



Public Information Center No. 2 Question/Comment Responses New Pelham Elevated Tank Environmental Assessment Town of Pelham

Comment/Question #1

Disturbance of the existing roadways, Hwy 20 and Lookout St, needs to be minimized for the construction of the transmission lines to the new water tower. Damaged pavement needs to be repaired promptly and complete new road resurfacing should take place as soon as possible. Also, exposed gravel roadway surfaces need to be promptly and regularly treated to minimize dust.

Transmission line construction on Hwy 20 and Lookout St will result in traffic being diverted onto neighboring streets. What action will be taken by the Region to prevent traffic circumventing the construction by using Brewerton Blvd as a construction bypass? Also, will all construction equipment traffic be banned from the use of Brewerton Blvd and neighboring residential streets?

Response #1

Thank you for your comments.

Construction of the new watermains would be preferred to be completed within the rights-of-way or the shoulders of the existing roads to minimize the impact on the existing roads and pavement, where possible. However, this depends on the location of existing buried infrastructure and utilities, in order to avoid interference. Where pavement needs to be removed or is damaged during construction, the Contractor will be required to fully restore the area as soon as possible once the work is completed, weather permitting. It is possible that the area is only restored temporarily if the Contractor needs to complete additional work in that area later on, or if final restoration needs to be completed in a certain season to achieve the best results. Dust mitigation will be incorporated into the requirements for the Contractor during construction.

While rights-of-way or shoulders will be used where possible, construction of the watermains may still require lane closures or road closures. Closures will be kept to one lane where possible, to allow local traffic and emergency vehicles to still travel along the road and avoid the requirement of detour routes. There may be some delays anticipated along these routes to allow each side of traffic to alternate passing through the area. The Region will investigate the possibility of restricting any lane or road closure hours during key travel times (e.g., rush hour), and implementing signage for local traffic to use specific roads only, to minimize the impact on traffic overall and reduce the chance

of traffic using local roads as a bypass. In cases where a full road closure is required, the duration of the closure will be kept as short as possible.

The Region will investigate the possibility of route restrictions for construction vehicles/equipment on local residential streets and incorporate these into the Contract Documents during the design process.

Comment/Question #2

Locate PRV at Haist and Hwy20 out of the intersection for minimal disruption during construction and also during future maintenance activities.

The information was clear and decision process was understandable. I agree with the conclusion and hope that the project moves forward quickly as my fire flows and home water pressure will be improved when this is completed. Thanks for the opportunity to review the project!

Response #2

Thank you for your comments.

Yes, the intent is to locate the PRV chamber as far out or to the side of the intersection at Haist Street and Highway 20 as practicable, to minimize interruption to traffic during construction and for future maintenance activities. The exact location of the PRV chamber will be limited by existing infrastructure through the intersection (e.g., existing watermains, sanitary sewers, hydro, etc.) and will be determined during detailed design.

Comment/Question #3

This correspondence is being sent further to our electronic mail message sent on December 3, 2019 after the Public Information Centre (PIC) #1 on November 6, 2019. Despite the passage of over 21 months, to date we have not received a reply to our December 3, 2019 e-mail, in particular, to the following issues raised at that time:

1. Use of an alternative road rather than the proposed access road during construction;
2. Use of barriers between the driving range, the access road and our properties and replacement of any existing trees that may be damaged during construction;
3. Use of barriers between the overflow pond and our properties such as substantive landscaping to block the view of the base of the tank and any ponds;
4. Production of a shadow impact study so that we can assess the impact on our properties; and
5. The opinion of a certified appraiser as to the impact of the tank on our property values.

We feel that additional studies must be undertaken and we would like the opportunity to review them, including the following:

- a) Stage 2 Archaeological Assessment;
- b) Geotechnical/Hydrogeological study;

The logo consists of the words "MOVING", "WATER", and "FORWARD" stacked vertically. "MOVING" and "FORWARD" are in white, while "WATER" is in blue. The text is set against a dark grey rectangular background.

- c) Topographic survey;
- d) Environmental impact study including effects on wildlife, vegetation, habitats, air quality, noise impact, source water protection and climate change; and
- e) Land & Use Impact study as the subject site is located in the Greenbelt Area of Natural and scientific Interest (Kame Delta Formation).

In summary, it remains our opinion that it is premature to proceed any further with Public Information Centre (PIC) #2 at this time given the failure to complete the above studies or alternatively to provide disclosure of these studies to the public for full public review and public consultation. The failure to do so runs directly contrary to the intent and purpose of a Schedule B Municipal Class EA study and proper public consultation and transparency. The refusal to delay any further public meetings until all studies are completed and disclosed to the public suggests that there has been a pre-determined outcome and that the Region and its consultants are now simply going through the required motions. We sincerely hope that this is not the case and look forward to full disclosure of all studies and reports and continued, meaningful discussions before a final decision is made failing which we fully reserve the right to request a Part II Order at the appropriate time. Thank you in advance for your anticipated consideration of our comments and your anticipated timely reply to same.

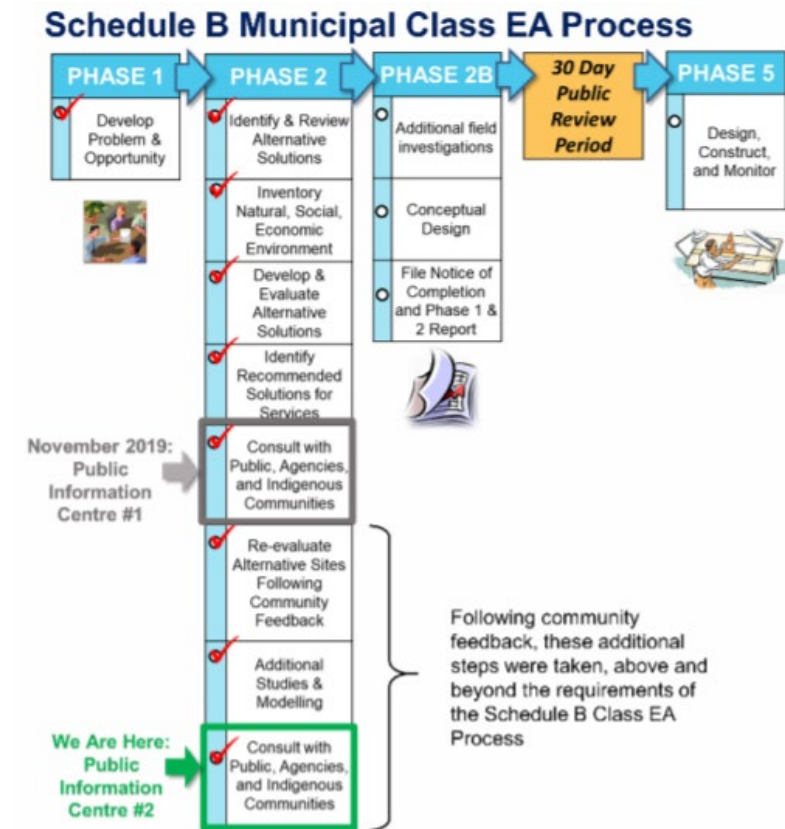
Response #3

Niagara Region communication records show an email response was sent Dec. 3, 2019 in reply to the electronic mail message received on Dec. 3, 2019. Issues that were brought forward as part of the Dec. 3, 2019 email were not definitively addressed at that time as they pertain specifically to items that are relevant to the detailed design phase which occurs later in the project schedule.

Responses at this time as follows, however may be subject to change during detailed design:

1. The land for the proposed road will be acquired as part of the purchase of the property. This road will likely be constructed first to facilitate the construction of the remaining features.
2. Barriers between the driving range, access road and the adjacent properties will be incorporated into the final design. Any trees damaged or removed will be replaced with 2 trees as per our regular practice.
3. Landscaping features that minimize impacts to surrounding properties will be considered during design.
4. The final design will incorporate optimum placement of the tank to minimize any potential shadow impacts. Studies pertaining to shadow impacts are not generally undertaken as part of Municipal Class EA studies. We will take your recommendation for consideration.
5. Property value impacts are not generally undertaken during the Municipal Class EA studies. We will take your recommendation for consideration.

This project has followed all the required steps for the phases undertaken to date (Phase 1 and 2) as outlined as part of the Schedule B Municipal Class Environmental Assessment Process as shown below.



As part of the evaluation process for Phase 2 of the Municipal Class EA, Natural Heritage desktop studies were completed for the three shortlisted sites. As we begin Phase 2B of the EA, field investigations for the Natural Heritage studies will be executed on the preferred location. In addition, the Stage 1 and 2 Archaeology, geotechnical/hydrogeological and topographical studies will be conducted during the Conceptual Design step of Phase 2B to support these studies. The preferred solution does not become final until these studies are completed and found to be satisfactory. All studies completed by Niagara Region for the project will be included as part of the Final Report and the opportunity to review them will be provided during the 30 day public review period.