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DATE 27 January 1999

TO/DEST. Co-ordinator  
 Planning and Environment Committee

FROM/EXP. Director, Engineering Division  
 Environment and Transportation Department

SUBJECT/OBJET **KILBORN AVENUE TO SMYTH ROAD FEEDERMAIN LINK  
 ENVIRONMENTAL ASSESSMENT**

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**DEPARTMENTAL RECOMMENDATION**

**That Planning and Environment Committee recommend that Council confirm the preferred route for the new Kilborn Avenue to Smyth Road Feedermain Link as outlined in the recently completed Environmental Screening Report dated January 1999, that being Route 1A, which includes the City of Ottawa's Grasshopper Hill Park, Fairbanks Avenue, Billings Avenue, Highridge Avenue, Roger Road and Highland Terrace.**

**BACKGROUND**

The major community facilities north of Smyth Road, which include the Children's Hospital of Eastern Ontario, the General Hospital and the National Defence Medical Centre fall within the 2C Pressure District. The existing distribution grid in this area requires strengthening for reliability purposes and thus a new 400 mm feedermain from Kilborn Avenue to Smyth Road is required. This will provide another feedermain to the area and will eliminate the problem of a service disruption in the event of a break in our existing distribution system.

The feedermain will provide a link between an existing watermain located on Kilborn Avenue (West of Featherston Drive) to a point on an existing watermain on Smyth Road (East of Broadmoor Avenue), an approximate distance of 2.0 km.

On 21 July 1998, Corporate Services and Economic Development Committee approved the award of contract CA9518 to Novatech Engineering Consultants Ltd., to undertake the Environmental Assessment (EA) and detailed design of a feedermain link between Kilborn Avenue and Smyth Road.

## DISCUSSION

As part of the Environmental Assessment component of this assignment, four possible routes for the watermain were identified. These four routes were then assessed for their impact on the environment, in particular their impact on the Pleasant Park Woods Environmentally Sensitive Area (ESA) and the Lynda Lane Woods, in order to select the most appropriate route.

Figure 1 provides an overview of the study area. It is primarily a residential community bounded by Smyth Road to the North and Kilborn Avenue to the South. Included in the study area is the Pleasant Park Woods ESA, Lynda Lane Woods, a City of Ottawa Park, Open Space and the Pleasant Park Public School.

Four alternative routes were identified for the Kilborn-Smyth Feedermain link (See Figure 1). For all four of the routes proposed, segments of each alignment are within the City's Greenway System. The Greenway System Corridor is owned by the City of Ottawa and is designated *Linkage, Environmentally Sensitive Area (ESA) and Major Open Space*.

All four routes presented achieve the objective of a feedermain link between Kilborn Avenue and Smyth Road. In developing and finalizing these alternatives, the following factors were taken into consideration:

- Condition of the existing watermains on any given route;
- Ownership of land;
- Conflicts with other (existing) utilities and infrastructure;
- Condition of affected roadways;
- Length of new watermain required to be constructed to complete the feedermain;
- General constructability of the feedermain;
- Minimizing traffic and business interruption.

An integral part of the Class EA process was to conduct an assessment of the natural environment for the four routes identified. The results of this preliminary assessment indicated that route Options 1 & 1A would result in the least amount of interaction and route Option 2A in the greatest. For route Options 1 & 1A, construction of the watermain will be by tunnelling for that part of the alignment required from Fairbanks & Cunningham to the Open Space (a distance of approximately 50 m).

Evaluation criteria were developed in consultation with the public during October 1998. The evaluation process involved assessing the different routes for three different categories, with each category assigned a value based on relative importance.

The three categories were as follows:

1. NATURAL ENVIRONMENT 10%  
This criterion assesses the route according to its impact on local ecological processes and local aquatic systems.
2. COMMUNITY 40%  
This criterion bases the assessment on the impact the route has on public green space and recreational facilities, the impact of noise during construction, consistency with planning policies of local government, and impact on level of service.
3. ECONOMY 50%  
This criterion assesses the routes according to its impact on businesses and institutions and life cycle costs.

The respective scores of the four routes (out of a possible 300) were as follows:

ROUTE	SCORE
Option 1	240
Option 1A	290
Option 2	235
Option 2A	210

Based on these assessments, route Option 1A was selected as the preferred route alternative, scoring the highest out of the four route options. The preferred route Option 1A will require an easement for that section of the alignment which runs through the City's Greenway System, Kilborn Avenue north to Fairbanks Avenue (See Figure 1). This section of the proposed alignment is approximately 300 m in length.

### CONSULTATION

This project is a Schedule 'B' activity under the Class Environmental Assessment and requires that alternative solutions be identified and states that there must be two mandatory points of contact with the public. These contact points are a public meeting where the alternative routes and preferred route can be presented and a 'Notice of Completion' following the public meeting.

A public Open House was held on 02 December 1998 to present the alternatives, the selected preferred route Option 1A, construction methods, timing and to solicit the public's input for these issues. The advertisement for the Open House, for public notification purposes, was placed in local daily newspapers. Attendance at the meeting was very good, with a total of 52 people attending.

Comments received were of the general consensus that the best route would be that which did not affect the City's Greenway System in general and Pleasant Park Woods in particular; namely Options 1 or 1A. Only one written comment suggested that a route other than Option 1A should be selected (the comment sheet indicated a preference for route Option 1). Other than the preceding comment, no one in attendance expressed dissatisfaction, either written or verbal, with route Option 1A being chosen as the preferred route.

During discussions with the local Little League organization, concerns were expressed regarding the potential impact that construction of the feedermain will have on their 1999 baseball season. Further discussions will be held with members of this organization during the detailed design phase of this project to identify possible mitigative measures.

#### FINANCIAL IMPLICATIONS

The 1999 Draft Capital Budget has identified a total authority of \$1,510,000 for this project.

*Approved by  
J. Miller, P.Eng.*

ZAG/jw

# SMYTH-KILBORN FEEDERMAIN STUDY AREA

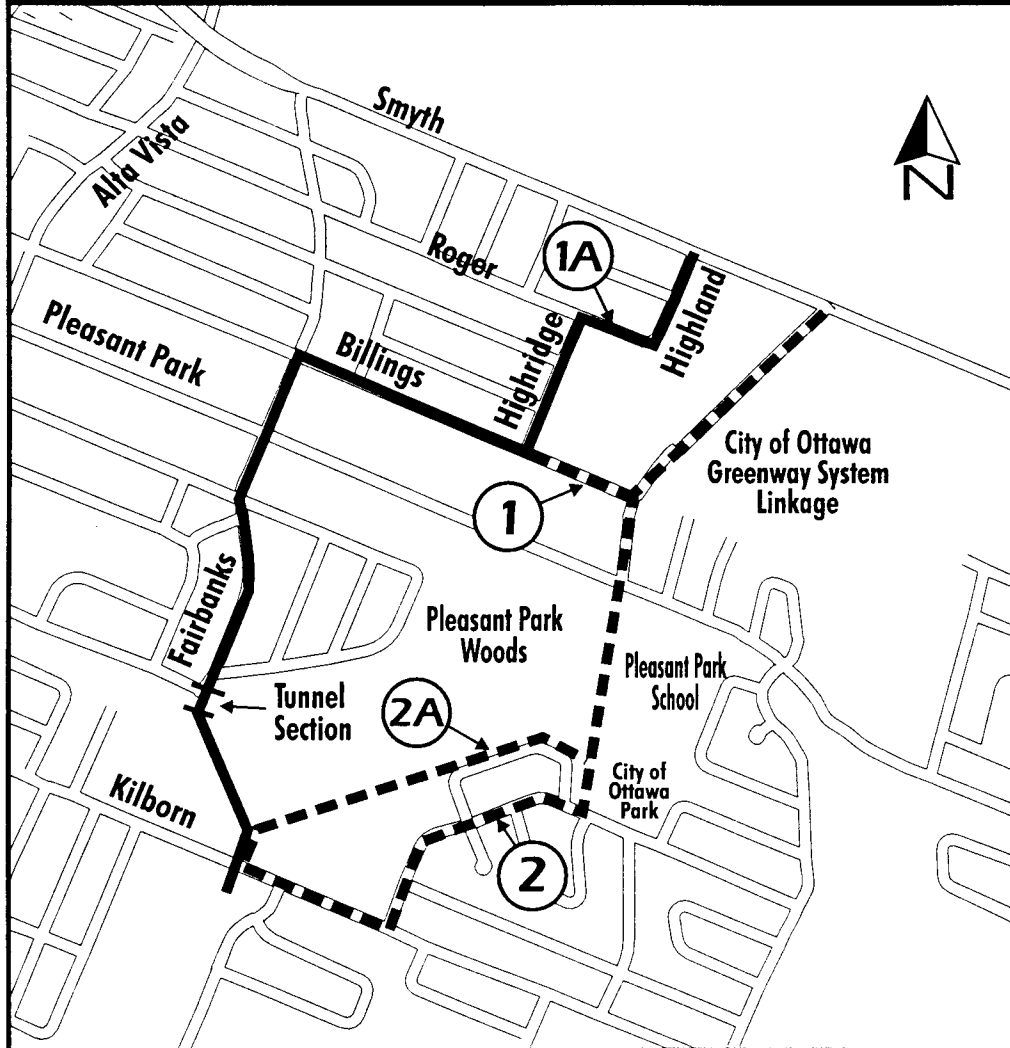


Figure 1