale + Runway + Cober + Kossuth**
11	**Alt. Trunk #4E = Victoria + Shantz Station + Kossuth**

Using PCSWMM and MS Excel, AE is preparing hydraulic profiles for each alignment, and considering three options, as follows:

- Option 1 = set depth to 2.8m at top end and then drain @ 0.2% along trunk to Fairway/Kossuth.
- Option 2 = set depth to 2.8m at top end and then drain @ 0.2% along trunk to Fairway / Kossuth, but lower the pipe invert as needed to accommodate all branches (also by gravity at 0.2%)
- Option 3 = Similar to #2, but add as many PS as needed on the trunk to minimize sewer depths (use 10m depth as trigger for a PS)

A summary of the various options / results will be provided. When ready (hopefully early February), AE will convene a 'workshop' with the project team to review the options in detail.

3. Update on Pumping Station Pre-Design

AE has mobilized the PS design team to start looking at the ultimate PS design configuration, based on the assumed peak flow rate of 500 L/s and an influent sewer depth of 10m. Refer to the attached preliminary sketches. To assist with the pre-design efforts, direction is requested from the Township per the following questions:

1. Since the Township does not have their own design standards for Pumping Stations, and per previous discussions, please confirm your agreement with our intention to use the City of Kitchener's Wastewater Pumping Facilities Design Standards.

2. Does the Township have a preference for pumping station type / configuration? Specifically:
    a. Wet well with submersible pump(s) – typically cheaper structural costs, but results in pumps located in confined space areas, thus requiring lifting mechanisms and/or confined space entry for maintenance,
    b. Dry well / wet well combination – typically higher structural costs, as the dry well will be as deep as the wet well and needs a staircase for access, but results in reduced confined space entry issues for maintenance.

    Currently, based on an assumed influent sewer depth of +/- 10m and an ultimate design peak flow rate of approximately 500 L/s, our thinking is that we would have dual wet wells with submersible pumps, accessible from a small pump room in an above grade structure. There would also be an underground valve chamber / room, accessible by stairs / ladder and ventilated such that it is not considered confined space.

3. The City of Kitchener guidelines impose a requirement for 1.0 hour peak flow storage as a contingency for power and/or pump failure and overflow conditions. The result is a large, deep underground storage tank that would have a significant construction cost. The MECP PS design guidelines do not require this, and operational redundancy can be provided through mechanical means (i.e. standby power and secondary / standby pumping equipment). Please confirm the Township's position and direction on this requirement.

4. The City's guidelines stipulate that storage capacity of the upstream sewer is not to be used in the 1 hour peak storage calculation. Please confirm the Township's position and direction on this constraint.

5. For standby power, should we assume the station would have it's own standby power / generator? If so, we would include an automatic transfer switch? Alternatively, the Township could consider the use of a portable generator (i.e. to service multiple locations) and thus only a manual transfer would be required.

4. Evaluation of Alternatives

For this study there are alternative trunk sewer alignments and alternative pumping station locations. The alignment and depth of the trunk sewer will have a significant impact on the location and depth of the Pumping Station. As such, the EA will consider 'Alternative Solutions' as being combinations of the two components. AE noted that, since for the most part the sewer alignments aim to utilize existing (or future) roads / utility corridors, the evaluation process for confirming the 'preferred solution' will be driven primarily by cost. Criteria that consider the natural and social environment will be considered, but the key decision driver will be the capital cost of construction.

5. Inventory of Existing Conditions

Notwithstanding the existing conditions drawings noted above, progress has been made regarding the inventory of existing conditions - specifically the work to characterize the natural environment / ecological conditions (NRSI) and the cultural heritage and archaeological conditions (ASI). NRSI has completed their detailed field work for the areas originally scoped for the project, primarily near the south end of the expanded study area. For areas north of the

airport, they will utilize the available info from prior reports and previous work completed by them (and others) for related projects (i.e. Breslau East Connector Road EA, Hopewell Crossing Subdivision etc.). R. Tucker will inquire about ecological studies completed / submitted as part of the Conestoga Meat Packers site plan development application.

Archaeological and Cultural Heritage work has been limited to the desktop review thus far, pending direction from AE regarding the preferred sewer alignment.

6. Project Schedule & Stakeholder Consultation

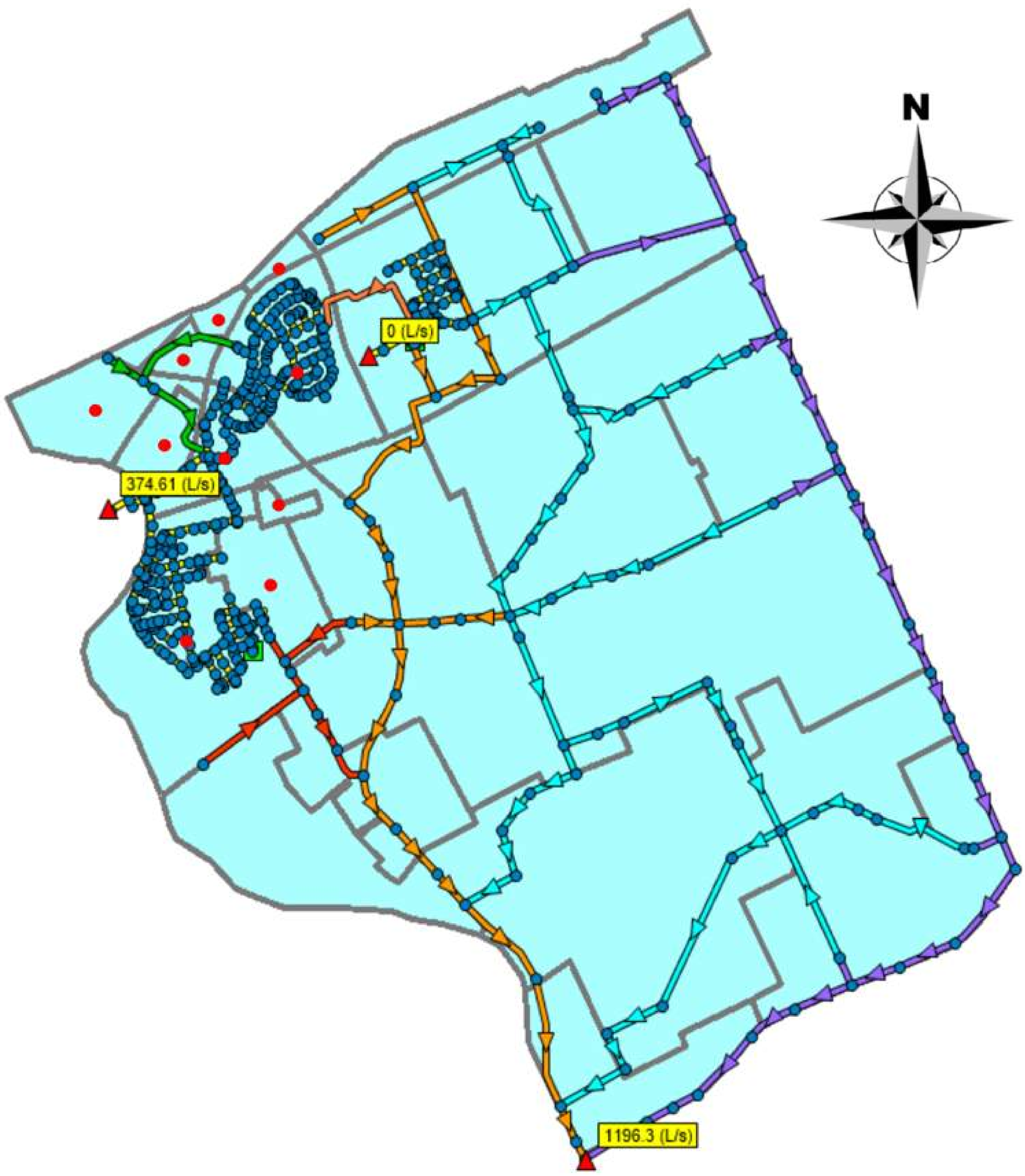
AE presented an updated project schedule (see attached). The target is still completion of the EA by June 2024. Public consultation to commence in February with a first PCC. Council does not need to review the PCC information package prior to the event. Since it will likely be mostly developers that are interested in this study, the PCC could be done virtually through the EngageWR website. R. Tucker to confirm the desired format. AE to prepare an outline for the information to be presented at the first PCC.

7. Other Business

AE to follow up with the MECP again, and advise them that we are proceeding under clause 22C for this EA Study.

Created with OneNote.

1. Alt. Trunk #1 - Woolwich + Fountain
2. Alt. Trunk #2 - Greenhouse Road to East Connector to Fountain
3. Alt. Trunk #3A = Street M + Wurster Place + New Road + Menno + Fountain+
4. Alt. Trunk #3B = Street M + Wurster Place + New Road + Lonsdale + Otter + Fountain
5. Alt. Trunk #3C = Street M + Wurster Place + New Road + Lonsdale + cross runway + Norseman + Fountain
6. Alt. Trunk #3D = Street M + Wurster Place + New Road + Lonsdale + cross runway+Cober+ Kossuth
7. Alt. Trunk #4A = Victoria + Shantz Station + Menno + Fountain
8. Alt. Trunk #4B = Victoria + Shantz Station + Menno + Lonsdale + Otter + Fountain
9. Alt. Trunk #4C = Victoria + Shantz Station + Menno + Lonsdale + runway + Norseman + Fountain
10. Alt. Trunk #4D = Victoria + Shantz Station + Menno + Lonsdale + Runway + Cober + Kossuth
11. Alt. Trunk #4E = Victoria + Shantz Station + Kossuth

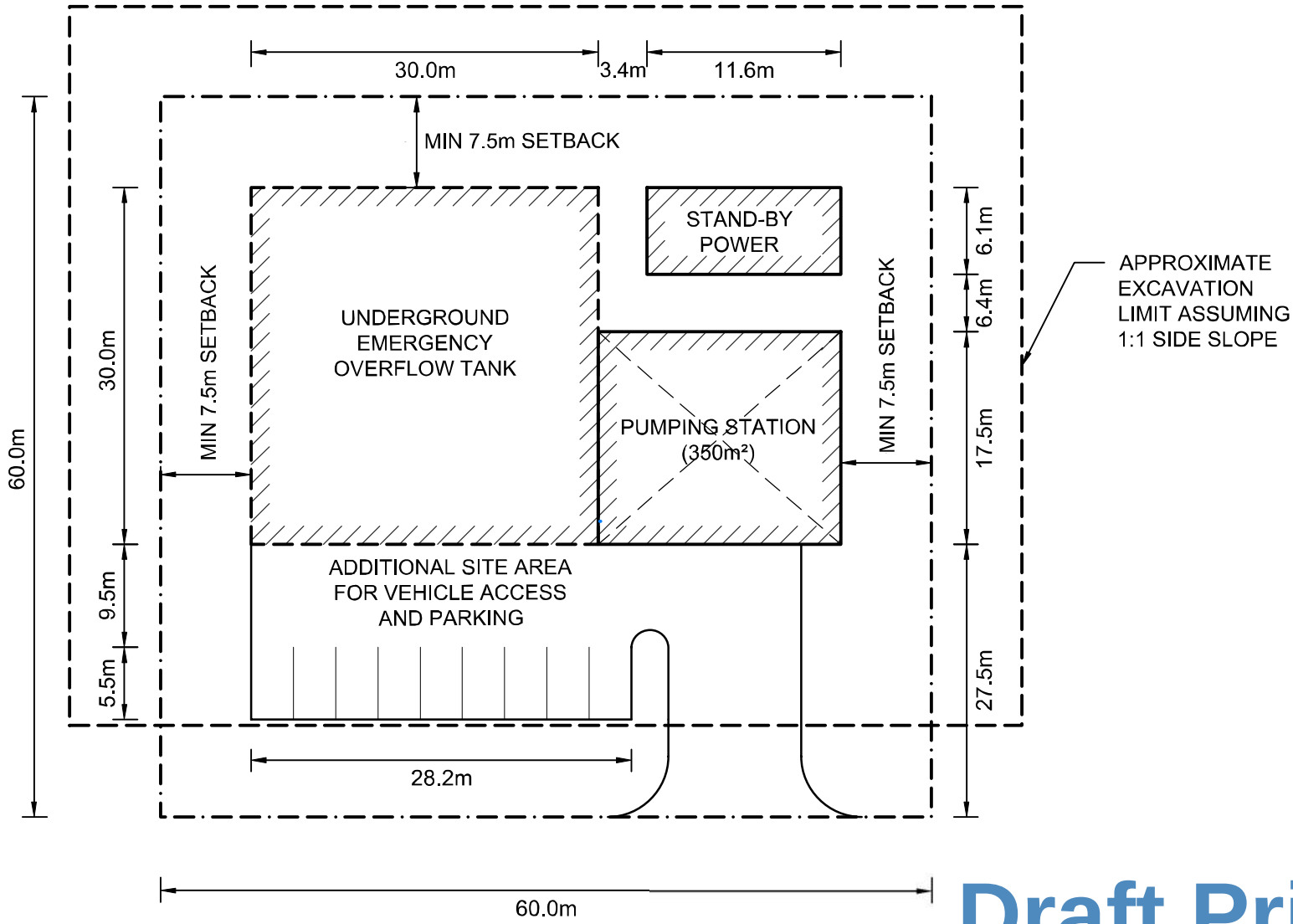


Draft Print
2024-01-17 10:20:41 AM

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

East Side Lands Sanitary Servicing EA
Figure 1 - Alternative Trunk Sewer Alignments

N.T.S. Jan 16, 2024



Draft Print

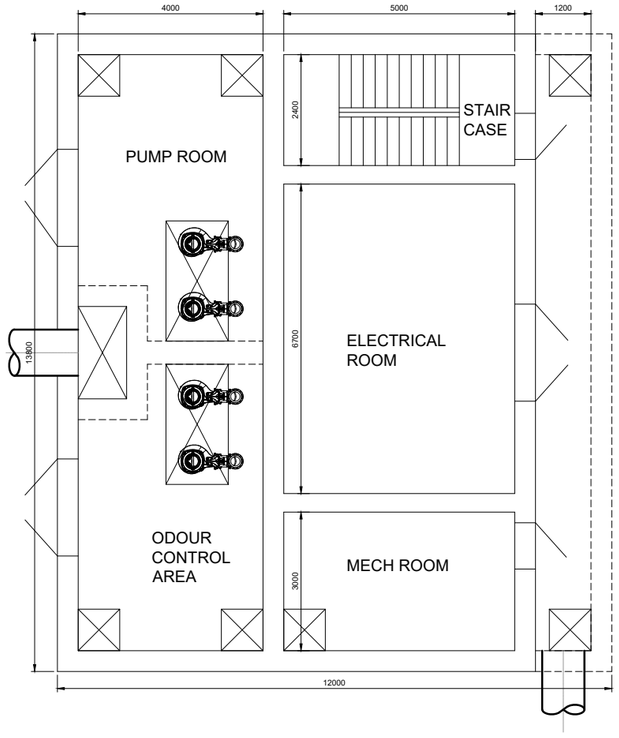
2024-01-17 9:53:18 AM

East Side Lands Sanitary Servicing EA

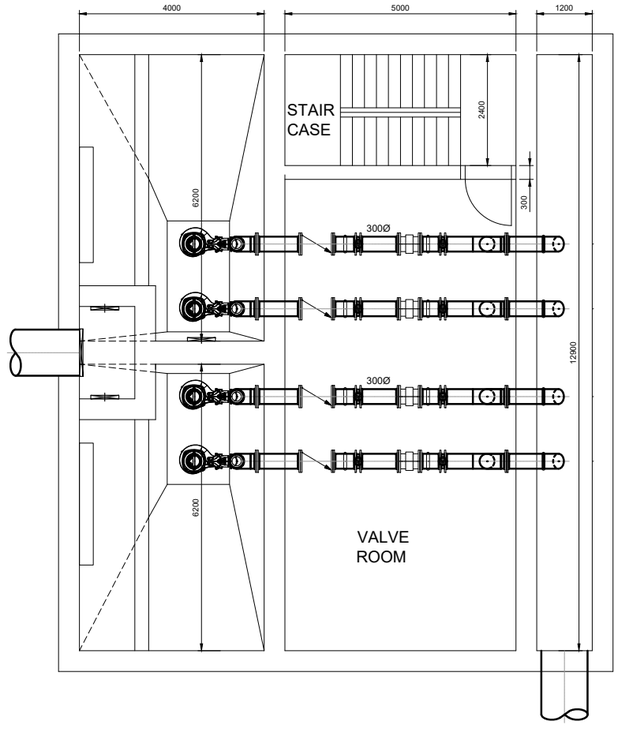
Sketch 1 - Preliminary Pumping Station Site Layout

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

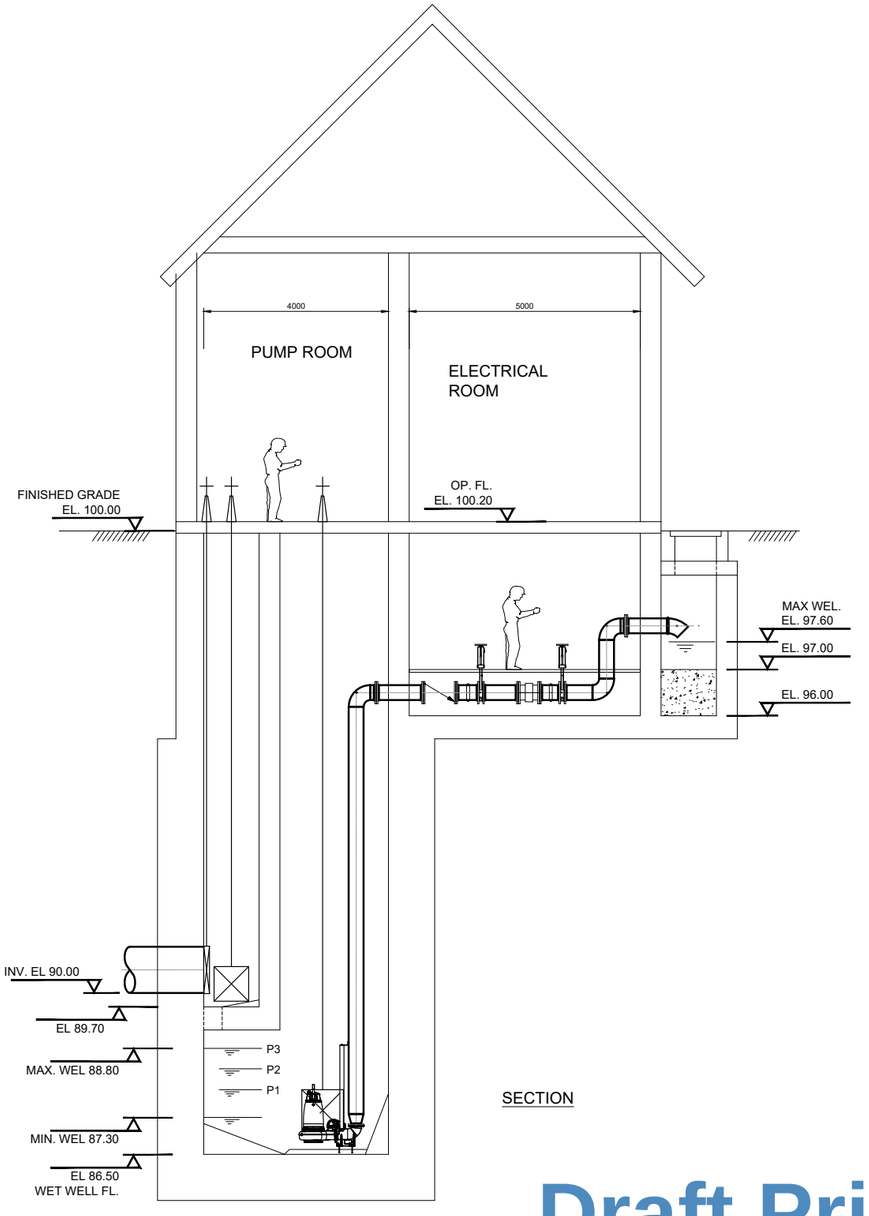
Not to Scale



PLAN AT OP. FL.



PLAN AT LOWER LEVEL



SECTION

Draft Print

2024-01-17 9:53:18 AM

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

East Side Lands Sanitary Servicing EA
Sketch 2 - Preliminary Pumping Station Configuration

Not to Scale

Duane Lindner

From:	Duane Lindner
Sent:	February 16, 2024 3:03 PM
To:	rtucker@woolwich.ca; jpuppe@woolwich.ca; BBishop@woolwich.ca; jvanderveen@regionofwaterloo.ca; KDolishny@regionofwaterloo.ca
Cc:	Phil De Boer; Abigail Smith; Daniel Rocha
Subject:	East Side Lands - Sanitary EA - Technical Workshop
Attachments:	rom_TechWkshp_20240216.pdf; prs_TechWkshp_20240216.pdf

Hello all
I wanted to get these minutes out asap and while it was top of mind. Attached are my notes summarizing our discussions. I've added a list of action items at the bottom for ease of reference.
I've also attached is a copy of the slides we used, presenting the 'high level' illustration of the many details we discussed.
Have a great long weekend!

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

Associated Engineering GLOBAL PERSPECTIVE. LOCAL FOCUS. COR BEST MANAGED COMPANIES Platinum member

Meeting Date: 2024-02-16 9:00 AM
Location: AE's office - 508 Riverbend Drive, Kitchener (Basement Theatre)
Link to Outlook Item: *click here*
Invitation Message
Content
Participants

- Duane Lindner (Meeting Organizer)
- Ryan Tucker (Accepted in Outlook)
- Jared Puppe
- Bryan Bishop (Accepted in Outlook)
- Jordan Vander Veen (Accepted in Outlook)
- Kevin Dolishny (Accepted in Outlook)
- Phil De Boer
- Abigail Smith (Accepted in Outlook)
- Daniel Rocha

Notes

See attached.

East Side Lands - Sanitary EA - Technical Workshop

February 16, 2024 12:36 PM

Meeting Date: 2024-02-16 9:00 AM
Location: AE's office - 508 Riverbend Drive, Kitchener (Basement Theatre)
Link to Outlook Item: *click here*
Invitation Message
Content
Participants

Notes

AE convened the meeting to allow the project team to 'dig in' to the many and complex technical details on the project. The following agenda was presented, along with many drawings and schematics to illustrate the various issues.

- Project Schedule & Scope Overview
- Sanitary Drainage Areas & Flow Rates
- Preliminary Pumping Station Sizing & Layout
- Downstream Sewer Outlet
- Proposed Sewer Network
- Trunk Sewer Alternatives & Analysis
- Preliminary Costing

Refer to the attached Powerpoint slide deck. The ensuing discussion tries to summarize the key points and action items for each discussion topic.

1. **Project Schedule & Scope Overview**
   The schedule presented illustrated the current status of the EA and the requirements for completing the EA by June 2024 to allow for the critical next steps to proceed as soon as possible. These are the detailed design of the pumping station and related gravity sewer(s) and their subsequent construction, with the target of being operational and ready to support the CMP operations by January 2027. R. Tucker noted another timing constraint, that the EA study is being funded through DC charges, but after June, new regulations will prohibit the use of DC charges to fund planning studies.

2. **Sanitary Drainage Areas & Flow Rates**
   AE reiterated the approach for calculating the appropriate design flow rate for the sanitary infrastructure, using a 'net-developable land' approach. AE to send an info package outlining the drainage areas and calculations for the Twp staff to review and confirm the appropriate design parameters (i.e. population densities and per capita flow rates) as well as proposed zoning and development potential for the lands. In the meantime, the preliminary analysis for the EA has proceeded based on the assumption of a design flow rate of approximately 500L/s at the southwest corner of the study area.

3. **Preliminary Pumping Station Sizing & Layout**
   AE presented a schematic layout for the future PS. Based on feedback from the Township Operations staff, it was confirmed that a wet-well / dry-well configuration is preferred over using submersible pumps. While this typically has higher initial capital costs, it is better from an operations perspective and avoids the need for confined space entry for routine maintenance of the pumps. It was also confirmed that the Township will comply with the City of Kitchener PS design guideline to provide 1-hour peak flow emergency storage. This results in a large (1800m3) underground storage tank, which is at depth to allow for gravity drainage into the tank under a pump failure scenario. Based on the soil and groundwater conditions in the general vicinity of where the PS is anticipated to be, the construction - particularly the excavation and dewatering - will be difficult and expensive. R. Tucker advised that contrary to the City's guideline, the Township would consider utilizing the potential capacity of the upstream sewers to provide some or all of the required storage volume. AE to investigate further to better understand construction and cost implications.

4. **Downstream Sewer Outlet**
   AE presented drawings that illustrate the approximate depth of the downstream (Cambridge) trunk sewer the Woolwich system will ultimately discharge to. AE is working with the Region (Jason Redman of D&C) to incorporate the design of the required sewer outlet into the Fountain Street improvements project between Middle Block and Kossuth Road. The Region's intent is to construct the sewer independently of the road works which are deferred to beyond 2030, but the challenge is how

to construct it within the existing R.O.W. without adversely impacting the existing road platform. While governed by the downstream depth of the City's trunk sewer on Intermarket Road (currently under construction) and Middle Block Road (planned for construction later in 2024), the Fountain Street sewer will also be influenced by the outcome of the Woolwich Sanitary Servicing EA.

5. Proposed Sewer Network

AE presented the methodology for the assessment of the future servicing needs and determination of the trunk sewer alignment. Recognizing the ultimate end where all existing (and likely future) roads will include sanitary sewers, a key outcome of this EA study is to define the alignment for the future trunk sewer through the study area, and most critically, how to bring sanitary servicing to the CMP development. To determine this, AE is assessing a total of 11 trunk sewer alignments as follows (see figure):

1	**Alt. Trunk #1 - Woolwich + Fountain**
2	**Alt. Trunk #2 - Greenhouse Road to East Connector to Fountain**
3	**Alt. Trunk #3A = Street M + Wurster Place + New Road + Menno + Fountain+**
4	**Alt. Trunk #3B = Street M + Wurster Place + New Road + Lonsdale + Otter + Fountain**
5	**Alt. Trunk #3C = Street M + Wurster Place + New Road + Lonsdale + cross runway + Norseman + Fountain**
6	**Alt. Trunk #3D = Street M + Wurster Place + New Road + Lonsdale + cross runway+Cober+ Kossuth**
7	**Alt. Trunk #4A = Victoria + Shantz Station + Menno + Fountain**
8	**Alt. Trunk #4B = Victoria + Shantz Station + Menno + Lonsdale + Otter + Fountain**
9	**Alt. Trunk #4C = Victoria + Shantz Station + Menno + Lonsdale + runway + Norseman + Fountain**
10	**Alt. Trunk #4D = Victoria + Shantz Station + Menno + Lonsdale + Runway + Cober + Kossuth**
11	**Alt. Trunk #4E = Victoria + Shantz Station + Kossuth**

6. Trunk Sewer Alternatives & Analysis

Using PCSWMM and MS Excel, AE has prepared a hydraulic analysis and profiles for each alignment, considering three options, as follows:

- Option 1 = set depth to 2.8m at top end and then drain @ 0.2% along trunk to Fairway/Kossuth.
- Option 2 = set depth to 2.8m at top end and then drain @ 0.2% along trunk to Fairway / Kossuth, but lower the pipe invert as needed to accommodate all branches (also by gravity at 0.2%)
- Option 3 = Similar to #2, but add as many PS as needed on the trunk to minimize sewer depths (use 10m depth as trigger for a PS)

For each option a minimum depth of 1.0m cover was maintained for all creek crossings. It was further noted that the slope of 0.2% is actually 0.267% to account for the typical drop of 0.06m drop through each manhole and assuming a typical MH spacing of 90m. This is deemed conservative as minimum flow velocities (i.e for scour) can be achieved in larger pipes (i.e. >525mm diameter) at 0.1%, but accurate construction at such a flat slope is more difficult to achieve.

Using the design flow rates from the net developable areas, the profiles and pipe sizing was assessed, with the following results:

- Under Option #1 - all of the trunk alternatives resulted in deep, but not un-reasonable depths at the SW corner at Fountain and Kossuth. Invert elevations at the downstream end of the system (Fountain/Kossuth) ranged from the best (shallowest) of approximately 302m or +/- 8m below grade (Alt #3B) to the worst (deepest) at 290m or +/-10m below grade (Alt #4D).

  While the option 1 results provide insight into the general depth and profile conditions, these options only consider the depth of the trunk sewer and do not consider the depths and therefore do not explicitly accommodate (by gravity) the flows from various branches that would feed into the trunk.

- Under Option #2, the depths of the branches were considered, and the profile of the trunk sewer was lowered accordingly so that the entire system could drain by gravity. Invert elevations at the downstream end of the system (Fountain/Kossuth) ranged from the best (shallowest) of approximately 295m or +/-16m below grade (Alt #3B) to the worst (deepest) at 283m or +/-27m below grade (Alt #4D).

While a gravity solution is typically preferred, considering long term operational costs, att these lower depths, the complexity and cost of building such a sewer system and pumping station is deemed prohibitive and impractical. As such it confirms the appropriateness of pursuing a solution that mechanically lifts the flows to reduce the depths of construction.

- Option #3 considered the use of pumping stations wherever needed, using a sewer depth of 10m as the trigger for a pumping station. Due to the undulating topography and the large number of creek crossings (which drive the sewers to be deeper), this approach generally resulted in the need for multiple pumping stations throughout the study area. All of these scenarios achieved more reasonable depths at the downstream end (approximatey 302.4m or +/-8m below grade) but each required approximately 12 to 13 pumping stations, located at the various low points to address the depths.

After completing these analyses, AE then pursued an optimized version of the alternatives to minimize the depths of the sewers and reduce the number of pumping stations. More specifically, the analysis focussed on the four options along Trunk 3 (i.e. 3A, 3B, 3C and 3D). More comprehensive versions of these refined alternatives were presented with Option 3B being tentatively identified as the best solution. Furthermore, the solution presents the following additional benefits:

1) By pushing the location of the PS upstream of Otter Court, a significant amount (+/-1700m) of the deeper trunk sewer along Fountain Street can be replaced with much shallower pipe.

2) By optimizing the depths of the upstream sewers (i.e. reducing the slope from 0.20% to 0.15% or as flat as 0.10%), the invert of the trunk sewer as it passes the existing Otter Court pumping station (currently a wet well only) is such that it can drain into that wet well. This presents an ideal opportunity to utilize the existing Otter Court PS as an interim solution, satisfying the imminent servicing needs for CMP as well as the new ATB location and a signficantly lower initial capital cost.

   A key element to this benefit is the fact that construction of a new pumping station that is sized for the ultimate flows of +/-500L/s will have very high initial capital cost (>$30M), the full capacity of such a station won't be required for many, many years. As such, an interim solution is desireable to minimize / defer the large capital outlay required. Retrofitting or replacing the Otter Court pumping station and installing a small forcemain (+/-150mm - 200mm diameter) constructed at nominal depth would achieve this goal.

3) Another benefit is that the forcemain from the existing Airport Terminal Pumping Station could also be extended and connected to the new forcemain, providing cost effective servicing to the Airport and eliminating the current need for pumping and hauling by truck. This would require some 'tricky' valving and backflow prevention and would require some periodic maintenance, but is deemed feasible.

4) Furthermore, when the ultimate pumping/lift station is eventually built, the trunk sewer depths downstream of the Otter Court location would be at nominal depth. Once it reaches the point where Randall drain crosses under Fountain Street, there are two potentially viable options: 1 - cross under the creek via a siphon or 2-cross above the existing culvert, with appropriate reinforcing to protect it at the shallower depth under the roadway.

7. Preliminary Costing

AE presented a preliminary costing model that takes into account the entire servicing solution. Specifically, it includes approximately 6km of trunk sewer (Fountain / Kossuth to Menno Street at CMP), and the pumping station combined. Preliminary estimate for the entire solution is approximately $49M. Notably, this cost does not include the costs of heavy civil excavation and dewatering, and it is exclusive of contingency and HST. More work is needed to refine the estimates to the optimized versions of the solutions.

Following the presentation of the above details, the alternatives and decision drivers were discussed further. AE noted that EA studies will typically consider impacts under the Environmental, Social, Technical and Economic environments. However, for this study, since the alternatives are generally located along existing (or future) road R.O.W.s or across airport lands, the environmental and social impacts will not play a significant factor in deciding the preferred alternative. Cost and constructability will be key drivers.

To date the focus has been on providing servicing to the proposed CMP expansion, and helping to solve the Airport's longstanding servicing dilemma. However, new information was provided whereby the Region advised that another key consideration for this study is the ability to open up additional airport lands to development. In addition to the proposed development blocks shown in the Airport Master Plan, there are additional vacant lands associated with the airport and the Region has keen interest in getting

these lands 'shovel ready', to encourage new development and potentially thousands of jobs and significant new investment in the area. Under Alternative 3B as presented, servicing of the southeast quadrant of the study area, which includes much of these targeted airport development lands requires an additional pumping solution and its own deep sewer to convey flows to the Fountain / Kossuth outlet. As a key funding partner on the project, the Airport's position is an important consideration.

It was agreed that the evaluation criteria and model would need to include life cycle costs (capital and O&M), but also and importantly the 'opportunity cost' related to the development lands. The latter would apply to both the airport lands and the proposed CMP development. J. Vander Veen and K. Dolishny will discuss with the Region's Economic Development team to try to quantify / qualify the opportunity costs. AE noted that ideally a dollar value can be attributed, similar to a roundabout assessment were the economic impact of collisions / fatalities are incorporated into the evaluation. Alternatively, specific direction regarding how to apply a weighting to the developability of the lands will be needed so that it effectively be incorporated into the evaluation.

Reiterating the specific action items arising from the workshop discussion, as well some additional actions noted, the following efforts are required:

1. AE to continue to refine the details of the alternatives presented for inclusion in the EA report.
2. AE to provide the flow calculation info package for Township review and confirmation
3. K. Dolishny to advise (as appropriate) re: any details surrounding the timing/triggering of the construction of the downstream trunk sewer to the Kitchener WWTP
4. J Vander Veen to provide details regarding the intended eco-passage being contemplated along Kossuth Road.
5. B Bishop to provide details for the proposed eco-passage being contemplated along Fountain Street in concert with the Madison West subdivision
6. R Tucker to provide details regarding the functional servicing assessment currently being undertaken by CMP as well as any relevant changes to the proposed site plan configuration.
7. AE to pursue a new / more comprehensive servicing solution that satisfies both the imminent CMP needs as well as the needs for the additional Airport development lands within the southeast quadrant.
8. AE to pursue cost estimates of the very deep (i.e. gravity only) option for comparison purposes.
9. AE to present a refined version of the EA problem statement, to include the focus on servicing both CMP and the airport lands.
10. AE to present a 'story-board' for presenting details to be presented to the public / stakeholders, with a target PCC date in early March. PCC to be via the EngageWR website.
11. AE to continue to follow up with MECP in regard to the concerns about consulting with indigenous groups (HDI).
12. AE to further assess the viability of the potential sewer crossing of Randall Drain - either above the existing box culvert or below the creek and incorporating a siphon.

Meeting was adjourned at approximately 12:00pm.

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

RECORD OF MEETING

Date:	April 3, 2024	**Location:**	Online (MS Teams)
Time:	9:00am	**Project Name:**	East Side Lands (Woolwich) Sanitary Servicing EA
Client:	Township of Woolwich	**Project Number:**	2023-5737
Subject:	PCC#1 Comments and GRCA Input		
Attendees:	Trevor Heywood (GRCA) Ryan Tucker (Woolwich) Duane Lindner (AE)		
Distribution:	Those Present		

This Record of Meeting is considered to be complete and correct. Please advise the writer within one week of any errors or omissions, otherwise this Record of Meeting will be considered to be an accurate record of the discussions

Action by **Discussion:**

AE provided an overview of the project and brief summary of the approach, building on what had been presented in the recent PCC#1 materials, and the GRCA's response letter of March 19, 2024 (copy attached to these minutes). AE further explained that the focus of the EA's assessment will be on alternatives relating to trunk sewer alignment #3B, and primarily for lands south of Menno Street.

It was explained that while the initial impetus and focus for the project was the immediate need to provide servicing to Conestoga Meat Packers (CMP) near the Menno Street / Lonsdale Road intersection, there has also been identified the need to provide servicing to potential development lands around the existing and future expansion of the Waterloo Region Airport (YKF).

The alternatives to address both of these needs include two key locations where a future sewer must cross Randall Drain. Refer to the attached figure which illustrates the two locations, which are described as follows:

- **Creek Crossing #1** is at the existing concrete box culvert (believed to be an open bottom culvert) on Fountain Street just north of Kossuth Road. Options are currently being pursued for the future 900mm trunk sewer pipe to cross under the culvert, but preferrably it will go over the culver to facilitate a potential gravity solution that may eliminate the need for a large Lift Station downstream. In such a case reconstruction of the existing structure may be required.

- **Creek Crossing #2** is at the existing twin 800mm CSP culverts across Lonsdale Road. The future Airport expansion plans include the construction of a new road that will replace Lonsdale Road from Menno Street and also extending all the way east to Shantz Station Road. In order for the potential gravity solution for the trunk sewer to be viable, the 300mm local sewer along the new road will need to cross very close beneath the existing culverts (<1.0 cover), or alternatively, if the road profile can be changed it could (likely preferrably) cross overtop of the existing or reconstructed culvert.

Trevor Heywood noted that he does not currently identify any 'deal breakers' related to what is being proposed. However the proposed future works are withing the regulatory areas of various watercourses

April 3, 2024

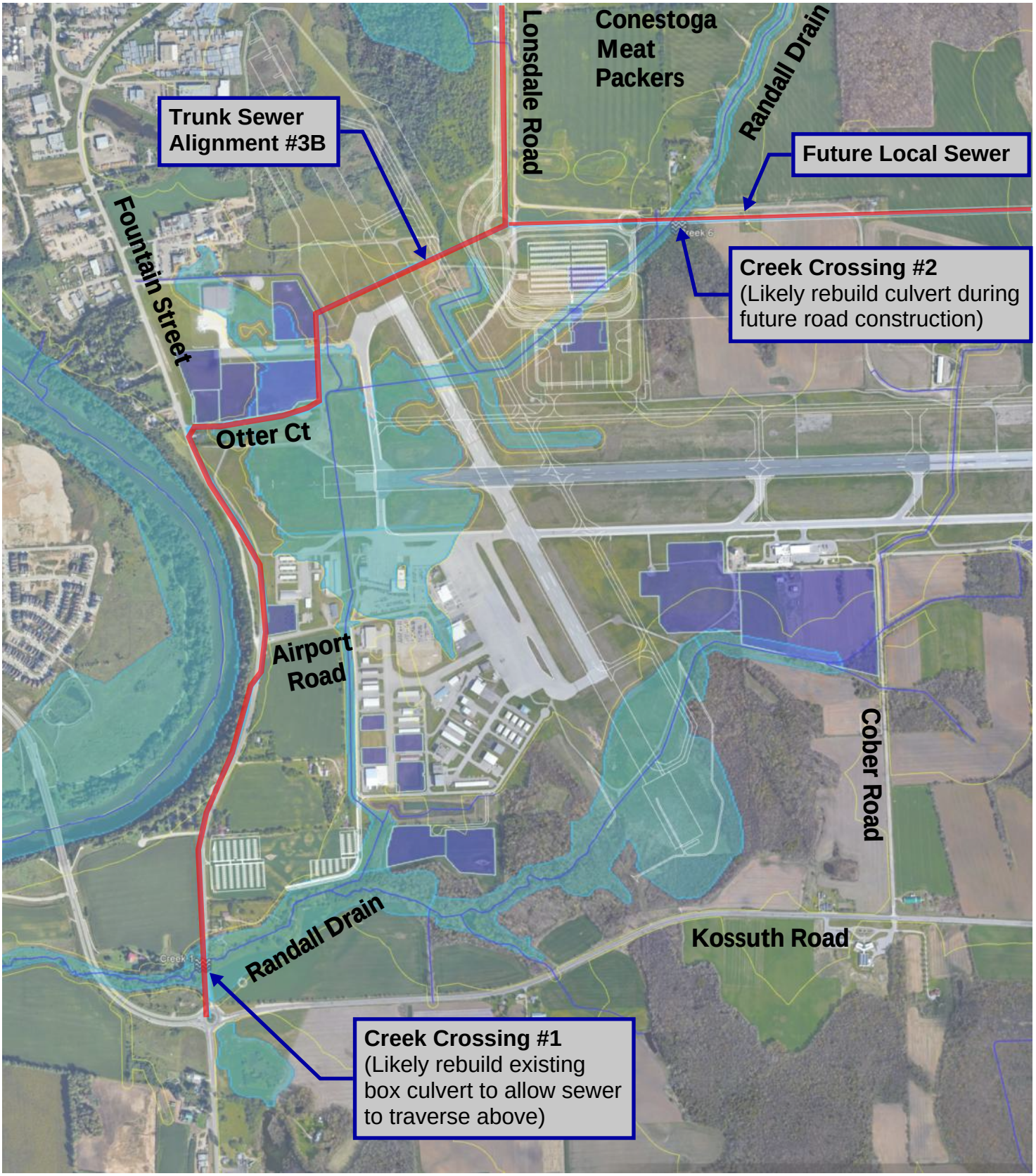
Township of Woolwich

Action by **Discussion:**

and/or wetland features and would thus be subject to GRCA approvals, and would require a complete hydraulic analyses to assess the impacts to Randall Drain. It was noted that the recently completed Master Drainage Plan (MDP) for Randall Drain has a HecRAS model that would need to be updated accordingly to justify the impacts. The analysis would also need to consider the erosion potential of the downstream watercourse.

In addition to these creek crossings, it was noted that the primary focus of the EA is for the sewers and lands south of Menno Street. The analysis of trunk sewers extends to the north end of the study area (ie. up to the future Hwy 7 alignment), so that the proposed infrastructure contemplates the needs to connect further upstream. That said and further to the GRCA's comments in their March 19 letter, the proposed alignment of a potential future road / sewer from the end of Wurster Place, across the wetland and connecting to Menno at Lonsdale will be subject to future planning studies and approval requirements. Currently, this proposed alignment is simply an assumption to facilitate the trunk sanitary sewer assessment and optimization, but has no formal planning status.

T. Heywood also noted the recent update to the Conservation Authority Act, and that he would forward a letter that has recently been issued to municipal CAOs to summarize the changes.



Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

East Side Lands (Woolwich) Sanitary Servicing EA
Figure 1 - Proposed Randall Drain Crossing Locations
April 2024

Administration Centre: 400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6
Phone: 519-621-2761 Toll free: 1-866-900-4722 Fax: 519-621-4844 www.grandriver.ca

March 19, 2024

Ryan Tucker
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, PO Box 158
Elmira ON N3B 2Z6
rtucker@woolwich.ca

Duane Lindner
Senior Project Manager
Associated Engineering
508 Riverbend Drive, Suite 302
Kitchener ON N2K 3S2
lindnerd@ae.ca

Re: East Side Lands (Woolwich) Sanitary Servicing Municipal Class Environmental Assessment
Breslau, Ontario

Dear Mr. Tucker and Mr. Lindner,

The Grand River Conservation Authority (GRCA) is in receipt of the Public Consultation Centre 1 slides for the above-noted Municipal Class Environmental Assessment (Class EA).

Information currently available at our office indicates that the study area contains multiple watercourses, floodplains, riverine slope hazards and wetlands.

As noted in our August 8, 2023 letter in response to the Class EA Notice of Commencement, municipal servicing may not be a significant concern to the GRCA as long as any major facilities avoid these features to the extent possible, and any subgrade servicing uses appropriate mitigation measures (e.g. restoring existing grades in floodplains, horizontal drilling under watercourses and wetlands).

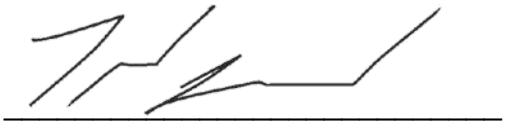
That said, the GRCA wishes to flag that any of the future roads, except the East Connecter Road, have not been reviewed or approved by the GRCA. Evaluating an alternative along an unapproved road should use existing conditions as the base case, and not presume a road will be approved. Future Road 3 is of particular concern, as it appears to bisect a provincially significant wetland.

Member of Conservation Ontario, representing Ontario's 36 Conservation Authorities | The Grand – A Canadian Heritage River

With this in mind, the GRCA generally does not have any concerns with Trunk Sewer Alternatives 1, 2, 4a, 4d, or 4e, as they are generally within existing or approved road alignments. Alternatives 3(a-d) and 4(b-c) may require further evaluation, refinement and analysis.

We trust this information is of assistance, and would appreciate the opportunity to comment further as the Class EA process moves forward. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.

Sincerely,



Trevor Heywood
Resource Planner
Grand River Conservation Authority

c.c. John Scarfone, Township of Woolwich

Date:	April 18, 2024	**Location:**	AE's Office – 508 Riverbend Drive
Time:	1:00pm	**Project Name:**	East Side Lands (Woolwich) Sanitary Servicing EA
Client:	Township of Woolwich	**Project Number:**	2023-5737
Subject:	Technical Workshop #2		
Attendees:	J. Puppe, R.Tucker (Woolwich) K. Dolishny, J. Redman (RMW) R. Guinot (YKF) D. Lindner, P. DeBoer, D. Rocha (AE)		
Distribution:	Those Present, J. Vander Veen, J. Ellerman, B. Bishop		

This Record of Meeting is considered to be complete and correct. Please advise the writer within one week of any errors or omissions, otherwise this Record of Meeting will be considered to be an accurate record of the discussion

Action by **Discussion:**

AE presented a comprehensive overview of the project details to date. Please refer to the attached slides for reference. Discussion was broken into sub-topics as follows:

1. Servicing Needs & Downstream Sewer Outlet (Slides #3 & #4)

AE provided an overview of the overall sanitary servicing strategy for the broader East Side Lands, as well as summary of the key servicing needs that are driving the EA study, namely Conestoga Meat Packers (CMP), the Region of Waterloo Airport (YKF), and various other private developers. Specially, the Mad-West subdivision has plans for a sewer connection at Woolwich street and the Ottawa Street extension. It was also noted that the Township has made a past commitment to provide a sanitary servicing outlet to Safety Klean as well, and that the

2. Sanitary Design Flow Rates (Slide #5)

The results of the analysis completed to define the design peak flow for the system was presented. AE has prepared a complex spreadsheet that models numerous different scenarios based on different values for a number of key variables that, depending on their value will significantly impact the ultimate design flow rate. The design variables include:

- Average Daily Flow (ADF) for residential and non-residential lands
- Peaking Factor
- Population Density (residential and non-residential)
- Extraneous flows / Inflow & Infiltration

As part of the analysis, AE included the 3 land use concepts originally presented to the local landowners and development industry at the June 2023 OP update meeting; namely "Concept 1 – Residential Focus", "Concept 2 – Employment Focus", and "Concept 3 – Mixed". A fourth concept was also introduced, that added select areas as higher density residential lands related to a potential future GO-Metrolinx station within the study area. AE to provide a copy of the GIS shape file for Township planning to review.

AE

Based on the information provided and discussion, it was generally agreed that the ADF should be set to 275 (max.), Peaking factor = 2.1, and the extraneous flows should be set to approximately 0.10 L/ha/s. Township staff will review and provide confirmation of these parameters, as well as confirming the appropriate population densities that AE should use to define the design flow.

R. Tucker

Error! Reference source not found.Error! Reference source not found.

Action by	Discussion:
	3. Alternative Solutions (Slides #6 - #13)
	AE explained the process around evolving towards the formal alternative solutions. The first step was to identify the optimum location for a trunk sewer. Based on the assertion that ultimately, there will be sewers required throughout the study area to extend servicing to all of the development lands, an analysis was done to identify the optimal location, based on the achievable downstream depth. This yield alternative alignment 3B as the preferred route. Using that route, three alternatives were developed: • **Alternative #1** - Gravity sewers only throughout the study area. Using 0.1% or min. MECP slope. Deep trunk sewer to downstream end of study area, outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street. • **Alternative #2** - Gravity sewers using 0.1% + local Lift Stations where depth of local sewer > 10m, throughout the study area. Less deep sewers along downstream end of trunk sewer alignment outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street. • **Alternative #3** - Shallow gravity sewers throughout the central majority of the study area, using 0.1% or min. MECP slope, to achieve a gravity sewer discharge to the Region sewer outlet on Fountain Street. Requires local pump/lift stations for the northwest and south east areas of the Study Area.
AE	Alt #3, while potentially able to significantly reduce the need for a large deep pumping station at the downstream end, is fraught with technical problems due to it's shallow depth, primarily through the airport lands. Furthermore, it would likely require the reconstruction of the existing box culvert crossing of Randall Drain at Fountain Street. AE to evolve the potential solution further, possibly considering reducing the 6cm drop through each MH as well as increasing the MH spacing from 90m to 120m or 150m, to achieve sufficient depth of cover through the airport lands.
	R. Guinot noted the poor soil and difficult construction conditions at the ends of the runway.
AE	K. Dolishny noted that the alignment that crosses the runway and extends along Cober Rd and Kossuth Road should also be considered as an alternative for detailed evaluation, since this alignment had previously been understood by many to be the ultimate servicing solution for the airport. AE to update the analysis to include alignment 3D.
	4. Preliminary Costing (Slides #14 - #15)
R. Tucker	To support the detailed evaluation of alternatives, AE is preparing a comprehensive costing model. It includes the assessment of initial capital cost of the sewer infrastructure, both for sewers <5m deep and between 5-10m deep. The analysis considers the entire servicing system – i.e. both trunk sewers and local sewers, as well as pumping station(s). The model also includes a life-cycle costing summary, that includes assumptions for the timing of construction for the different pieces of infrastructure. To that end, AE presented a map showing a preliminary estimate of the timing for the different components. R.Tucker will review the timing with Township planning staff and provide comment / confirmation of the timing for the purposes of the life-cycle costing model.

Error! Reference source not found.Error! Reference source not found.

Action by	Discussion:
	5. Preliminary Evaluation Model (Slides #16 - #21)
	AE presented a preliminary evaluation model, that includes criteria in four categories: Natural Environment, Social Environment, Technical Environment and Financial. A copy of the draft model is provided and Township and Region staff are asked to provide comments. AE to update the model along with evolved details for the alternatives for review and discussion at a future meeting.
	Next Steps & Actions…
AE	AE to continue to develop the alternatives, costing and evaluation for further review and discussion
R. Tucker	Township to provide updates regarding the proposed CMP development, as details become available.
R. Tucker	R. Tucker advised that Thomasfield's "Street M" is called Wambolt Drive.
K. Dolishny	K. Dolishny will follow up with Region Economic Development staff again to solicit input regarding the "opportunity cost" associated with the airport development lands.
	Mtg adjourned at 4:00pm

Duane Lindner

From:	Duane Lindner
Sent:	June 5, 2024 5:53 PM
To:	Ryan Tucker; Jared Puppe (jpuppe@woolwich.ca); Bryan Bishop; Jeremy Vink; Laura Philippe; John Scarfone - Twp of Woolwich; Jordan Vander Veen; rguinot@regionofwaterloo.ca; Kevin Dolishny; Jason Redman; Jim Ellerman
Cc:	Abigail Smith
Subject:	East SIde Lands Sanitary EA - Technical Workshop #3
Attachments:	Wkshp3_Evaluation_20240605_Slides.pdf; ESL PS EA - Evaluation 20240605.pdf

Hello all
Thanks for your time today and for a productive meeting. Please find attached a copy of the slides that were presented today. Also attached is a separate copy of the preliminary Evaluation Model and scoring.

Per our discussions, we note the following action items:

1. All to review the evaluation model and provide comments on the suggested criteria and scoring. – Please provide comments by June 21st.
2. AE to review Alternative #4 and investigate an optimized version whereby the sewers on Fountain Street can be made more shallow and potentially eliminate the large Lift Station at Fountain / Kossuth under Alternative #4, similar to Alternative #5.
3. Region staff (Kevin and Laura) to discuss with Region Sr. Mgmt and advise regarding any required prioritization of specific development lands associated with the airport. – Please provide comments by June 21st.
4. Township staff (Jeremy / Ryan) to revisit the suggested staging of development plan in the context of the alternatives presented. – Please provide comments by June 21st.
5. Township staff (Ryan) to provide update re: CMP servicing plan.
6. Region (Jason / Jim) to provide info regarding recent project using helical piles to support a sanitary sewer (Baden).
7. Region (Jason / Jim) and AE to advance scope of trunk sewer along Fountain Street between Kossuth and Middle Block Road
8. AE to begin preparing for a PCC#2 (virtual), targeted for mid-July

Please let me know if you have any questions or further comments.
Thanks

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

Associated Engineering GLOBAL PERSPECTIVE. LOCAL FOCUS. COR BEST MANAGED COMPANIES Platinum member

ESL Sanitary EA - Cambridge Coordination

June 25, 2024 10:18 AM

Meeting Date: 2024-06-25 10:00 AM
Location: Microsoft Teams Meeting
Link to Outlook Item: *click here*
Invitation Message
Content

Participants
- Duane Lindner (Meeting Organizer)
- Alex Nichols (Accepted in Outlook)
- Ryan Tucker (Accepted in Outlook)

Notes

Sewer along Intermarket Road has been completed (recently). Alex will look into sharing pricing details for the deep sewer construction costs (open cut).

Design for sewer along Middle Block is underway. Targeting an elevation of 304.70 at MB -> noted that we were targeting an elevation of 305.20 at Middle Block and Fountain for the Region's sewer.

AE suggested maintaining the larger diameter (1050mm) pipe to allow for future needs. Current sizing north of Kossuth is 900mm

Duane Lindner

From: Ryan Tucker <rtucker@woolwich.ca>
Sent: June 25, 2024 3:47 PM
To: Alex Nichols; Duane Lindner
Cc: Jared Puppe
Subject: RE: [EXT] Sanitary Trunk Sewer Coordination

Good Afternoon Alex,

Thanks for meeting this morning to discuss the trunk sewer design on Middle Block Road. The Township is comfortable maintaining the 1050mm pipe along Middle Block Road, so please proceed with that in mind when completing the design works.

Thank you,

Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094

WOOLWICH TOWNSHIP

Woolwich.ca | EngageWR | Facebook | Instagram | Twitter
This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: Alex Nichols <NicholsA@cambridge.ca>
Sent: Monday, June 24, 2024 2:36 PM
To: Ryan Tucker <rtucker@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Cc: Jared Puppe <JPuppe@woolwich.ca>
Subject: RE: [EXT] Sanitary Trunk Sewer Coordination

Hi everyone,

Please let me know if we can get a meeting set up for this week. I am on vacation next week and would like to get som back to our consultant before then.

Thanks,

Alex Nichols P.Eng.
Project Engineer - Development
Community Development - Engineering & Transportation Services
P: (519) 621-0740,4606

From: Alex Nichols <NicholsA@cambridge.ca>
Sent: Thursday, June 20, 2024 9:54 AM

To: Ryan Tucker <rtucker@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Cc: Jared Puppe <JPuppe@woolwich.ca>
Subject: RE: [EXT] Sanitary Trunk Sewer Coordination

Hi Ryan and Duane,

Tuesday morning works for me too. I am in a meeting from 9-10, so any time after works for me.

Regards,

Alex Nichols P.Eng.
Project Engineer - Development
Community Development - Engineering & Transportation Services
P: (519) 621-0740,4606

From: Ryan Tucker <rtucker@woolwich.ca>
Sent: Thursday, June 20, 2024 8:35 AM
To: Duane Lindner <lindnerd@ae.ca>; Alex Nichols <NicholsA@cambridge.ca>
Cc: Jared Puppe <JPuppe@woolwich.ca>
Subject: RE: [EXT] Sanitary Trunk Sewer Coordination

This Message Is From an External Sender
This message came from outside your organization.

Good Morning Duane,

Thank you for the comments. I'm free on Tuesday morning if that works for Alex. I know Jared is off next week.

Thank you,

Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094



Woolwich.ca | EngageWR | Facebook | Instagram | Twitter
This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: Duane Lindner <lindnerd@ae.ca>
Sent: Thursday, June 20, 2024 5:45 AM
To: Alex Nichols <NicholsA@cambridge.ca>; Ryan Tucker <rtucker@woolwich.ca>
Cc: Jared Puppe <JPuppe@woolwich.ca>
Subject: RE: [EXT] Sanitary Trunk Sewer Coordination

Hello gentlemen

This all sounds good and the target elevation of 305.20m at Middle Block Road and Fountain Street is what we have been workin with. Through our discussions with the Township we've made assumptions regarding the design parameters and how we are cal design flow rates which in turn affect the sewers pipe sizes, as does the slope of the pipes. There may be potential to adjust the downstream, but we should also consider other potential drainage areas that may be added to this system in the future, as well differentials between say a 1050 mm pipe vs. a 975mm or 900mm pipe.

I think it would be prudent to have a meeting to review the details together. I hope to be back in Canada by next week and shoul to meet on Monday afternoon or Tuesday morning. Please let me know what time would work best and I can send out meeting

Thanks

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238



From: Alex Nichols <NicholsA@cambridge.ca>
Sent: Wednesday, June 19, 2024 2:15 PM
To: Ryan Tucker <rtucker@woolwich.ca>
Cc: Jared Puppe <jpuppe@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Subject: RE: [EXT] Sanitary Trunk Sewer Coordination

Hi Ryan,

Thanks for the quick response.

Sounds good. Let me know.

Regards,

Alex Nichols P.Eng.
Project Engineer - Development
Community Development - Engineering & Transportation Services
P: (519) 621-0740,4606

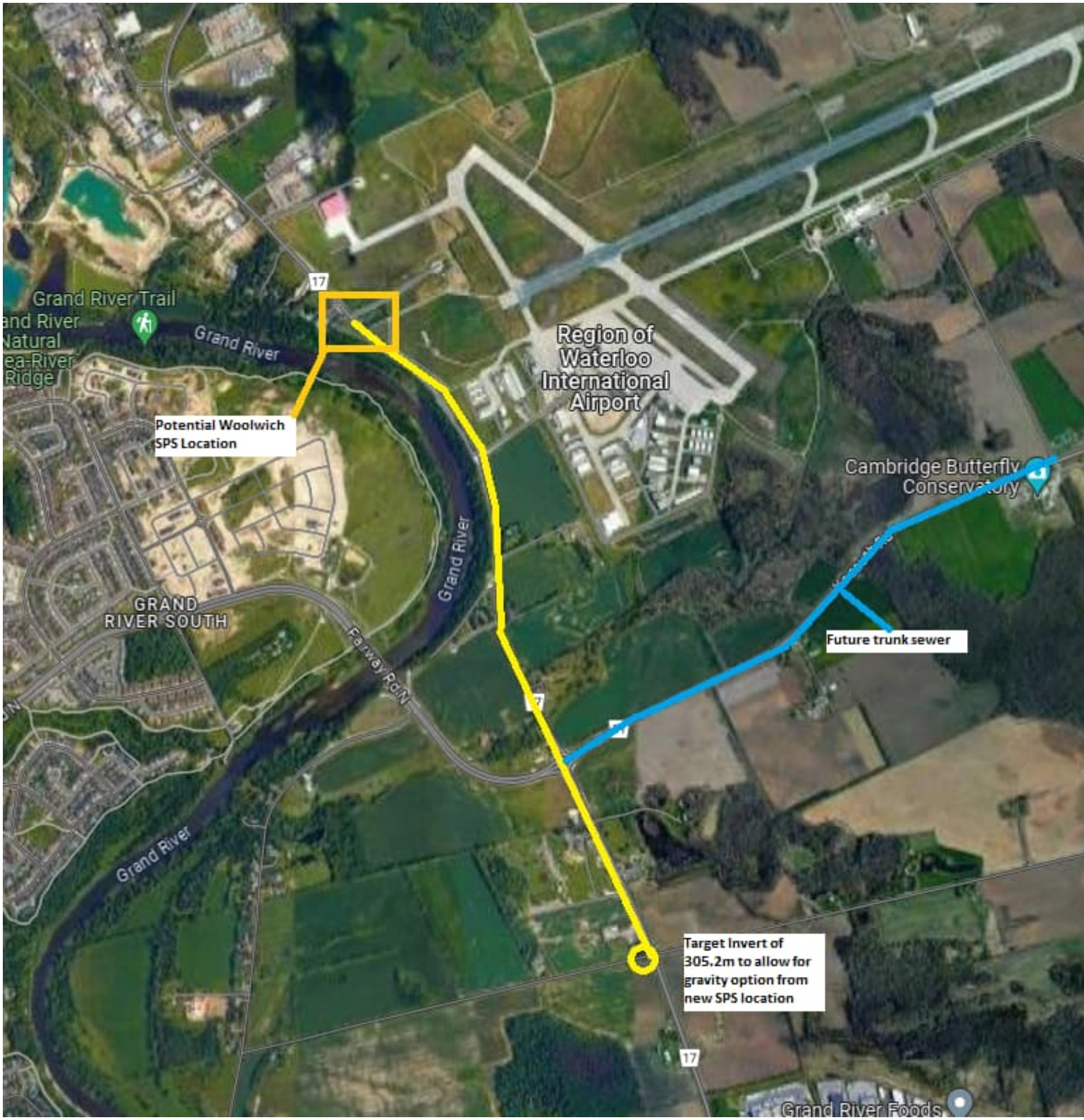
From: Ryan Tucker <rtucker@woolwich.ca>
Sent: Wednesday, June 19, 2024 1:55 PM
To: Alex Nichols <NicholsA@cambridge.ca>
Cc: Jared Puppe <JPuppe@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Subject: RE: [EXT] Sanitary Trunk Sewer Coordination

This Message Is From an External Sender

This message came from outside your organization.

Good Afternoon Alex,

From previous correspondence, the target invert elevation at Fountain Street and Middle Block Road should be 305.2m (se
below). I've CC'd Duane to make sure he is still comfortable with this proposed elevation. I would also ask for Duane's co
proposed size change, as I'm not sure what size of pipe he has utilized for his preliminary design north of Middle Block. I'm
having a quick meeting to discuss once Duane has had time to comment.



Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094

Woolwich.ca | EngageWR | Facebook | Instagram | Twitter
This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: Alex Nichols <NicholsA@cambridge.ca>
Sent: Wednesday, June 19, 2024 1:47 PM
To: Ryan Tucker <rtucker@woolwich.ca>
Cc: Jared Puppe <JPuppe@woolwich.ca>
Subject: [EXT] Sanitary Trunk Sewer Coordination

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Ryan,

We are finally at a stage in our Middle Block Road Sanitary Trunk sewer design where we need some feedback from th

Previously there had been some discussion that the Township might want a 1050mm pipe carried all the way to our mu boundary, we did this on Intermarket Road between Allendale and Middle Block and would like to know if the Township 1050mm along Middle Block Road (and Fountain). We would also like to understand what (rough) depth you will need anticipate connecting to the trunk. This doesn't affect the Middle Block Road design too much as we are trying to hit a elevation target at Middle Block/Fountain but considering that we are designing the trunk at 0.10% even just increasing little bit could mean a drop in pipe size.

I wasn't sure if you would like to a quick meeting to discuss (not sure if AE needs to be involved) or if you already had s mind that you could share.

Thanks,

Alex Nichols P.Eng.
Project Engineer - Development
Community Development - Engineering & Transportation Services
P: (519) 621-0740,4606
www.cambridge.ca

City of Cambridge • City Hall • 50 Dickson St • Cambridge • ON • N1R 1S8 • PO Box 669
This message, including any attachments, may contain information which is confidential, privileged and/or exem disclosure under applicable law, and is intended only for the use of the designated recipient(s) listed above. Any use or disclosure is strictly prohibited. If you are not the intended recipient, or have otherwise received this mess mistake, please notify the sender by replying via email, and destroy all copies of this message, including any atta without making a copy. Thank you for your cooperation.

Duane Lindner

From:	Duane Lindner
Sent:	July 11, 2024 3:23 PM
To:	Greg Lynch; Ryan Tucker
Cc:	CMP Engineering Projects
Subject:	RE: Meeting to Review Breslau Sanitary EA and Preliminary FSP of Conestoga Meats Development
Attachments:	5737_Alt#5_Hydraulic_Profiles_20240711.pdf

Hi Greg
Nice to meet you too! Thanks for the updated site plan.
As discussed, here's a copy of the current hydraulic analysis output for the trunk sewer and the various branches, under Alternative #5.
Let me know if you have any questions or need more info from us.
Regards,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238



From: Greg Lynch <glynch@conestogameats.com>
Sent: Thursday, July 11, 2024 10:11 AM
To: Ryan Tucker <rtucker@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>
Subject: RE: Meeting to Review Breslau Sanitary EA and Preliminary FSP of Conestoga Meats Development

Good Morning Fellas,

Thanks again for today's call and discussion, I think we all strongly benefitted from the feedback provided.

As discussed, please see attached, updated site plan that your more than welcome to keep circulated within your project group. At this point, please consider this site plan confidential.

Lastly, if you could also in return forward your elevations and design work to date, I will continue to consider preliminary and confidential.

Thanks,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: (519) 648-2506 (ext. 509) | Cell: (519) 500-9718
www.conestogameats.com

-----Original Appointment-----
From: Greg Lynch
Sent: Tuesday, June 25, 2024 9:01 AM
To: Greg Lynch; Ryan Tucker; Duane Lindner
Subject: Meeting to Review Breslau Sanitary EA and Preliminary FSP of Conestoga Meats Development
When: July 11, 2024 9:30 AM-10:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Meeting agenda and details to be confirmed.

Preliminary FSR Report (from CMP) and technical package from Township of Woolwich to be circulated in advance of this meeting.

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: (519) 648-2506 (ext. 509) | Cell: (519) 500-9718
www.conestogameats.com

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 236 582 299 689

Passcode: 9jwYpb

Dial in by phone

+1 437-703-4461,,59314385# Canada, Toronto

East Side Lands Sanitary EA - Evaluation Update

September 13, 2024 9:55 AM

Meeting Date: 2024-09-13 10:00 AM
Location: Microsoft Teams Meeting
Link to Outlook Item: *click here*
Invitation Message
Content
Participants

- [x] Duane Lindner (Meeting Organizer)
- [x] Ryan Tucker (Accepted in Outlook)
- [x] Jared Puppe (jpuppe@woolwich.ca)
- [x] Bryan Bishop (Accepted in Outlook)
- [x] Kevin Dolishny (Accepted in Outlook)
- [ ] John Scarfone - Twp of Woolwich (Declined in Outlook)
- [ ] Jordan Vander Veen (Tentative in Outlook) - death in the family.
- [x] rguinot@regionofwaterloo.ca (Tentative in Outlook)
- [x] Jason Redman
- [ ] Jim Ellerman
- [x] Laura Philippe (Accepted in Outlook)
- [ ] Abigail Smith
- [x] Ashley Graham (Accepted in Outlook)

Notes

Likely need a separate casing for the runway crossing. Cost implications. Could do the watermain separately- possibly without a separate casing.

Watermain will likely be done in concert with the sanitary , but is not a discsion driver.

Priorities

Need Footprint
Noise - Decibel level? Odor - send to airport.
Consultation on these site?

Report to council - in october. File report at the end of october NOC

All good with Alt#2 , Alt#7 -
Need confirmation from Jordan.

Laura - said thanks for all the great work! (you're welcome!)

RT
Follow up with Six Nation and MCFM next week. Any comments?
Need to push the fountain piece.
Sept 25th date for Regional Council - CMP Woodlot decision. Will be key!!!

Duane Lindner

From:	Duane Lindner
Sent:	September 13, 2024 3:50 PM
To:	Ryan Tucker; Jared Puppe (jpuppe@woolwich.ca); Bryan Bishop; Kevin Dolishny; John Scarfone - Twp of Woolwich; Jordan Vander Veen; rguinot@regionofwaterloo.ca; Ashley Graham; Jason Redman; Jim Ellerman; Laura Philippe
Cc:	Abigail Smith
Subject:	East Side Lands Sanitary EA - Evaluation Update
Attachments:	Wkshp5_Evaluation_slides_2024913.pdf; LS Site Plan (Alt2).pdf

Hello
Thanks again for your time today. Attached are copies of the slides presented today for your reference.

As discussed, we are generally agreed as a project team that Alternative #7 is the preferred option for the sewer system. Similarly, we are agreed that Alternative Site #2 is the preferred option for the smaller lift station that is required for the existing Breslau lands north of Jetliner Court.

As action items from today's meeting, we ask that:

1. Attendees please provide any final comments on the evaluation of the alternatives, so that we can include them with the final write-up for this EA study.

2. Airport staff please review the preferred Lift Station Site alternative in greater detail, and provide comment specifically with regards to the existing lease agreement with Chartright. To that end I've attached a copy of the proposed site layout showing the required footprint of the Lift Station as well as the overflow storage tank.

   Also, as a follow-up on the comment about potential noise issues from the lift station, the only appreciable noise from the lift station would be as a result of running a backup diesel generator (ie. under emergency or periodic maintenance conditions). The design would typically have some form of built-in noise attenuation and in general sound levels would be in the range of 50-60 dB. This is similar to typical noise levels from traffic along an arterial road (like Fountain Street) and is significantly less that the noise generated by aircraft.

Thanks!

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

Associated Engineering GLOBAL PERSPECTIVE. LOCAL FOCUS. COR CANADA BEST MANAGED COMPANIES Platinum Member

APPENDIX J-4 INDIGENOUS CONSULTATION

Communications Log – East Side Lands Sanitary Servicing Environmental Assessment

Date	From	To	Aboriginal Community Contact Details	Medium (e.g. email, letter, phone call)	Communication Description	*Nature of Concern(s)	Follow-up required? (yes/no)
August 1, 2023	Township of Woolwich (VIA Associated Engineering)	Six Nations of the Grand River	markhill@sixnations.ca lrcs@sixnations.ca dlaforme@sixnations.ca darrinjamieson@sixnations.ca lonnybomberry@sixnations.ca	Email	Provided notice of study commencement	-	yes
August 2, 2023	Six Nations of the Grand River	Township of Woolwich (VIA Associated Engineering)	LRCS@sixnations.ca	Email	Good morning Michelle, Please get in touch with myself and one additional contact: Peter Graham Consultation Supervisor Consultation and Accommodation Process Team / Lands and Resources department PO Box 5000, 2498 Chiefswood Rd., Ohsweken, ON N0A 1M0 519-753-0665 ext. 5425 / 226-388-0284 lrcs@sixnations.ca Dawn LaForme Receptionist Lands and Resources department PO Box 5000, 2498 Chiefswood Rd., Ohsweken, ON N0A 1M0 519-753-0665 ext. 5410 dlaforme@sixnations.ca Thank you, Peter	-	Yes
March 11, 2024	Township of Woolwich (VIA Associated Engineering)	Six Nations of the Grand River	LRCS@sixnations.ca darrinhamieson@sixnations.ca dlaforme@sixnations.ca lonnybomberry@sixnations.ca	Email	Provided notice of Public Consultation Centre #1	-	Yes
June 26, 2024	Township of Woolwich (VIA Associated Engineering)	Six Nations of the Grand River	LRCS@sixnations.ca darrinhamieson@sixnations.ca dlaforme@sixnations.ca lonnybomberry@sixnations.ca	Email	Provided notice of Public Consultation Centre #2	-	Yes
July 29, 2024	Township of Woolwich (VIA Associated Engineering)	Six Nations of the Grand River	LRCS@sixnations.ca darrinhamieson@sixnations.ca dlaforme@sixnations.ca lonnybomberry@sixnations.ca	Email	Hello Further to our previous correspondence related to this project, please find attached a copy of the Draft Stage 1 Archaeological Assessment and supplementary documentation for this EA Study. We invite your review and request any relevant comments for consideration by Friday, August 16th . Thank you for your interest in this project. Regards, Duane Lindner, P.Eng. ENV SP	-	yes

September 3, 2024	Township of Woolwich (VIA Associated Engineering)	Six Nations of the Grand River	LRCS@sixnations.ca darrinhamieson@sixnations.ca dlaforme@sixnations.ca lonnybomberry@sixnations.ca	Email	Hello again Further to the Archaeological Assessment provided previously, please find attached draft copies of the recently completed Cultural Heritage Report (CHR) for the study area, and the Cultural Heritage Evaluation Report for the Randall Drain Culvert. We invite your review these documents and request any relevant comments for consideration by Friday, September 13th. Thank you for your interest in this project. Regards, **Duane Lindner,** P.Eng. ENV SP	-	yes
September 5, 2024	Township of Woolwich (VIA Associated Engineering)	Six Nations of the Grand River	LRCS@sixnations.ca darrinhamieson@sixnations.ca dlaforme@sixnations.ca lonnybomberry@sixnations.ca	Email	Good Morning, Further to previous correspondence related to the Township of Woolwich's East Side Lands Sanitary Servicing EA project, please find attached a copy of the Draft Environmental Impact Study. Since the majority of the work proposed on the project is located within Municipal Right of Ways, ecological impacts are expected to be minimal. The project team will look to mitigate any ecological impacts that exist through the detailed design of the project. Please feel free to reach out with any questions or concerns. Thank you, Ryan Tucker	-	yes
September 16, 2024	Township of Woolwich (VIA Associated Engineering)	Six Nations of the Grand River	LRCS@sixnations.ca darrinhamieson@sixnations.ca dlaforme@sixnations.ca lonnybomberry@sixnations.ca	Email	Good morning. I'm following up to see if there are any comments to the Archaeological and/or Cultural Heritage information that we provided, prior to us completing the EA Study. Please let us know, otherwise we'll assume none and proceed with finalizing the reports. Thanks very much. **Duane Lindner,** P.Eng. ENV SP	-	yes
September 16, 2024	Six Nations of the Grand River	Township of Woolwich	LRCS@sixnations.ca	Email	Good morning Ryan, Thank you for forwarding us this documentation. As I believe Woolwich is aware, per MECP guidelines we charge for EA work: $125 for document review and $1250 for meetings. We currently don't have the capacity to study the documents, but hope to do so in the future. Thank you, Peter	No capacity to review the ecological reporting	no

Communications Log – East Side Lands Sanitary Servicing Environmental Assessment

Date	From	To	Aboriginal Community Contact Details	Medium (e.g. email, letter, phone call)	Communication Description	*Nature of Concern(s)	Follow-up required? (yes/no)
August 1, 2023	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Stacey.LaForme@mncfn.ca Adam.LaForme@mncfn.ca Abby.LaForme@mncfn.ca Fawn.Sault@mncfn.ca Delainie.King@mncfn.ca mark.laforme@mncfn.ca	Email	Provided notice of study commencement	-	yes
August 2, 2023	Mississaugas of the Credit First Nation	Township of Woolwich	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Good Morning Michelle, Thank you for the notification regarding the East Side Lands, Woolwich Sanitary Servicing. MCFN DOCA would be interested in obtaining the Stage 1 Archaeological Report in draft form, so we have the opportunity to submit any comments or concerns we may have. Also, MCFN DOCA would like to receive a copy of the Municipal Class EA report when completed for our files. Unfortunately, MCFN DOCA is at lack of compacity regarding any Environmental work and is limited in what we are capable of participating in. If possible we would like to be kept updated regarding all studies that have been completed. Thank you and enjoy your day! **Abby (LaForme) Lee** **Acting Consultation Coordinator**	Request for draft Archaeological Reporting	yes
August 2, 2023	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Good Morning Abby and Mark, Thank you for the information request below. I've made a note and cc'd Duane herein as well – we will be in touch. Kind Regards, Michelle Skeaff	-	yes
March 11, 2024	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Provided notice of Public Consultation Centre #1	-	Yes
June 26, 2024	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Provided notice of Public Consultation Centre #2	-	Yes
July 29, 2024	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Hello Further to our previous correspondence related to this project, please find attached a copy of the Draft Stage 1 Archaeological Assessment and supplementary documentation for this EA Study. We invite your review and request any relevant comments for consideration by Friday, August 16th . Thank you for your interest in this project. Regards, Duane Lindner, P.Eng. ENV SP	-	yes

September 2, 2024	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Hello again Further to the Archaeological Assessment provided previously, please find attached draft copies of the recently completed Cultural Heritage Report (CHR) for the study area, and the Cultural Heritage Evaluation Report for the Randall Drain Culvert. We invite your review these documents and request any relevant comments for consideration by Friday, September 13th. Thank you for your interest in this project. Regards, **Duane Lindner,** P.Eng. ENV SP	-	yes
September 5, 2024	Township of Woolwich	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Good Morning, Further to previous correspondence related to the Township of Woolwich's East Side Lands Sanitary Servicing EA project, please find attached a copy of the Draft Environmental Impact Study. Since the majority of the work proposed on the project is located within Municipal Right of Ways, ecological impacts are expected to be minimal. The project team will look to mitigate any ecological impacts that exist through the detailed design of the project. Please feel free to reach out with any questions or concerns. Thank you, Ryan Tucker	-	yes
September 16, 2024	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Good morning. I'm following up to see if there are any comments to the Archaeological and/or Cultural Heritage information that we provided, prior to us completing the EA Study. Please let us know, otherwise we'll assume none and proceed with finalizing the reports. Thanks very much. **Duane Lindner,** P.Eng. ENV SP	-	yes
September 16, 2024	Mississaugas of the Credit First Nation	Township of Woolwich	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Good Morning Duane, Thank you for following up on the Township of Woolwich, East Side Lands- Woolwich Sanitary Servicing. I would like to apologize for the delayed response. I will follow up with you shortly regarding the said project. Sincere Apologies **Abby (LaForme) Lee**	-	yes
September 17, 2024	Mississaugas of the Credit First Nation	Township of Woolwich	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Good Afternoon Duane, Thank you for sharing the draft Stage 1 archaeological assessment for the Woolwich Sanitary Servicing project. I have reviewed the report and have no questions or concerns with it or its recommendations. If you proceed with the stage 2 archaeological assessment, please contact me. One of the ways we require proponents to engage with us is in providing transparency during the archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives ("FLRs") on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and considered during fieldwork. Kind Regards, Adam LaForme (he/him)	No concerns, request to be included on stage 2+ archaeological works	no

September 17, 2024	Mississaugas of the Credit First Nation	Township of Woolwich	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Good Afternoon Duane, Please see the attached comments regarding the Cultural and Heritage Report. Thank you **Abby (LaForme) Lee** **Hi Abby,** **I have had the opportunity to review the *draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* for *East Side Lands (Woolwich) Sanitary Servicing Municipal Class Environmental* Assessment dated June 2024 and prepared by Archeological services Inc. Also reviewed was the draft *Cultural Heritage Report: Randall Drain Culvert, Region of Waterloo, Ontario* dated August 2024 and prepared by Archeological Services Inc.** 1. **An examination of the Section 6: Results and Mitigation Recommendations contained within *Cultural Heritage Report: Existing Conditions and Preliminary Impact assessment* for *East Side Lands (Woolwich) Sanitary Servicing Municipal Class Environmental assessment raises no concerns.* The same can be stated for Section 6*:* Conclusions and Next Steps contained within *Cultural Heritage Report: Randall Drain Culvert, Region of Waterloo, Ontario.*** 2. **Some concerns are raised within the June 2024 *3.0 Summary of Historical Development Within the Study Area.* The last line of the first full paragraph states:** A) **"By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario." The following paragraph" states: The study area is within the scope of the Treaty of Fort Albany (Nanfan), signed by the British Crown and the Haudenosaunee Confederacy in 1701 (Six Nations of the Grand River, 2008). The Haudenosaunee entered into this agreement with the British Crown to place their beaver hunting grounds under the protection of the King of Britain and to reject the French from building forts on their lands, which included most of Southern Ontario." One is given to wonder how the lands are firmly in the hands of the Anishinabek at the end of the 17th century, yet supposedly being placed under treaty by the Haudenosaunee, who neither occupied nor controlled the lands in question in 1701. The report should make an effort to resolve this anomaly in the summary. Historically speaking, the British Crown did not recognize the Nanfan Treaty (Albany Deed) of 1701 as a valid treaty and currently neither does the Ontario and Canadian Government. As currently written, the report seems to give unequivocal consent to a Haudenosaunee interpretation of the Nanfan when perhaps a more balanced approach might more accurately reflect current dissonance surrounding the interpretation of the so-called "treaty".** B) **In the 2nd full paragraph on pg. 21 of the June 2024 report, it is accurately related that a treaty with the Mississaugas of the Credit enabled the settlement of the Six Nations on the lands of the Haldimand Tract. While the Mississaugas are indirectly mentioned earlier within the report as part of the Anishinabek, uninformed readers might not understand that the Mississaugas are a sub-group of the Anishinabek. It is recommended that more information be included in this report to explain the identity of the Mississaugas, their land use and occupancy at the western end of Lake Ontario, and how they came to be the treaty holders of those same lands. It should be noted that only the Mississaugas of the Credit are recognized by the Crown as the sole treaty holders of the lands pertaining to the study area(s).** C) **Comments 2 A&B above also pertain to the Summary of Historical Indigenous History found in the draft report re: Randall Drain Culvert.** 3. **In the June 2024 report the Grand River is listed as part of the Cultural Heritage Landscape. It should be noted that the Grand River is subject to a claim of unextinguished aboriginal title to all the waters within the treaty lands and territory of the Mississaugas of the Credit First Nation. The claim was filed with the Ontario and Federal Governments in 2016.**	Provided comments on the historical section of the CHER	no
September 17, 2024	Township of Woolwich (VIA Associated Engineering)	Mississaugas of the Credit First Nation	Abby.LaForme@mcfn.ca, Mark.LaForme@mncfn.ca	Email	Thank you Abby / Adam We appreciate you taking the time to advise us on the noted clarifications. I have forwarded your comments to ASI and we'll have them the update the text as appropriate. Regards, **Duane Lindner,** P.Eng. ENV SP	-	no

Communications Log – East Side Lands Sanitary Servicing Environmental Assessment

Date	From	To	Aboriginal Community Contact Details	Medium (e.g. email, letter, phone call)	Communication Description	*Nature of Concern(s)	Follow-up required? (yes/no)
August 1, 2023	Township of Woolwich (VIA Associated Engineering)	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	info@hdi.land	Email	Provided notice of study commencement	No response	-
March 12, 2024	Township of Woolwich (VIA Associated Engineering)	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	info@hdi.land	Email	Provided notice of Public Consultation Centre #1	No response	-
March 11, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	16 Sunrise Court, Suite 600, P.O. Box 714 Ohsweken, ON N0A 1M0	Registered Mail	Provided notice of Public Consultation Centre #1	No response	-
June 24, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	16 Sunrise Court, Suite 600, P.O. Box 714 Ohsweken, ON N0A 1M0	Registered Mail	Provided notice of Public Consultation Centre #2	No response	-
June 26, 2024	Township of Woolwich (VIA Associated Engineering)	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	16 Sunrise Court, Suite 600, P.O. Box 714 Ohsweken, ON N0A 1M0	Email	Provided notice of Public Consultation Centre #2	Response Received, HDI has concerns about engagement	Yes
	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich (VIA Associated Engineering)	aarondetlor@gmail.com	Email	As a further comment I can advise that the Haudenosaunee hold significant cultural heritage interests over the subject lands I can advise that the proposed Woolwich Sanitary Servicing Class Environmental Assessment will have an impact on established rights and interests including interests related to the unsurrendered land associated with the subject project. I note that we have been unlawfully excluded from the EA process to date and it is even more problematic that June 26, 2024 power point presentation fails to mention or address established and asserted Aboriginal and Treaty rights and at the same time failed to include mention of the HCCC or any indigenous interests as being a key stakeholder. The failure to address indigenous interests appears to be discriminatory in nature.	Haudenosaunee hold significant cultural heritage interests over the subject lands	Yes

					I have asked Ms. Lumsdon to set up a meeting to discuss how and when engagement will proceed consistent with the honour of the Crown and in addition consistent with the MCEA User Guide. We note that both appear to have been ignored to date. If there is a delegation from the Province of Ontario to Woolwich then please provide. I do note that the last slide asks input from Indigenous Groups. I can advise that this is highly disturbing language. Indigenous People and/or Aboriginal people as recognized by s. 35 of the Constitution Act are not 'Groups'. I can also confirm that no engagement was undertaken on the Region of Waterloo International Airport Master Plan, the East Side Lands Sanitary Servicing EA or the North Cambridge Business Park Class EA despite the Region of Waterloo having knowledge of the established and asserted rights associated with the subject lands. We look forward to meeting at your earliest convenience to discuss how we can ensure that funding for this process is provided so that we can comment and participate meaningfully. I have copied the Director of Environmental Assessment Branch so that she can join our meeting to provide guidance on whether or not the Province of Ontario has delegated any procedural aspects of engagement and to confirm if the Province of Ontario is prepared to accept the filing of a Notice of Completion on this project if Woolwich has ignored the MCEA User Guide and if Woolwich refuses to provide funding so that we can participate meaningfully.		
July 8, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	aarondetlor@gmail.com	Email	Mr. Detlor, Thank you for contacting the project team for the Township of Woolwich's East Side Lands Sanitary Environmental Assessment. The project team previously provided notice to the Haudenosaunee Confederacy Chiefs Council (HCCC)/Haudenosaunee Development Institute (HDI) that the project was being undertaken. I've summarized the communications sent to HCCC/HDI below: 1. Notice of Study Commencement (Email - info@hdi.land, August 1, 2023) 2. Notice of Public Consultation Centre #1 (Registered Mail and Email - info@hdi.land, March 11/12, 2024) 3. Notice of Public Consultation Centre #2 (Registered Mail and Email - info@hdi.land, June 24/26, 2024) With your email being the first point of contact/response, the project team confirms your interest in the project and looks forward to a meeting to review and discuss the overall scope including how the project impacts the established rights and interests of the Haudenosaunee. As requested, I've attached the project acknowledgment correspondence from the MECP for your review. I will work with Ms. Lumsdon to coordinate the meeting, as you suggest in your correspondence. Thank you, *Ryan Tucker*	Haudenosaunee hold significant cultural heritage interests over the subject lands	Yes
July 8, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@lumsdon.ca	Email	Good Morning Ms. Lumsdon, It is my understanding that the Haudenosaunee Confederacy Chiefs Council/Haudenosaunee Development Institute have identified concerns with the Township of Woolwich's East Side Lands Sanitary Servicing Environmental Assessment and would like to undertake a meeting. If you can please let me know the preference for the type of meeting (in-person and location, or virtual) and some potential dates, we can work towards scheduling the session. Please feel free to call or email with any questions or concerns. Thank you, *Ryan Tucker*	Haudenosaunee hold significant cultural heritage interests over the subject lands	Yes

July 15, 2024	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich	rae@lumsdon.ca	Email	Good afternoon Mr. Tucker, Thank you for your follow up on this. We are available next week on Friday, July 26th or the following week on Monday or Tuesday. It is our preference that these meetings be conducted in-person. As such, we are happy to come to your office or offer to host in our office in Toronto. Please let me know your preference. I look forward to hearing from you. **Rae Lumsdon**	-	Yes
July 17, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	aarondetlor@gmail.com	Email	Mr. Detlor, I am currently working with Ms. Lumsdon to schedule the in-person meeting to discuss the Township's East Side Sanitary Servicing Environmental Assessment (EA). In your initial correspondence you mention that you wish to discuss funding so that the Haudenosaunee Development Institute (HDI) can comment and participate meaningfully on the project. Can you please confirm if this meeting is specifically intended to discuss funding, or if HDI is also interested in a technical overview of the project as well. I want to ensure that I have the proper individuals at the meeting to have fulsome discussions regarding HDIs concerns about the project. If you are able to provide a proposed meeting agenda for review that would be helpful. Thank you, *Ryan Tucker*	-	-
July 17, 2024	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich	rae@lumsdon.ca	Email	Good afternoon Ryan, Thank you for your reply. We are interested in discussing funding specifically. Without having this conversation and the parameters of funding, we are not in a position to discuss the technical overview. Please let me know if you have any additional questions or if I can assist you any further. **Rae Lumsdon**	Parameters of funding for consultation	Yes
July 22, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@lumsdon.ca	Email	Ms. Lumsdon, Thank you for the prompt reply. We appreciate the confirmation that the meeting is intended to discuss matters related specifically to funding the consultation process with the Haudenosaunee Development Institute (HDI) in relation to the East Side Lands Sanitary Environmental Assessment project. The Township of Woolwich's funding model in relation to Aboriginal community consultation for environmental assessments remains the same as the Greenhouse Road Reconstruction and Extension Environmental Assessment project. The Township provides capacity funding in relation to archaeological document review and archaeological field liaison representation. Understanding that HDI has previously rejected capacity funding offers from the Township for archaeological review, we want to be clear that the Township will not remit any fees to initiate the consultation process. The Township remains open to meeting to discuss capacity funding for archaeological works as well as to provide additional information on any project specific concerns that HDI may have.	-	Yes

					Below is a brief technical synopsis of the preferred alternatives being reviewed for the project in an effort to provide a high-level overview of the proposed works: - The East Side Lands Sanitary EA is being undertaken to define future trunk sewer alignments and associated sanitary infrastructure required to service the East Side Lands area in the Township of Woolwich; - When the project was initiated, it was expected that a large sanitary pumping or lift station would be required near the intersection of Kossuth Road and Fountain Street to provide sanitary servicing for the East Side Lands area in Woolwich; - Upon a more detailed review, two solutions have been identified that would utilize a gravity trunk sewer system, thus eliminating a large sanitary pumping/lift station near Kossuth Road and Fountain Street; - Smaller local sanitary lift stations will be required along the trunk sewer route further upgradient to lift sewage into the main trunk sewer. There are currently two sanitary lift station locations proposed, one on Jetliner Court and the other north of Menno Street at Shantz Station Road; - Although the study area for the project stretches to the new proposed Hwy 7 alignment to the north, only infrastructure south of Menno Street will be confirmed through this environmental assessment process – please see attached mapping for project limits; - The preferred sanitary trunk sewer routes currently being explored are all located within existing municipal road allowances or on lands owned by the Region of Waterloo; - Since the majority of the trunk sewer alignment is proposed within existing municipal roadways that are currently in service, environmental impacts are expected to be minimal; - The portion of work proposed on Region of Waterloo lands includes the crossing of an existing and future runway at the Region of Waterloo International Airport (YKF), as well as the installation of a sanitary lift station at Jetliner Court; - An archaeological and cultural heritage review has been undertaken for the project area. Capacity funding is available to HDI to review and comment on these draft documents; - A culvert has been identified through the cultural heritage review (near the intersection of Fountain Street and Kossuth Road) as having cultural heritage significance due to its age. As a result, a Cultural Heritage Evaluation Report will be prepared specifically for this structure, and; - Capacity funding would be available to compensate for stage 2+ archaeological field work representation should further archaeological work be identified for the project. The Township kindly asks that HDI provide any potential impacts that the project may have on Aboriginal or treaty rights. The project team remains committed to reviewing and working with all stakeholders to address/mitigate any adverse impacts that the project may present. I can confirm our availability to meet in person at the Woolwich Administration Building (24 Church Street West, Elmira) on July 26th, 2024. Please confirm if HDI would like to procced with a meeting on that date to discuss capacity funding for archaeological review. Thank you for your time, *Ryan Tucker*		
July 29, 2024	Township of Woolwich (VIA Associated Engineering)	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	info@hdi.land, hdi2@bellnet.ca	Email	Hello Further to our previous correspondence related to this project, please find attached a copy of the Draft Stage 1 Archaeological Assessment and supplementary documentation for this EA Study. We invite your review and request any relevant comments for consideration by Friday, August 16th.		Yes

					Thank you for your interest in this project. Regards, **Duane Lindner,** P.Eng. ENV SP		
July 30, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@lumsdon.ca	Email	Ms. Lumsdon, My consultant sent the draft Archaeological reporting to HDI's general email yesterday. I wanted to ensure that your project team received the documents, so I'm resending them to everyone's attention. The Township remains committed to offering capacity funding for Archaeological document review in relation to the East Side Lands Sanitary Servicing EA. Understanding that the Stage 1 Archaeological reporting identifies areas for Stage 2 pedestrian survey and test pitting prior to undertaking construction, the Township would invite HDIs Field Liaison Representatives (FLR) to attend during the Stage 2+ field works. Similar to the Archaeological document review, the Township offers capacity funding to compensate for FLR participation. The Township is still available to undertake a meeting to review and discuss the technical aspects of the project as well as capacity funding for archaeological review. Please confirm if HDI would like to procced with a meeting to discuss the technical aspects of the project as well as capacity funding for archaeological review. Thank you, Ryan Tucker		Yes
July 30, 2024	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich	sharannmartin@hdi.land	Email	Thank you for your email. I am no longer the Archaeology Logistics Coordinator at HDI. Please send any deployment notices, updates, and cancellations to the general archaeology email (archaeology@hdi.land), Owen Greene (owengreene@hdi.land), and Todd Williams (toddwilliams@hdi.land). They will be able to provide immediate assistance as well. Nyá:wen, Sharann Martin	Contact position change	No
August 22, 2024	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich	rae@hdito.com	Email	Good morning Mr. Tucker, Thank you for the email and confirmation. Please advise of some dates and times that work for your organization to connect. I look forward to hearing from you. **Rae Lumsdon**	Request for meeting	Yes
August 22, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@hdito.com	Email	Good Morning Ms. Lumsdon, I've provided dates and general times below for the Townships availability to meet in person to discuss the East Side Lands Sanitary Servicing Environmental Assessment project. August 28 – AM/PM August 29 – PM September 13 – AM/PM September 16 – AM September 18 – AM/PM September 19 – AM/PM September 20 – AM/PM September 23 – AM	-	Yes

					September 26 - AM Please let me know if any of the above dates and times work to connect on the project. Thank you, Ryan Tucker		
August 29, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@hdito.com	Email	Good Morning Ms. Lumsdon, I wanted to reach out to confirm that you received my previous email from last week regarding the Townships availability to meet to discuss the Townships Environmental Assessment in the East Side Lands. Since some of the dates have passed, and our Staff calendars have changed slightly, I wanted to resend the Township's availability. September 13 – AM/PM September 16 – AM September 18 – AM/PM September 19 – AM/PM September 20 – AM/PM September 23 – AM Please let me know if any of the above dates work for your project team to undertake a meeting. Thank you, Ryan Tucker	-	Yes
August 30, 2024	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich	rae@hdito.com	Email	Good morning Mr. Tucker, We are available on September 19th. Please confirm that funding will be provided for our team to attend this meeting. Our rates are listed below: $125.00/hr Data-Room Co-ordinator $175.00/hr Co-ordinator and Administration $300.00/hr Policy and Technical Analyst $450.00/hr. Manager and Relationship Steward $300.00/hr HCCC Secretary $550/hr Legal $1,250.00 Per Chief/Clan Mother per Meeting It is also our preference that these meetings be held in person. As such, we are happy to host at our office in Toronto. I look forward to hearing back from you. **Rae Lumsdon**	-	Yes
August 30, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@hdito.com	Email	Good Afternoon Ms. Lumsdon, Thank you for confirming that your team is available to meet on September 19th, 2024, and that your preference is to undertake the meeting in person at your Toronto office. Consistent with previous correspondence, the Township will not remit any fees to initiate the consultation process, which includes fees for an initial meeting to review and discuss the technical aspects of the project. The Township remains open to providing capacity funding for technical review of archaeological and cultural heritage documents and associated field work. Once the Haudenosaunee Development Institute (HDI) provides relevant information that clearly articulates potential impacts the proposed project would have on Aboriginal or treaty rights, the Township can discuss with HDI ways to work towards mitigating any adverse impacts. We	-	Yes

					hope that through continuing dialog on the project that both sides can articulate concerns that the project presents, and that further discussion will lead to a more fulsome understanding of the issues that HDI wishes to bring forward. Please confirm if HDI would still like to proceed with the September 19th meeting at your Toronto office. Thank you, Ryan Tucker		
August 30, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	info@hdi.land hdi2@bellnet.ca	Email	Hello again Further to the Archaeological Assessment provided previously, please find attached draft copies of the recently completed Cultural Heritage Report (CHR) for the study area, and the Cultural Heritage Evaluation Report for the Randall Drain Culvert. We invite your review these documents and request any relevant comments for consideration by Friday, September 13th. Thank you for your interest in this project. Regards, **Duane Lindner,** P.Eng. ENV SP	-	Yes
September 4, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@hdito.com	Email	Good Morning Ms. Lumsdon, I wanted to share the draft Environmental Impact Study (EIS) for the East Side Lands Sanitary Servicing Environmental Assessment since the Township understands that certain species hold cultural significance to the Haudenosaunee. The Township understands that Sugar Maples, Snapping Turtles, and Mayapples are important species to the Haudenosaunee that hold cultural significance. I've worked to summarize the findings in the EIS report below, and where appropriate, I have included proposed mitigation measures for your review. **Sugar Maples** Sugar Maples have been identified in the draft EIS report throughout the study area. The proposed sanitary trunk sewer routing does not appear to conflict with any of the areas identified as having Sugar Maples. For your information, the FOD6 area identified on the vegetation mapping will be adjusted to a FOM3-2 in the final reporting. Should any Sugar Maples be identified for removal during detailed design the Township would propose a minimum 4 to 1 replacement planting rate to be completed within the overall study area. Please let me know if HDI has other suggestions for replanting should the project team encounter sugar maple trees that must be removed. **Snapping Turtles** Snapping Turtle habitat has been identified within the study area, specifically the Randall Drain area. Work within the Randall Drain area is anticipated to be minimal, except the proposed replacement of the Randall Drain culvert just north of Kossuth Road on Fountain Street. Should direct snapping turtle impacts be identified through the detailed design works, the project team will look to install turtle exclusion fencing during construction to limit those impacts. The project team will also look at implementing turtle passages in areas identified with high turtle mortality or where connections exist between wetland areas. **Mayapples** The EIS did not identify Mayapples as being present within the study area. Due to file sizes, I have only sent the draft report body and one of the maps (Vegetation Communities). Please let me know if you would like the entire document and I can work to send you all the appendices. Please feel free to reach out directly with any questions or concerns after you have had a chance to digest the enclosed information. Thank you, Ryan Tucker	-	Yes

September 4, 2024	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich	aarondetlor@gmail.com	Email	Good Morning Thank you for your email. We have no resources available to review the material provided or the email you have provided. Can you advise how and when we will receive funding to discuss the material you provided and theemail you have provided as our preliminary assessment indicates that there will be significant negative impacts to established treaty rights caused by the proposed project. I have asked Ms. Lumsdon to contact the Ministry to advise that no engagement is taking place on this matter and to set up a meeting with the MECP to discuss the necessary steps to uphold the honour of the Crown where I understand no engagement has been delegated to Woolwich. Regards, Aaron Detlor	Funding	Yes
September 5, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	aarondetlor@gmail.com	Email	Good Morning Mr. Detlor, The Township would appreciate if you could share the Haudenosaunee Development Institute's (HDI) preliminary assessment of the project that highlights the significant negative impacts that the project may have on the established treaty rights of the Haudenosaunee. Sharing HDIs preliminary assessment of the project will allow the project team to better understand the issues and concerns that HDI would like addressed through the Environmental Assessment. The Township continues to offer capacity funding to HDI that is specific to archaeological and cultural heritage review for the East Side Lands Sanitary Servicing Environmental Assessment (EA). The Township remains open to entering into agreements to fund archaeological and cultural heritage review for this EA. As previously provided on July 8, 2024, the Ministry of the Environment, Conservation and Parks (MECP) acknowledgement letter for the project clearly states that the MECP delegated the procedural aspects of rights-based consultation to the Township for this EA. I've attached the acknowledgement letter again for your reference. Thank you, Ryan Tucker	-	Yes
September 11, 2024	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	Township of Woolwich	rae@hdito.com	Email	Good afternoon Mr. Tucker, Without engagement funding, how does the municipality of Woolwich expect the Haudenosaunee Development Institute assess the project? This requires a level of expertise - like your own - which we do not readily employ on staff. As an expert in your field - we are certain that you are paid for your expertise. In order for us to provide meaninful feedback and commentary, this will require funding on our end. We expect that this funding be cost be covered by the municipality in order for our conversations to be meaningful. If the MECP has delegated as procedural aspects of consultation, then it lies with the responsibility of the Municipality of Woolwich to uphold these engagement requirements. We would also like to remind you of your requirements to engage through the Municipal Class EA process under Section 1.2.2 of the MCEA User Guide. This is engagement has not taken place to date. We remain open to meeting with you and remind you, as you are paid by the Municipality to attend the meeting, we expect the same. Thank you. **Rae Lumsdon**	Funding	Yes

September 13, 2024	Township of Woolwich	Haudenosaunee Confederacy Chiefs Council and Haudenosaunee Development Institute	rae@hdito.com	Email	Good Afternoon Ms. Lumsdon, The Township continues to offer capacity funding to the Haudenosaunee Development Institute that is specific to archaeological and cultural heritage review for the East Side Lands Sanitary Servicing Environmental Assessment (EA). The Township remains open to entering into agreements to fund archaeological and cultural heritage review for this EA. Consistent with previous correspondence, the Township will not remit any fees to initiate the consultation process, which includes fees to undertake an initial review meeting. The Township also remains open to undertaking a meeting to provide a technical overview of the project. Please confirm if HDI still wishes to proceed with a meeting, absent the requested funding. Thank you, Ryan Tucker	Funding	Yes

APPENDIX J-5 AGENCIES

From: Ryan Tucker <rtucker@woolwich.ca>
Sent: Thursday, August 3, 2023 3:15 PM
To: Duane Lindner <lindnerd@ae.ca>
Subject: FW: [EXT] Notice of Study Commencement: Township of Woolwich, East Side Lands - Woolwich Sanitary Servicing

FYI. Correspondence from the MNRF.

Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094

Woolwich.ca | EngageWR | Facebook | Instagram | Twitter

This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: O'Connor, Karen (She/Her) (MNRF) <Karen.OConnor@ontario.ca>
Sent: Thursday, August 3, 2023 3:11 PM
To: Ryan Tucker <rtucker@woolwich.ca>
Subject: [EXT] Notice of Study Commencement: Township of Woolwich, East Side Lands - Woolwich Sanitary Servicing

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Ryan,

I hope you are well.

Thank you for sharing the Notice of Commencement for East Side Lands- Woolwich Sanitary Servicing with the Ministry of Natural Resources and Forestry (MNRF). Attached you will find MNRF's comment letter. Please let me know if you have any questions.

Thank you,

Karen O'Connor
Regional Planner
Land Use Planning and Strategic Issues Section | Southern Region
Ministry of Natural Resources & Forestry (MNRF)
(705) 772 3096
karen.oconnor@ontario.ca

August 3rd, 2023

Dear Ryan Tucker,

SUBJECT: Notice of Study Commencement East Side Lands, Woolwich Sanitary Servicing Municipal Class Environmental Assessment

---

The Ministry of Natural Resources and Forestry (MNRF) received the Notice of Study Commencement for East Side Lands, Woolwich Sanitary Servicing on August 1st, 2023. Thank you for circulating this to our office. Please note that we have not competed a screening of natural heritage or other resource values for the project at this time. This response, however, does provide information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, as well as engaging with the Ministry for advice as needed.

Please also note that it is the proponent's responsibility to be aware of, and comply with, all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

Provincial Plans

The Woolwich Sanitary Servicing project lies within the boundary of one or more Provincial Plans. Provincial plans build upon the policy foundation for regulating land use and development established by the Provincial Policy Statement (PPS). Many provincial plans contain policies specific to infrastructure projects undergoing an Environmental Assessment. A summary of some of these provisions within MNRF's mandated interests can be found below. The provincial plans themselves should be consulted for the full policies and to understand how they apply to your specific project.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2020

A Natural Heritage System (NHS) for the Growth Plan area has been mapped by the Province (MNRF) to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. Outside the Natural Heritage System, natural heritage features are protected in accordance with the natural heritage policies of the Provincial Policy Statement. NHS mapping is available in Land Information Ontario and can be downloaded through Ontario's GeoHub.

Section 3.2.5 of the Growth Plan directs Infrastructure Corridors "where applicable, demonstrate through an environmental assessment, that any impacts on key natural heritage features in the Natural Heritage System for the Growth Plan, key hydrologic features and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated".

Natural Heritage

MNRF's natural heritage and natural resources GIS data layers can be obtained through the Ministry's Land Information Ontario (LIO) website. You may also view natural heritage information online (e.g., Provincially Significant Wetlands, ANSI's, woodlands, etc.) using the Make a Map: Natural Heritage Areas tool.

We recommend that you use the above-noted sources of information during the review of your project proposal.

Natural Hazards

A series of natural hazard technical guides developed by MNRF are available to support municipalities and conservation authorities implement the natural hazard policies in the Provincial Policy Statement (PPS). For example, standards to address flood risks and the potential impacts and costs from riverine flooding are addressed in the *Technical Guide River and Stream Systems: Flooding Hazard Limit (2002)*. We recommend that you consider these technical guides as you assess specific improvement projects that can be undertaken to reduce the risk of flooding.

Petroleum Wells & Oil, Gas and Salt Resources Act

There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) or GeoHub for the best-known data on any wells recorded by MNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the library website to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.

Fish and Wildlife Conservation Act

Please note, that should the project require:

- The relocation of fish outside of the work area, a Licence to Collect Fish for Scientific Purposes under the *Fish and Wildlife Conservation Act* will be required.
- The relocation of wildlife outside of the work area (including amphibians, reptiles, and small mammals), a Wildlife Collector's Authorization under the *Fish and Wildlife Conservation Act* will be required.

Public Lands Act & Lakes and Rivers Improvement Act

Some Project may be subject to the provisions of the *Public Lands Act* or *Lakes and River Improvement Act*. Please review the information on MNRF's web pages provided below regarding when an approval is, or is not, required. Please note that many of the authorizations

under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: https://www.ontario.ca/page/crown-land-work-permits
- For more information about the *Lakes and Rivers Improvement Act*: https://www.ontario.ca/page/lakes-and-rivers-improvement-act-administrative-guide

After reviewing the information provided, if you have not identified any of MNRF's interests stated above, there is no need to circulate any subsequent notices to our office. If you have identified any of MNRF's interests and/or may require permit(s) or further technical advice, please direct your specific questions to karen.oconnor@ontario.ca.

If you have any questions or concerns, please feel free to contact me.

Best Regards,

[original signed by]

Karen O'Connor
Regional Planner
Ministry of Natural Resources and Forestry (MNRF)
(705) 772 3096
karen.oconnor@ontario.ca

From: Del Villar Cuicas, Joan (MECP)
To: Duane Lindner
Subject: RE: East Side Lands - Woolwich Sanitary PS EA
Date: Thursday, August 3, 2023 4:03:27 PM
Attachments: image001.png

Hello Duane,

My apologies for the delay. It has been a busy week and I am covering for two regions.

Is the Township of Woolwich initiating this EA with the Region of Waterloo? Or the Region of Waterloo was just added as part of the location?

The first sentence can be confusing. Other than that I do not have additional comments.

Thanks,

Joan

From: Duane Lindner <lindnerd@ae.ca>
Sent: August 1, 2023 1:33 PM
To: Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>
Cc: Ryan Tucker <rtucker@woolwich.ca>
Subject: East Side Lands - Woolwich Sanitary PS EA

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Joan
You may have received the attached Notice of Commencement separately from Michelle Skeaff in our office, but I wanted to follow up with you directly, based on our recent conversation. We plan to publish this on August 3rd in the local newspapers.

The following is the draft of the formal "problem statement" for this EA study.

> *The 2023 Region Official Plan Amendment (ROPA6) decision from the province has resulted in an expansion of the Township's urban boundary in the East Side Lands, which had previously been defined by the Township's Breslau Secondary Plan in 2017.*
>
> *Building on the approved 2018 East Side Lands Sanitary Servicing EA, as well as the recent Airport Master Plan and other known development plans, this Municipal Class EA will investigate and evaluate alternative solutions for the extension of sanitary servicing infrastructure that is required to support existing and future developments within the Township of Woolwich.*

Specifically, trunk sewers are required to collect and convey flows from the northern portions of the study area to the southern limits of the Township at Kossuth Road. Furthermore, a new pumping / lift station is needed in the vicinity of those southern limits, both to optimize the depth and cost of the upstream trunk sewers, and in coordination with downstream sanitary servicing infrastructure being implemented by the Region of Waterloo and the City of Cambridge.

Could you please review the notice along with the formal “problem statement” and provide any comments / input you may have?
Thanks very much.

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238



You may unsubscribe from Associated's electronic communications at any time.

From:	Trevor Heywood
To:	Ryan Tucker; Duane Lindner
Cc:	Michelle Skeaff; John Scarfone
Subject:	RE: Notice of Study Commencement: Township of Woolwich, East Side Lands - Woolwich Sanitary Servicing
Date:	Tuesday, August 8, 2023 8:45:52 AM
Attachments:	image001.png 2023-08-08 East Side Lands Sanitary Servicing GRCA comments.pdf GRCA Map.pdf

Good morning Ryan, Duane,

Please see our comments attached on the above-noted Class EA.

Regards,

Trevor Heywood B.Sc.(Env.)
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Phone: 519-621-2761 ext. 2292
Email: theywood@grandriver.ca
www.grandriver.ca | Connect with us on social media

From: Michelle Skeaff <skeaffm@ae.ca>
Sent: Tuesday, August 1, 2023 11:52 AM
To: Michelle Skeaff <skeaffm@ae.ca>
Subject: Notice of Study Commencement: Township of Woolwich, East Side Lands - Woolwich Sanitary Servicing

Good Morning,

On behalf of Associated Engineering, please find attached the above mentioned notice.

As it pertains to this and future studies in the area, we are hoping to confirm/clarify the relevant contact(s) within your organization for project related correspondence (ex. Notice of Commencement). If you would kindly reply with the following would be greatly appreciated:

- First and Last Name
- Title
- Division/Department
- Full Mailing Address (incl. Postal Code)
- Office Phone Number (incl. Extension)
- Cell/Alternate Phone Number (optional)
- Fax Number (optional)
- Email Address

Please feel free to reach out to myself or Duane Lindner, P.Eng. - Senior Project Manager with any

questions.

Kind Regards,

Michelle Skeaff, B.A.
Administrative Coordinator
Associated Engineering (Ont.) Ltd.
Suite 200, 165 Commerce Valley Drive West, Markham, ON L3T 7V8
Tel: 416.622.9502 | Dir: 437.317.9104



You may unsubscribe from Associated's electronic communications at any time.

Administration Centre: 400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519-621-2761 Toll free: 1-866-900-4722 Fax: 519-621-4844 www.grandriver.ca

August 8, 2023

Ryan Tucker
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, PO Box 158
Elmira ON N3B 2Z6
rtucker@woolwich.ca

Duane Lindner
Senior Project Manager
Associated Engineering
508 Riverbend Drive, Suite 302
Kitchener ON N2K 3S2
lindnerd@ae.ca

Re: East Side Lands (Woolwich) Sanitary Servicing Municipal Class Environmental Assessment
Breslau, Ontario

Dear Mr. Tucker and Mr. Lindner,

The Grand River Conservation Authority (GRCA) is in receipt of the Notice of Commencement for the above-noted Municipal Class Environmental Assessment (Class EA).

Information currently available at our office indicates that the study area contains multiple watercourses, floodplains, riverine slope hazards and wetlands. The proposed sanitary improvements may impact these GRCA-regulated features, and as such, the GRCA would like to be consulted during the Class EA process.

We already provided preliminary planning comments on the Breslau Settlement Plan Update dated July 26, 2023. We'd advise that development potential / constraints in the Breslau urban area are informed by those comments and used to support this Class EA.

Municipal servicing may not be a significant concern to the GRCA as long as any major facilities avoid these features to the extent possible, and any subgrade servicing uses appropriate mitigation measures (e.g. restoring existing grades in floodplains, horizontal drilling under watercourses and wetlands). Any necessary invasive installations of

subgrade servicing in / near features should take advantage of roadway rights-of-way where possible.

We trust this information is of assistance, and would appreciate the opportunity to comment further as the Class EA process moves forward. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.

Sincerely,



Trevor Heywood
Resource Planner
Grand River Conservation Authority

Encl. Resource Mapping

c.c. John Scarfone, Township of Woolwich



Grand River Conservation Authority

Date: Aug 04, 2023
Author: TH

Breslau Urban Area

Legend

- Regulation Limit (GRCA)
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
  - Special Policy Area
- Slope Valley (GRCA)
  - Steep
  - Oversteep
  - Steep
- Slope Erosion (GRCA)
  - Oversteep
  - Toe
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)

This legend is static and may not fully reflect the layers shown on the map. The text of Ontario Regulation 150/06 supercedes the mapping as represented by these layers.

Copyright Grand River Conservation Authority, 2023.
Disclaimer: This map is for illustrative purposes only. Information contained herein is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.
The source for each data layer is shown in parentheses in the map legend. For a complete listing of sources and citations go to: https://maps.grandriver.ca/Sources-and-Citations.pdf

0 325 650 1,300 1,950 Metres

N

NAD 1983 UTM Zone 17N

Scale: 53,106

Map Centre (UTM NAD83 z17): 548,498.39 4,813,440.43

This map is not to be used for navigation | 2022 Ortho (ROWG)

Impact Assessment Agency of Canada | Agence d'évaluation d'impact du Canada

Ontario Region
600-55 York Street
Toronto ON M5J 1R7

Région de l'Ontario
600-55, rue York
Toronto (Ontario) M5J 1R7

August 18, 2023 **Sent by email**

Michelle Skeaff
Administrative Coordinator
Associated Engineering (Ont.) Ltd.
Suite 200, 165 Commerce Valley Dr. West
Markham ON L3T 7V8
skeaffm@ae.ca

Dear Michelle Skeaff:

Subject: Applicability of the *Impact Assessment Act* to the East Side Lands – Woolwich Sanitary Servicing proposed by Township of Woolwich

Thank you for your correspondence, dated August 1, 2023, regarding the proposed East Side Lands – Woolwich Sanitary Servicing (the Project) proposed by the Township of Woolwich (the proponent).

The ***Impact Assessment Act*** (the IAA) sets out the federal process for assessing the impacts of certain major projects, including the assessment of positive and negative environmental, economic, health and social effects that are within the legislative authority of the Parliament of Canada. The ***Physical Activities Regulations*** (the Regulations) under the IAA identify the physical activities that constitute the "designated projects" that are subject to the IAA and may require an impact assessment. Proponents of designated projects are required to submit an Initial Project Description to the Impact Assessment Agency of Canada (the Agency) to inform a determination of whether an impact assessment is required.

Based on the information provided, the proposed project does not appear to include physical activities that are described in the Regulations.

Should details or design aspects of the Project change such that the Project may include physical activities that are described in the Regulations, contact the Agency to discuss these changes and the implications on the applicability of the IAA.

…/

Please note that for physical activities not described in the Regulations, subsection 9(1) of the IAA provides that the Minister of Environment and Climate Change (the Minister) may designate a physical activity. The Minister may designate on request or on his or her own initiative. A physical activity may be designated if the Minister is of the opinion that the carrying out of that activity may cause adverse effects within federal jurisdiction or adverse direct or incidental effects (resulting from federal decisions), or if public concerns related to those effects warrant the designation. Should the Minister designate the physical activity it would be considered a designated project and an Initial Project Description would be required.

Should the Project be carried out in whole or in part on federal lands, section 82 of the IAA would apply if any federal authority is required to exercise a power, duty or function under an Act other than IAA in order for the Project to proceed, or is providing financial assistance for the purpose of enabling the Project to be carried out. In that case, that federal authority must ensure that any Project assessment requirements under those provisions are satisfied.

In addition, other federal regulatory permits, authorizations and/or licences may still be required.

Further information on the IAA and associated regulations can be found at ***https://www.canada.ca/en/impact-assessment-agency.html.***

If you have any questions, please feel free to contact us at ***ontarioregion-regiondontario@iaac-aeic.gc.ca***.

Sincerely,

Amy Sen
A/Director, Ontario Region

Enclosure: Useful Legislation, Regulation, and Guidance Documents

c.c.: Ryan Tucker, Township of Woolwich
Duane Lindner, Associated Engineering (Ont.) Ltd.

Attachment – Useful Legislation, Regulation, and Guidance Documents

For more information on the ***Impact Assessment Act***, please refer to the following links:

Legislation and Regulations:
https://www.canada.ca/en/impact-assessment-agency/corporate/acts-regulations/legislation-regulations.html

Impact Assessment Process Overview:
https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/impact-assessment-process-overview.html

Practitioner's Guide to Federal Impact Assessments under the ***Impact Assessment Act***: ***https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/practitioners-guide-impact-assessment-act.html***

Compendium of Policies and Guidance Documents:
https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance.html

Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Flr, 400 University Ave
Tel.: 613.242.3743

Ministère des Affaires civiques et du Multiculturalisme

Unité de la planification relative au patrimoine
Direction du patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
Tél.: 613.242.3743

August 23, 2023 EMAIL ONLY

Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich
24 Church Street West,
rtucker@woolwich.ca

MCM File	**:**	**0019878**
Proponent	**:**	**Township of Woolwich/Region of Waterloo**
Subject	**:**	**Municipal Class EA – Schedule B – Notice of Commencement**
Project	**:**	**East Side Lands – Woolwich Sanitary Servicing**
Location	**:**	**Township of Woolwich/Region of Waterloo**

Dear Ryan Tucker:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Study Commencement for the above-referenced project.

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage.

Under the EA process, the proponent is required to determine a project's potential impact on known (previously recognized) and potential cultural heritage resources.

Project Summary
The Township of Woolwich/Region of Waterloo is initiating a Class Environmental Assessment (Class EA) for the East Side Lands – Woolwich Sanitary Servicing. The study area is generally bounded by the Grand River to the west, Kossuth Road (Regional Rd 31) to the south, Shantz Station Road (Regional Rd 30) to the east and south of the new (future) Highway #7 to the north. Building on the approved 2018 East Side Lands Sanitary Servicing EA, as well as the recent Airport Master Plan and other known development plans, this Municipal Class EA will investigate and evaluate alternative solutions for the extension of sanitary servicing infrastructure that is required to support existing and future developments within the Township of Woolwich. The study is being undertaken in accordance with a "Schedule B" Municipal Class EA and will include public and stakeholder consultation, evaluation of alternatives, an assessment of the potential impacts of the proposed alternatives and identification of measures to mitigate any adverse impacts.

Identifying Cultural Heritage Resources
While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation.

Archaeological Resources
This EA project may impact archaeological resources and should be screened using the Ministry's *Criteria for Evaluating Archaeological Potential* to determine if an archaeological assessment is needed. MCM archaeological sites data are available at *archaeology@ontario.ca*.

If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) shall be undertaken by an archaeologist licenced under the *Ontario Heritage Act (OHA)*, who is responsible for submitting the report directly to MCM for review.

Built Heritage Resources and Cultural Heritage Landscapes
A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area during the planning phase and will be summarized in the EA Report. This study will:

1. Describe the existing baseline cultural heritage conditions within the study area by identifying all known or potential built heritage resources and cultural heritage landscapes, including a historical summary of the study area. The Ministry has developed screening criteria that may assist with this exercise: *Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes*.

2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.

3. Recommend measures to avoid or mitigate potential negative impacts to known or potential built heritage resources and cultural heritage landscapes. The proposed mitigation measures are to inform the next steps of project planning and design.

Given that this project covers a large study area, MCM recommends that the Cultural Heritage Report is carried out so that step 1 described above is undertaken early in the planning process. Then, steps 2 and 3 can be undertaken once the preferred alternatives have been selected.

Cultural Heritage Reports will be undertaken by a qualified person who has expertise, recent experience, and knowledge relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed.

Community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations.

Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

Environmental Assessment Reporting
All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MCM whether any technical cultural heritage studies will be completed for this EA project, and provide them to MCM before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation electronically to both Karla Barboza and myself.

- Karla Barboza, Team Lead - Heritage | Heritage Planning Unit (Citizenship and Multiculturalism) | 416-660-1027 | karla.barboza@ontario.ca
- Joseph Harvey, Heritage Planner | Heritage Planning Unit (Citizenship and Multiculturalism) | 613-242-3743 | joseph.harvey@ontario.ca

Thank you for consulting MCM on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
joseph.harvey@Ontario.ca

Copied to: Michelle Skeaff, Administrative Coordinator, Associated Engineering (Ont.) Ltd.
Duane Lindner, Sr. Project Manager, Associated Engineering (Ont.) Ltd.

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

August 31, 2023

Re: EAST SIDE LANDS WOOLWICH SANITARY SERVICING

Attention:
Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich

Thank you for sending us notification regarding (EAST SIDE LANDS WOOLWICH SANITARY SERVICING). In our preliminary assessment, we have confirmed that Hydro One has existing distribution assets within your study area.

At this time, we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.

Duane Lindner

From: Trevor Heywood <theywood@grandriver.ca>
Sent: March 19, 2024 1:34 PM
To: Ryan Tucker; Duane Lindner
Cc: Maggi Jones
Subject: RE: East Side Lands - Woolwich Sanitary PS EA - Notice of Public Consultation #1
Attachments: 2024-03-19 East Side Lands Sanitary Servicing GRCA comments 2.pdf

Hi Ryan, Duane,

Please see our comments attached in response to the PCC1 materials.

Regards,

Trevor Heywood B.Sc.(Env.)
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Phone: 519-621-2761 ext. 2292
Email: theywood@grandriver.ca
www.grandriver.ca | Connect with us on social media

From: Maggi Jones <jonesm@ae.ca>
Sent: Monday, March 11, 2024 1:50 PM
To: Maggi Jones <jonesm@ae.ca>
Cc: Duane Lindner <lindnerd@ae.ca>
Subject: East Side Lands - Woolwich Sanitary PS EA - Notice of Public Consultation #1

Good Afternoon,

The Township of Woolwich presents an opportunity for interested members of the public and affected stakeholders to participate in consultation regarding the **East Side Lands – Woolwich Sanitary Servicing Class Environmental Assessment.**

We kindly request that comments and/or questions be submitted through the EngageWR site by **Wednesday, March 27th**, or feel free to reach out the project members listed on the attached.

Kind Regards,

Maggi Jones
Business Support Team Lead
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Dir: 226.214.3245 | Cel: 519.497.5096

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS. COR CANADA BEST MANAGED COMPANIES Platinum Member

Duane Lindner

From: Malcolm Lister <MLister@regionofwaterloo.ca>
Sent: March 25, 2024 11:31 AM
To: Duane Lindner
Cc: Daniela Stanciu
Subject: RE: East Side Lands - Woolwich Sanitary PS EA - Culvert Details

Duane

At the last bridge inspection it was recorded as open bottom.

Malcolm

From: Duane Lindner <lindnerd@ae.ca>
Sent: Monday, March 25, 2024 9:47 AM
To: Malcolm Lister <MLister@regionofwaterloo.ca>
Cc: Daniela Stanciu <DStanciu@regionofwaterloo.ca>
Subject: Re: East Side Lands - Woolwich Sanitary PS EA - Culvert Details

****EXTERNAL ALERT** This email originated from outside the Region of Waterloo. Verify any links or attachments before clicking/opening.**

Ok thanks. I appreciate you looking for me.
Are you able to tell if it's an open bottom or is it a 2.2 x 3.6 box?
Duane Lindner
226-791-4399

> On Mar 25, 2024, at 9:34 AM, Malcolm Lister <MLister@regionofwaterloo.ca> wrote:
>
> Daniela, It appears we are finding the same data.
>
> Duane, it appears we do not have very much information on that culvert. It is listed as a box culvert 3.6m wide 2.2m high.
>
> Sorry, Malcolm
>
> ---
>
> **From:** Daniela Stanciu <DStanciu@regionofwaterloo.ca>
> **Sent:** Wednesday, March 20, 2024 5:28 PM
> **To:** Malcolm Lister <MLister@regionofwaterloo.ca>
> **Subject:** RE: East Side Lands - Woolwich Sanitary PS EA - Culvert Details
>
> Hi Malcolm,
>
> I could only find this information.

This culvert is in Bridge Inventory (data set) and Culverts Data set.

Culverts Data set show Install Year -2000 for this culverts, but I could not find any Contract in your spreadsheets.

In D &C Contract layer there is this contract 2010-016. I think there was work done then. Still need to look at the drawings.

<image009.png>

<image002.png>
<image010.png>

<image003.png>
<image004.png>
<image005.png>
<image001.png>

From: Malcolm Lister <MLister@regionofwaterloo.ca>
Sent: Wednesday, March 20, 2024 9:19 AM
To: Daniela Stanciu <DStanciu@regionofwaterloo.ca>
Subject: FW: East Side Lands - Woolwich Sanitary PS EA - Culvert Details

Daniela,

Maybe you can help me this time. I cannot locate any information except what is given in the Engineering Locator for this culvert.

Thank you, Malcolm

From: Duane Lindner <lindnerd@ae.ca>
Sent: Tuesday, March 19, 2024 4:54 PM
To: Malcolm Lister <MLister@regionofwaterloo.ca>
Cc: Ryan Tucker <rtucker@woolwich.ca>; Kevin Dolishny <KDolishny@regionofwaterloo.ca>
Subject: East Side Lands - Woolwich Sanitary PS EA - Culvert Details

****EXTERNAL ALERT** This email originated from outside the Region of Waterloo. Verify any links or attachments before clicking/opening.**

Hello Malcolm – I hope you are doing well.

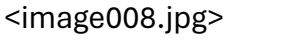
We are working for the Township of Woolwich, in partnership with the Region Airport on an EA for sanitary servicing in the East Side Lands.
I'm looking for information – ideally an as-built drawing – for the existing box culvert on Fountain Street at Randall Drain, approximately 150m north of the Fairway Road / Kossuth Road roundabout.
<image006.png>

Could you please advise if you have this information available? I looked in our 'library' of record drawings for the Fountain Street project but could not find anything.

Thanks very much.

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238





You may unsubscribe from Associated's electronic communications at any time.

You may unsubscribe from Associated's electronic communications at any time.

Duane Lindner

From: Ryan Tucker <rtucker@woolwich.ca>
Sent: March 8, 2024 4:07 PM
To: crose@xplornet.ca
Cc: Duane Lindner
Subject: RE: [EXT] 1993 Lonsdale Road

Good Afternoon Rick,

The first public consultation for the project will be going live on the engagement page next Wednesday (March 13th). Here is the link (https://www.engagewr.ca/east-side-lands). If you are subscribed to the engagement page you should also get a notice. The PCC will be virtual and will contain a slide show and associated voice over. Feel free to reach out with any questions or comments after you have had a chance to digest the information.

Thank you,

Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094

WOOLWICH TOWNSHIP

Woolwich.ca | EngageWR | Facebook | Instagram | Twitter
This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: Jeremy Vink <jvink@woolwich.ca>
Sent: Friday, March 1, 2024 4:15 PM
To: crose@xplornet.ca
Cc: Ryan Tucker <rtucker@woolwich.ca>; Jared Puppe <JPuppe@woolwich.ca>
Subject: RE: [EXT] 1993 Lonsdale Road

Rick

Your questions are best directed to Ryan Tucker who is overseeing the project. I have cc'd Ryan so he can respond when he is back in the office.

As for the mapping I am not sure what the darker lines represent as property lines are shown in light grey but there are a variety of darker lines in various areas of the map, but no legend to correspond.

As for your last question. Your property will remain in the Agricultural Zone (and subject to the regulations) until such time as you propose development and a new zoning is put in place, consistent to the Official Plan designation. As part of that redevelopment you would need access to full municipal services. But yes, an urban designation for employment would give additional flexibility for developing the site with industrial uses.

Jeremy

Jeremy Vink MCIP RPP

Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

March 27, 2024

Re: EAST SIDE LANDS - WOOLWICH SANITARY SERVICING

Attention:
Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich

Thank you for sending us notification regarding EAST SIDE LANDS - WOOLWICH SANITARY SERVICING. In our assessment, we confirm there are no existing Hydro One Transmission assets in the subject area.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.

Administration Centre: 400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519-621-2761 Toll free: 1-866-900-4722 Fax: 519-621-4844 www.grandriver.ca

March 19, 2024

Ryan Tucker
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, PO Box 158
Elmira ON N3B 2Z6
rtucker@woolwich.ca

Duane Lindner
Senior Project Manager
Associated Engineering
508 Riverbend Drive, Suite 302
Kitchener ON N2K 3S2
lindnerd@ae.ca

Re: East Side Lands (Woolwich) Sanitary Servicing Municipal Class Environmental Assessment
Breslau, Ontario

Dear Mr. Tucker and Mr. Lindner,

The Grand River Conservation Authority (GRCA) is in receipt of the Public Consultation Centre 1 slides for the above-noted Municipal Class Environmental Assessment (Class EA).

Information currently available at our office indicates that the study area contains multiple watercourses, floodplains, riverine slope hazards and wetlands.

As noted in our August 8, 2023 letter in response to the Class EA Notice of Commencement, municipal servicing may not be a significant concern to the GRCA as long as any major facilities avoid these features to the extent possible, and any subgrade servicing uses appropriate mitigation measures (e.g. restoring existing grades in floodplains, horizontal drilling under watercourses and wetlands).

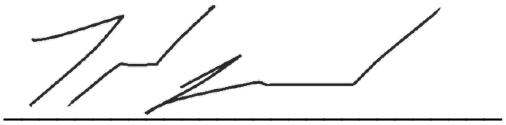
That said, the GRCA wishes to flag that any of the future roads, except the East Connecter Road, have not been reviewed or approved by the GRCA. Evaluating an alternative along an unapproved road should use existing conditions as the base case, and not presume a road will be approved. Future Road 3 is of particular concern, as it appears to bisect a provincially significant wetland.

Member of Conservation Ontario, representing Ontario's 36 Conservation Authorities | The Grand – A Canadian Heritage River

With this in mind, the GRCA generally does not have any concerns with Trunk Sewer Alternatives 1, 2, 4a, 4d, or 4e, as they are generally within existing or approved road alignments. Alternatives 3(a-d) and 4(b-c) may require further evaluation, refinement and analysis.

We trust this information is of assistance, and would appreciate the opportunity to comment further as the Class EA process moves forward. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.

Sincerely,



Trevor Heywood
Resource Planner
Grand River Conservation Authority

c.c. John Scarfone, Township of Woolwich

Duane Lindner

From: Michael Wilcox <MWilcox@asiheritage.ca>
Sent: May 29, 2024 8:58 AM
To: 'Registrar (MCM)'
Cc: Lindsay Graves; Paul Pham; Duane Lindner; Ryan Tucker; Harvey, Joseph (MCM)
Subject: RE: MCM Response: East Side Lands (Woolwich) Sanitary Servicing MCEA

Thanks for your email, Karla. Very much appreciated!
Regarding the stone arch culvert, that was indeed within the original and much larger study area. However, the updated study area was refined for a number of factors, and the culvert is significantly far enough away that we won't need to flag it.
Thanks again,
-Mike

From: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca> **On Behalf Of** Registrar (MCM)
Sent: Wednesday, May 29, 2024 8:47 AM
To: Michael Wilcox <MWilcox@asiheritage.ca>
Cc: Lindsay Graves <lgraves@asiheritage.ca>; 'phamp@ae.ca' <phamp@ae.ca>; 'lindnerd@ae.ca' <lindnerd@ae.ca>; rtucker@woolwich.ca; Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>; Registrar (MCM) <Registrar@ontario.ca>
Subject: MCM Response: East Side Lands (Woolwich) Sanitary Servicing MCEA

MCM File 0019878 - East Side Lands – Woolwich Sanitary Servicing

Hi Michael,

Hope this email finds you well!

As you may know, the Ministry developed screening checklists to assist property owners, developers, consultants and others to identify known and potential cultural heritage resources:
· Criteria for Evaluating Archaeological Potential
· Criteria for Evaluating Marine Archaeological Potential
· Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

I have used the document above (Built Heritage Resources and Cultural Heritage Landscapes) in order to respond to your question:

- Question 3a. i. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value e.g. a property that is designated by order of the Minister of Citizenship and Multiculturalism as being of cultural heritage value or interest of provincial significance [s.34.5]?
  MCM Response: To date, no properties have been designated by the Minister.

- Question 3a.v. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value included in the Ministry of Citizenship and Multiculturalism's list of provincial heritage properties?
  MCM Response: At this time, we are not aware of any provincial heritage property within or adjacent to the study area (adjacent to the airport). However, the Stone Arch Culvert (Mile 54.61 Kitchener Corridor) is within the larger study area as depicted in the Notice of Study

Commencement (attached) and has been identified by Metrolinx as a provincial heritage property (of provincial significance).

Please note that if the subject lands or parts of the subject lands are owned or controlled by an Ontario Ministry or Prescribed Public Body (PPB) on behalf of the Crown (the list of PPBs is available as O. Reg. 157/10), a Ministry or PPB may have responsibilities under the Standards and Guidelines for Conservation of Provincial Heritage Properties.

MCM would appreciate if any technical cultural heritage studies (e.g., Cultural Heritage Report, Heritage Impact Assessment) be sent for our review as part of an environmental assessment process.

I hope this helps. Let me know if you have any questions.

Kind regards,
Karla

Karla Barboza, MCIP, RPP, CAHP (she/her)
Team Lead, Heritage | Heritage Branch | Citizenship, Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-660-1027 | karla.barboza@ontario.ca

Ontario

Taking pride in strengthening Ontario, its places and its people

---

From: Michael Wilcox <MWilcox@asiheritage.ca>
Sent: May 16, 2024 2:50 PM
To: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Registrar (MCM) <Registrar@ontario.ca>
Cc: Lindsay Graves <lgraves@asiheritage.ca>; 'phamp@ae.ca' <phamp@ae.ca>; 'lindnerd@ae.ca' <lindnerd@ae.ca>; 'rtucker@woolwich.ca' <rtucker@woolwich.ca>
Subject: East Side Lands (Woolwich) Sanitary Servicing MCEA

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Karla,

ASI has been contracted by Associated Engineering (Ont.) Ltd., on behalf of the Township of Woolwich and Region of Waterloo, to conduct a Cultural Heritage Report as part of the East Side Lands (Woolwich) Sanitary Servicing Municipal Class Environmental Assessment (Schedule B). Please see the attached for study area location.

After reviewing available online heritage inventories, it does not appear that there are any listed or designated properties within the study area. The Grand River has been identified as a Known CHL since it is listed on the Canadian Heritage Rivers System. Plus, there are several properties that the Region has identified that are Potential BHRs/CHLs but are not officially on their register.

Does the Ministry have any additional heritage concerns regarding the study area that we should be aware of?

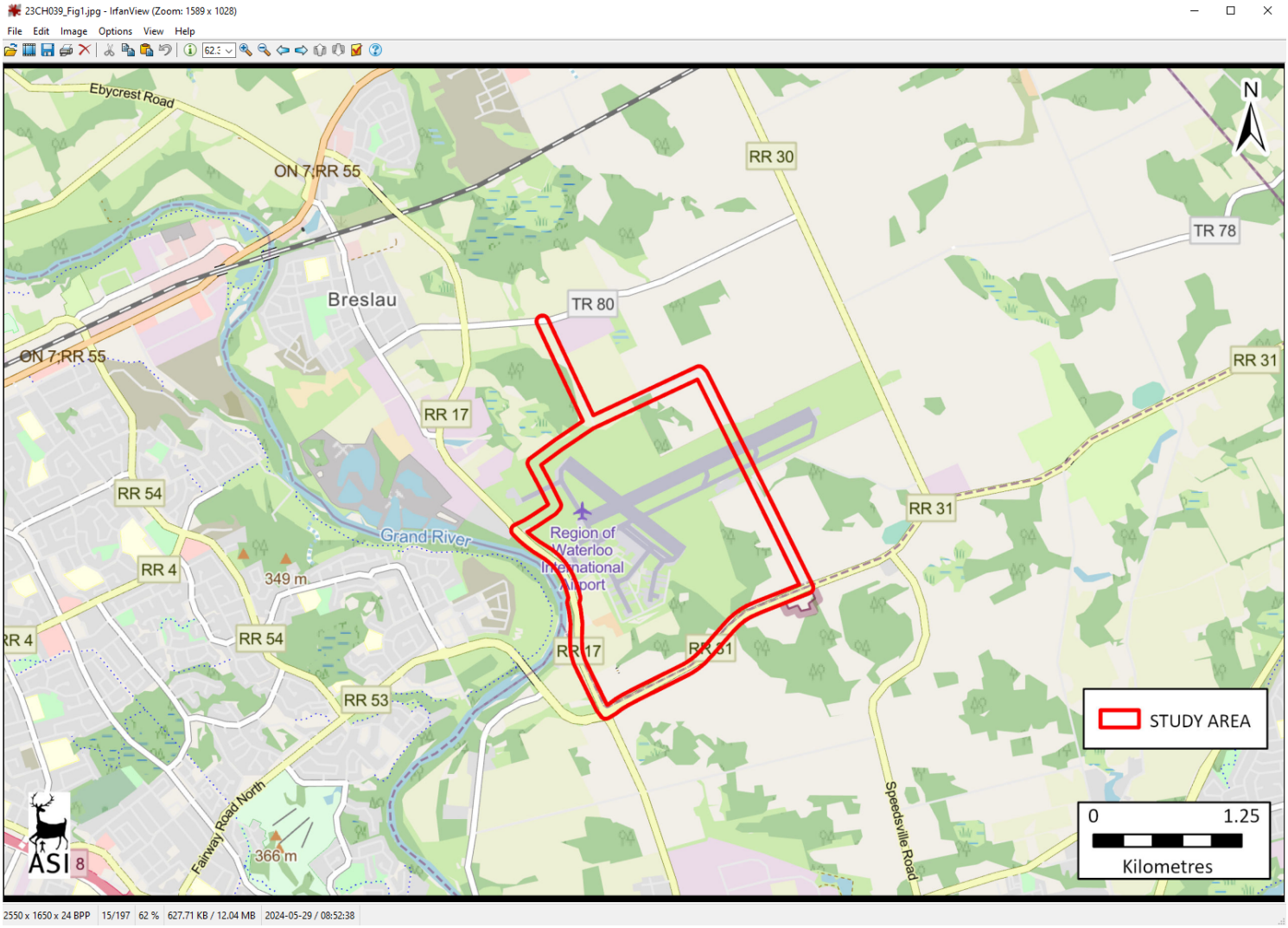
Please note that we will also be in touch with the Township of Woolwich, the City of Cambridge, and the Ontario Heritage Trust regarding the identification of heritage properties and/or concerns in the study area.

Thanks in advance for your time, and please let me know if you have any questions.

Take care,
-Mike

Michael Wilcox, PhD (he/him)
Historian • Cultural Heritage Division

ASI • **Providing Archaeological & Cultural Heritage Services**
MWilcox@asiheritage.ca • 416 966 1069 x291 • Fax: 416 966 9723
528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca



Duane Lindner

From: Duane Lindner
Sent: July 25, 2024 10:52 AM
To: Trevor Heywood; Ryan Tucker
Cc: John Scarfone
Subject: RE: East Side Lands Sanitary Servicing

Thank you Trevor.
We appreciate your comments and I believe we are on the same page. We will ensure similar wording about the need for further analysis and mitigation of impacts to the natural features is incorporated into the ESR.

Thanks

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238



From: Trevor Heywood <theywood@grandriver.ca>
Sent: Thursday, July 25, 2024 10:41 AM
To: Ryan Tucker <rtucker@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Cc: John Scarfone <jscarfone@woolwich.ca>
Subject: East Side Lands Sanitary Servicing

Hey Ryan, Duane,

Please see our comments in response to PIC 2 attached.

Regards,

Trevor Heywood B.Sc.(Env.)
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Phone: 519-621-2761 ext. 2292
Email: theywood@grandriver.ca
www.grandriver.ca | Connect with us on social media

Administration Centre: 400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519-621-2761 Toll free: 1-866-900-4722 Fax: 519-621-4844 www.grandriver.ca

July 25, 2024

Ryan Tucker
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, PO Box 158
Elmira ON N3B 2Z6
rtucker@woolwich.ca

Duane Lindner
Senior Project Manager
Associated Engineering
508 Riverbend Drive, Suite 302
Kitchener ON N2K 3S2
lindnerd@ae.ca

Re: East Side Lands (Woolwich) Sanitary Servicing Municipal Class Environmental Assessment
Breslau, Ontario

Dear Mr. Tucker and Mr. Lindner,

The Grand River Conservation Authority (GRCA) is in receipt of the Public Consultation Centre (PIC) 2 slides for the above-noted Municipal Class Environmental Assessment (Class EA).

We understand that Alternative Solutions 5 or 6 are being considered. Significant areas of interest to the GRCA would be:

A. From the south terminus of Wurster Place, to Lonsdale Road / Menno Street;
B. Fountain Street North at Randall Drain (Alternative 5 only).

Area A – Breslau Wetland

Area A would involve crossing Randall Drain's west branch, as well as part of the Provincially Significant Breslau Wetland. The construction method and any provisions for access shafts, maintenance roads, other supporting facilities or grading will be critical in this area.

Member of Conservation Ontario, representing Ontario's 36 Conservation Authorities | The Grand – A Canadian Heritage River

We would have no concerns with a directionally-drilled sewer, with the drill pits outside of the wetland. If the pipe must be installed via at-grade trenching, or if it requires supporting facilities / grading in the wetland, then an environmental impact study (EIS) will be required to demonstrate intrusions on wetlands or their hydrologic functions are minimized and restored.

Area B – Randall Drain

Alternative 5 would require a crossing of Randall Drain along Fountain Street North. The PIC 2 slides note that the sewer would require a culvert replacement. If the final design of the culvert requires this, the GRCA will request a hydraulic analysis to demonstrate that there are no impacts to the floodplain. The analysis will have to demonstrate that there are no adverse impacts to the flood flows and elevations upstream or downstream.

Other Areas

Other parts of the proposed sewer will run across smaller watercourses, through parts of the Randall Drain floodplain and/or adjacent to smaller wetlands. The proximity and impacts / mitigation for these features can be further reviewed during detailed design.

We trust this information is of assistance, and would appreciate the opportunity to comment further as the Class EA process moves towards completion. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.

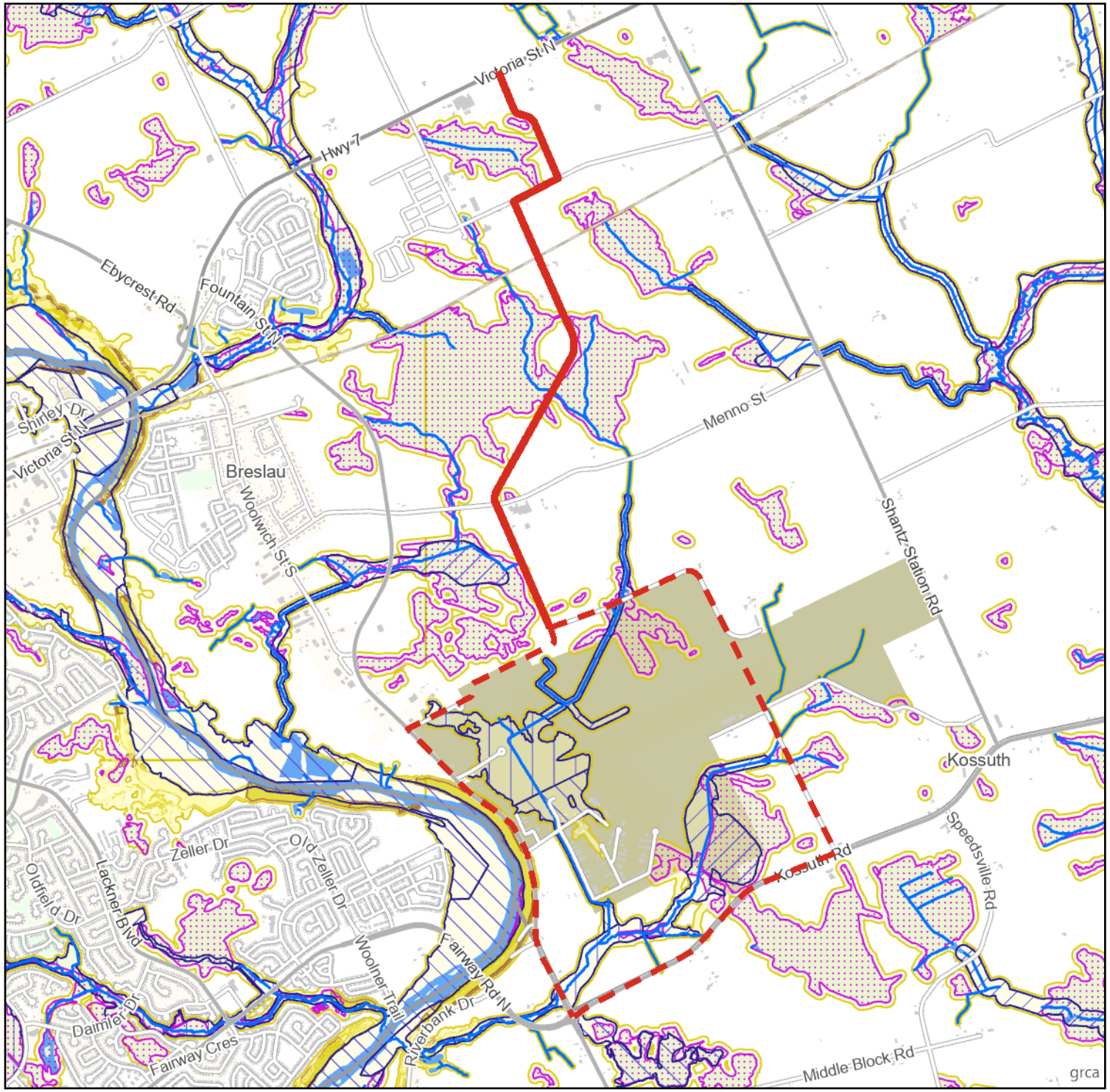
Sincerely,



Trevor Heywood
Resource Planner
Grand River Conservation Authority

Encl. Resource Mapping

cc: John Scarfone, Township of Woolwich



Map Centre (X,Y): 549443.18, 4813276.58 | Map Link

This map is not to be used for navigation

Grand River Conservation Authority

Date: Jul 25, 2024
Author: TH

East Side Lands Sanitary Servicing, Breslau

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
  - Steep
  - Oversteep
  - Toe
- Slope Valley (GRCA)
  - Steep
  - Oversteep
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Conservation Area Boundary (GRCA)

Copyright Grand River Conservation Authority, 2024.

Disclaimer: This map is for illustrative purposes only. Information contained herein is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.
The source for each data layer is shown in parentheses in the map legend. See Sources and Citations for details.

Scale 1:35,885

NAD83 UTM zone 17 (EPSG:26917)

APPENDIX J-6 DEVELOPMENTS

379 Queen Street South
Kitchener, ON
N2G 1W8
Tel. 519.745.3249

July 21, 2023

Township of Woolwich
24 Church Street West
Elmira, ON
N3B 2Z6

Via email to jvink@woolwich.ca

Attention: Jeremy Vink, MCIP RPP – Manager of Planning
John Scarfone, MCIP RPP – Planner

Reference: **Breslau Secondary Plan**
Breslau Properties Ltd

Polocorp Inc are planning consultants for Breslau Properties Ltd (BPL), owners of the lands identified in red on Figure 1 below (the "Subject Lands"). This letter is being submitted in response to the request for comments on the Breslau Secondary Plan following the Community Building Open House held on June 22, 2023. The Subject Lands are located on the east side of Fountain Street North, and south of the Metrolinx Rail line.

Three Concept Plans were presented to the public for comment at the Open House. Each plan identified the parcel with different land use designations; Residential, Mixed Use, and Commercial. BPL and Polocorp have considered the proposed land use designations and agree that providing residential uses within close proximity to the future GO station will be an important consideration in the future designation of the surrounding lands. As such, **BPL supports the redesignation of the Subject Lands as Mixed Use within the proposed Breslau Secondary Plan** allowing for residential uses with ground floor commercial.

Further to the above, BPL has explored the development potential of the lands. Dougan and Associates have reviewed the wetland features on the property have delineated their current extents. Based on this delineation, it is anticipated that between 8.5 and 11.5 ha (21.0 - 29.0 ac) of the Subject Lands are developable. Additionally, Dougan has also confirmed no significant habitats are located on the lands.

JPE Engineering has also reviewed the proposed servicing strategy presented at the Open House. A summary of the review is provided in the attached summary letter. The letter concludes that the

Subject Lands can be serviced via a future connection on Fountain Street, or via Dolman Street subject to coordination with the adjacent landowners and the Township.

Given the above, we request a meeting with Township staff be scheduled to discuss the ultimate land use designation of the lands, the timing of the anticipated road construction and overall servicing strategy for the area. In the meantime, Polocorp and BPL will continue to monitor the progress of the Breslau Secondary Plan process and look forward to the opportunity to provide additional input.



Figure 1: Subject Lands

Sincerely,
Polocorp Inc.

Matthew Warzecha MCIP RPP
Director of Development and Planning

CC: John Rose, Breslau Properties Ltd
John Perks, JPE Engineering
Paul Puopolo, Polocorp Inc

File #:	**02590**
Date:	**July 25, 2023**

Jeremy Vink, MCIP, RPP, Manager of Planning
Woolwich Township, Development Services
24 Church Street West, P.O. Box 158
Elmira, Ontario, N3B 2Z6

Dear Mr. Vink:

Re: **Preliminary Sanitary and Water Servicing Review**
2590 Victoria Street North & 0 Kramp Road
Breslau Settlement Area, Woolwich Township

With the commencement of the Breslau Secondary Plan Update, the landowner of 2590 Victoria Street North and an unaddressed parcel of land located on the north side of Kramp Road east of Greenhouse Road has retained SCS Consulting Group to prepare a high-level review of potential sanitary and water servicing alternatives for the future developments (refer to enclosed Location Plan for reference).

It should be noted that the following information is not an official submission of feedback / comments on the Breslau Settlement Plan Update Review Open House held on June 22, 2023, however the materials presented during this meeting have been utilized to prepare the potential servicing alternatives described below.

A formal submission of feedback / comments will be circulated to the Township shortly, including support of the proposed Secondary Plan Concept 2 (residential focus).

Sanitary Servicing

The following is a summary of the two preliminary sanitary servicing alternatives prepared by SCS for Township review and further discussion. The alternatives are considered very preliminary and generally assume the following for future development in the expanded Breslau settlement area:

- The recommended land use concept will be Concept 2, as proposed on Map 4 from the June 22, 2023 Public Open House
- The Hopewell Crossing employment lands east of Greenhouse Road will be converted to mixed-use / residential, which is supported by the landowner of 2590 Victoria Street North and the Kramp Road parcel
- Some of the alternatives are dependant on proposed adjustments to the sanitary design criteria that will reduce the calculated theoretical peak flows to more accurately reflect actual flows (as currently being measured by the Township at the Breslau Wet Well and Hopewell Crossing Sanitary Pumping Station).

DRAFT

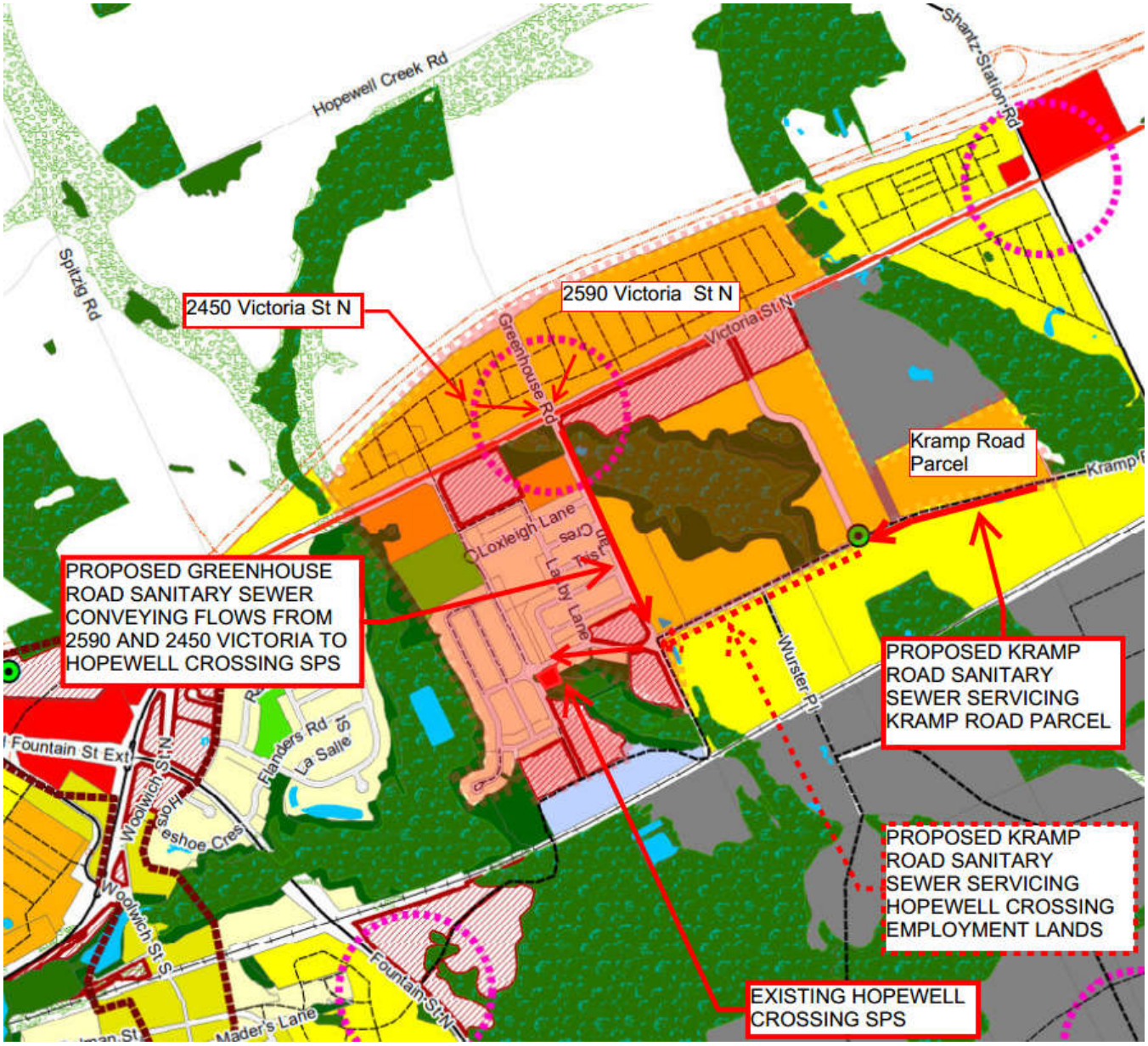


Figure 1: Proposed Sanitary Servicing Alternative 1

Sanitary Servicing - Alternative 1

Alternative 1 proposes servicing both 2590 Victoria and the Kramp parcel through the existing Hopewell Crossing SPS. Refer to the following details and **Figure 1** above:

1. 2590 Victoria Street North – Proposed to be serviced by the existing Hopewell Crossing Sanitary Pumping Station (SPS) by extending a sanitary south along Greenhouse Road, connecting to the existing sanitary sewer stub at the east limit of Hopewell Crossing Drive.

- Proposed Greenhouse Road sanitary sewer also proposed to service 2450 Victoria Street North (owned by others) and properties fronting east side of Greenhouse Road.
- A review will have to be undertaken to confirm if the proposed flows from 2450 and 2590 Victoria Street can be accommodated in the current configuration for the Hopewell Crossing SPS, or if improvements/modifications may be required. Given that actual (measured) flows are generally less than theoretical flows in modern sanitary sewers, SCS suggests Township staff consider revisions to the sanitary design criteria as listed in the Breslau Wet Well section below.

2. Kramp Road Parcel – Proposed to be serviced by extending the future Kramp Road sanitary sewer, which will be constructed to service the Hopewell Crossing employment lands east of Greenhouse Road, further east,
   - A review will have to be undertaken to confirm if the proposed flows from 2450 & 2590 Victoria Street, as well as the Kramp Road parcel can be accommodated in the current configuration for the Hopewell Crossing SPS, or if improvements / modifications may be required.

This alternative is most preferred for the following reasons:

- Minimizes external infrastructure required to develop 2590 and 2450 Victoria Street North and Kramp Road parcel.
- Utilizes surplus capacity at the Hopewell Crossing SPS, assuming measured actual flows at the SPS are significantly lower than theoretical flows.
- Rationalizes the expanded Breslau Wet Well service area. If lands north of Victoria Street and/or the Kramp Road parcel are serviced by the future East Side Lands Trunk Sewer, separate sanitary sewers may have to be twinned, or cross, to maintain the existing service boundary for the Hopewell Crossing SPS (i.e. the Hopewell Crossing employment lands east of Greenhouse Road).
- Consistent with some of the figures included among the East Side Lands Trunk Sewer reports and memorandums, which show the lands north of Victoria Street North are anticipated to drain to the existing Breslau Wet Well.
- Allows for contiguous residential growth in northwest Breslau

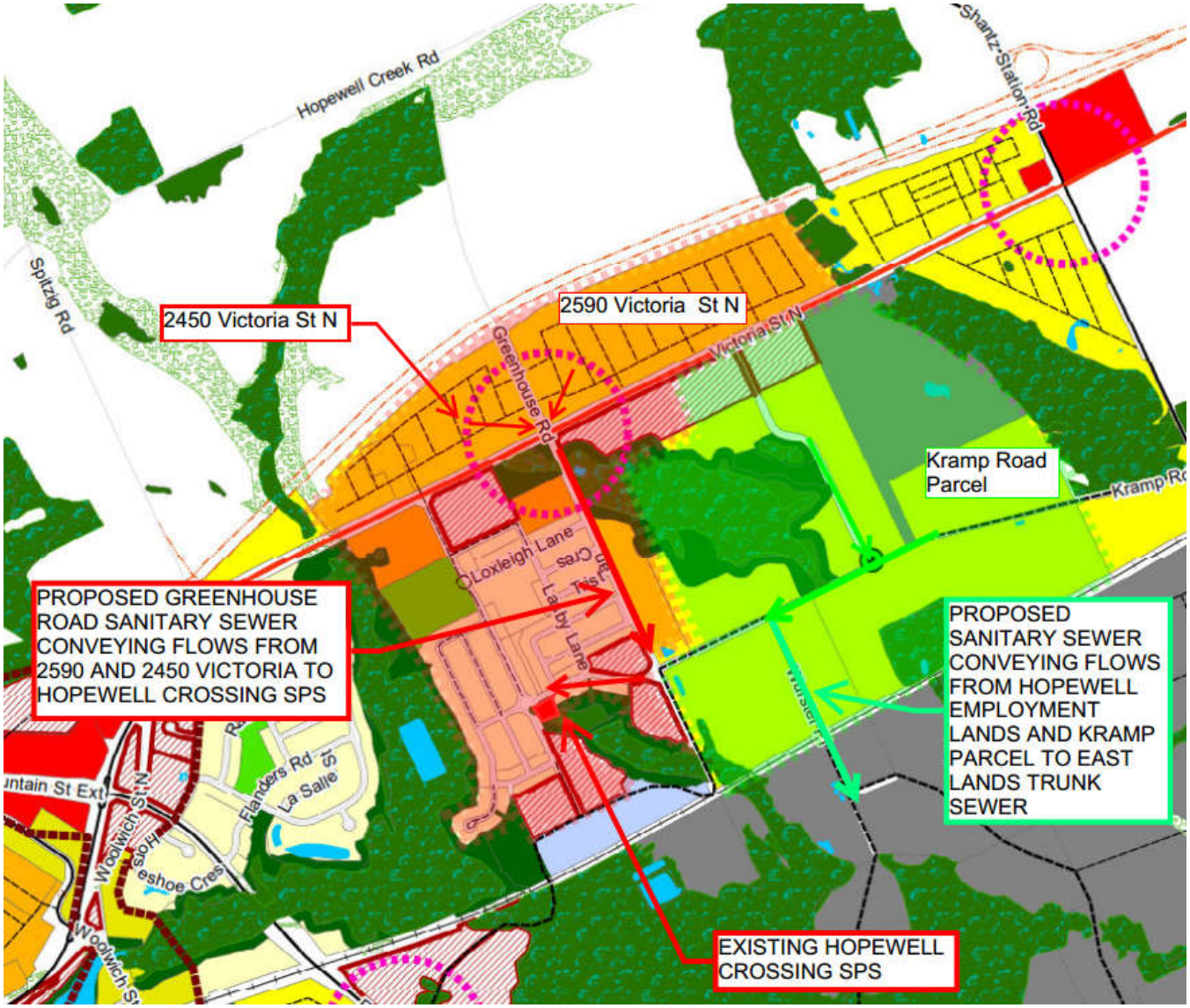


Figure 2: Proposed Sanitary Servicing Alternative 2

Sanitary Servicing - Alternative 2

Alternative 2 proposes servicing 2590 through the existing Hopewell Crossing (SPS) and draining the Kramp parcel to the future East Side Lands trunk sewer. Refer to the following details as well as **Figure 2**:

1. 2590 Victoria Street North – Proposed to be serviced by the existing Hopewell Crossing SPS by extending a sanitary south along Greenhouse Road, connecting to the existing sanitary sewer stub at the east limit of Hopewell Crossing Drive
   - Proposed Greenhouse Road sanitary sewer also proposed to service 2450 Victoria Street North (owned by others) and properties fronting east side of Greenhouse Road

- Future flows from Hopewell Crossing employment lands fronting Kramp Road, originally proposed to drain to the Hopewell Crossing SPS, are proposed to be redirected to the future sewer extending south on Wurster Place (as included on Municipal Servicing Infrastructure Map 7 displayed during the June 22 Open House).
- With the redirection of the Hopewell Crossing employment lands flows, the combined theoretical peak flow for the existing Hopewell Crossing subdivision west of Greenhouse Road, 2590 Victoria, and 2450 Victoria is slightly less than the flow specified on the approved Hopewell Crossing SPS Environmental Compliance Approval.

2. Kramp Road Parcel – Serviced by future sewer extending south on Wurster Place (as identified on Map 7), connecting to the future East Side Lands trunk sewer at either Londsdale Road or Fountain Street North.

This alternative is marginally preferred for the following reasons:

- Provides a definitive boundary for the expanded Breslau Wet Well service area, which include 2590 and 2450 Victoria, with developments lands located southeast of the corner of Victoria Street North and Greenhouse Roads draining to the future East Side Lands trunk sewer. This avoids a crossing of sanitary trunk sewers at the intersection of Greenhouse Road and Hopewell Crossing Drive which will occur if lands north of Victoria Street North are serviced by the future East Side Lands Trunk Sewer, while the Hopewell employment lands drain west to the Hopewell Crossing SPS.
- This alternative is consistent with some of the figures included among the East Side Lands Trunk Sewer reports and memorandums, which show the lands north of Victoria Street North are proposed to drain to the existing Breslau Wet Well.
- Minimizes external infrastructure required to develop both 2590 and 2450 Victoria Street, and utilizes surplus capacity in the Hopewell Crossing SPS currently available due to the deferral of the Hopewell Crossing employment lands development.
- No modifications required to current sanitary design criteria since Hopewell Crossing employment lands proposed to be redirected to future East Side Lands trunk sewer.
- Allows for contiguous residential growth in northwest Breslau.

Watermain Servicing

As noted on the Municipal Servicing Infrastructure figure (Map 7), which was displayed at the June 22 Open House, the anticipated alignments of watermains are anticipated to generally follow the same alignment of the sanitary sewers along existing and proposed roads. The following information is further noted as it relates to development of the two parcels:

1. 2590 Victoria Street North – Water servicing anticipated to be provided by connecting to a new 300 mm diameter watermain extending east on Victoria Street North from Greenhouse Road.
   - The Victoria Street North watermain is required to service the Hopewell Crossing employment lanes on the south side of Victoria Street North. Should development of 2590 Victoria proceed

in advance of the Hopewell Crossing employment lands, a proposed water connection will be coordinated with Township staff.
- The highest existing ground elevation for 2590 Victoria is marginally higher than the existing elevations within the existing Hopewell Heights subdivision (+/- 332 vs. 330.5 m) and therefore it is anticipated the existing north Breslau water zone pressures are sufficient to service 2590.

2. 0 Kramp Road – Water servicing anticipated to be provided by extending the 300 mm diameter watermain proposed as part of the upcoming Kramp Road improvements easterly to the proposed development.

Items Requested to Assist with Review of Sanitary Servicing Alternatives

To assist with reviewing the above-listed sanitary servicing alternatives, SCS kindly requests the Township provide copies of the following documents prepared by Associated Engineering:

- East Side Lands - Sanitary Servicing Assessment technical memorandum, dated July 2018
- East Side Lands – Sanitary Servicing Advisory Review technical memorandum, dated April 9, 2021
- Sanitary Servicing – East Side Lands report, dated August 2022
- Any other background information utilized to prepare the Municipal Servicing Infrastructure figure (Map 7) from the June 22nd Open House.

In addition to the above, it is kindly requested staff confirm the following:

1. Status of the Township assumption of the existing Hopewell Crossing SPS.
2. There are a series of numbers (1 through 7) included on Map 7 from the June 22nd Open House – kindly confirm what these numbers represent.

Breslau Wet Well Capacity

To ensure the Township is maximizing the allowable peak flow to the Breslau Wet Well permitted under the current Cross Border Servicing Agreement, SCS provides the following suggestion revised design criteria for the Breslau settlement area:

1. Reduce the average daily domestic flow to 250 L/cap/day
   - Currently 305 L/cap/day, consistent with City of Kitchener standards, however Kitchener's housing stock is considerably older than Breslau. The Breslau Wet Well service area is almost exclusively recent home construction that likely implemented modern plumbing such as low flow fixtures.
   - The 305 L/cap/day is not anticipated to be reflective of actual flows measured at the Breslau Wet Well. Since actual flow measurements have not been provided by the Township, 250 L/cap/day is proposed since it is considered conservative when compared to actual flows in other municipalities.
2. Reduce extraneous flow rate to 0.10 L//ha/s (8640 L/ha/day)
   - Currently 0.25 L/s/ha, which is consistent with Region of Waterloo design guidelines, however this rate is assumed to be more representative of older sewer systems within Kitchener, City of Waterloo and Cambridge, that are more likely to have extraneous flow issues.

- The Breslau sanitary sewer system is relatively new, with the oldest sewers installed approximately 20 years ago, meaning the sewers are likely more watertight with minimal extraneous flow contribution.

3. Consideration for offset of peak flows for residential and Industrial/Commercial/Institutional flows.
   - Peaking all land uses at the same time may be overly conservative when compared to actual peak flows measurements.

In addition to the above-listed potential design criteria changes, it is also noted that peak flow to the Breslau Wet Well can be managed by deferring pumping at the Hopewell Crossing SPS until after peak flows east of Hopewell Creek have been conveyed to the Victoria Street SPS (assuming sufficient storage capacity available at the Hopewell SPS for the duration of the peak flow event).

It is understood the actual flows to the Breslau Wet Well have been measured for several years, however the Township does not typically release this information. As noted above, to ensure further development of Breslau is not unreasonably restricted, if there is a noticeable difference between actual and theoretical flows to the Breslau Wet Well, it is suggested Township staff review implementing some, or all, of the above-listed criteria changes to efficiently utilize downstream capacity, including maximizing the flow at the Victoria Street North SPS as set out in the Cross Border Servicing Agreement.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

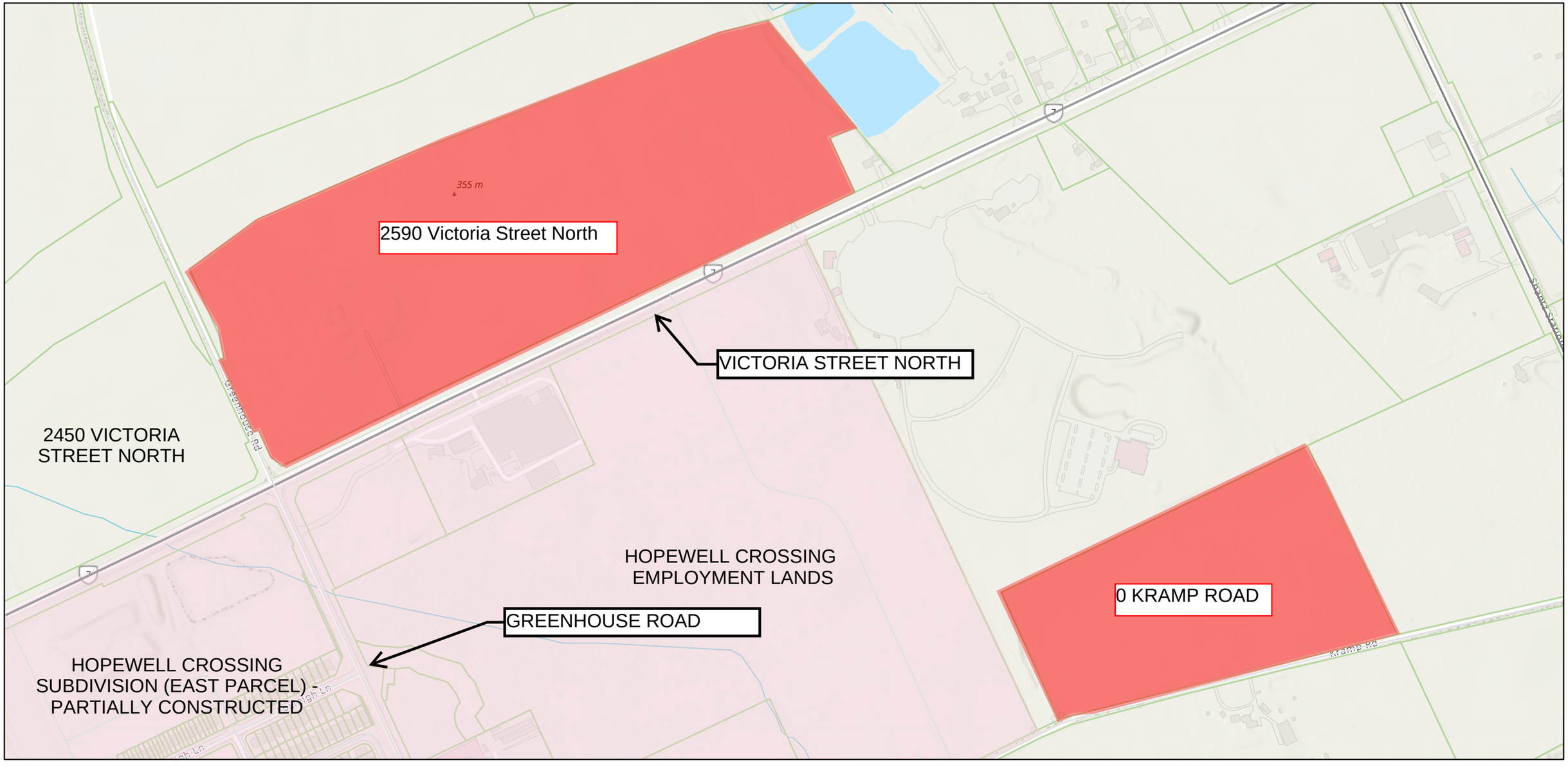
Phil Sheridan, P.Eng.
psheridan@scsconsultinggroup.com

Attachments: Location Plan for Two Development Parcels

c. Jared Puppe, Director of Infrastructure Services, Woolwich Township
John Scarfone, Planner, Woolwich Township

Document1

Location Plan



7/19/2023, 9:38:31 AM

Addresses

Roads

Highway

Arterial

Local Street

City, Town or Village

Assessment Parcels (MPAC)

Municipal Boundaries

1:7,500

0 335 670 1,340 ft

0 100 200 400 m

Esri Community Maps Contributors, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada, Esri, NASA, NGA, USGS, FEMA

Region of Waterloo

Esri Community Maps Contributors, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada | SWOOP | First Base Solutions | Teranet Enterprises Inc. (Teranet) | Region of Waterloo - Information

379 Queen Street South
Kitchener, ON
N2G 1W8
Tel. 519.745.3249

July 26, 2023

Township of Woolwich
24 Church Street West
Elmira, ON
N3B 2Z6

Via email to jvink@woolwich.ca

Attention: Jeremy Vink, MCIP RPP – Manager of Planning
John Scarfone, MCIP RPP – Planner

Reference: **Breslau Secondary Plan**
1770/1772 Shantz Station Road
1292 Shantz Station Road

Polocorp Inc are planning consultants for Green Horizons Sod, owners of the lands municipally known as 1770 Shantz Station Road and 1292 Shantz Station Road (the "Subject Lands"). The Subject Lands are also identified on the attached figure. This letter is being submitted in response to the request for comments on the Breslau Secondary Plan following the Community Building Open House held on June 22, 2023.

The property located at 1770 Shantz Station Road is situated at the southwest corner of the intersection of Shantz Station Road and the Metrolinx Rail line. It is approximately 47 hectares (117 acres) in area. It is occupied by an agricultural operation and associated residence. The property is largely flat with a small wetland in the southwest corner of the site.

The property located at 1292 Shantz Station Road is located on the west side of Shantz Station Road, at the west terminus of Vance Road. It is comprised of two parcels. The north parcel is generally square in shape and is approximately 11.4 hectares (28.1 acres) in area. The south parcel is generally rectangular in shape and is approximately 30.8 hectares (76.2 acres) in area. Both parcels are used for agricultural operations and do not contain residential dwellings. The parcels abut the northeast end of the Region of Waterloo International AirPort.

Three Conceptual Land Use Plans were presented to the public for comment at the Breslau Secondary Plan Open House. Each of the three plans focused on different land uses, including: Residential, Employment, and a mix of Residential/Employment. Green Horizons and Polocorp have considered the proposed land use plans and generally agree that residential uses within north

Breslau, and Employment uses around the airport would be an appropriate growth strategy, however, an increased allocation of residential uses and improved transition to the Employment Lands would be appropriate. As such, **Green Horizons support a modified Concept 2: Residential Focus plan, as per the attached figure.**

Modified Concept 2 Plan

Green Horizons support a modified Concept 2 Plan wherein additional residential lands are allocated in north Breslau and a gradual transition to Employment uses to the south is provided. The approach would utilize the natural heritage feature between the airport and the Metrolinx rail line as a natural buffer between land uses. The modified concept could also introduce a connector road that extends Rider Road west from Fountain Street, ultimately connecting to Menno Street to the south. The lands north the connector road would be identified as Residential. Lands south of the connector road and north of the natural feature would function as transitional lands and could be slated for mixed-use, commercial or office employment. South of the natural feature would be more intensive Employment uses, including the Airport and Conestoga Meats.

We note that Concept 2 includes Residential lands at the northwest corner of Fountain St North and Menno Street. These lands are particularly close to Conestoga Meats and the Airport. We suggest that the Township consider designating the lands commercial or another, more compatible, use. The Residential lands should be reallocated to north Breslau, further from potentially Employment lands.

A modified Concept 2 plan would more closely align with the Province's intent for Regional Official Plan Amendment 6 (ROPA 6) to provide more housing opportunities within the Region. Per the Province's Notice of Decision, modifications to ROPA 6 were made to "*address provincial policy direction related to accommodating residential growth and housing options, settlement areas, employment areas, and Additional Residential Units, among other matters*". Given this, additional allocation to residential uses within north Breslau, within proximity to the future Metrolinx GO station.

Servicing

A Draft Servicing Plan was presented as part of the Breslau Secondary Plan Open House. It is noted that a gravity sanitary service is contemplated from the Conestoga Meats lands, south to Kossuth Road. This service connection would be a gravity sewer and would not require a pumping station. Green Horizons is in support of a gravity sanitary sewer in this approximate location. Green Horizon's requests that adequate capacity be provided within this infrastructure to accommodate future development of 1292 Shantz Station Road as Employment/Industrial.

In conclusion, Polocorp and Green Horizons recommend that the Township consider:

- Allocating additional residential lands to north Breslau, with transitional land uses north of the Airport and Conestoga Meats;

DRAFT

- Reallocating proposed Residential lands in proximity to the Airport and Conestoga Meats to north Breslau; and,
- Allocating sufficient capacity to the gravity sewer servicing Conestoga Meats to accommodate the development of 1292 Shantz Station Road.

Polocorp and Green Horizons will continue to monitor the progress of the Breslau Secondary Plan process and look forward to the opportunity to provide additional input. Should you wish to discuss the above further, please feel free to contact the undersigned.

Sincerely,
Polocorp Inc.



Matthew Warzecha MCIP RPP
Director of Development and Planning

CC: Mike Schiedel, Green Horizons Sod
Paul Puopolo, Polocorp Inc

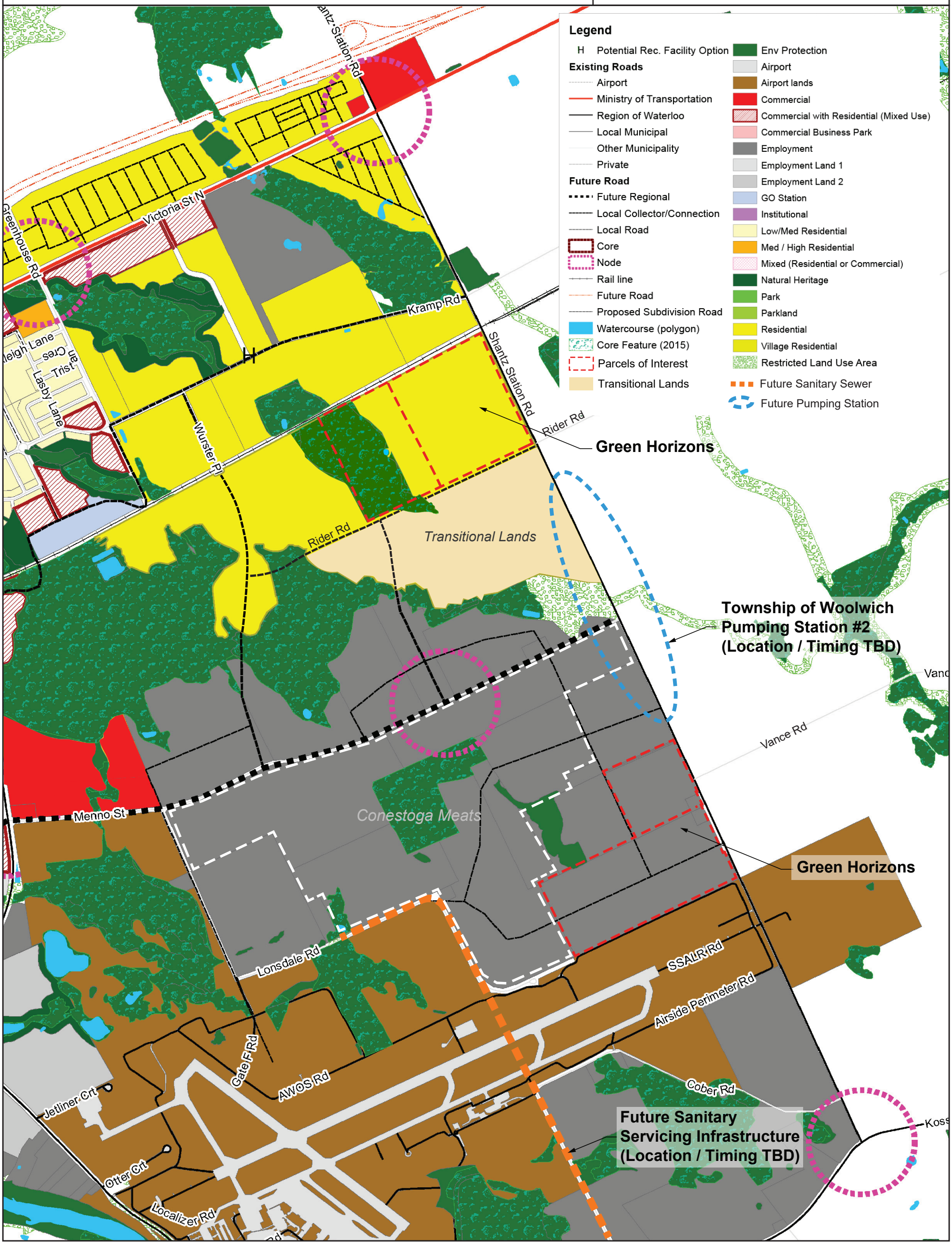
DRAFT

Modified Concept 2 - Residential Focus

Excerpt from Township of Woolwich Review of the Breslau Settlement Plan Policies, Map 4 - Concept 2 Residential Focus

379 Queen Street South
Kitchener, ON N2T 1W6
polocorpinc.com
519-745-3249

POLOCORP



N.T.S.

SHAPING GREAT COMMUNITIES

August 15, 2023 File No. 21215

John Scarfone
Township of Woolwich
24 Church St W
Elmira, ON, N3B 1M5
[sent via email]

Re: Breslau Secondary Plan Update
Response to Policies and Mapping (June 2023)
Thomasfield Land Holdings – Bisgould, Bluebird, Hopewell Crossing
Township of Woolwich

Dear Mr. Scarfone:

GSP Group and our Client, Thomasfield Homes recently attended the Community Building Open House on June 22, 2023 and have now had an opportunity to review the proposed policy framework and mapping related to the update to the Breslau Secondary Plan.

In terms of preferences with the options shown we believe option 2 shows the best qualities of what the market needs and good planning practices.

Accordingly, we are pleased to provide input on the concepts prepared by the Township for the Breslau Secondary Plan Area update on behalf of our client Thomasfield Homes (the "Client") as it relates to three of their properties.

1. Bisgould Lands, bounded by Highway 7 to the North, Greenhouse Road to the West, and Kramp Road Township Road 32 to the South ("Bisgould")

2. Bluebird Lands, located at the north-west intersection of Greenhouse Road, and Highway 7 ("Bluebird")

3. Hopewell Crossing draft plan of subdivision ("Hopewell Crossing")

The Bisgould and Bluebird properties are at the conceptual planning stage, however, our client has ideas for the potential land uses on the site which we would like to provide as input on the desirable land use plans for the sites for the Breslau Secondary Plan.

In contrast, Hopewell Crossing is at a later planning stage than the other two sites as it is currently draft plan approved. As the subdivision has been partially built out, the client has identified some opportunities to make more efficient use of the land of Blocks 47, 48, 50, and 51 based on market knowledge of uptake. As such, this is an opportunity to make changes to the land use of these blocks through the implementation of the Secondary Plan.

Bisgould

The current preliminary concept for the Bisgould lands includes Low/ Medium density through the majority of the Site, with Mixed Use blocks and medium density residential uses along Highway 7, and high-density housing behind the mixed use/medium density blocks. We believe this concept provides for a wide range of housing while addressing the area's commercial needs in the mixed use blocks.

Upon review of the 3 concept plans for the land use of Breslau Secondary Plan Area, it appears that Concept 2 aligns well with the plans of this site. We are encouraged to see a large portion of the Site be low density residential as this tends to be a desirable built form for the area, and Mixed Use along Highway 7.

Bluebird

On the Bluebird property, there is an opportunity to provide a wide range of residential and mixed uses as the Site is oriented along Highway 7. We propose a mixed use block at the corner of Highway 7 and Greenhouse Road which aligns with land use concept #2 that contemplates a Node at this intersection. Medium and High density blocks line the remainder of the site along Highway 7. Low and medium density residential fill the balance of the Site.

Hopewell Crossing

Hopewell Crossing is a draft approved subdivision. It is currently developing in phases, with the 1st phase partially built out, and the second phase in the sales a registration process. As part of the draft plan approval, Blocks 47, 48, 50, 5, 87 were designated as employment lands. Attempts have been made to occupy these blocks but future occupants have not been secured to date. Difficulty in filling these blocks with an end user indicates that the amount of land being dedicated to employment is not supported by the market. As such, through the Secondary Plan, it may be pertinent to change the land use designation to a more desirable use so that the lands will be developed in a timely manner.

The proposed changes consist of replacing the employment lands designation in blocks 47, 48, 50, 51 and 87 to Low/med density residential, high density residential, or mixed use.

In summary, our Client is looking forward to working with the Township and Region to achieve a high standard of development on the sites that will represent a desirable and functional mix of land uses in the Breslau Secondary Plan Area. The sites will contribute to the achievement of the goals of the

Official Plan and Secondary Plan and aims to meet the needs of current and future residents and visitors of Breslau.

We appreciate you considering our comments and if you have any questions regarding the information provided, please feel free to reach out to myself at 226-243-7296 or hhandy@gspgroup.ca or Charlotte Balluch at 226-243-7657 or cballuch@gspgroup.ca. We would also be happy to meet to discuss our comments.

Yours truly,
GSP Group Inc.



Hugh Handy, MCIP, RPP
Vice President

CC: Tom McLaughlin

Future Highway 7

Greenhouse Road

Ironhorse Drive

Highway 7

LOT 107, GERMAN COMPANY TRACT

PART 1, 58R--2998

PART 5, 58R--17834

PART 7, 58R--17834

PART 8, 58R--17834

PART 4, 58R--17834

PART 2, 58R--17834

PART 3, PLAN WR-1412

PART 4 58R--18422

PART 6, 58R--17834

PART 1, 58R--2998

Berm 1.67ha.

Medium Density Residential 1.55ha.

Park 0.81ha.

Stormwater Management 0.69ha.

High / Medium Density Residential 1.74ha.

Medium Density Residential 1.62ha.

Mixed Use Commercial 1.64ha.

Proposed Storm Sewer easement

SUBJECT TO EASEMENT AS SET OUT IN INST. NO. PR91925

Open Space

Proposed High Density

Proposed Commercial

Proposed SWM

Open Space

Thomasfield Homes

DEVELOPMENT CONCEPT

Bluebird Property, Breslau

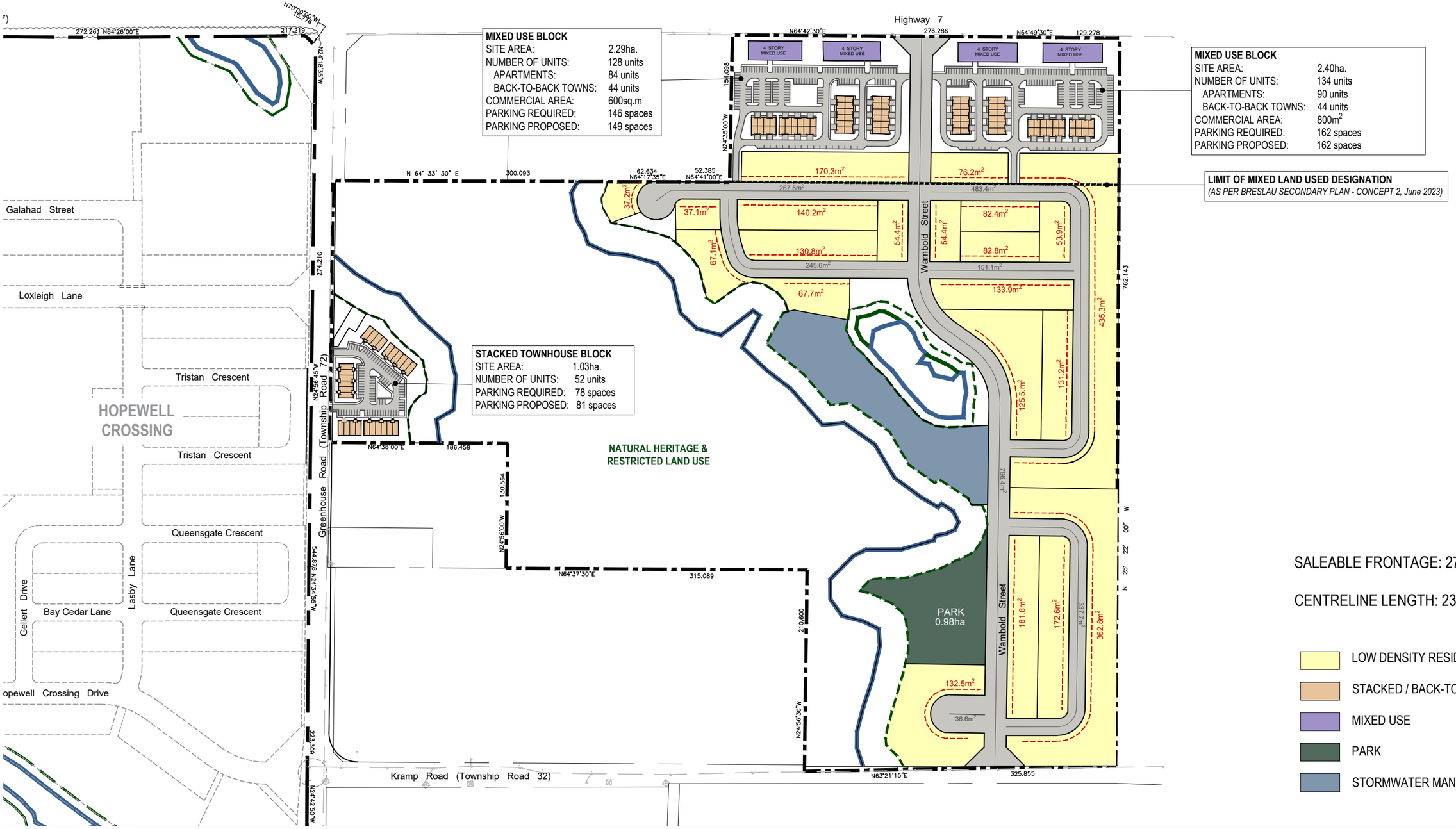
0 10 25 50 100 150

Metres

NOTE: This concept should be considered as a preliminary demonstration model that illustrates an 'order of magnitude' development scenario for the site. The number of units, floor area and parking supply are approximate and subject to more detailed design as well as municipal planning approvals.

Scale 1:2,500 | April 12, 2021 | Project No.: 16004 | Drawn By: SL

GSP group



DEVELOPMENT CONCEPT

Thomasfield Homes

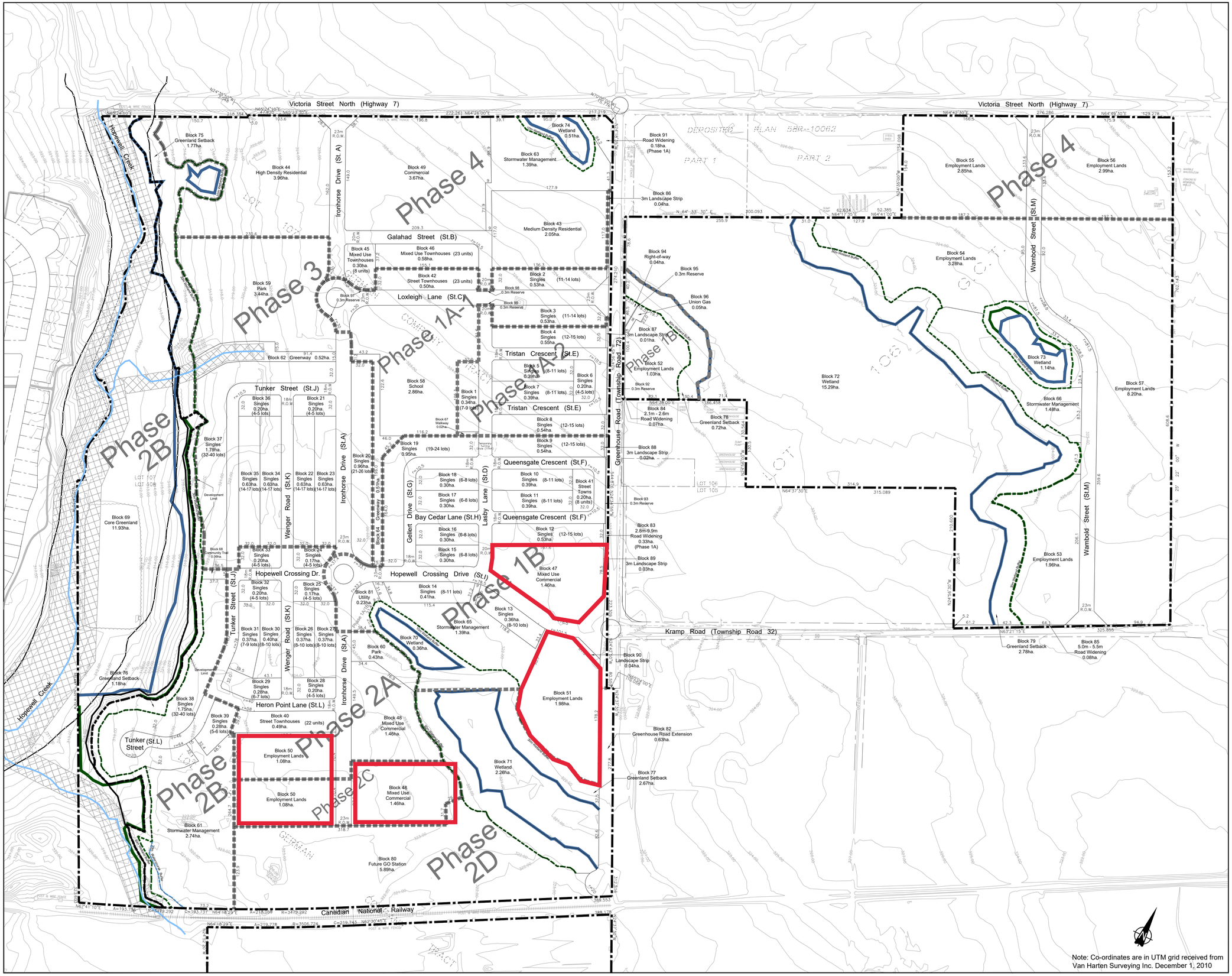
Bisgould Land, Breslau, Township of Woolwich

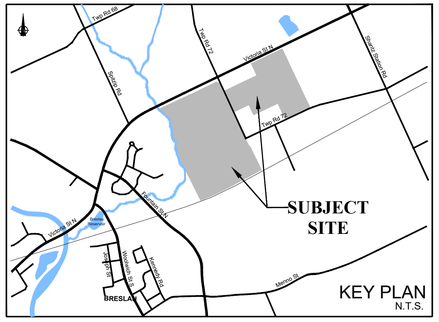
0 20 40 60 100 200

NOTE: This concept should be considered as a preliminary demonstration model that illustrates an 'order of magnitude' development scenario for the site. The number of units, floor area and parking supply are approximate and subject to more detailed design as well as municipal planning approvals.

Scale 1:4,000 | July 14, 2023 | Project No. 23158 | Drawn By: MN

GSP group





DRAFT PLAN OF SUBDIVISION

Part of Lots 106, 107 & 108
German Company Tract
Township of Woolwich
Regional Municipality of Waterloo

Thomasfield, Breslau

30T-11701

LAND USE SCHEDULE

DESCRIPTION	LOTS/BLKS.	UNITS	AREA (ha.)
Single Residential	1-39	383-484	18.67
Street Townhouses	40-42	53	1.19
Medium Density	43	40-80	2.05
High Density	44	158-238	3.96
Mixed Use Townhouses	45,46	31	0.88
Mixed Use Commercial	47,48	266	4.38
Commercial	49		3.67
Employment Lands	50-57		24.45
School	58		2.86
Park	59,60		3.87
Greenways / SWM	61-66		8.03
Walkway	67		0.02
Community Trail	68		0.06
Core Greenlands / Wetlands	69-74		31.49
Greenland Setback	75-79		9.12
Future Go Transit Station	80		5.89
Utility	81		0.23
Road Widening / Greenhouse Rd. Extension	82-85, 91		1.29
3m Landscape Strip	86-90		0.14
0.3m Reserve	92-93, 95, 97-99		0.00
Right-of-way	94		0.04
Union Gas	96		0.05
Roads			13.16
Total	931-1152		135.50

LEGEND

- Core Environmental Feature
- Natural Heritage Buffer
- Top of Bank
- Dripline
- Wetland Boundary
- Perenial Watercourse
- Ephemeral Watercourse
- Property Boundary
- Floodplain
- Final Meander Belt Width

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT)

INFORMATION REQUIRED BY CLAUSES a,b,c,d,e,f,g,j and I ARE AS SHOWN ON THE DRAFT PLAN.
h) Municipal water supply
i) Sand, sand and gravel; silty clay to silty sand
k) All sanitary and storm sewers as required

OWNER'S CERTIFICATE

I AUTHORIZE GSP GROUP INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWNSHIP OF WOOLWICH

Tom Krizsan, President
THOMASFIELD HOMES LTD.

April 21 2016
DATE

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

SURVEYOR
VAN HARTEN SURVEYING

APRIL 21, 2016
DATE

GSP group
201-72 Victoria Street South, Kitchener, Ontario N2G 4Y9
T 519 569 8883 F 519 569 8643
29 Rebecca Street, Suite 200, Hamilton, Ontario L8R 1B3
T 905 572 7477
www.gspgroup.ca

Date: March 23, 2011	Drawn By: S.L.
Scale: 1: 2,500	Project No.: 16091

REVISIONS
January 19, 2018
January 31, 2018
October 24, 2018
November 15, 2018
July 24, 2019
November 11, 2020
November 25, 2020
January 7, 2021
February 19, 2021

SHAPING GREAT COMMUNITIES

August 15, 2023 File No. 21215

John Scarfone
Township of Woolwich
24 Church St W
Elmira, ON, N3B 1M5
[sent via email]

Re: Breslau Secondary Plan Update
Response to Policies and Mapping (June 2023)
Breslau Centre, Ebycrest Road and 2252 Victoria Street North
Township of Woolwich

Dear Mr. Scarfone:

GSP Group and our Client group recently attended the Community Building Open House on June 22, 2023 and have now had an opportunity to review the proposed policy framework and mapping related to the update to the Breslau Secondary Plan.

Accordingly, we are pleased to provide input on the Township for the Breslau Secondary Plan Area update on behalf of our client Ebycrest Kitchener Developments Limited (the "Client") as it relates to their property located on Ebycrest Road, the future Fountain Street extension, and Victoria Street North (the "Site").

There are several factors involved in delivering a successful new development on this Site, some of which are discussed and outlined below. We hope this letter will provide some insight on the intentions of the land uses on the Site and reasoning behind it. We ask that this information be considered in the Secondary Plan update.

Commercial and Residential Land Uses

In earlier discussions regarding the Site by the former owner (Smart Centres), the land uses considered were primarily commercial in nature. This is reflected in each of the Township's Land Use Concepts. Since purchasing the Site and also as a result of expansion of the Breslau Settlement Area and the Site through ROPA 6 (Region of Waterloo Official Plan update), the Client group has been promoting the broadening land uses permissions to develop a more complete neighbourhood.

Based on current and forecasted market needs, the Client group feels that the Site location is not ideally situated for an intense commercial development and believes a more complete mixed-use neighbourhood is appropriate. We are working towards an updated Concept Plan alongside a Commercial Market Study but envision ~7 acres of commercial being located at the corner of the future Fountain Street and Victoria Road North, surrounded by different forms of residential housing.

To quantify the reduction and justify the adjustment in overall commercial use, our Client group proposes to conduct a Commercial Market Study for the Site and broader community to provide input and guidance into the Breslau Secondary Plan process. A copy of this Commercial Market Study will be shared once available.

Specifically with respect to the Township's consultation concepts, we do not see this Site as being part of the Core Commercial Area of Breslau as shown on Concept Plans 1 and 2 given the physical separation to the existing community based on the major road networks but it will provide an important Node similar to that displayed on Concept Plan 3 given the future Highway 7/Victoria Street North/future Fountain Street location. We would also appreciate detail and an opportunity to discuss the "Potential Rec. Facility Option" that is shown on the Concept Plans with Township staff.

Site Access and Traffic

From a traffic operation and emergency services perspective, the Client and their traffic consultant (RC Spencer) is supportive of the two proposed intersections shown on the Secondary Plan Concept Plans located on the proposed Fountain Street extension, and Victoria Street North. These will provide multiple points of access for emergency services, will allow for smooth flow of traffic through the Site, and is also needed to support the viability for vibrant development.

The Region's Corridor Design Guidelines suggest that public right-of-way intersections should be spaced at a minimum of 400 m along a major arterial roadway such as Victoria Street. The existing Fountain Street and Spitzig Road intersections along Victoria Street North in the vicinity of the Site are spaced approximately 620 metres apart and introducing a new intersection will be constrained by these existing intersections. From a traffic planning perspective, it is anticipated that the proposed development density and land uses will warrant two points of access, including a signalization at the future Fountain Street intersection, and a form of access from Victoria Street North.

To facilitate these necessary Site accesses, Township support to obtain intersection spacing relief will be requested in order to introduce a new Victoria Street intersection as shown on the Concept Plans.

Site Servicing

The intention for the Site is to connect to municipal services. SCS Consulting's understanding of the servicing for the proposed development is as follows:

- Sanitary drainage will be efficiently conveyed via an extension of the existing 450 mm diameter trunk sewer on Victoria Street North to the existing wet-well and pumping station on Victoria Street in Kitchener

- The existing Sewage Pumping Station (SPS) has a capacity of 94.5 L/s, while the Township has reserved capacity up to 189 L/s. Preliminary estimates for sewage generation from the project is in the order of 40 L/s which needs to be accommodated. We request confirmation on the amount of available capacity in the existing SPS.

- Upgrades to bring on the reserve capacity to 189 L/s are required, and are understood to be scheduled to occur in 2025. Kindly confirm the project is generally on schedule.

- Water servicing will be provided via a connection to the existing 300 mm diameter watermain on Woolwich Street North at Fountain Street North

- Due to the large size of the site, a second watermain connection may be required to provide looping and could be provided at Ebycrest Rd and Victoria St. North or multiple connections to the Fountain Street watermain. Opportunities to optimize the network will need to be evaluated closer to onset of development.

We would appreciate any input or clarification on the above noted understanding if any of these points are inconsistent with the Township or County's information.

In summary, our Client and entire consulting team is looking forward to working with the Township and Region to achieve a high standard of development on the Site that will represent a desirable and functional mix of commercial and residential uses that will meet the needs of current and future residents of Breslau.

We appreciate you considering our comments and if you have any questions regarding the information provided, please feel free to reach out to myself at 226-243-7296 or hhandy@gspgroup.ca or Charlotte Balluch at 226-243-7657 or cballuch@gspgroup.ca. We would also be happy to meet to discuss our comments.

Yours truly,
GSP Group Inc.



Hugh Handy, MCIP, RPP

CC: Jeremy Vink, Township of Woolwich
Nick Karakis, Fieldgate Developments
Mike McLean, Fieldgate Developments
Tom McLaughlin, Thomasfield Homes
Chris Braun, Æffective Real Estate
Sarah Kurtz, SCS Consulting
Steve Schaefer, SCS Consulting
Aaron Blata, RC Spencer

SCS consulting group ltd

File #:	**02590**
Date:	**September 8, 2023**

Jeremy Vink, MCIP, RPP, Manager of Planning
Woolwich Township, Development Services
24 Church Street West, P.O. Box 158
Elmira, Ontario, N3B 2Z6

Dear Mr. Vink:

Re: **Preliminary Sanitary and Water Servicing Review**
2590 Victoria Street North & 0 Kramp Road
Breslau Settlement Area, Woolwich Township

With the commencement of the Breslau Secondary Plan Update, the landowner of 2590 Victoria Street North and an unaddressed parcel of land located on the north side of Kramp Road east of Greenhouse Road has retained SCS Consulting Group to prepare a high-level review of potential sanitary and water servicing alternatives for the future developments (refer to enclosed Location Plan for reference).

Given that the landowner of the two parcels is prepared to proceed with development as soon as possible, the following information is provided for the Township to consider when preparing the preliminary Servicing Strategy for the expanded settlement area.

Sanitary Servicing

The following is a summary of the two preliminary sanitary servicing alternatives prepared by SCS for Township review and further discussion.

The alternatives are considered very preliminary and generally assume the following for future development in the expanded Breslau settlement area:

- The recommended land use concept will be Concept 2, as proposed on Map 4 from the June 22, 2023 Public Open House
- The Hopewell Crossing employment lands east of Greenhouse Road will be converted to mixed-use / residential, which is supported by the landowner of 2590 Victoria Street North and the Kramp Road parcel
- The alternatives are dependant on proposed adjustments to the sanitary design criteria that will reduce the calculated theoretical peak flows to more accurately reflect actual flows (as currently being measured by the Township at the Breslau Wet Well and Hopewell Crossing Sanitary Pumping Station). The criteria adjustments are intended to apply to major infrastructure only (pump stations, wet well volume and trunk sewers). Any new local sanitary sewers are proposed to be designed in accordance with the criteria specified in the Region Design Guidelines and Supplemental Specifications for Municipal Services and Township Engineering Development and Infrastructure manual.

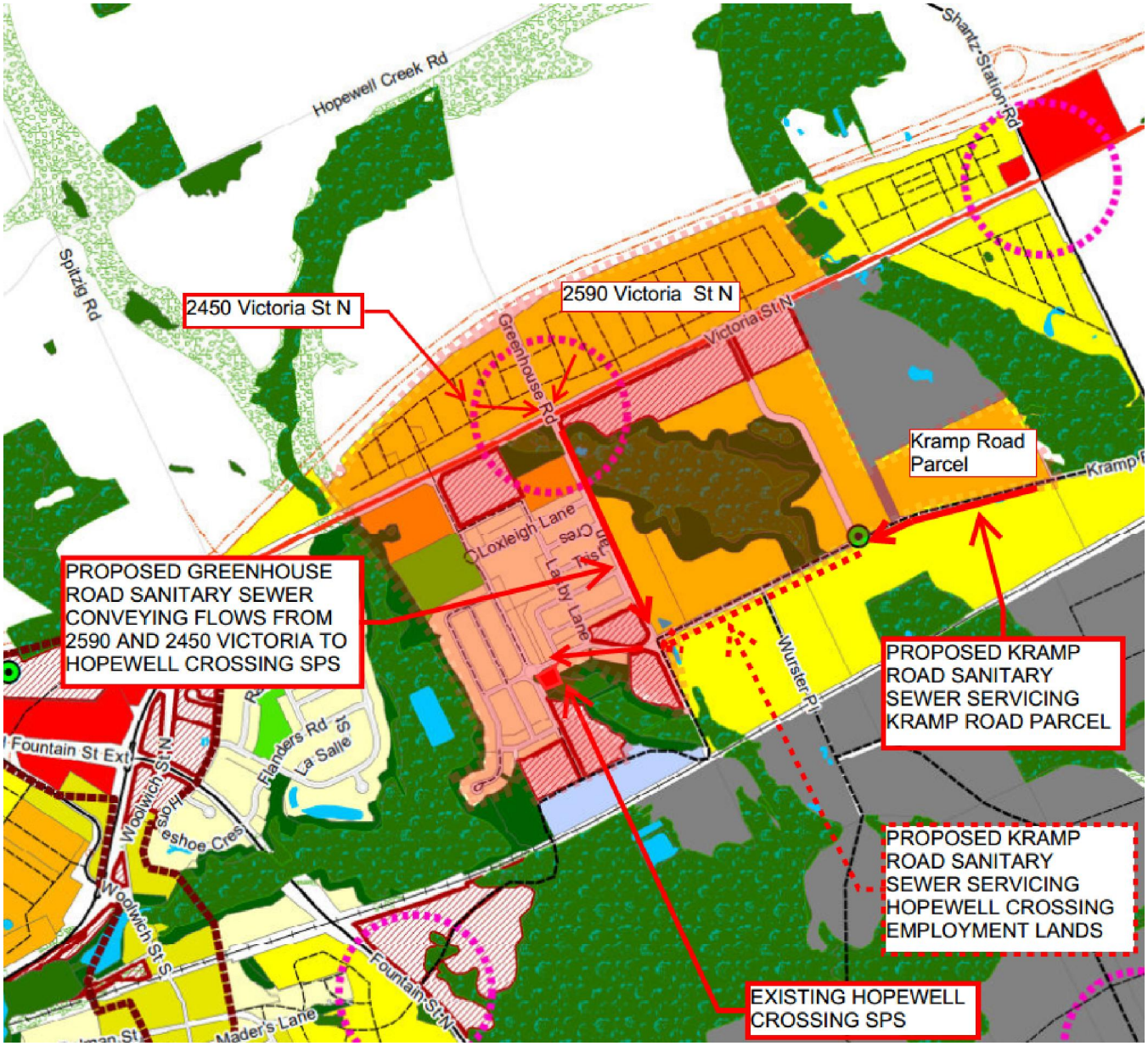


Figure 1: Proposed Sanitary Servicing Alternative 1

Sanitary Servicing - Alternative 1

Alternative 1 proposes servicing both 2590 Victoria and the Kramp parcel through the existing Hopewell Crossing SPS. Refer to the following details, **Figure 1** above, and enclosed sanitary flow calculations:

1. 2590 Victoria Street North – Proposed to be serviced by the existing Hopewell Crossing Sanitary Pumping Station (SPS) by extending a sanitary south along Greenhouse Road, connecting to the existing sanitary sewer stub at the east limit of Hopewell Crossing Drive.

- Proposed Greenhouse Road sanitary sewer also proposed to service 2450 Victoria Street North (owned by others) and properties fronting east side of Greenhouse Road.
- A review will have to be undertaken to confirm if the proposed flows from 2450 and 2590 Victoria Street can be accommodated in the current configuration for the Hopewell Crossing SPS, or if improvements/modifications may be required. Given that actual (measured) flows are generally less than theoretical flows in modern sanitary sewers, SCS suggests Township staff consider revisions to the sanitary design criteria as listed in the Breslau Wet Well (BWW) section below.

2. Kramp Road Parcel – Proposed to be serviced by extending the future Kramp Road sanitary sewer, which will be constructed to service the Hopewell Crossing employment lands east of Greenhouse Road, further east:
   - A review will have to be undertaken to confirm if the proposed flows from 2450 & 2590 Victoria Street, as well as the Kramp Road parcel can be accommodated in the current configuration for the Hopewell Crossing SPS, or if improvements / modifications may be required.

This alternative is most preferred for the following reasons:

- Minimizes external infrastructure required to develop 2590 and 2450 Victoria Street North and Kramp Road parcel.
- Utilizes surplus capacity at the Hopewell Crossing SPS, assuming measured / actual flows at the SPS are significantly lower than theoretical flows.
- Rationalizes the expanded Breslau Wet Well (BWW) service area. The currently service area boundary of the Breslau Wet Well are reflective of the 2015 Settlement Plan. If lands north of Victoria Street and/or the Kramp Road parcel are serviced by the future East Side Lands Trunk Sewer, separate sanitary sewers may have to be twinned, or cross, to maintain the existing service boundary for the Hopewell Crossing SPS (i.e. the Hopewell Crossing employment lands east of Greenhouse Road). Refer to Figure 2 for details.
- Consistent with some of the figures included among the East Side Lands Trunk Sewer reports and memorandums, which show the lands north of Victoria Street North are anticipated to drain to the existing BWW (Refer to Figure 2, which is an excerpt of a figure included in the Request for Proposal issued for the East Side Lands Woolwich Sanitary Servicing Environmental Assessment). It is acknowledged that the service boundary between the BWW and proposed East Side Lands Sanitary Trunk will be finalized as part of the recently initiated Environmental Assessment.
- Allows for contiguous residential growth in northwest Breslau

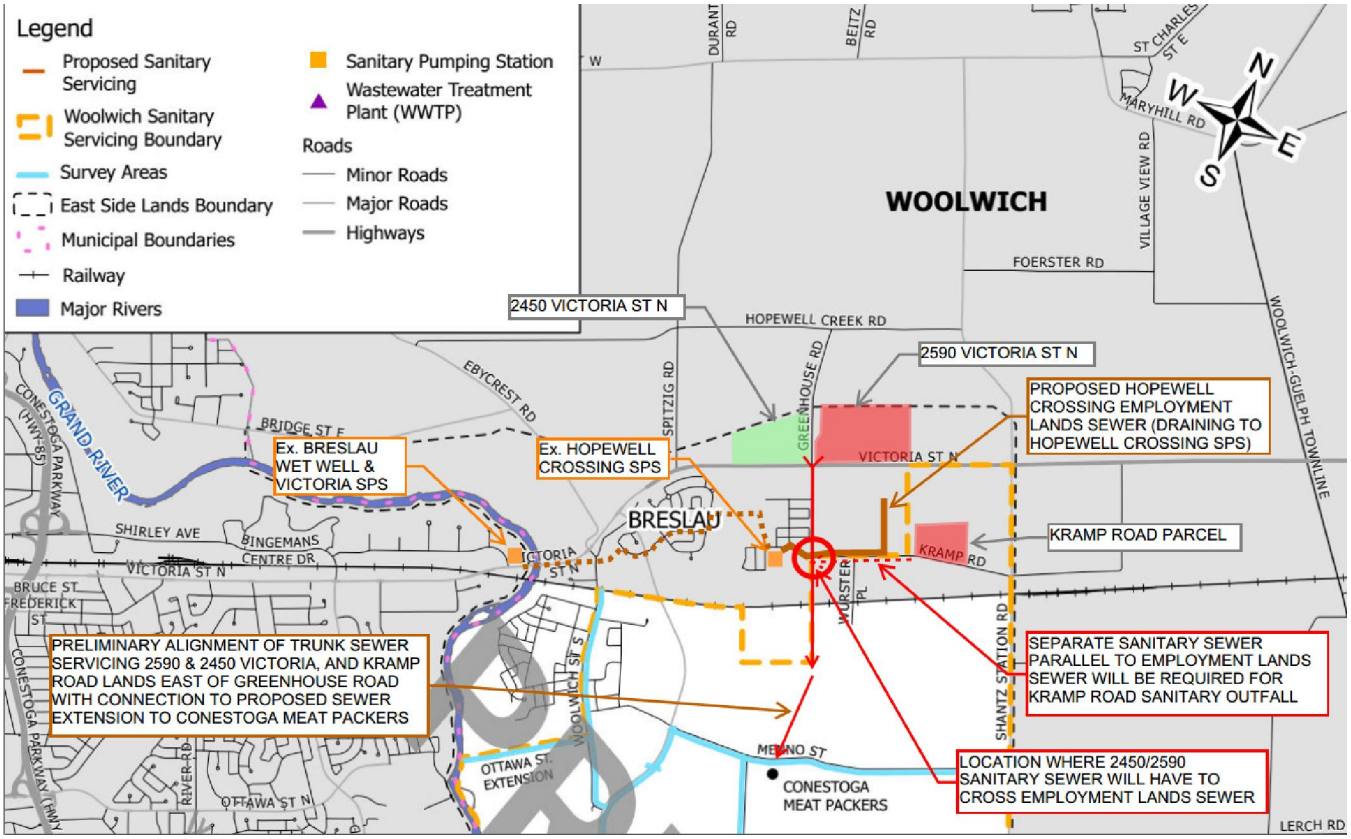


Figure 2: Potential Layout of Sewers if 2590 Victoria & Kramp Parcel drain to future East Side Lands Trunk Sewer

Sanitary Servicing - Alternative 2

Alternative 2 proposes servicing 2590 through the existing Hopewell Crossing (SPS) and draining the Kramp parcel to the future East Side Lands trunk sewer. Refer to the following details, **Figure 3** below, and enclosed sanitary flow calculations:

1. 2590 Victoria Street North – Proposed to be serviced by the existing Hopewell Crossing SPS by extending a sanitary south along Greenhouse Road, connecting to the existing sanitary sewer stub at the east limit of Hopewell Crossing Drive

   - Proposed Greenhouse Road sanitary sewer also proposed to service 2450 Victoria Street North (owned by others) and properties fronting east side of Greenhouse Road

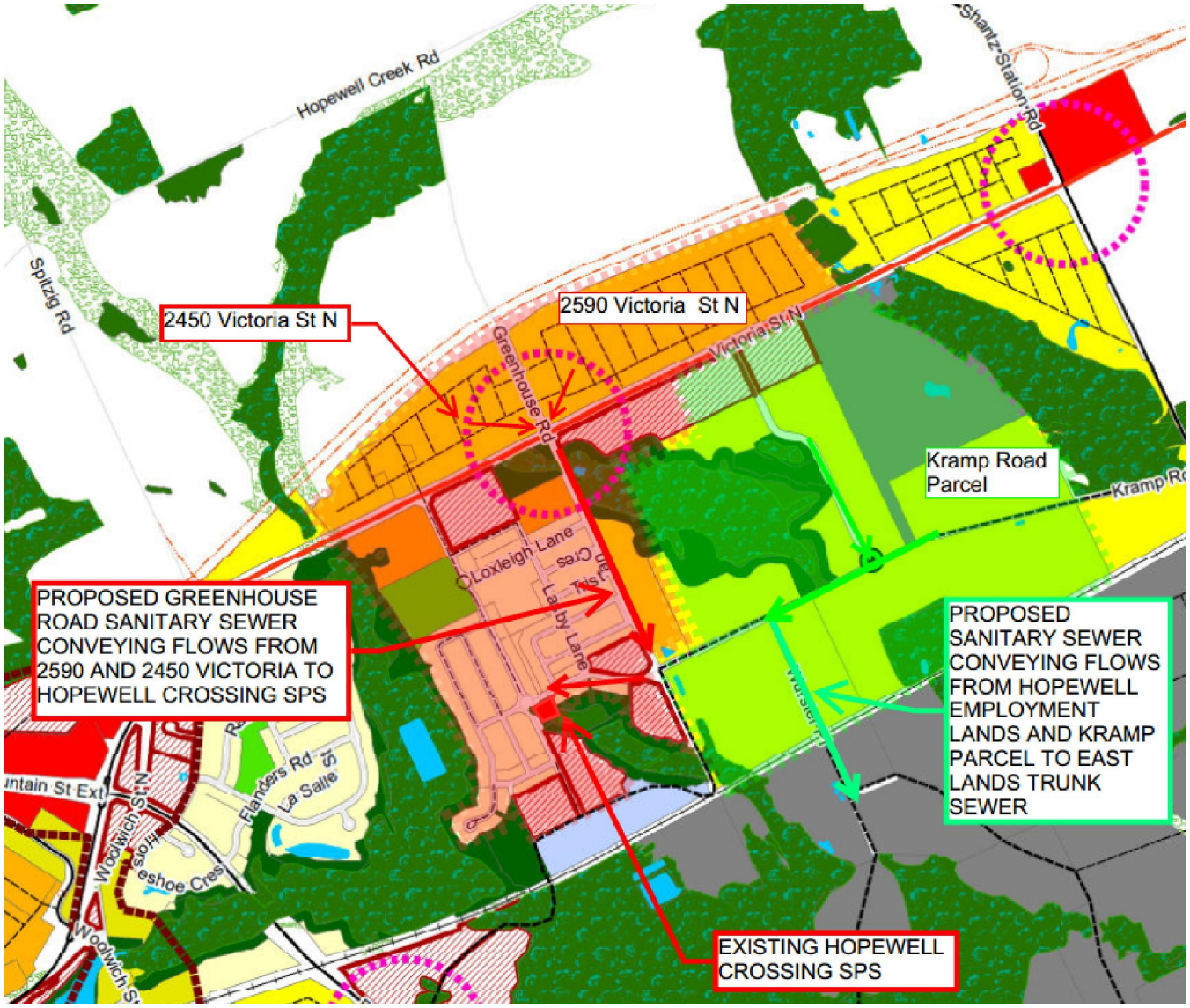


Figure 3: Proposed Sanitary Servicing Alternative 2

- Future flows from Hopewell Crossing employment lands fronting Kramp Road, originally proposed to drain to the Hopewell Crossing SPS, are proposed to be redirected to a future sewer extending south on Wurster Place (as included on Municipal Servicing Infrastructure Map 7 displayed during the June 22 Open House). The sewer alignment south of Wurster Place is anticipated to be extended south to Menno Street through either a servicing easement, or future right-of-way, should a suitable road alignment be proposed through the Secondary Plan process. From Menno St, the sewer will convey flows to the East Side Lands trunk sewer by connecting to either the proposed the Lonsdale Road sewer (Conestoga Meat Packers) or extend further west to the future Fountain Street North sewer that will service the Madwest development. It is acknowledged that the proposed Wurster Place sewer will require a crossing of the Metrolinx / GO Transit railway (Guelph Subdivision), however this location is

a more direct alignment to the proposed East Side Lands sewer extensions to Lonsdale Road or Fountain / Menno Street. Further, it is anticipated design and approval of the Wurster Plan sanitary sewer, including the Metrolinx approvals, will be undertaken by private developer(s).

- With the redirection of the Hopewell Crossing employment lands flows, the combined theoretical peak flow for the existing Hopewell Crossing subdivision west of Greenhouse Road, 2590 Victoria, and 2450 Victoria is slightly less than the maximum flow of 115 L/s specified on the approved Hopewell Crossing SPS Environmental Compliance Approval (refer to enclosed sanitary sewer design sheet, utilizing modified design criteria).

2. Kramp Road Parcel – Serviced by future sewer extending south on Wurster Place (as identified on Map 7), connecting to the future East Side Lands trunk sewer at either Londsdale Road or Fountain Street North. Refer to proposed revised Hopewell Crossing employment lands sanitary outfall as detailed above.

This alternative is marginally preferred for the following reasons:

- Provides a definitive boundary for the expanded Breslau Wet Well service area, which include 2590 and 2450 Victoria, with developments lands located southeast of the corner of Victoria Street North and Greenhouse Roads draining to the future East Side Lands trunk sewer (since a sewer has not yet been extended east to the Hopewell Crossing employment lands). This avoids a crossing of sanitary trunk sewers at the intersection of Greenhouse Road and Hopewell Crossing Drive which will occur if lands north of Victoria Street North are serviced by the future East Side Lands Trunk Sewer, while the Hopewell employment lands drain west to the Hopewell Crossing SPS (refer to Figure 2 for details).
- This alternative is consistent with some of the figures included among the East Side Lands Trunk Sewer reports and memorandums, which show the lands north of Victoria Street North are proposed to drain to the existing Breslau Wet Well.
- Minimizes external infrastructure required to develop both 2590 and 2450 Victoria Street, and utilizes surplus capacity in the Hopewell Crossing SPS currently available due to an anticipated deferral of the Hopewell Crossing employment lands being developed (it is understood the landowner may be proceeding with a new Draft Plan application to switch the proposed land use to residential).
- Proposed modifications to the current sanitary design criteria are not as significant since Hopewell Crossing employment lands proposed to be redirected to future East Side Lands trunk sewer.
- Allows for contiguous residential growth in northwest Breslau.

Watermain Servicing

As noted on the Municipal Servicing Infrastructure figure (Map 7), which was displayed at the June 22 Open House, the anticipated alignments of watermains are anticipated to generally follow the same alignment of the sanitary sewers along existing and proposed roads. The following information is further noted as it relates to development of the two parcels:

1. 2590 Victoria Street North – Water servicing anticipated to be provided by connecting to a new 300 mm diameter watermain extending east on Victoria Street North from Greenhouse Road.
   - Should development of either 2590 or the Hopewell Crossing employment lands proceed in advance of the Ministry of Transportation (MTO) timing for the watermain project, it is anticipated the developer will proceed with design and obtaining the required MTO approvals.
   - The Victoria Street North watermain is required to service the Hopewell Crossing employment lanes on the south side of Victoria Street North. Should development of 2590 Victoria proceed in advance of the Hopewell Crossing employment lands, a proposed water connection will be coordinated with Township staff.
   - The highest existing ground elevation for 2590 Victoria is marginally higher than the existing elevations within the existing Hopewell Heights subdivision (+/- 332 vs. 330.5 m) and therefore it is anticipated the existing north Breslau water zone pressures are sufficient to service 2590.

2. 0 Kramp Road – Water servicing anticipated to be provided by extending the 300 mm diameter watermain proposed as part of the upcoming Kramp Road improvements easterly to the proposed development.

Items Requested to Assist with Further Review of Sanitary Servicing Alternatives

To assist with reviewing the above-listed sanitary servicing alternatives, SCS kindly requests the Township provide copies of the following documents prepared by Associated Engineering:

- East Side Lands - Sanitary Servicing Assessment technical memorandum, dated July 2018
- East Side Lands – Sanitary Servicing Advisory Review technical memorandum, dated April 9, 2021
- Sanitary Servicing – East Side Lands report, dated August 2022
- Any other background information utilized to prepare the Municipal Servicing Infrastructure figure (Map 7) from the June 22nd Open House.

In addition to the above, it is kindly requested staff confirm the following:

1. Status of the Township assumption of the existing Hopewell Crossing SPS.
2. There are a series of numbers (1 through 7) included on Map 7 from the June 22nd Open House – kindly confirm what these numbers represent.

Breslau Wet Well Capacity

To ensure the Township is maximizing the allowable peak flow to the Breslau Wet Well permitted under the current Cross Border Servicing Agreement, SCS provides the following suggestion revised design criteria for the Breslau settlement area:

1. Reduce the average daily domestic flow to 250 L/cap/day
   - Currently 305 L/cap/day, consistent with City of Kitchener standards, however Kitchener's housing stock is considerably older than Breslau. The Breslau Wet Well service area is almost exclusively recent home construction that likely implemented modern plumbing such as low flow fixtures, as mandated by the Building Code.
   - The 305 L/cap/day is not anticipated to be reflective of actual flows measured at the Breslau Wet Well. Since actual flow measurements have not been provided by the Township, 250 L/cap/day is proposed since it is considered conservative when compared to actual flows in other municipalities.
2. Reduce extraneous flow rate to 0.10 L//ha/s (8640 L/ha/day)
   - Currently 0.25 L/s/ha, which is consistent with Region of Waterloo design guidelines, however this rate is assumed to be more representative of older sewer systems within Kitchener, City of Waterloo and Cambridge, that are more likely to have extraneous flow issues.
   - The Breslau sanitary sewer system is relatively new, with the oldest sewers installed approximately 20 years ago, meaning the sewers are likely more watertight with minimal extraneous flow contribution. It is understood that some infiltration has been identified in the Victoria Street North trunk sewer, however, the Township will be proceeding with lining the sewer later this year.
3. Consideration for offset of peak flows for residential and Industrial/Commercial/Institutional flows.
   - Peaking all land uses at the same time may be overly conservative when compared to actual peak flows measurements.

In addition to the above-listed suggested design criteria changes, it is also noted that peak flow to the Breslau Wet Well can be managed by deferring pumping at the Hopewell Crossing SPS until after peak flows east of Hopewell Creek have been conveyed to the Victoria Street SPS (assuming sufficient storage capacity available at the Hopewell SPS for the duration of the peak flow event). It is understood the Township is currently reviewing emergency storage requirements for the Breslau Wet Well with the City of Kitchener staff.

It is also understood the actual flows to the Breslau Wet Well have been measured for several years, however the Township does not typically release this information. As noted above, to ensure further development of Breslau is not unreasonably restricted, if there is a noticeable difference between actual and theoretical flows to the Breslau Wet Well, it is suggested Township staff review implementing some, or all, of the above-listed criteria changes to optimize downstream capacity, including maximizing the flow at the Victoria Street North SPS as set out in the Cross Border Servicing Agreement.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

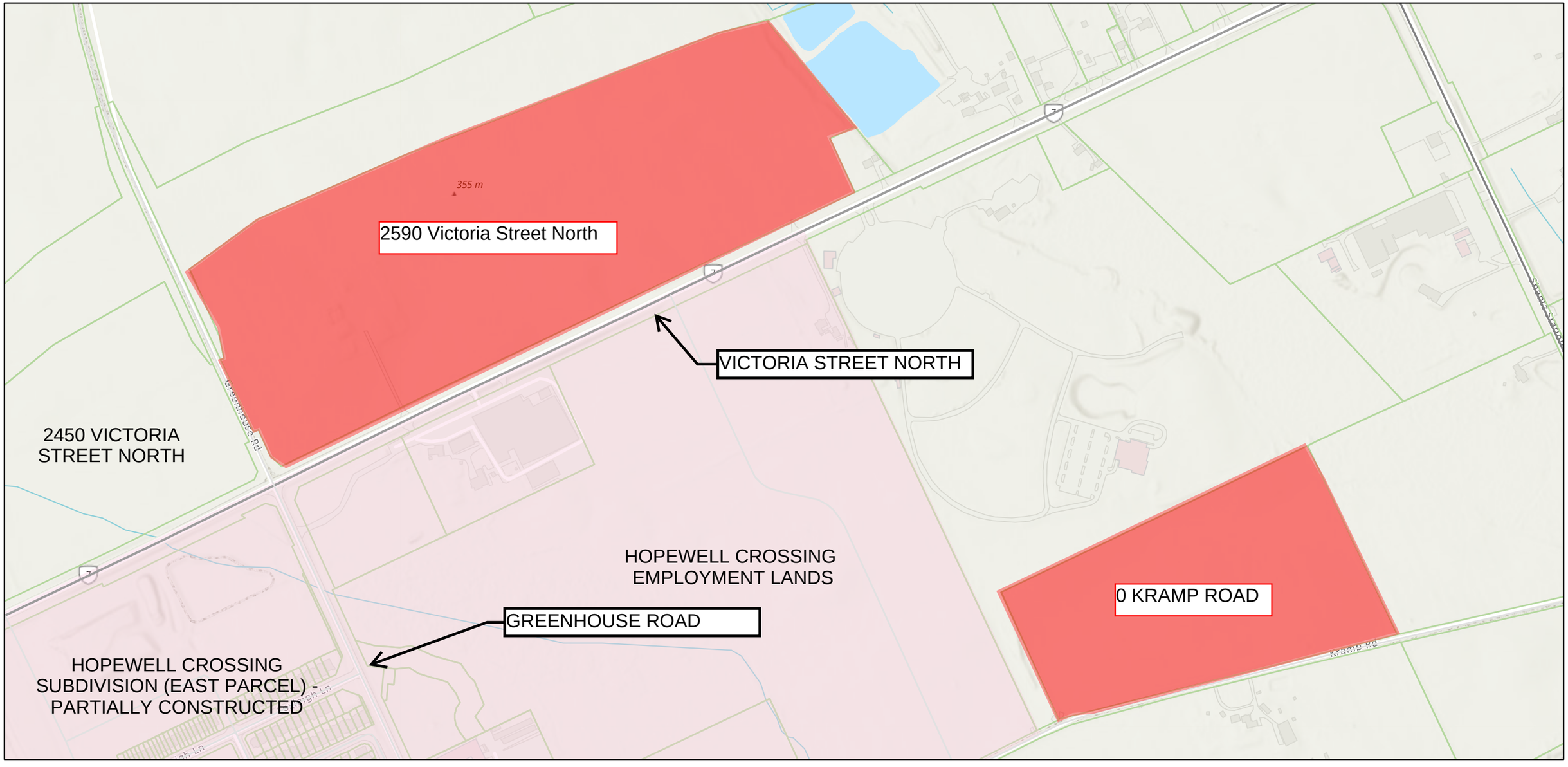
Phil Sheridan, P.Eng.
psheridan@scsconsultinggroup.com

Attachments: Location Plan for Two Development Parcels
Proposed Santiary Flow Calculations for Hopewell Crossing SPS (Alternatives 1 & 2)

c. Jared Puppe, Director of Infrastructure Services, Woolwich Township
John Scarfone, Planner, Woolwich Township

Document1

Location Plan



7/19/2023, 9:38:31 AM

Addresses

Roads

Highway

Arterial

Local Street

City, Town or Village

Assessment Parcels (MPAC)

Municipal Boundaries

1:7,500

0 335 670 1,340 ft

0 100 200 400 m

Esri Community Maps Contributors, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada, Esri, NASA, NGA, USGS, FEMA

Region of Waterloo

Esri Community Maps Contributors, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada | SWOOP | First Base Solutions | Teranet Enterprises Inc. (Teranet) | Region of Waterloo - Information

Sanitary Design Sheet - Alternative 1
Hopewell Crossing Sewage Pumping Station
Phase 1
Woolwich Township, Region of Waterloo

Reduced Avg. Domestic Flow Rate for Pump Station, Wet Well, and Trunk Sewer flow calculations.

Reduced Infiltration Rate

Minimum Sewer Diameter (mm) = 200
Mannings n = 0.013
Minimum Velocity (m/s) = 0.60
Maximum Velocity (m/s) = 3.65
Minimum Pipe Slope (%) = 0.50

Avg. Domestic Flow (l/cap/day) = 170
Infiltration Rate (l/s/ha) = 0.15
Max. Harmon Peaking Factor = 3.8
Min. Harmon Peaking Factor = 1.5
NOMINAL PIPE SIZE USED

Proposed Developments

Future Servicing (Timing of Connection Unknown)

Project: 2590 Victoria Street North, Breslau
Project No. 2590
Date: 6-Sep-23
Designed By: P.R.S.
Reviewed By:

P:\2590 2590 Victoria St N, Breslau\Design\Pipe Design\Sanitary\Breslau Wet Well\[2590-Ult Breslau Wet Well San Flow Calc - Alts.xlsm]Design

LOCATION			RESIDENTIAL							ICI			FLOW CALCULATIONS								PIPE DATA					NOTES
STREET	MANHOLE		AREA	ACCUM. AREA	UNITS	DENSITY		RESIDENTIAL POPULATION	ACCUM. RESIDENTIAL POPULATION	AREA	ACCUM. AREA	FLOW RATE	INFILTRATION	TOTAL ACCUM. POPULATION	AVG. DOMESTIC FLOW	ACCUM. AVG. DOMESTIC FLOW	PEAKING FACTOR	PEAKED RESIDENTIAL FLOW	ICI FLOW	TOTAL FLOW	LENGTH	PIPE DIAMETER	SLOPE	FULL FLOW CAPACITY	FULL FLOW VELOCITY	
	FROM	TO	(ha)	(ha)	(#)	PER UNIT (p/unit)	PER HA (p/ha)			(ha)	(ha)	(l/s/ha)	(L/s)		(L/s)	(L/s)		(L/s)	(L/s)	(L/s)	(m)	(mm)	(%)	(L/s)	(m/s)	
2590 Victoria Street North	**2590C**	**GHN**	**26.13**	**26.13**			**60.0**	**1,568**	**1,568**				**3.9**	**1,568**	**3.1**	**3.1**	**3.67**	**11.3**		**15.2**						
2450 Victora Street N (Thomasfield)	TFN	GHN	15.81	15.81			60.0	949	949				2.4	949	1.9	1.9	3.80	7.1		9.5						
Greenhouse Road @ Victoria	GHN	G2A		41.94					2,517				6.3	2,517	0.0	5.0	3.51	17.4		23.7		300	0.35	57.2	0.81	41% Full
2615 Victoria St N (Belgian Nursery)	G1A	G2A								6.00	6.00	0.98	0.9				3.51		5.9	6.8						
Hopewell X-ing Employ Block 52	104-1A	G2A								1.03	1.03	0.98	0.2				3.51		1.0	1.2						
1787 Greenhouse Rd (Grobe Nursery)	G6A	G2A								2.38	2.38	0.98	0.4				3.51		2.3	2.7						
1747 Greenhouse Rd (Nat Eng Fastners)	G10A	G2A								9.17	9.17	0.98	1.4				3.51		9.0	10.4						
Greenhouse Road	G2A	421A		41.94					2,517		18.58	0.98	9.1	2,517	0.0	5.0	3.51	17.4	18.2	44.7		300	0.45	64.8	0.92	69% Full
0 Kramp Road	**KR**	**K1A**	**11.07**	**11.07**			**60.0**	**664**	**664**				**1.7**	**664**	**1.3**	**1.3**	**3.80**	**5.0**		**6.6**						
Hopewell X-ing Employ Blks 53-57	K2A	X1A								19.26	19.26	1.01	2.9		0.0	0.0	3.80	0.0	19.5	22.4						
Kramp Road	K1A	421A		11.07					664		19.26	1.01	4.5	664	0.0	1.3	3.62	4.7	19.5	28.8		250	0.50	42.0	0.86	
Hopewell X-ing Mixed Use Blk 47		*421A*								*1.46*	*1.46*	*0.98*	*0.2*				*3.80*		*1.4*	*0.6*						
Hopewell X-ing Employ Block 51		421A								1.96	1.96	0.98	0.3				3.80		1.9	2.2						
Hopewell Crossing Drive	*421A*	*HXS*		*53.01*					*3,181*		*41.26*	*0.92*	*14.1*	*4,336*	*0.0*	*8.5*	*3.30*	*28.2*	*38.1*	*80.5*		*300*	*0.50*	*68.3*	*0.97*	***118%*** Full - Sewer will require replacement (upsizing) or twinning, or a portion of the proposed flows from north of Victoria St should be redirected to a local sewer within the Hopewell Crossing residentail subdivision, if possible. Alternatively - monitor sewer flows prior to upsizing since residential and non-residential peaks are anticipated to occur at different times of the day.
Hopewell Crossing Commercial Blk 49		HXS								3.67	3.67	0.85	0.6				3.04		3.1	3.7						
Hopewell Crossing School		HXS								2.86	2.86	0.85	0.4				3.04		2.4	2.9						
Breslau GO Station		HXS								5.89	5.89	0.85	0.9				3.04		5.0	5.9						1) Timing for station construction unknown (currently unfunded) 2) Calculated flow is likely overestimated - Station likely to contain a couple small washrooms only
Hopewell Crossing Employ Block 50		*HXS*								*2.19*	*2.19*	*0.85*	*0.3*				*3.04*		*1.9*	*2.2*						
Hopwell X-ing Mixed Use Blk 48		*HXS*								*2.93*	*2.93*	*0.85*	*0.4*				*3.04*		*2.5*	*2.9*						
Hopewell Crossing Subdivision (*Existing and* Proposed)	*HXS*	*HXSPS*	*39.40*	*92.41*	*1,153*	*3.35*		*3,863*	*7,043*		*58.80*	*0.85*	*22.7*	*7,043*	*7.6*	*13.9*	*3.04*	*42.1*	*50.0*	***114.9***						1) SPS designed to receive a theoretical peak flow of **115 L/s,** however conveys a peak flow of of **99 L/s** (SPS design included an emergency storage tank for the remaining 16 L/s). 2) Drainage area and number of units obtained from Table 3-1 of Ariss Glen SPS Design Brief (Draft Final) prepared by AECOM, dated October 2017
Hopewell Crossing Forcemmain	*HXSPS*	*27A*																		99.0						Environmental Environmental Compliacne Approval No. 4028-ATMKAN, dated December 21, 2017

Sanitary Design Sheet - Alternative 2
Hopewell Crossing Sewage Pumping Station
Phase 1
Woolwich Township, Region of Waterloo

Reduced Avg. Domestic Flow Rate for Pump Station, Wet Well, and Trunk Sewer flow calculations.

Reduced Infiltration Rate

Minimum Sewer Diameter (mm) =	200	Avg. Domestic Flow (l/cap/day) =	280
Mannings n =	0.013	Infiltration Rate (l/s/ha) =	0.15
Minimum Velocity (m/s) =	0.60	Max. Harmon Peaking Factor =	3.8
Maximum Velocity (m/s) =	3.65	Min. Harmon Peaking Factor =	1.5
Minimum Pipe Slope (%) =	0.50	NOMINAL PIPE SIZE USED	

Proposed Developments

Future Servicing (Timing of Connection Unknown)

Project: 2590 Victoria Street North, Breslau
Project No. 2590
Date: 6-Sep-23
Designed By: P.R.S.
Reviewed By:

P:\2590 2590 Victoria St N, Breslau\Design\Pipe Design\Sanitary\Breslau Wet Well\[2590-Ult Breslau Wet Well San Flow Calc - Alts.xlsm]Hopewell X-ing SPS Only - Alt2

LOCATION			RESIDENTIAL							ICI			FLOW CALCULATIONS								PIPE DATA					
STREET	MANHOLE		AREA	ACCUM. AREA	UNITS	DENSITY		RESIDENTIAL POPULATION	ACCUM. RESIDENTIAL POPULATION	AREA	ACCUM. AREA	FLOW RATE	INFILTRATION	TOTAL ACCUM. POPULATION	AVG. DOMESTIC FLOW	ACCUM. AVG. DOMESTIC FLOW	PEAKING FACTOR	PEAKED RESIDENTIAL FLOW	ICI FLOW	TOTAL FLOW	LENGTH	PIPE DIAMETER	SLOPE	FULL FLOW CAPACITY	FULL FLOW VELOCITY	NOTES
	FROM	TO	(ha)	(ha)	(#)	PER UNIT (p/unit)	PER HA (p/ha)			(ha)	(ha)	(l/s/ha)	(L/s)		(L/s)	(L/s)		(L/s)	(L/s)	(L/s)	(m)	(mm)	(%)	(L/s)	(m/s)	
2590 Victoria Street North	**2590C**	**GHN**	**26.13**	**26.13**			**60.0**	**1,568**	**1,568**				**3.9**	**1,568**	**5.1**	**5.1**	**3.67**	**18.6**		**22.5**						
2450 Victora Street N (Thomasfield)	TFN	GHN	15.81	15.81			60.0	949	949				2.4	949	3.1	3.1	3.80	11.7		14.1						
Greenhouse Road @ Victoria	GHN	G2A		41.94					2,517				6.3	2,517	0.0	8.2	3.51	28.6		34.9		300	0.35	57.2	0.81	61% Full
2615 Victoria St N (Belgian Nursery)	G1A	G2A								6.00	6.00	0.98	0.9				3.51		5.9	6.8						
Hopewell X-ing Employ Block 52	104-1A	G2A								1.03	1.03	0.98	0.2				3.51		1.0	1.2						
1787 Greenhouse Rd (Grobe Nursery)	G6A	G2A								2.38	2.38	0.98	0.4				3.51		2.3	2.7						
1747 Greenhouse Rd (Nat Eng Fastners)	G10A	G2A								9.17	9.17	0.98	1.4				3.51		9.0	10.4						
Greenhouse Road	G2A	421A		41.94					2,517		18.58	0.98	9.1	2,517	0.0	8.2	3.51	28.6	18.2	55.9		300	0.45	64.8	0.92	86% Full
Hopewell X-ing Mixed Use Blk 47		*421A*								*1.46*	*1.46*	*0.98*	*0.2*				*3.80*		*1.4*	*0.6*						
Hopewell X-ing Employ Block 51		421A								1.96	1.96	0.98	0.3				3.80		1.9	2.2						
Hopewell Crossing Drive	*421A*	*HXS*		*41.94*					*2,517*		*22.00*	*0.92*	*9.6*	*4,336*	*0.0*	*14.1*	*3.30*	*46.4*	*20.3*	*76.3*		*300*	*0.50*	*68.3*	*0.97*	***112%*** Full - Sewer will require replacement (upsizing) or twinning, or a portion of the proposed flows from north of Victoria St should be redirected to a local sewer within the Hopewell Crossing residentail subdivision, if possible. Alternatively - monitor sewer flows prior to upsizing since residential and non-residential peaks are anticipated to occur at different times of the day.
Hopewell Crossing Commercial Blk 49		HXS								3.67	3.67	0.85	0.6				3.04		3.1	3.7						
Hopewell Crossing School		HXS								2.86	2.86	0.85	0.4				3.04		2.4	2.9						
Breslau GO Station		HXS								5.89	5.89	0.85	0.9				3.04		5.0	5.9						1) Timing for station construction unknown (currently unfunded) 2) Calculated flow is likely overestimated - Station likely to contain a couple small washrooms only
Hopewell Crossing Employ Block 50		*HXS*								*2.19*	*2.19*	*0.85*	*0.3*				*3.04*		*1.9*	*2.2*						
Hopwell X-ing Mixed Use Blk 48		*HXS*								*2.93*	*2.93*	*0.85*	*0.4*				*3.04*		*2.5*	*2.9*						
Hopewell Crossing Subdivision (*Existing and* Proposed)	*HXS*	*HXSPS*	*39.40*	*81.34*	*1,153*	*3.35*		*3,863*	*6,379*		*39.54*	*0.85*	*18.1*	*6,379*	*12.5*	*20.7*	*3.04*	*62.8*	*33.7*	***114.6***						1) SPS designed to receive a theoretical peak flow of **115 L/s,** however conveys a peak flow of of **99 L/s** (SPS design included an emergency storage tank for the remaining 16 L/s). 2) Drainage area and number of units obtained from Table 3-1 of Ariss Glen SPS Design Brief (Draft Final) prepared by AECOM, dated October 2017
Hopewell Crossing Forcemmain	*HXSPS*	*27A*																		99.0						Environmental Environmental Compliacne Approval No. 4028-ATMKAN, dated December 21, 2017

Matthew Cory
905 513 0170 x116
mcory@mgp.ca

September 12, 2023

MGP File: 23-3267

Township of Woolwich
24 Church Street West
Elmira, ON N3B 2Z6

via email: jvink@woolwich.ca / jscarfone@woolwich.ca

Attention: Mr. Jeremy Vink
Manager of Planning

Dear Mr. Vink:

RE: Comments on Breslau Secondary Plan Update
2590 Victoria Street North, Breslau, Woolwich, ON

Malone Given Parsons Ltd. ("MGP") are the planning consultants for the owner of a parcel of land totaling approximately 28.3 hectares within the boundary of the Breslau Secondary Plan Update in the Township of Woolwich (the "Subject Lands"). The lands are located at the northeast corner of Victoria Street North and Greenhouse Road and are municipally known as 2590 Victoria Street North. It should be noted that the owner also has other landholdings within the Breslau Secondary Plan Update (0 Kramp Road). A comment letter has been prepared for those lands under separate cover.

We have been monitoring the Breslau Secondary Plan Update process, including attendance and participation at the Open House held on June 22, 2023 and a follow-up meeting with Township staff. The following reiterates our comments provided to Township staff for the Breslau Secondary Plan Update as it relates to the Subject Lands.

We have reviewed the three Concept Plans and we agree with the overall direction of Township staff and its consultant to provide a balance of residential and employment uses in the context of the airport. It is our opinion that Concept Plan 2 – Residential Focus, best achieves this overall vision as it recognizes that employment lands need to be provided surrounding the airport, however appropriately transitions to residential uses, to provide a balance of uses, and focusing growth along the Victoria Street North corridor.

<u>As such, we recommend that the Township generally proceed with Concept Plan 2 – Residential Focus, with modifications to reflect the preliminary development as described further below, as it moves through this Secondary Plan Update process.</u>

Subject Lands and Surrounding Context

The Subject Lands are located at the northeast corner of Victoria Street North and Greenhouse Road and are currently vacant, as shown in the figure below.

Figure 1: Subject Lands



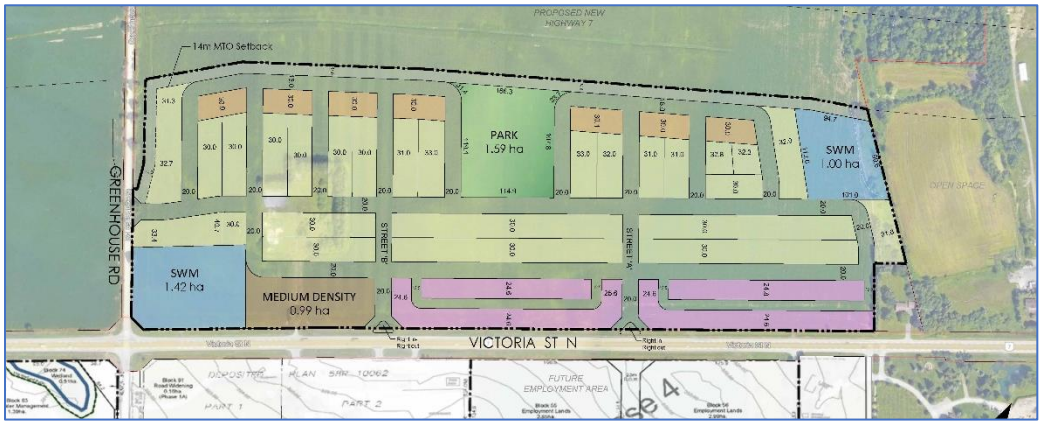
Immediately north of the Subject Lands is the future realigned Highway 7 corridor. The lands immediately to the south are subject to an approved draft plan for employment uses, while the lands to the southwest are under construction for a residential subdivision. It is envisioned that a residential subdivision will be built to the west of the Subject Lands.

Proposed Conceptual Development

Our Client currently envisions a residential community on the Subject Lands with a medium density node located at the corner of Victoria Street North and Greenhouse Road and continuing with rear lane townhouses along the Victoria Street North corridor. The remaining area consists of low density residential with the exception of the northern portion which proposes street townhouses to provide a natural sound barrier to the future Highway 7 corridor. A 14m buffer from the Ministry of Transportation (MTO) lands is provided along the northern and western property lines for the future Highway 7 corridor. Two access roads are proposed off of Victoria Street North and one off of Greenhouse Road. One of the access roads along Victoria Street North aligns with the approved development to the south.

The estimated unit yield for the proposed development is for 260 single detached, 60 street townhouses, 150 rear-lane townhouses and approximately 100 units from the medium density block. A centrally located parkland block (1.59ha), provides open space and recreation opportunities for the existing and future residents. It is estimated that the proposed population of this development would be 1,600 people.

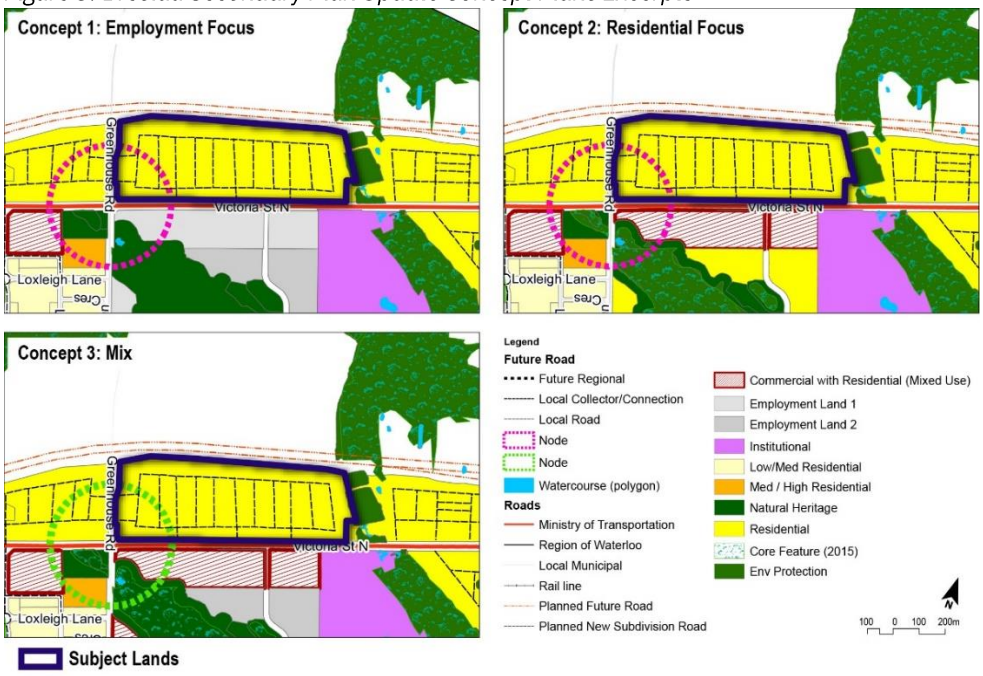
Figure 2: Conceptual Development Plan



The proposed conceptual development represents good planning and is in the public interest as it provides for an appropriate form of housing in the Township. The proposal will result in the timely development of a logical and efficient urban form that is compact and compatible with the surrounding established community and will contribute to a complete community in the settlement area. The proposed conceptual development can be immediately serviced and is proposed to be serviced by extending existing infrastructure recently constructed for the residential lands southwest of the Subject Lands. The intent is to optimize the flow permitted to the Breslau Wet Well under the current Cross Border Servicing Agreement. This is further detailed in the Servicing Letter prepared by SCS Consulting dated September 8, 2023. The proposed conceptual development provides a range of residential density and built form within the Breslau settlement area where the dominant housing stock is single detached dwellings, and will provide growth, where growth is to be focused.

Furthermore, our Client's vision for the Subject Lands is in general alignment with the vision for the Breslau Secondary Plan Update, which proposes to designate the lands as Residential Area with a Node at the corner of Victoria Street North and Greenhouse Road, as shown in Figure 3. Given the grading constraints on the site, a stormwater management pond is required to be located on the southwest corner (in addition to the northeast corner), and as such, any commercial uses would not be located on the corner however the concept plan contemplates a higher density in the form of medium density uses along Victoria Street North, which would achieve the overall vision of the Node.

Figure 3: Breslau Secondary Plan Update Concept Plans Excerpts



Comments on Breslau Secondary Plan Update

Through our review of the Breslau Secondary Plan Update documents including the three Conceptual Land Use Plans, we agree with the overall direction of the Township staff and its consultant to provide a balance of residential and employment uses in the context of the airport. In this regard, it is our opinion that Concept Plan 2 – Residential Focus, best achieves this overall vision. It recognizes that employment lands need to be provided surrounding the airport, however appropriately transitions to residential uses generally using the railway as a logical physical barrier, to provide a balance of uses, and focusing growth along the Victoria Street North corridor. Furthermore, it recognizes the rapid population growth occurring in the Region, specifically in Woolwich.

As such, we recommend that the Township proceed with Concept Plan 2 – Residential Focus as it moves through this Secondary Plan Update process as it best achieves the overall vision of the Township for the Breslau Secondary Plan.

Furthermore, as the Township undertakes future revisions to the Breslau Secondary Plan, we request that two items be revised:

- The future road network linework be removed entirely from any future secondary plan schedules or labelled as conceptual so there is flexibility to propose an appropriate local road network through future site-specific development applications without requiring an amendment to the Plan. It is our opinion that the proposed conceptual road network as shown in the proposed conceptual development, while different from the three Concept Plans, appropriately provides a connected transportation network that considers the existing road network. Flexibility should be built in to the Secondary Plan to allow this

- As noted earlier in the letter, it is our opinion that the proposed conceptual development represents good planning and is in the public interest as it provides for an appropriate form and mix of housing in the Township. The proposed conceptual development provides a range of residential density and built form within the Breslau settlement area where the dominant housing stock is single detached dwellings, and will provide growth, where growth is to be focused. The proposed development represents an orderly and logical progression of development within the Breslau Secondary Plan. As such, we request that when the Township releases more specific designations later in the process (Fall 2023), that the designations and policies reflect the proposed conceptual development plan
- To date, residential development and the delivery of housing supply in Breslau has been subject to the Township's growth management policy, as outlined in Policy 7.26.2.3 in the Township's Official Plan. The upper-tier Regional Official Plan (ROP), through the recently approved ROPA 6, contains Policy 2.J.13 that requires the Township to review its phasing and staging of development policies to ensure housing projects can be expedited. It is our opinion that through the ongoing conformity update to the ROP, as well as this Breslau Secondary Plan Update, that Policy 7.26.2.3 should be removed to be in conformity with Regional Policy 2.J.13 and to ensure an adequate supply of new housing can be built to support the infrastructure required to accommodate both the employment and residential growth expected for Breslau in the coming years.

Conclusion

We would like to commend staff on their efforts so far and look forward to working with you through the remainder of the Breslau Secondary Plan Update process. If you have any questions or would like to meet to discuss the content of this letter, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

cc: John Scarfone, Planner, Township of Woolwich
Client

Matthew Cory
905 513 0170 x116
mcory@mgp.ca

September 12, 2023

MGP File: 23-3305

Township of Woolwich
24 Church Street West
Elmira, ON N3B 2Z6

via email: jvink@woolwich.ca / jscarfone@woolwich.ca

Attention: Mr. Jeremy Vink
Manager of Planning

Dear Mr. Vink:

RE: Comments on Breslau Secondary Plan Update
0 Kramp Road, Breslau, Woolwich, ON

Malone Given Parsons Ltd. ("MGP") are the planning consultants for the owner of a parcel of land totaling approximately 11.9 hectares within the boundary of the Breslau Secondary Plan Update in the Township of Woolwich (the "Subject Lands"). The lands are located on the north side of Kramp Road, approximately halfway between Wurster Place and Shantz Station Road and are municipally known as 0 Kramp Road. It should be noted that the owner also has other landholdings within the Breslau Secondary Plan Update (2590 Victoria Street North). A comment letter has been prepared for those lands under separate cover.

We have been monitoring the Breslau Secondary Plan Update process, including attendance and participation at the Open House held on June 22, 2023 and a follow-up meeting with Township staff. The following reiterates our comments provided to Township staff for the Breslau Secondary Plan Update as it relates to the Subject Lands.

We have reviewed the three Concept Plans and we agree with the overall direction of Township staff and its consultant to provide a balance of residential and employment uses in the context of the airport. It is our opinion that Concept Plan 2 – Residential Focus, best achieves this overall vision as it recognizes that employment lands need to be provided surrounding the airport, however appropriately transitions to residential uses, to provide a balance of uses, and focusing growth along the Victoria Street North corridor.

As such, we recommend that the Township generally proceed with Concept Plan 2 – Residential Focus, with modifications to reflect the preliminary development as described further below, as it moves through this Secondary Plan Update process.

Subject Lands and Surrounding Context

The Subject Lands are located west of Shantz Station Road, on the north side of Kramp Road and are currently vacant, as shown in the figure below.

Figure 1: Subject Lands

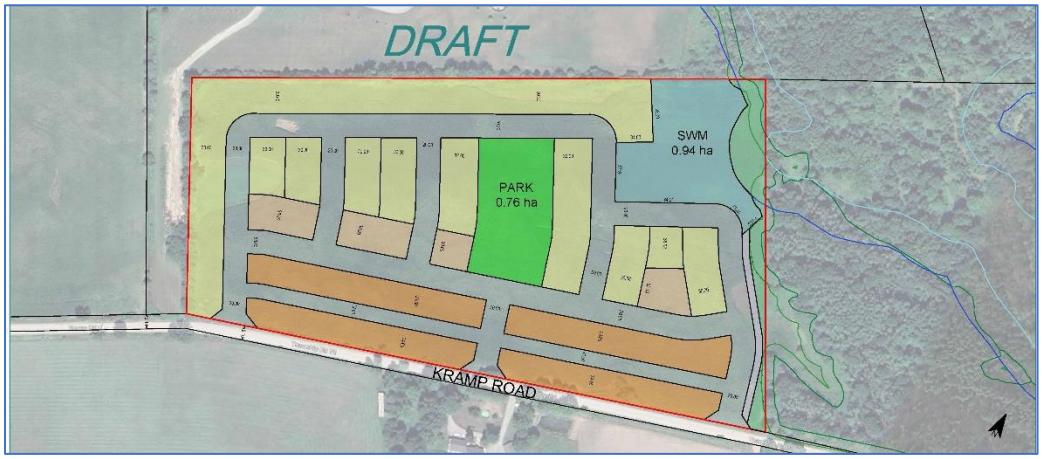


Proposed Conceptual Development

Our Client currently envisions a residential community on the Subject Lands with medium density (rear-lane townhouses) focused along the Kramp Road corridor. The remaining area consists of a mix of single detached and street townhouse dwellings. Three access roads are proposed off of Kramp Road. A centrally located parkland block (0.76ha), provides open space and recreation opportunities for the existing and future residents.

The estimated unit yield for the proposed development is for approximately 90 single detached, 25 street townhouses, and 105 rear-lane townhouses. It is estimated that the proposed population of this development would be 620 people.

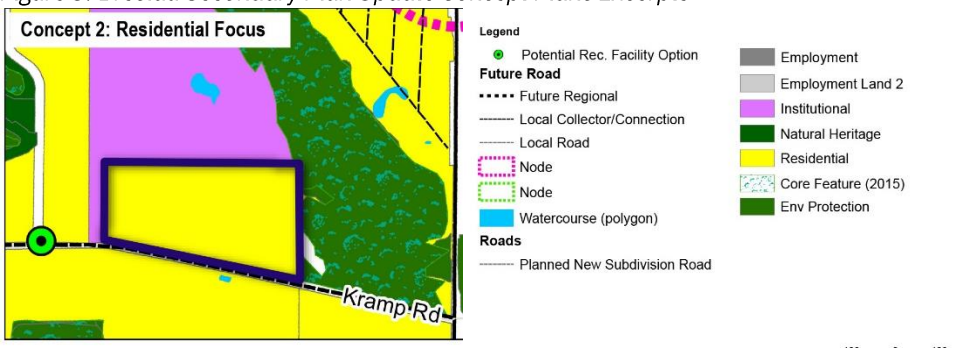
Figure 2: Conceptual Development Plan



The proposed conceptual development represents good planning and is in the public interest as it provides for an appropriate form of housing in the Township. The proposal will result in the timely development of a logical and efficient urban form that is compact and will contribute to a complete community in the settlement area. The proposed conceptual development can be serviced by extending the Kramp Road watermain and sanitary sewer that will be installed in the future to facilitate development of the Hopewell Crossing employment lands. The intent is to optimize the flow permitted to the Breslau Wet Well under the current Cross Border Servicing Agreement. This is further detailed in the Servicing Letter prepared by SCS Consulting dated September 8, 2023. The proposed conceptual development provides a range of residential density and built form within the Breslau settlement area where the dominant housing stock is single detached dwellings, and will provide growth, where growth is to be focused.

Furthermore, the Client's vision for the Subject Lands is in general alignment with the vision Concept Plan 2 of the Breslau Secondary Plan Update, which proposes to designate the lands as Residential Area, as shown in Figure 3. Given the grading constraints on the site, a stormwater management pond is required to be located at the northeast corner.

Figure 3: Breslau Secondary Plan Update Concept Plans Excerpts



Comments on Breslau Secondary Plan Update

Through our review of the Breslau Secondary Plan Update documents including the three Conceptual Land Use Plans, we agree with the overall direction of the Township staff and its consultant to provide a balance of residential and employment uses in the context of the airport. In this regard, it is our opinion that Concept Plan 2 – Residential Focus, best achieves this overall vision. It recognizes that employment lands need to be provided surrounding the airport, however appropriately transitions to residential uses generally using the railway as a logical physical barrier, to provide a balance of uses, and focusing growth along the Victoria Street North corridor. Furthermore, it recognizes the rapid population growth occurring in the Region, specifically in Woolwich.

As such, we recommend that the Township proceed with Concept Plan 2 – Residential Focus as it moves through this Secondary Plan Update process as it best achieves the overall vision of the Township for the Breslau Secondary Plan.

Furthermore, as the Township undertakes future revisions to the Breslau Secondary Plan, we request that two items be revised:

- The future road network linework be removed entirely from any future secondary plan schedules or labelled as conceptual so there is flexibility to propose an appropriate local road network through future site-specific development applications without requiring an amendment to the Plan. Flexibility should be built in to the Secondary Plan to allow this
- As noted earlier in the letter, it is our opinion that the proposed conceptual development represents good planning and is in the public interest as it provides for an appropriate form and mix of housing in the Township. The proposed conceptual development provides a range of residential density and built form within the Breslau settlement area where the dominant housing stock is single detached dwellings, and will provide growth, where growth is to be focused. The proposed development represents an orderly and logical progression of development within the Breslau Secondary Plan. As such, we request that when the Township releases more specific designations later in the process (Fall 2023), that the designations and policies reflect the proposed conceptual development plan
- To date, residential development and the delivery of housing supply in Breslau has been subject to the Township's growth management policy, as outlined in Policy 7.26.2.3 in the Township's Official Plan. The upper-tier Regional Official Plan (ROP), through the recently approved ROPA 6, contains Policy 2.J.13 that requires the Township to review its phasing and staging of development policies to ensure housing projects can be expedited. It is our opinion that through the ongoing conformity update to the ROP, as well as this Breslau Secondary Plan Update, that Policy 7.26.2.3 should be removed to be in conformity with Regional Policy 2.J.13 and to ensure an adequate supply of new housing can be built to support the infrastructure required to accommodate both the employment and residential growth expected for Breslau in the coming years.

Conclusion

We would like to commend staff on their efforts so far and look forward to working with you through the remainder of the Breslau Secondary Plan Update process. If you have any questions or would like to meet to discuss the content of this letter, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

cc: John Scarfone, Planner, Township of Woolwich
Client

From: Greg Lynch <glynch@conestogameats.com>
Sent: August 29, 2023 9:38 AM
To: Duane Lindner; Ryan Tucker
Cc: CMP Engineering Projects; Brandon Flewwelling; Michelle Skeaff
Subject: RE: East Side Lands - Notice of Study Letter

Thank you – looking forward to be part of this.

Cheers,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

From: Duane Lindner <lindnerd@ae.ca>
Sent: Monday, August 28, 2023 3:11 PM
To: Greg Lynch <glynch@conestogameats.com>; Ryan Tucker <rtucker@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>; Michelle Skeaff <skeaffm@ae.ca>
Subject: RE: East Side Lands - Notice of Study Letter

Thank you Greg.
We'll add you both to our contact list.
Regards,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

From: Greg Lynch <glynch@conestogameats.com>
Sent: Monday, August 28, 2023 2:16 PM
To: Ryan Tucker <rtucker@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: RE: East Side Lands - Notice of Study Letter

Resending with Duane's correct email – sorry about that error.

Cheers,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

From: Greg Lynch
Sent: Monday, August 28, 2023 2:13 PM
To: rtucker@woolwich.ca; linderd@ae.ca
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: East Side Lands - Notice of Study Letter

Hi Ryan and Duane,

On behalf of Conestoga Meats (793335 Ontario Ltd.), after receipt of this letter, I would kindly ask that you please keep myself (and our currently engaged planner – Brandon Flewwelling) apprised on all public meetings, notices and phases of this study.

Thanks,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™

By families. For families.

Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

You may unsubscribe from Associated's electronic communications at any time.

Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

August 31, 2023

Re: EAST SIDE LANDS WOOLWICH SANITARY SERVICING

Attention:
Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich

Thank you for sending us notification regarding (EAST SIDE LANDS WOOLWICH SANITARY SERVICING). In our preliminary assessment, we have confirmed that Hydro One has existing distribution assets within your study area.

At this time, we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.

From: Duane Lindner
Sent: September 8, 2023 3:45 PM
To: Greg Lynch; Ryan Tucker
Cc: CMP Engineering Projects; Brandon Flewwelling; Michelle Skeaff
Subject: RE: East Side Lands - Notice of Study Letter

originalItemMapiKey:
00000000A60D2F732B35C440991E5379FC9B9988070088C3C7DB19DBFF4980B481DEFCA3B9E800000000010C00003D7E770C532FA443919E242B271405DC0006662ACEE90000:0000000038A1BB1005E5101AA1BB08002B2A56C20000454D534D44422E444C4C00000000000000001B55FA20AA6611CD9BC800AA002FC45A0C0000006C696E646E6572644061652E6361002F6F3D45786368616E67654C6162732F6F753D45786368616E67652041646D696E69737472617469766520477265F7570202846594449424F484632335350444C54292F636E3D526563697069656E74732F636E3D303139333735303633613435343630616166323532323038323633303137656632D4475616E65204C696E646E00E94632F43000000002000000100000006C0069006E0064006E006500720064004000610065002E006300610000000000

Hello Greg
Yes – as part of this EA Study, JD Barnes is serving as our sub-consultant and is completing a detailed topographic survey of the roads within the study area. This was conducted via truck mounted LiDAR equipment and supplemented with traditional GPS survey methods for some areas where the LiDAR detection is limited, such as heavily vegetated ditches as well as around existing road crossings of watercourses, approximately 50m upstream and downstream of the road crossing.

Please let me know if you have any further questions or wish to discuss.
Regards,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

From: Greg Lynch <glynch@conestogameats.com>
Sent: Friday, September 8, 2023 3:34 PM
To: Duane Lindner <lindnerd@ae.ca>; Ryan Tucker <rtucker@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>; Michelle Skeaff <skeaffm@ae.ca>
Subject: RE: East Side Lands - Notice of Study Letter

Good Afternoon Duane/Ryan,

I have noticed some surveying activities around our properties over the last few weeks. I have always seen a JD Barns surveying vehicle parked on the side of the road, during these times.

I have not engaged them for any field related surveying (or any work for that matter), and was wondering if they would be perhaps working on behalf of yourselves and/or the Region of Waterloo ?

Thanks,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

By families. For families.

From: Duane Lindner <lindnerd@ae.ca>
Sent: Monday, August 28, 2023 3:11 PM
To: Greg Lynch <glynch@conestogameats.com>; Ryan Tucker <rtucker@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>; Michelle Skeaff <skeaffm@ae.ca>
Subject: RE: East Side Lands - Notice of Study Letter

Thank you Greg.
We'll add you both to our contact list.
Regards,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

From: Greg Lynch <glynch@conestogameats.com>
Sent: Monday, August 28, 2023 2:16 PM
To: Ryan Tucker <rtucker@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: RE: East Side Lands - Notice of Study Letter

Resending with Duane's correct email – sorry about that error.

Cheers,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

By families. For families.

From: Greg Lynch
Sent: Monday, August 28, 2023 2:13 PM
To: rtucker@woolwich.ca; linderd@ae.ca
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: East Side Lands - Notice of Study Letter

Hi Ryan and Duane,

On behalf of Conestoga Meats (793335 Ontario Ltd.), after receipt of this letter, I would kindly ask that you please keep myself (and our currently engaged planner – Brandon Flewwelling) apprised on all public meetings, notices and phases of this study.

Thanks,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

By families. For families.

You may unsubscribe from Associated's electronic communications at any time.

From: Ryan Tucker <rtucker@woolwich.ca>
Sent: September 8, 2023 3:45 PM
To: Greg Lynch; Duane Lindner
Cc: CMP Engineering Projects; Brandon Flewwelling; Michelle Skeaff
Subject: RE: [EXT] RE: East Side Lands - Notice of Study Letter

Good Afternoon Greg,

JD Barns is working for the Township/Region as part of the Sanitary EA currently underway for the area. They should be finished up out there soon. Please let me know if you have any concerns.

Thank you,

Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094

Woolwich.ca | EngageWR | Facebook | Instagram | Twitter
This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: Greg Lynch <glynch@conestogameats.com>
Sent: Friday, September 8, 2023 3:34 PM
To: Duane Lindner <lindnerd@ae.ca>; Ryan Tucker <rtucker@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>; Michelle Skeaff <skeaffm@ae.ca>
Subject: [EXT] RE: East Side Lands - Notice of Study Letter

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Afternoon Duane/Ryan,

I have noticed some surveying activities around our properties over the last few weeks. I have always seen a JD Barns surveying vehicle parked on the side of the road, during these times.

I have not engaged them for any field related surveying (or any work for that matter), and was wondering if they would be perhaps working on behalf of yourselves and/or the Region of Waterloo ?

Thanks,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

By families. For families.

From: Duane Lindner <lindnerd@ae.ca>
Sent: Monday, August 28, 2023 3:11 PM
To: Greg Lynch <glynch@conestogameats.com>; Ryan Tucker <rtucker@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>; Michelle Skeaff <skeaffm@ae.ca>
Subject: RE: East Side Lands - Notice of Study Letter

Thank you Greg.
We'll add you both to our contact list.
Regards,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

From: Greg Lynch <glynch@conestogameats.com>
Sent: Monday, August 28, 2023 2:16 PM
To: Ryan Tucker <rtucker@woolwich.ca>; Duane Lindner <lindnerd@ae.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: RE: East Side Lands - Notice of Study Letter

Resending with Duane's correct email – sorry about that error.

Cheers,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

By families. For families.

From: Greg Lynch
Sent: Monday, August 28, 2023 2:13 PM
To: rtucker@woolwich.ca; linderd@ae.ca
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: East Side Lands - Notice of Study Letter

Hi Ryan and Duane,

On behalf of Conestoga Meats (793335 Ontario Ltd.), after receipt of this letter, I would kindly ask that you please keep myself (and our currently engaged planner – Brandon Flewwelling) apprised on all public meetings, notices and phases of this study.

Thanks,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

By families. For families.

You may unsubscribe from Associated's electronic communications at any time.

From: Duane Lindner
Sent: September 13, 2023 4:58 PM
To: suleyman Kaya; rtrucker@woolwich.ca
Cc: Michelle Skeaff
Subject: RE: Notice of study commencement for township of woolwich

Hello
Thank you for your email. We'll add you to the contact list for the project.
Regards,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238



From: suleyman Kaya <sincokaya@hotmail.com>
Sent: Tuesday, September 12, 2023 3:39 PM
To: rtrucker@woolwich.ca; Duane Lindner <lindnerd@ae.ca>
Subject: Notice of study commencement for township of woolwich

Hello I am the owner of the property on 2000 Shantz Station Rd , Breslau ON. I got notice of study from Woolwich township. I would like to have future notification related to this project.
Best Regards
Suleyman Kaya

SINCO

Duane Lindner

From: Jordan Vander Veen <JVanderVeen@regionofwaterloo.ca>
Sent: November 1, 2023 9:36 AM
To: Duane Lindner; Ryan Tucker; Kevin Dolishny
Subject: FW: Sani Pipe Route in Woolwich
Attachments: Sani Trunk Route Comparison - V3 - Oct 31 2023.pdf

FYI - we are already getting comments.
Sandy owns a property on Fountain Street just south of airport road.

Jordan Vander Veen, P.Eng. | Manager, Airport Construction and Development | Region of Waterloo International Airport
1-4881 Fountain St. N | Breslau, ON N0B 1M0 | ☎ 519.648.2256 ext. 8514 | ✉ jvanderveen@regionofwaterloo.ca | 🖷 519.648.3540 | 🖱 www.waterlooairport.ca

Confidentiality Notice: This email correspondence (including any attachments) may contain information which is confidential and/or exempt from disclosure under applicable law, and is intended only for the use of the designated recipient(s) listed above. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, or have otherwise received this message by mistake, please notify the sender by replying via email, and destroy all copies of this original correspondence (including any attachments). Thank you for your cooperation.

From: Rod Regier <RRegier@regionofwaterloo.ca>
Sent: October 31, 2023 8:33 PM
To: Pam Law <PLaw@regionofwaterloo.ca>; Jordan Vander Veen <JVanderVeen@regionofwaterloo.ca>; Brenna MacKinnon <BMacKinnon@regionofwaterloo.ca>; Kevin Dolishny <KDolishny@regionofwaterloo.ca>
Subject: Fwd: Sani Pipe Route in Woolwich

FYI.

From: SANDY ACCHIONE <sandyacchione@rogers.com>
Sent: Tuesday, October 31, 2023 2:58:37 PM
To: Deanne Friess <dfriess@woolwich.ca>; Rod Regier <RRegier@regionofwaterloo.ca>
Subject: Sani Pipe Route in Woolwich

****EXTERNAL ALERT** This email originated from outside the Region of Waterloo.**

Deanne and Rod, I am only sending this to you, and you can distribute as you see fit. The attached document shows 3 possible routes to service the Airport and CM.

Note the blue route goes down an existing street - Otter Court off Fountain. Seems like there is a small pump station at the end of the street. The interesting thing is the yellow route can only serve lands on the north side of Kossuth - in Woolwich. The corner property owned by the region at Kossuth and Fountain can be serviced off Fountain under the blue or red scenario. Also, about a third of the lands north of Kossuth seem to be PSW.

The EA that was done by AE and approved by Council -2014, page 3 attached shows Fountain having the main with feeder lines going east off the Main so you take advantage of the slope of the land. Topography slopes to the Grand River.

I think the attached analysis clearly shows the work done and approved by Council is the cheapest and fastest route. The blue line sets the pipe-up to be extended north, it is shorter run, will not be as

deep as the yellow route, will not involve any boring and will reduce the runs private landowners like the Airport will have to run to connect.

The Airport can connect off Fountain with a 500-meter pipe on Airport Road. This will also pick-up a number of other buildings. OR it can run 1.2 km to connect to the yellow pipe while boring under support runways. Given the Airport is a Regional cost - directly or indirectly these incremental costs need to be considered.

The utilization of the pipe on the yellow route has very few benefiting adjacent owners whereas blue and red have many benefiting owners.

Fountain needs to be widened to accommodate the growth at the Airport and Madison's lands in Bresslau. Kossuth currently does not have to be rebuilt. The sewer on Kossuth will cause it to have to be rebuilt along with Fountain.

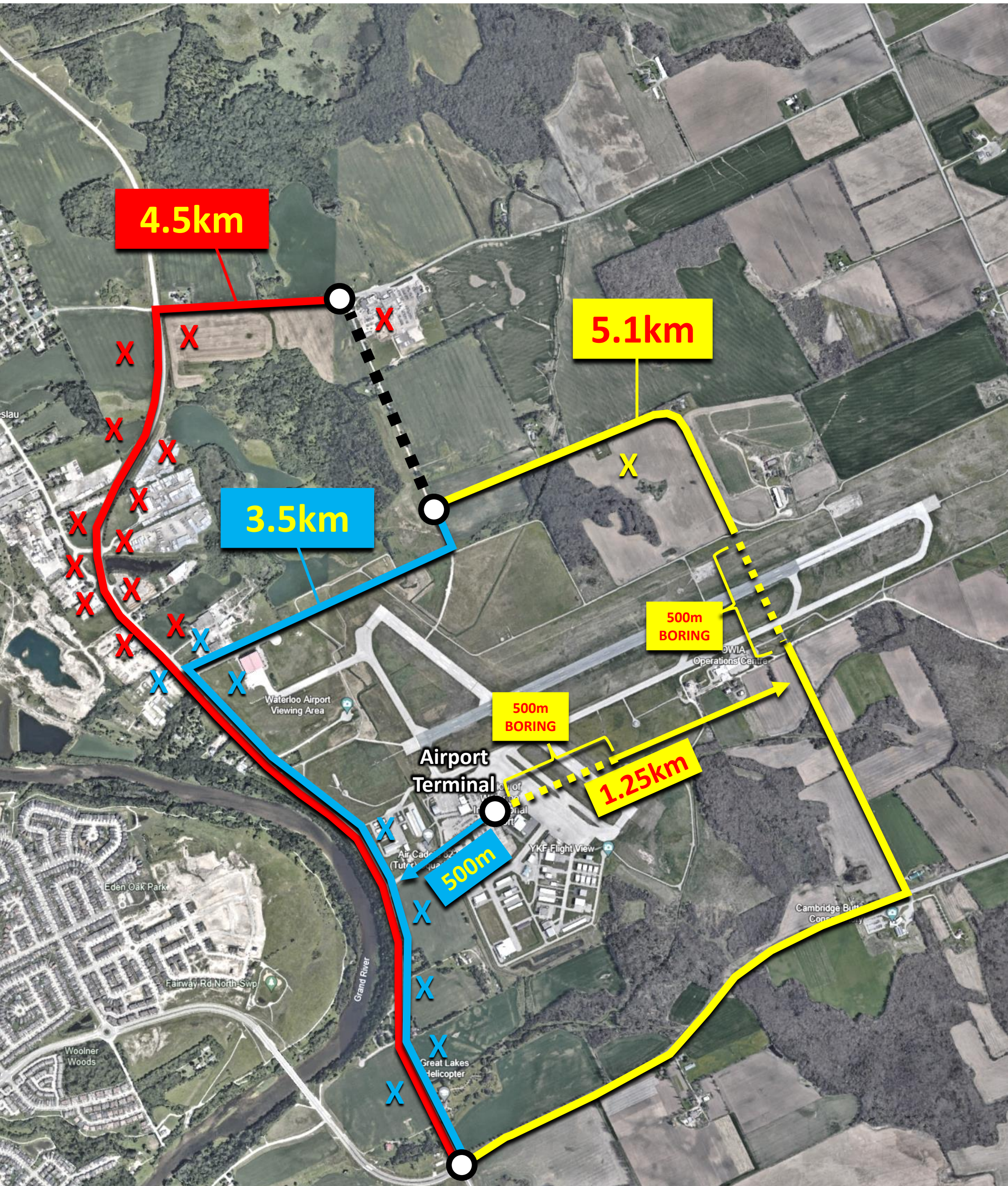
I would ballpark the cost of the yellow route will be double the Blue route which achieves the same outcome. MAybe more. I ask you have the consultants review this as this is a significant time and cost issue. Yellow will cost more and by default take longer to build.

With Best Regards,

Sandy Acchione CPA, CA - MBA
416-804-5958

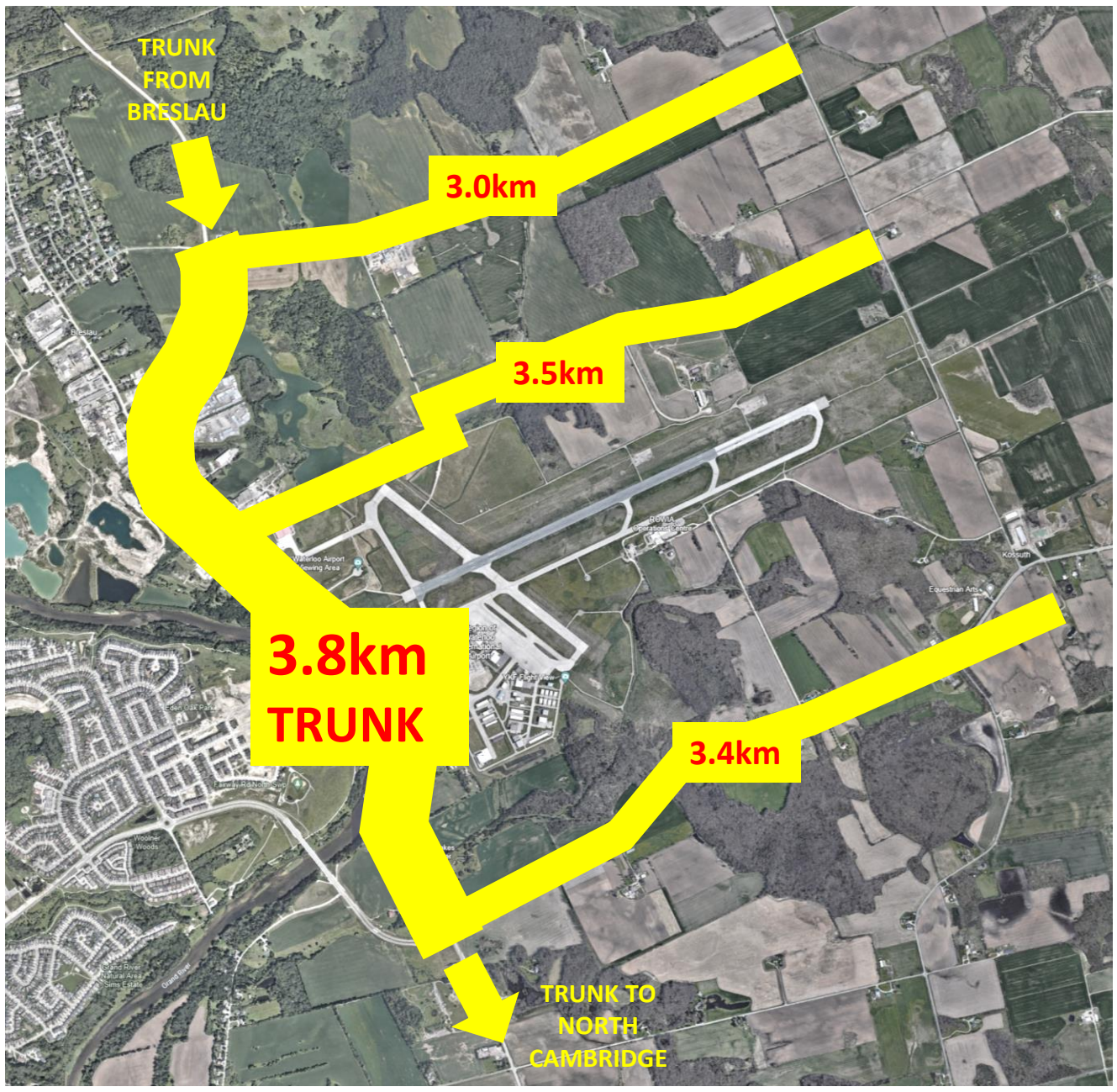
Sanitary Trunk Route Comparison

Oct 30, 2023



Sanitary Trunk Route Comparison

Oct 30, 2023



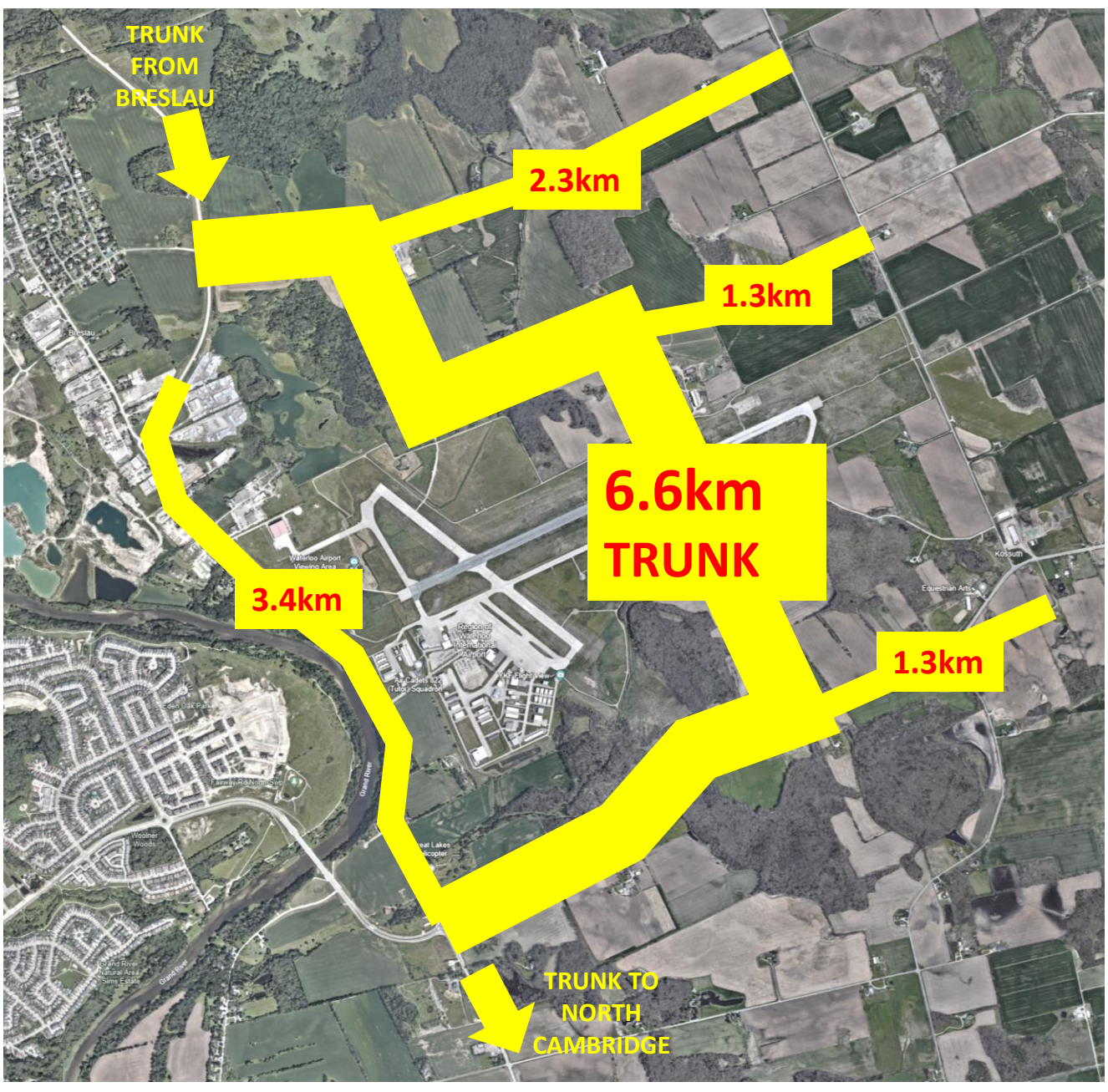
SUMMARY:

3.8km Trunk

9.9km Secondary

Total: 13.7km

(No Boring)



SUMMARY:

6.6km Trunk

8.3km Secondary

Total: 14.7km

(500m Boring)

Excerpt from East Side Lands Sanitary EA

PURPLE MARK-UPS ADDED OCT 30, 2023

Excerpt from Sani EA text

According to the 2014 MESP (Section 4.6), in the long-term it is possible to service the majority of the broader East Side Lands via gravity collection sewers. Based on the topography, trunk sewers can be designed to convey flows from north to south along a route generally consistent with the Fountain Street road alignment. To minimize depths of the trunk sewers, local pumping stations may be utilized. Depending on the bulk area grading schemes for developments in some low lying areas, local pumps stations may be required to convey flows into the trunk sewer. The trunk sewer and/or ancillary pump stations would all be considered municipal infrastructure (i.e. owned and operated by the City of Cambridge and / or Township of Woolwich).

VICTORIA
EL.=322.0
INV.=309.2

Topography gently slopes southwest toward Grand River

EA specifically located the trunk sewer along Fountain between Kossuth and Victoria

EA identified secondary sewers / collectors flowing west (downhill) along Kossuth, Lonsdale, Menno, Victoria etc

EL.=313.0
INV.=304.8

EL.=309.3
INV.=302.1

KOSSUTH

EL.=306.2
INV.=297.7

BRIDGE ST E
KRAMP RD
RIDER RD
FOUNTAIN ST.
MENNO ST
VANCE RD
LONSDALE RD
REGION OF WATERLOO INTERNATIONAL AIRPORT
KOSSUTH RD
RIVERBANK DR
N-S COLLECTOR ROAD
MIDDLE BLOCK RD
MOHAWK RD
ALLENDALE RD
MAPLE GROVE RD
HWY #8
CHERRY BLOSSOM RD
BOXWOOD DR
SPRUCEDALE RD
DELR RIDGE DR
PIONEER TOWER RD
SPORTSWORLD DR
KING ST
EAGLE ST
PIONEER TOWER PS
KITCHENER WWTP

LEGEND

- GRAVITY SEWER
- EL.=###.# EXISTING GROUND ELEVATION
- INV.=###.# ESTIMATED SEWER INVERT ELEVATION

Associated Engineering

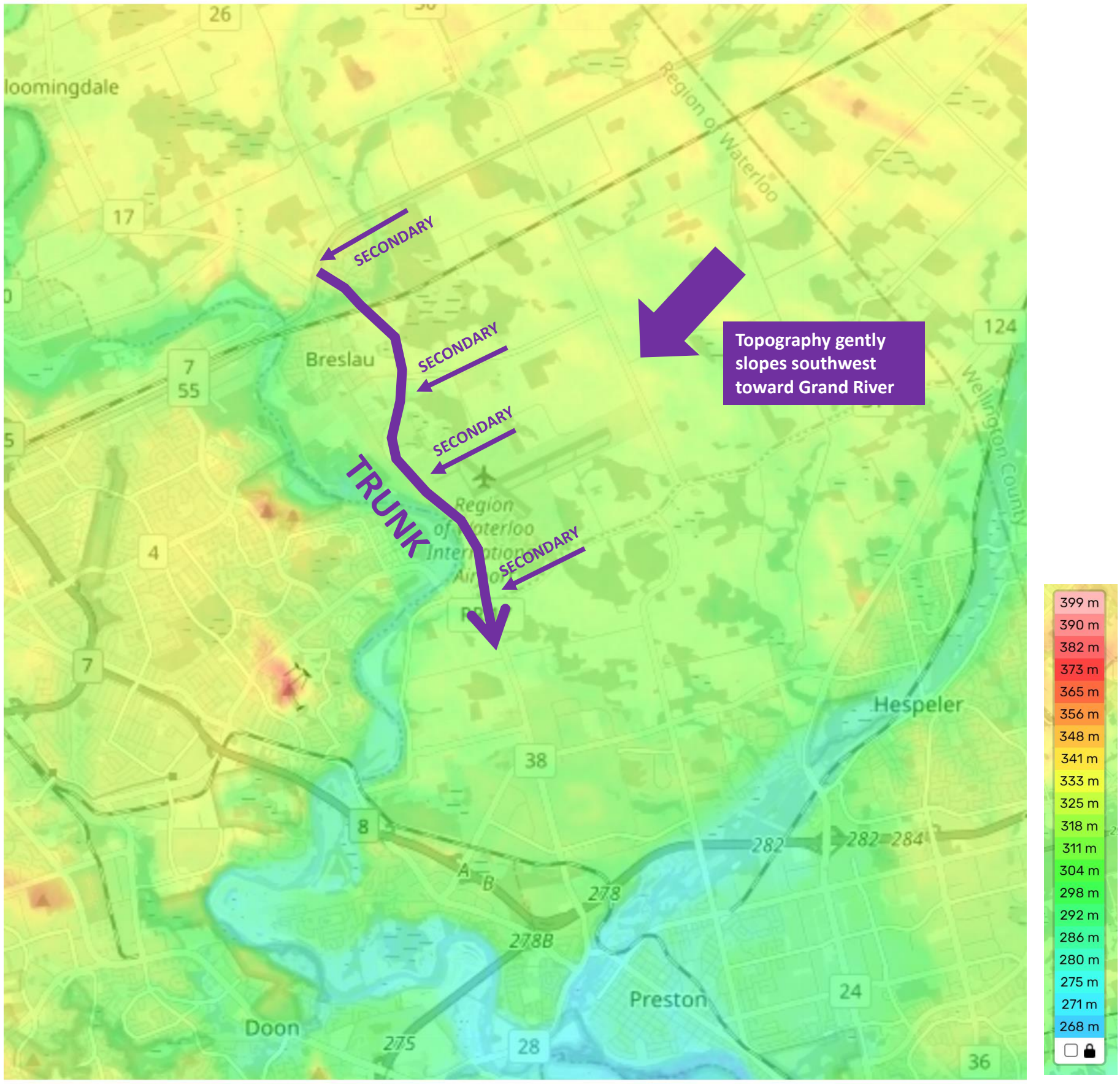
Region of Waterloo

REGION OF WATERLOO

EAST SIDE LANDS PUMPING STATION AND FORCEMAIN CLASS EA

FIGURE 5-6 - TRUNK SANITARY SEWER OVERVIEW

Topography


SECONDARY
SECONDARY
SECONDARY
SECONDARY
TRUNK
Topography gently slopes southwest toward Grand River
Breslau
Hespeler
Preston
Doon
Region of Waterloo
399 m
390 m
382 m
373 m
365 m
356 m
348 m
341 m
333 m
325 m
318 m
311 m
304 m
298 m
292 m
286 m
280 m
275 m
271 m
268 m

Duane Lindner

From: Duane Lindner
Sent: February 2, 2024 9:02 AM
To: SANDY ACCHIONE
Cc: Ryan Tucker
Subject: RE: EA Study Sanitary Servicing Study

originalItemMapiKey: 00000000164213A35D0F2046843D40DA3EC6AD9164AE2C00:0000000038A1BB1005E5101AA1BB08002B2A56C200006D737073742E646C6C00000000004E495441F9BFB80100AA0037D96E0000000043003A005C005500730065007200730005C006C0069006E0064006E006500720064005C0044006F00630075006D0065006E00740073005C00440058004C0020004F00750074006C006F006F006B00200050005300540020004600690060C006500730020002D002000530065007000740020003200300032003200320005C00410045002000500072006F006A006500630074007300 2E007000730074000000

Hello Sandy
Thanks for your email, and apologies for not responding to your previous email of January 16th (… it's been a busy few weeks for me). I've added your email from last night into this thread, and by copy to Ryan Tucker, I'm keeping him in the loop also.

I have indeed seen your sketch from October, and the points you make have merit, but it's actually quite a bit more complicated than that. Your comment about the 2014 EA and the identification of a trunk sewer along Fountain Street should be qualified. While it's true that the general topography slopes towards the Grand River / Fountain Street, the 2014 assessment was rather coarse and was not a comprehensive assessment of the servicing requirements / constraints for individual properties.

We are currently in the process of preparing a detailed analysis of the sanitary servicing needs for the entire study area, bounded by Fountain Street, Victoria Street, Shantz Station Road and Kossuth Road. As these lands develop over the next many years, there will ultimately be sanitary services along all of the existing roads within the study area to service all of the developable properties. Our challenge is to determine which of these future sewers should serve as the 'trunk' sewer, and what is the optimum trunk sewer alignment based on a comprehensive evaluation of many factors, including cost. Our analysis is diving into this question, but it's a very large area with a large amount of data to process, so we appreciate your patience as we work through the details.

Our intention is to provide information about the study details and the analysis of alternatives this spring. We'll definitely keep you (and others) posted on this front.
Regards,

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS. COR BEST MANAGED COMPANIES

From: SANDY ACCHIONE sandyacchione@rogers.com
Sent: Thursday, February 1, 2024 8:35 PM
To: Duane Lindner lindnerd@ae.ca
Subject: Fw: Sani Pipe Route in Woolwich EA

The attached document shows 3 possible routes to service the Airport and CM.

Note the blue route goes down an existing street - Otter Court off Fountain. Seems like there is a small pump station at the end of the street. The interesting thing is the yellow route can only serve lands on the north side of Kossuth - in Woolwich. The corner property owned by the region at Kossuth and Fountain can be serviced off Fountain under the blue or red scenario. Also, about a third of the lands north of Kossuth seem to be PSW.

The EA that was done by AE and approved by Council -2014, page 3 attached shows Fountain having the main with feeder lines going east off the Main so you take advantage of the slope of the land. Topography slopes to the Grand River.

I think the attached analysis clearly shows the work done and approved by Council is the cheapest and fastest route. The blue line sets the pipe-up to be extended north, it is shorter run, will not be as deep as the yellow route, will not involve any boring and will reduce the runs private landowners like the Airport will have to run to connect.

The Airport can connect off Fountain with a 500-meter pipe on Airport Road. This will also pick-up a number of other buildings. OR it can run 1.2 km to connect to the yellow pipe while boring under support runways. Given the Airport is a Regional cost - directly or indirectly these incremental costs need to be considered.

The utilization of the pipe on the yellow route has very few benefiting adjacent owners whereas blue and red have many benefiting owners.

Fountain needs to be widened to accommodate the growth at the Airport and Madison's lands in Bresslau. Kossuth currently does not have to be rebuilt. The sewer on Kossuth will cause it to have to be rebuilt along with Fountain.

I would ballpark the cost of the yellow route will be double the Blue route which achieves the same outcome. MAybe more. I ask you have the consultants review this as this is a significant time and cost issue. Yellow will cost more and by default take longer to build.

With Best Regards,

Sandy Acchione CPA, CA - MBA
416-804-5958

From: SANDY ACCHIONE <sandyacchione@rogers.com>
Sent: Tuesday, January 16, 2024 3:23 PM
To: Duane Lindner <lindnerd@ae.ca>

Cc: Ryan Tucker <rtucker@woolwich.ca>
Subject: Re: EA Study Sanitary Servicing Study

Have you received the sketch we prepared showing 2 possible routes? I had sent this to staff. In summary, the sketch shows the "possible" route is some 5 km whereas a pipe north on Fountain is 3.5 km. Also looks at internal distribution pipe lengths and benefiting lands. The Airport would have a 1km run to the Terminal versus 500 meters off Fountain.

Also, no pipe under the runway requiring tunnelling.

With Best Regards,

Sandy Acchione CPA, CA - MBA
416-804-5958

On Tuesday, January 16, 2024 at 02:32:48 p.m. EST, Duane Lindner <lindnerd@ae.ca> wrote:

Hello Sandy

Thanks for reaching out and yes indeed, you are on the list!

If you haven't already, I encourage you to go to the Township's project webpage that is hosted on the Region's public engagement website (https://www.engagewr.ca/east-side-lands). If you register on that site, you can provide comments and be sure that any future updates posted there will be copied to you. We also acknowledge the previous correspondence you sent at the end of October, 2023 and confirm that we have you listed in our stakeholder database from which will be sending direct mailings about the project.

FYI – we are targeting a public / stakeholder engagement in late February where we'll share further details about the analysis we are undertaking.

Thanks for your patience as we work through the details on this project.

Duane Lindner, P.Eng. ENV SP
Sr. Project Manager
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Tel: 226.214.3187 | Dir: 226-214-3238

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS. | COR | CANADA'S BEST MANAGED COMPANIES | Platinum Member

From: SANDY ACCHIONE <sandyacchione@rogers.com>
Sent: Monday, January 15, 2024 10:19 AM
To: Duane Lindner <lindnerd@ae.ca>
Subject: Re: EA Study Sanitary Servicing Study

Sorry Re Township of Woolwich.

With Best Regards,

Sandy Acchione CPA, CA - MBA

416-804-5958

On Monday, January 15, 2024 at 10:18:32 a.m. EST, SANDY ACCHIONE <sandyacchione@rogers.com> wrote:

Hi Duane. I wanted to confirm I am on the distribution list for this class EA?

Is there a site to see what comments have been submitted?

Next public meeting / PPC?

Thank you.

With Best Regards,

Sandy Acchione CPA, CA - MBA

416-804-5958

Manager of Planning
Development Services
Township of Woolwich

From: crose@xplornet.ca <crose@xplornet.ca>
Sent: Friday, March 1, 2024 3:57 PM
To: Jeremy Vink <jvink@woolwich.ca>
Subject: [EXT] 1993 Lonsdale Road
Importance: High

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Jeremy:

I hope this message finds you well.

I wonder if you could tell me when is the meeting to discuss the sanitary route north of our property on its way to service Conestoga Meats, that would tie into the red arrow that starts at the south end of our property, on its way to the Kossuth/Fountain roundabout as shown on the: Map 7 - Draft Servicing Plan.pdf (5.82 MB) (pdf) . In Ryan Tucker's August 3, 2023 letter, regarding Municipal Class Environmental Assessment-Schedule 'B', he said there would be a meeting in the fall of 2023. We haven't received an update about when that meeting will take place.

We are concerned because of the potential impact it may have on our business due to reduced accessibility created by the road construction.

Also, can someone please help me to understand why our property at 1993 Lonsdale Road, is included in the boundary of Conestoga Meat Packer's property, on the same Map 7 - Draft Servicing Plan.pdf (5.82 MB) (pdf) ?

Finally, with the impending change to our property's designation as "employment lands", will this mean that we will no longer be bound by the strict "accessory to farm business" limits? We will be able to further expand our business and/or erect a new building for a different business?

Thank you again for your assistance. As always, we look forward to your responses.

Thanks,

Rick

Duane Lindner

From: Ricardo Ruiz <ricardo.ruiz@enovapower.com>
Sent: March 12, 2024 8:10 AM
To: Carmen Filimon
Cc: Duane Lindner; Maggi Jones
Subject: RE: East Side Lands - Woolwich Sanitary PS EA - Notice of Public Consultation #1
Attachments: 5737_Notice_Of_PCC1_20240311.pdf

Good Morning Carmen,
Please see attached from AE for your office's review.
Thanks,

Ricardo Ruiz (he/him) C.E.T. | Distribution Design Supervisor

Office Number: 519-745-4771 Ext. 6304
Mobile Number: 519-497-6221
ricardo.ruiz@enovapower.com
www.enovapower.com

From: Maggi Jones <jonesm@ae.ca>
Sent: Monday, March 11, 2024 1:50 PM
To: Maggi Jones <jonesm@ae.ca>
Cc: Duane Lindner <lindnerd@ae.ca>
Subject: East Side Lands - Woolwich Sanitary PS EA - Notice of Public Consultation #1

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

The Township of Woolwich presents an opportunity for interested members of the public and affected stakeholders to participate in consultation regarding the **East Side Lands – Woolwich Sanitary Servicing Class Environmental Assessment.**

We kindly request that comments and/or questions be submitted through the EngageWR site by **Wednesday, March 27th**, or feel free to reach out the project members listed on the attached.

Kind Regards,

Maggi Jones
Business Support Team Lead
Associated Engineering (Ont.) Ltd.
Suite 302 - 508 Riverbend Drive, Kitchener, ON N2K 3S2
Dir: 226.214.3245 | Cel: 519.497.5096

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS. COR BEST MANAGED COMPANIES Platinum Member

File #:	**02590**
Date:	**March 27, 2024**

Ryan Tucker, Engineering Project Supervisor
Township of Woolwich
24 Church Street West, P.O. Box 158
Elmira, Ontario, N3B 2Z6

Dear Mr. Tucker:

Re:	**Comments on Public Consultation Centre #1** **East Side Lands Woolwich Sanitary Servicing Class EA** **Breslau Secondary Plan Area**

Thank you for the opportunity to provided feedback on the materials presented during the first Public Consultation Centre for the above-mentioned project.

On behalf of Cachet Homes (Victoria) Inc., the owner of the future development lands at 2590 Victoria Street North, SCS provides the following comments:

General Feedback

1. The following information, if considered prior to finalizing the figures associated with the various Alternatives, was not included in presentation.
    a. The proposed ultimate delineation of service areas that will drain to the existing Victoria Street Pumping Station versus the proposed East Side Lands trunk sewer
    b. Information regarding preliminary vertical designs of the various trunk or local sewer alignments.
    c. Specifications for any additional local pump or lift stations and associated forcemains that may be required to make select local or trunk sewer alignments feasible

    The omission of the above information makes it difficult to provide feedback based on the technical merits, construction feasibility, and/or anticipated costs of the various Alternatives.

2. It is suggested consideration be made to reposition a portion of the sanitary sewer proposed along the East Connector Road within the Hopewell Crossing subdivision. Shifting the sewer south and parallel to the Metrolinx rail corridor (within an easement on either the north or south side of the railway right-of-way) will provide a more direct alignment to the outlet at the proposed Fountain Street sewer. This will reduce the length of the sewer, number of structures, and by extension, the depth of the connection at Fountain Street.

3. Based on the topography of 2590 Victoria Street North, which predominately drains west towards Hopewell Creek, it is suggested the Future Local Sewer shown on the figures for all Alternatives be updated to indicate drainage will flow west to Greenhouse Road, rather than east to an extension of the future Hopewell Crossing employment lands Local Sewer (Street M).

Feedback on Individual Alternatives

4. The following general comments are provided as it relates to the horizontal layout of the various Alternatives:
    a. **Alternatives 1 & 2**: It is understood the initial phase of the East Side Lands trunk sewer will include a connection for the Conestoga Meat Packers (CMP) facility at the southeast corner of Menno Street and Lonsdale Road. It is suggested the figures for Alternative #1 and #2 be updated to identify which Local Sewers are proposed to be installed to service the CMP facility as part of the first phase of East Side Lands trunk sewer construction. Understanding the entirety of what sewer construction is proposed to be completed in 2027 will assist with evaluating the Alternatives to service the northern portion of the Secondary Plan area.
    b. **Alternative #2**: The efficiency and practicality of extending a trunk sewer north along Greenhouse Road is dependant on the proposed service area draining to this trunk. It is anticipated the existing Hopewell Crossing subdivision on the west side of Greenhouse Road will continue to be serviced by the existing Hopewell Crossing Sanitary Pumping Station (SPS) which ultimately conveys flows to the existing Victoria Street Pumping Station. It is unclear, however, if the Greenhouse Road trunk sewer will service the following proposed or Draft Plan Approved areas:
        i. Proposed development lands north of Victoria Street North and east of Hopewell Creek
        ii. Hopewell Crossing employment lands east of Greenhouse Road, north of Kramp Road
    c. **Alternative #3**: This alternative relies on the Township securing a servicing alignment along the a “Possible” Future Road.
        i. It is unclear when and how easily the Township can acquire the proposed servicing / future road alignment north of Menno Street.
        ii. The servicing / future road alignment north of Menno Street extends through areas designated as “Environmental Constraint” areas.
        iii. While staging of the Secondary Plan has not yet been formalized for Breslau, a logical extension of the existing urban area is expanding easterly along the Victoria Street North corridor, east of the Hopewell Crossing subdivision.

    For the reasons above, it is anticipated Alternative #3 will be an impediment to development proceeding on any lands north of Victoria and east of Greenhouse Road.

d. **Alternative #4**: This alternative is similar to Alternative #3, with the major difference being the proposal to extend the trunk sewer to the east limit of Menno Street, then north on Shantz Station Road. While Alternative #4 generally aligns sewers in existing rights-of-ways, avoiding the need to expropriate and/or coordinate servicing easement(s) required for Alternative #3, Alternative #4 appears to be least preferred for the following reasons:

   i. The sewer is located at the very eastern limit of the Secondary Plan north of Menno Street, meaning the contributing service area is entirely west of the proposed sewer alignment. The lands east of Shantz Station Road are outside of the urban boundary and therefore are unlikely to contribute flow to the trunk sewer for several years, if ever, making this alignment generally inefficient since it will only convey flows from one side of the sewer alignment and the sewer is generally proposed in an area of higher elevation within of the Secondary Plan boundary.

   ii. This alignment could be considered incompatible with the outfall, which is located at the southwest corner of the Secondary Plan since it will require extending local sewers on Kramp Road and Future Street 2 east, rather then west towards the outfall, in effect ensuring the trunk sewer will be longer and deeper than the other three Alternatives.

   iii. Based on a cursory review of existing topography within the Secondary Plan, Alignment #4 is anticipated to require one or more pump or lift stations and/or will have sections of sewer that are significantly deep.

   iv. While staging of the Secondary Plan has not yet been formalized for Breslau, it is anticipated the early stages will be adjacent to the existing established community. Additional external infrastructure will be required to service any lands north of Menno Street and east of Greenhouse Road given the distance to the trunk sewer proposed for Alternative #4 since the sanitary servicing will extend away from existing settlement areas, rather than border or parallel existing development.

We would appreciate the opportunity to discuss the above comments with staff and Associated Engineering in greater detail. Further, it is kindly requested that Cachet be included in any upcoming Breslau Developer Stakeholder meetings associated with the East Side Lands Sanitary Servicing Environmental Assessment.

SCS trusts the above is satisfactory. Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

Phil Sheridan, P.Eng.
psheridan@scsconsultinggroup.com

c. Duane Lindner, P.Eng., Sr. Project Manager, Associated Engineering (Ont.) Ltd.
Michael DeBiasio, Cachet Homes (Victoria) Inc.
Jessie Ha Kong, Director of Land, Cachet Homes (Victoria) Inc.

P:\2590 2590 Victoria St N, Breslau\Correspondence\Letters\woolwich-2024 03(mar) 26-prs-esl trunk sewer ea.docx

Duane Lindner

From: Sheridan, Phil <psheridan@scsconsultinggroup.com>
Sent: April 15, 2024 5:41 PM
To: Ryan Tucker
Cc: Duane Lindner; Michael DeBiasio; Jessie HaKong
Subject: RE: ESL Sanitary Servicing - Comments on PCC #1 / Stakeholder Meetings

Hi Ryan,

Just following up on the feedback circulated for the above-mentioned project. Kindly confirm the comments were received, and whether the Township and Associate Engineering would like to meet to review the feedback provided.

Additionally, kindly confirm the Township has added Cachet Homes (Victoria) Inc. to the mailing list for upcoming Breslau Developer Stakeholder meetings.

Please call if you have any questions.

Phil Sheridan, P.Eng.
SCS Consulting Group Ltd.
30 Centurian Drive, Suite 100
Markham, ON, L3R 8B8
(T) 905.475.1900 Ext. 2270
(F) 905.475.8335
(M) 647.888.5590
psheridan@scsconsultinggroup.com
www.scsconsultinggroup.com

From: Sheridan, Phil <psheridan@scsconsultinggroup.com>
Sent: March 27, 2024 11:41 AM
To: rtucker@woolwich.ca
Cc: lindnerd@ae.ca; Michael DeBiasio <michael@themilogroup.ca>; Jessie HaKong <jessie@cachethomes.com>
Subject: East Side Lands Sanitary Servicing - Comments on PCC #1

Hi Ryan / Duane,

On behalf of the owner of 2590 Victoria Street North in Breslau, please find attached a letter providing feedback on the East Side Lands Sanitary Servicing EA Public Consultation Centre No. 1 presentation posted on the Engage Woolwich website earlier this month.

SCS trusts the attached is satisfactory. Please contact the undersigned with any questions you may have.

Phil Sheridan, P.Eng.
SCS Consulting Group Ltd.
30 Centurian Drive, Suite 100

Markham, ON, L3R 8B8
(T) 905.475.1900 Ext. 2270
(F) 905.475.8335
(M) 647.888.5590
psheridan@scsconsultinggroup.com
www.scsconsultinggroup.com

Computer viruses can be transmitted via email. Recipients should check this email and any attachments for the presence of viruses. The sender and sender company accept no liability for any damage caused by any virus transmitted by this email. The contents of this email transmission are the private property of SCS Consulting Group Ltd. and contain confidential information. Any copying, modifying, retransmission, or action taken with this email contents by anyone other than the intended recipients named above is strictly prohibited. If you are not an intended recipient, please delete all copies and notify us immediately. Thank you for your cooperation.

Duane Lindner

From: Ryan Tucker <rtucker@woolwich.ca>
Sent: March 25, 2024 10:02 AM
To: Duane Lindner
Subject: FW: [EXT] RE: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)

FYI. Correspondence from Conestoga Meats below.

Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094

WOOLWICH TOWNSHIP

Woolwich.ca | EngageWR | Facebook | Instagram | Twitter
This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: Bryan Bishop <BBishop@woolwich.ca>
Sent: Thursday, March 21, 2024 10:13 AM
To: Greg Lynch <glynch@conestogameats.com>; Jared Puppe <JPuppe@woolwich.ca>; Deanne Friess <dfriess@woolwich.ca>; Lori Fox <lfox@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>; Ryan Tucker <rtucker@woolwich.ca>
Subject: RE: [EXT] RE: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)

Hi Greg

As far as I know the Otter Crt route is now the preliminary draft alternate route. The EA isn't finalize yet but once we are further along through the public process and it is posted for public review I can share it with you.

Greg, I can confirm the development needs to meet FUS requirements. I believe this was mentioned in our last meeting and Jack mentioned they are designing for this and the OBC. Please include this requirement and design parameters required to meet FUS 2020 in the Functional Servicing Report.

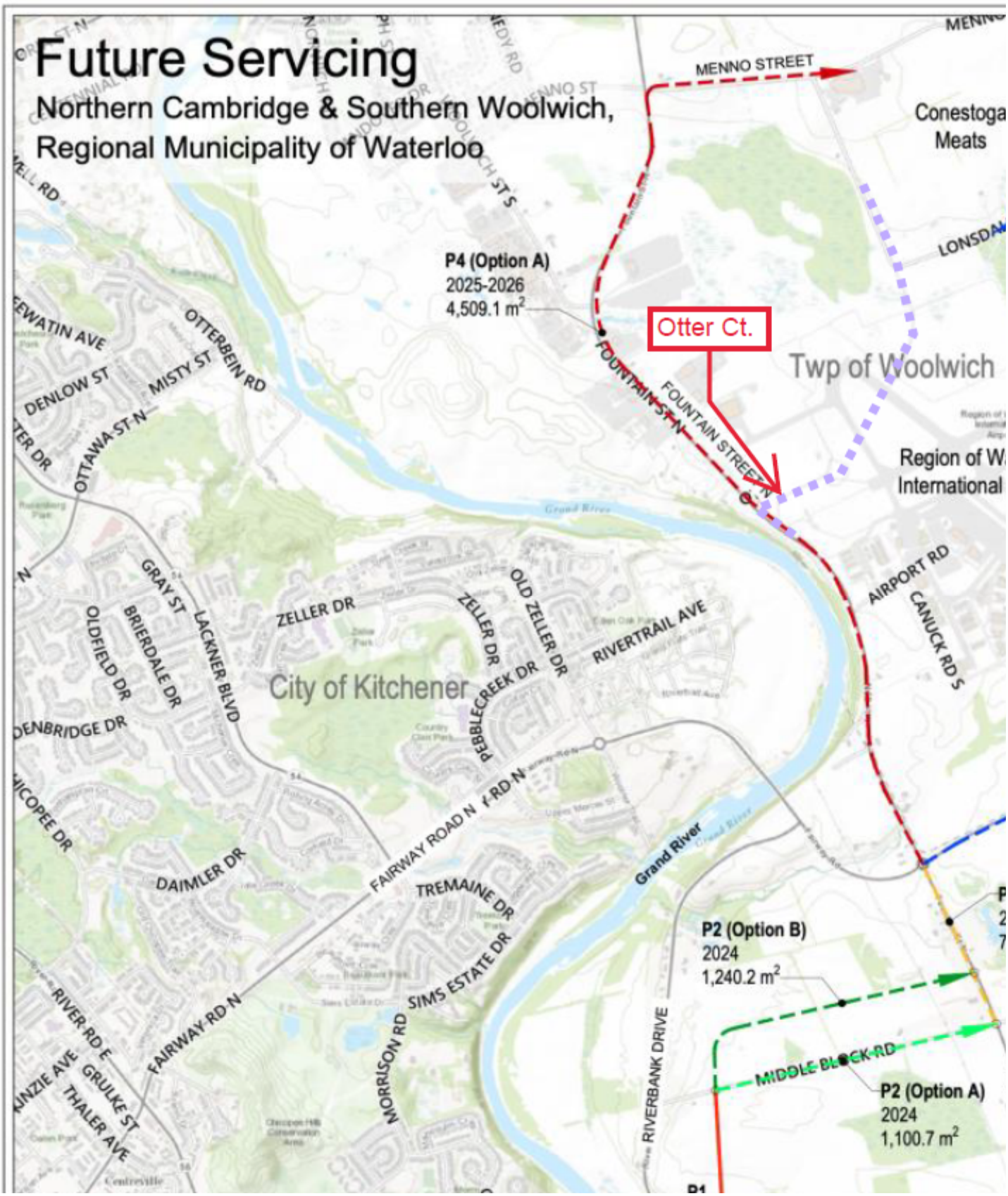
Hope this helps
Bryan

From: Greg Lynch <glynch@conestogameats.com>
Sent: Thursday, March 21, 2024 8:37 AM
To: Bryan Bishop <BBishop@woolwich.ca>; Jared Puppe <JPuppe@woolwich.ca>; Deanne Friess <dfriess@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: RE: [EXT] RE: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)

Thanks for the replies Bryan.

Some comments added below in ***blue***, with others to follow.

On a side note, reviewing a future servicing document, it seems to be out dated since some of the conversations we since recently had. Can you confirm if the new Otter Court Route has been confirmed to replace Option A ***and*** B, per the below snip ? I have drawn in the purple (was starting to run out of colours !) dotted line at approximately where I understood the Otter Court route to be.


Future Servicing
Northern Cambridge & Southern Woolwich,
Regional Municipality of Waterloo
MENNO STREET
Conestoga
Meats
P4 (Option A)
2025-2026
4,509.1 m²
Otter Ct.
FOUNTAIN ST N
FOUNTAIN STREET N
Twp of Woolwich
Region of W
International
AIRPORT RD
CANUCK RD S
OTTERBEIN RD
MISTY ST
DENLOW ST
OTTAWA ST N
GRAY ST
BRIERDALE DR
OLDFIELD DR
LACKNER BLVD
ZELLER DR
OLD ZELLER DR
RIVERTRAIL AVE
PEBBLECREEK DR
City of Kitchener
FAIRWAY ROAD N
TREMAINE DR
DAIMLER DR
SIMS ESTATE DR
FAIRWAY RD N
MORRISON RD
RIVER RD E
GRUIKE ST
THALER AVE
Grand River
RIVERBANK DRIVE
P2 (Option B)
2024
1,240.2 m²
MIDDLE BLOCK RD
P2 (Option A)
2024
1,100.7 m²

Thanks,

Greg Lynch | *Construction Manger / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: (519) 648-2506 (ext. 509) | Cell: (519) 500-9718
www.conestogameats.com

From: Bryan Bishop <BBishop@woolwich.ca>
Sent: Wednesday, March 20, 2024 6:52 PM
To: Greg Lynch <glynch@conestogameats.com>; Jared Puppe <JPuppe@woolwich.ca>; Deanne Friess <dfriess@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: RE: [EXT] RE: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)

Hi Greg

My apologies for the late response, we've had a few other large files come in lately and want to move dirt and put pipe in the ground ASAP due to the warm weather / environmental regulatory windows.

Please see the responses below in the two emails to your questions in red. If you need anything else let me know

Bryan

From: Greg Lynch <glynch@conestogameats.com>
Sent: Wednesday, March 20, 2024 3:26 PM
To: Jared Puppe <JPuppe@woolwich.ca>; Deanne Friess <dfriess@woolwich.ca>; Bryan Bishop <BBishop@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>
Subject: [EXT] RE: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Afternoon All,

Looking to follow up on the below email and make sure everyone has received and reviewed.

Is anyone able at this time to confirm who from the Region of Waterloo should be invited to our next meeting on April 15th? Kevin Dolishny KDolishny@regionofwaterloo.ca I believe Deanne had the name / contact info for the Fountain St. Project Manager at the Region which she will be able to forward on. I don't have a contact for that project. ***Great – I have had many dealings with Kevin and can add him to the invite.***

Thanks,

Greg Lynch | *Construction Manger / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: (519) 648-2506 (ext. 509) | Cell: (519) 500-9718
www.conestogameats.com

From: Greg Lynch
Sent: Friday, March 15, 2024 1:03 PM
To: 'Jared Puppe' <JPuppe@woolwich.ca>; 'Deanne Friess' <dfriess@woolwich.ca>; 'Bryan Bishop' <BBishop@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; 'Brandon Flewwelling' <brandonf@gspgroup.ca>
Subject: RE: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)

Good Afternoon Jared/Deanne/Bryan,

Thanks again for your continued support in our development plans in place for Conestoga Meats.

I'd like to use this email for two action items, along with the FYI that we intend to finalize and provide our next submission as part of the Pre-Consult Application, later this month.

1. Confirmation of servicing request for the proposed development:
    a. Domestic Water Supply – 1,300 GPM at 35 psi – ready for Q4 of 2027. What is the supply at the current CMP now? ***I will need to confirm.*** With the existing 250mm installed in approx. 2007 will this meet your requirements above? ***I'm not entirely sure how to answer that. If that 250mm pipe can be extended and increase the flow for the new facility, then I could answer yes. However I do appreciate the issue of simply extending this watermain, in lieu of extending to create a loop with the surrounding area to eliminate the water hammer effects observed in the past, to which I could only imagine get worse with any sort of increase in press/supply.*** Also will it meet FUS 2020 criteria? Just wondering if CMP and Eng team thinks this WM needs to be upgraded or an addition WM is required ***Part of our due diligence, will have more information at our next meeting.***
    b. Fire Protection Water Supply – we are designing the facility to the OBC requirements of a Group F, Division 3 Occupancy, which requires 9.6M L of firefighting water. Therefore, our target and ask would be 3,000 US GPM with a minimum of 20 psi at in the incoming finished flange of the service inside the building footprint. To align with the Domestic request of 35 psi – I would ask for the same for fire fighting, simply to alleviate a lot of previous water hammering and water pressure concerns. I believe Twp requirements is to have development meet FUS 2020. Please let me know what additional criteria / infrastructure if any for the CMP development to meet the FUS. ***Are you confirming that this development does need to meet FUS 2020 requirements ? – please advise.***
    c. Sanitary – please refer to the attached Sanitary Design Basis, as prepared by WSP Group. My only thought here is if there is delays in the final outlet being provided which is being shown for Q4 2027 what other options are there? ***Very little opportunities – this will be a collaborating milestone for this development, indeed.*** As you mentioned this is an est. for a placeholder for the CMP business plan / target date for works at this point but could be fluid based on a number of factors.
2. Next meeting – as discussed at our last meeting, I'd like to schedule another check-in meeting with yourself, as well as bringing to the table some technical staff members from the Region of Waterloo. **Are you able to**

confirm whom these individuals would be ? I will set a place holder of a meeting for a date in April, in advance of the Townships target of finalizing the sanitary EA for June 2024. Once your able to advise whom from the Region should participate, I will add them to the invite.

Any questions or concerns, please feel free to contact me. Kinly confirm receipt of this email.

Thank you,

Greg Lynch | *Construction Manger / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: (519) 648-2506 (ext. 509) | Cell: (519) 500-9718
www.conestogameats.com

From: Greg Lynch
Sent: Wednesday, March 6, 2024 1:33 PM
To: Jared Puppe <JPuppe@woolwich.ca>; Deanne Friess <dfriess@woolwich.ca>; Brandon Flewwelling <brandonf@gspgroup.ca>; Bryan Bishop <BBishop@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Ian Li <ILi@arencon.com>; Gibran Javid <GJavid@ifabpartners.com>; rcook@rkcconsulting.ca; jack.hinds@wsp.com; ayarmoluk@arencon.com; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>
Subject: RE: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)

Good Afternoon All,

I will be sending out some formalized follow up notes, charts and numbers with the group – however simply due to some overlapping holiday schedules, I might not be able to publish and distribute for another week or so, however will get off as soon as I can.

In the meantime, I will also be booking a few subsequent follow up emails to be able to create a forum to simply follow up and provide updates on everyone's progress.

Bryan/Deanne/Jared – If you could dig into whom from the Region of Waterloo would be ideal team members to be part of these discussions, would you please email me their contacts and I will be sure to include on the next round of meeting invites ?

Thanks,

Greg Lynch | *Construction Manger / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: (519) 648-2506 (ext. 509) | Cell: (519) 500-9718
www.conestogameats.com

-----Original Appointment-----
From: Greg Lynch
Sent: Wednesday, February 7, 2024 9:31 AM
To: Greg Lynch; Jared Puppe; Deanne Friess; Brandon Flewwelling; Jack Turner - GM BluePlan; ayarmoluk@arencon.com; jack.hinds@wsp.com; Richard Cook; Gibran Javid
Cc: CMP Engineering Projects; Ian Li
Subject: Conestoga Meats Development - Meeting Follow-Up (Water & Sanitary)
When: March 4, 2024 10:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Jared/Deanne – I have included as part of this meeting invite a teams link for some, however if your able to book a space for us to meet at your location, some of us will be able to attend in person.

Agenda and Topic Items as listed in below email.

Thanks,

By families. For families.

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

Microsoft Teams meeting

Join on your computer, mobile app or room device
Click here to join the meeting

Meeting ID: 281 556 917 068
Passcode: 7x43TZ
Download Teams | Join on the web

Or call in (audio only)
+1 437-703-4461,,828312991# Canada, Toronto
Phone Conference ID: 828 312 991#
Find a local number | Reset PIN

Learn More | Meeting options

From: Greg Lynch
Sent: Monday, February 5, 2024 9:43 AM
To: Jared Puppe <JPuppe@woolwich.ca>; Deanne Friess <dfriess@woolwich.ca>
Cc: CMP Engineering Projects <cmpengineeringprojects@conestogameats.com>; Brandon Flewwelling <brandonf@gspgroup.ca>; Steve Hanley <shanley@ifabpartners.com>; Jack Turner - GM BluePlan <Jack.Turner@gmblueplan.ca>; ayarmoluk@arencon.com; Ian Li <ILi@arencon.com>; jack.hinds@wsp.com
Subject: Conestoga Meats Development - Meeting Follow-Up

Good Morning Jarred and Deanne,

Thanks again for all your time and discussions last week. I would confidently say that much of the time spent together last Thursday was productive, positive and very helpful.

I wanted to drop a group email with a small primer for what's to come, and what will likely be a well justified touch-base meeting. I've copied many of my fellow project design team members, all whom will be responsible for a aspect of design and engineering many site service features. For example, as we are working through our project design and engineering of the building sprinkler systems, we are going to be in a better position to comment on fire suppression water demands, well ahead of your June dates.

As we work towards further validating and completing our preliminary designs, I am going to issue a virtual meeting invite for this group, during the month of March to review project progress and key site servicing benchmarks (scheduling, design limitations, etc.).

Thanks,

Greg Lynch | *Construction Manager / Project Consultant*
Conestoga Meats™
313 Menno Street, Breslau, Ontario, N0B 1M0
Office: 519-648-2506 (ext. 509) | Cell: 519-500-9718
Fax: (519) 648-3421 | Toll Free: 1-800-567-8218
www.conestogameats.com

By families. For families.

Duane Lindner

From: Ryan Tucker <rtucker@woolwich.ca>
Sent: July 3, 2024 2:44 PM
To: Tom McLaughlin
Cc: Duane Lindner
Subject: RE: [EXT] Breslau Wastewater EA Comments

Good Afternoon Tom,

Thank you for providing your comments on the East Side Lands Sanitary EA. The project team will review and reach out with any questions or clarifications.

I will also ensure that you are added to any future distribution lists for the project.

Thank you,

Ryan Tucker
Engineering Project Supervisor
Infrastructure Services
Office: 519-669-6048
Toll Free: 1-877-969-0094

WOOLWICH TOWNSHIP

Woolwich.ca | EngageWR | Facebook | Instagram | Twitter
This email may contain confidential information. If you received this email in error, please notify the sender and delete the email. Please consider the environment before printing.

From: Tom McLaughlin <tomm@thomasfield.com>
Sent: Thursday, June 27, 2024 2:10 PM
To: Ryan Tucker <rtucker@woolwich.ca>
Cc: Patrick Casey <pcasey@gspgroup.ca>; Hugh Handy <hhandy@gspgroup.ca>; Buckley, Steve <steve.buckley@aecom.com>; McLeod, Duncaun <Duncaun.McLeod@aecom.com>; John Scarfone <jscarfone@woolwich.ca>; Jeremy Vink <jvink@woolwich.ca>
Subject: [EXT] Breslau Wastewater EA Comments

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Ryan,

I hope all is well. I was unaware that there was a separate parallel EA project for the wastewater trunk. Please consider this email as our commentary on the matter. Our engineers and planners will be commenting to you and the Secondary Planning team regarding this matter. If we could be included on the EA circulation list that would be greatly appreciated.

We request permission to develop our Bisgould (THL 1 on Fig 1 below) site using our existing sewage infrastructure for the following reasons, which are part of the Hopewell Crossing EA:

1. We have invested close to $10 million into the design, construction, and commissioning of the Hopewell Crossing Pump Station. Our cost relief was predicated on the development of the Bisgould lands.
2. We, along with Empire, have upfronted costs to purchase an additional 25% of the Victoria Street Pump Station, with our development relief based on the inclusion of the Bisgould lands.
3. The Bisgould lands received draft approval in 2016, along with sewage allocation. While initially for employment purposes, we believe we can fully utilize the pump station and existing infrastructure for our current development needs.
4. Allowing more tax base to utilize the Hopewell Crossing Pump Station reduces the tax burden on Woolwich taxpayers through increased utilization.
5. There will likely be a significant freeboard in the pump station, as evidenced by the completion of Hopewell Heights in 2021, which used approximately 25% of the theoretical flows.
6. Our infrastructure was sized in our Hopewell Heights development to accommodate the sewage and water requirements from the Bisgould site.
7. If an additional trunk sewer is needed through our Bisgould property we would be happy to accommodate it.

Additionally, we request that you consider including our Bluebird (Site THL2) site and the site (THL 3) just south of the Metrolinx rail corridor, as we believe these can be easily serviced by our existing infrastructure. Utilizing this infrastructure not only ensures efficient use of resources but also minimizes additional costs and disruptions. This approach aligns with our overall strategy to optimize the current investments and deliver projects in a timely and cost-effective manner.

From a planning perspective we would like to develop the Bisgould lands in stage 3 as outlined in the conceptual staging plan.

In conclusion, we believe that utilizing the existing sewage infrastructure for the Bisgould site, as well as the Bluebird site and the site south of the Metrolinx rail corridor, is both practical and beneficial for all parties involved. Your consideration of our request is greatly appreciated. I have also attached the approved draft plan showing the Bisgould lands.

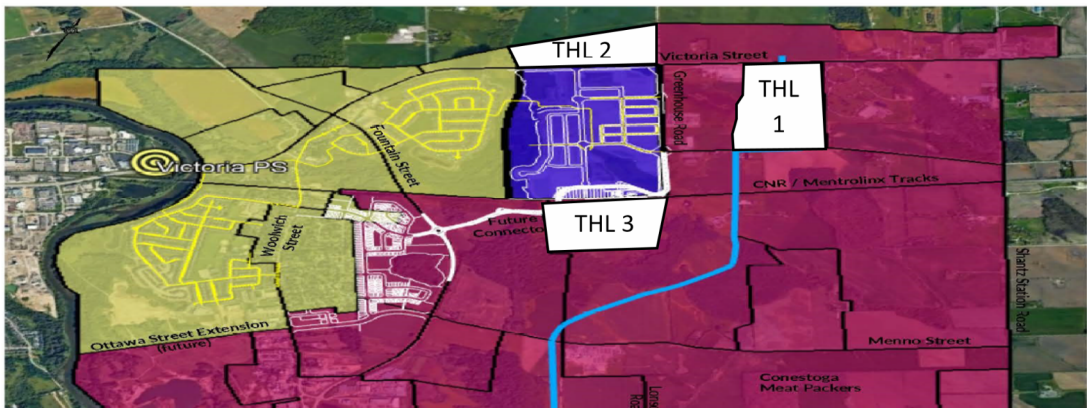


Figure 1.0 - Subject Areas

Best regards,

--

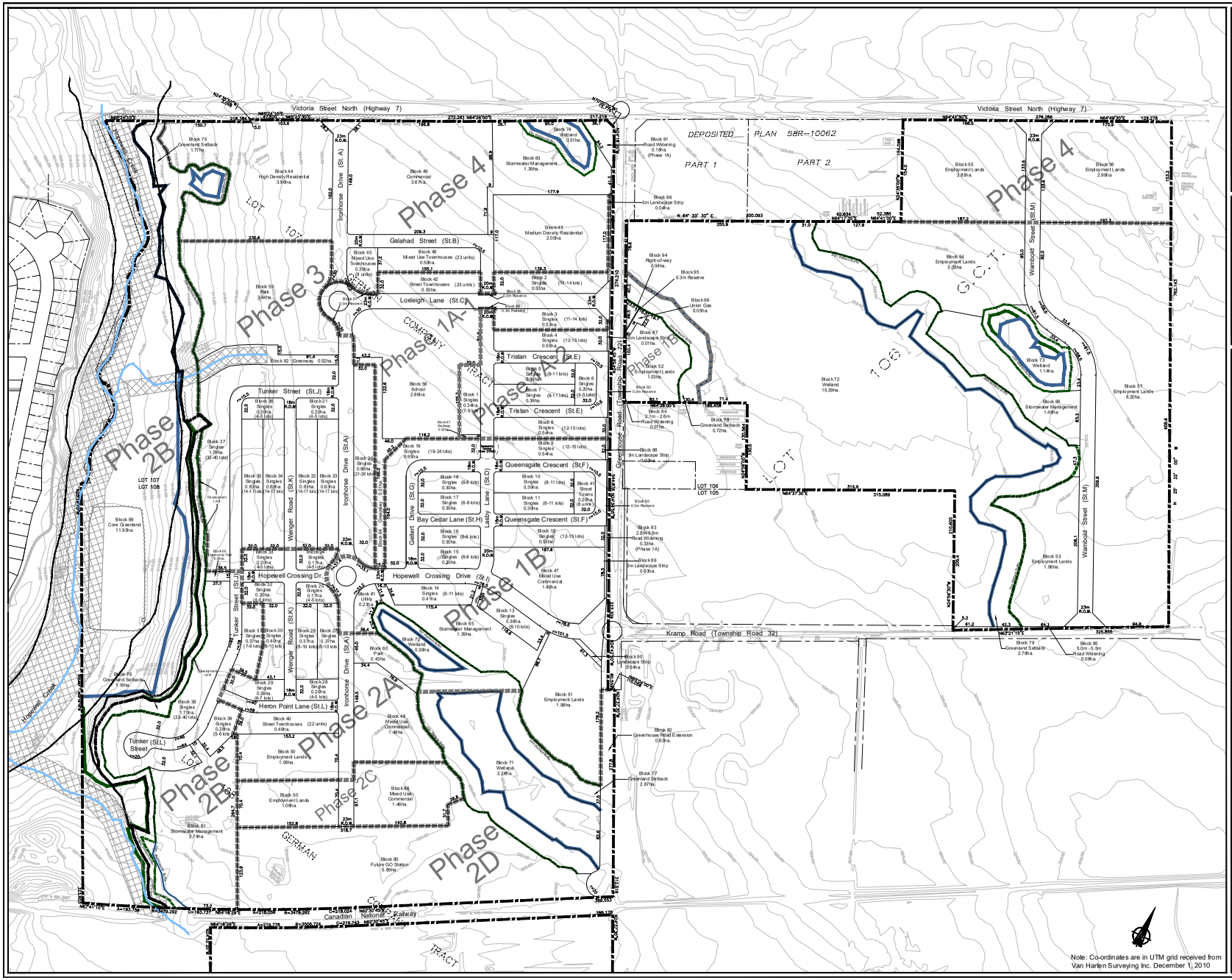


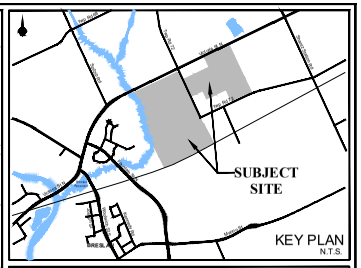
Tom McLaughlin BES, MUDS, MBA

Controller, VP Finance
P (519) 836-4332 **ext. 30** | **F** (519) 836-2119

tomm@thomasfield.com

Building Quality Homes For Over 40 Years
http://www.thomasfield.com





DRAFT PLAN OF SUBDIVISION

Part of Lots 106, 107 & 108
German Company Tract
Township of Woolwich
Regional Municipality of Waterloo

Thomasfield, Breslau

30T-11701

LAND USE SCHEDULE

DESCRIPTION	LOTS/BLKS.	UNITS	AREA (ha.)
Single Residential	1-39	383-484	18.67
Street Townhouses	40-42	53	1.19
Medium Density	43	40-80	2.05
High Density	44	158-238	3.96
Mixed Use Townhouses	45,46	31	0.88
Mixed Use Commercial	47,48	266	4.38
Commercial	49		3.67
Employment Lands	50-57		24.45
School	58		2.86
Park	59,60		3.87
Greenways / SWM	61-66		8.03
Walkway	67		0.02
Community Trail	68		0.06
Core Greenlands / Wetlands	69-74		31.49
Greenland Setback	75-79		9.12
Future Go Transit Station	80		5.89
Utility	81		0.23
Road Widening / Greenhouse Rd. Extension	82-85, 91		1.29
3m Landscape Strip	86-90		0.14
0.3m Reserve	92-93, 95, 97-99		0.00
Right-of-way	94		0.04
Union Gas	96		0.05
Roads			13.16
Total		931-1152	135.50

LEGEND

- Core Environmental Feature
- Natural Heritage Buffer
- Top of Bank
- Dripline
- Wetland Boundary
- Perenial Watercourse
- Ephemeral Watercourse
- Property Boundary
- Floodplain
- Final Meander Belt Width

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT)

INFORMATION REQUIRED BY CLAUSES a,b,c,d,e,f,g,j and I ARE AS SHOWN ON THE DRAFT PLAN.

h) Municipal water supply
i) Sand, sand and gravel; silty clay to silty sand
k) All sanitary and storm sewers as required

OWNER'S CERTIFICATE

I AUTHORIZE GSP GROUP INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWNSHIP OF WOOLWICH

Tom Krizsan, President
THOMASFIELD HOMES LTD.

April 21 2016
DATE

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

SURVEYOR
VAN HARTEN SURVEYING

APRIL 21, 2016
DATE

GSP group
201-72 Victoria Street South 29 Rebecca Street, Suite 200
Kitchener, Ontario N2G 4Y9 Hamilton, Ontario L8R 1B3
T 519 569 8883 T 905 572 7477
F 519 569 8643
www.gspgroup.ca

Date: March 23, 2011	Drawn By: S.L.
Scale: 1: 2,500	Project No.: 16091

REVISIONS
December 21, 2017
January 19, 2018
January 31, 2018
October 24, 2018
November 15, 2018
July 24, 2019
November 11, 2020
November 25, 2020
January 7, 2021

APPENDIX J-7 PUBLIC CONSULTATION CENTRE #1

WOOLWICH TOWNSHIP

Region of Waterloo

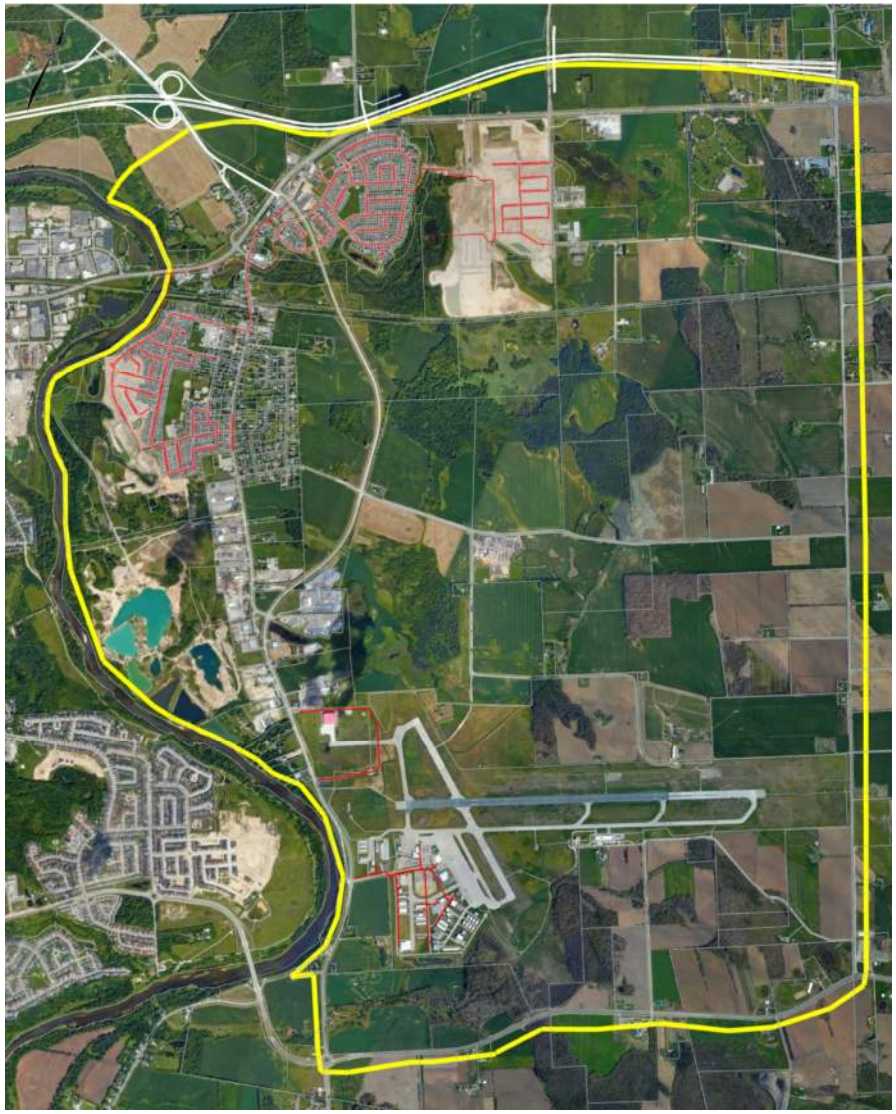
East Side Lands: Woolwich Sanitary Servicing Class Environmental Assessment

Welcome

Public Consultation #1

March 13, 2024

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.



Overview

- Overview of the Class Environmental Assessment Process
- Project History & Study Area
- Project Scope & Schedule
- Existing Infrastructure & Downstream Outlet
- Sanitary Drainage Areas & Flow Rates
- Future Sewer Network (Ultimate Buildout)
- Preliminary Pumping Station Sizing & Layout
- Trunk Sewer Alternatives
- Proposed Evaluation Criteria

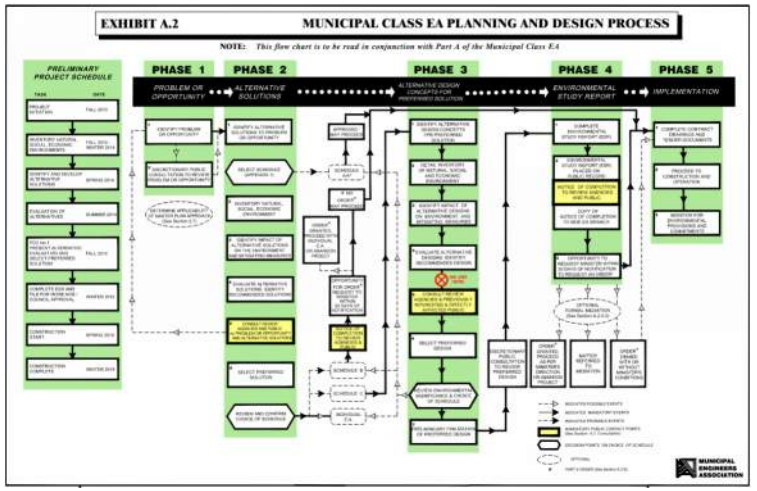
WOOLWICH TOWNSHIP

What is a Municipal Class Environmental Assessment?

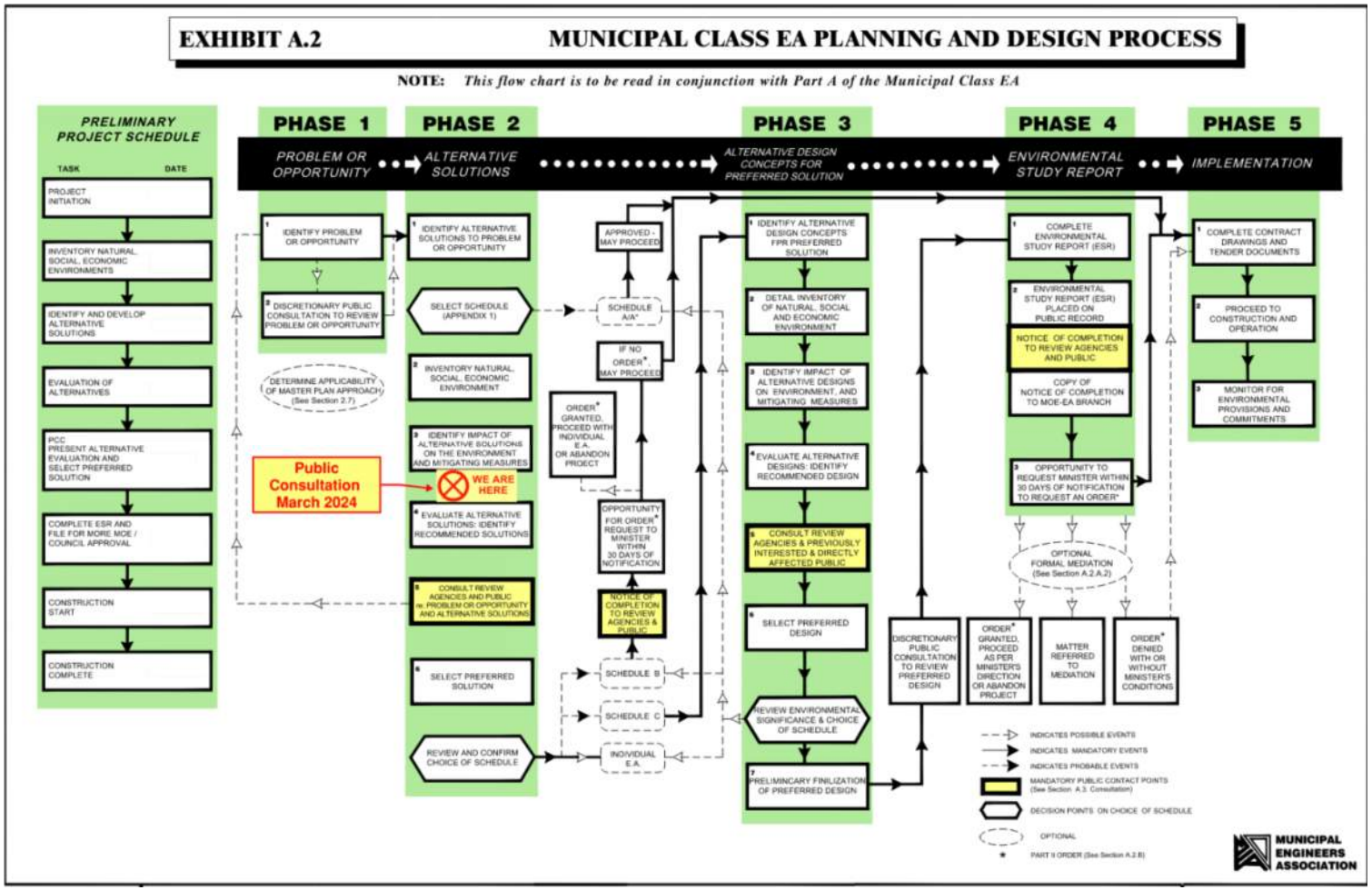
The Class EA process is a formally legislated process used for the planning of municipal infrastructure projects (roads, water and wastewater, and transit) to ensure that project planning and predesign proceeds in accordance with the Environmental Assessment Act.

Typical EA studies include public and review agency consultation, the development and evaluation of alternatives, an assessment of the impacts of the preferred solution, and identification of measures to mitigate any adverse impacts.

The flowchart illustrates the Class EA Process.



What is a Class Environmental Assessment?



Associated Engineering

WOOLWICH TOWNSHIP

Project History & Context

East Side Lands Sanitary Servicing EA

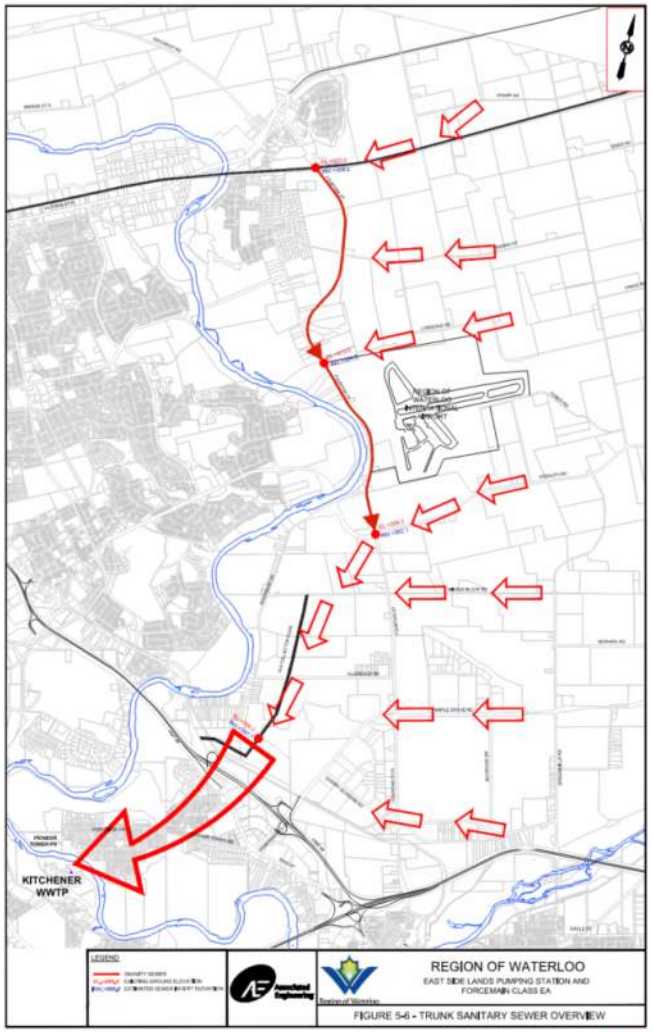
- Completed by the Region in 2018
- Identified ultimate solution (trunk sewer) to convey sanitary sewage from the East Side Lands to the Kitchener Wastewater Treatment Plant
- Future Trunk Sewer / Servicing infrastructure from the City of Cambridge and the Township of Woolwich TBD

North Cambridge Business Park Class EA

- Identified trunk sewers through Cambridge Lands and an interim Pumping Station
- Construction of Pumping Station complete, trunk sewer construction is underway

Region of Waterloo Airport Master Plan

- Identifies future expansion plans

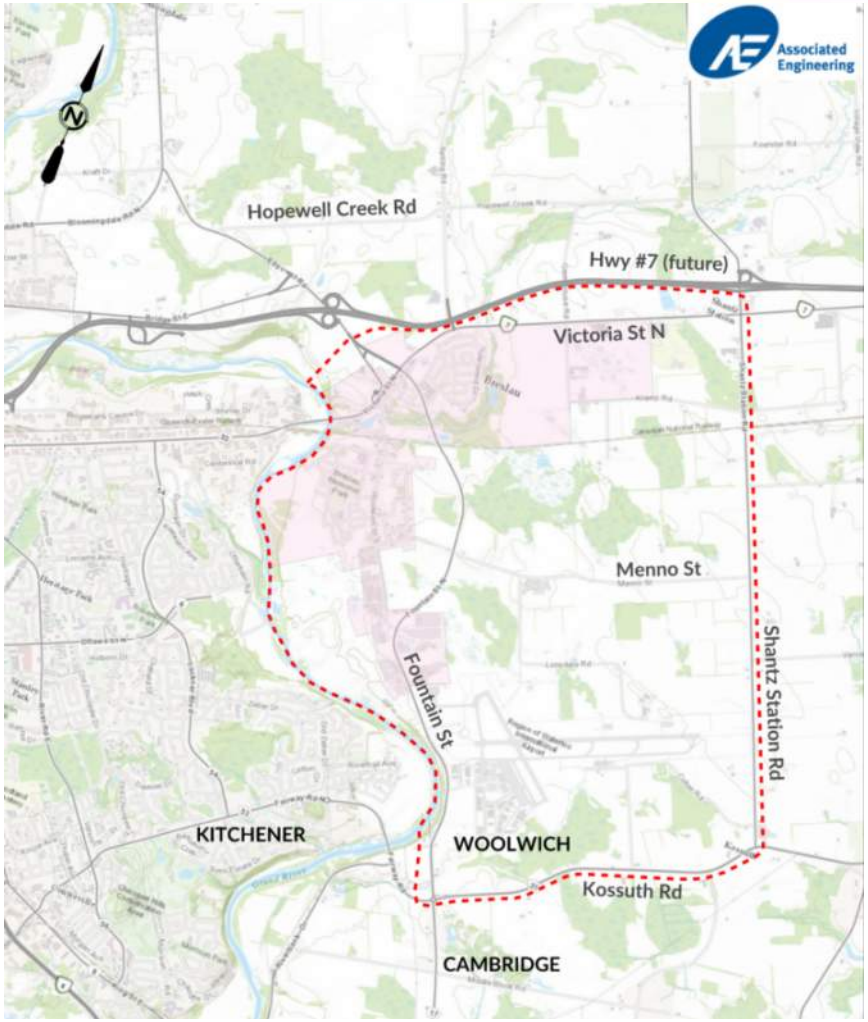


Associated Engineering

WOOLWICH TOWNSHIP

Current EA Study Area

- Focus on Township of Woolwich Lands
- Existing Breslau Community
  - Serviced by the Victoria Street Pumping Station
- Expanded Breslau Boundary
  - Future Hwy #7, Shantz Station Rd and Kossuth Rd
- Key Stakeholders:
  - Future Developments in Breslau
  - Conestoga Meat Packers
  - Region of Waterloo Airport (YKF)
  - City of Cambridge



WOOLWICH TOWNSHIP

EA Problem Statement

Sanitary Servicing for the settlement of Breslau is currently provided through a cross-border agreement with the City of Kitchener which allocates partial capacity of the Victoria Street Pumping Station to the Township of Woolwich. As development continues to evolve in Breslau, the use of that capacity is approaching its limits. Planned development / expansion of existing industries near and around the Breslau area as well as surrounding the Region of Waterloo International Airport (YKF) presents an imminent need for new sanitary servicing infrastructure.

Furthermore, the 2023 Region Official Plan Amendment (ROPA6) decision from the province has resulted in an expansion of the Township's urban boundary in the East Side Lands, which had previously been defined by the Township's Breslau Secondary Plan in 2017. This expansion further increases the imminent need for new sanitary servicing infrastructure.

Building on the approved 2018 East Side Lands Sanitary Servicing EA, as well as the recent Airport Master Plan and other known development plans, this Municipal Class EA will investigate and evaluate alternative solutions for the extension of sanitary servicing infrastructure that is required to support existing and future developments within the Township of Woolwich's portion of the East Side Lands.

Specifically, suitable infrastructure is required to collect and convey flows from the northern portions of the study area to the southwest limit of the Township of Woolwich at Fountain Street and Kossuth Road, from which point they would be conveyed by sanitary servicing infrastructure that is being implemented by the Region of Waterloo and the City of Cambridge.

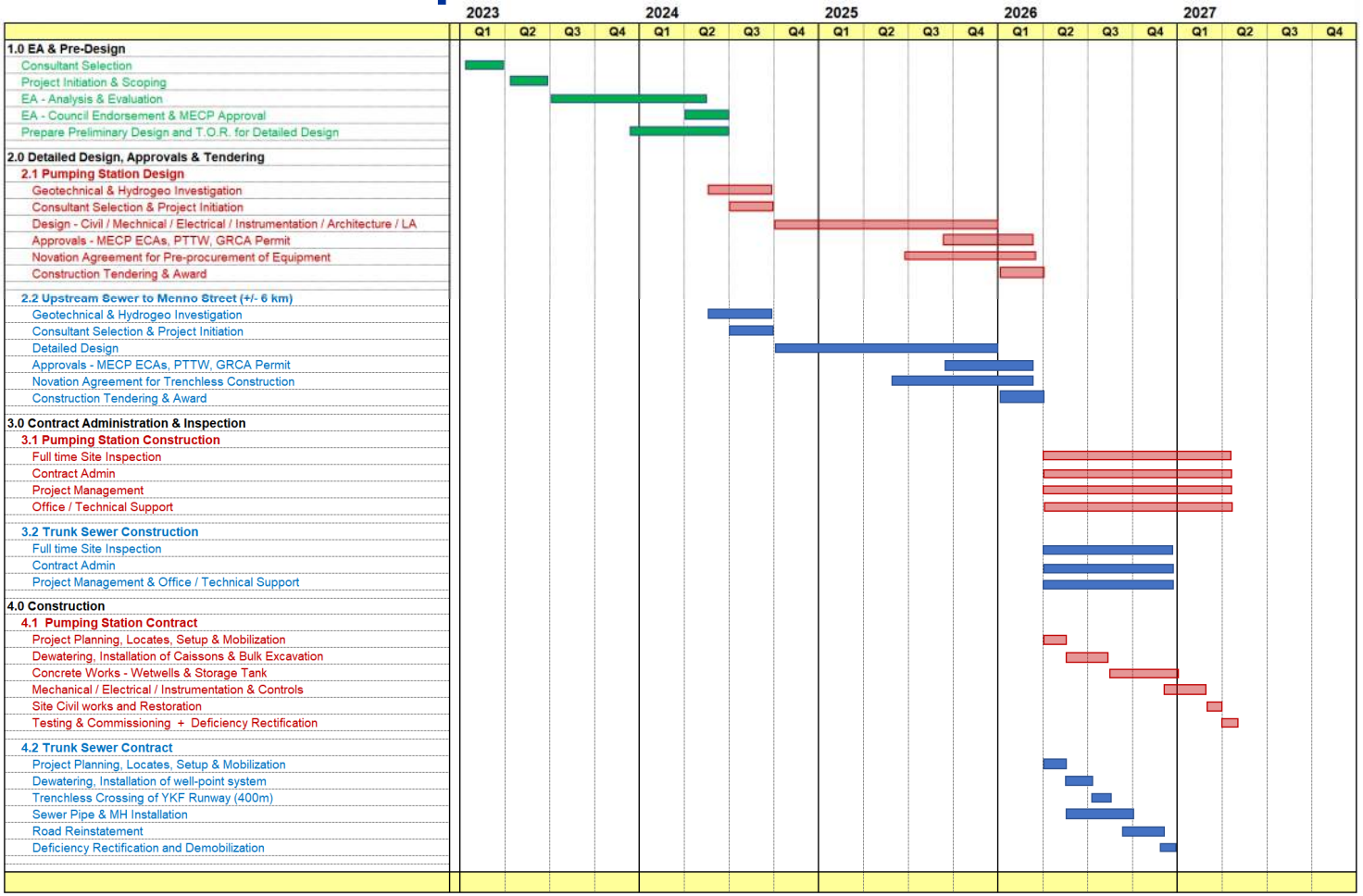
It is anticipated that the new Woolwich servicing infrastructure will include a combination of local and or trunk gravity sewers, pumping/lift station(s) and possibly pumping station(s) and forcemain(s).

The focus of this EA study is to identify the future sanitary servicing infrastructure that will be required, with a focus on the alignment of the main trunk sewer and location of a new pumping / lift station at the southwest limits, needed to service the Woolwich lands south of Menno Street. Furthermore, this study will aim to identify the future sewer alignment(s) and potential additional pumping stations that may be required to service the lands north of Menno Street.

Tentative Project Schedule & Scope Overview

Aggressive Schedules for:

- Target EA Completion by June 2024
- Detailed Design of:
  - Pumping/Lift Station
  - Trunk Sewers
- Construction of:
  - Pumping/Lift Station
  - Trunk Sewer
- Goal: Operational Sewer Outlet by Jan 2027



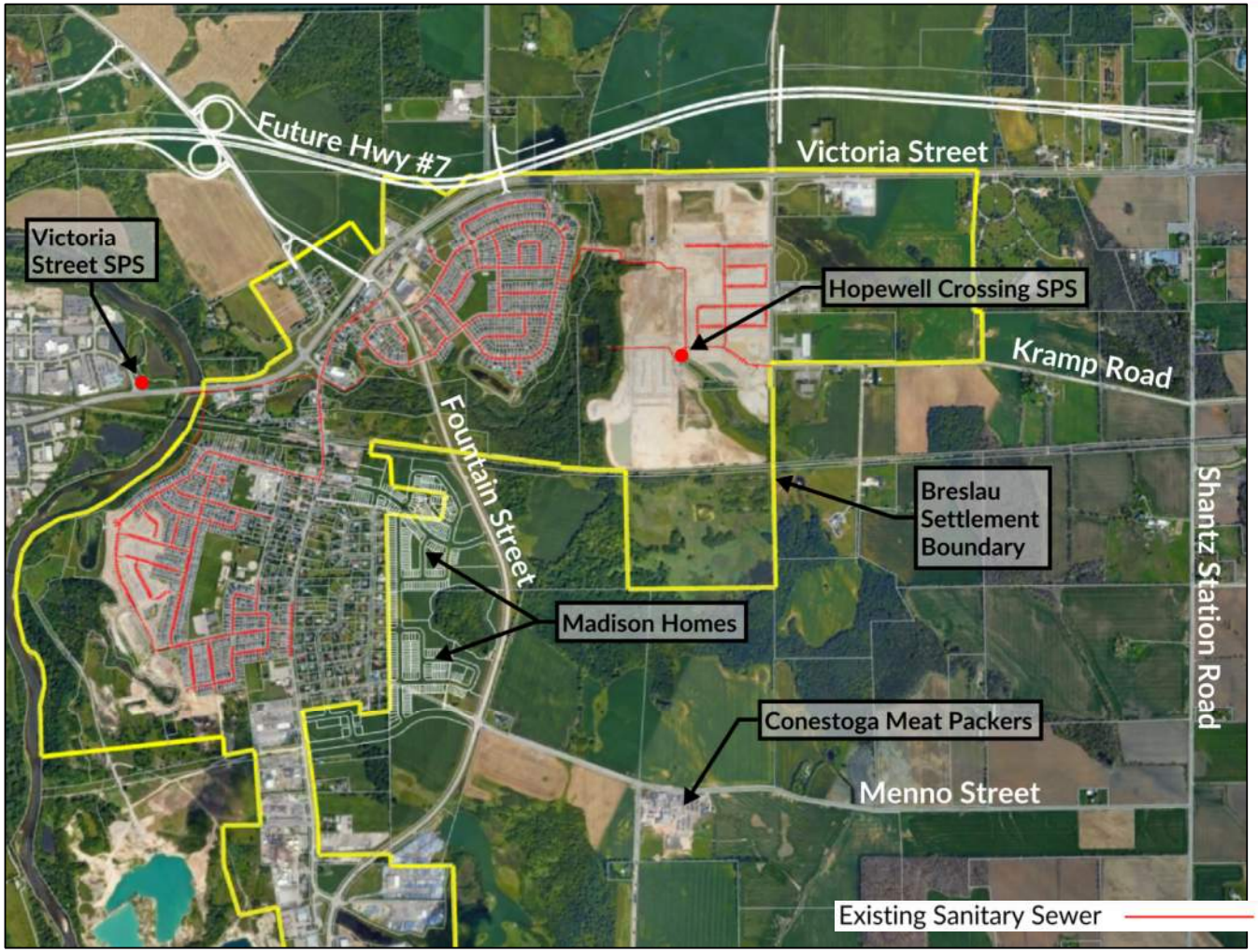
Associated Engineering

WOOLWICH TOWNSHIP

Existing Sanitary Infrastructure

Existing Breslau is serviced by the City of Kitchener's Victoria Street Sanitary Pumping Station

(Max. Allowable Flow = 189 L/s)

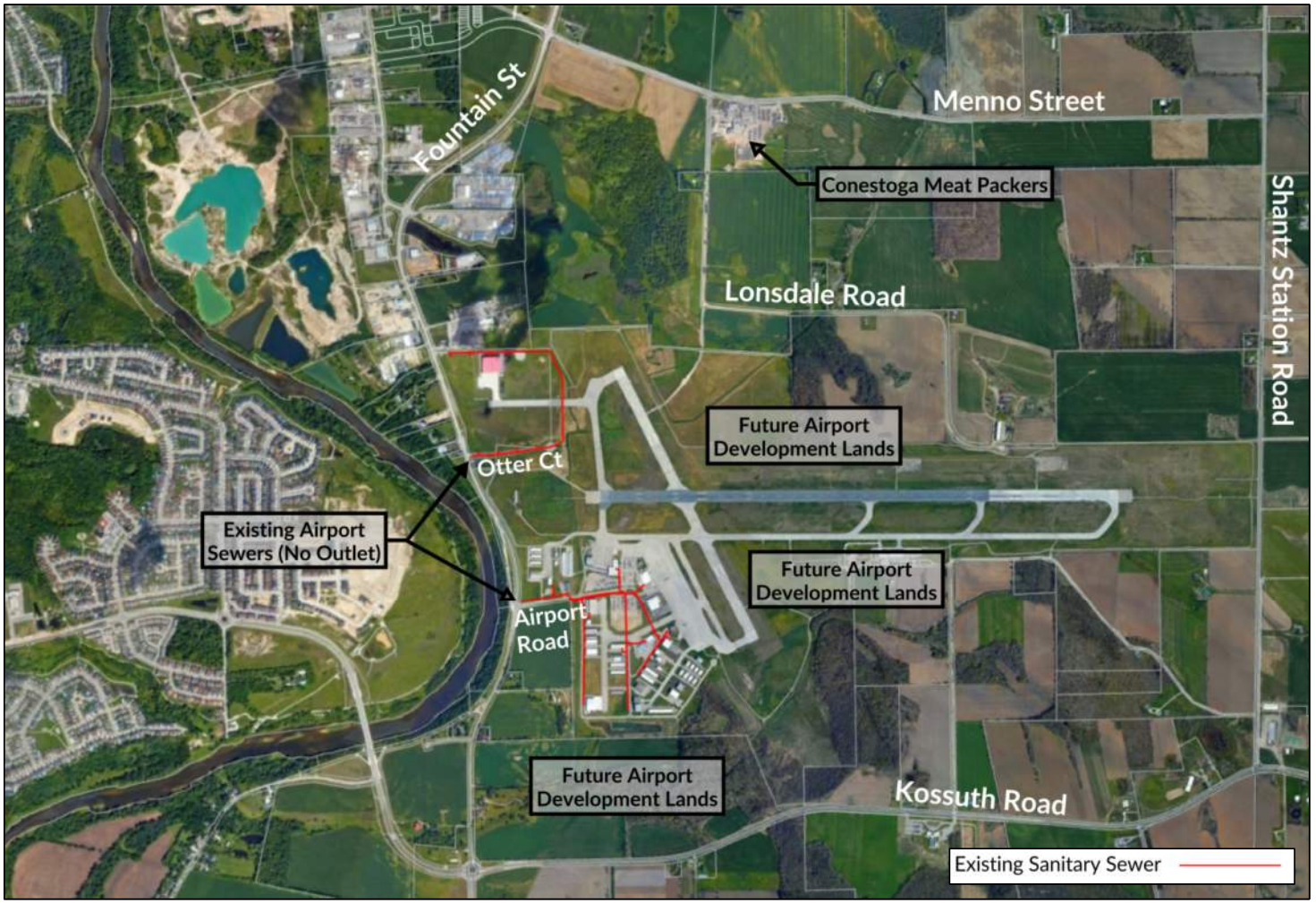


Associated Engineering

WOOLWICH TOWNSHIP

Existing Sanitary Infrastructure

Conestoga Meats and the Regional Airport lands require immediate servicing upgrades to accommodate current and future planned expansions.

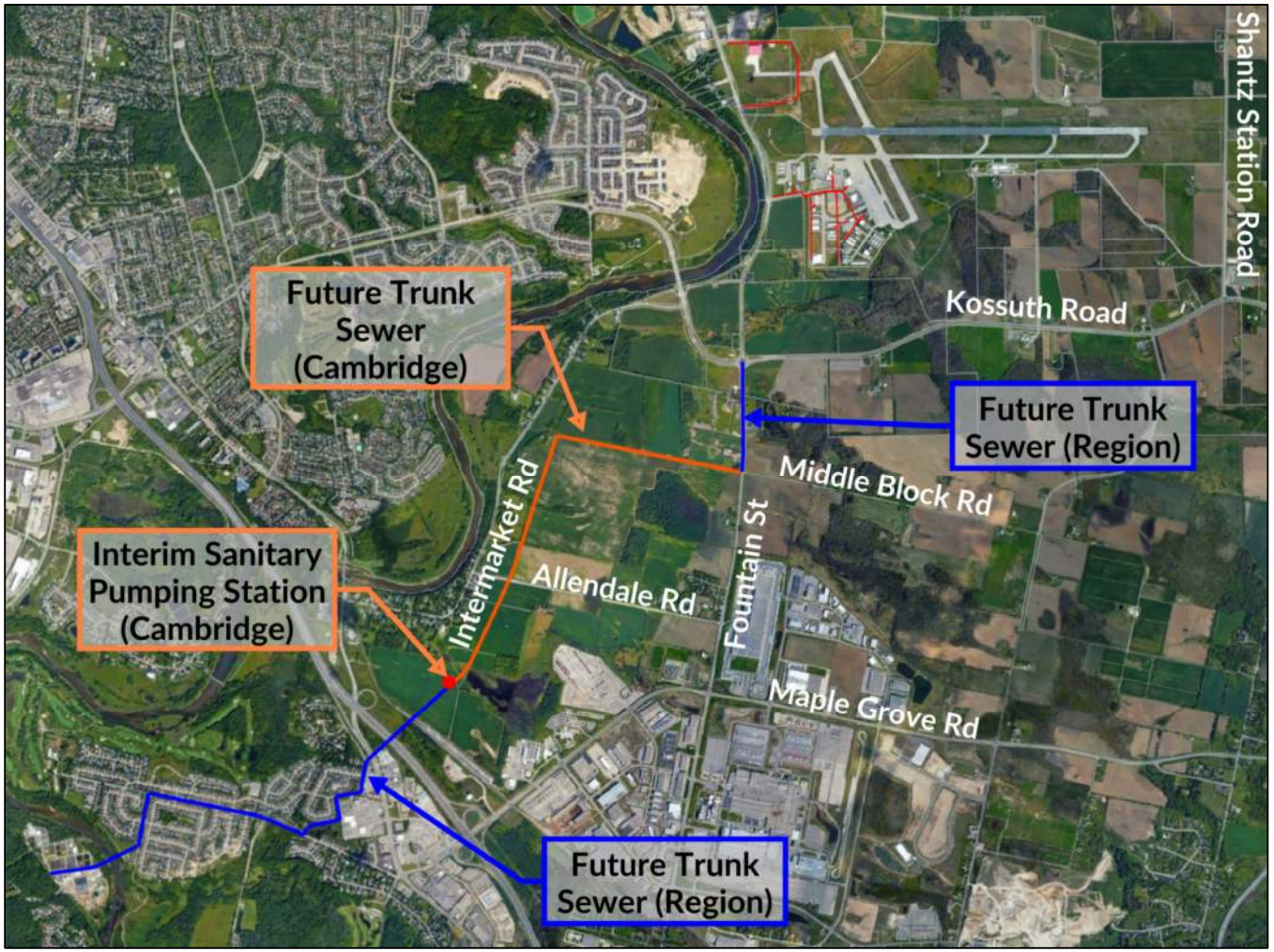


Associated Engineering

WOOLWICH TOWNSHIP

Planned Downstream Sewer Outlet

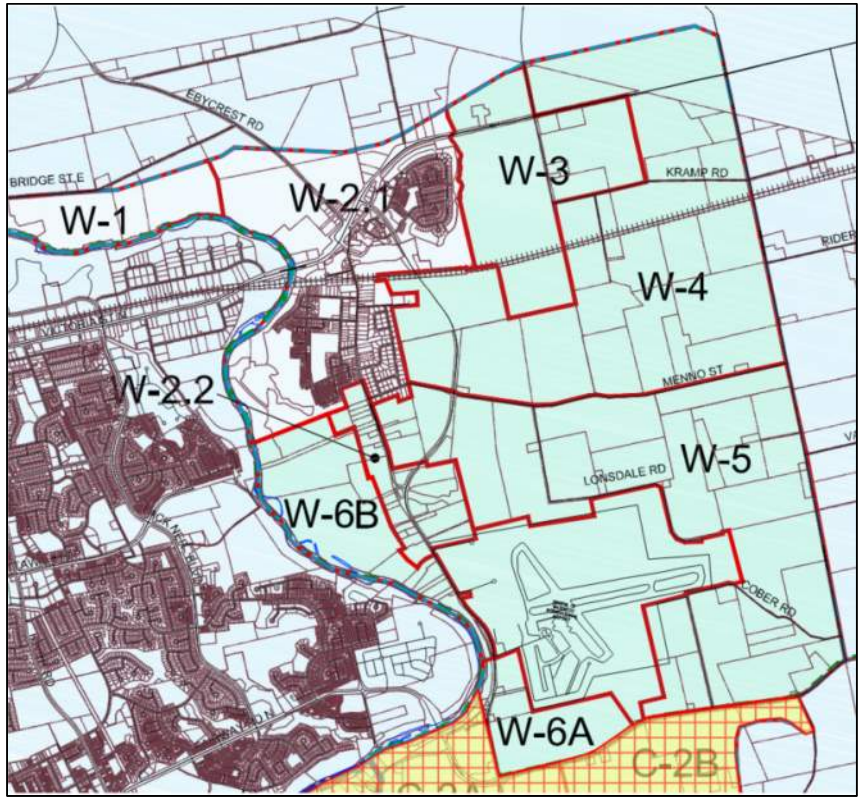
Future trunk sewers downstream of Woolwich are being constructed by the Region of Waterloo and the City of Cambridge



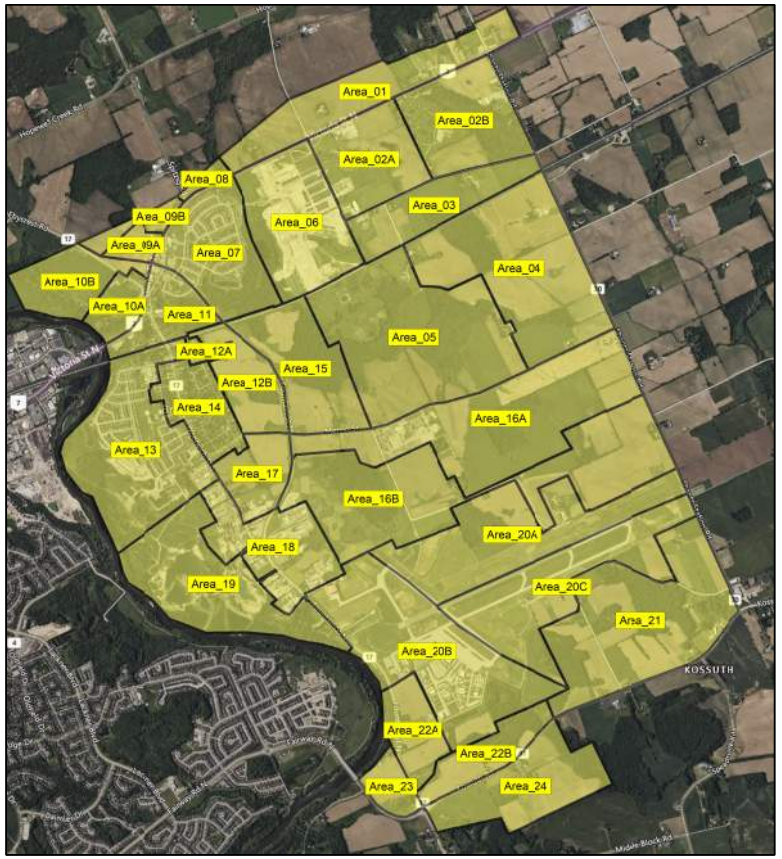
Associated Engineering

WOOLWICH TOWNSHIP

Sanitary Drainage Areas & Flow Rates



Coarse Sanitary Drainage Areas from the 2018 Sanitary Servicing EA

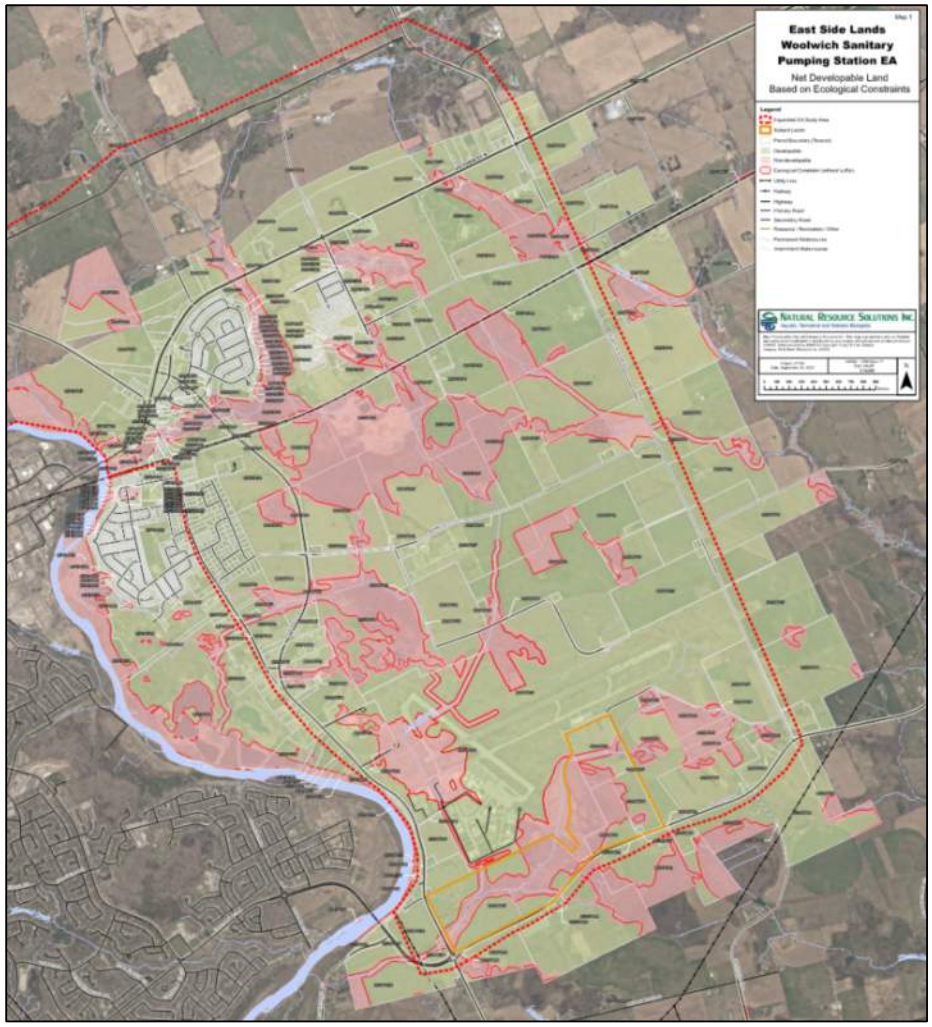


Refined Drainage Areas for Current EA's Sanitary Assessment

Sanitary Drainage Areas & Flow Rates

Detailed analysis of existing land uses and property ownership.

Exclusion of **Environmental Constraint areas** to determine **"Net Developable Areas"** to be used to calculate design flow rates.



Associated Engineering

WOOLWICH TOWNSHIP

Sanitary Drainage Areas & Flow Rates

Future sanitary servicing infrastructure such as sewers and/or pumping stations will be defined in part by the design flow rate(s) throughout the system.

Design Flow Rates will be calculated based on "***Equivalent Population***" approach, using assumed population densities for residential and non-residential land uses.

Delineation of flows from each sanitary catchment area is used to assist with modeling and development scenarios.



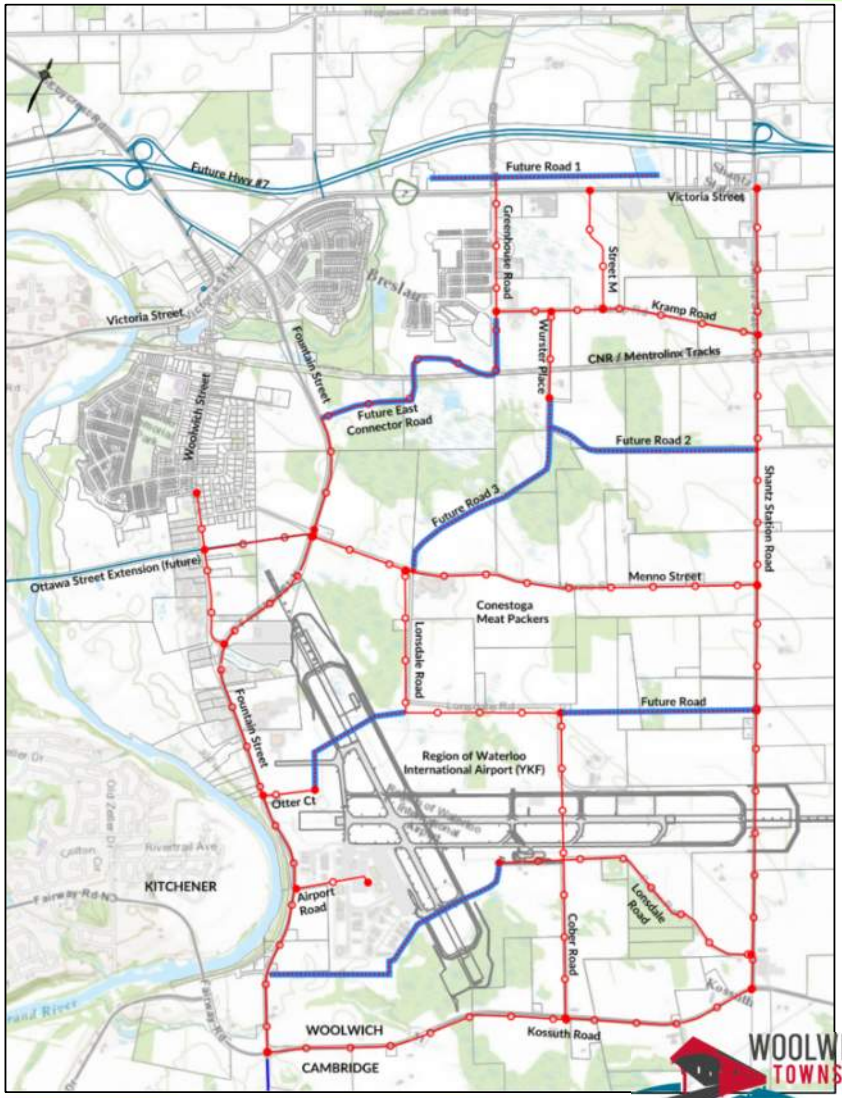
Associated Engineering

WOOLWICH TOWNSHIP

Assumed Future Sewer Network

Ultimately and as lands develop over time, the existing roads will be upgraded and will typically include new sanitary sewers. Some new roads have been assumed based on net developable areas (to be confirmed or adjusted by future planning studies).

A focus of this EA study is to determine the alignment for ultimate “Trunk” Sewer(s).



Legend

Anticipated Future Sanitary Sewer (On Ex. Road)

Possible Future Sanitary Sewer (On Possible Future Road)

Planned Trunk Sanitary Sewer (RMW)

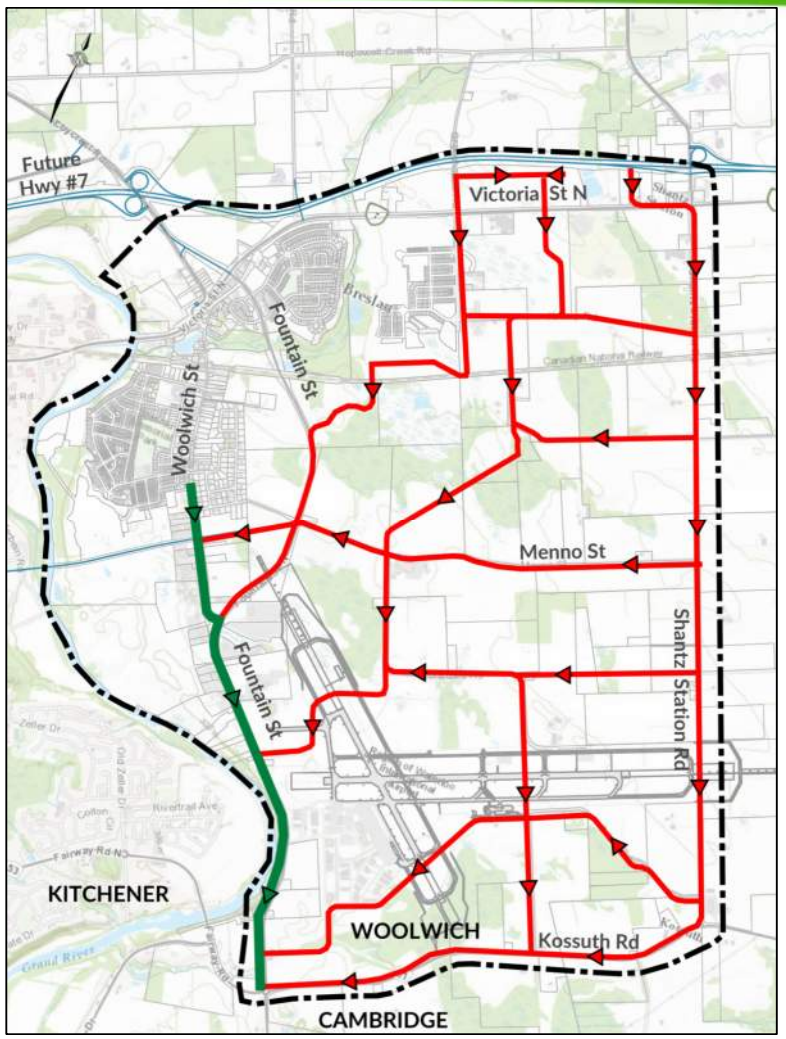
Associated Engineering

WOOLWICH TOWNSHIP

Trunk Sewer Alternative #1

Extending from existing Breslau down Woolwich Street to Fountain Street, and then along Fountain to Kossuth.

Local Sewers running south + west



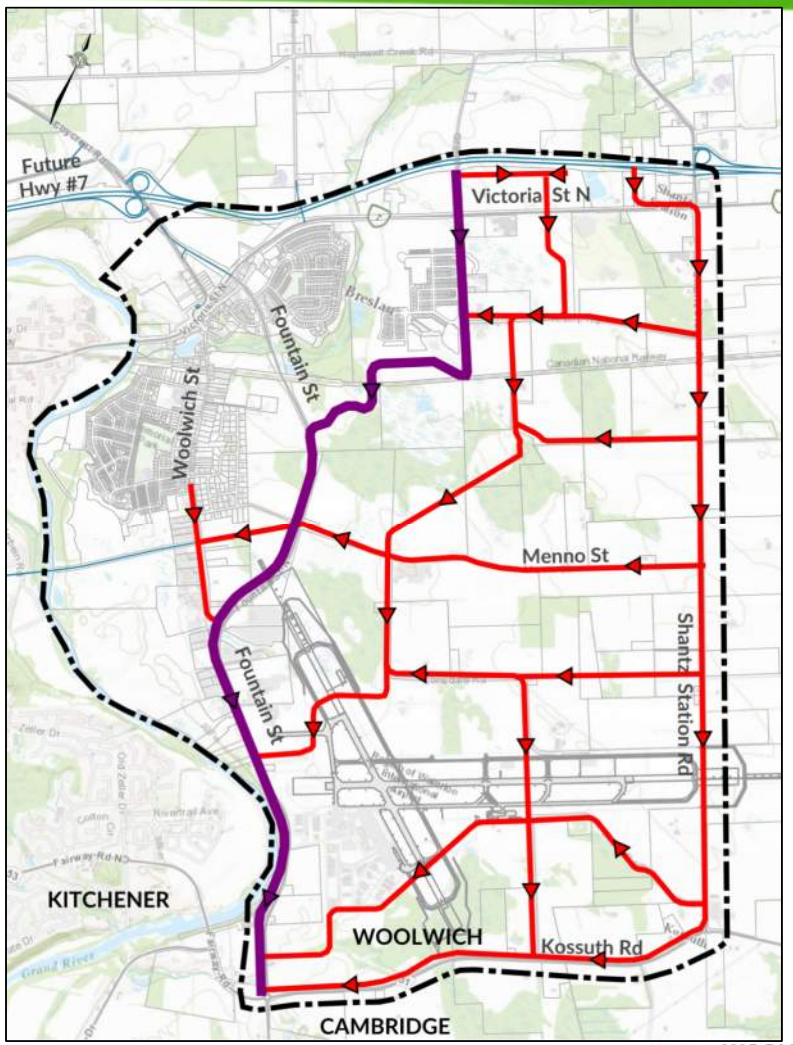
Associated Engineering

WOOLWICH TOWNSHIP

Trunk Sewer Alternative #2

Extending from future development lands north of Victoria, along Greenhouse Road and the future East Connector Road to Fountain Street, then along Fountain to Kossuth.

Local Sewers running south + west



Associated Engineering

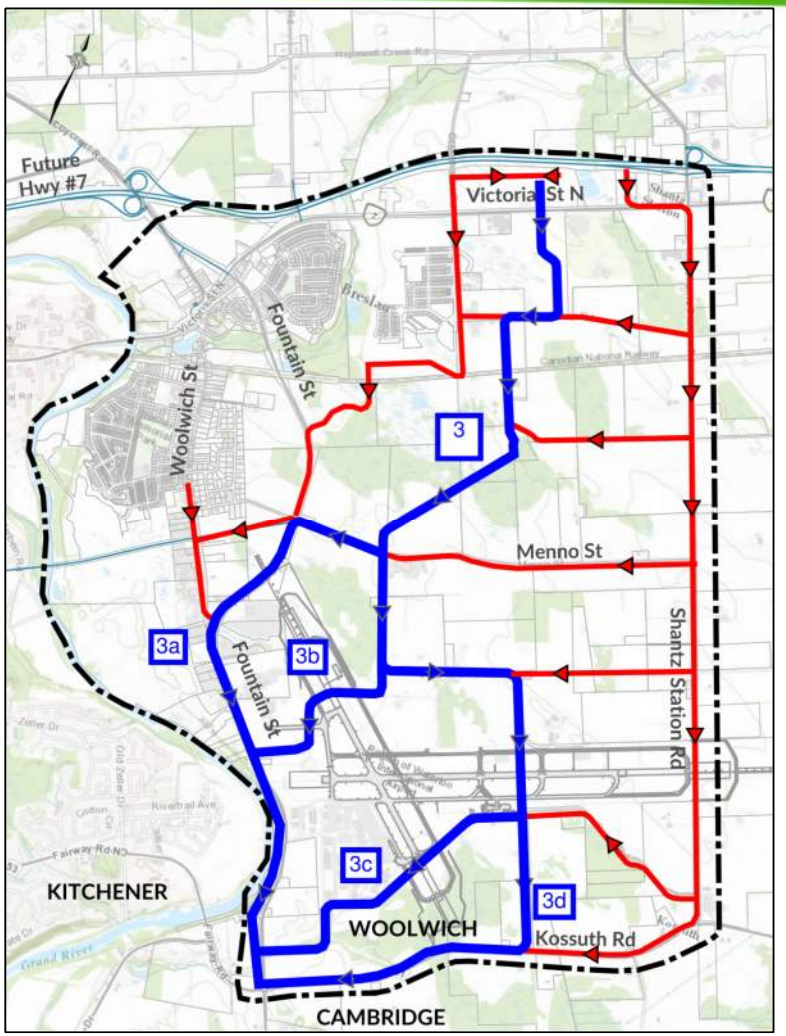
WOOLWICH TOWNSHIP

Trunk Sewer Alternative #3

Extending from future development lands north of Victoria, along future Street 'M' and Kramp Road, along Wurster Place and an assumed road extension to Menno Street at Lonsdale Drive. From there, following one of four alternate alignments:

- 3a - Menno to Fountain to Kossuth
- 3b – Lonsdale south to the bend, west across the airport lands and along Otter Court to Fountain, and along Fountain to Kossuth
- 3c – Lonsdale south to the extension of Cober Road, across the airport / runway to New Germany Lane, across the airport developed area to Fountain, and then to Fountain at Kossuth.
- 3d - Lonsdale south to the extension of Cober Road, across the airport / runway to Kossuth Road and along Kossuth Road to Fountain

Local Sewers running south + west



Associated Engineering

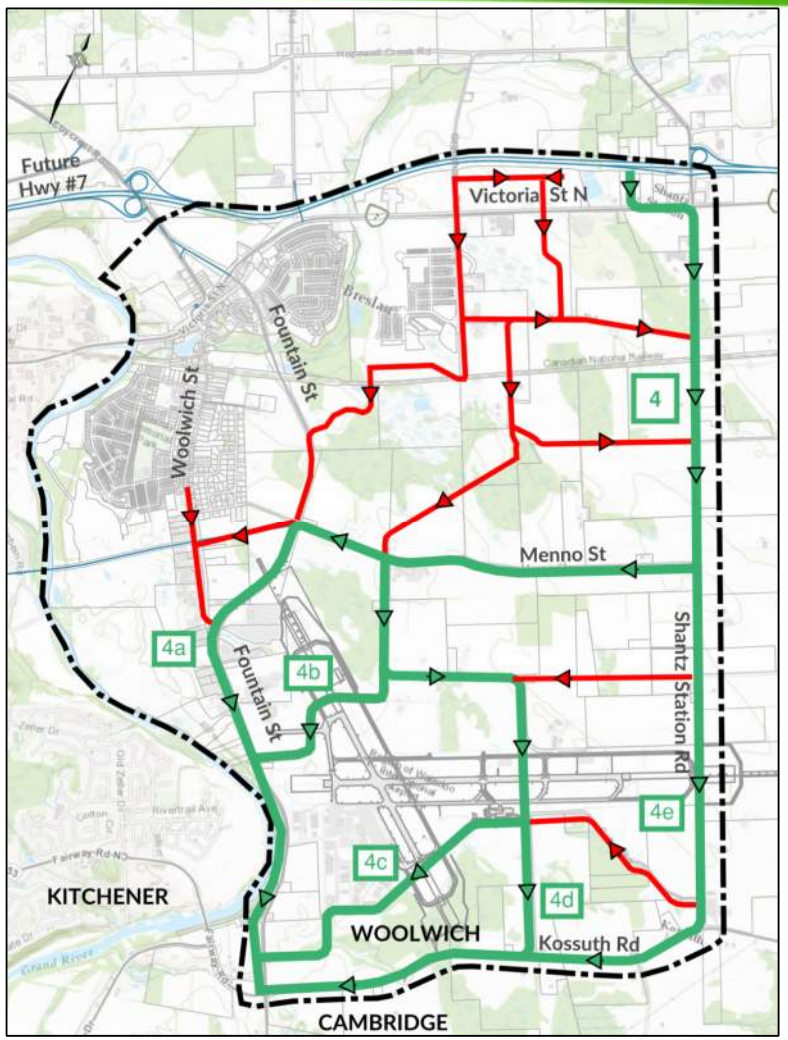
WOOLWICH TOWNSHIP

Trunk Sewer Alternative #4

Extending from future development lands north of Victoria, southerly along Shantz Station Road to one of five alternate alignments:

- 4a - Menno to Fountain to Kossuth
- 4b – Menno to Lonsdale south to the bend, west across the airport lands and along Otter Court to Fountain, and along Fountain to Kossuth
- 4c – Menno to Lonsdale south to the extension of Cober Road, across the airport / runway to New Germany Lane, across the airport developed area to Fountain, and then to Fountain at Kossuth.
- 4d - Lonsdale south to the extension of Cober Road, across the airport / runway to Kossuth Road and along Kossuth Road to Fountain
- 4e – southerly along Shantz Station Road to Kossuth, and Kossuth to Fountain

Local Sewers running south + east & west

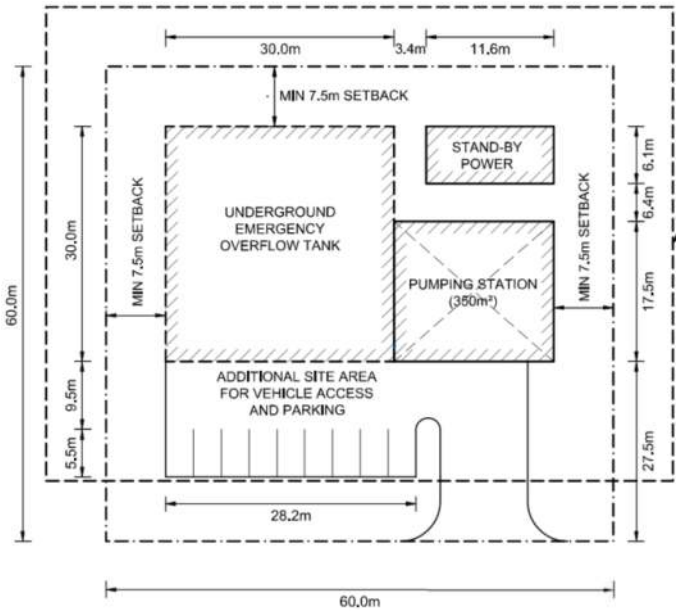


Associated Engineering

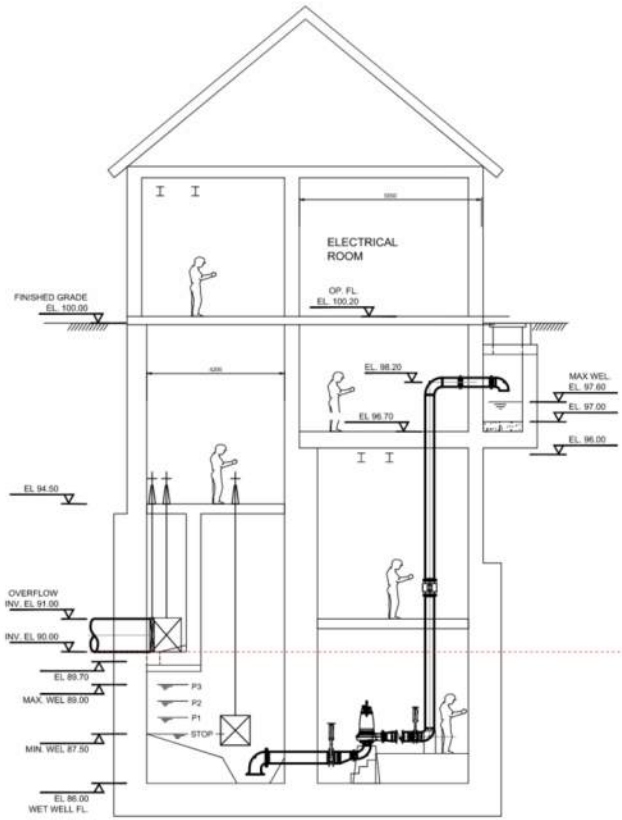
WOOLWICH TOWNSHIP

Preliminary Pumping Station Sizing & Layout

- Assumed Design Flow Rate: +/- 500 L/s
- Assumed Influent Sewer Depth: +/- 10m



Plan View

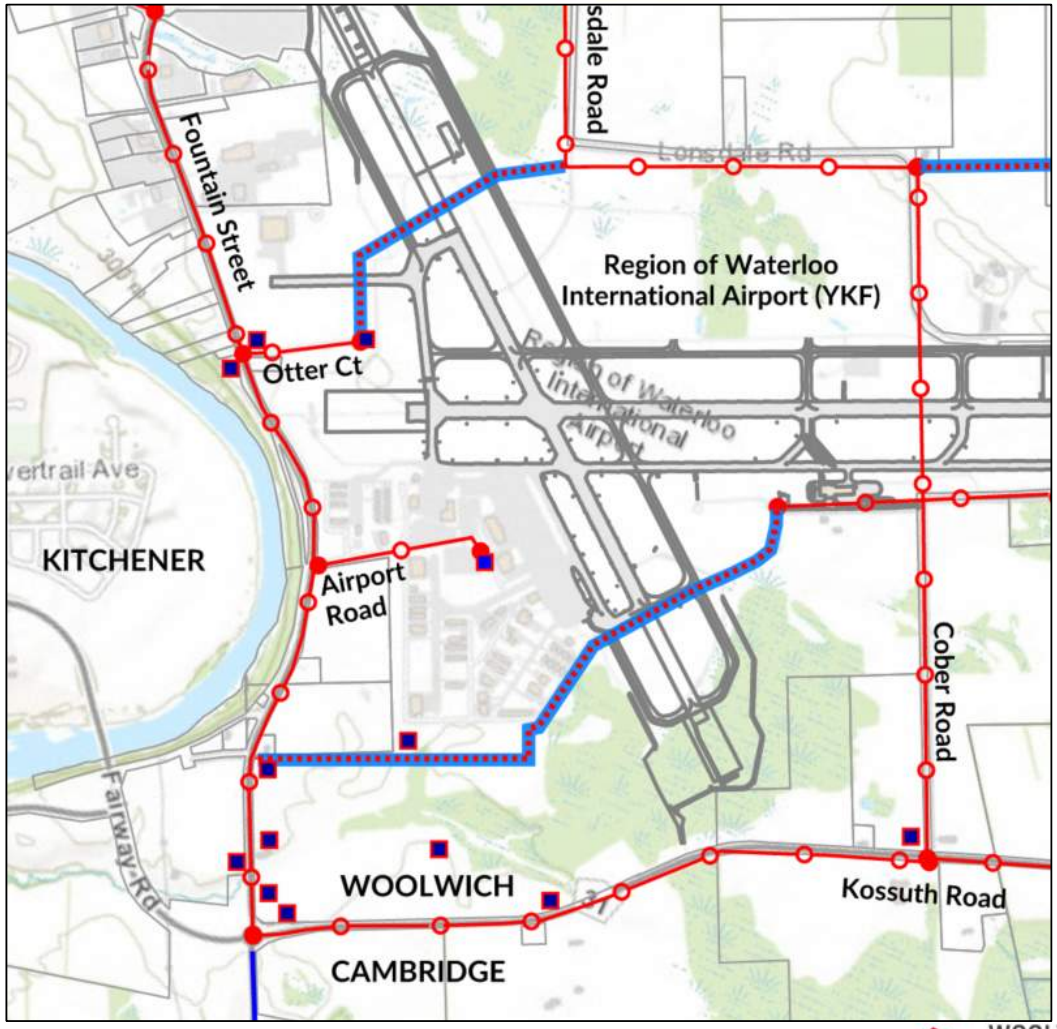


Cross-Section

Alternative Pumping Station Locations

Recognizing that all upstream sewer flows will eventually converge at the Fountain / Kossuth intersection, a ‘long list’ alternative locations for the Pumping Station site is being considered.

Once a preferred trunk sewer alignment is confirmed, a ‘short list’ of Pumping Station Sites will be identified for further evaluation.



Legend

- Anticipated Future Sanitary Sewer (On Ex. Road)
- Possible Future Sanitary Sewer (On Possible Future Road)
- Planned Trunk Sanitary Sewer (RMW)
- Potential Pumping Station Site

Associated Engineering

WOOLWICH TOWNSHIP

Evaluation of Alternatives

Proposed Evaluation Criteria:

Social, Natural, Technical & Economic Environments

Key Decision Drivers:

1. Life Cycle Cost – Capital Cost for construction + long term Operations & Maintenance (O&M)
2. Opportunity Cost – Ability to service key land areas for strategic developments in the East Side Lands

Next Steps:

- Consultation with Public, Agencies and Indigenous groups
- Comprehensive analysis of Alternative Trunk Sewer alignments (PCSWMM model)
- Detailed Evaluation & Costing of Alternatives
- Preliminary identification of a possible preferred solution
- Public Consultation #2
- Complete EA study & Council Adoption (June 2024)

WOOLWICH TOWNSHIP

East Side Lands:
Woolwich Sanitary Servicing
Class Environmental Assessment

Thank You

Public Consultation #1

March 13, 2024

Please Submit Your Comments

Please provide your comments and contact information via the EngageWR website.

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

APPENDIX J-8 PUBLIC CONSULTATION CENTRE #2

WOOLWICH TOWNSHIP

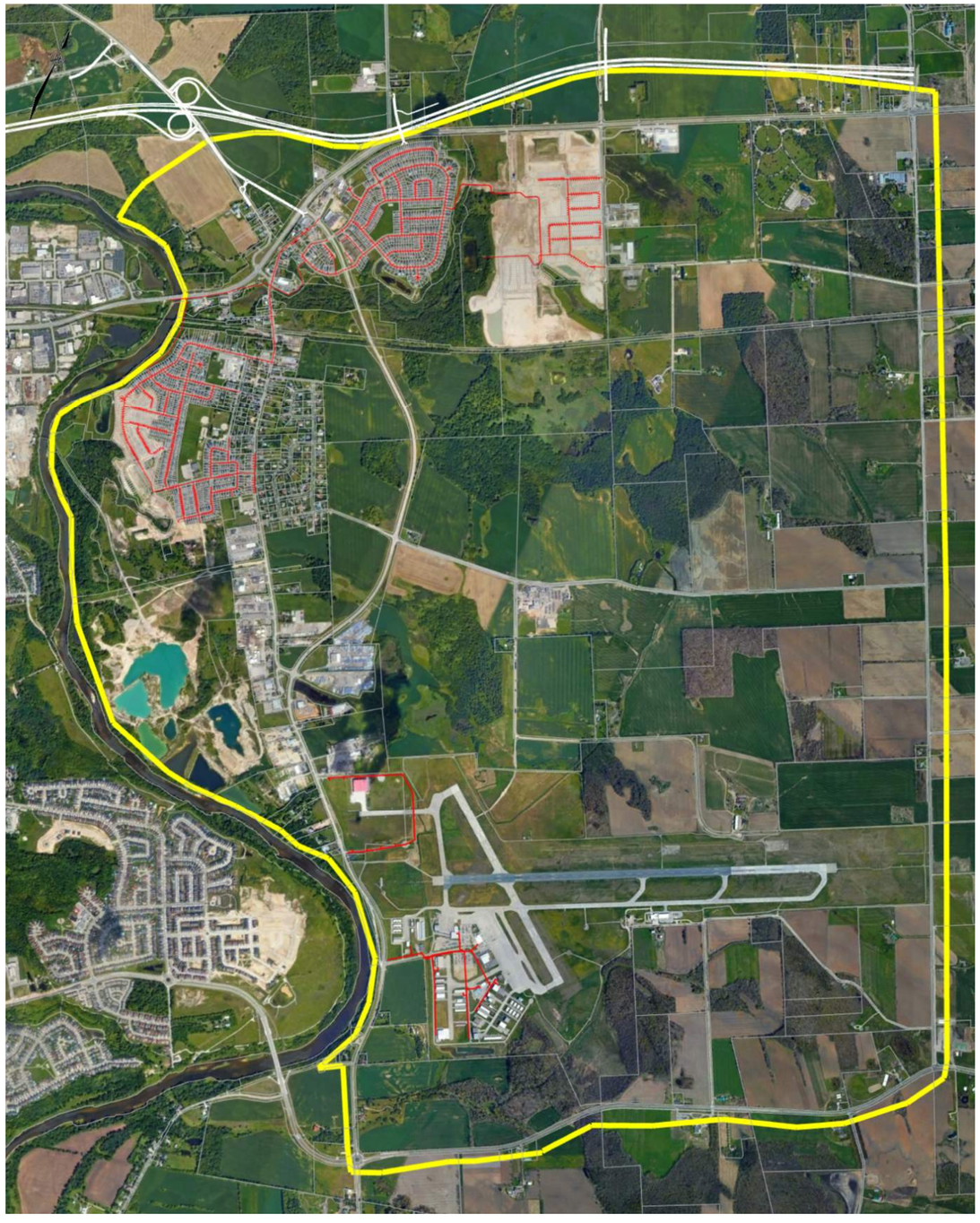
Region of Waterloo

East Side Lands: Woolwich Sanitary Servicing Class Environmental Assessment

Welcome

Public Consultation #2

June 26, 2024



Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

Overview

- Recap of Public Consultation #1
  - Project History & Study Area
  - Existing Infrastructure & Downstream Outlet
  - Sanitary Drainage Areas & Flow Rates
  - Future Sewer Network (Ultimate Buildout)
  - Preliminary Pumping Station Sizing & Layout
- Alternative Solutions
- Evaluation of Alternatives

Recap of Public Consultation #1

- Overview of the Class EA Process
- Project History & Study Area
- Project Scope & Schedule
- Existing Infrastructure & Downstream Outlet
- Sanitary Drainage Areas & Flow Rates
- Future Sewer Network (Ultimate Buildout)
- Preliminary Pumping Station Sizing & Layout
- Trunk Sewer Alternatives
- Proposed Evaluation Criteria

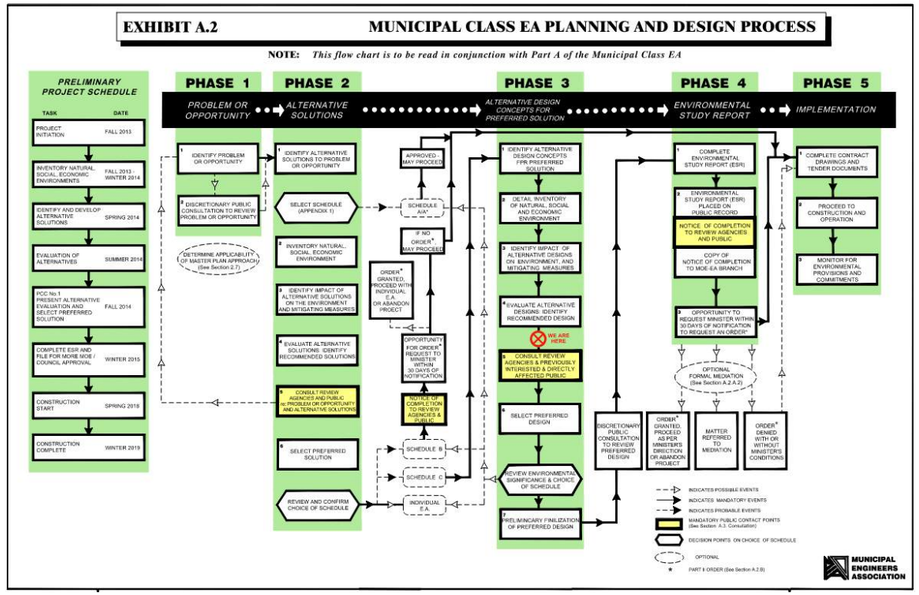


Recap of PCC#1: What is the Class EA Process

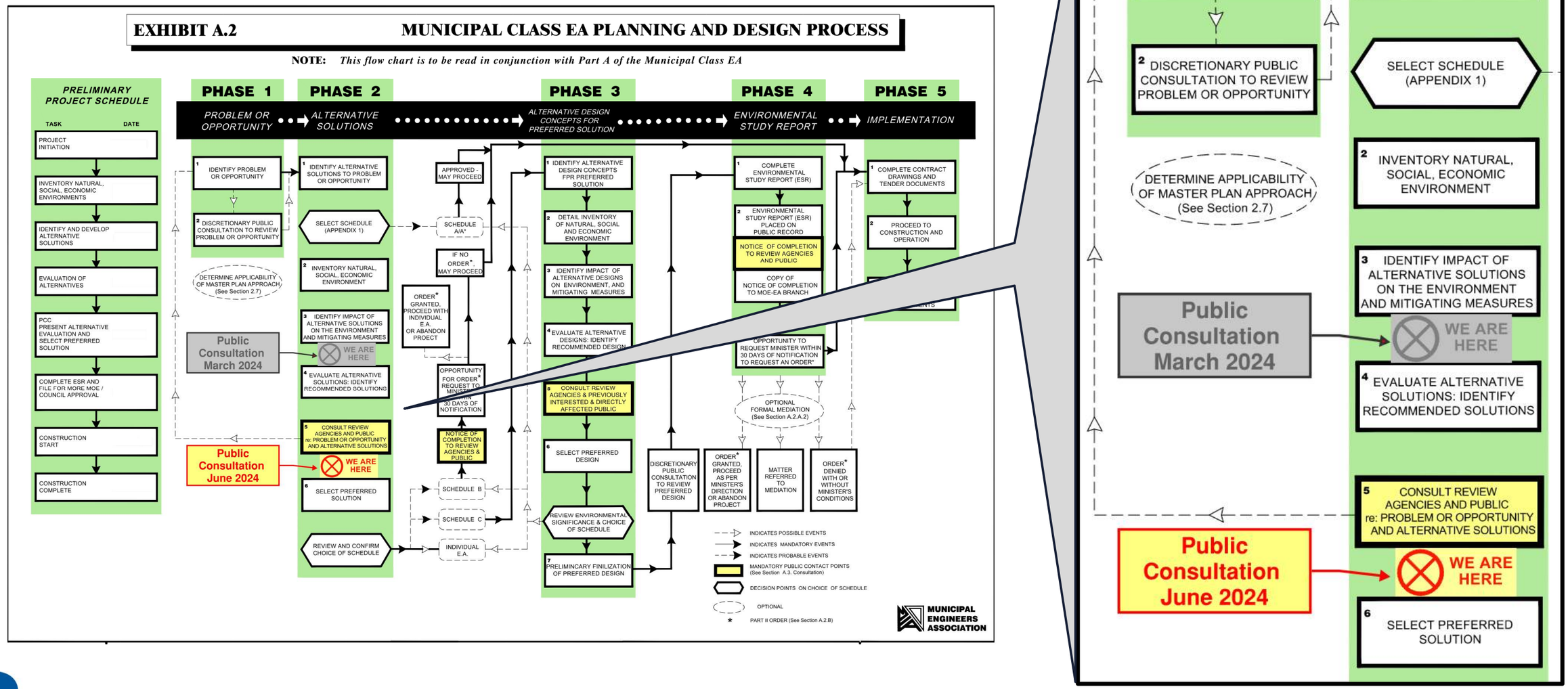
The Class EA process is a formally legislated process used for the planning of municipal infrastructure projects (roads, water and wastewater, and transit) to ensure that project planning and predesign proceeds in accordance with the Environmental Assessment Act.

Typical EA studies include public and review agency consultation, the development and evaluation of alternatives, an assessment of the impacts of the preferred solution, and identification of measures to mitigate any adverse impacts.

The flowchart illustrates the Class EA Process.

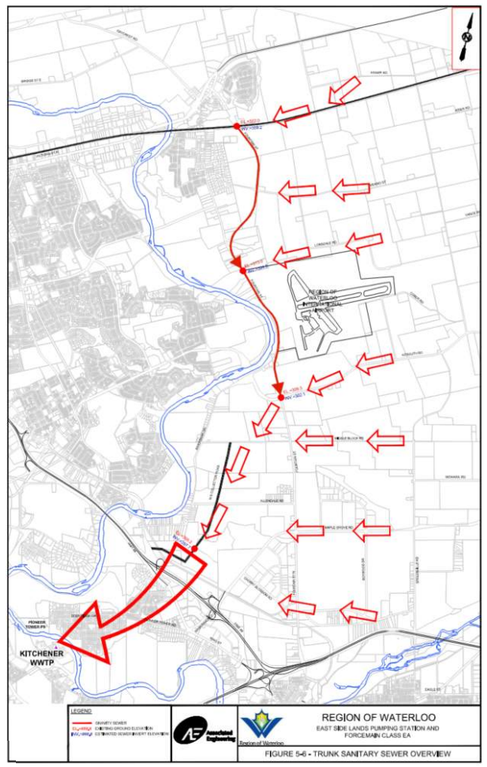


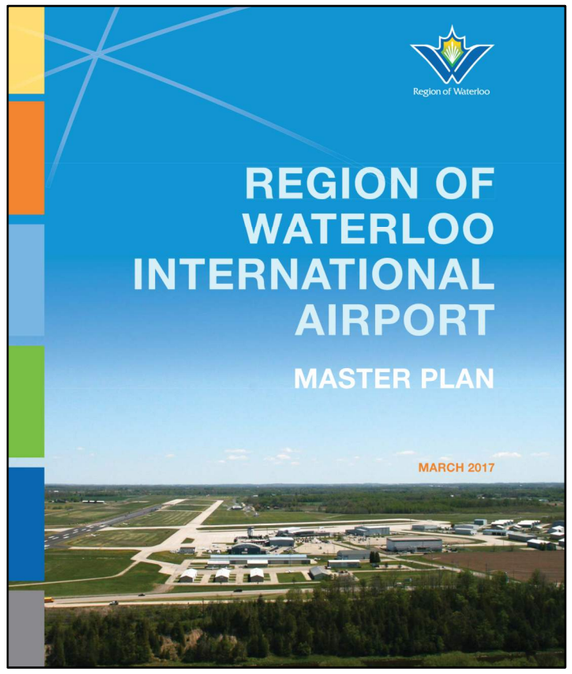
Recap of PCC#1: Class EA Process

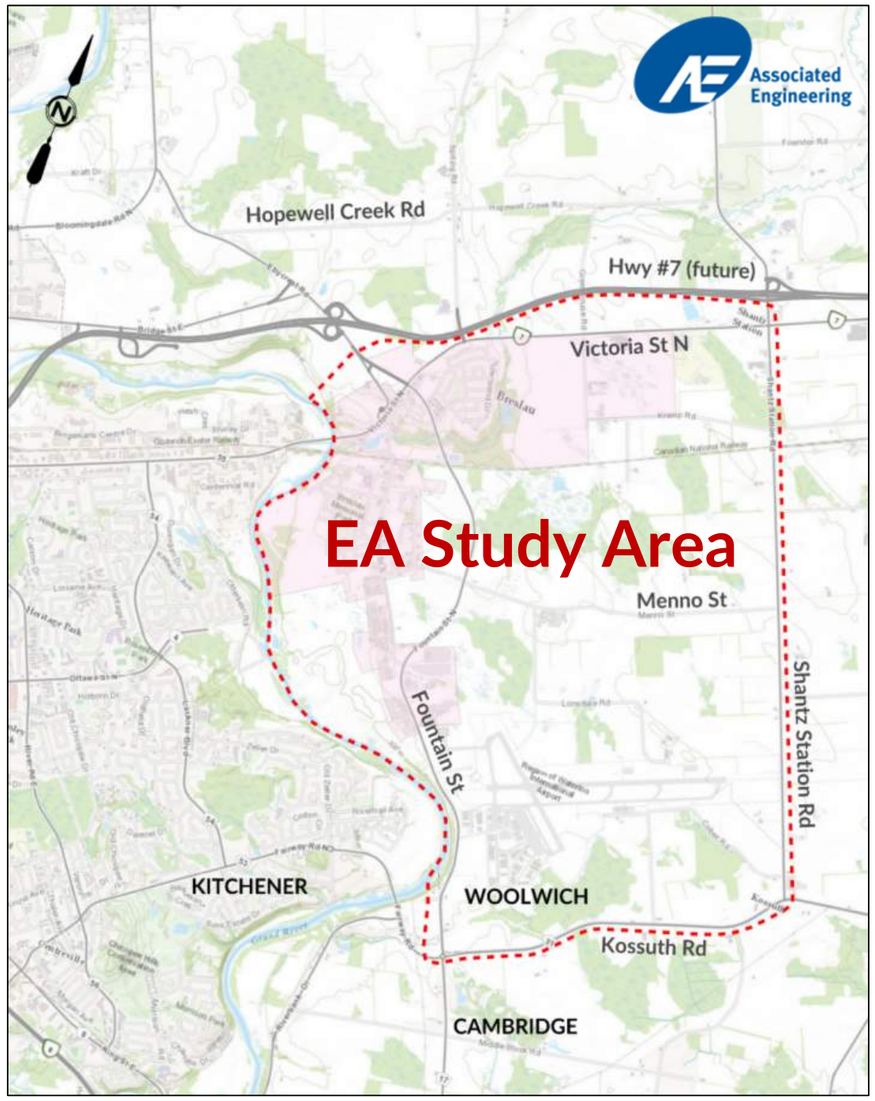


Recap of PCC#1: Project History & Context

East Side Lands Sanitary Servicing EA
North Cambridge Business Park Class EA
Region of Waterloo Airport Master Plan





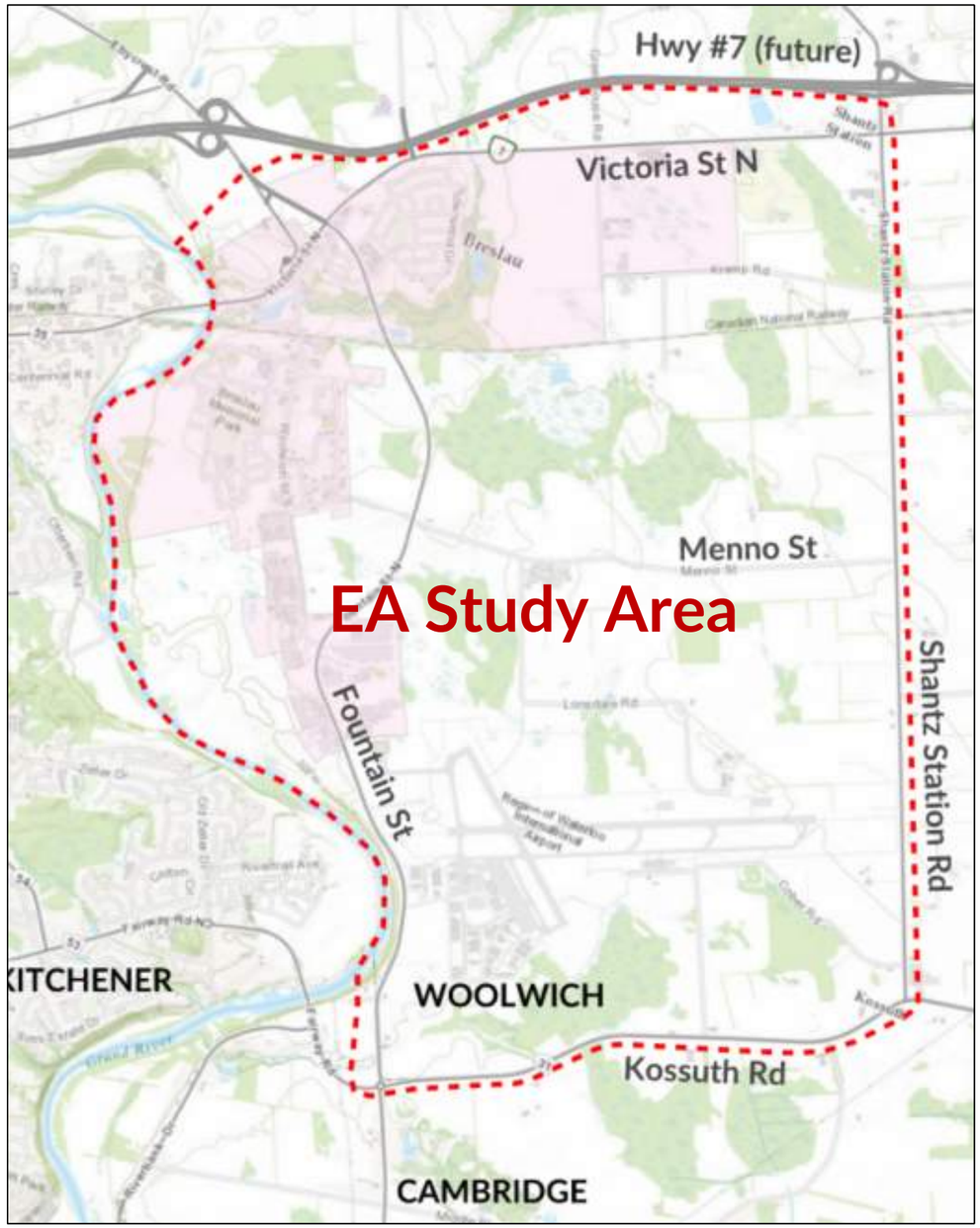


Associated Engineering

WOOLWICH TOWNSHIP

Recap of PCC#1: EA Study Area

- Focus on Township of Woolwich Lands
- Existing Breslau Community
  - Serviced by the Victoria Street Pumping Station
- Expanded Breslau Boundary
  - Future Hwy #7, Shantz Station Rd and Kossuth Rd
- Key Stakeholders:
  - Future Developments in Breslau
  - Conestoga Meat Packers
  - Region of Waterloo Airport (YKF)
  - City of Cambridge



Recap of PCC#1: EA Problem Statement

Sanitary Servicing for the settlement of Breslau is currently provided through a cross-border agreement with the City of Kitchener which allocates partial capacity of the Victoria Street Pumping Station to the Township of Woolwich. As development continues to evolve in Breslau, the use of that capacity is approaching its limits. Planned development / expansion of existing industries near and around the Breslau area as well as surrounding the Region of Waterloo International Airport (YKF) presents an imminent need for new sanitary servicin

Further

Townsh

This ex

Buildin

develop

infrastr

Lands.

Specifi

limit of

infrastr

It is ant

pumping/lift station(s) and possibly pumping station(s) and forcemain(s).

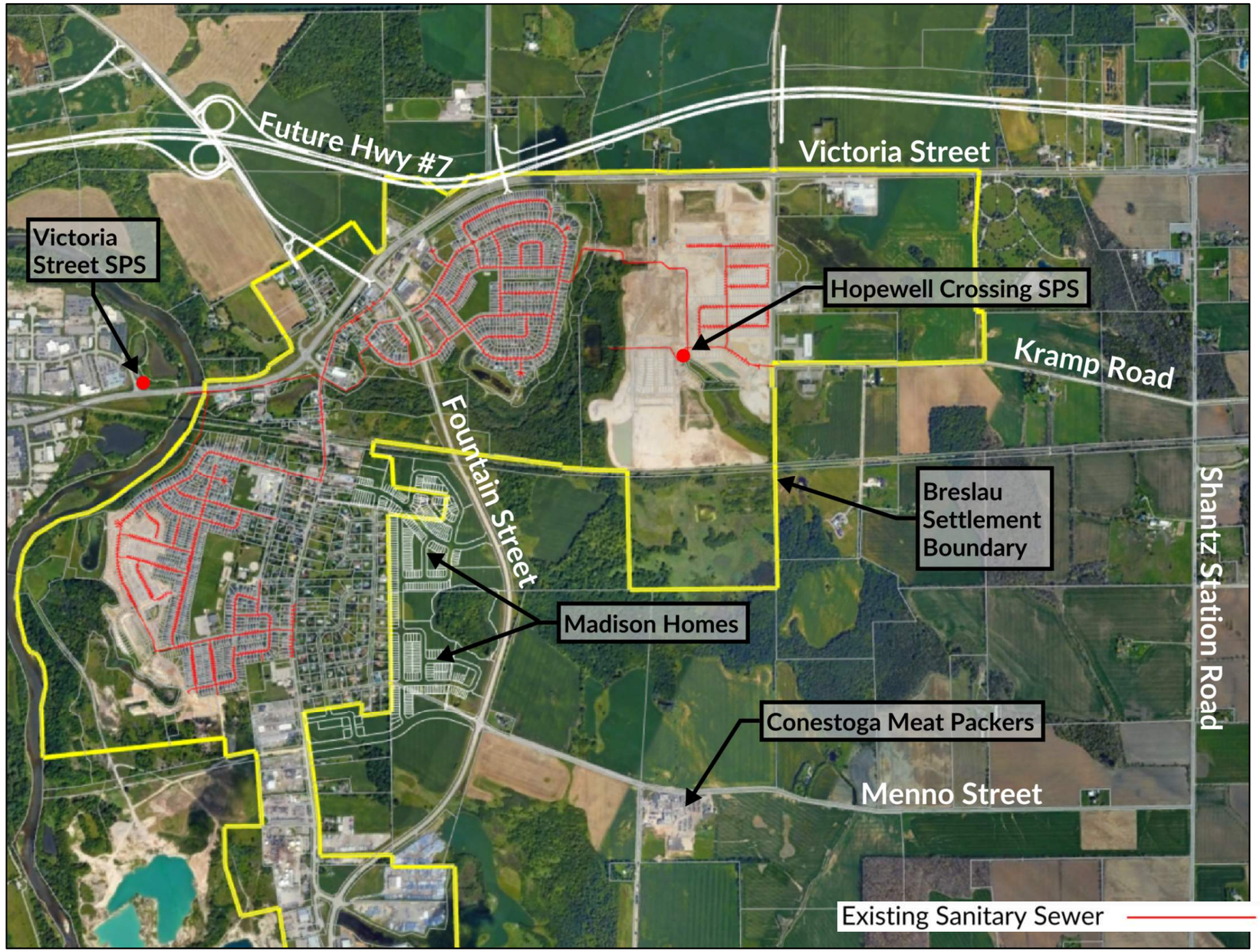
The focus of this EA study is to identify the future sanitary servicing infrastructure that will be required, with a focus on the alignment of the main trunk sewer and location of a new pumping / lift station at the southwest limits, needed to service the Woolwich lands south of Menno Street.

The focus of this EA study is to identify the future sanitary servicing infrastructure that will be required, with a focus on the alignment of the main trunk sewer and location of a new pumping / lift station at the southwest limits, needed to service the Woolwich lands south of Menno Street. Furthermore, this study will aim to identify the future sewer alignment(s) and potential additional pumping stations that may be required to service the lands north of Menno Street.

Recap of PCC#1: Existing Sanitary Infrastructure

Existing Breslau is serviced by the City of Kitchener's Victoria Street Sanitary Pumping Station

(Max. Allowable Flow = 189 L/s)

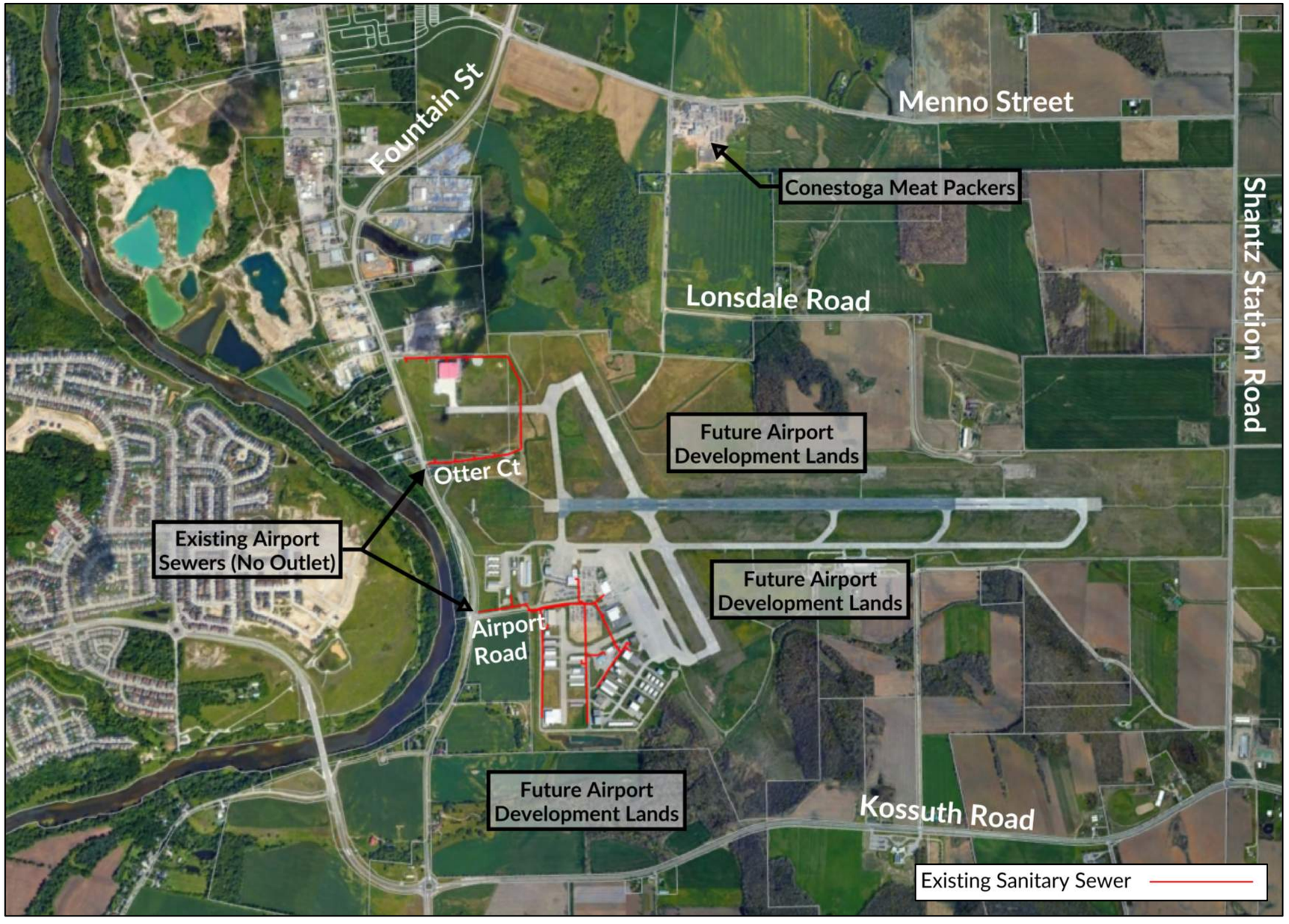


Associated Engineering

WOOLWICH TOWNSHIP

Recap of PCC#1: Existing Sanitary Infrastructure

Conestoga Meats and the Regional Airport lands require immediate servicing upgrades to accommodate current and future planned expansions.

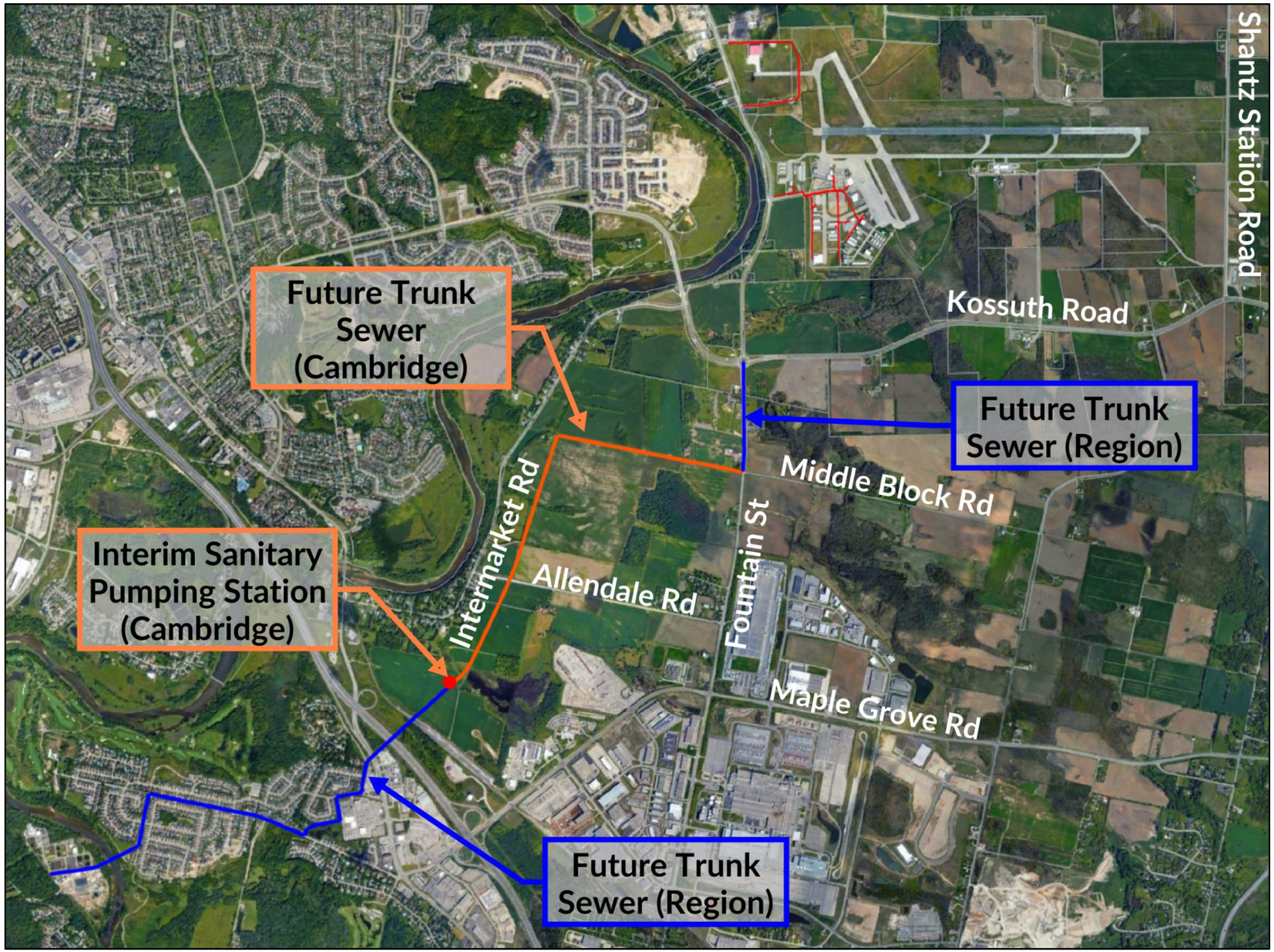


Associated Engineering

WOOLWICH TOWNSHIP

Recap of PCC#1: Planned Downstream Sewer Outlet

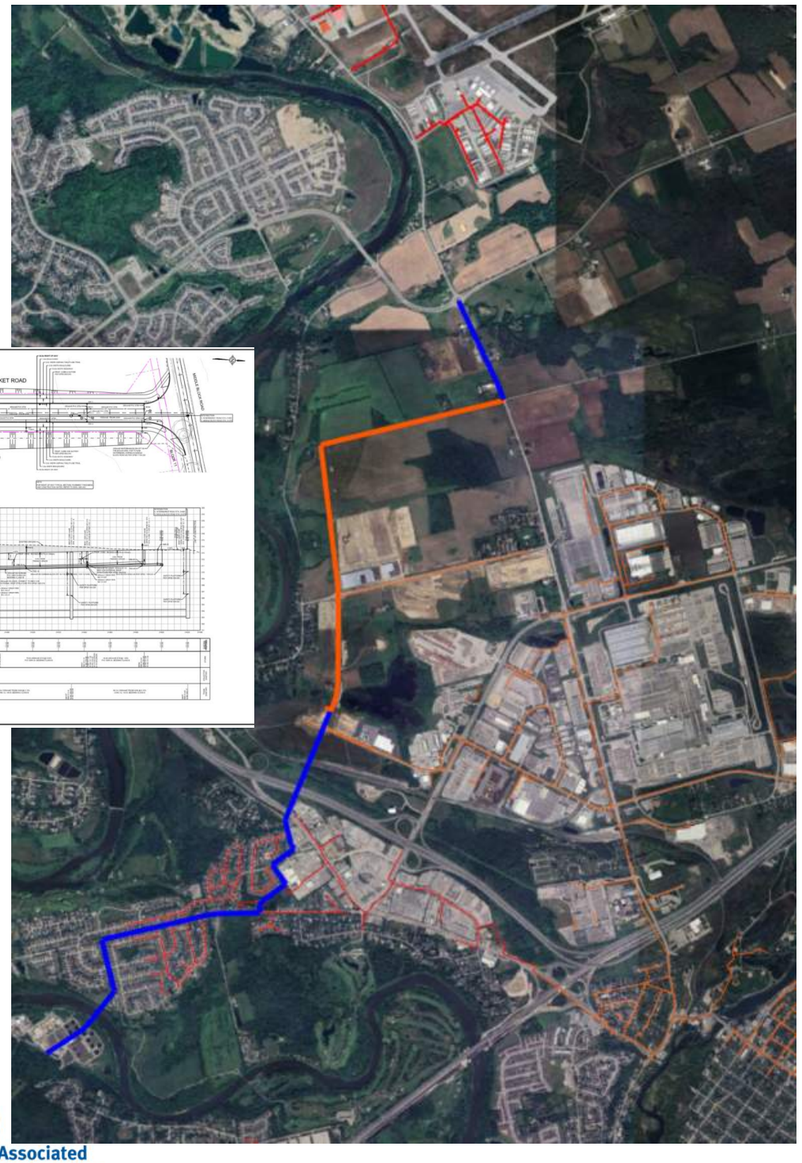
Future trunk sewers downstream of Woolwich are being constructed by the Region of Waterloo and the City of Cambridge

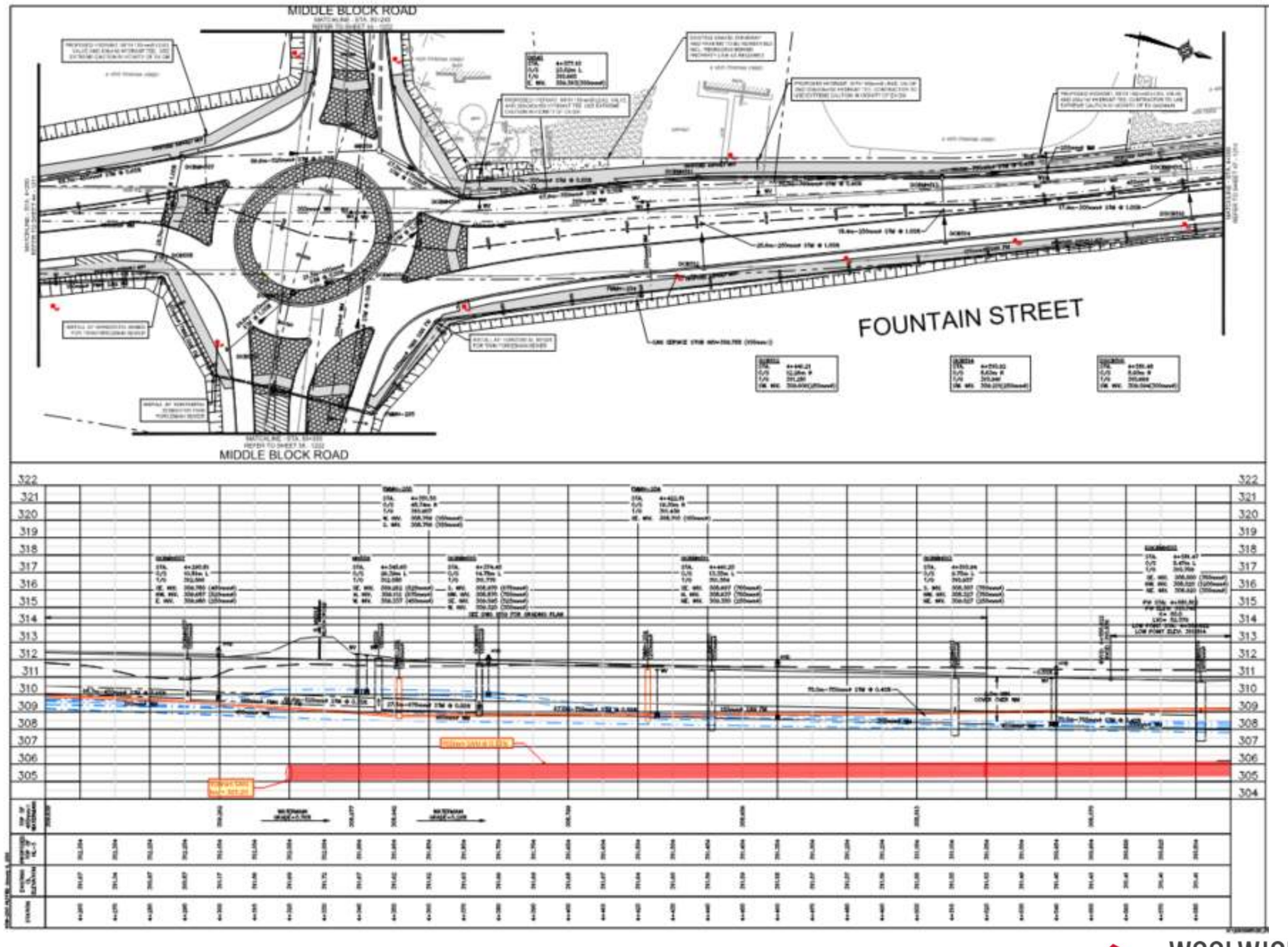


Associated Engineering

WOOLWICH TOWNSHIP

Recap of PCC#1: Planned Downstream Sewer Outlet

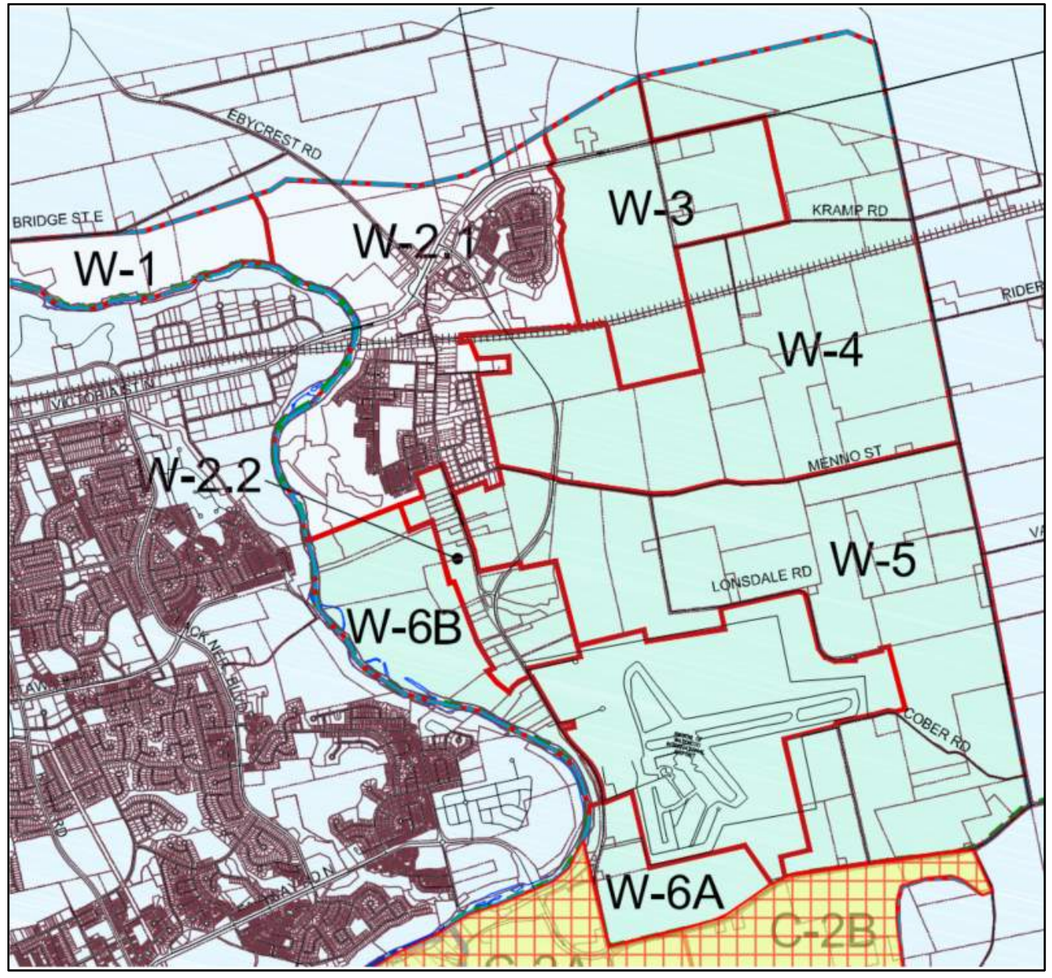




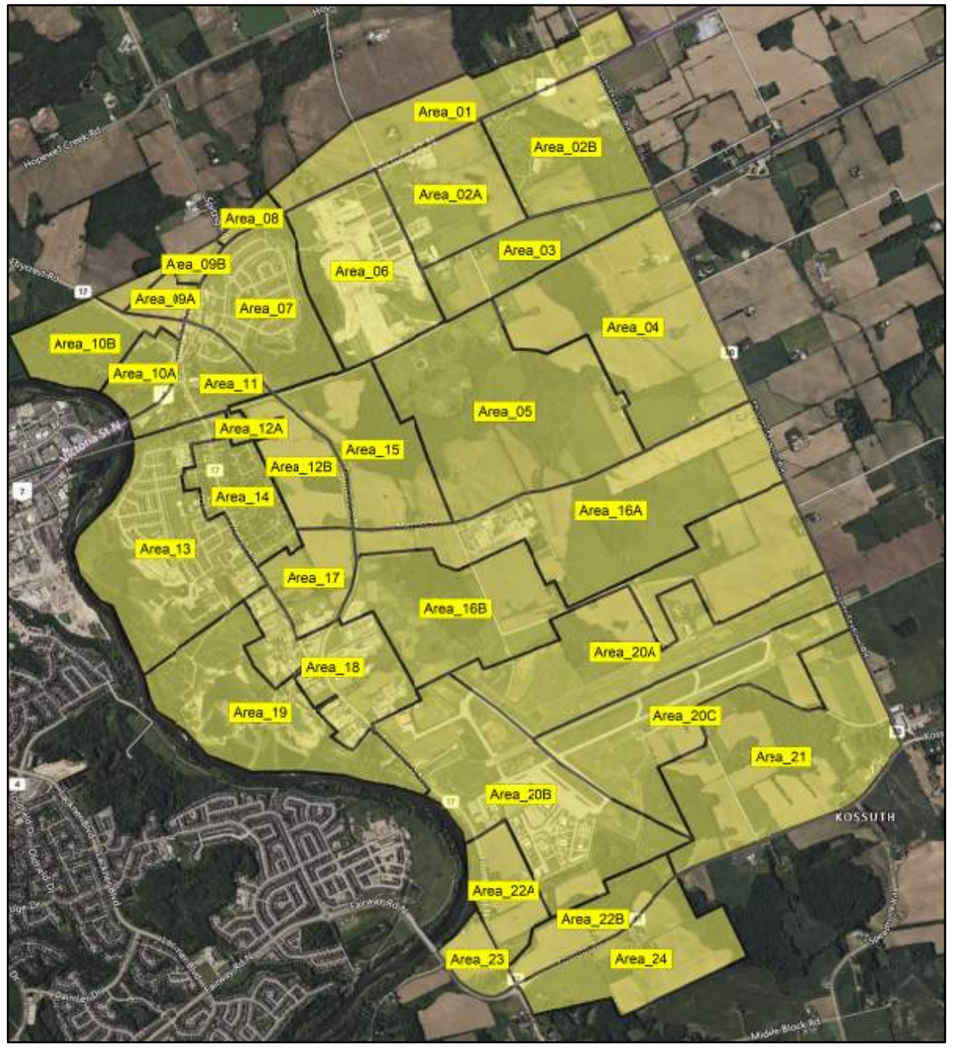
Associated Engineering

WOOLWICH TOWNSHIP

Recap of PCC#1: Sanitary Drainage Areas & Flow Rates



Coarse Sanitary Drainage Areas from the 2018 Sanitary Servicing EA

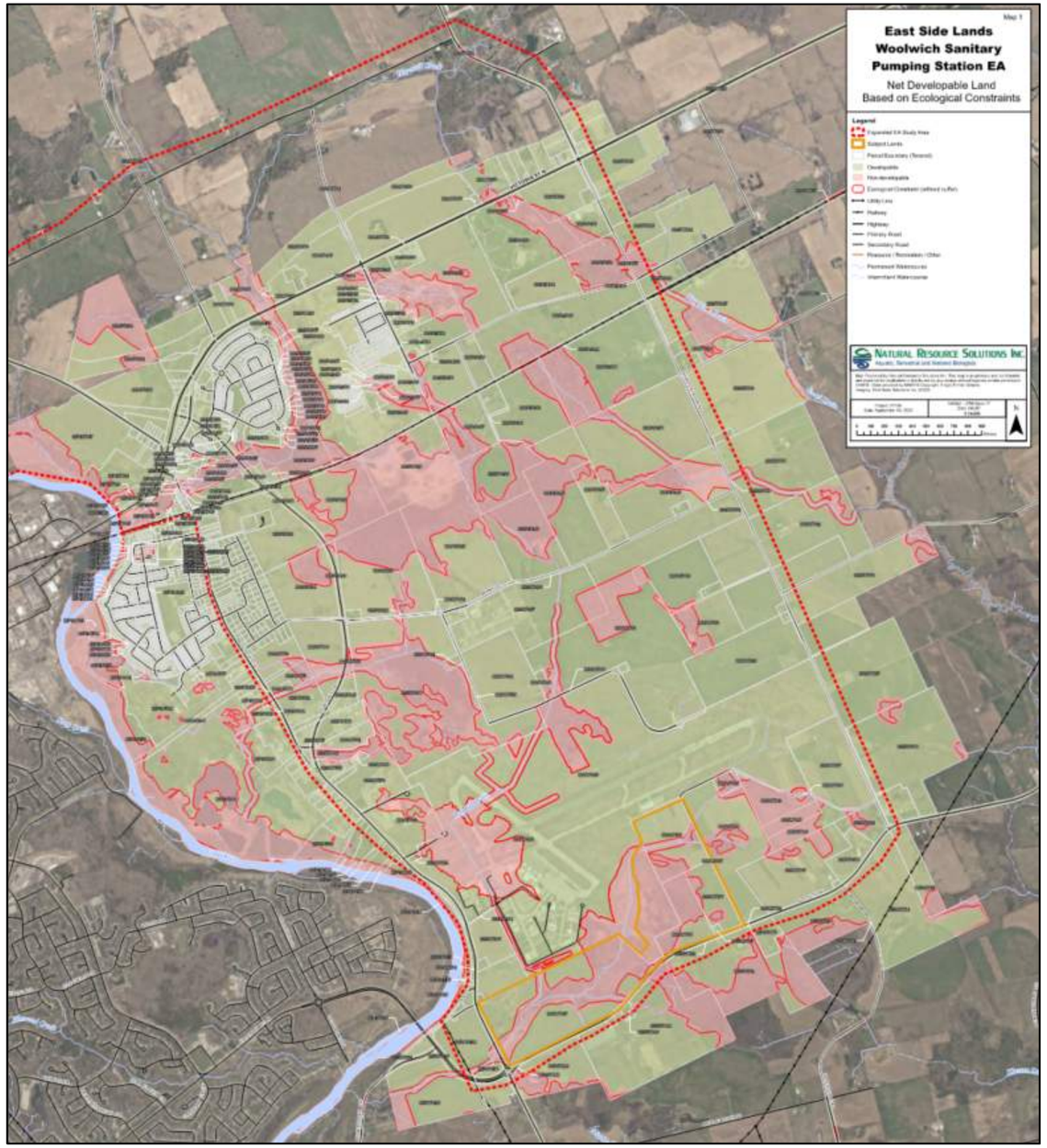


Refined Drainage Areas for Current EA's Sanitary Assessment

Recap of PCC#1: Sanitary Drainage Areas & Flow Rates

Detailed analysis of existing land uses and property ownership.

Exclusion of **Environmental Constraint areas** to determine "**Net Developable Areas**" to be used to calculate design flow rates.



Associated Engineering

WOOLWICH TOWNSHIP

Recap of PCC#1: Sanitary Drainage Areas & Flow Rates

Design Flow Rates *will be calculated based on "**Equivalent Population**" approach, using assumed population densities for residential and non-residential land uses.*

Delineation of flows from each sanitary catchment area is used to assist with modeling and development scenarios.

Key Variables:

- Average Daily Flow (ADF)
  - 275 L/cap/day
- Population Density
  - Residential
  - Non-Residential
- Peaking Factor (2.0)
- Extraneous Flows (I&I)
  - 0.15 L/ha/s

Design Flowrate at Downsream Limit = 546 L/s

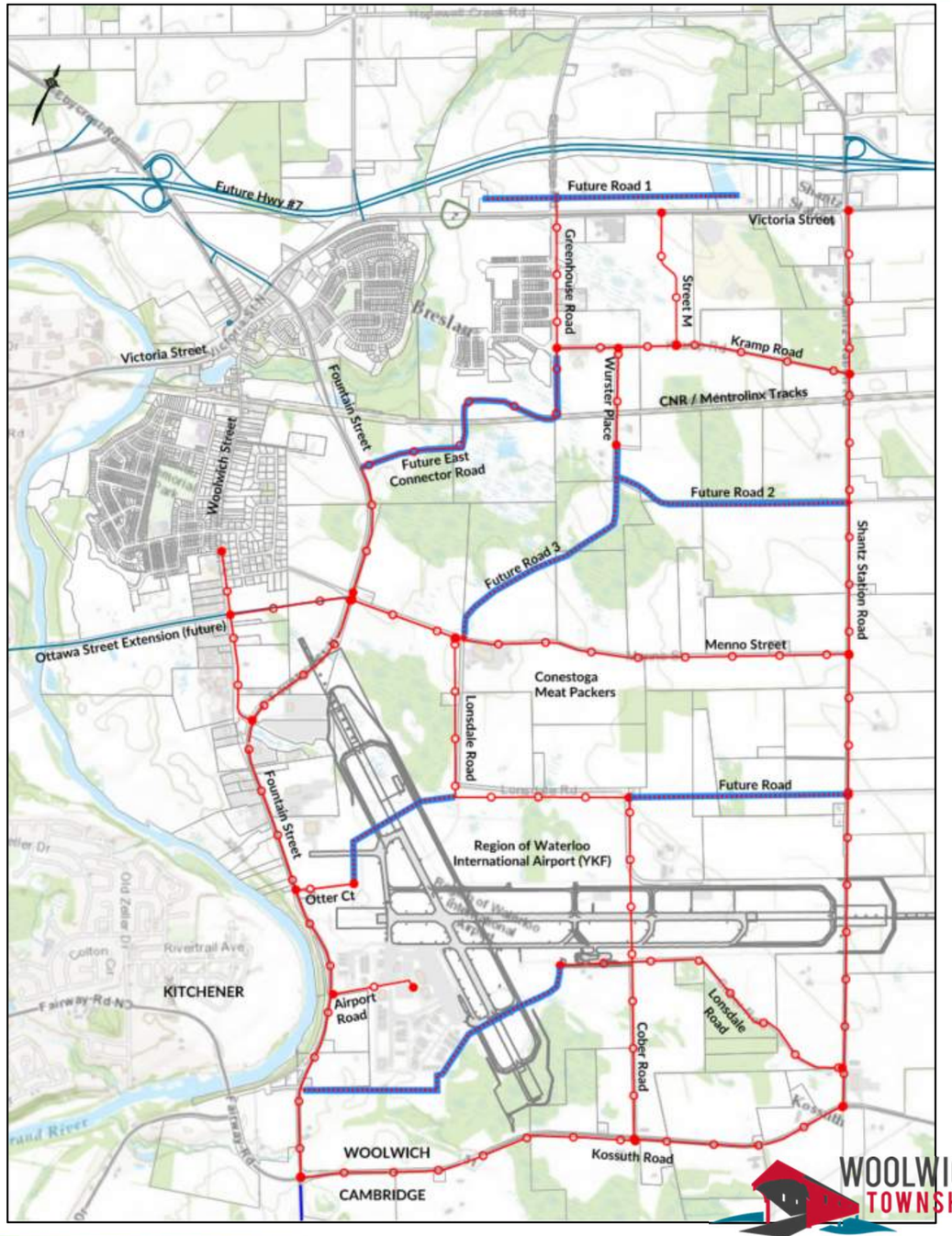
Associated Engineering

WOOLWICH TOWNSHIP

Recap of PCC#1: Assumed Future Sewer Network

Ultimately and as lands develop over time, the existing roads will be upgraded and will typically include new sanitary sewers. Some new roads have been assumed based on net developable areas (to be confirmed or adjusted by future planning studies).

A focus of this EA study is to determine the alignment for ultimate “Trunk” Sewer(s).



Legend

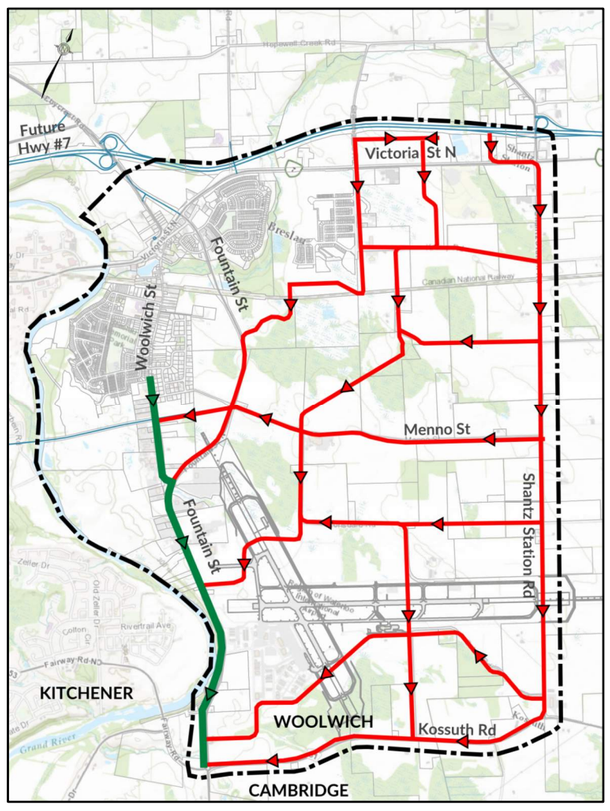
- Anticipated Future Sanitary Sewer (On Ex. Road)
- Possible Future Sanitary Sewer (On Possible Future Road)
- Planned Trunk Sanitary Sewer (RMW)

Associated Engineering

WOOLWICH TOWNSHIP

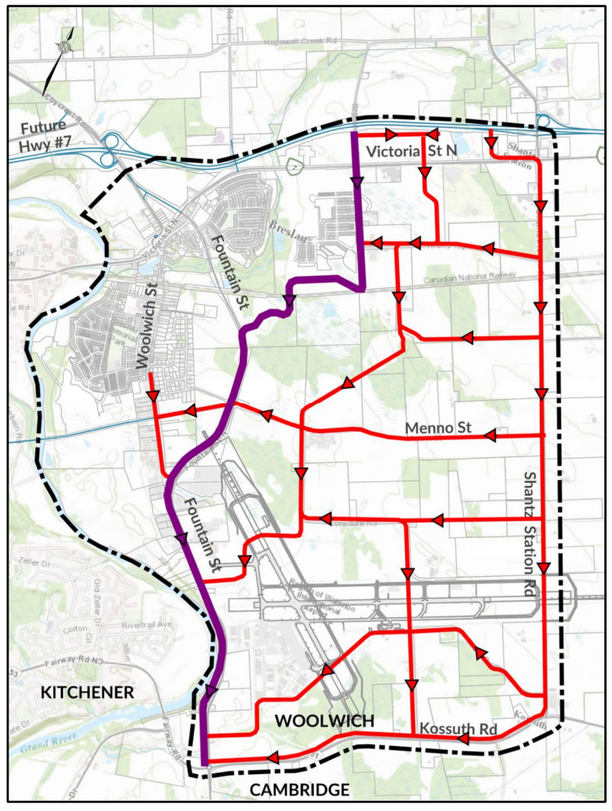
Recap of PCC#1: Trunk Sewer Alternative Alignments

Alignment #1



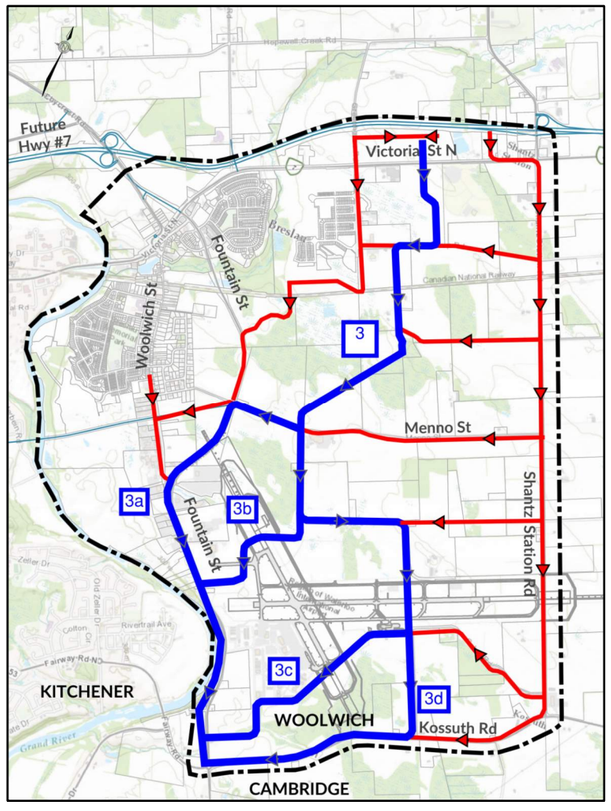
Legend:
- Study Area Boundary
- Trunk Sewer Alt #1
- Future Local Sewer

Alignment #2



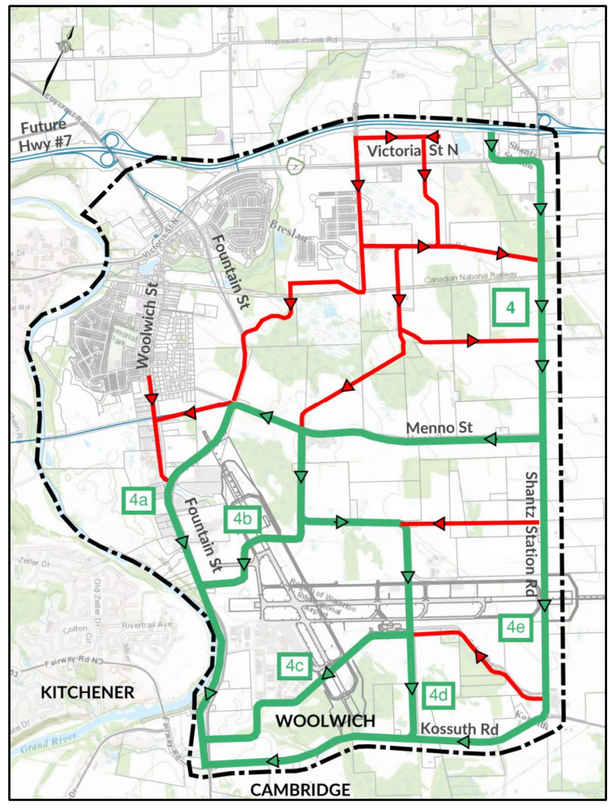
Legend:
- Study Area Boundary
- Trunk Sewer Alt #2
- Future Local Sewer

Alignment #3 (abcd)



Legend:
- Study Area Boundary
- Trunk Sewer Alt #3
- Future Local Sewer

Alignment #4 (abcde)



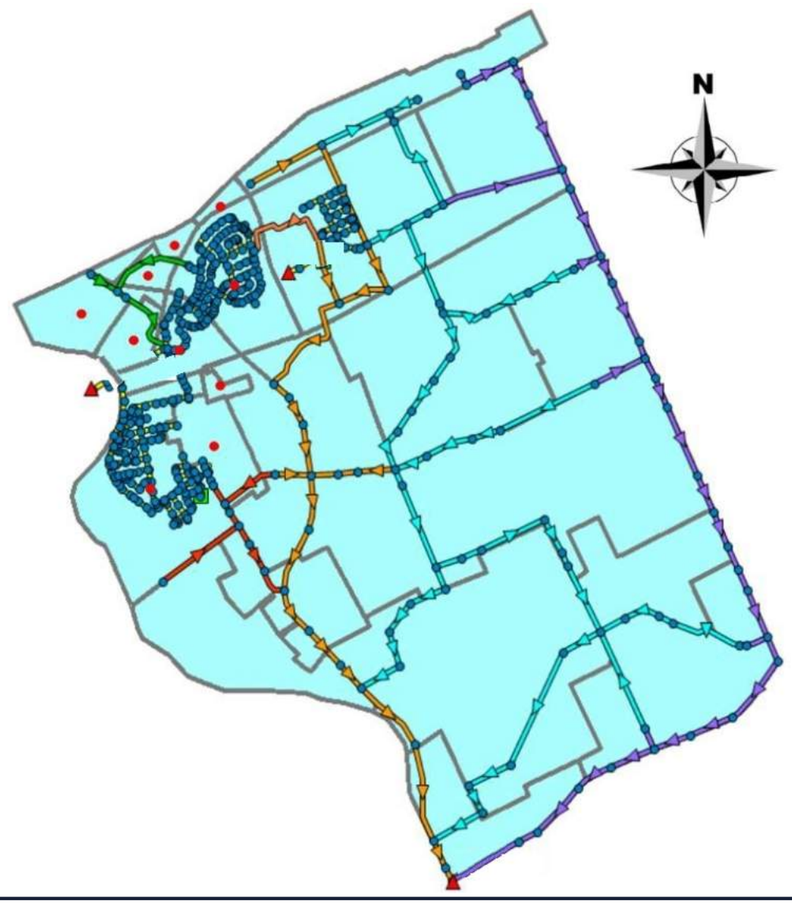
Legend:
- Study Area Boundary
- Trunk Sewer Alt #4
- Future Local Sewer

Associated Engineering

WOOLWICH TOWNSHIP

Trunk Sewer Alignments & Analysis

1. Alt. Trunk #1 - Woolwich + Fountain
2. Alt. Trunk #2 - Greenhouse Road to East Connector to Fountain
3. Alt. Trunk #3A = Street M + Wurster Place + New Road + Menno + Fountain+
4. Alt. Trunk #3B = Street M + Wurster Place + New Road + Lonsdale + Otter + Fountain
5. Alt. Trunk #3C = Street M + Wurster Place + New Road + Lonsdale + cross runway + Norseman + Fountain
6. Alt. Trunk #3D = Street M + Wurster Place + New Road + Lonsdale + cross runway+Cober+ Kossuth
7. Alt. Trunk #4A = Victoria + Shantz Station + Menno + Fountain
8. Alt. Trunk #4B = Victoria + Shantz Station + Menno + Lonsdale + Otter + Fountain
9. Alt. Trunk #4C = Victoria + Shantz Station + Menno + Lonsdale + runway + Norseman + Fountain
10. Alt. Trunk #4D = Victoria + Shantz Station + Menno + Lonsdale + Runway + Cober + Kossuth
11. Alt. Trunk #4E = Victoria + Shantz Station + Kossuth

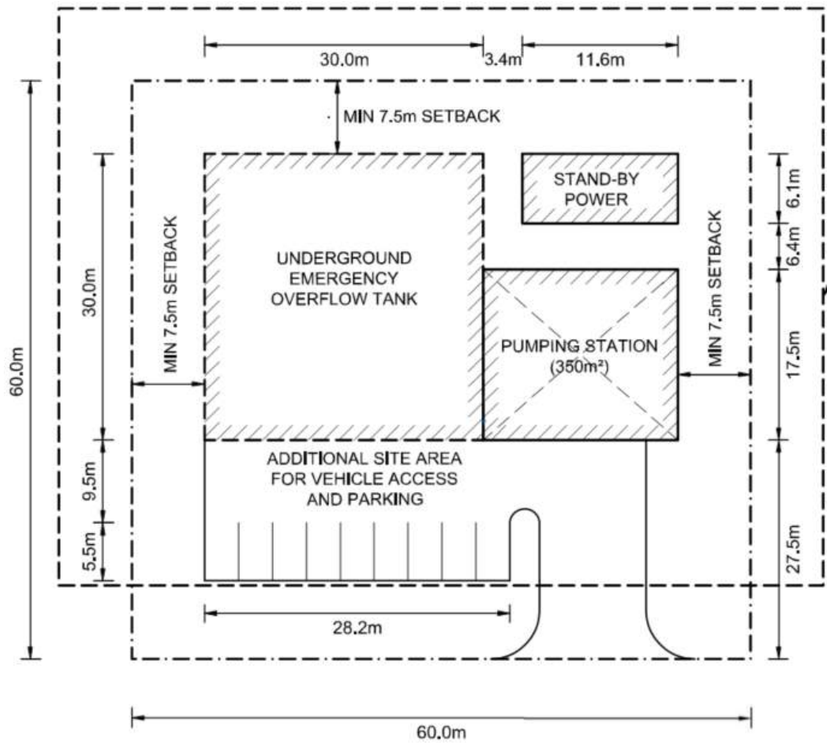


Gravity Sewer Depth Analysis

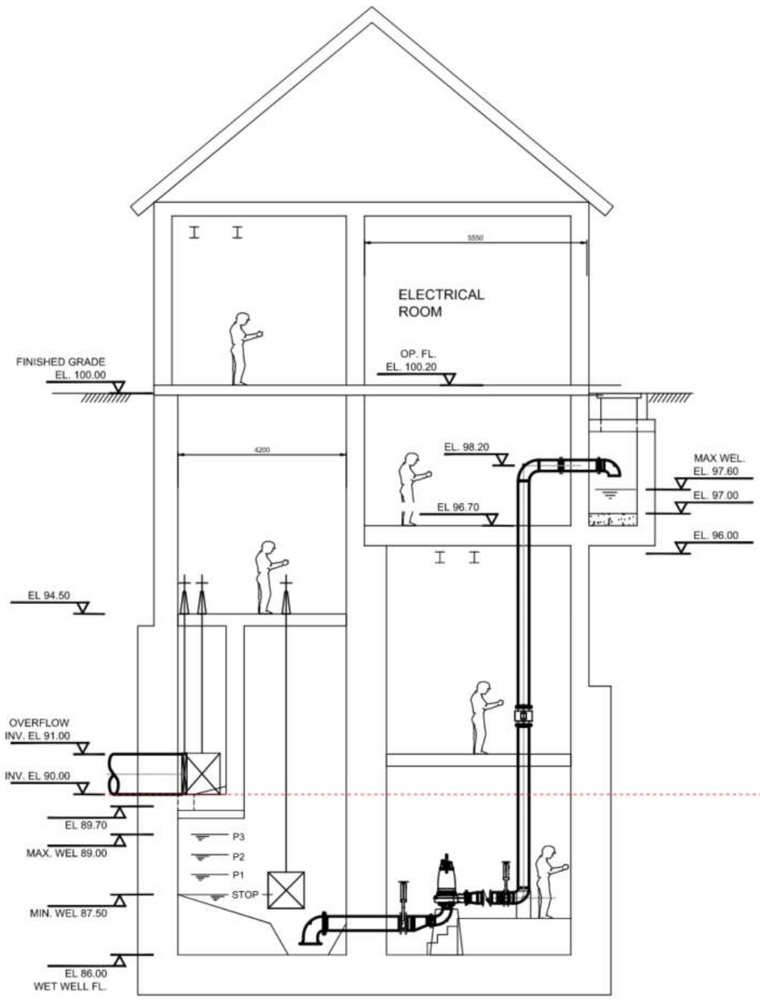
Atlernative Alignments	Trunk Only D/S Depth (m)	All Sewers D/S Depth (m)
Alt. Trunk #1	12.2	18.2
Alt. Trunk #2	10.6	16.9
Alt. Trunk #3A	10.6	16.9
Alt. Trunk #3B	**9.0**	**15.6**
Alt. Trunk #3C	12.8	20.1
Alt. Trunk #3D	14.4	21.0
Alt. Trunk #4A	16.9	19.7
Alt. Trunk #4B	15.6	18.5
Alt. Trunk #4C	20.1	22.9
Alt. Trunk #4D	21.0	23.8
Alt. Trunk #4E	14.6	23.8

Recap of PCC#1: Preliminary Pumping Station Sizing & Layout

- Assumed Design Flow Rate: +/- 500 L/s
- Assumed Influent Sewer Depth: +/- 10m



Plan View

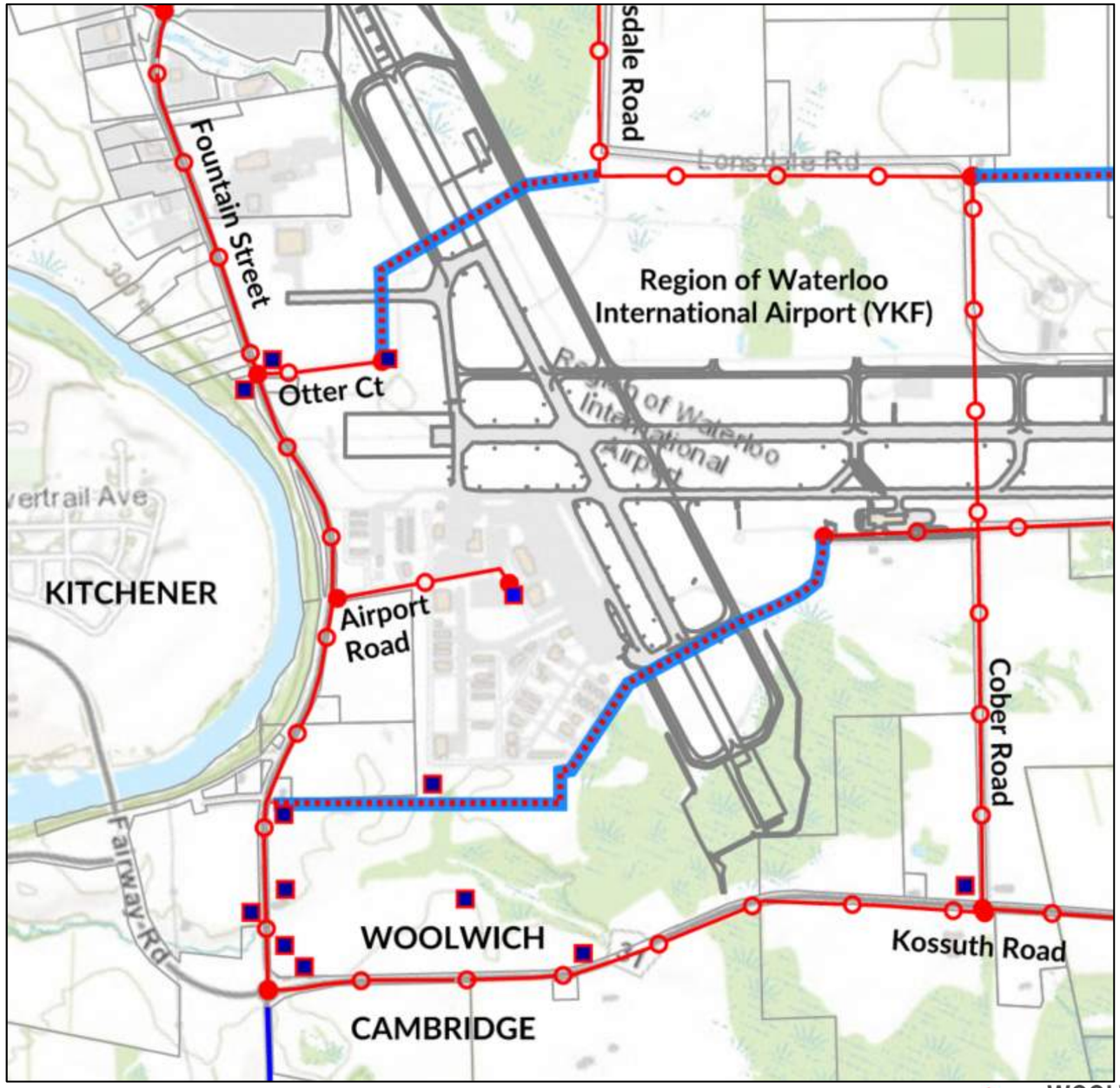


Cross-Section

Recap of PCC#1: Alternative Pumping Station Locations

Recognizing that all upstream sewer flows will eventually converge at the Fountain / Kossuth intersection, a ‘long list’ alternative locations for the Pumping Station site is being considered.

Once a preferred trunk sewer alignment is confirmed, a ‘short list’ of Pumping Station Sites will be identified for further evaluation.



Legend

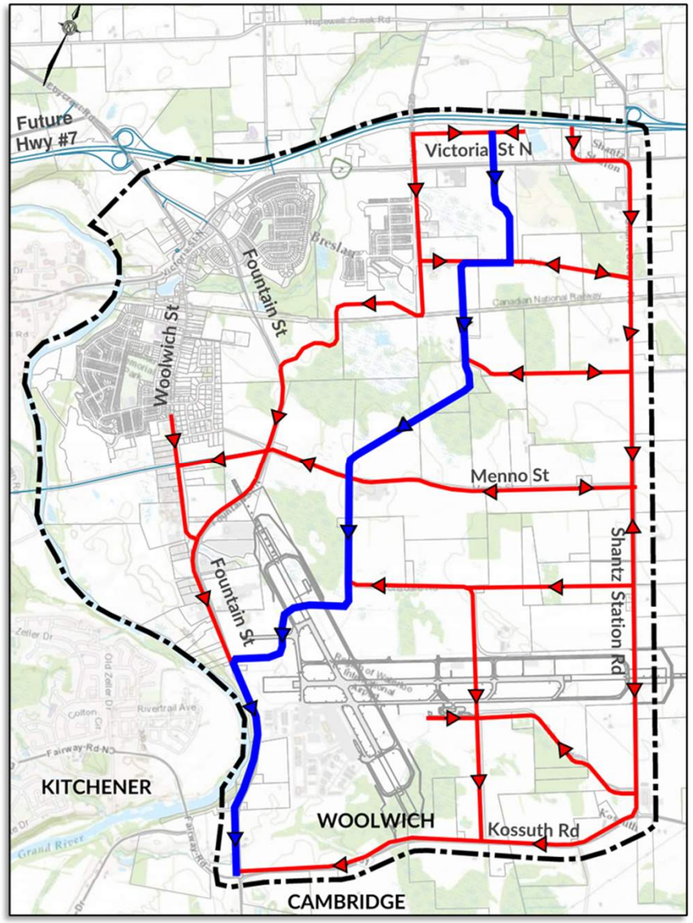
- Anticipated Future Sanitary Sewer (On Ex. Road)
- Possible Future Sanitary Sewer (On Possible Future Road)
- Planned Trunk Sanitary Sewer (RMW)
- Potential Pumping Station Site

Associated Engineering

WOOLWICH TOWNSHIP

Alternative Solutions

Alignment 3B



Alternative #1 – (**3B**) Gravity Sewers Only (Deep) + Lg Lift Station @ Fountain/Kossuth

Alternative #2 – (**3B**) Gravity Sewers (10m max) + Local LS + Lg Lift Station @ Fountain/Kossuth

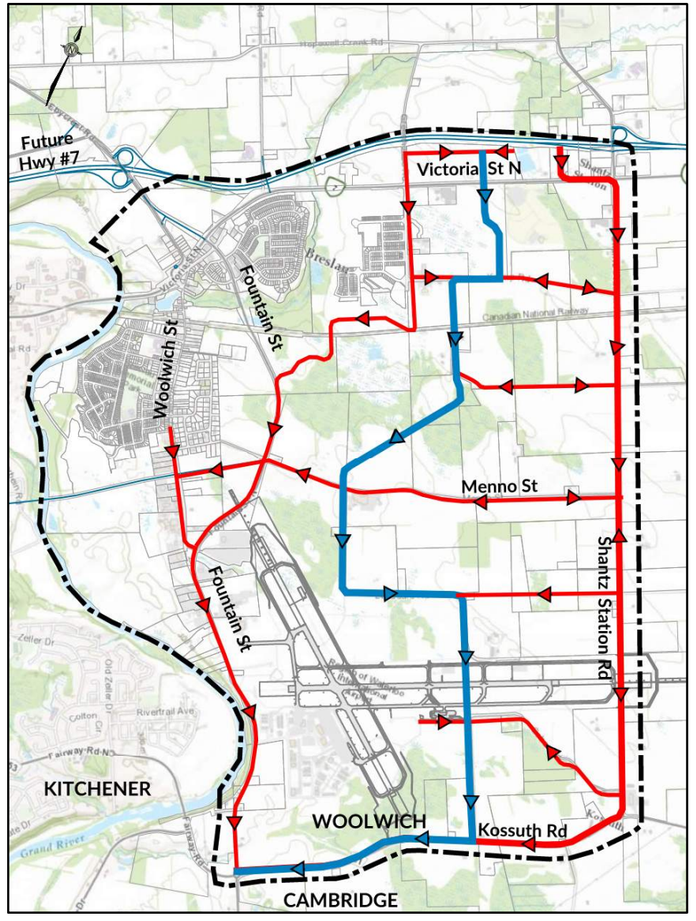
Alternative #3 – (**3D**) Gravity Sewers Only (Deep) + Lg Lift Station @ Fountain/Kossuth

Alternative #4 – (**3D**) Gravity (10m max) + Local LS + Lg Lift Station @ Fountain/Kossuth

Alternative #5 – (**3B *Optimized****) Gravity Sewers + Local LS

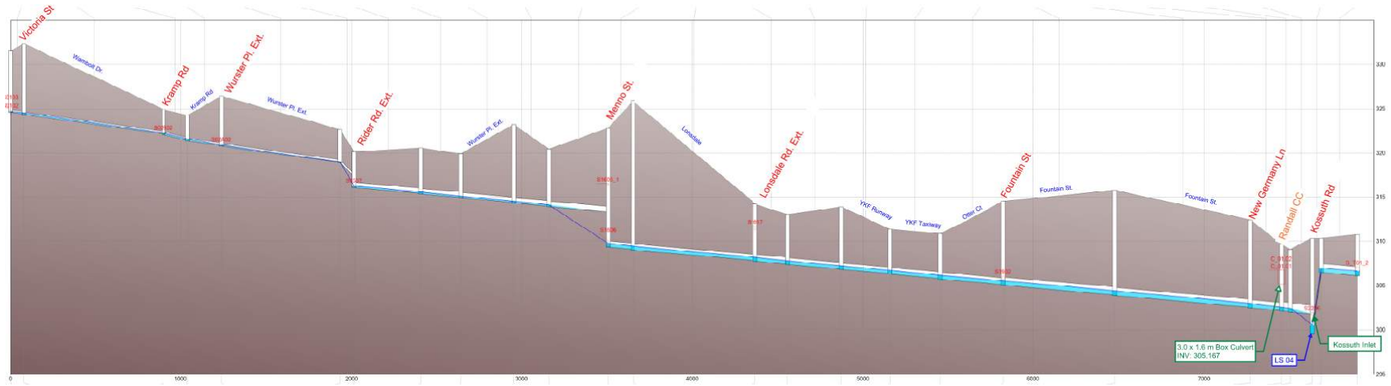
Alternative #6 – (**3D *Optimized****) Gravity Sewers + Local LS

Alignment 3D



Alternative #1

Gravity sewers ONLY along Trunk Sewer **Alignment 3B** (crossing future YKF Runway 14-32 & Apron VII) and local connecting sewers, all using minimum 0.1% slope per MECP guidelines. Results in deeper trunk sewer to downstream end of study area, outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.



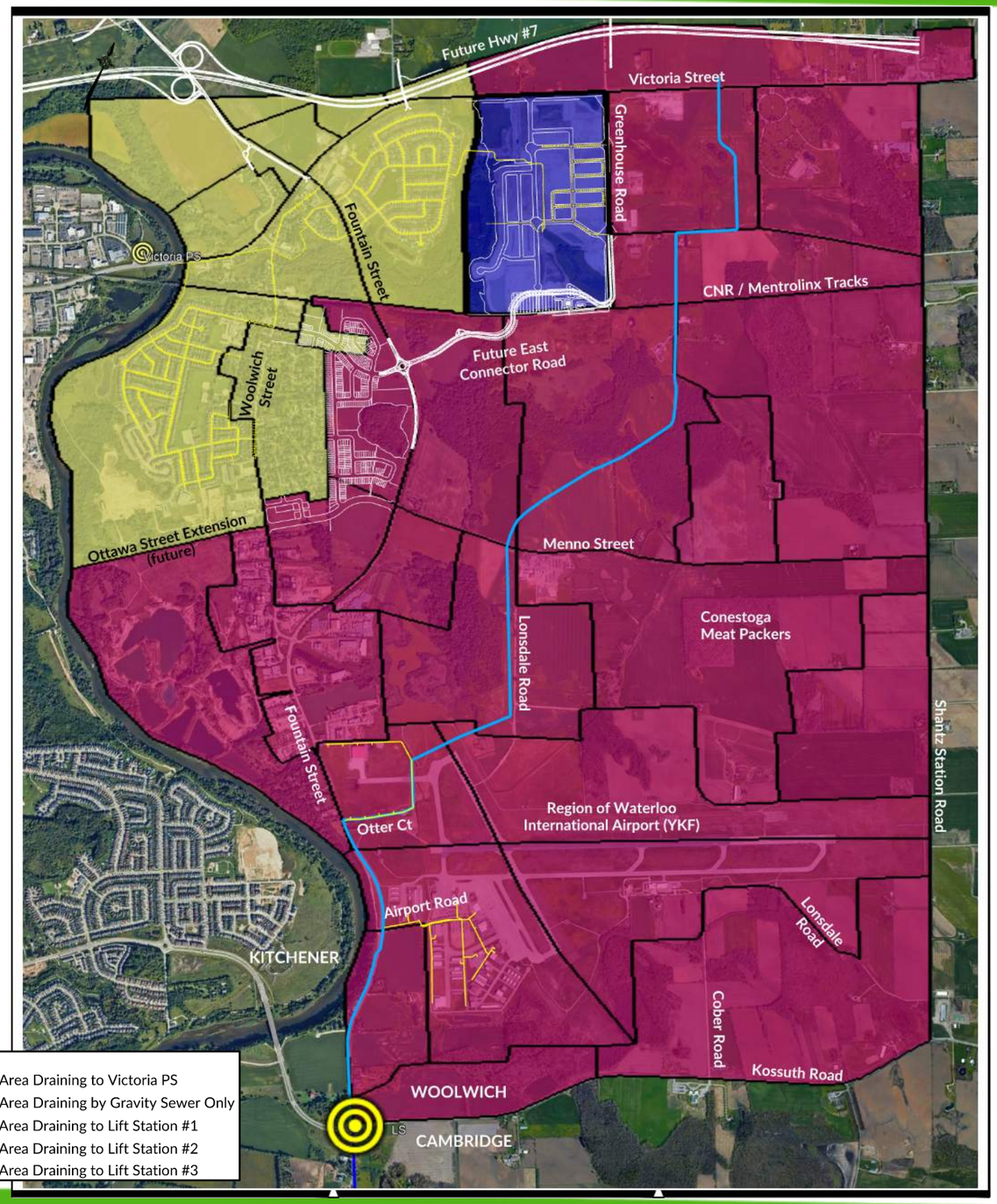
Trunk Sewer Requirements:

- North of Menno Street:
  Length = 3.5 km
  Avg Depth = 5.4m
- South of Menno South:
  Length = 4.1 km
  Avg Depth = 8.6m

Pumping / Lift Stations Required:

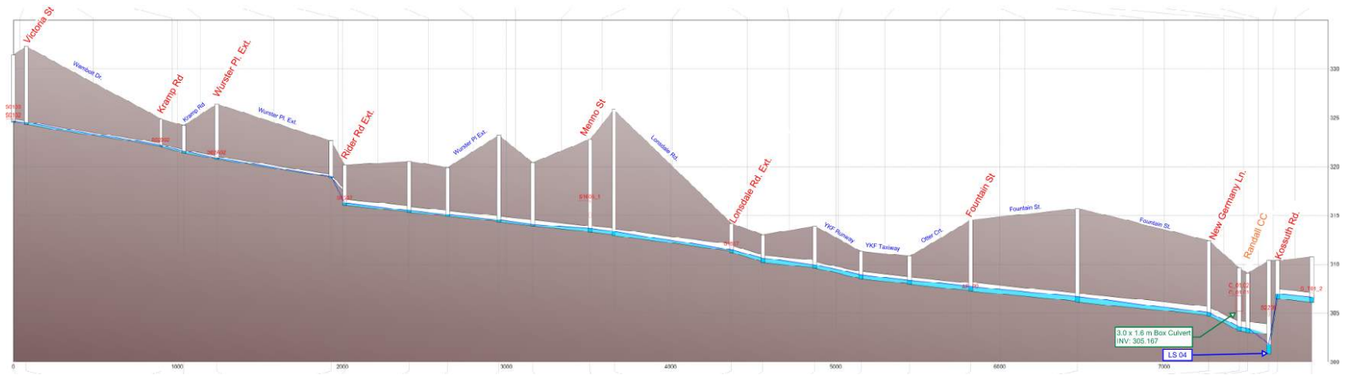
- LS#1: *Not required*
- LS#2: *Not required*
- LS#3: *Not required*
- LS#4: Q=546 L/s | D = 8.9m

"Q" = Design Peak Flow
"D" = Influent Sewer Depth



Alternative #2

Gravity sewers along Trunk Sewer **Alignment 3B** (crossing future YKF Runway 14-32 & Apron VII) and local connecting sewers, all using minimum 0.1% slope per MECP guidelines PLUS local Lift Stations where depth of sewer > 10m. Results in ***less deep*** sewers along downstream end of trunk sewer, outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.



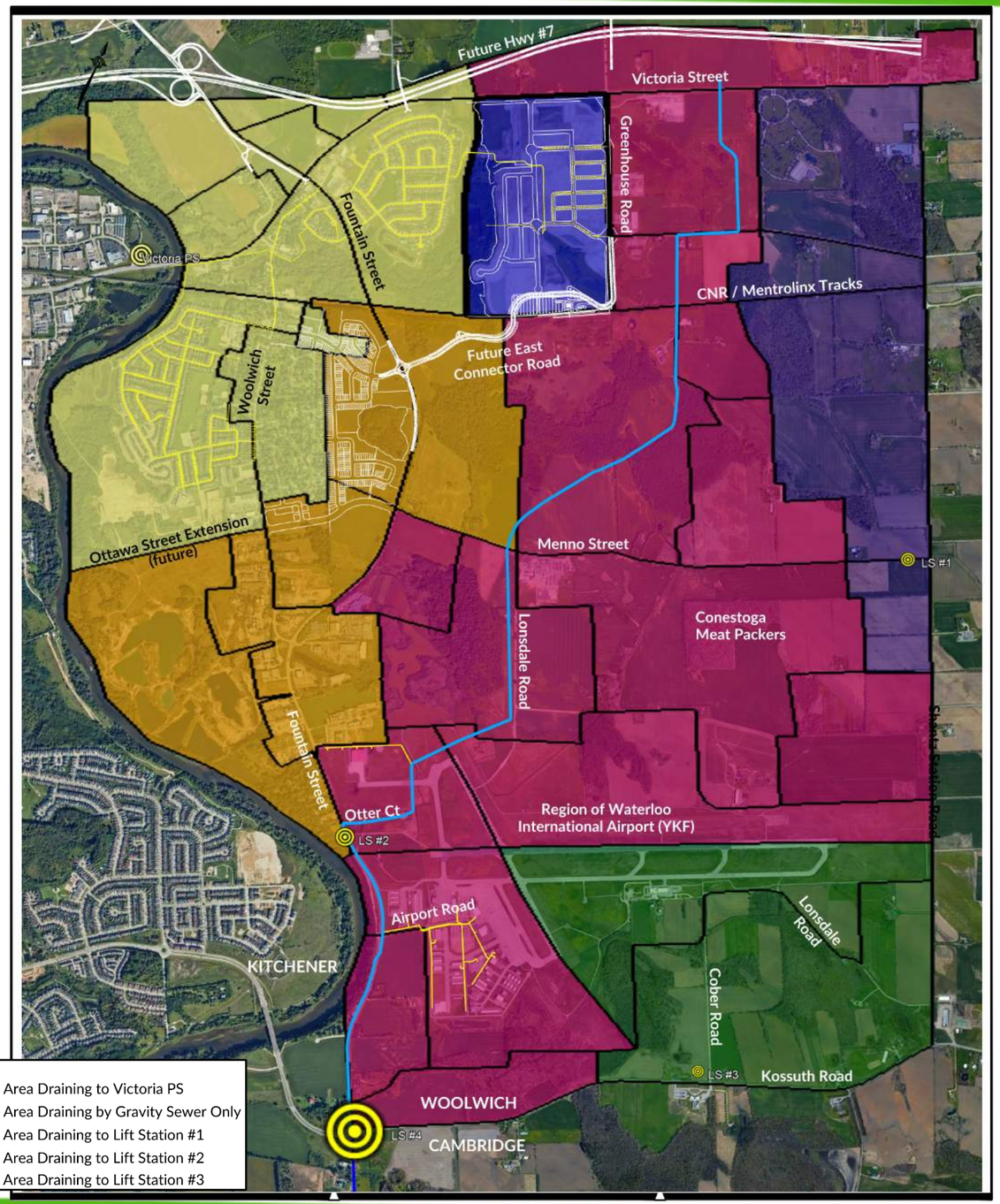
Trunk Sewer Requirements:

- North of Menno Street:
  Length = 3.5 km
  Avg Depth = 5.4m
- South of Menno South:
  Length = 4.1 km
  Avg Depth = 6.1m

Pumping / Lift Stations Required:

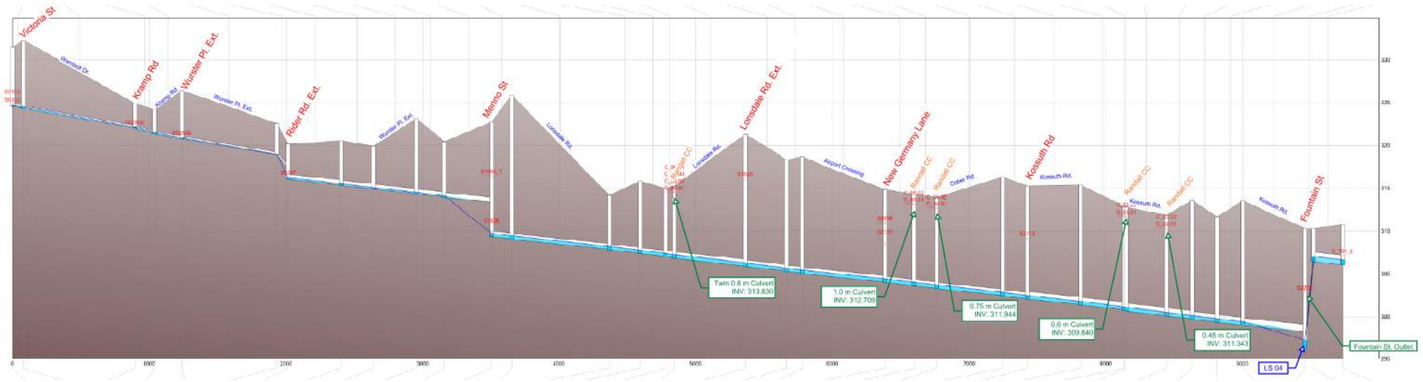
- LS#1: Q=121 L/s | D = 10.9m
- LS#2: Q=157 L/s | D = 9.2m
- LS#3: Q=37 L/s | D =10.1m
- LS#4: Q=546 L/s | D = 7.5m

"Q" = Design Peak Flow
"D" = Influent Sewer Depth



Alternative #3

Gravity sewers ONLY along Trunk Sewer **Alignment 3D** (crossing YKF Runway 08-26) and local connecting sewers, all using minimum 0.1% slope per MECP guidelines. Results in deeper trunk sewer to downstream end of study area, outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.



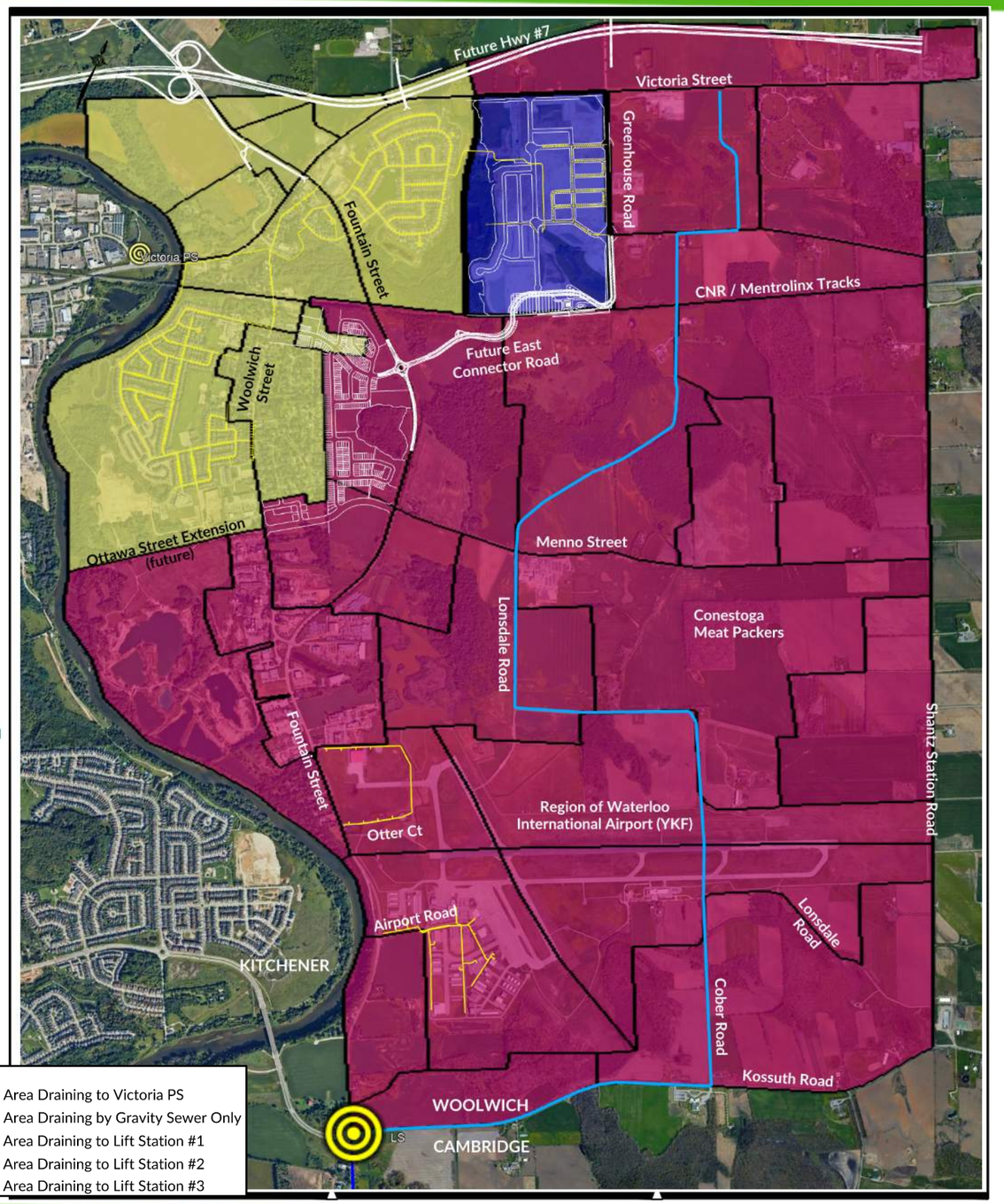
Trunk Sewer Requirements:

- North of Menno Street:
  Length = 3.5 km
  Avg Depth = 5.4m
- South of Menno South:
  Length = 5.5 km
  Avg Depth = 12.0m

Pumping / Lift Stations Required:

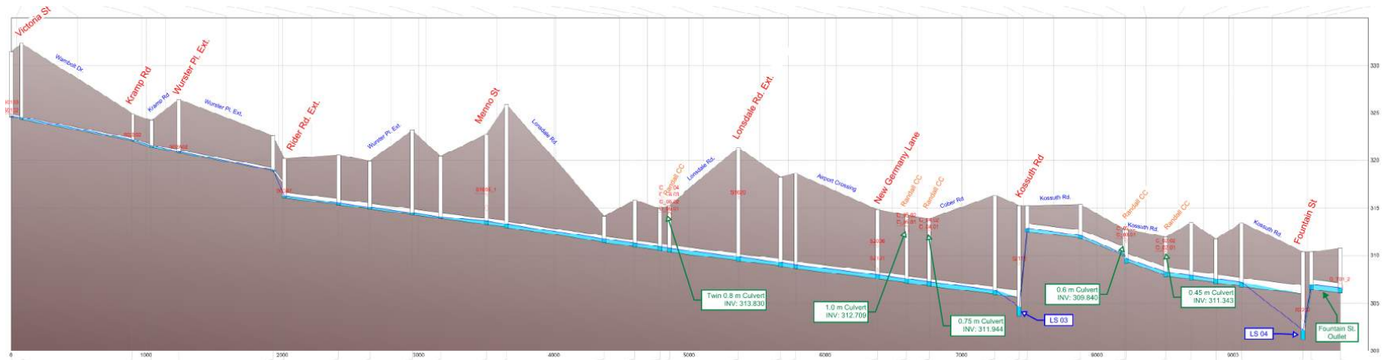
- LS#1: *Not required*
- LS#2: *Not required*
- LS#3: *Not required*
- LS#4: Q=546 L/s | D = 12.2m

"Q" = Design Peak Flow
"D" = Influent Sewer Depth



Alternative #4

Gravity sewers along Trunk Sewer **Alignment 3D** (crossing YKF Runway 08-26) and local connecting sewers, all using mininum 0.1% slope per MECP guidelines PLUS local Lift Stations where depth of sewer > 10m. Results in ***less deep*** sewers along downstream end of trunk sewer alignment outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.



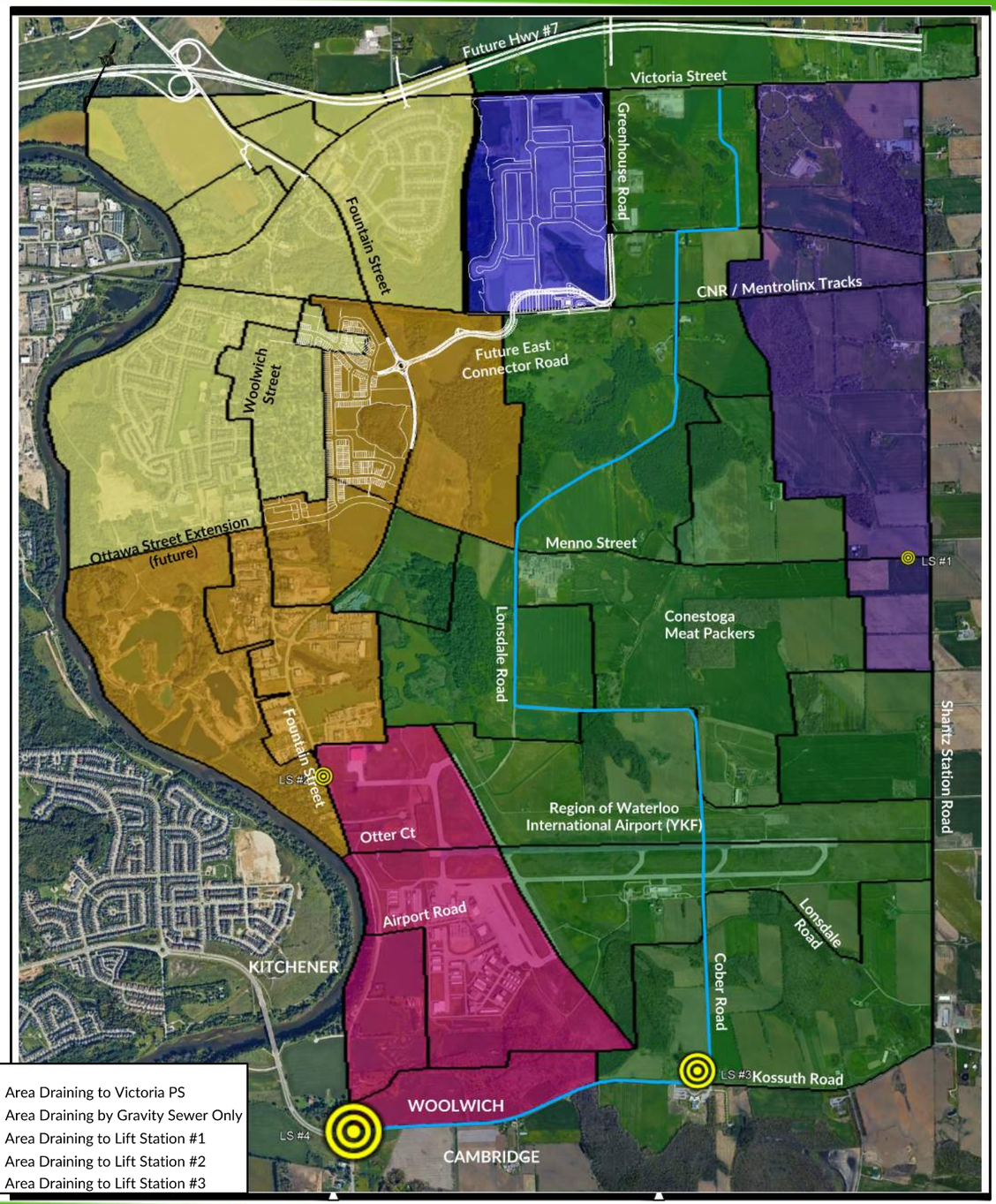
Trunk Sewer Requirements:

- North of Menno Street:
  Length = 3.5 km
  Avg Depth = 5.4m
- South of Menno South:
  Length = 5.5 km
  Avg Depth = 6.5m

Pumping / Lift Stations Required:

- LS#1: Q=121 L/s | D = 10.9m
- LS#2: Q=157 L/s | D = 10.4m
- LS#3: Q=324 L/s | D =9.7m
- LS#4: Q=546 L/s | D = 7.2m

"Q" = Design Peak Flow
"D" = Influent Sewer Depth

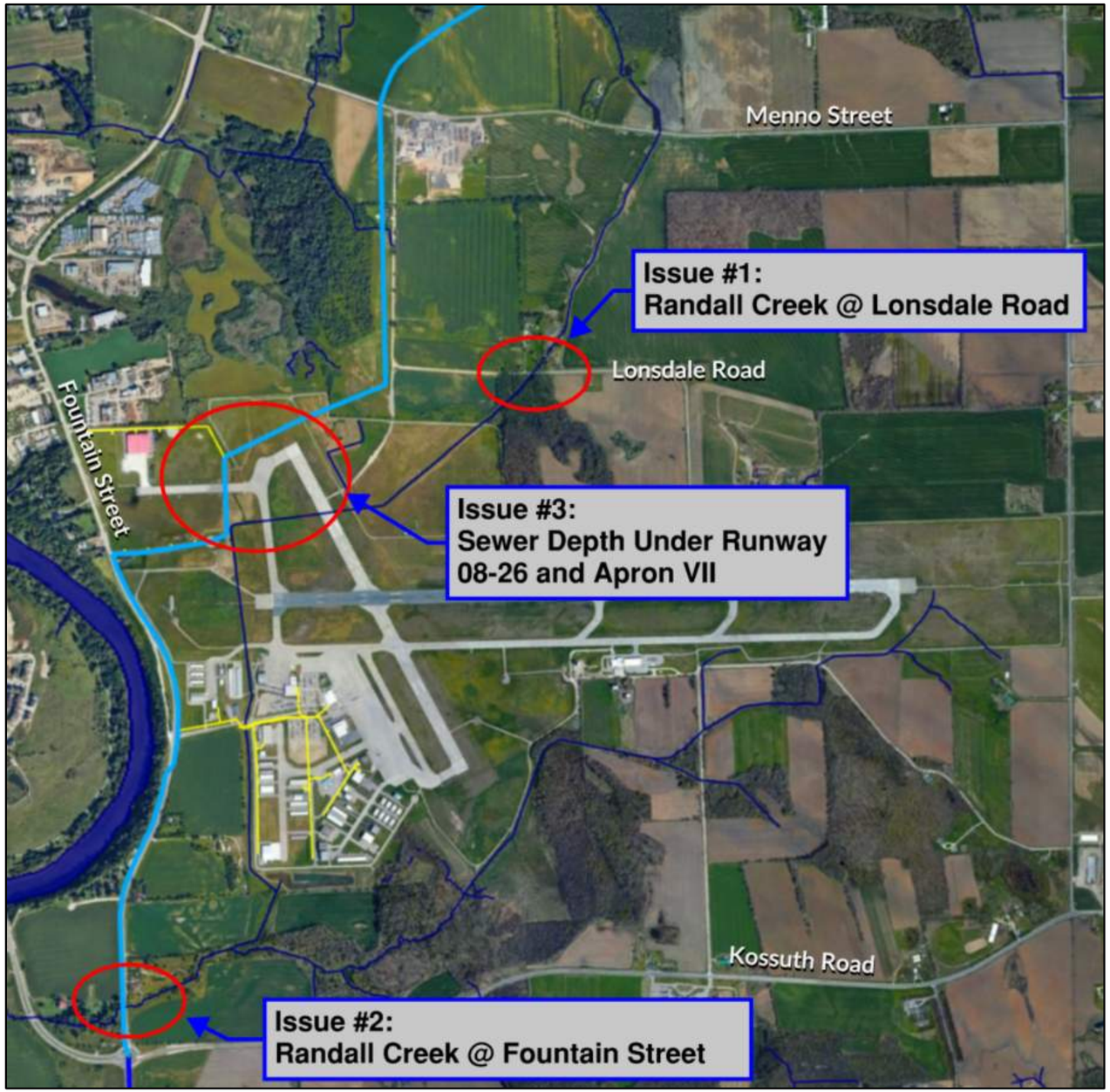


Alignment 3B – Technical Issues

#1 – Randall Creek @ Lonsdale Road

#2 – Randall Creek @ Fountain Street

#3 – Sewer depth under Runway 08-26 and Apron VII



Alignment 3B – Issues: Solution – Part 1

Increase MH spacing and reduce drops thru MH's
to gain more depth on downstream portion along Fountain Street (Middle Block to Otter = +/- 2,400m)

- Currently: 0.10% with 6cm drops @ 90m spacing = 0.167% slope
- Consider: 0.10% with 3cm drops @ 120m spacing = 0.125% slope
- 0.167% - 0.125% = 0.042% x 2,400m = **1.01 m**

Region of Waterloo Design Guidelines (DGSSMS 2024)

B.3.2.2 Spacing

The maximum spacing for maintenance holes shall be as follows for the sewer diameters indicated:

• 200 mm to 450 mm	90 m
• Larger than 450 mm to 900 mm	120 m
• Larger than 900 mm	at approval of Chief Municipal Engineer

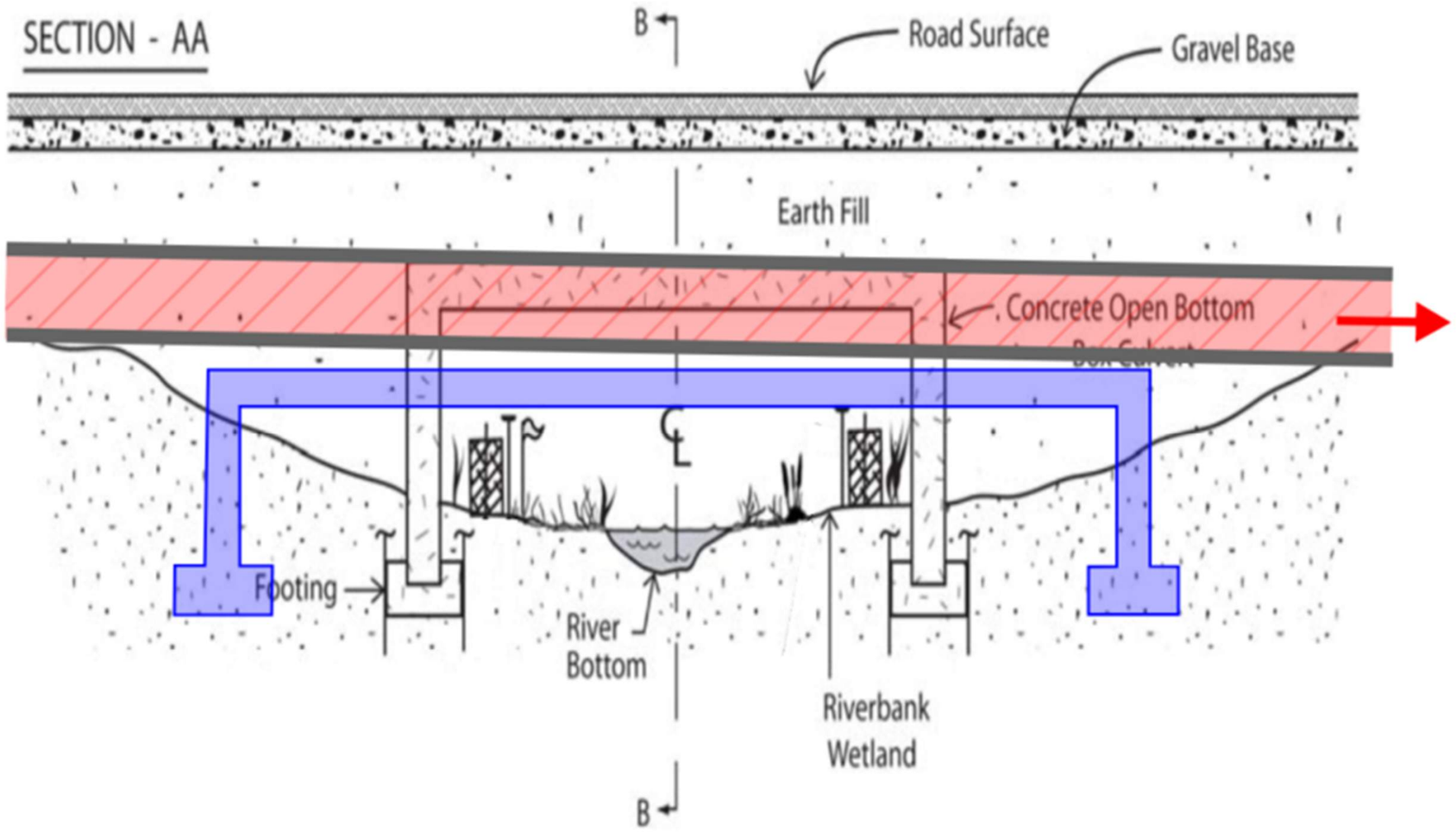
MECP Sewer Design Guidelines

Nominal Sewer Size	Minimum Slope m / 100m
200 mm (8 inch) (NPS-8)	0.40
250 mm (10 inch) (NPS-10)	0.28
300 mm (12 inch) (NPS-12)	0.22
350 mm (14 inch) (NPS-14)	0.17
375 mm (15 inch) (NPS-15)	0.15
400 mm (16 inch) (NPS-16)	0.14
450 mm (18 inch) (NPS-18)	0.12
525 mm (21 inch) (NPS-21)	0.10
600 mm (24 inch) (NPS-24)	0.08
675 mm (27 inch) (NPS-27)	0.067
750 mm (30 inch) (NPS-30)	0.058
825 mm (33 inch) (NPS-33)	0.052
900 mm (36 inch) (NPS-36)	0.046
975 mm (39 inch) (NPS-39)	0.041
1050 mm (42 inch) (NPS-42)	0.037

Alignment 3B – Issue #3: Solution – Part 2

Replace Existing Box Culvert – Flatter and Wider





Alignment 3B – Issue #3: Solution – Part 3

Re-align Trunk 3B to Jetliner Court to avoid Apron VII & additional creek crossing

Otter Court Alignment

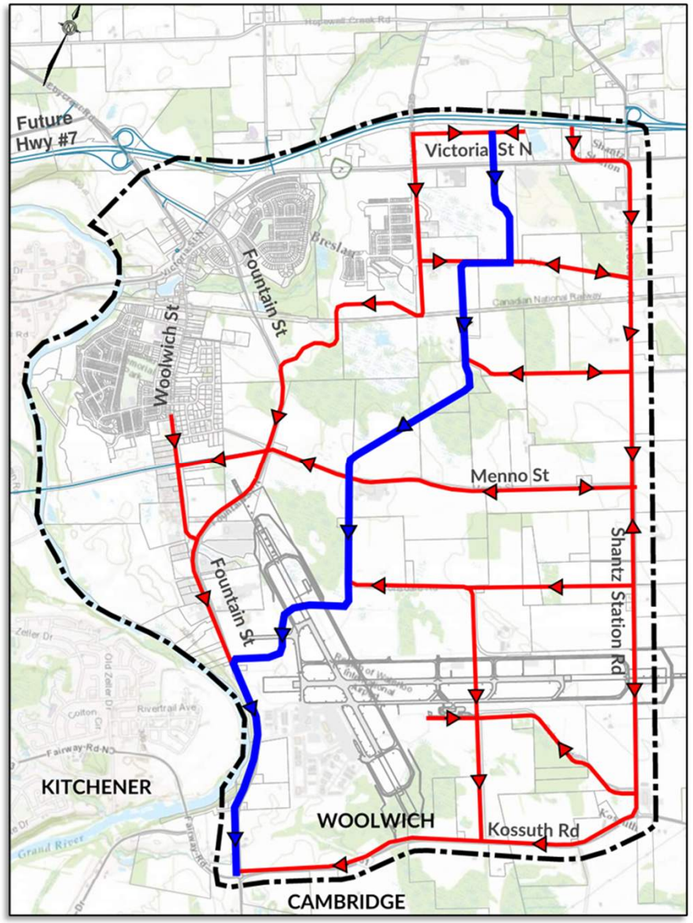


Jetliner Court Alignment



Optimized Alternatives

Alignment 3B



Alternative #1 – (3B) Gravity Sewers Only (Deep) + Lg Lift Station @ Fountain/Kossuth

Alternative #2 – (3B) Gravity Sewers (10m max) + Local LS + Lg Lift Station @ Fountain/Kossuth

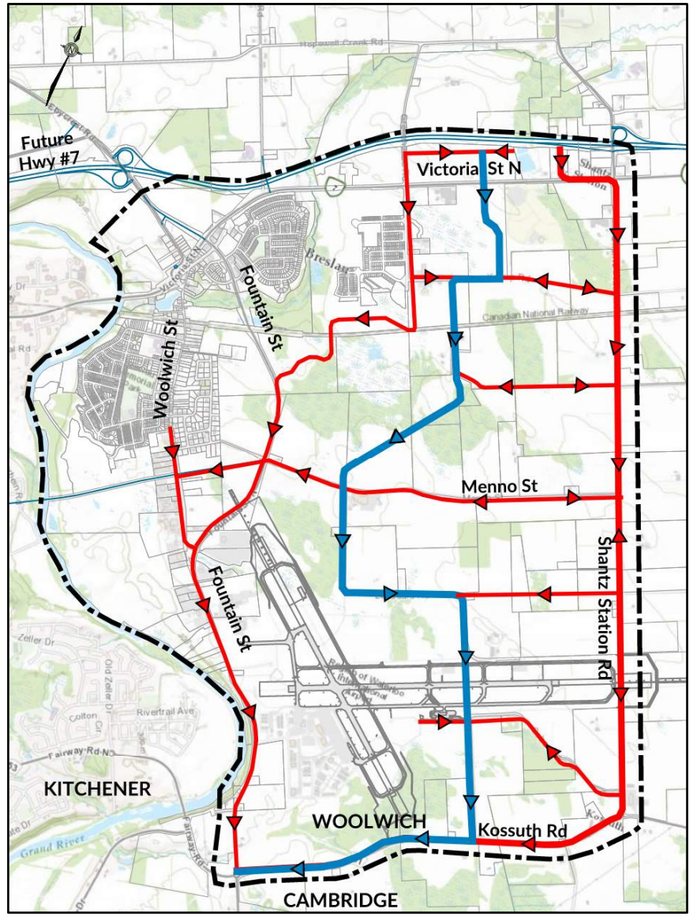
Alternative #3 – (3D) Gravity Sewers Only (Deep) + Lg Lift Station @ Fountain/Kossuth

Alternative #4 – (3D) Gravity (10m max) + Local LS + Lg Lift Station @ Fountain/Kossuth

Alternative #5 – (3B *Optimized) Gravity Sewers + Local LS

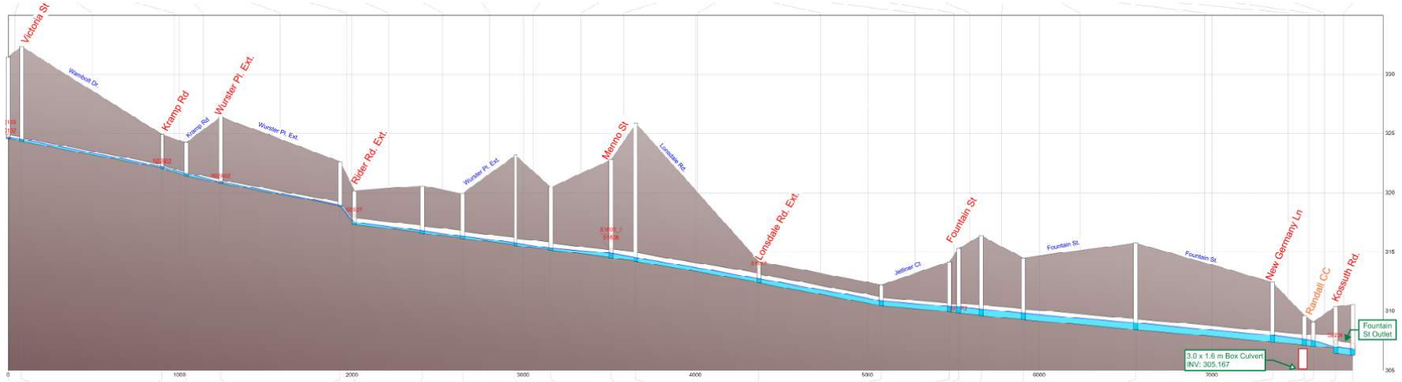
Alternative #6 – (3D *Optimized) Gravity Sewers + Local LS

Alignment 3D



Alternative #5

Improved version of **Alternative #2**, with ***adjusted alignment 3B along Jetliner Court*** to avoid crossing Apron VII, using ***optimized pipe slopes*** per MECP minimum slopes, and requiring ***the reconstruction of the existing box-culvert*** for Randall Drain at Fountain Street, to allow the trunk sewer pipe to traverse above the culvert and discharge directly into the Region sewer outlet on Fountain Street, via gravity and ***without a large Lift Station***.



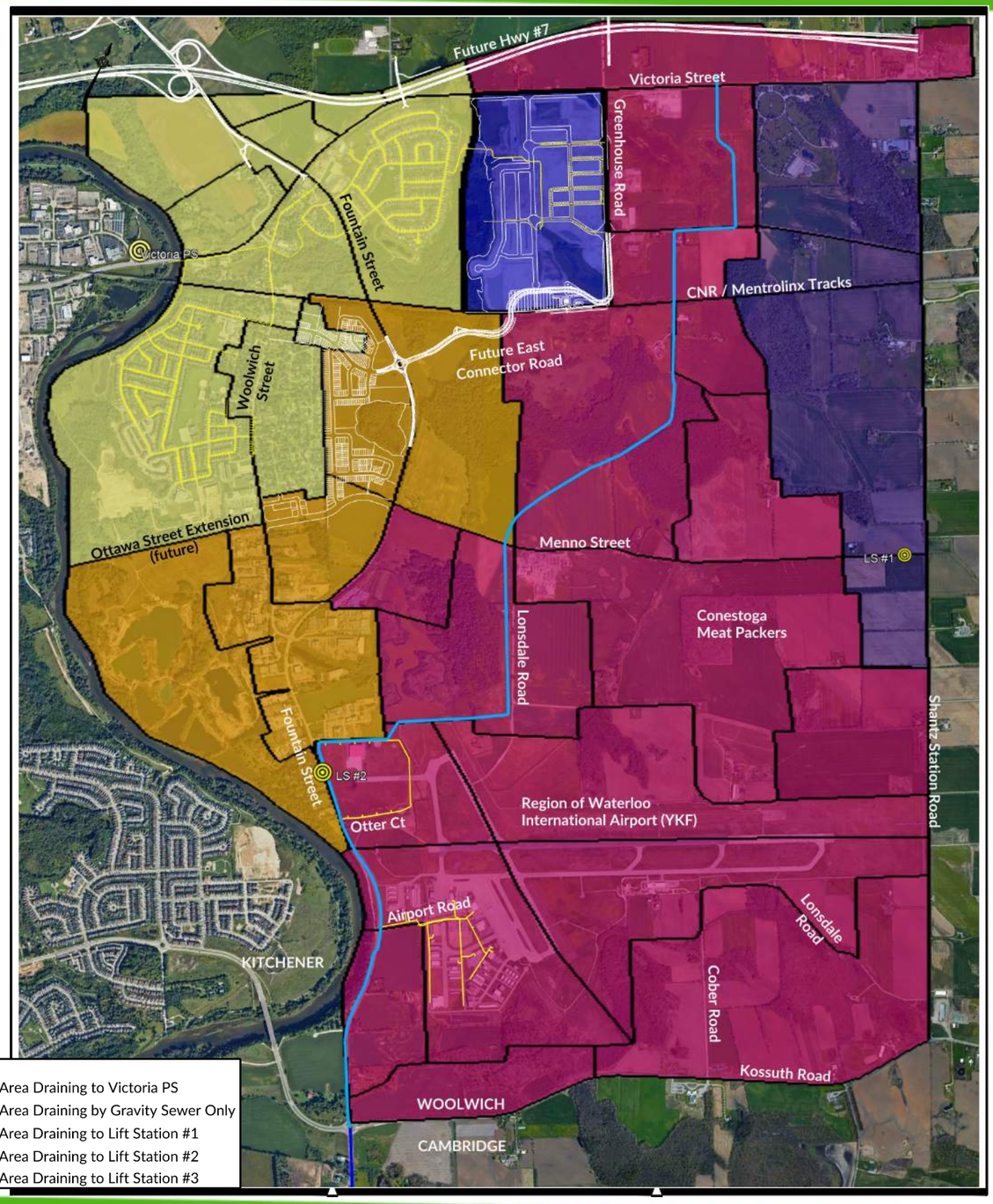
Trunk Sewer Requirements:

- North of Menno Street:
  Length = 3.5 km
  Avg Depth = 5.4m
- South of Menno South:
  Length = 4.2 km
  Avg Depth = 5.0m

Pumping / Lift Stations Required:

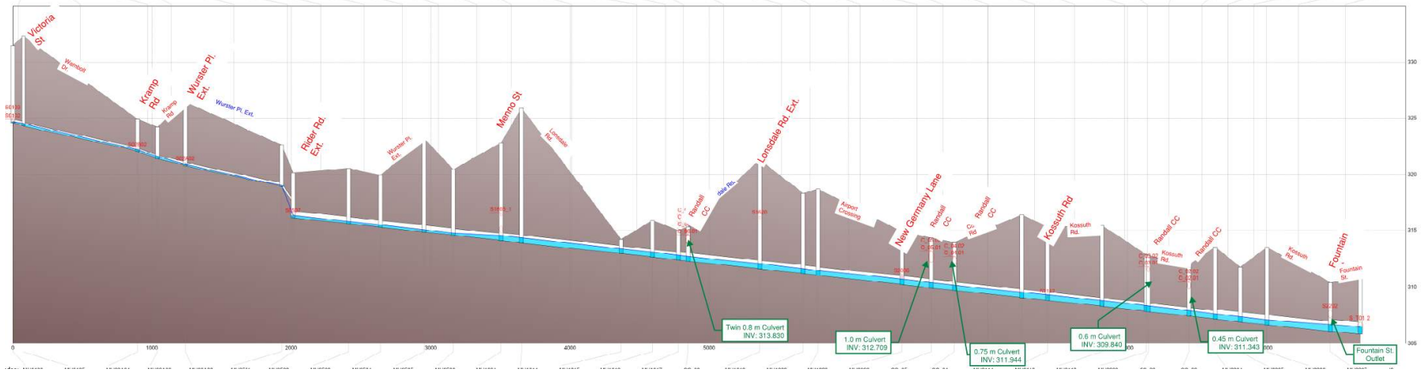
- LS#1: Q=121 L/s | D = 10.9m
- LS#2: Q=157 L/s | D = 9.1m
- LS#3: Q= *Not required*
- LS#4: Q= *Not required*

"Q" = Design Peak Flow
"D" = Influent Sewer Depth



Alternative #6

Improved version of Alternative #4, with gravity sewers along Trunk Sewer **Alignment 3D** (crossing YKF Runway 08-26) and local connecting sewers, using ***optimized pipe slopes*** per MECP minimum slopes, PLUS local Lift Stations where depth of sewer > 10m. Results in ***less deep*** sewers along downstream end of trunk sewer alignment allowing the sewer to discharge directly into the Region sewer outlet on Fountain Street, via gravity and ***without a large Lift Station***.



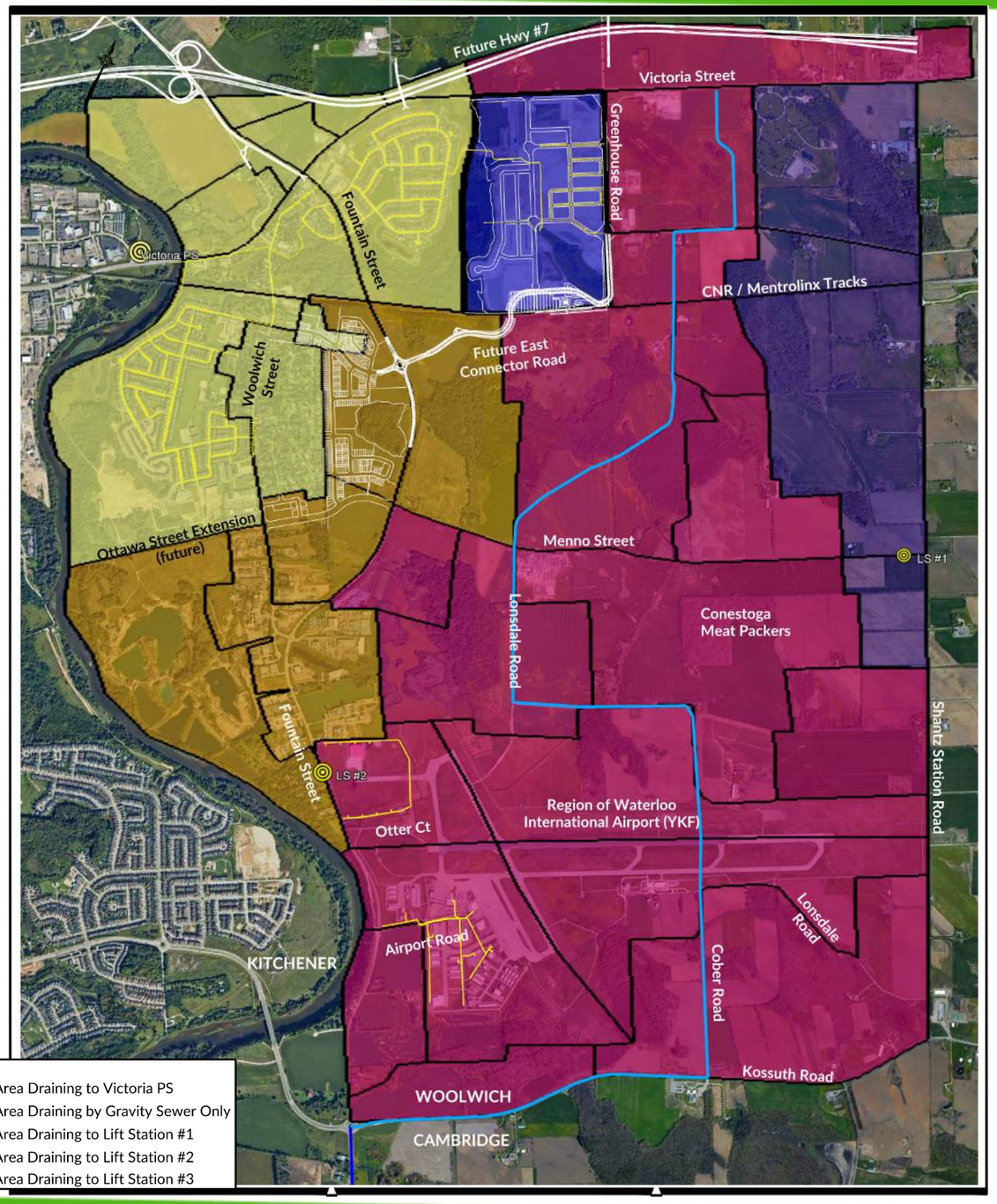
Trunk Sewer Requirements:

- North of Menno Street:
  Length = 3.5 km
  Avg Depth = 5.4m
- South of Menno South:
  Length = 5.5 km
  Avg Depth = 6.5m

Pumping / Lift Stations Required:

- LS#1: Q=121 L/s | D = 10.9m
- LS#2: Q=157 L/s | D = 10.4m
- LS#3: Q= *Not required*
- LS#4: Q= *Not required*

"Q" = Design Peak Flow
"D" = Influent Sewer Depth



Evaluation of Alternatives

Evaluation Criteria Model:

Social, Natural, Technical & Economic Environments

Key Decision Drivers:

1. Life Cycle Cost – Capital Cost for construction + long term Operations & Maintenance (O&M)
2. Technical Feasibility and Construction Complexity
3. Opportunity Cost – Ability to service key land areas for strategic developments in the East Side Lands

Score	Relative Impact Ranking Scale
	Greatest Benefit / Least Impact Ideal Conditions
	Major Benefit / Lesser Impacts
	Medium Benefit / Impact (Neutral After Mitigation)
	Lesser Benefit / Major Impact
	Least Benefit / Greatest Impact

Evaluation Model – Benefits & Impacts

East Side Lands - Woolwich Sanitary Servicing - Class EA
Evaluation of Alternatives

			Alternative No. 0 ("Do Nothing")		Alternative #1		Alternative #2		Alternative #3		Alternative #4		Alternative #5		Alternative #6	
		Description of Alternative	No new sanitary servicing to the East Side Lands (Woolwich) study area		Gravity sewers ONLY along Trunk Sewer Alignment 3B (crossing future YKF Runway 14-32 & Apron VII) and local connecting sewers, all using mininum slope per MECP guidelines. Results in deeper trunk sewer to downstream end of study area, outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.		Gravity sewers along Trunk Sewer Alignment 3B (crossing future YKF Runway 14-32 & Apron VII) and local connecting sewers, all using mininum slope per MECP guidelines PLUS local Lift Stations where depth of sewer > 10m. Results in less deep sewers along downstream end of trunk sewer alignment outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.		Gravity sewers ONLY along Trunk Sewer Alignment 3D (crossing YKF Runway 08-26) and local connecting sewers, all using mininum slope per MECP guidelines. Results in deeper trunk sewer to downstream end of study area, outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.		Gravity sewers along Trunk Sewer Alignment 3D (crossing YKF Runway 08-26) and local connecting sewers, all using mininum slope per MECP guidelines PLUS local Lift Stations where depth of sewer > 10m. Results in less deep sewers along downstream end of trunk sewer alignment outletting into a large single Lift Station that discharges to the Region sewer outlet on Fountain Street.		Optimized version of Alternative #2, using 120m MH spacing and 3cm drops thru MH's, with adjusted alignment along Jetliner Court to avoid crossing Apron VII, and requiring the reconstruction of the existing box-culvert for Randall Drain at Fountain Street, to allow the trunk sewer pipe traverse above the culvert and discharge directly into the Region sewer outlet on Fountain Street, via gravity and without a large Lift Station.		Optimized version of Alternative #4, using 120m MH spacing and 3cm drops thru MH's, and discharge directly into the Region sewer outlet on Fountain Street, via gravity and without a large Lift Station.	
		Length | Depth of Trunk Sewer - North of Menno			3.5 km | Avg 5.4m deep		3.5 km | Avg 5.4m deep		3.5 km | Avg 5.4m deep		3.5 km | Avg 5.4m deep		3.5 km | Avg 4.9m deep		3.5 km | Avg 5.4m deep	
		Length | Depth of Trunk Sewer - South of Menno			4.1km | Avg 8.6m deep		4.1km | Avg 6.1m deep		5.5km | Avg 12.0m deep		5.5km | Avg 6.5m deep		4.2km | Avg 5.0m deep		5.5km | Avg 6.6m deep	
		Lift Stations Required (Peak Flow | Sewer Depth)			LS#4 (546 L/s | 8.9m)		LS#1 (121 L/s | 10.9m), LS#2 (157 L/s | 9.2m), LS#3 (37 L/s | 10.1m), LS#4 (546 L/s | 7.5m)		LS#4 (546 L/s | 12.2m)		LS#1 (121 L/s | 10.9m), LS#2 (157 L/s | 10.4m), LS#3 (324 L/s | 9.7m), LS#4 (546 L/s | 7.3m)		LS#1 (121 L/s | 10.9m), LS#2 (157 L/s | 9.1m), LS#3 (58 L/s | 9.5m)		LS#1 (121 L/s | 10.9m), LS#2 (157 L/s | 10.4m), LS#3 (324 L/s | 9.7m)	
No.	Criteria	Indicator	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score
1.0 Natural Environment																
				6.0		6.0		6.0		6.0		6.0		6.0		6.0
2.0 Social Environment																
				4.0		8.0		8.0		8.0		8.0		8.0		8.0
3 Technical Environment																
				7.0		15.5		13.0		14.0		11.0		19.0		19.0
4.0 Financial Environment																
				0.0		4.5		4.8		4.1		4.4		6.4		6.4

Evaluation Model – Natural & Social Environments

No.	Criteria	Indicator
1.0 Natural Environment		
1.1	**Impacts to Wetlands and/or Woodlots**	Construction within existing wetland limits or (30m buffer) or Woodlots (10m buffer)
1.2	**Impacts to Watercourses**	Construction immediately affecting an existing watercourse, its buffer areas (15m) or its regulatory floodplain
1.3	**Impacts to Woodlots / Natural Features**	Construction within existing woodlots or other natural features or their prescribed buffers (10m)
2.0 Social Environment		
2.1	**Impacts to Archaeological Features**	Construction impacting or in close proximity to areas of known archaeological potential
2.2	**Impacts to Cultural Heritage Features**	Construction impacting or in close proximity to known cultural heritage features
2.3	**Ability to open up adjacent lands to future development**	Proximity to known, key development areas (CMP & YKF)

Score	Relative Impact Ranking Scale
	Greatest Benefit / Least Impact Ideal Conditions
	Major Benefit / Lesser Impacts
	Medium Benefit / Impact (Neutral After Mitigation)
	Lesser Benefit / Major Impact
	Least Benefit / Greatest Impact

Evaluation Model – Technical Environment

No.	Criteria	Indicator
3 Technical Environment		
3.1	**Coordination with Planned Future Works**	Can be constructed in conjuction with future construction contracts for other related infrastructure (eg. roads)
3.2	**Minimizes Long Term Operations & Maintenance**	Overall requirements to operate Pumping / Lift Stations
3.3	**Ability to scale operations / infrastructure to match servicing needs over time.**	Ability to efficiently match system capacity with Peak Sanitary Flow Rates over time as upstream developments evolve.
3.4	**Minimizes Impacts to Regional Roadways**	Length of trunk sewer required along a Regional Road Corridor (vs. a local roadway).
3.5	**Minimizes Impacts to Airport (YKF) operations.**	Required construction crossings of active runways, taxiways or other airport operations.
3.6	**Minimizes / Optimizes Difficult Construction Conditions**	Ability to avoid areas of deep construction excavation that would have significant impacts to existing infrastructure (eg. roads) and / or requiring major dewatering efforts.

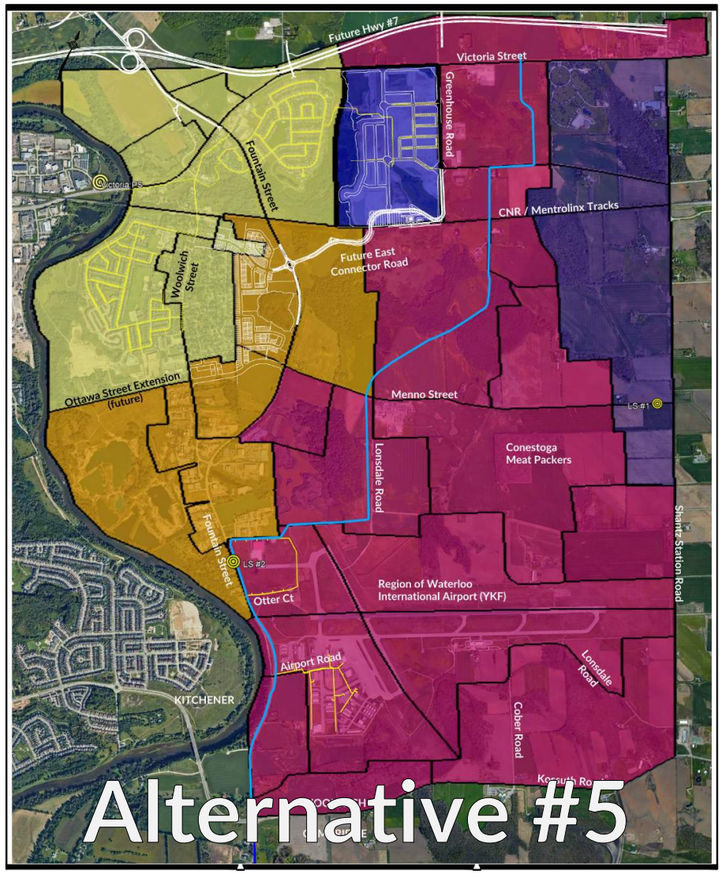
Score	Relative Impact Ranking Scale
	Greatest Benefit / Least Impact Ideal Conditions
	Major Benefit / Lesser Impacts
	Medium Benefit / Impact (Neutral After Mitigation)
	Lesser Benefit / Major Impact
	Least Benefit / Greatest Impact

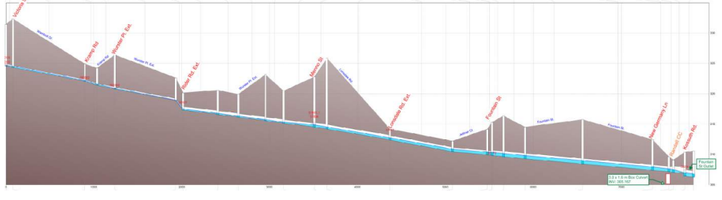
Evaluation Model – Economic Environment (Cost)

No.	Criteria	Indicator
4.0 Financial Environment		
4.1	**Capital Cost**	Estimated capital cost for construction of the entire servicing system (sewers and Lift Stations). Score = Avg $ / Alternative $
4.2	**Initial Capital Costs**	Estimated capital cost for initial construction required for Key Development Lands (CMP & YKF) Construction in Years 0-5 / Score = Avg $ / Alternative $
4.3	**Life Cycle Costs**	Net Present Value (NPV) based on assumed construction staging and long term O&M costs (Assume 50year time horizon)
4.4	**Opportunity Costs - Impact of delays to opening up KEY lands for immediate development**	Measured as % of the 675 ha of net developable land (South of Menno) made immediately available (i.e. CMP, YKF). = Area in 0-5 years, divided by the total development land.

Score	Relative Impact Ranking Scale
	Greatest Benefit / Least Impact Ideal Conditions
	Major Benefit / Lesser Impacts
	Medium Benefit / Impact (Neutral After Mitigation)
	Lesser Benefit / Major Impact
	Least Benefit / Greatest Impact

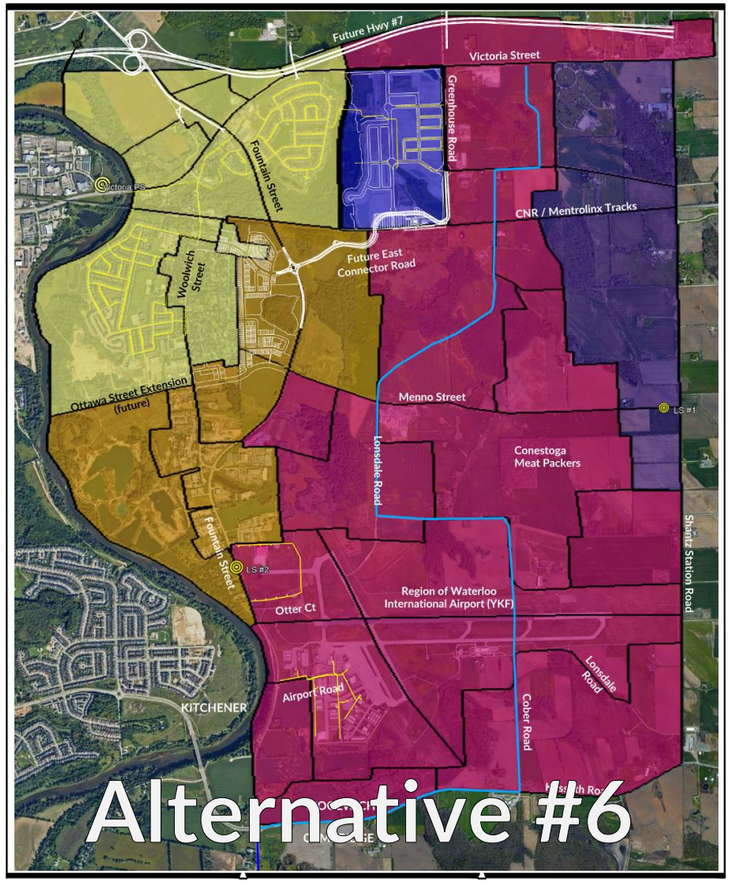
Preferred Solution?

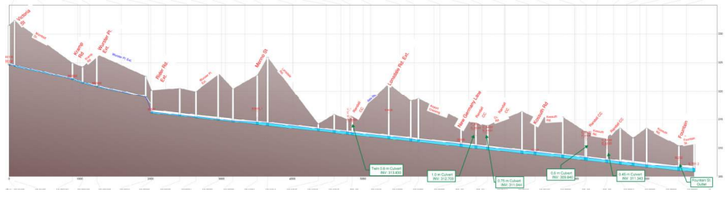




?

!





Next Steps:

- Receive Input from Public, Agencies and Indigenous groups
- Project Team to Complete Detailed Evaluation of Alternatives
- Selection of the “Preferred Solution”
- Preliminary Engineering Details for the Preferred Solution
- Complete EA study & Council Adoption (June 2024)
- Detailed Design (late 2024 – 2025)
- Construction (2025 / 2026)

WOOLWICH TOWNSHIP

East Side Lands:
Woolwich Sanitary Servicing
Class Environmental Assessment

Thank You

Public Consultation #2

June 26, 2024

Please Submit Your Comments

Please provide your comments and contact information via the EngageWR website.

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

APPENDIX J-9 COUNCIL PRESENTATION

Infrastructure Services Staff Report

Report Number:	IS08-2024
Report Title:	East Side Lands Sanitary Servicing Environmental Assessment Recommendation
Author:	Ryan Tucker, Engineering Project Supervisor
Meeting Type:	Committee of the Whole Meeting
Meeting Date:	October 8, 2024
eDocs or File ID:	E02
Consent Item:	No
Final Version:	Yes
Reviewed By:	Jared Puppe, Director of Infrastructure Services
Final Review:	Senior Management Team

Recommendation:

That the Council of the Township of Woolwich, considering Report IS08-2024 respecting the East Side Lands Sanitary Servicing Environmental Assessment Recommendation:

1. Endorses the recommended Alternate #7 preferred solution for the trunk sewer servicing and associated future sanitary lift/pumping station locations to service the Breslau East Side Lands; and
2. Authorizes the Director of Infrastructure Services to issue the notice of study completion for the East Side Lands Sanitary Municipal Class Environmental Assessment project, and file the Project File Report with the Municipal Clerk for a minimum 30 day public review period.

Background:

The Region of Waterloo's East Side Lands are coarsely defined by Highway #7 to the North, the Grand River to the West, Shantz Station Road / Speedsville Road to the East and Highway #8 / Highway #401 to the South. Located within the municipal boundaries of the Township of Woolwich, the City of Cambridge, and the City of Kitchener, these Lands are comprised of approximately 4,000 hectares (ha) that are favourably positioned for future employment development due to the proximity to the Region of Waterloo International Airport, Highway 401 and the Metrolinx Rail Corridor.

The East Side Lands have been planned as an area to accommodate future growth within the Region, dating from the 2003 Regional Growth Management Strategy and

confirmed through the approval of the Regional Official Plan (ROP6) in 2015, amended in 2022.

Sanitary capacity for the East Side Lands was first reviewed through the Region of Waterloo's 2007 Wastewater Treatment Master Plan as well as the 2014 East Side Lands Stage 1 Master Environmental Servicing Plan, which concluded that the ultimate servicing corridor for the East Side Lands would direct flows through Cambridge to the Kitchener Wastewater Treatment Plant (WWTP) via a gravity sewer system that will cross above the Grand River.

The Region of Waterloo initiated an Environmental Assessment (EA) in 2015 that was completed in 2017, and finalized in 2018, that was focused on the sanitary servicing for the East Side Lands. The purpose of this Study was to identify the preferred sanitary servicing strategy and conveyance alignment to allow sanitary flows generated by future development within the East Side Lands to be conveyed to the Kitchener WWTP under the ultimate scenario. The preferred sanitary alignment ultimately routed flows through the Pioneer Tower area of Kitchener and over the Grand River to the Kitchener WWTP.

The City of Cambridge initiated an EA in 2016 that built upon the approved 2014 East Side Lands (Stage 1) Master Servicing Plan. The EA was undertaken to determine the preferred alignment for a new north-south collector road for the City's North Cambridge Business Park. As part of the study the final sanitary trunk sewer alignment through the business park as well as an interim sanitary solution for the Stage 1 East Side Lands area was determined until the ultimate servicing outlet to the Kitchener WWTP could be completed. The interim solution consisted of installing a temporary sanitary pumping station (Freeport SPS), which pumps sanitary flows into the gravity sewer located in Cambridge that ultimately drains to the Preston WWTP. Cambridge's business park EA was completed in 2017.

Subsequently, The Township of Woolwich completed a study that reviewed and discussed options for the sanitary trunk sewer that is proposed to traverse the Stage 1 East Side Lands. Two scenarios were reviewed, a deep gravity only sewer, and a shallower sewer with mechanical lift/pump stations. As a result of the study, the Township, in concert with the Region of Waterloo Airport, confirmed that the shallower concept with associated mechanical lift/pump stations was the preferred solution.

The City of Cambridge has currently completed construction of two of the four stages required to extend the East Side Lands Stage 1 trunk sewer through their North Business Park area to the Fountain Street/Kossuth Road intersection. The remaining two trunk sewer phases are slated to be constructed and in service by the end of 2027. The East Side Lands Stage 1 trunk sewer provides the sanitary outlet for the Breslau Stage 2 East Side Lands. Understanding the need to secure sanitary capacity in Cambridge's trunk sewer, the Township, in partnership with the Region of Waterloo Airport, requested that the sewer size be increased to allow for additional sanitary capacity. The increase in the trunk sewer size has provided approximately 500 litres/second of capacity for the Stage 2

lands within the Stage 1 trunk sewer. Since the final outlet for the East Side Lands area is currently in the detailed design phase, with construction timing contingent on sewer monitoring , sewage in the trunk sewer is currently directed to the temporary Freeport SPS. The temporary Freeport SPS is currently sized to accommodate ~75 litres/second of flow, which creates a capacity issue in the system until such time that the downstream sewer is constructed by the Region of Waterloo and connected to the Kitchener WWTP. Prior to Cambridge accepting any sewage from Breslau, a cross border sanitary servicing agreement must be formalized between Cambridge and the Township of Woolwich.

This sanitary servicing EA is being undertaken to determine the preferred location and alignment of the downstream trunk sewer and if/where any sanitary lift/pumping stations would be required. The trunk sewer is planned to connect into the new Cambridge sanitary trunk sewer at the Kossuth Road and Fountain Street intersection.

An overall wastewater servicing strategy is required to determine appropriate trunk sewer alignments within the Stage 2 East Side Lands to support developments that have already been allotted wastewater capacity and to provide sanitary servicing to support the recently expanded ROPA 6 lands within the Breslau area for future development. Staff also understand that a major employer, located within the East Side Lands area, will require municipal servicing to accommodate a major expansion to their existing facilities. This is a significant economic growth opportunity within Woolwich and the Region as a whole. Another important driver is the expansion of the Region's terminal building, which also requires increased wastewater capacity and an appropriate sewer outlet. The airport currently hauls all of their wastewater off site, which is not sustainable with the additional ridership that the airport is forecasting in the near future.

An overview map, which highlights the study area assessed and the proposed trunk sewer alignments and associated vertical infrastructure required to service the overall sewer shed, is included as Appendix 1.

Municipal Class Environmental Assessment

Given the scope and nature of the environmental, social and financial issues related to the proposed Breslau Sanitary Infrastructure, the study is being carried out as a Schedule 'B' Municipal Class Environmental Assessment. The Schedule 'B' process has been followed for this project, which requires the first two phases of the EA planning process to be completed:

- **Phase 1 – Problem definition;**
- **Phase 2 – Identification and evaluation of alternative solutions to determine a preferred solution;**
- Phase 3 – Determine alternative design concepts for the preferred solution;
- Phase 4 – Preparation of the environmental study report;
- Phase 5 – Implementation of the preferred alternative.

Currently, the project team is nearing the end of Phase two and is seeking Woolwich Council's endorsement of the preferred sanitary trunk sewer alignments and sanitary lift/pumping station locations in order for the project to proceed to the design and implementation phase. The next phases of the project will involve detailed design, geotechnical investigation, refining costs, addressing property requirements, and ultimately constructing the initial sanitary trunk sewer to the current northern construction limits of the project (Menno Street).

Public consultation is a key component of the Municipal Class Environmental Assessment process. The public were invited to provide comments on the project through the Notice of Study Commencement and two Public Consultation Centres (PCC), which were advertised in the Woolwich Observer on March 14th/21st, 2024 and June 20th/27th, 2024. Woolwich residents affected by this study were generally those who reside/own property within the settlement of Breslau or are located along the various route options that were being considered. As such, all property owners within and around the settlement of Breslau were mailed the notice of study commencement for the project. All project notices, including the slide shows presented at the PCCs are available on the Township's engagement website for review and comment by the public.

The PCC to present the initial study findings and trunk sewer alignment options was hosted virtually starting on March 13, 2024. Although PCC #1 material is still available for consumption on the engagement page, Staff did ask for comments to be submitted by March 27th. The Township received less than 10 comments through the first PCC. Although website data from the virtual PCC identified almost 150 individuals visited the engagement site to review the PCC materials, Staff received very little feedback from the public, and most questions were related to specific property impact inquiries.

The second PCC for the project presented two potential gravity trunk sewer alignments that would service the majority of the East Side Lands in Woolwich. Since both trunk sewer alignments serviced similar areas, the project team thought that obtaining public feedback on the two alternatives may help to identify the preferred alternative. Similar to the first PCC, the second PCC was also held virtually where interested parties could download the PCC content and provide comments to the project team. Notices were posted in the Woolwich Observer on June 20th and 27th. Similar to PCC #1, the material for PCC #2 is still available for download and review as of the date of this meeting. Only one question was submitted during the initial commenting period for PCC #2, which was related to sanitary servicing of an existing property in Breslau. Data from the engagement website identified almost 140 individuals visited the site to review the PCC #2 material. The project team also received comments from properties that have interest in undertaking development in the future.

In concert with the public consultation efforts, the project team engaged other stakeholder agency groups and communities, which included: the Region of Waterloo, Grand River Conservation Authority (GRCA), Federal and Provincial Ministries, and Aboriginal Communities. The Ministry of the Environment, Conservation and Parks (MECP)

provided direction on which Aboriginal Communities were to be consulted through the project. The communities identified to be consulted included the Mississaugas of the Credit and Six Nations of the Grand River [both elected and Haudenosaunee Confederacy Chiefs Council (HCCC)/Haudenosaunee Development Institute (HDI)]. Identified communities were sent all of the project notifications, including the notice of study commencement. The communities were also sent draft copies of the archaeological, cultural heritage, and ecological reports, and were asked to articulate any concerns with the findings or recommendations. The Township received responses from the Mississaugas of the Credit as well as Six Nations of the Grand River (elected council) in relation to the draft reports. Comments from Aboriginal Communities were incorporated into the final versions of the reports, where possible. Due to funding requests that did not coincide with the Township's engagement framework, HCCC/HDI did not provide specific project comments to the Township.

Comments:

The Municipal Class EA study has followed the planning and design process of the October 2000, as amended in 2007, 2011, 2015 & 2023 Municipal Engineers Association (MEA) Municipal Class Environmental Assessment document for roads, water and wastewater projects. The Township is completing the Municipal Class EA planning process applicable to Schedule 'B' projects. Schedule 'B' projects include new facilities and major expansions to existing facilities that are considered to have a potential for significant environmental impacts. These projects are approved under the Environmental Assessment Act once the required phased process is complete which includes filing the Project File Report providing a 30 day public review period that is followed by an additional 30 day internal review period by the Ministry of Environment, Conservation, and Parks.

To aid Township Staff in understanding the potential impacts related to the broad environment surrounding the proposed Breslau sanitary servicing works, the following studies were completed by Associated Engineering and their consulting team as part of the EA.

Archaeological

An archeological stage 1 assessment was completed as part of the EA, which reviewed areas of potential archeological significance within the study area along the proposed trunk sewer routes and sanitary station locations. Although the majority of the proposed trunk sewer alignments are contained within existing Township and Region of Waterloo right of ways, areas where additional archaeological investigation will be required were identified through the stage 1 assessment. Areas identified for additional study are recommended to be reviewed by pedestrian survey, or test pitting at 5m intervals to confirm if they contain any archaeological potential. Areas identified for stage 2+ assessment are proposed to be reviewed in greater detail through the detailed design process.

The stage 1 archaeological assessment was shared with all Aboriginal Communities identified through the project to ensure that comments from the communities were reviewed and addressed at an early stage in the archaeological review process. Aboriginal communities identified through the EA process will also be invited to partake in any archaeological stage 2+ field work as part of the detailed design assignment.

Cultural Heritage

A cultural heritage resource assessment was completed to determine existing cultural heritage features within the study area. Three properties were identified as having cultural heritage significance within close proximity to the proposed trunk sewer alignments and sanitary stations. Recommendations from the cultural heritage assessment suggest that vibratory monitoring around these properties should be undertaken to ensure that the properties are not adversely impacted during construction. A culvert that carries the Randall Drain below Fountain Street North was also identified has having potential cultural heritage significance since it was constructed in 1930. A specific Cultural Heritage Evaluation Report (CHER) was undertaken for this structure which showed that the structure does not have cultural heritage value or interest. Since the majority of the proposed trunk sewer alignment is contained within existing Township and Regional right of ways, cultural heritage impacts are anticipated to be minimal. Vibration monitoring of identified properties that have cultural heritage significance/potential will be undertaken prior to and during construction, where necessary.

Natural Environment

An Environmental Impact Study (EIS) was completed to identify Species At Risk (SAR) located within the study area and to provide recommendations on mitigation of impacts to SAR. The project study area contains Regionally Significant Woodlands, several Provincially Significant Wetlands (PSW) collectively identified as the Breslau Wetland Complex and an Environmentally Sensitive Policy Area designated by Woolwich Township, all of which are designated as Core Environmental Features by the Regin of Waterloo. The majority of the subject lands are also located within the Grand River Conservation Authority's Regulation Limit, as the area contains three small tributaries to a regulated watercourse (Hopewell Creek) as well as the PSWs. As part of the environmental work completed, the project team performed field surveys to define the areas flora and fauna, including aquatic habitat (where required). The study area screening identified suitable habitat for 30 Species at Risk and 24 Species of Conservation Concern (SCC), although only 5 SAR and 3 SCC were observed during the field work to be present within the study area. The five SAR identified within the study area are Eastern Meadowlark, Henslow's Sparrow, Bank Swallow, Midland Painted Turtle, and Snapping Turtle. The three SCC identified within the study area are Eastern Wood-Pewee, Wood Thrush, and Barn Swallow. Additional screening is also recommended to confirm the presence of bat nesting habitat in trees identified for

removal during construction. The EIS provides mitigation recommendations to protect any species found within the study area. The recommendations contained in the EIS, as well as recommendations from the GRCA, will be implemented into the project as part of the detailed design. Some examples of mitigation measures include temporary tree protection fencing, vegetation removals to occur outside of identified breeding and nesting seasons, inclusion of additional native tree planting to compensate for required tree removals, and ensuring that trees damaged during construction are pruned appropriately.

Trunk Sewer Routes

The project team reviewed 11 potential alternate routes along four general trunk sewer alignments through the EA process. All trunk sewer alignments were considered to outlet to the East Side Lands Stage 1 Cambridge trunk sewer which is currently proposed to terminate at Kossuth Road and Fountain Street. Appendix 2 shows the routes explored by the project team, which are described below. Trunk sewer alternative one generally followed Fountain Street to the north and turned west onto Woolwich Street South, extending to approximately Andover Street. Alternative alignment two ran north along Fountain Street to and along the future Breslau Connector Road, and then north along Greenhouse Road. Alternative three contained four routes that generally ran through the western portion of the study area, as far east as Cober Road. Alternative four contained five routes that generally ran through the eastern portion of the study area, up to Shantz Station Road.

The project team refined the list of 11 potential alignments down to seven distinct alternatives, which were subject to evaluation through the decision matrices. The decision matrices generally compared each of the seven alternatives based on anticipated impacts to the natural environment, social environment, technical requirements, as well as financial constraints. Each of the four broad categories had specific components that allowed the project team to compare each alternative in more detail, which allowed for a preferred alternative to be identified. The natural environment component reviewed impacts to natural features such as wetlands, watercourses, and woodlots, whereas the social environment criteria focused on impacts to archaeological and cultural heritage features. The technical environment review focused on planned future works, minimizing impacts to existing infrastructure/roadways, as well as considering operational issues in the near term and future, as well as trying to reduce difficult construction conditions. The financial environment review focused on the initial capital cost of construction, life cycle costs, as well as economic development opportunities.

The first four alternatives reviewed through the project all required that a large deep sanitary pumping station would need to be installed near the Township's southern border with Cambridge, located near the Kossuth Road/Fountain Street intersection. The sanitary station requirement stemmed from the fact that the depth of the sewer through the first four alternatives was proposed to be deeper than the receiving sewer at the

Cambridge border. The remaining alternatives explored, alternatives five through seven, were optimized to operate utilizing gravity only, and thus serviced only specific areas of the Townships East Side Lands. Since the gravity trunk sewer routing explored did preclude some properties from directly connecting to the proposed trunk sewers, additional smaller sanitary lift/pumping station locations were identified to service the remaining East Side Lands Stage 2 area. Alternate seven was specifically created in an effort to combine alternatives five and six and optimize them into a solution that allowed flexibility around the final routing and timing of construction, with the intent that the solution would provide maximum flexibility for implementation moving forward.

The project team is recommending that the Township endorse alternative seven. This alternative negates the need for a large, deep 600+ litre/second sanitary station near the Kossuth Road and Fountain Street intersection, and instead utilizes two smaller sanitary lift stations positioned in strategic locations within the Stage 2 East Side Lands.

The proposed smaller sanitary lift stations would be implemented once development pressures require the sanitary capacity, which allows staging of the sanitary infrastructure, instead of installing a very large station on day one. The trunk sewer associated with alternative seven would connect directly into the Cambridge trunk sewer on Fountain Street, without the need for a sanitary station on day one, and would still service the majority of the Airports proposed development, as well as residential and industrial/commercial development within the East Side Lands.

Vertical Infrastructure Station Locations

Through a thorough review of the study area, the project team identified that the majority of the area could be serviced via gravity, thus negating the requirement for a large sanitary pumping station at, or near, the Fountain Street Kossuth Road intersection. Through alternative 7 not all of the study area lands can be serviced via gravity though, and as such, sanitary pumping/lift stations will be required to service the remainder of the study area. The project team has identified that two sanitary lift/pumping stations will be required to permit servicing for the remainder of the study area. The first station is proposed to service the existing industrial/commercial area on Woolwich Street South, as well as the new Madison West residential subdivision, including the recently acquired Region of Waterloo land parcel proposed to house a new GO Station and affordable housing. Preferably the location of the new sanitary station would be in close proximity to the proposed gravity trunk sewer, and as such the project team reviewed three potential alternate site locations to house the proposed station. The first potential location explored for the station was at 5111 Fountain Street, approximately 300m north of where the trunk sewer is proposed to turn onto Fountain Street, and would require a shallow local sewer along Fountain Street to connect to the proposed trunk sewer. The second alternative site reviewed was located at the corner of Jetliner Court and Fountain Street, on the Region's hanger site. Alternative two is in close proximity to the proposed trunk sewer, and services the majority of properties on Fountain Street, except properties to the west, where the land slopes towards the Grand River quite quickly. The third location

explored was located adjacent to Otter Court on the west side of Fountain Street. This location required an additional trunk sewer be installed between Jetliner Court and Otter Court. The site also has slope stability concerns due to the close proximity to the Grand River. Appendix 3 shows the locations explored to house the proposed sanitary station. Ultimately, the project team is recommending that alternative two, the station proposed at Jetliner Court, is the preferred site location.

Although the second sanitary station is anticipated to be located near the intersection of Shantz Station Road and Menno Street, the planning horizon is too far away to confirm a preferred location for the future station, since many factors can change prior to the need for the station to be implemented. The second station will need to be reviewed through a future EA or potential development application.

Interdepartmental Impacts:

Approving the trunk sanitary sewer alignments and associated future vertical sanitary stations for the Woolwich East Side Lands will feed directly into the Breslau Secondary Plan update, which the Township's Development Services team is currently overseeing. The Breslau Secondary Plan will provide a framework for how development is planned to occur in the Breslau area in the future to the 2051 planning horizon.

Financial Impacts:

The Township's East Side Lands have been identified as a key growth area for the municipality and the Region as a whole, with the potential for major economic development once the area obtains shovel ready status through the installation of municipal services. The East Side Lands Sanitary Servicing Environmental Assessment (EA) project is the first major step to unlocking the economic potential for the East Side Lands within the Township of Woolwich, and will also provide wastewater capacity for employment and future residential buildout as well. Council's endorsement of this EA will set the general trunk sewer alignments within the Township's East Side Lands and allow for detailed design to proceed, with the intent to have the western leg of the trunk sewer installed to Menno Street in Q4 2027. Staff will include anticipated construction costs for the installation of the trunk sewer starting in the 2026 budget for Council approval. Staff will ensure funding sources are confirmed prior to issuing the tender for the construction works.

In order for the project to proceed to implementation of the preferred alternative the following items need to be addressed through detailed design:

- Geotechnical investigation along preferred trunk sewer routing;
- Additional studies to inform the final trunk sewer alignment (archaeological stage 2+, baseline vibration monitoring, bat nesting survey, etc.)
- Prepare detailed design for the trunk sewer alignment;

- Enter into an agreement with the Region of Waterloo to allow the trunk sewer to traverse their property;
- Enter into a cross-border agreement with the City of Cambridge;
- Prepare a legal survey to define any new areas required for easements; and,
- Obtain required permits (GRCA major permit, DFO review).

Additional Work Required Prior to Construction

Detailed Design and Tendering	**$**	**350,000**
Geotechnical Investigation	**$**	**150,000**
Legal Survey (Easements)	**$**	**30,000**
Permitting (GRCA/DFO)	**$**	**20,000**
Grand Total	**$**	**550,000**

Budgetary values to complete the initial gravity trunk sewer works for the preferred alternative, as well as the cost to complete the remaining sanitary stations including the eastern leg of the trunk sewer have been prepared by Associated Engineering. Due to the anticipated implementation costs to complete the capital works, and the potential funding sources available to complete the work, including development charges, cost sharing agreements and debenture funding, a comprehensive financial plan will be required. Through the detailed design exercise, the project team will refine the construction cost estimates and prepare a detailed financing plan to be presented to Council prior to tendering the trunk sewer construction project.

Upon Council's approval of this EA, Staff will issue a request for quotation to undertake the required geotechnical investigation works, and will also issue a request for proposal to complete the detailed design works. Sufficient budget was included in the 2024 capital budget to proceed with the geotechnical and detailed design works in 2024. Additional budget to complete the remaining required design work will be included in the 2025 capital budget, for Councils approval.

Community Strategic Plan Impacts:

The East Side Lands Sanitary Environmental Assessment project in Breslau supports the Township of Woolwich's strategic direction to "*Develop Master Servicing Plans"*, with a goal to *"Cultivate long-term economic prosperity".* This is being accomplished through the project by defining the future sanitary servicing alignments for the Townships East Side Lands, which will direct how future development occurs in the area, in conjunction with the update to the Breslau Secondary Plan.

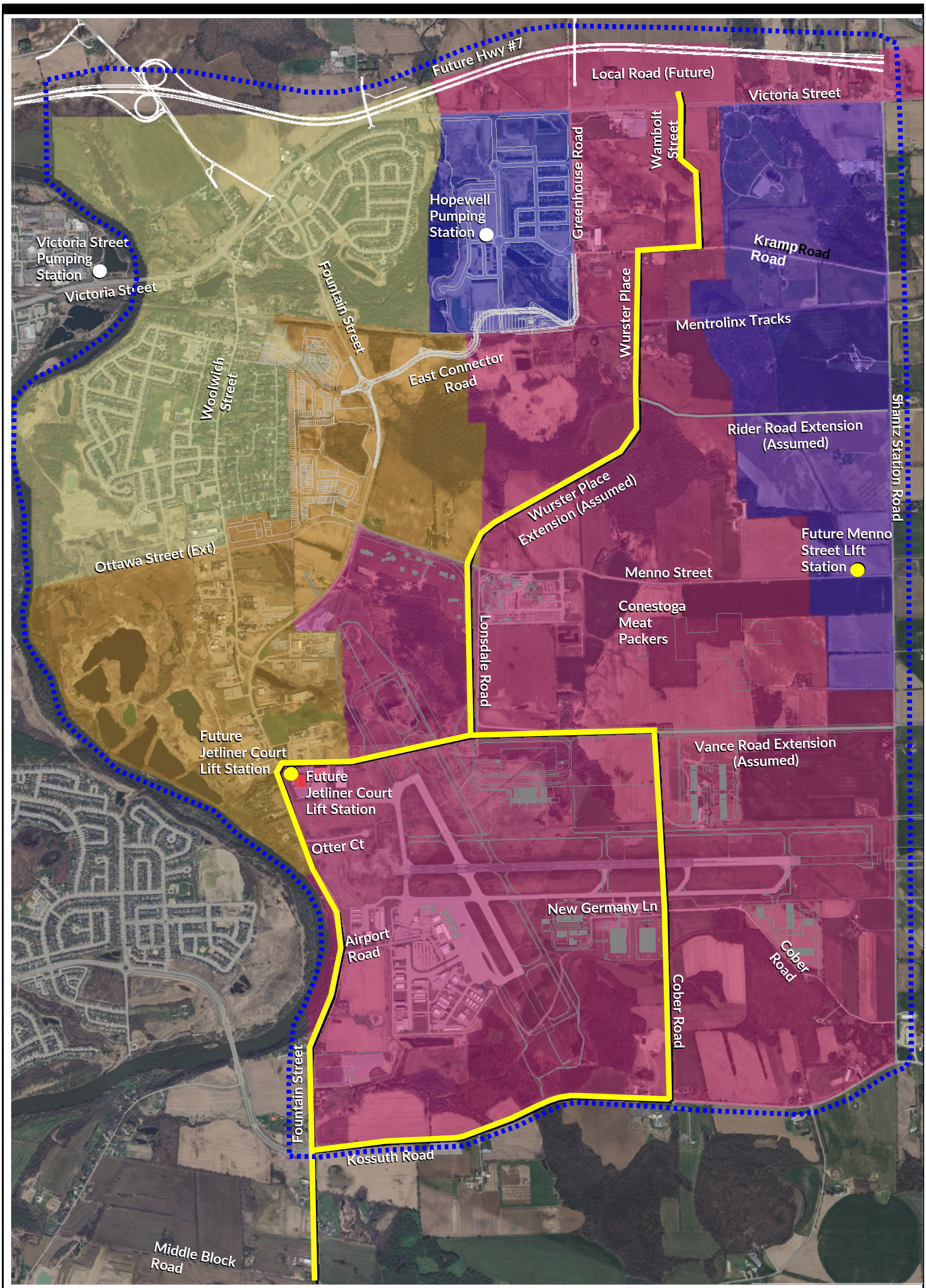
Conclusion:

Through the Breslau Sanitary Municipal Class Environmental Assessment project many different trunk sewer and sanitary station alternatives were reviewed and analyzed. The

project team also consulted with the public as well as major stakeholders to determine and mitigate potential concerns for the multitude of alignments and sites assessed. Through a rigorous analysis, the project team is recommending that Alternative 7 be endorsed as the preferred alignment, since it provides sanitary servicing for the majority of the Breslau East Side Lands without the need for a large sanitary lift/pumping station. This alternative allows the most flexibility with respect to timing for determining when each leg of the trunk sewer maybe constructed. Township Staff are recommending that the detailed design and construction of the western leg of alternative seven (Fountain Street to Jetliner Court to Lonsdale Road to Menno Street) start detailed design as soon as possible, with the intent to have the trunk sewer installed along the western alignment and in service by Q4 2027. Township Infrastructure Services Staff plan to include budget to complete the detailed design in the 2025 capital budget, with construction anticipated in 2026 and 2027.

Attachments:

1. Study Area Location Map – Alignment, Catchments, Sanitary Stations
2. Sanitary Trunk Sewer Routes Reviewed – 4 Routes with 11 Alignments
3. Initial Sanitary Lift Station Locations Reviewed

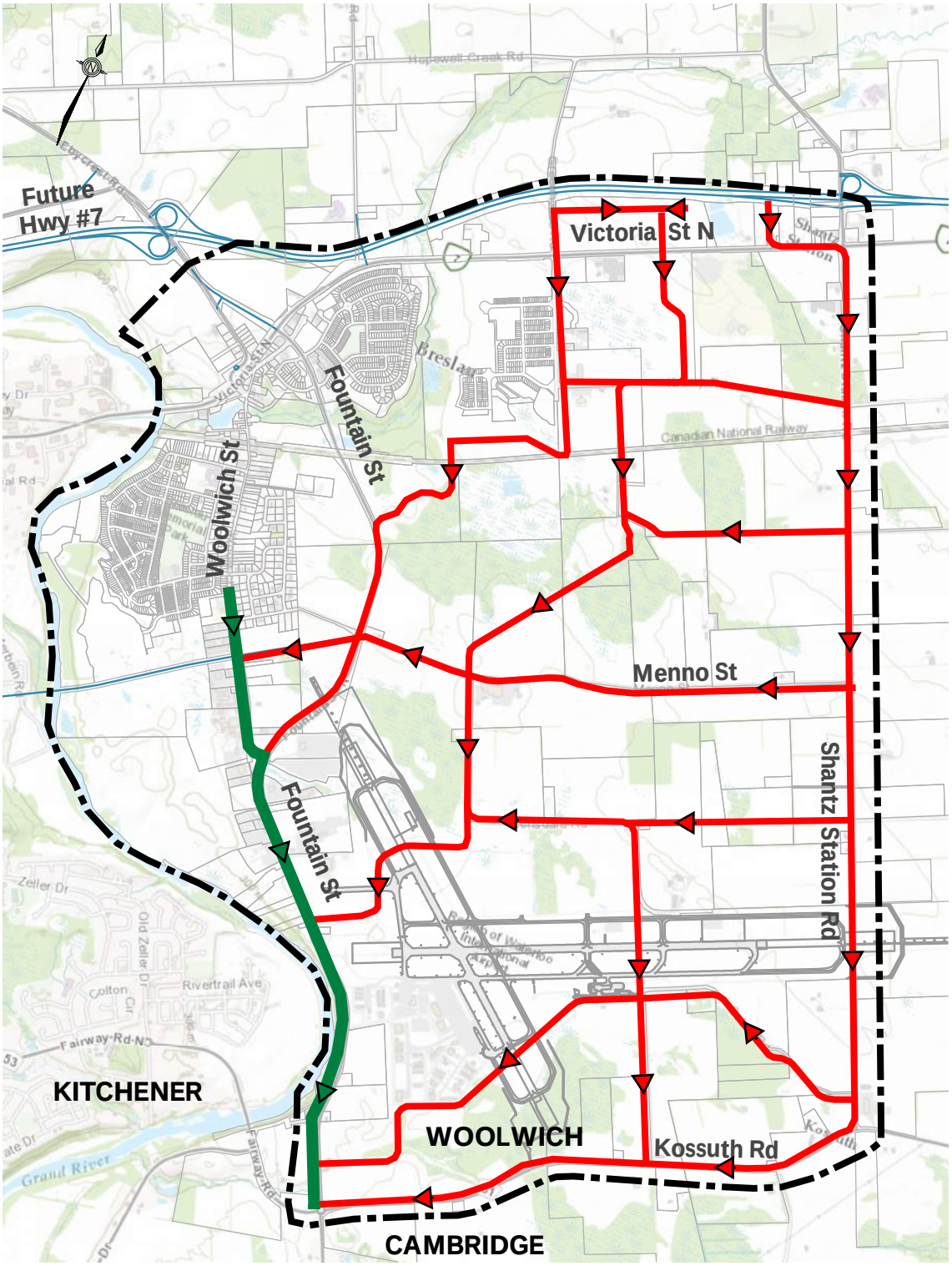


Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

WOOLWICH TOWNSHIP

FIGURE 1
East Side Lands Sanitary Servicing EA (Woolwich)
Overview of Preferred Solution

Sep 23, 2024 Not to Scale

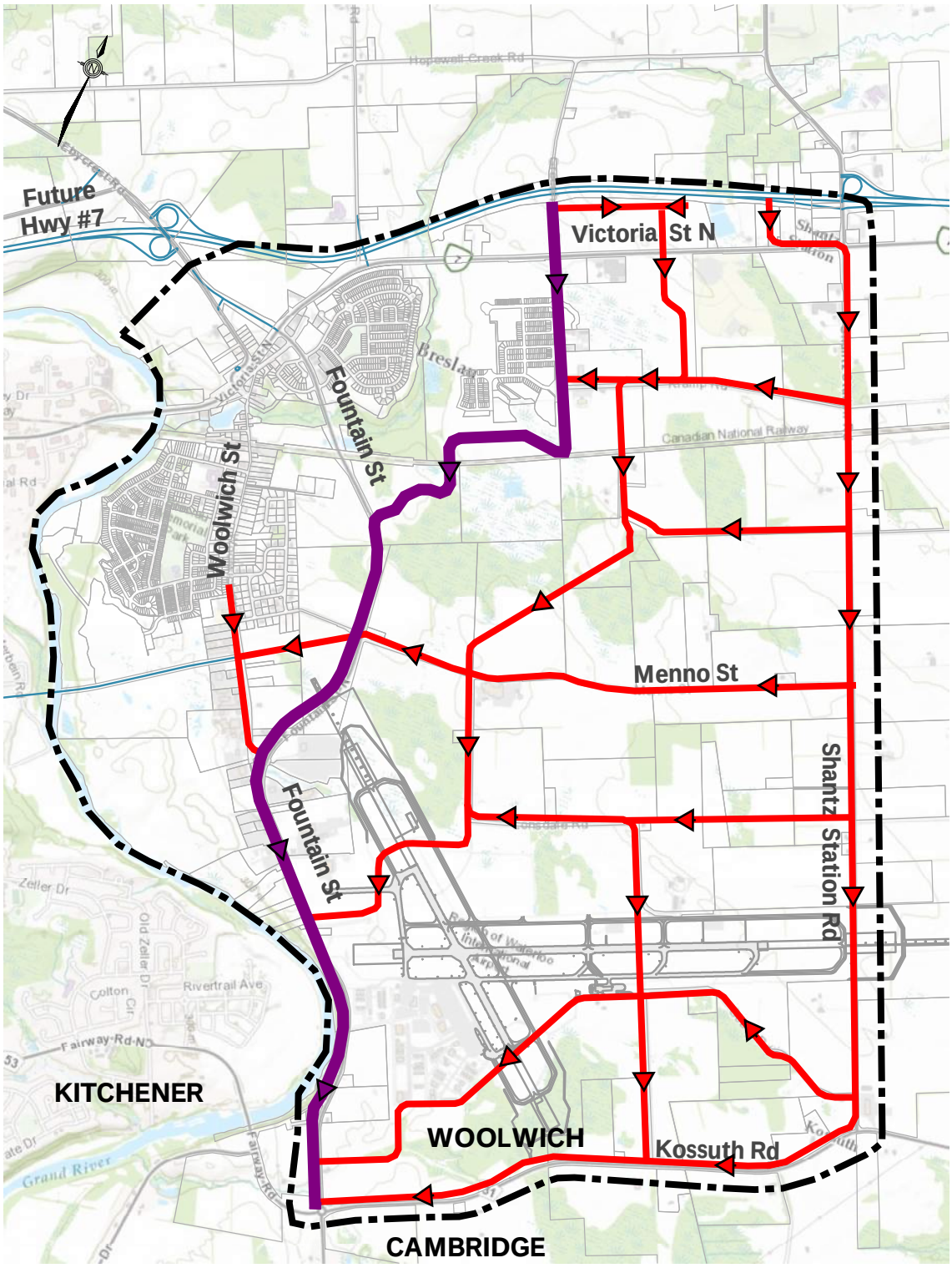


Legend:

- Study Area Boundary
- Trunk Sewer Alt #1
- Future Local Sewer

East Side Lands (Woolwich) Sanitary Servicing EA
Trunk Sewer - Alignment #1

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.



Legend:

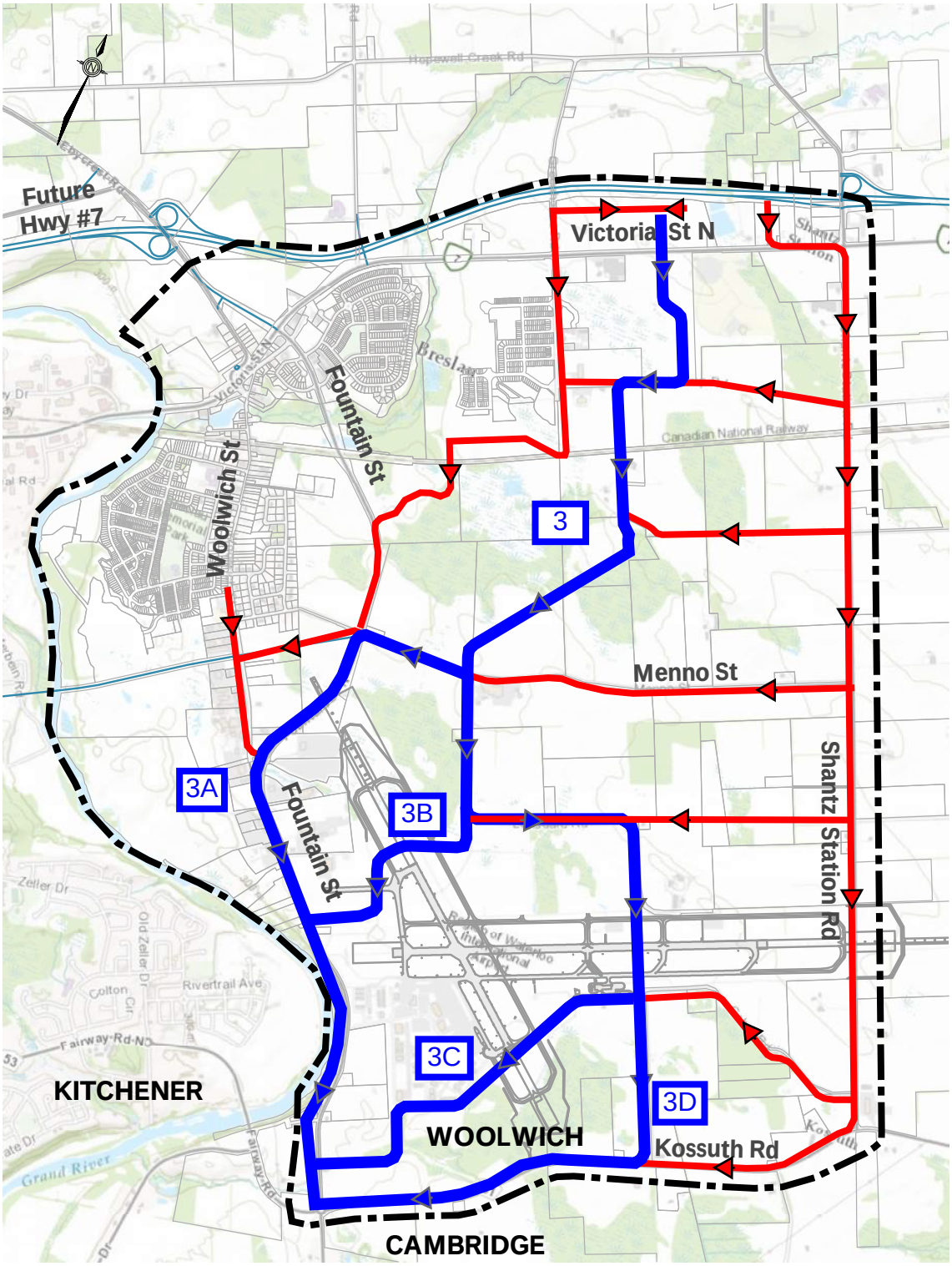
Study Area Boundary

Trunk Sewer Alt #2

Future Local Sewer

East Side Lands (Woolwich) Sanitary Servicing EA
Trunk Sewer - Alignment #2

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.



Legend:

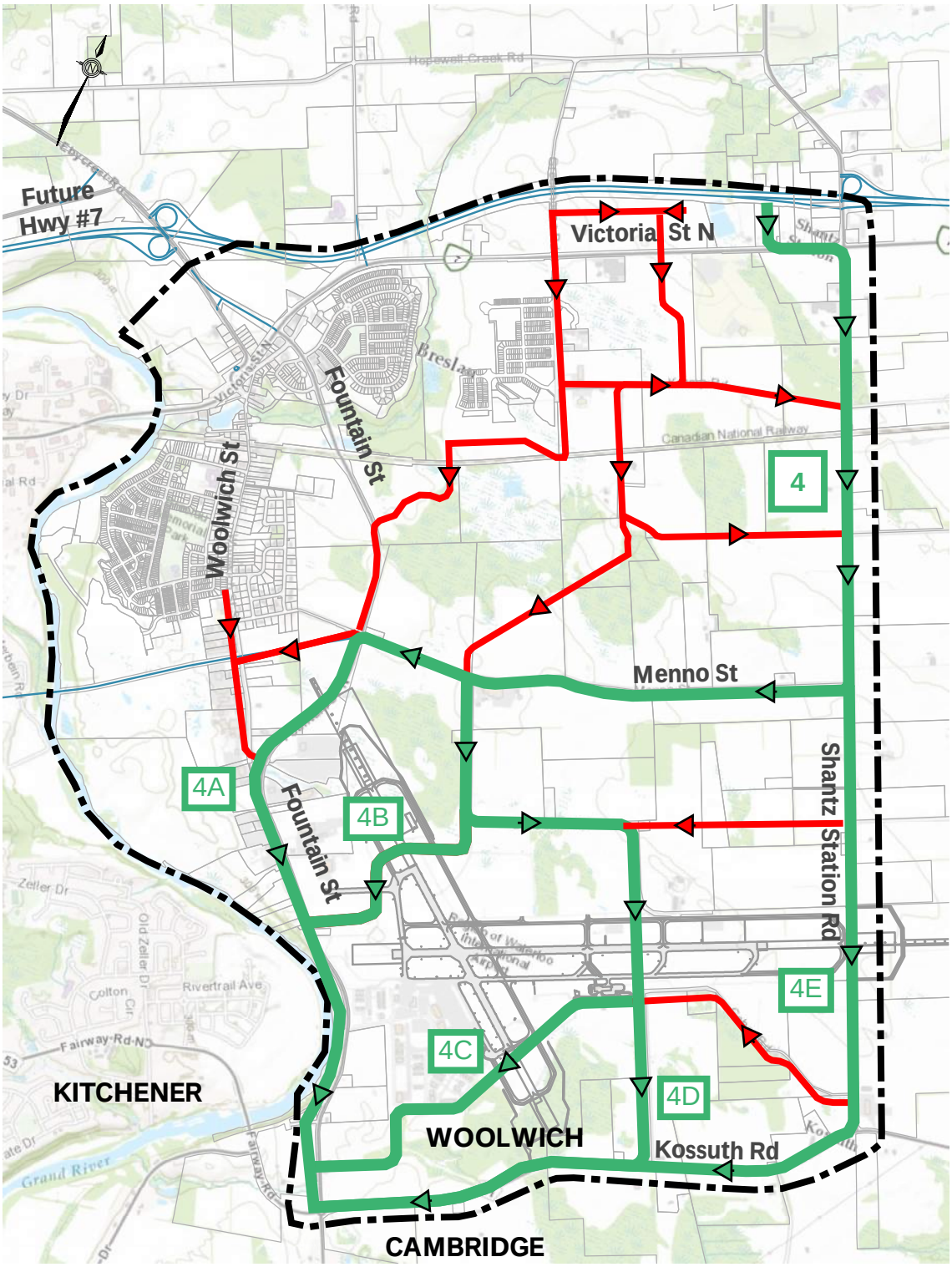
Study Area Boundary

Trunk Sewer Alt #3

Future Local Sewer

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

East Side Lands (Woolwich) Sanitary Servicing EA
Trunk Sewer - Alignments #3A, 3B, 3C & 3D



Legend:

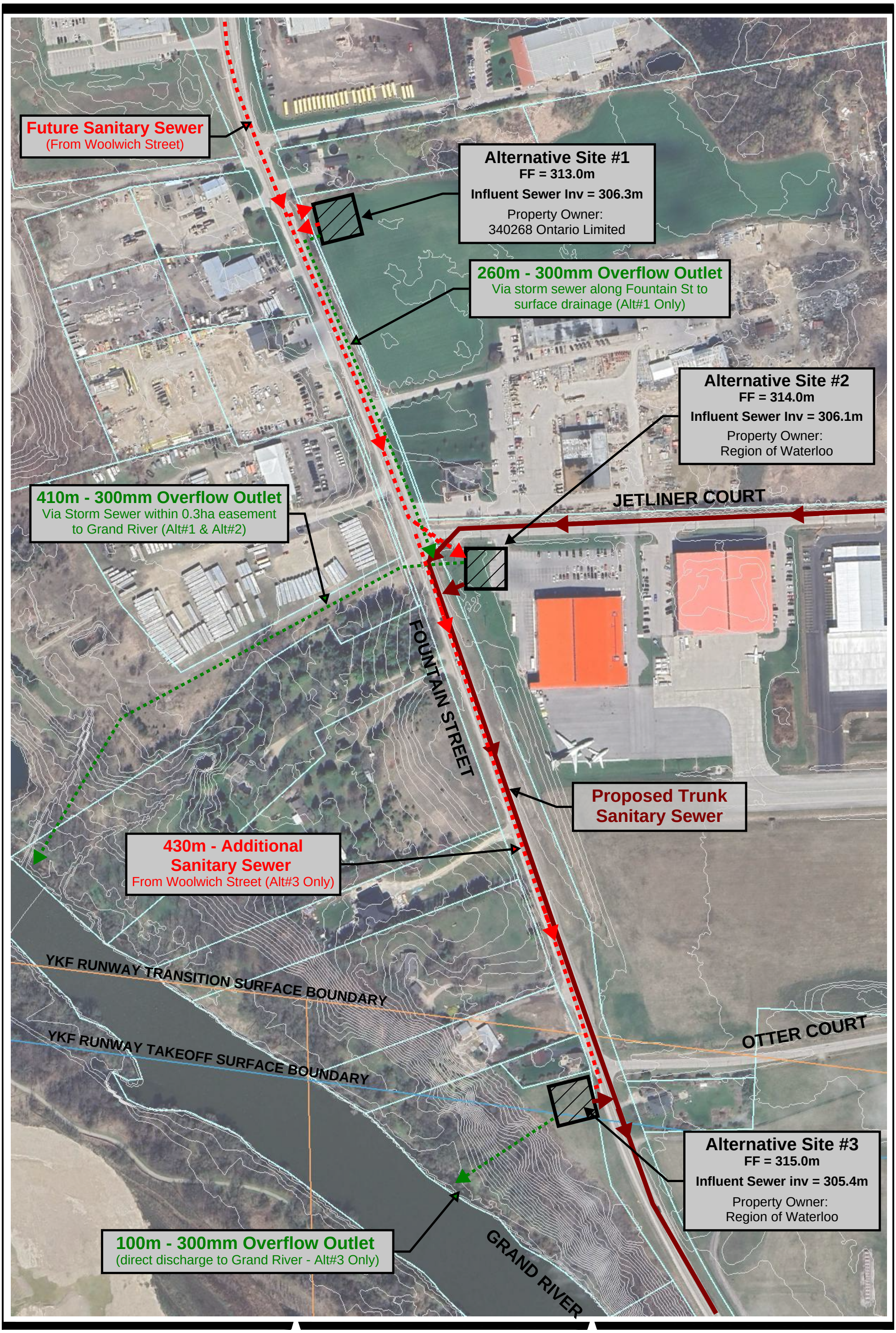
Study Area Boundary

Trunk Sewer Alt #4

Future Local Sewer

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

East Side Lands (Woolwich) Sanitary Servicing EA
Trunk Sewer - Alignments #4A, 4B, 4C, 4D & 4E



Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

WOOLWICH TOWNSHIP

FIGURE X-X
East Side Lands Sanitary Servicing EA
Alternative Lift Station Sites

WOOLWICH TOWNSHIP

Region of Waterloo

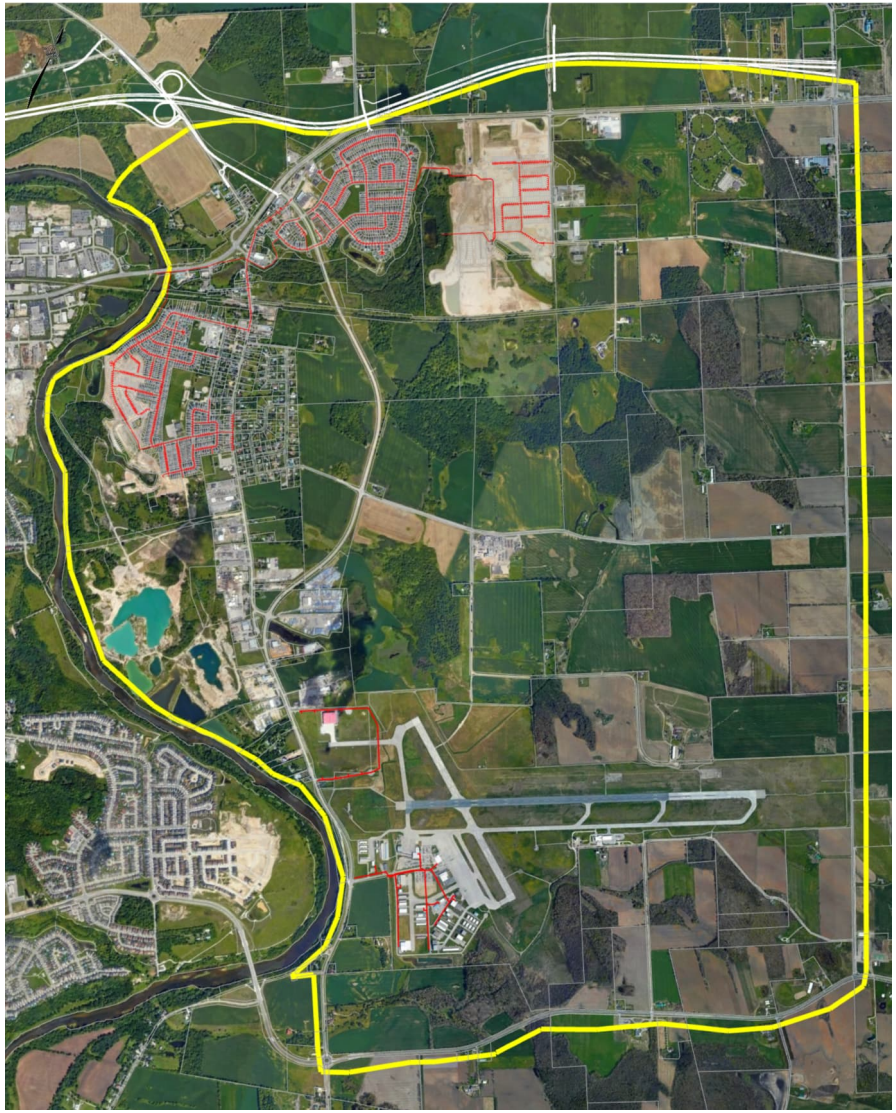
East Side Lands: Woolwich Sanitary Servicing Class Environmental Assessment

Welcome

Presentation to Woolwich Coucil

October 8, 2024

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

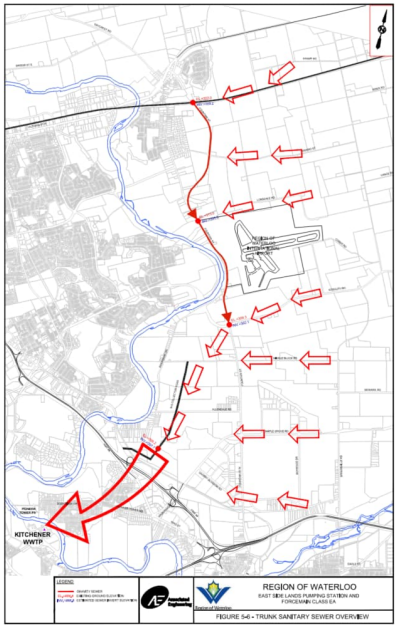


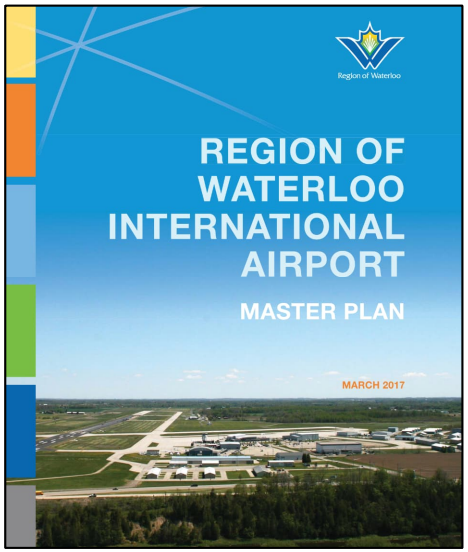
Overview

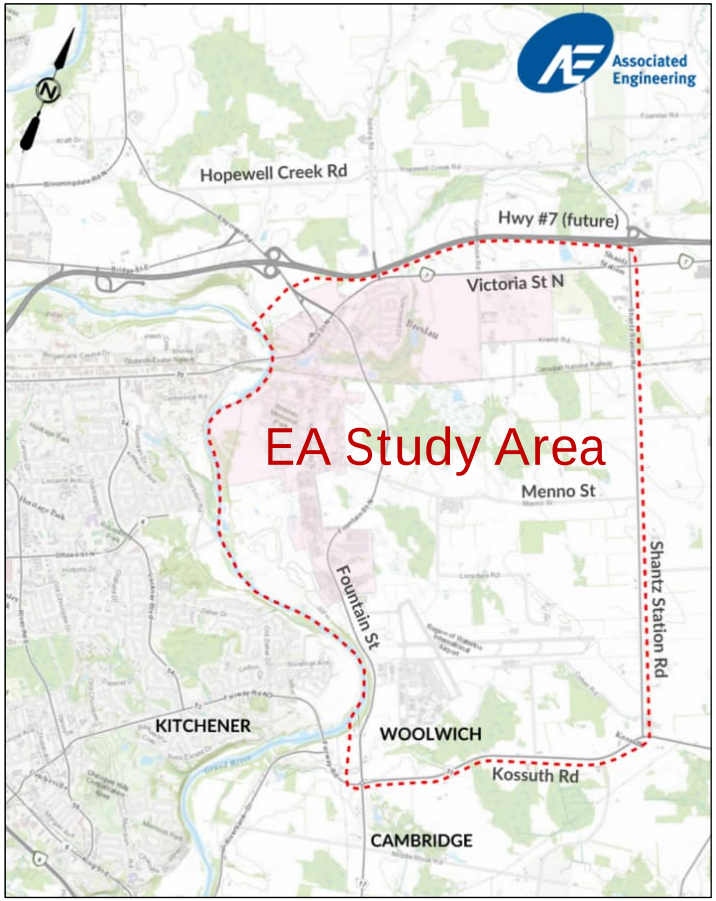
- Study Area & Project Scope
- Existing Infrastructure & Downstream Outlet
- Sanitary Drainage Areas & Flow Rates
- Future Sewer Network (Ultimate Buildout)
- Alternative Sanitary Servicing Solutions
- Recommended Preferred Solution
- Next Steps

Project History & Context

- East Side Lands Sanitary Servicing EA
  (Region of Waterloo 2014-2018)
- North Cambridge Business Park Class EA
  (City of Cambridge - 2017)
- Airport Master Plan
  (Region of Waterloo - 2017 & 2024)





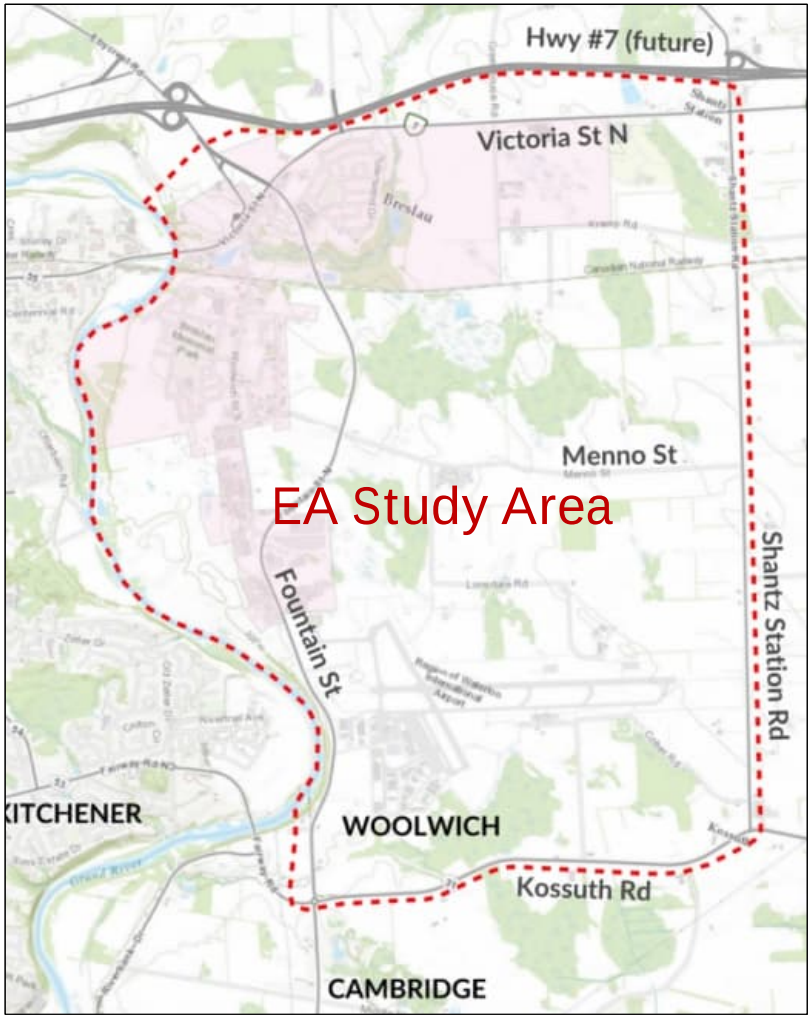


Associated Engineering

WOOLWICH TOWNSHIP

EA Study Area & Key Stakeholders

- Focus on Township of Woolwich Lands
- Existing Breslau Community
  - Serviced by the Victoria Street Pumping Station
- Expanded Breslau Boundary
  - Future Hwy #7, Shantz Station Rd and Kossuth Rd
- Key Stakeholders:
  - Region of Waterloo and Region of Waterloo Airport (YKF)
  - Future Developments in Breslau
  - Industry Partners
    - e.g. Conestoga Meat Packers, Safety-Kleen
  - City of Cambridge



WOOLWICH TOWNSHIP

EA Problem Statement

Sanitary Servicing for the settlement of Breslau is currently provided through a cross-border agreement with the City of Kitchener which allocates partial capacity of the Victoria Street Pumping Station to the Township of Woolwich. As development continues to evolve in Breslau, the use of that capacity is approaching its limits. Planned development / expansion of existing industries near and around the Breslau area as well as surrounding the Region of Waterloo International Airport (YKF) presents an imminent need for new sanitary servicin

Further

Townsh an in 2017.
This ex

Buildin n
develop cing
infrastr ast Side
Lands.

Specific outhwest
limit of servicing
infrastr

It is ant
pumping/lift station(s) and possibly pumping station(s) and forcemain(s).

The focus of this EA study is to identify the future sanitary servicing infrastructure that will be required, with a focus on the alignment of the main trunk sewer and location of a new pumping / lift station at the southwest limits, needed to service the Woolwich lands south of Menno Street. Furthermore, this study will aim to identify the future sewer alignment(s) and potential additional pumping stations that may be required to service the lands north of Menno Street.

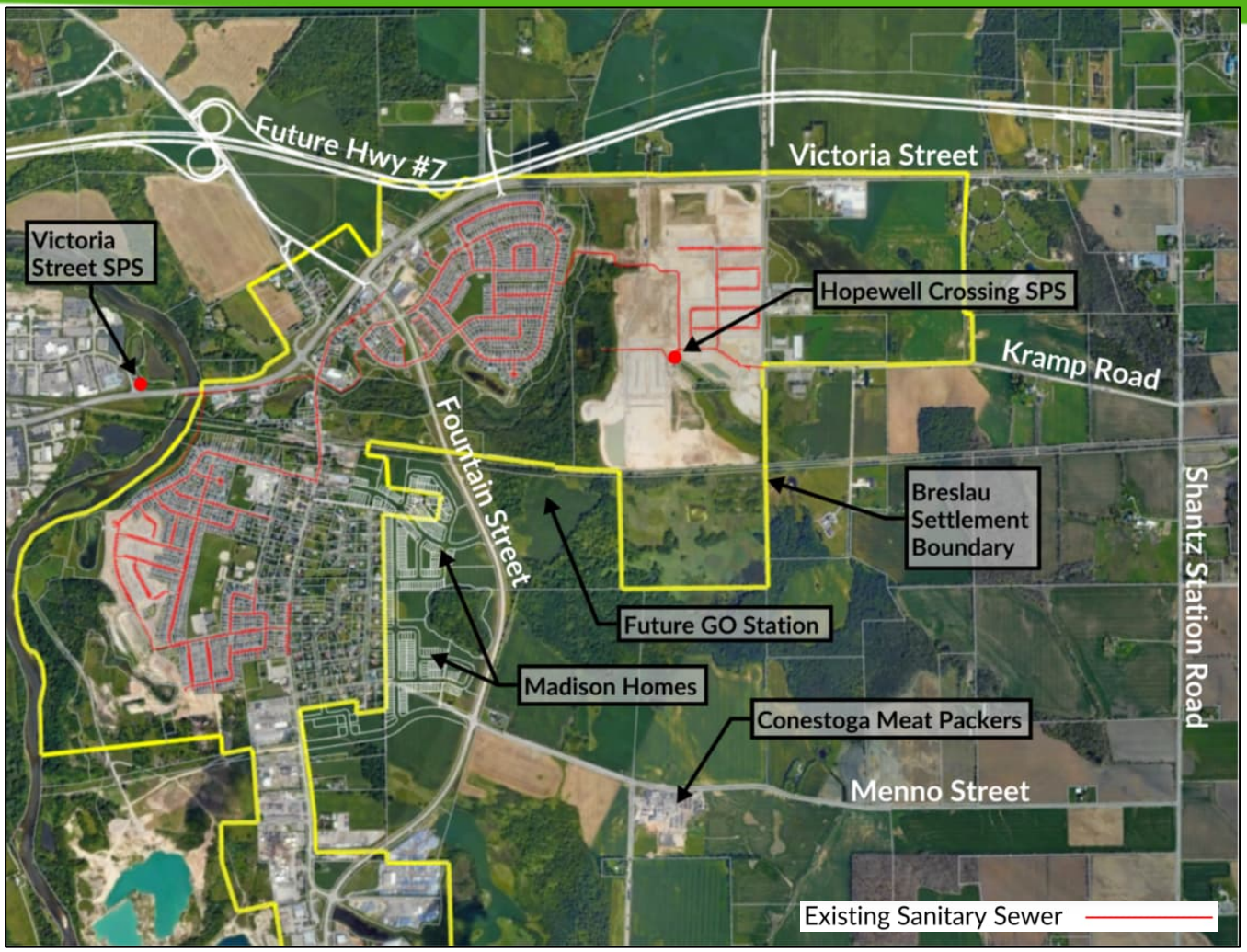
The focus of this EA study is to **identify the future sanitary servicing infrastructure** that will be required, with a focus on the alignment of the main trunk sewer and location of a new pumping / lift station at the southwest limits, needed to service the **Woolwich lands south of Menno Street**.

Associated Engineering

WOOLWICH TOWNSHIP

Existing Sanitary Infrastructure

Existing Breslau is serviced by the City of Kitchener's Victoria Street Sanitary Pumping Station (Max. Allowable Flow* = 189 L/s)



* Maximum sanitary flow rate based on the 2017 Cross Border Service Agreement with the City of Kitchener

Associated Engineering

WOOLWICH TOWNSHIP

Existing Sanitary Infrastructure

The Region of Waterloo Airport and existing industrial producers require servicing upgrades to accommodate current and future planned expansions.

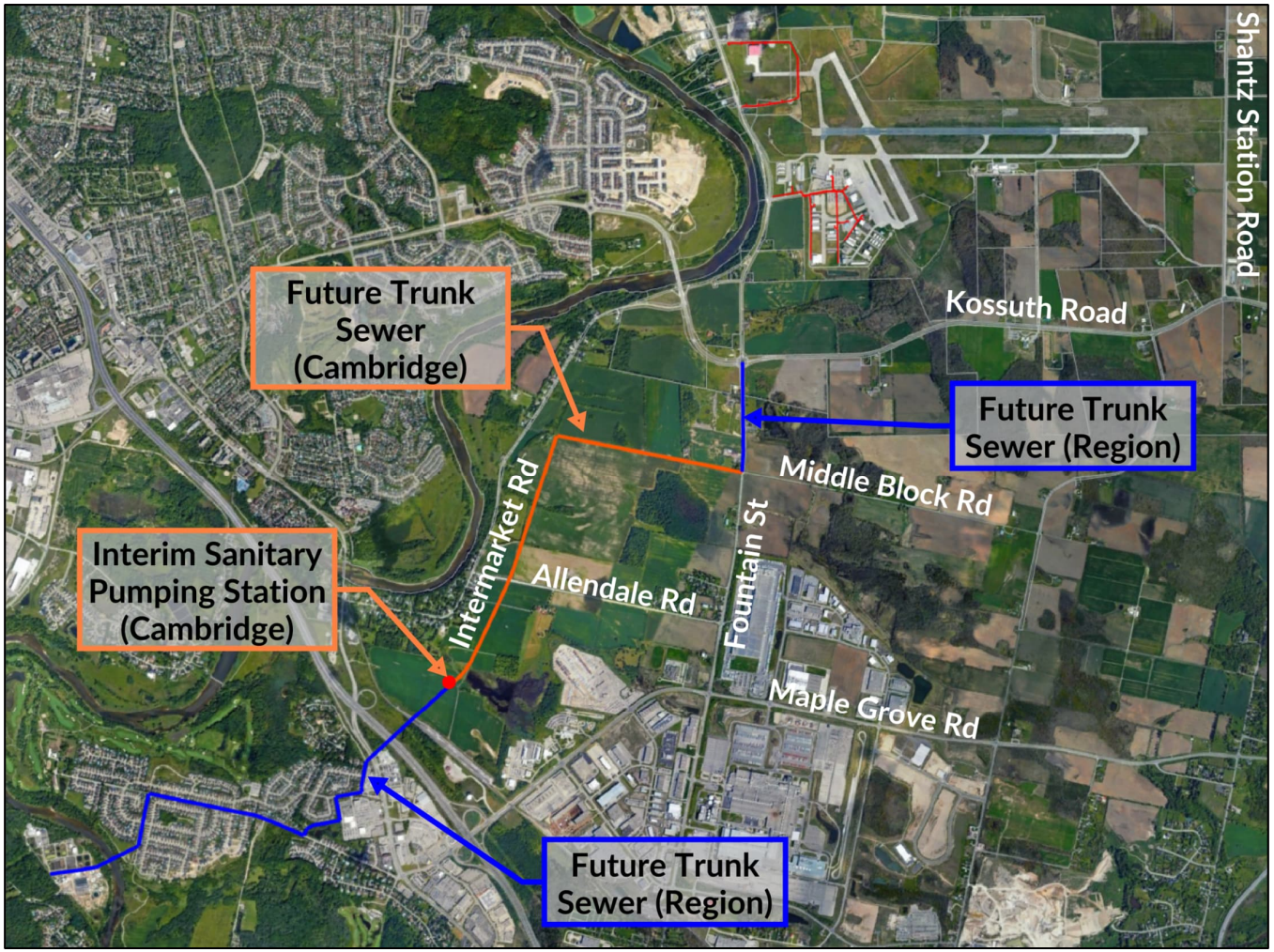


Associated Engineering

WOOLWICH TOWNSHIP

Planned Downstream Sewer Outlet

Future trunk sewers downstream of Woolwich are being constructed by the Region of Waterloo and the City of Cambridge



Associated Engineering

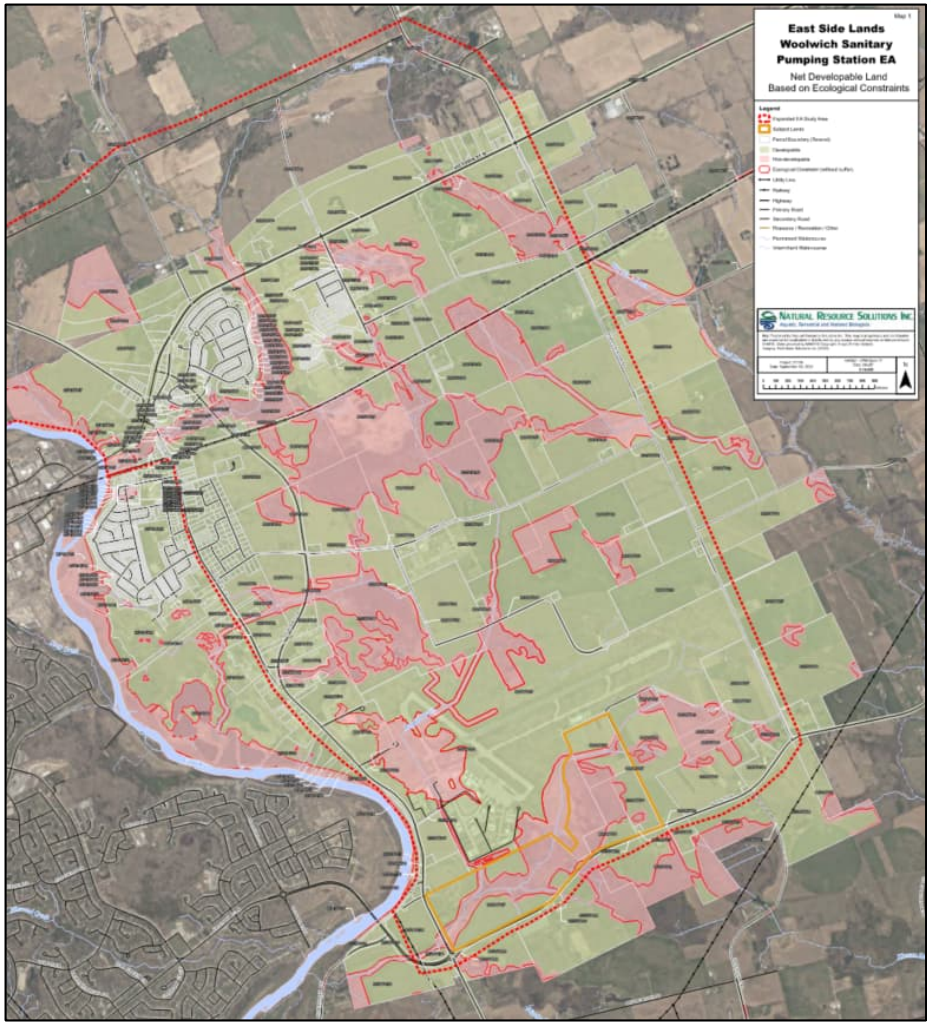
WOOLWICH TOWNSHIP

Sanitary Drainage Areas & Flow Rates

Detailed analysis of existing land uses and property ownership.

Exclusion of **Environmental Constraint areas** to determine "Net Developable Areas" to be used to calculate design flow rates.

Design Peak Flow Rate: 679 L/s



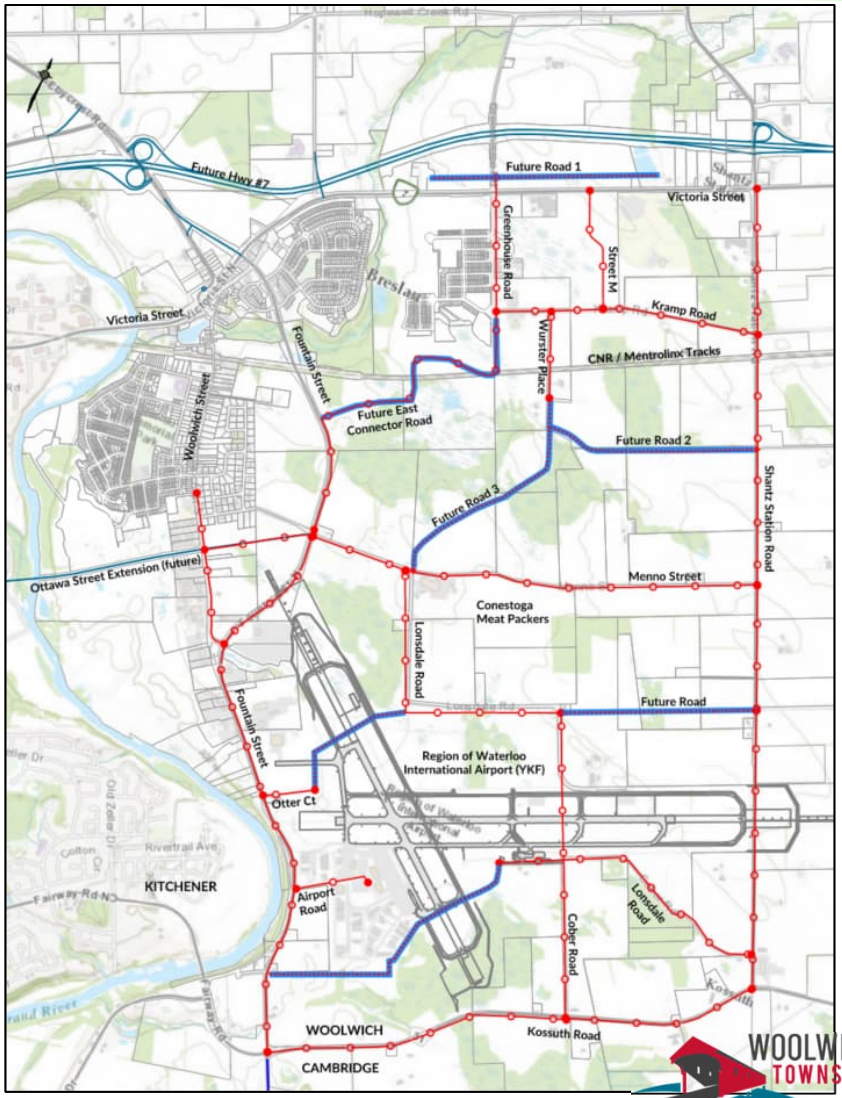
Associated Engineering

WOOLWICH TOWNSHIP

Assumed Future Sewer Network

Ultimately and as lands develop over time, the existing roads will be upgraded and will typically include new sanitary sewers. Some new roads have been assumed based on net developable areas (to be confirmed or adjusted by future planning studies).

A focus of this EA study is to determine the alignment for ultimate “Trunk” Sewer(s).



Legend

Anticipated Future Sanitary Sewer (On Ex. Road)

Possible Future Sanitary Sewer (On Possible Future Road)

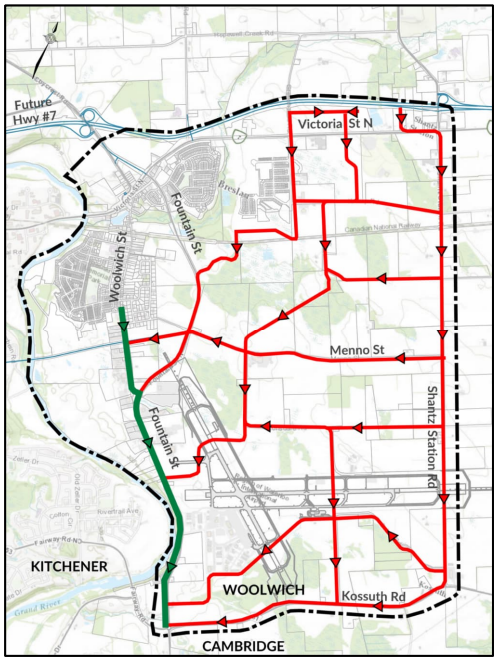
Planned Trunk Sanitary Sewer (RMW)

Associated Engineering

WOOLWICH TOWNSHIP

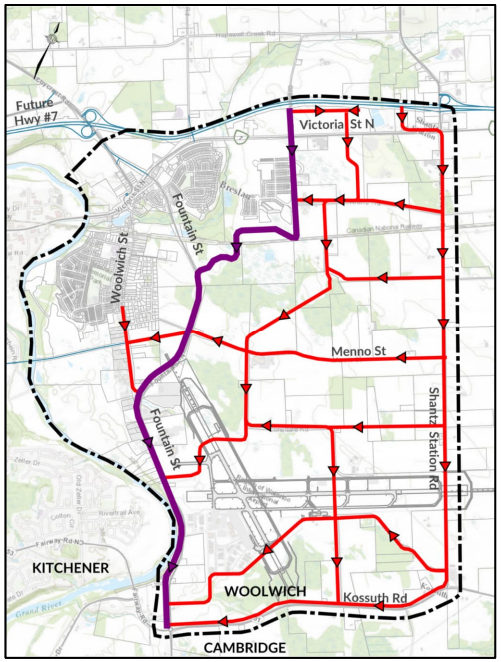
Trunk Sewer Alternative Alignments

Alignment #1



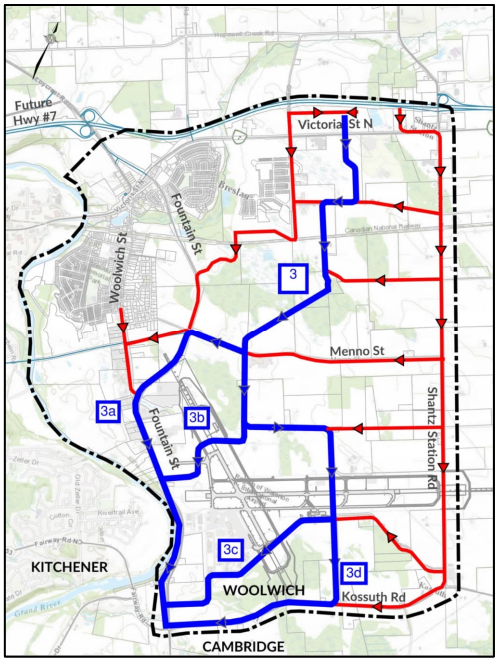
Legend:
- Study Area Boundary
- Trunk Sewer Alt #1
- Future Local Sewer

Alignment #2



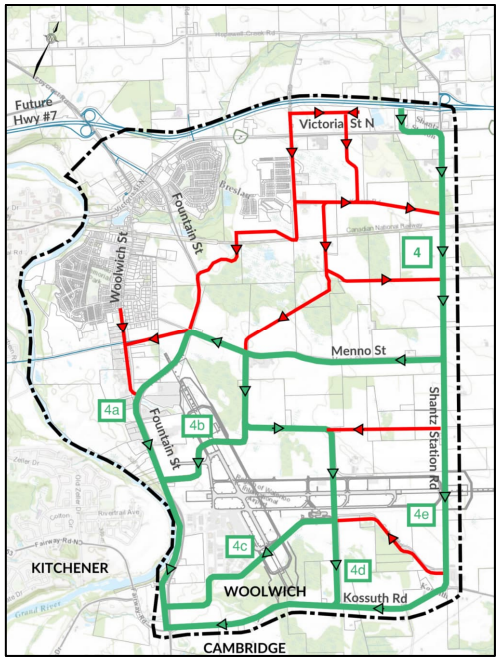
Legend:
- Study Area Boundary
- Trunk Sewer Alt #2
- Future Local Sewer

Alignment #3 (ABCD)



Legend:
- Study Area Boundary
- Trunk Sewer Alt #3
- Future Local Sewer

Alignment #4 (ABCDE)



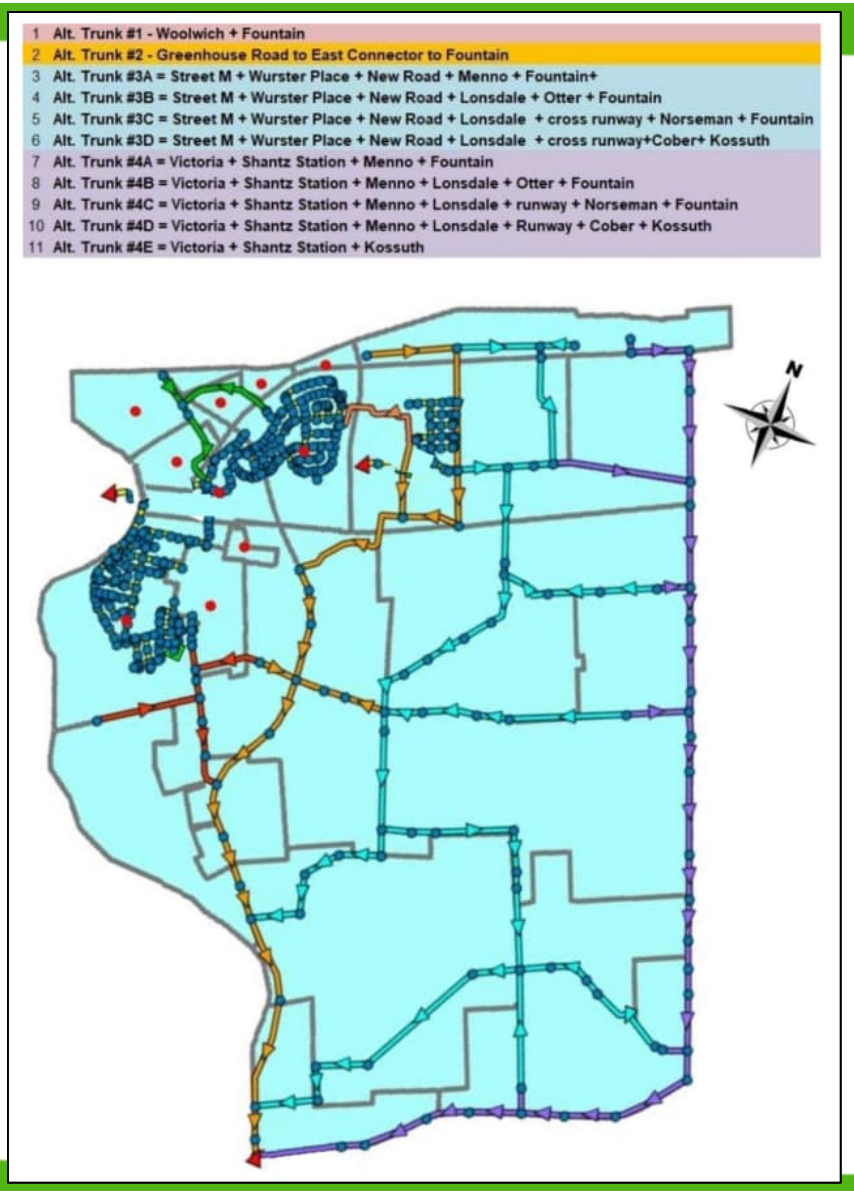
Legend:
- Study Area Boundary
- Trunk Sewer Alt #4
- Future Local Sewer

Associated Engineering

WOOLWICH TOWNSHIP

Trunk Sewer Alignments & Analysis

Gravity Sewer Depth Analysis		
Atlernative Alignments	Trunk Only D/S Depth (m)	All Sewers D/S Depth (m)
Alt. Trunk #1	12.2	18.2
Alt. Trunk #2	10.6	16.9
Alt. Trunk #3A	10.6	16.9
Alt. Trunk #3B	**9.0**	**15.6**
Alt. Trunk #3C	12.8	20.1
Alt. Trunk #3D	14.4	21.0
Alt. Trunk #4A	16.9	19.7
Alt. Trunk #4B	15.6	18.5
Alt. Trunk #4C	20.1	22.9
Alt. Trunk #4D	21.0	23.8
Alt. Trunk #4E	14.6	23.8

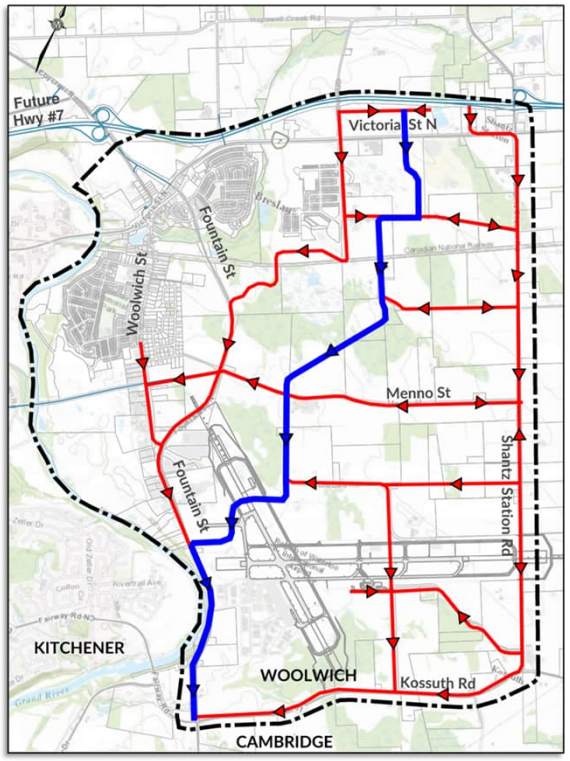


Alternative Sanitary Servicing Solutions

Scenario	Alignment #3B	Alignment #3D
Scenario # 1: Gravity sewers only, plus a large deep lift station at the downstream end (Fountain and Kossuth).	Alt #1	Alt #3
Scenario #2: Gravity sewers + smaller lift stations (as needed for sewer depths < 10m), plus a large deep lift station at the downstream end (Fountain and	Alt #2	Alt #4
Scenario #3: Optimized version of Scenario #2 with flatter sewers... *avoids large deep lift station.*	Alt #5	Alt#6

Alternative Sanitary Servicing Solutions

Alignment 3B



Alternative #1 – (3B) Gravity Sewers Only (Deep) + Lg Lift Station @ Fountain/Kossuth

Alternative #2 – (3B) Gravity Sewers (10m max) + Local LS + Lg Lift Station @ Fountain/Kossuth

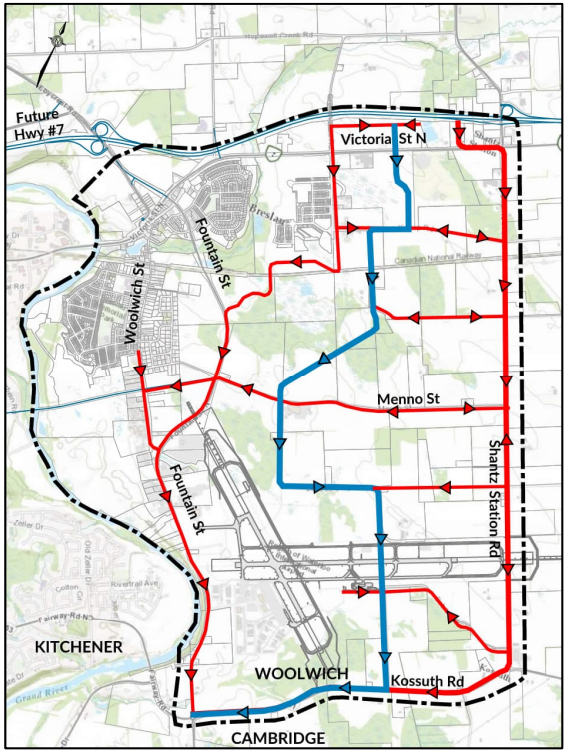
Alternative #3 – (3D) Gravity Sewers Only (Deep) + Lg Lift Station @ Fountain/Kossuth

Alternative #4 – (3D) Gravity (10m max) + Local LS + Lg Lift Station @ Fountain/Kossuth

Alternative #5 – (3B *Optimized**) Gravity Sewers + Local LS

Alternative #6 – (3D *Optimized**) Gravity Sewers + Local LS

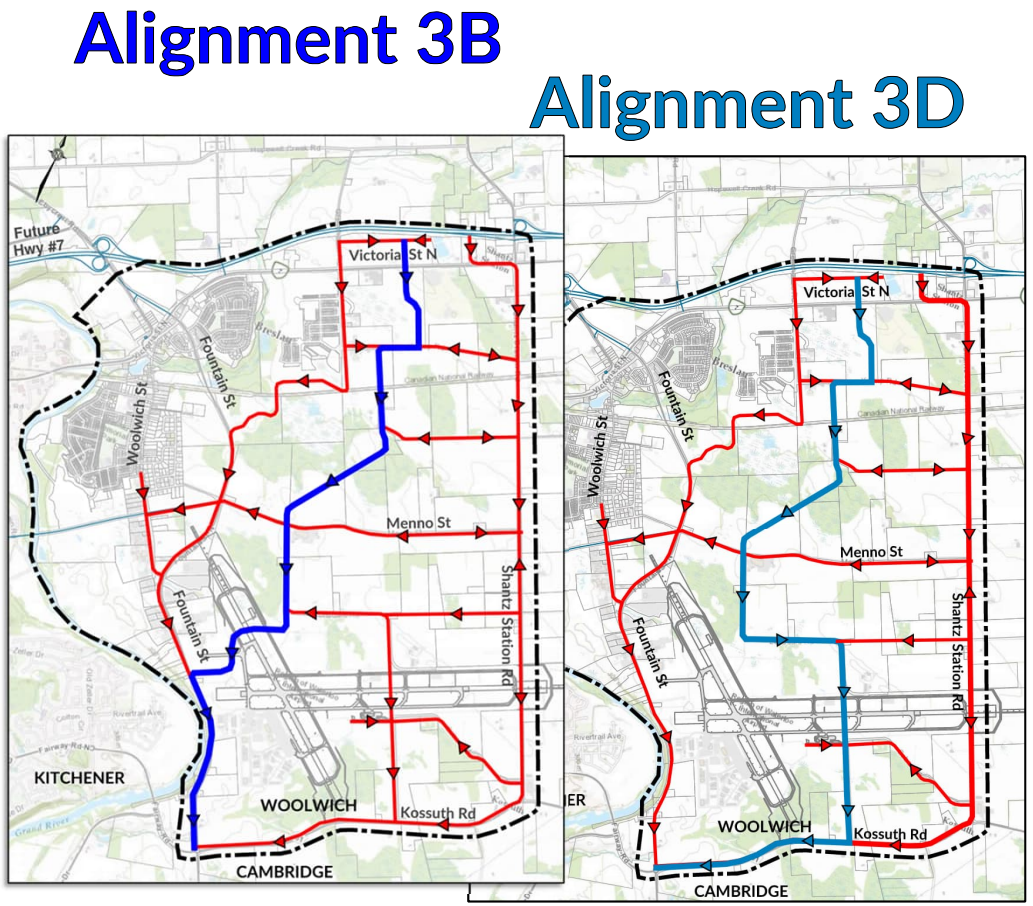
Alignment 3D



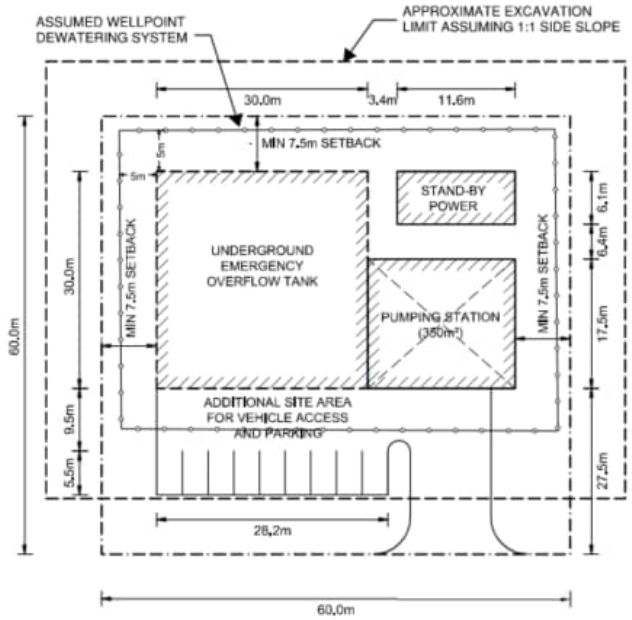
Alternative Sanitary Servicing Solutions

Note that the alternatives developed considered the entire sanitary servicing system, including:

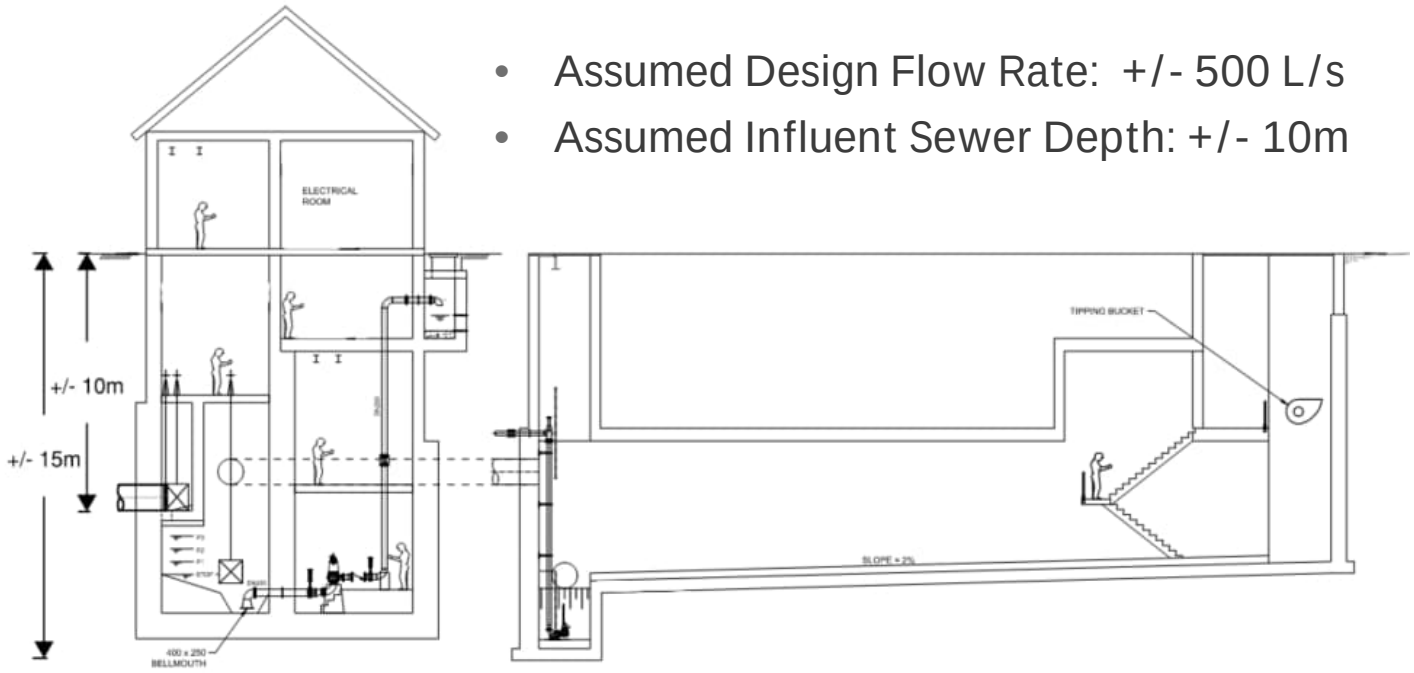
- Trunk Sewers
- Local Sewers
- Pumping (Lift) Stations



Preliminary ‘Baseline’ Pumping Station Sizing & Layout



PRELIMINARY SITE LAYOUT
PLAN VIEW
(NOT TO SCALE)



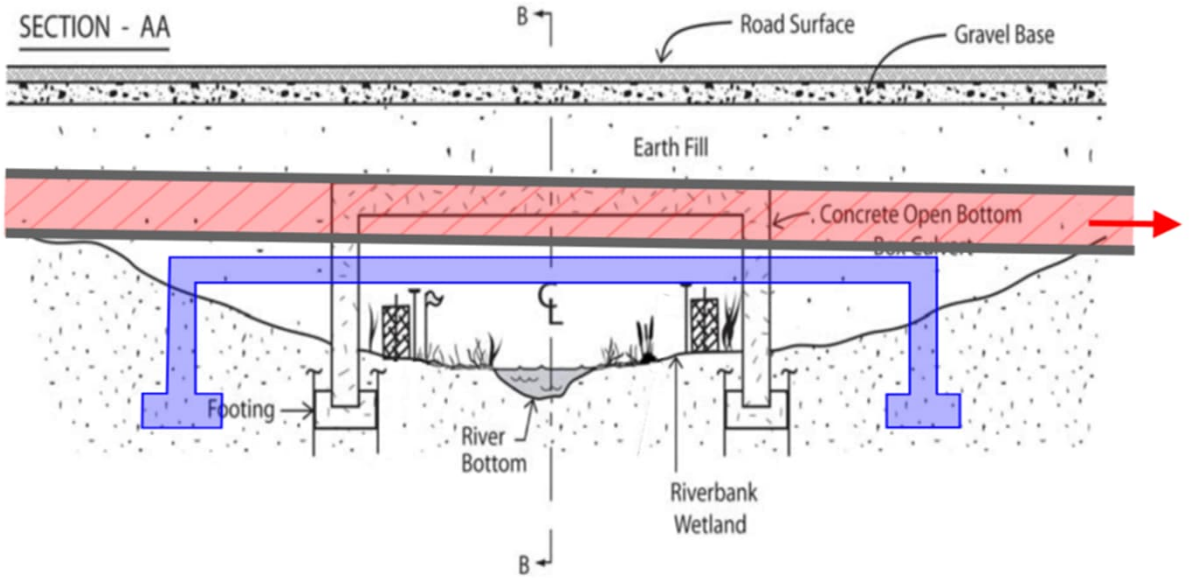
PUMP STATION & STORAGE TANK
CROSS SECTION
(NOT TO SCALE)

- Assumed Design Flow Rate: +/- 500 L/s
- Assumed Influent Sewer Depth: +/- 10m

Alignment 3B – Randall Drain Crossing

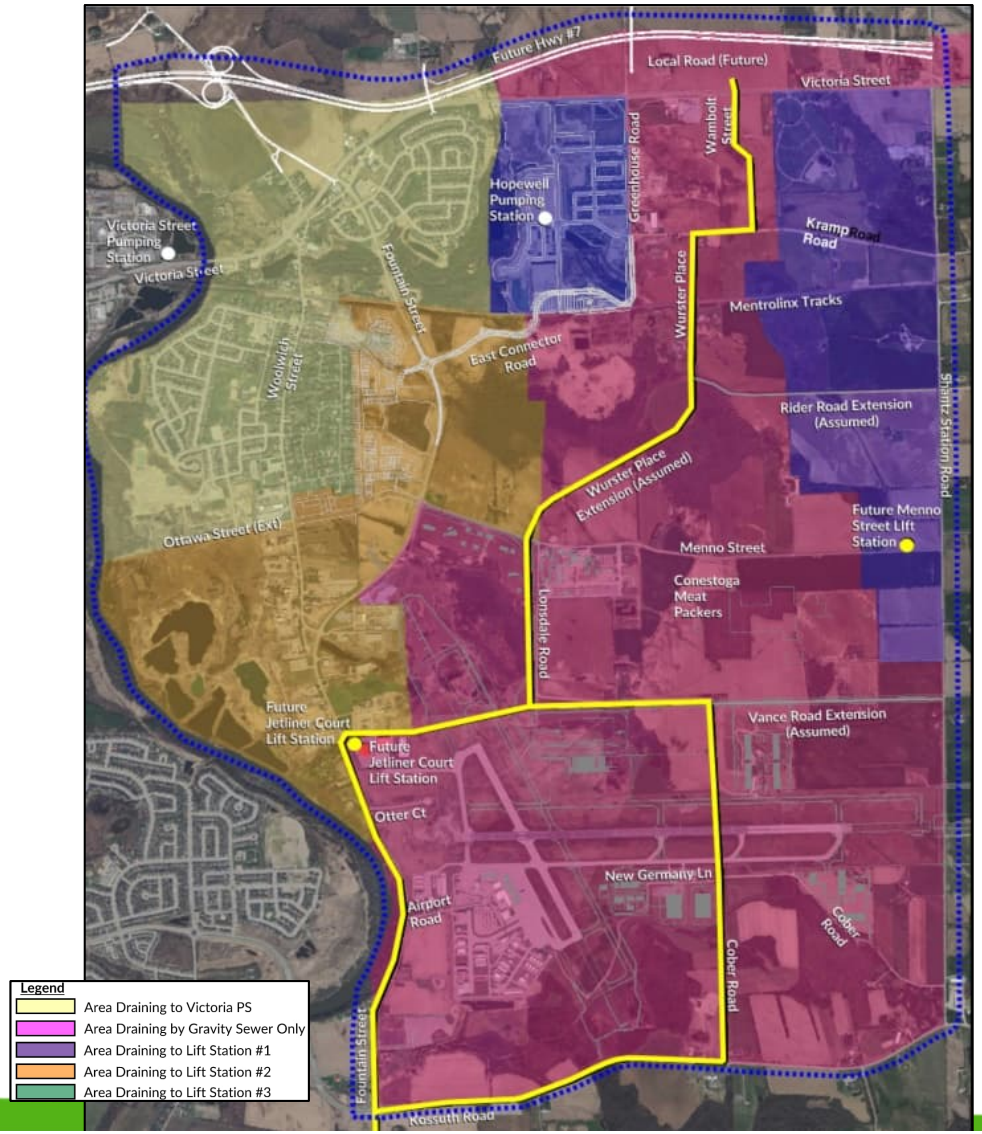
Replace Existing Box Culvert – Flatter and Wider





Alternative #7

- Trunk Sewer Alignment #3 – North of Menno Street
- Split into Alignments #3B and #3D at Lonsdale Road
- Smaller Lift Stations Required:
  - Jetliner Court Lift Station: Q=163 L/s | D = 10.4m
  - Menno Street Lift Station: Q=174 L/s | D = 10.9m
- Runway Crossings:
  - #3B – Runway 14-32 (Open Cut)
  - #3D – Runway 08-26 (Trenchless)
- Randall Drain Crossing @ Fountain Street
- Servicing flexibility to match development needs



Summary of Stakeholder Consultation

- Notice of Commencement

  August 3, 2023
- Public Consultation Centre #1

  March 13, 2024
- Public Consultation Centre #2

  June 26, 2024
- Council Presentation

  October 8, 2024
- Notice of Completion

  TBD



TOWNSHIP OF WOOLWICH
NOTICE OF PUBLIC CONSULTATION
EAST SIDE LANDS – WOOLWICH SANITARY SERVICING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - SCHEDULE 'B'

The Township of Woolwich presents an opportunity for interested members of the public and affected stakeholders to participate in consultation regarding the **East Side Lands – Woolwich Sanitary Servicing Class Environmental Assessment** (Class EA).

The study area, as shown to the right, is generally bounded by the Grand River to the west, Kossuth Road (Regional Rd 31) to the south, Shantz Station Road (Regional Rd 30) to the east and south of the new (future) Highway #7 to the north.

Building on the approved 2018 East Side Lands Sanitary Servicing EA, as well as the recent Airport Master Plan and other known development plans, this Municipal Class EA will investigate and evaluate alternative solutions for the extension of sanitary servicing infrastructure that is required to support existing and future developments within the Township of Woolwich.

The study scope includes a preliminary assessment of the developable lands considering property boundaries, topography, ecological habitat constraints, archaeology, and cultural heritage. Alternative strategies for providing sanitary servicing to the development lands are being investigated, including both gravity sewers and pumping station plus forcemain solutions.

Hopewell Creek Rd
KITCHENER

The study is being undertaken in accordance with a "Schedule B" Municipal Class
Event will be conducted virtually, and will include a pre-recorded presentation of the
downloadable content for stakeholder review. The information will be available for
EngageWR site (https://www.engagewr.ca/east-side-lands) starting on Wednesday

We kindly request that comments and/or questions be submitted through the Engage
27th, or feel free to reach out to the project members listed below.

Ryan Tucker, P.Eng.
Engineering Project Supervisor
Township of Woolwich
24 Church Street West, P.O. Box 158
Elmira, ON N3B 2Z6
Phone: 519-669-1647 x6048
Email: rtucker@woolwich.ca

Duane Lindner, P.Eng.
Sr. Project Manager
Associated Engineering (O
Suite 302, 508 Riverbend D
Kitchener, ON N2K 3S2
Phone: 226-214-3238
Email: lindnerd@ae.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*
information, please note all comments will become part of the public record.

WOOLWICH TOWNSHIP
Region of Waterloo

East Side Lands:
Woolwich Sanitary Servicing
Class Environmental Assessment

Welcome

Public Consultation #1
March 13, 2024

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

WOOLWICH TOWNSHIP
Region of Waterloo

East Side Lands:
Woolwich Sanitary Servicing
Class Environmental Assessment

Welcome

Public Consultation #2
June 26, 2024

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

Next Steps:

- Council Adoption & Issue ‘Notice of Completion’
- Detailed Design Consultant Selection – Fall 2024
- Detailed Design – Jan – Dec 2025
- Construction start – early spring 2026

East Side Lands:
Woolwich Sanitary Servicing
Class Environmental Assessment

Thank You

Presentation to Woolwich Coucil
October 8, 2024

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.