

North Cambridge Business Park Class Environmental Assessment Newsletter No. 1 December 2016

What is the purpose of the study?

The City of Cambridge has initiated a Class Environmental Assessment (Class EA) study for the North Cambridge Business Park. The study scope includes three main parts, as shown in Figure 1 and listed below:

1. A new North-South Collector Road connecting Middle Block Road to the proposed Creekside Development;
2. Rehabilitation / Upgrades of the existing Freeport Creek stormwater management pond (Pond 130);
3. A new Sanitary Pumping Station and Forcemain

A formal Notice of Project Commencement was issued in June 2016.

What is the reason for this newsletter?

The City of Cambridge wants to ensure that the public has an opportunity to provide input to the decision making process for this project. This newsletter is in place of a public meeting, and is intended to inform the public of the alternatives being considered and gather input towards selecting preferred solutions for each of the three main parts.

If you would like to help shape this project, please provide your comments on the sheet provided. If you need additional information, please contact the project team.

What has been completed to date?

The work completed to date includes the collection and review of background information, development of alternative solutions for each of the 3 main parts, and the development of an alternative evaluation process to help select the preferred solution. Input gathered from the public in response to this newsletter will be included in the evaluation process.

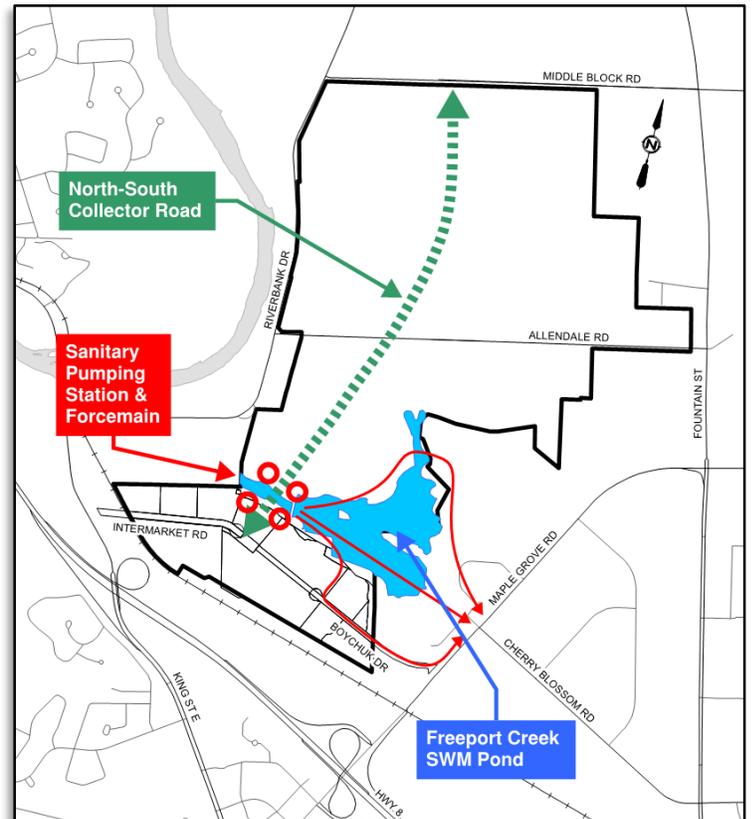
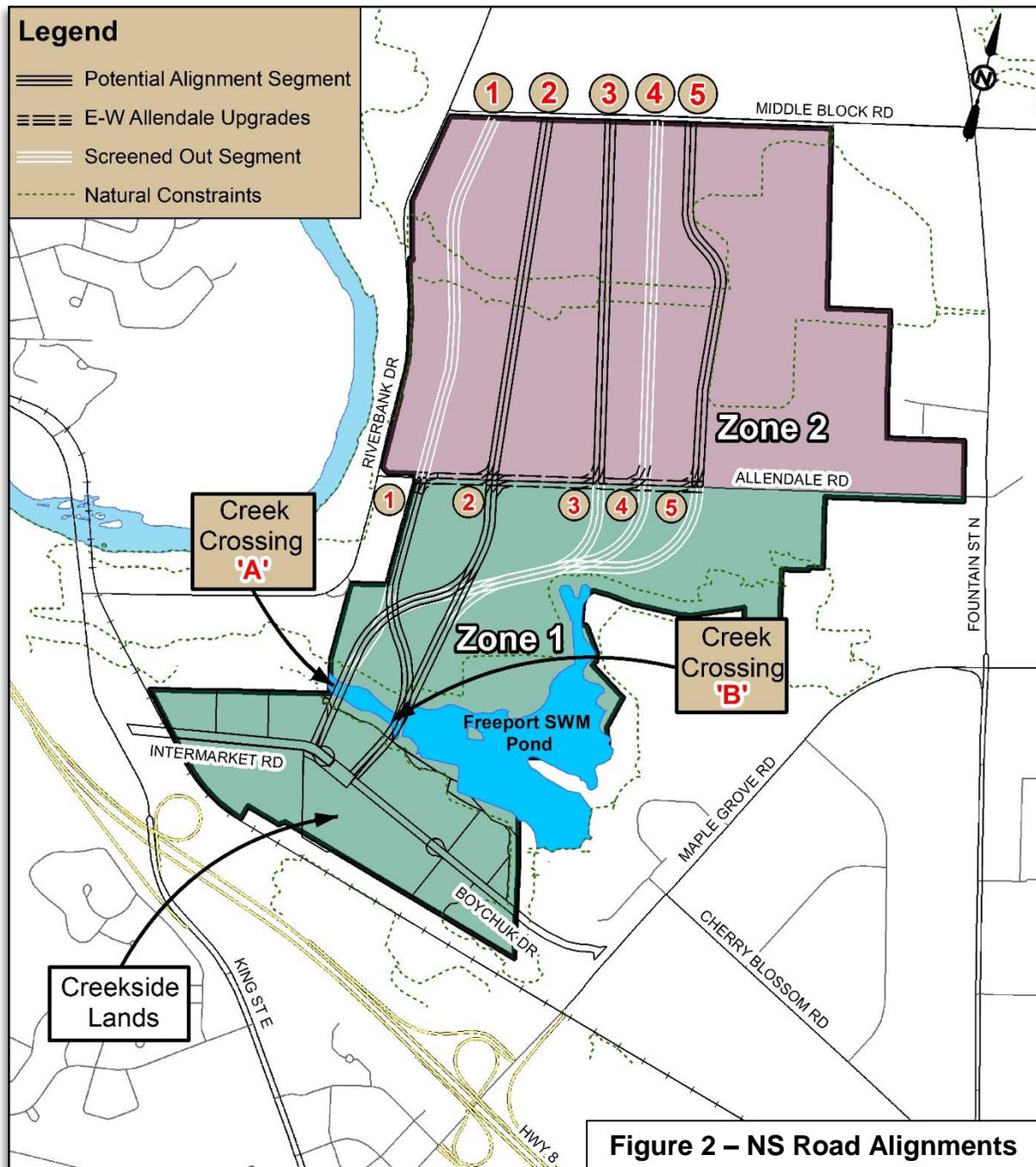


Figure 1 – Study Scope

What are the options for the North-South Collector Road?

The North-South Collector Road will connect to Middle Block Road, cross Allendale Road and Freeport Creek and connect to the future Creekside development. Many alignment alternatives were originally considered. Discussions with affected landowners and the project team resulted in reducing the number of options. This preliminary screening of options considered: impacts to existing properties; impacts to natural areas; and the ability for the road to support potential development plans for the desired employment land uses. Figure 2 illustrates the 'short-list' of potential alignments being considered for further evaluation.



In an effort to minimize environmental impacts, all potential alignments were designed to use one of the two existing farm crossings of Freeport Creek. From here, 5 alignments were developed. For the purpose of simplifying the evaluation process and to prepare for the likelihood of the business park developing in stages, Allendale Road was used to break the alignments into Zones 1 & 2. This allows for independent assessment of road segments and a number of different combinations of road and intersection configurations. Some segments have already been screened out based on landowner comments or environmental impacts. This EA study will also consider design options for the road cross section and right-of-way requirements, a preliminary road profile and the appropriate type(s) of intersection controls needed along the roadway. Figure 3 illustrates the intersection options being considered.

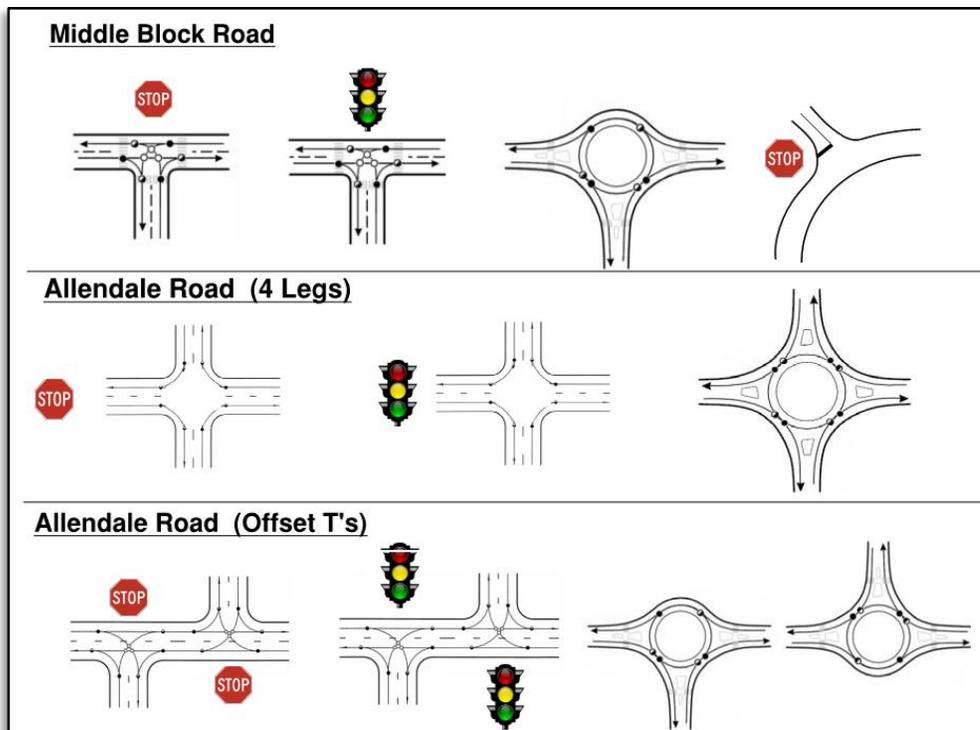


Figure 3 – N-S Road Intersection Options

Where segments of the alternative alignments between Zones 1 and 2 do not 'line up', Allendale Road can be used to connect them, which may require upgrades of the existing roadway and offset "T" intersections.

What are the options for the stormwater management pond?

The Freeport Creek stormwater management (SWM) pond provides flow control for lands draining into Freeport Creek. Over the past 20+ years, the low flow outlet from the pond has become blocked, leading to higher water levels and more flooding within the pond's storage basin, which in turn has impacted the surrounding woodlands. As a result, the local ecology has changed and the SWM pond area has been evaluated as a Provincially Significant Wetland (PSW). Figure 4 illustrates the current condition of the Freeport Creek SWM Pond.

Many options have been looked at for the Freeport Creek SWM Pond, to find out how the pond would change, and what the resulting impacts to the PSW and nearby lands would be. These options and the criteria they are to be evaluated by are summarized as follows:

Freeport Creek SWM Pond Options

- 1 Current Conditions - with the normal water level (NWL) defined by the existing large culvert
- 2 Original outlet design configuration restored + adjacent private lands remaining un-developed
- 3 Pond layout & outlet unchanged from current condition + new SWM controls on adjacent private development lands
- 4 Retrofit pond outlet to provide all SWM controls for existing & future development (no additional controls on private lands)
- 5 Relocate pond outlet further downstream (Road Crossing 'A') + Retrofit Pond to provide all SWM controls (per Option #4)
- 6 Additional (future) SWM controls on private lands + retrofit pond outlet to lower normal water level to the original design elevation
- 7 Additional (future) SWM controls on private lands + retrofit pond outlet to lower the NWL to optimize wetland conditions

Evaluation Criteria

- 1 Does it address existing pond deficiencies relating to sedimentation (inlet controls)?
- 2 Does it achieve the required downstream flow rate targets for design storms up to and including the Regional Storm event?
- 3 Does it address and/or minimize flooding for the nearby lands both upstream and downstream of the SWM pond?
- 4 Does it minimize further negative impacts to the natural environment?

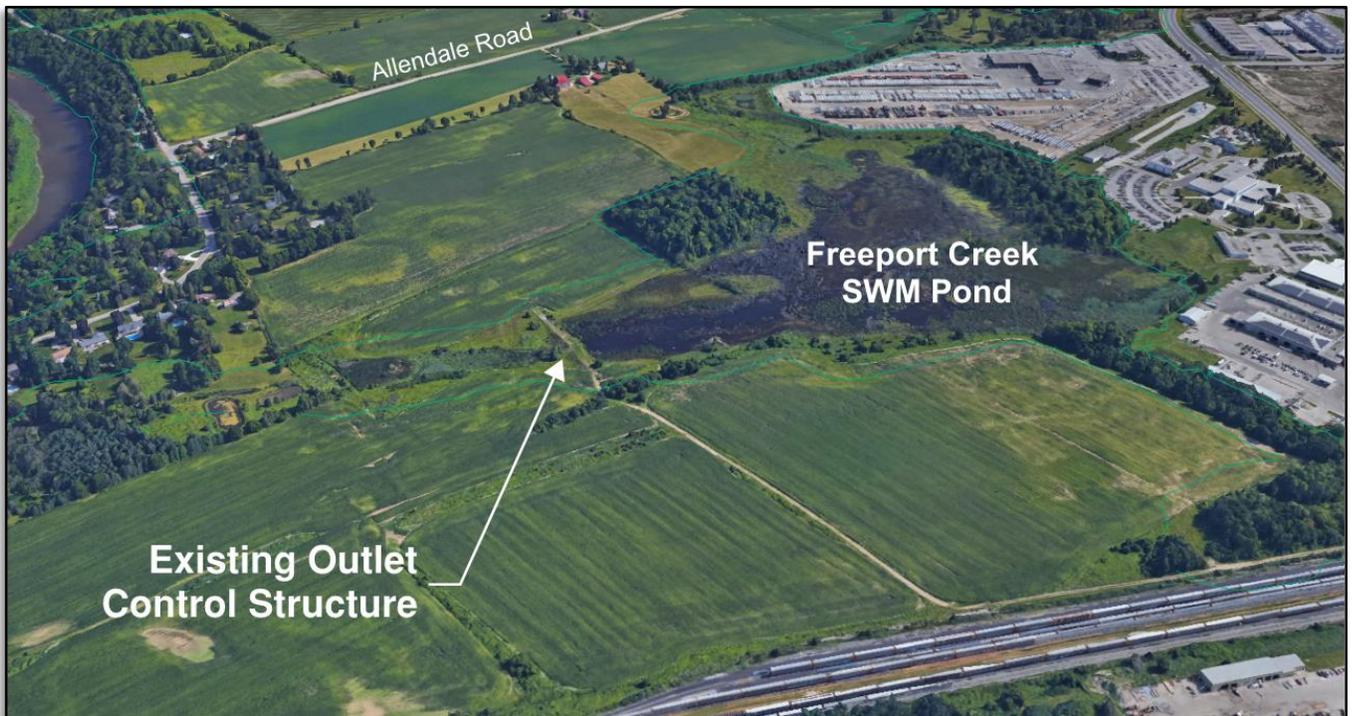


Figure 4 – Freeport Creek SWM Pond

What are the options for sanitary servicing?

In the long-term (20+ years), sanitary flows from the study area will go to the Kitchener Wastewater Treatment Plant (WWTP). However, at this time there is space available at the Preston WWTP to allow development to begin. In order to get flows to the Preston WWTP, a pumping station and forcemain will be required. It is important to note that this new infrastructure is not intended to service the existing developed properties.

The pumping station will be located either north or south of Freeport Creek and immediately east or west of the NS Collector Road. The forcemain will connect the pumping station to the available sewer at Cherry Blossom Road. The potential alignments are shown in Figure 5.

Where alignments cross sensitive environmental features and/or private property, the use of trenchless construction methods (like micro-tunneling) will be considered to minimize impacts.

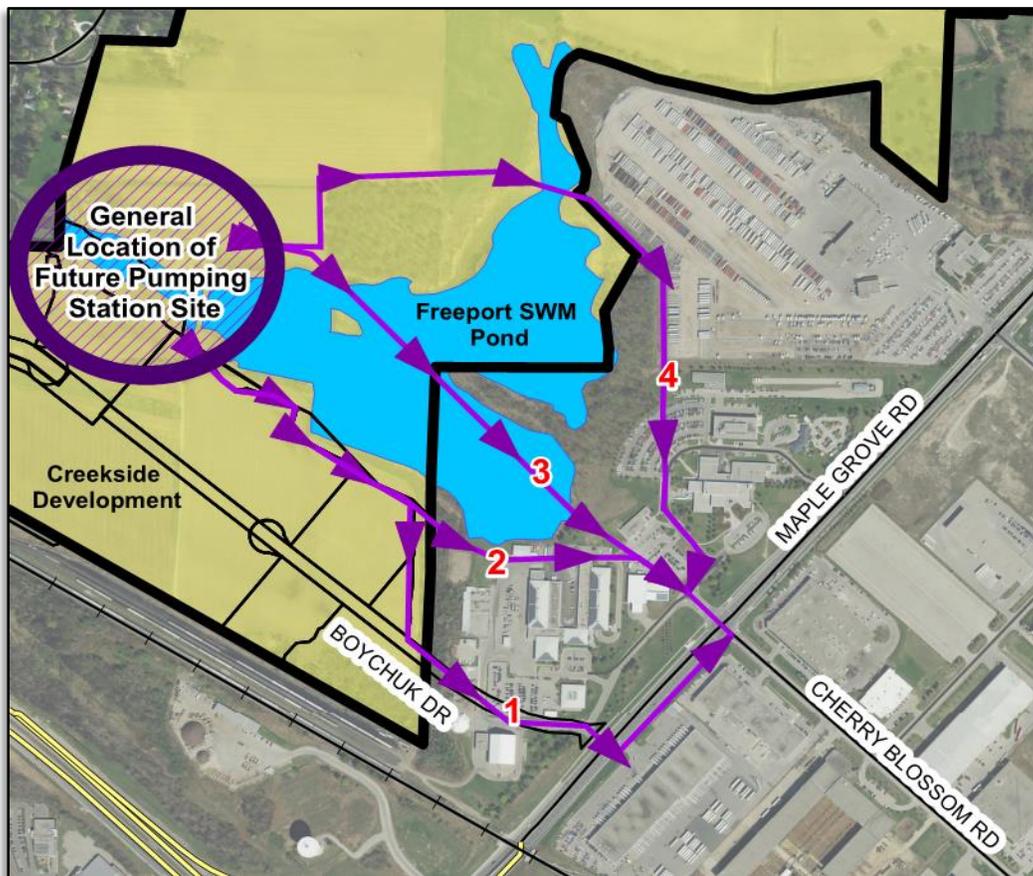


Figure 5 – Sanitary Pumping Station & Forcemain

Next Steps

After we receive comments from the public, we will combine them with feedback from our project team to evaluate the alternatives in terms of natural, social and technical impacts. A preferred solution will be identified and presented through additional public consultation. Finally, all of the project information, including the evaluation and details of the preferred solution, will be presented in an Environmental Study Report (ESR) which will be available for public review in the spring of 2017.



We want to hear from you!

Community engagement is important to us. Please provide your opinion and help influence this Class EA by taking the time to send us your comments by December 21st. Send them to:

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Section 1 – North-South Collector Road

Please indicate your preferred alignment in Zones 1 and 2, and provide any further comments regarding the design of the roadway.

Section 2 – Freeport Creek Stormwater Management Pond

Please indicate any concerns you may have regarding the SWM Pond.

Section 3 – Sanitary Pumping Station & Forcemain

Please indicate any desired outcomes regarding the location of the sanitary pumping station and forcemain.

Commenter's name: _____

Phone: _____ **Email:** _____