



WELCOME

UXBRIDGE DOWNTOWN FLOOD REDUCTION CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE #1

NOVEMBER 25, 2010

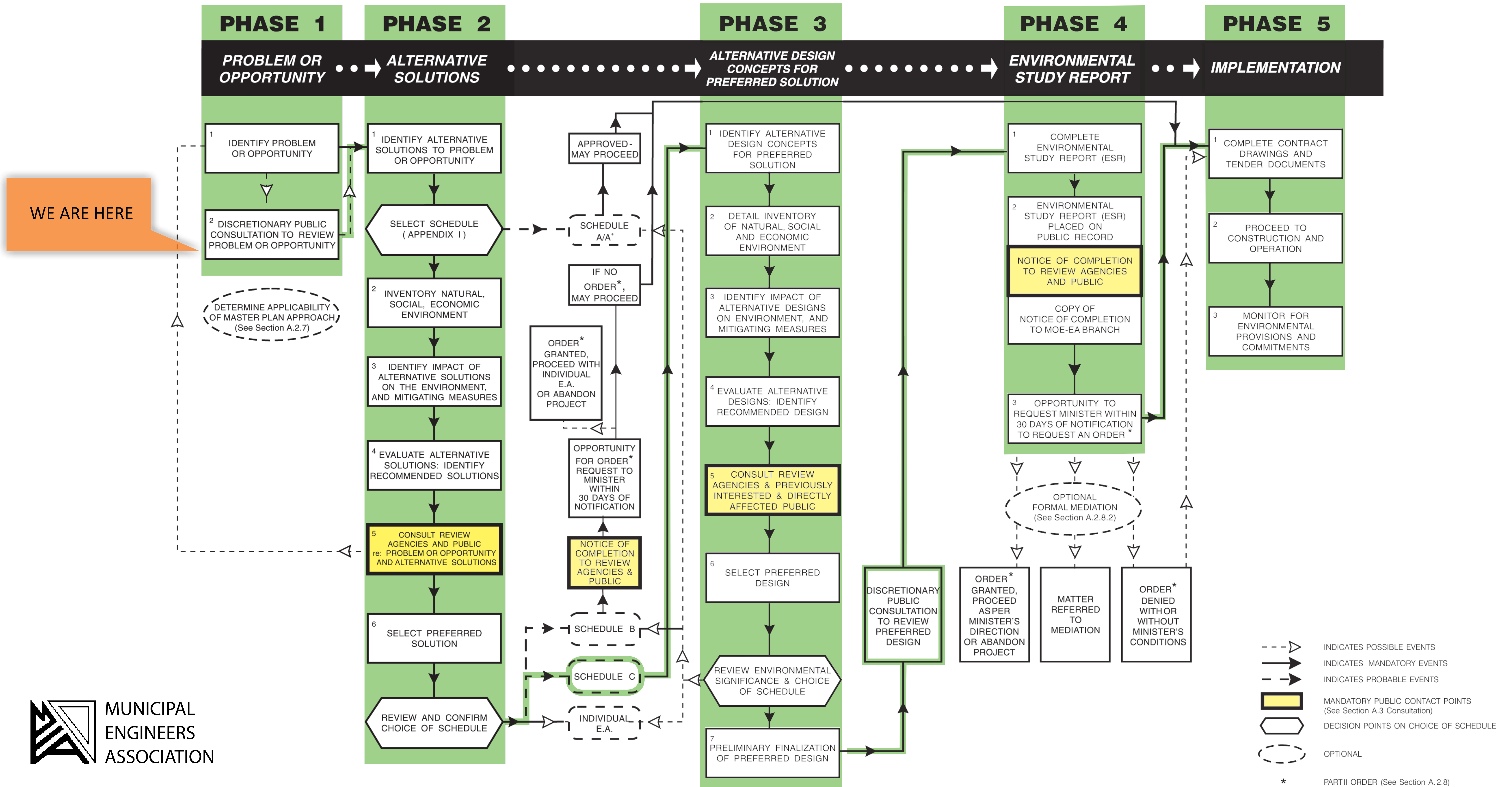
Photo Credit: Pete Hvidesten, Resident of Township of Uxbridge

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address significant issues and concerns.





MUNICIPAL CLASS EA PROCESS





PUBLIC CONSULTATION PLAN



NOTICE OF
STUDY COMMENCEMENT

Direct mailing to all stakeholders, advertisement in local newspaper, posting on municipal websites

WE
ARE
HERE

NOTICE OF
PUBLIC INFORMATION CENTRE #1

PIC #1 has been scheduled during Phase 1 to communicate the goals of the study, introduce the Study Area, discuss the scope of proposed investigations, and solicit input into the local problems and issues related to flooding in the downtown.

NOTICE OF
PUBLIC INFORMATION CENTRE #2

PIC #2 will be scheduled during Phase 2, and will focus on the results of the background review, summary of major issues in the context of the problems and opportunities being examined, the various options being considered, and identify recommended solutions.

NOTICE OF
PUBLIC INFORMATION CENTRE #3

PIC #3 will be scheduled during Phase 3, and will focus on the design alternatives for the preferred solution, identifying how local interests from PIC's #1 and 2 were brought forward into preliminary design.

NOTICE OF
STUDY COMPLETION

Same distribution as the Notice of Study Commencement; the Environmental Study Report will be available for 30-days for public review and comment.

- Display panels are publicly available for review
- Members of the study team are available to answer questions
- Comment forms are available to complete and submit

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address significant issues and concerns.

FOR FURTHER INFORMATION, PLEASE CONTACT:

The Township of Uxbridge
 Ben Kester, C.E.T.
 Director of Public Works
 51 Toronto St. S. Uxbridge, ON L9P 1T1
 905-852-9181 ext. 215
 bkester@town.uxbridge.on.ca

The Regional Municipality of Durham
 David Dunn, C.E.T.
 Engineering Technician
 605 Rossland Rd. E. Whitby, ON L1N 6A3
 905-668-7711 ext. 3422 (1-800-372-1102)
 david.dunn@durham.ca

SRM Associates
 Jennifer Haslett, B.Sc. EP
 Environmental Project Coordinator
 110 Scotia Ct., Unit 41, Whitby, ON L1N 8Y7
 905-686-6402 ext. 278
 jhaslett@srmassociates.org



STUDY ORGANIZATION



CONSULTANT'S TEAM

- Dale Dionne, Project Principal
- Jennifer Haslett, Project Manager/ EA Coordinator
- Erica Tsang, EA Assistant
- Andrea Keeping, Water Resources Engineer
- Paul Turner, Project Engineer
- John Semjan, Structural Engineer
- Paul Villard, Senior Geomorphologist
- Ken Chow, QA/QC Auditor
- Ben Kester, Director of Public Works, Township of Uxbridge
- David Dunn, Engineering Technician, Regional Municipality of Durham

Subconsultants

PipeFlo Contracting Corp.
R.W. Bruynson Inc.
Archeoworks Inc.
Soil Engineers Ltd.

UXBRIDGE WATERSHED ADVISORY COMMITTEE



PURPOSE: The Uxbridge Watershed Advisory Committee serves as an advisory body to Council.

OBJECTIVE: The Committee focuses on the environmental health and implementation of watershed plans within the Township. The Committee initiates / undertakes projects and in addition provides a community perspective on watershed management and work supporting environmental sustainability.

MEMBERSHIP: Members are volunteers and are appointed for the term of Council. In addition to a Township staff person, representatives of the Lake Simcoe Region Conservation Authority (LSRCA) and Toronto and Region Conservation Authority (TRCA) also sit on the Committee.

CURRENT MEMBERS:

- | | |
|--|----------------------|
| ■ Tom Fowle, Chair | ■ Charlie Gullickson |
| ■ Nicola Alston | ■ Gwen Layton |
| ■ Janelle Andrews | ■ Jake Riekstins |
| ■ Peter Burtch, LSRCA | ■ Howard Shrimpton |
| ■ Scott Grieve | ■ Allan Wells |
| ■ Richard Vandezande, Township of Uxbridge | |

DOWNTOWN UXBRIDGE CULVERT REPLACEMENT PROJECT TECHNICAL STEERING COMMITTEE

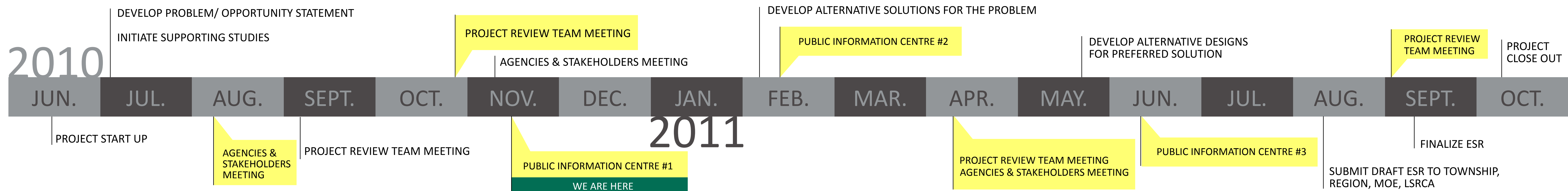
PURPOSE: The Steering Committee serves as an advisory body to Council.

OBJECTIVE: The Steering Committee must ensure the overall objectives of the project remain in focus. Financial assistance from Federal, Provincial and other funding agencies is sought. Liaison as necessary with Township & Regional Councils, governments, and stakeholders. Undertake other activities as the Committee deems necessary.

MEMBERSHIP: Members are volunteers. The committee consists of a Chair, Director of Public Works of the Township, Ward 4 & 5 Councillors and one representative from the following list of agencies:

- Region of Durham's Works Department
- Lake Simcoe Region Conservation Authority
- Ministry of Environment
- Uxbridge Watershed Advisory Committee
- Business Improvement Area Chamber of Commerce
- EA Consultant/ Project Manager

GENERAL PROJECT SCHEDULE



1983 FLOOD RELIEF STUDY OF THE TOWN OF UXBRIDGE

BACKGROUND

The Regional storm floodline encompasses most of the downtown core of the Township of Uxbridge. Under severe rainfall events such as Hurricane Hazel, the potential losses due to flood damage are high, as the depth of water in the downtown would be up to 1.5 m (5 ft).

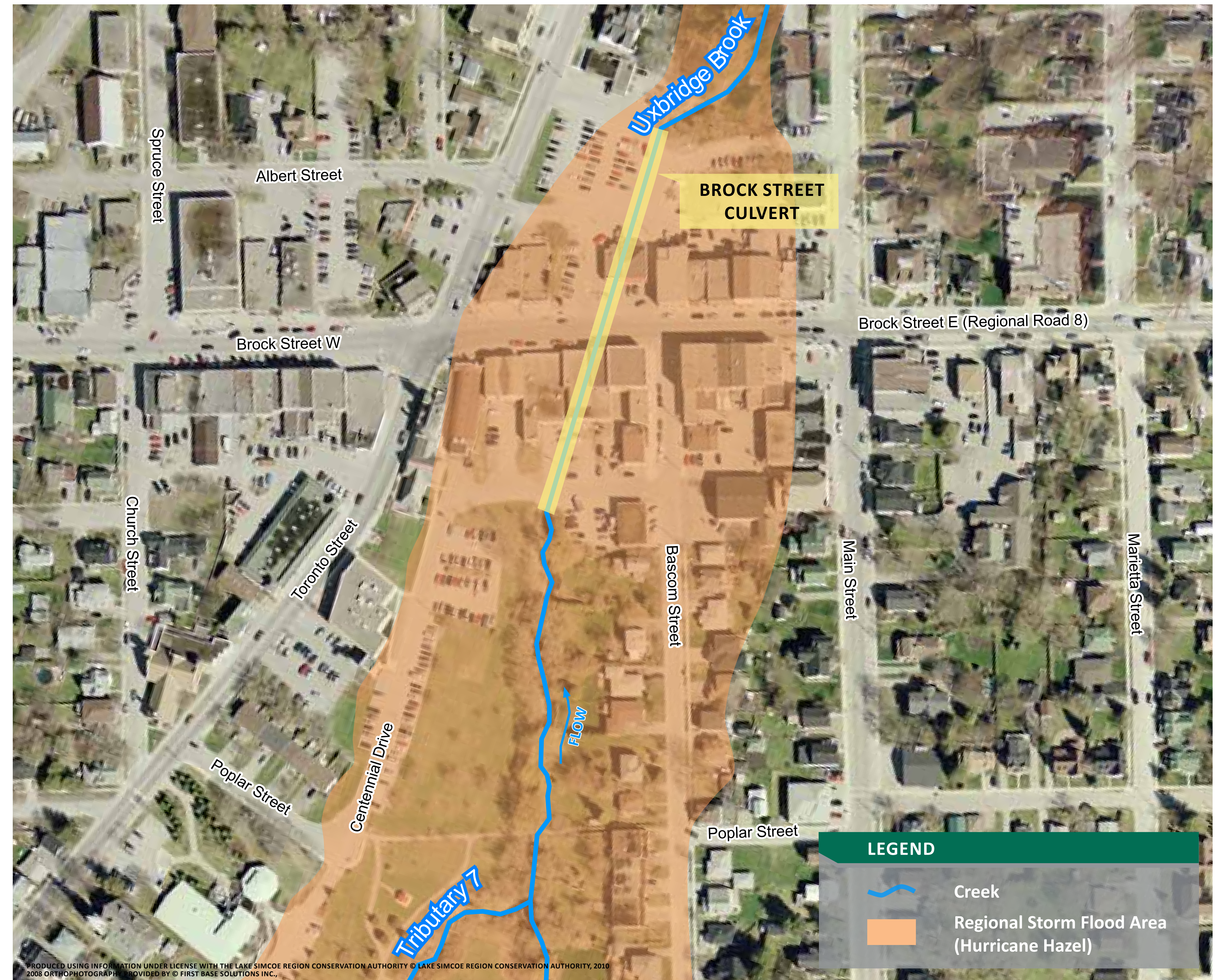
The Lake Simcoe Region Conservation Authority and the Township of Uxbridge commissioned a comprehensive analysis of the Uxbridge Brook watershed in 1983.

The **OBJECTIVES** of this study were two-fold:

1. Review the hydrologic and hydraulic characteristics of the drainage system, including a review of floodlines associated with the 1:100 year and Regional storm (Hurricane Hazel) events.
2. Establish the flood hazard associated with the drainage system and evaluate both structural and non-structural schemes to alleviate or at least minimize the potential for future flood damages and risk to personal safety and life.

HYDRAULIC CHARACTERISTICS

- The most distinguishing hydraulic feature during severe floods is the constriction caused by a combination of an undersized Brock Street culvert and extensive blockages of overland flow paths due to the presence of commercial buildings.
- Other major hydraulic characteristics of the Uxbridge Brook are the outlets from each of the reservoirs located upstream of the downtown area (Electric Light Pond, Brookdale Dam and Elgin Mill Pond).
- Under existing conditions there is a potential for extensive flood damage to occur during a Regional Storm event in the downtown core, especially in the vicinity of Brock Street.



1983 FLOOD RELIEF STUDY

SUMMARY OF OPTIONS CONSIDERED

1

UPSTREAM WATER STORAGE

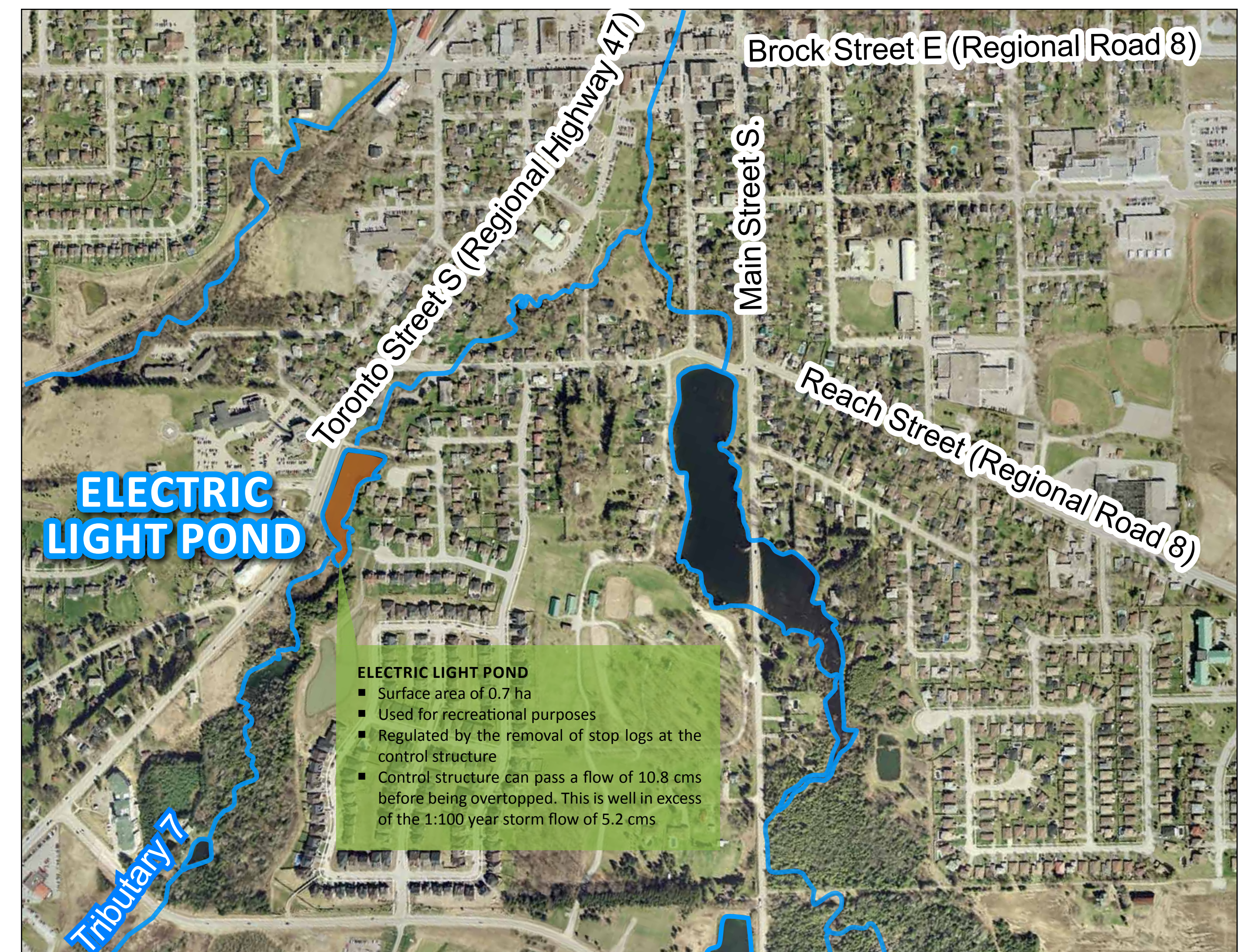
- To reduce the effects of flooding by storing water upstream, 2390 hectare-meters (ha-m) of storage would be required.
- Elgin Mill Pond (the largest existing storage facility on the system) has a maximum storage capacity of approximately 133 ha-m.
- Therefore, a storage capacity approximately 18 times that associated with Elgin Mill Pond would be required.
- Concluded that sufficient storage is not available upstream (this is not a feasible solution).



2

DIVERSION OF FLOW AT ELECTRIC LIGHT POND

- Construct a diversion structure at Electric Light Pond to divert a portion of the flow to an adjacent drainage system.
- The diversion channel could be located south of the Cottage Hospital and would run in a westerly direction for a distance of approximately 500 m before discharging into Tributary 8 just upstream of the CN Rail culvert.
- The design could include a grass-lined channel and a new concrete box culvert under Toronto Street (12m span).
- Concluded that the diversion would only reduce flooding in the downtown by 0.16 m, therefore having only marginal benefits (this is not a feasible solution).



3 IMPROVEMENTS TO CONVEYANCE OF WATER

A EMERGENCY SPILLWAY AT BROOKDALE POND

- Historic flood information has identified that the worst flooding condition experienced within the downtown core was a result, in part, of the failure of the Brookdale Dam. To provide protection in a 1:100 year event, an emergency spillway structure could be constructed, to lower the normal water level by 0.3 m.
- Concluded that flood proofing for a Regional storm event would not be feasible, as changes to the shoreline would affect the breeding habitat of the resident fish populations.

B STOPLOG STRUCTURE AT ELGIN MILL POND

- In order to accommodate the Regional Storm flow, a new stoplog structure would be required at Elgin Mill Pond. Designing the structure to accommodate a Regional Storm event would not result in any significant flood proofing benefits for either the area upstream or downstream. It would, therefore not be a cost-effective project.

C CONTROL STRUCTURE AT ELECTRIC LIGHT POND

- The control structure at this site has adequate capacity to pass the 1:100 year storm flow with all the stop logs removed. Selection of a design storm greater than the 1:100 year (i.e. Regional storm event) would be impractical unless the downstream reach was similarly designed for the higher magnitude flood.

D IMPROVEMENTS IN THE VICINITY OF BROCK STREET CULVERT

i BUILDING REMOVAL AT BROCK STREET

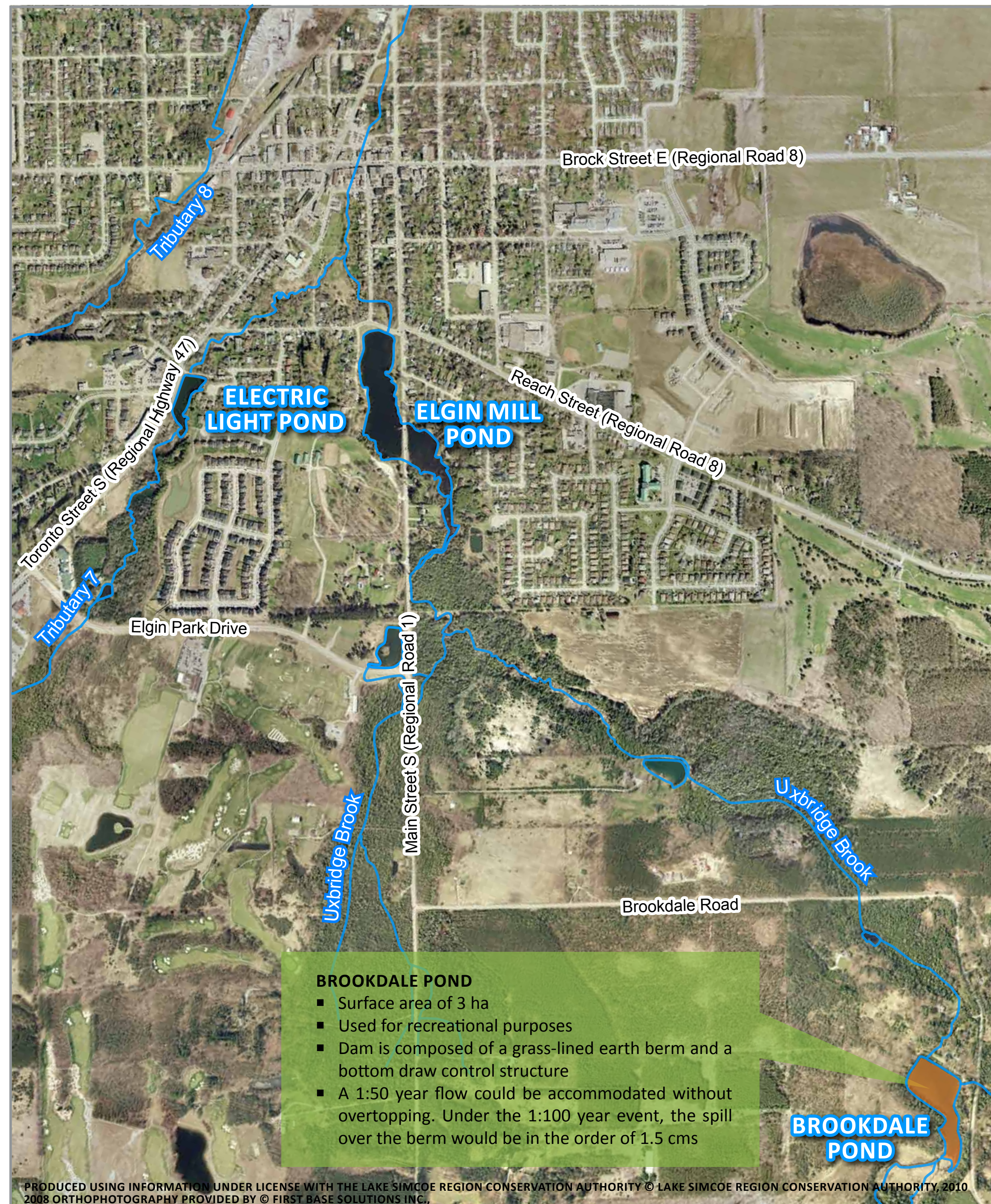
- Removal of two building structures on Brock Street, west of Bascom Street, would minimize backwater effects, and reduce the floodline by approximately 0.37 m at the south side of Brock Street.
- Average water velocity within the central business district would be reduced to 2.36m/sec. This high velocity would still result in significant damage to the roads, sidewalks and structures. Building removal would also detract from the aesthetic quality of the downtown commercial district.
- This alternative was not considered to be feasible.

ii EMERGENCY OVERFLOW CULVERT AT BROCK STREET

- A 4.2 m by 2.4 m overflow culvert could be constructed to function during extreme runoff events to convey Regional storm flow that the existing Brock Street culvert could not handle.
- Immediately north of Brock Street the channel would be opened to its outlet at Uxbridge Brook.
- The proposed culvert would be located immediately east of the existing culvert. Acquiring of a permanent easement or the purchasing of private property would be required, but building removal might not be required. It would however result in a loss of basement area.
- This alternative would eliminate water over flowing Bascom and Brock Streets but flooding of basements would still occur south of Brock Street and west of Bascom Street.

iii NEW BOX CULVERT AT BROCK STREET

- Construct a new twin 4.8 m x 3.0 m concrete box culvert to the east of the existing culvert and decommission the existing culvert.
- Permanent easement or purchasing of private property would be required north of Brock Street. Building removal may be required.
- The reduced floodlines associated with this alternative would provide not only complete floodproofing protection for the downtown core of the Township but for the reach of channel extending from Brock Street to Elgin Mill Pond.
- Concluded that this alternative had least impact on the social and natural environment.



1983 FLOOD RELIEF STUDY PREFERRED OPTION

OPTION D ii

EMERGENCY OVERFLOW CULVERT AT BROCK STREET

A twin 4.2 m x 2.4 m concrete box culvert was proposed to convey flow during extreme rainfall events such as Hurricane Hazel.

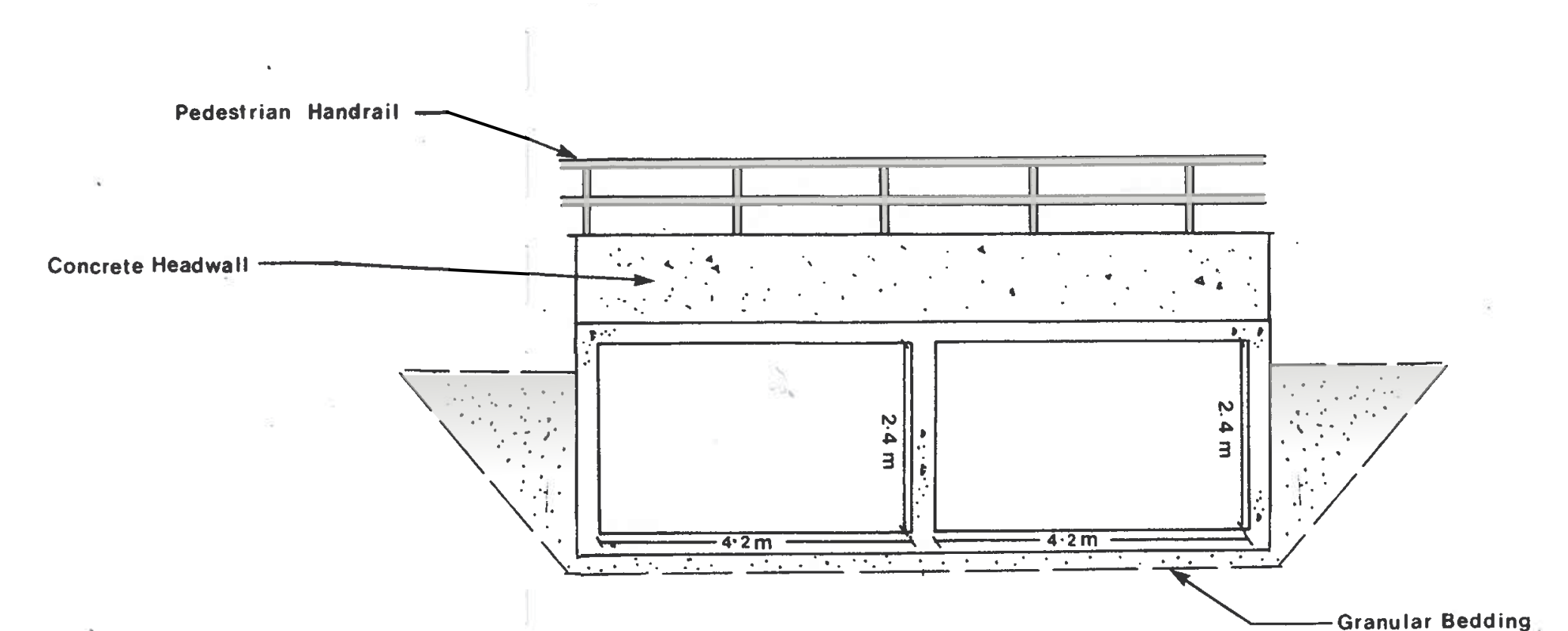
The structure would be located immediately east of the existing culvert, at a higher elevation, with a total length of 60m.

It was proposed that an open, gabion-lined (stone) channel be installed north of Brock Street, to the outlet at Uxbridge Brook (a length of approximately 85 m). The channel would be constructed of either gabion basket or concrete walls.

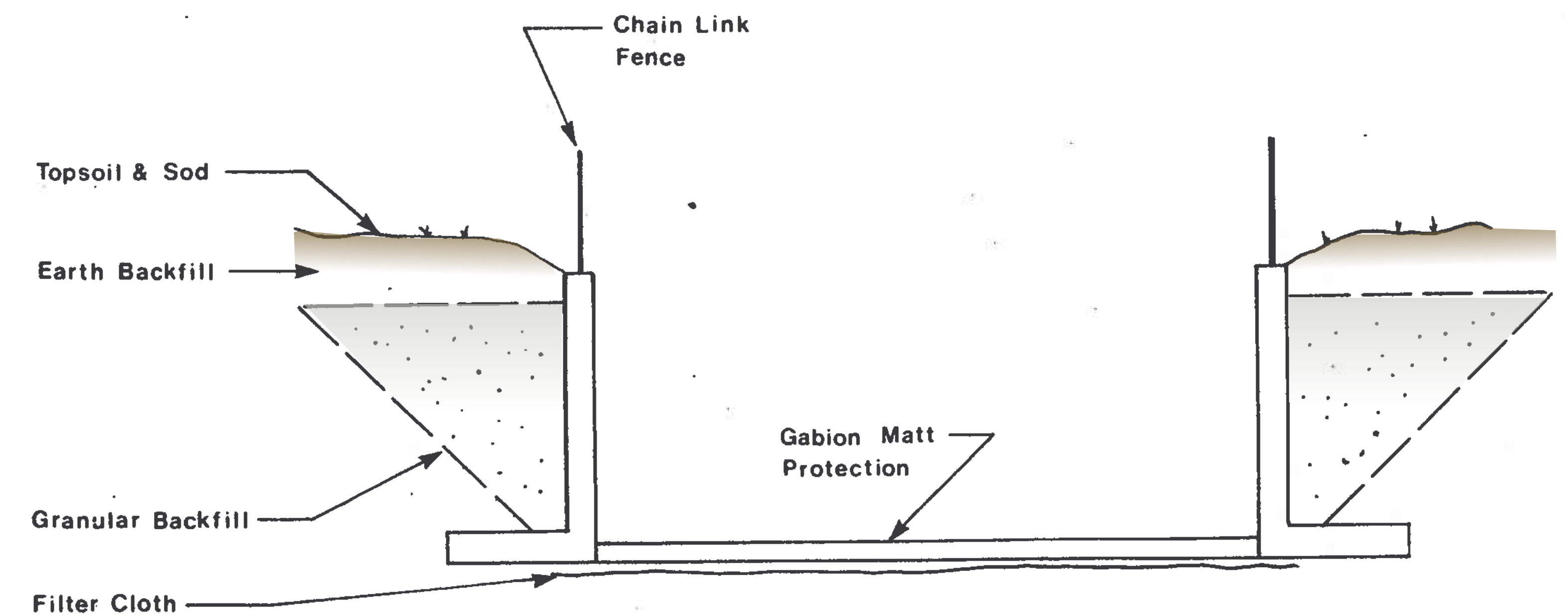
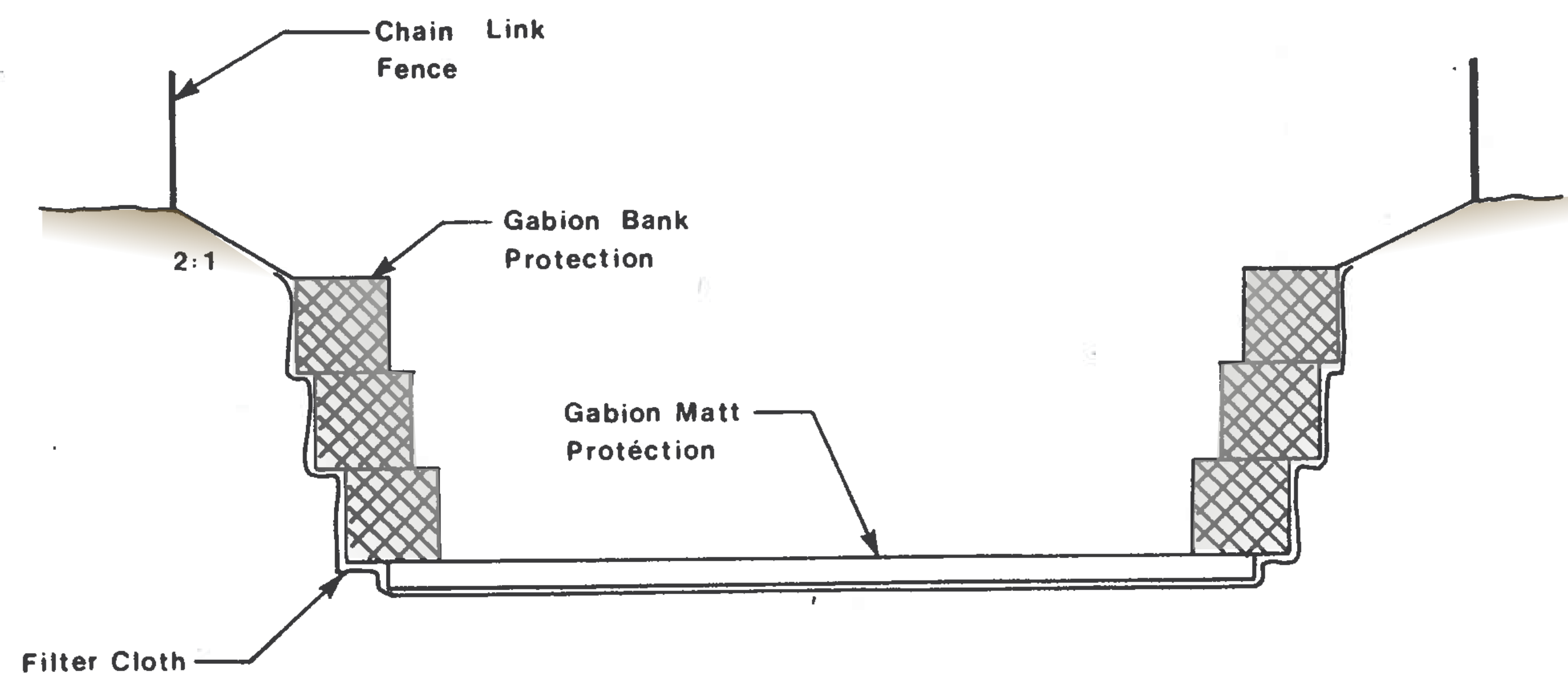
PLAN VIEW



PROPOSED OVERFLOW CULVERT CROSS SECTION



PROPOSED OPEN CHANNEL CROSS-SECTION





2010 ENVIRONMENTAL ASSESSMENT



PROBLEM STATEMENT

“A severe flood hazard under the Regional Storm Event (Hurricane Hazel) exists for lands adjacent to Uxbridge Brook, especially in the downtown core at Brock Street. The flood hazard is due to the presence of a long culvert which encloses Uxbridge Brook between Centennial Drive and the north limit of the parking lot 100 m north of Brock Street. The deteriorated condition of the culvert necessitates a solution that includes replacement of the existing structure.”

BACKGROUND

- **JUNE 2008** - The Council of the Township of Uxbridge gave direction to work with the Lake Simcoe Region Conservation Authority (LSRCA) and the Region of Durham to develop a Terms of Reference for an Environmental Assessment study and to update the 1983 Flood Relief Study of the Town of Uxbridge.
- **OCTOBER 2008** - Terms of Reference are drafted to alleviate if not eliminate the potential risks associated with flooding in the downtown area of the Town of Uxbridge.
- **JUNE 2009** - Council approves the Terms of Reference for an Environmental Assessment, to be pursued as a 2010 project.
- **SEPTEMBER 2009** - Council supports a recommendation to establish a Downtown Uxbridge Culvert Replacement Project Technical Steering Committee.
- **JUNE 2010** - SRM Associates is retained by the Township and the Region to conduct the Uxbridge Downtown Flood Reduction Class Environmental Assessment.

STUDY OBJECTIVES

- Build upon the 1983 Flood Relief Study, confirm that prior assumptions and studies are still valid, and propose new ideas where appropriate to best fit the engineering, environment, and permitting needs of current day.
- Reduce potential risk to personal safety and life and damage to properties associated with flooding in the downtown area.
- Reduce the extent of the Regulated Floodplain and related development controls that currently encompasses a large portion of the downtown area, thereby increasing development potential.

LOCAL ISSUES

- The Regional Storm Floodline Area currently encompasses a large portion of the downtown core of the Township of Uxbridge (refer to 2010 Study Location panel).
- A flood hazard exists during the Regional Storm (Hurricane Hazel) for land adjacent to the main branch of Uxbridge Brook, particularly between Elgin Pond and just downstream of Brock Street.

- The culvert which encloses Uxbridge Brook between Centennial Drive and the north limit of the parking lot 100 m north of Brock Street acts as a ‘bottle-neck’ during the Regional Storm event.
- The preferred solution must consider the constraints of working in the urban downtown which includes existing buildings and uses, significant transportation corridors, effects of flooding, and public uses/ objectives.
- The preferred solution must consider the objectives of the Uxbridge Brook Watershed Study by LSRCA, and integrate environmental protection and restoration policies where ever possible.
- Uxbridge, the Trail Capital of Canada, has an extensive trail system that connects with the Trans Canada and Oak Ridges Trails. Connectivity between the open green space within Centennial Park at Uxbridge Brook and the rail line is disjointed and highly urbanized.
- Several community events take place in and around Uxbridge Brook. These events must be considered during the implementation and construction staging of the preferred solution.
- Since the preferred solution could require encroachment into existing parking areas, a parking impact study is required to evaluate the potential impact.



2010 STUDY LOCATION



LEGEND

-  Existing Culvert
-  Creek
-  Regulated Floodplain Area (Hurricane Hazel)

UXBRIDGE BROOK WATERSHED:

- Total Watershed area of 178 km² at its outlet into Pefferlaw Brook north of the Township of Uxbridge
- Majority of the watershed is located in Township of Uxbridge
- The Brook has been recognized by MNR and LSRCA as supporting an important cold and warm water fishery
- 18 different fish species are documented in the Brook
- Stream habitat below Elgin Mill Pond provides suitable spawning/

HYDRAULIC STUDY



The focus of the Environmental Assessment is to examine alternatives to reduce flood risk in downtown Uxbridge. To evaluate the various flood reduction alternatives, the following hydraulic study tasks are underway:

- Field investigation of the creek and floodplain to confirm the assumptions made in the existing hydraulic model
- Revision to the existing hydraulic model if necessary to accurately represent the existing conditions of the creek
- Information search at the local library and newspaper office to obtain documentation of any reported flooding within the study area
- Input received through public consultation with local residents and stakeholders will also be considered

BUILDING STRUCTURAL ASSESSMENT



In reference to the 1983 Flood Relief Study of the Town of Uxbridge, one of the alternative solutions presented for flood reduction considered the need for removal of one or more buildings on Brock Street; therefore, the impact of building removal will be investigated should it be necessary.

To evaluate the feasibility of alternatives that include building removal, a structural assessment of the buildings is required. The assessment will include an evaluation of:

- The buildings' structural condition
- Potential effects on adjacent or attached buildings
- Issues related to practicality of removal
- Costs associated with demolition

GEMORPHIC & ENVIRONMENTAL ASSESSMENT OF UXBRIDGE BROOK



A detailed assessment of Uxbridge Brook and the surrounding environment is required to understand the potential effects of the various flood reduction alternatives that will be considered. The study will include:

- Inventories and assessments of fluvial geomorphology (the study of the processes and pressures operating on river systems), aquatic habitat and terrestrial resources
- Review of all background information and data, reach delineation, and a historical channel assessment
- Field reconnaissance to characterize the channel and the corridor
- Inventory and assessment of in-stream aquatic and terrestrial habitats
- Detailed topographic survey of the channel corridor, upstream and downstream of the existing culvert

PARKING IMPACT STUDY



Recognizing that one or more alternatives may require opening the creek channel, which may affect parking, a parking impact study is being conducted. This study includes:

- Survey of existing parking demands in the local area
- Determination of parking losses from alternatives being considered
- Assessment of potential impacts and implications to nearby facilities

CULVERT SURVEY



Since the culvert under Brock Street will be a key consideration in any flood reduction solution, it is necessary to accurately survey the location of the culvert to identify the affected properties. The culvert survey includes:

- Detailed survey of the existing culvert's layout and grades
- Confirmation of the location of the 9 sections of the culvert
- Creation of a base plan showing the culvert location in relation to property lines

ENVIRONMENTAL SITE ASSESSMENT



An Environmental Site Assessment (ESA) may be required to identify potential on-site environmental contaminants that could affect decisions related to proposed alternatives or construction recommendations. A Phase 1 ESA would include:

- Records review of the site to assess past activities that could have had a potential impact on the environmental condition of the affected properties.
- Site reconnaissance to identify potential on-site environmental concerns.
- Cursory inspection of any affected buildings for detection of toxic substances, such as asbestos and PCBs
- Phase 1 Environmental Report containing the assessment, relevant research documents and recommendations

CULTURAL HERITAGE / ARCHAEOLOGICAL STUDY



To evaluate potential impacts to cultural heritage and/ or archaeological resources, a Stage 1 Archaeological Assessment and Built Heritage Assessment will be conducted. The cultural heritage and archaeological studies will follow the Ministry of Tourism and Culture's 2009 Standards and Guidelines for Consultant Archaeologists.

This study includes:

- Review of the archaeological site database for known site locations on and within a 2 km radius of the study area
- Review of historical atlases, maps and other relevant documents to establish land use history
- Determination of the physiographic characteristics and geomorphological history of the study area by examination of geological texts
- Review of existing conditions of the study area by identifying and photo-documenting high and low potential areas (i.e. disturbed and low-lying wet sections of the site) to establish the potential for recovery of significant archaeological resources

NEXT STEPS

- **Complete, summarize and present the supporting studies**
- **Consolidate existing conditions mapping and evaluate opportunities and constraints in the study area**
- **Development of Alternative Solutions**
 - Alternative solutions will be explored to reduce the flood risk in the downtown area, reduce the extent of the downtown area currently within the Regulatory Floodplain, and examine environmental enhancement opportunities.
 - The main focus will be on reducing the flood risk within study area and increasing development potential while considering recreational opportunities such as trail creation, enhancing fisheries and terrestrial habitats, minimizing or avoiding downstream erosion impacts, and managing the socio-economic impacts of implementing the solution.
 - Alternative solutions presented for this Class EA study will review and build upon those introduced in the 1983 Flood Relief Study of the Town of Uxbridge.
 - Assumptions, conclusions and recommendations from the 1983 study will be reviewed and confirmed and/or modified based on current conditions and findings prior to developing new or additional alternatives.
 - The alternatives must include replacement of the existing culvert under Brock Street due to the deteriorated condition.
- **Evaluate the design alternatives based on environmental information available and technical engineering constraints to reduce potential risk to personal safety, life and properties associated with flooding and reduce the extent of the Regulated Floodplain in the downtown area**
- **Identify recommended solutions and present them at Public Information Centre #2**

THANK YOU

**FOR ATTENDING THE PUBLIC INFORMATION CENTRE
FOR THE UXBRIDGE DOWNTOWN FLOOD REDUCTION
CLASS ENVIRONMENTAL ASSESSMENT STUDY**

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address significant issues and concerns.



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #1
November 25, 2010

(Please Print)

Name	Mailing Address	Email	CD
SCOTT GREENE	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Fran & Neil Taylor	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Bruce Northcutt	Goodwood	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Mark Stahl	Uxbridge.	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
PAT MOLLOY	ZEPHYR	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Gordon Hight	Town of Uxbridge (Council)	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
John W Brown			<input type="checkbox"/> Y <input type="checkbox"/> N
Allen & Caroline M. Gillenray	Zephyr	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
GRANT BAINES	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Ken Hendry	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



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November 25, 2010

(Please Print)

Name	Mailing Address	Email	CD
WYNN WALTERS Mary Margaret Walters	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
MARY MARGARET WALTERS	u [REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
DON CAMPBELL	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
TOM RANCE	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
HEINZ NITSCHKE	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Bev Leslie	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
DAVE DAVE BOULTON	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Phil Shantz	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Ning [Signature]	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Joan Wilson	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N

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Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



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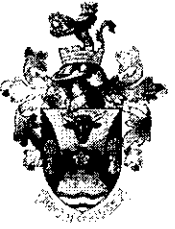
Name	Mailing Address	Email	CD
Alan Wells	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
C. Gullikson	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Don ANDREWS	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
JIM + FRIEDA CAMPBELL	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Jim M ^c Gilton	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
GEORGE PRAH	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
CELENE GRASMAN	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Barbara Murphy	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Nathalie Emer	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Gwen Layton	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET

*Bob Sheppard



Municipal Class Environmental Assessment Uxbridge Downtown Flood Reduction



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(Please Print)

Name	Mailing Address	Email	CD
JOHN PAGIDAS	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N
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			<input type="checkbox"/> Y <input type="checkbox"/> N
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SIGN IN SHEET

COMMENT SHEET



Municipal Class Environmental Assessment Uxbridge Downtown Flood Reduction PUBLIC INFORMATION CENTRE #1 NOVEMBER 25, 2010



Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

I WOULD LIKE TO SEE THE CREEK ^{TOTALLY} OPEN WITH A BRIDGE GOING OVER IT. IT WOULD MAKE IT PEOPLE FRIENDLY. ALMOST EVERYONE LIKS STANDING ON A BRIDGE LOOKING DOWN TO A FLOWING CREEK OR RIVER

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

Additional Comments (more room on reverse):

Thank you for providing input on this project. Comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information Act and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person. Please submit comments by December 17, 2010 to one of the contacts listed below:

Jennifer Haslett, B.Sc., EP
Project Coordinator
SRM Associates

10 Scotia Court, Unit 41, Whitby, Ontario L1N 8Y7
Phone: (905) 686-6402
Fax (905) 432-7877

jhaslett@srmassociates.org

Ben Kester, C.E.T.
Director of Public Works
Township of Uxbridge

51 Toronto St. S, P.O. Box 190, Uxbridge, ON L9P 1T1
Phone: 905-852-9181 ext. 215
Fax: 905-852-9674

bkester@town.uxbridge.on.ca

David Dunn, C.E.T.
Engineering Technician
Regional Municipality of Durham
605 Rossland Rd. E, Whitby, ON L1N 6A3
Phone: 905-668-7711 ext. 3422
Fax: 905-668-2051

david.dunn@durham.ca

COMMENT SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
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Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

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3. Do you have ideas for other flood relief options not previously considered? Please provide details.

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

I HOPE THE CREEK WILL BE OPENED UP - IT WOULD SO ENHANCE THE DOWNTOWN AND DRAW PEOPLE FROM TOWN & BEYOND.

Additional Comments (more room on reverse):

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Project Coordinator
SRM Associates

10 Scotia Court, Unit 41, Whitby, Ontario L1N 8Y7
Phone: (905) 686-6402
Fax (905) 432-7877

jhaslett@srmassociates.org

Ben Kester, C.E.T.
Director of Public Works
Township of Uxbridge

51 Toronto St. S, P.O. Box 190, Uxbridge, ON L9P 1T1
Phone: 905-852-9181 ext. 215
Fax: 905-852-9674

bkester@town.uxbridge.on.ca

David Dunn, C.E.T.
Engineering Technician
Regional Municipality of Durham

605 Rossland Rd. E, Whitby, ON L1N 6A3
Phone: 905-668-7711 ext. 3422
Fax: 905-668-2051

david.dunn@durham.ca

COMMENT SHEET



Municipal Class Environmental Assessment Uxbridge Downtown Flood Reduction PUBLIC INFORMATION CENTRE #1 NOVEMBER 25, 2010



Name (Please Print):

Mailing Address:

Phone:

Home Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

A unique, and probably a now-or-never opportunity to implement a significant enhancement to the downtown core, by creative design of the reconstruction. It should involve the opening up of the brook in the context of the creation of a park or plaza area to provide a focal point for the downtown, to the

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

great benefit of residents and the commercial community.

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

Even with a larger culvert under the road, there is merit in opening the brook to the north. This would involve some loss of parking - but parking is a solvable issue, and parking should not dictate the structure and character of the town.

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

Reinvigoration of the downtown core must be a factor.

Additional Comments (more room on reverse):

Just "fixing" the culvert with a larger capacity would eliminate the flood potential, but squander the opportunity to implement significant and long-term benefit to the community.

OVER

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COMMENT SHEET

Additional comments (continued):

IMPORTANT — There needs to be an additional
"Supporting Study" that addresses the potential for
enhancement of the downtown core by ~~the~~ a creative
plan ~~of~~ that ties in with the revitalization of the downtown
— with input of community opinion regarding the
creation of an attractive focal point that would boost
business activity.

COMMENT SHEET



**Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #1
NOVEMBER 25, 2010**



Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

To protect our downtown core / along with
eliminating risk elsewhere

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

Does not appear to

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

Additional Comments (more room on reverse):

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COMMENT SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #1
NOVEMBER 25, 2010



Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

more development in the downtown area.

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

No

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

opening up the channel.

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

bridge in Uxbridge

Additional Comments (more room on reverse):

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Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #1
NOVEMBER 25, 2010



Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

I am interested in ensuring that the changes in flood levels during all storm events do not impact the Uxbridge Brook WPCP which is downstream of ~~the~~ the Brock Street culvert.

Additional Comments (more room on reverse):

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Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

SAFETY FROM FLOODING; ENVIRONMENTAL IMPROVEMENT OF WATER QUALITY; IMPROVED APPEARANCE OF CORE AREA OF TOWN

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

OPENING THE CREEK/BROOK; NO ^{EXTENSIVE} CULVERT/PIPE

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

NOT YET

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

DISRUPTION OF THE DOWNTOWN DURING CONSTRUCTION
PRESERVATION OF THE HERITAGE CHARACTER OF TOWN
POLLUTION OF BROOK DURING CONSTRUCTION
AFFECTS WATER POLLUTION CONTROL PLANT (SEWAGE TREATMENT FACILITY)

Additional Comments (more room on reverse):

- DURING CONSTRUCTION + AFTER

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Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #1
NOVEMBER 25, 2010



Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

enhancement of the downtown
important to prevent a disaster.
could have benefit to the trail system and
wild-life habitat

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

my dream would be to open the park and
have ~~the~~ a park where people could gather and
enjoy the downtown

Additional Comments (more room on reverse):

just anxious to know what the ~~of~~ ~~most~~
recommendations are - so will watch for
the next meeting

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Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
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NOVEMBER 25, 2010



Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

reduce damage from storm or flood
clear water from tunnel
improve looks of downtown

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

not broad enough, the ideal boxes
would be an improvement

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

open the creek up -

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

it will be costly, the top three
options will probably require
removal of buildings

Additional Comments (more room on reverse):

Need to complete task -

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COMMENT SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #1
NOVEMBER 25, 2010



Name (Please Print):

[Redacted]

Mailing Address:

[Redacted]

Phone:

[Redacted]

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

Increased security for the public & the private businesses in the area.

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

I would love to see the waterway opened up & as someone once said "put the 'Bridge' back in Uxbridge". It would be a great attraction for downtown Uxbridge and would revitalize the downtown.

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

See above; in addition a downtown park or green space that would assist in connecting up the trails in the "Trails Capital of Canada".

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

That money should not be an issue. If the vision is good enough & worth making Uxbridge a better place then it should be considered.

Additional Comments (more room on reverse):

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Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #1
NOVEMBER 25, 2010



Name (Please Print):

Mailing Address:

Phone:

Home / Cell (circle one)

Email Address:

1. What do you envision as potential benefits to reducing the flood hazard in the downtown area?

- Private landowner benefit
- Increase likelihood of better dev. downtown (ie new investment) - good
- Lower economic / social / env. risk.

2. What do you think of the flood relief options that were considered in 1983? Do you think any one option still has merit today?

- ~~Dredging~~ - Preferred option seemed viable
- More modern / env. friendly for fish would be better however.

3. Do you have ideas for other flood relief options not previously considered? Please provide details.

- I assume all options for storage further up in system are not viable

4. What specific issues would you like us to consider when developing an updated list of flood relief options?

- Study should present clear case ^{assessing} ~~why~~ "do nothing" option and costs and benefits ~~of~~ it (nothing vs something)
- Any option should consider naturalization and downtown improvement objectives.

Additional Comments (more room on reverse):

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PUBLIC MEETING REPORT

DATE: November 25, 2010 **PROJECT NO.:** 10257
LOCATION: Township of Uxbridge Municipal Office
51 Toronto St. S. Uxbridge
PROJECT NAME: Uxbridge Downtown Flood Reduction Municipal Class Environmental Assessment
PURPOSE: Phase 1 Public Consultation

ATTENDING:

NAME	COMPANY	EMAIL
Ben Kester	Township of Uxbridge	bkester@town.uxbridge.on.ca
David Dunn	Region of Durham	David.Dunn@durham.ca
Tom Fowle	UWAC	tomfowle@hotmail.com
Dale Dionne	SRM Associates	ddionne@srmassociates.org
Andrea Keeping	SRM Associates	akeeping@sernas.com
Jennifer Haslett	SRM Associates	jhaslett@srmassociates.org

Public Information Centre #1 was held on November 25, 2010 at the Township of Uxbridge Municipal Office from 5:00 to 9:00 p.m. Representatives from the Township, and the consultant, SRM Associates, were available to answer questions.

Thirty-two (32) members of the public attended. Twelve (12) panels were displayed to introduce the study and the Municipal Class EA process; outline the public consultation plan; describe the 1983 Study including the options considered and the preferred option; and a description of supporting studies underway. The following questions / issues were raised during the discussions:

1. **What will be the impact on development opportunities in the downtown?**
2. **Why is so much money being spent to deal with an issue that is so infrequent?**
3. **What are the sensitivities of Uxbridge Brook?**
4. **If you open the channel, what will be the impacts on parking?**
5. **Can the entire channel be opened?**
6. **If buildings are removed, would it alleviate flooding?**
7. **How much land would be required if the channel was opened?**
8. **Would the floodplain be reduced downstream if culvert improvements are made?**
9. **If you alleviate flooding upstream, will it create a problem downstream?**
10. **What happens next in the process?**
11. **Would you implement the same solution as recommended in 1983?**



PUBLIC MEETING REPORT

12. **Can a parking garage be used to deal with parking issues downtown?**
13. **When is PIC #2?**
14. **How likely is it that a Hurricane Hazel event will happen again?**
15. **Is the project information available on the web?**
16. **How much will the project cost? Who will pay?**
17. **When will it be built? How long is the EA process?**
18. **How high would the flooding be across Brock Road?**
19. **Will property acquisition be needed? Beyond what the township already owns?**
20. **What are the current development restrictions in the downtown?**
21. **What is the preferred solution?**
22. **Can ponds be installed upstream for water storage?**

Comment sheets were available at the sign-in desk and on tables in the meeting room. The display boards were posted on the Town and Region's website for those that could not attend. Copies of the panels in CD and hard copy format were also given to participants at their request.

NOTE: If the information in this report does not agree with your record of this meeting, or if there are any omissions, kindly advise this office immediately, otherwise we shall assume its contents to be correct.

JH/ml

Distribution: All Present



WELCOME

UXBRIDGE DOWNTOWN FLOOD REDUCTION CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE #2

WEDNESDAY NOVEMBER 2, 2011

Photo Credit: Pete Hvidesten, Resident of Township of Uxbridge

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address project issues and concerns.





2010 ENVIRONMENTAL ASSESSMENT



PROBLEM STATEMENT

“A severe flood hazard under the Regional Storm Event (Hurricane Hazel) exists for lands adjacent to Uxbridge Brook, especially in the downtown core at Brock Street. The flood hazard is due to the presence of a long culvert which encloses Uxbridge Brook between Centennial Drive and the north limit of the parking lot 100 m north of Brock Street. The deteriorated condition of the culvert necessitates a solution that includes replacement of the existing structure.”

BACKGROUND

- **JUNE 2008** - The Council of the Township of Uxbridge gave direction to work with the Lake Simcoe Region Conservation Authority (LSRCA) and the Region of Durham to develop a Terms of Reference for an Environmental Assessment study and to update the 1983 Flood Relief Study of the Town of Uxbridge.
- **OCTOBER 2008** - Terms of Reference are drafted to alleviate if not eliminate the potential risks associated with flooding in the downtown area of the Town of Uxbridge.
- **JUNE 2009** - Council approves the Terms of Reference for an Environmental Assessment, to be pursued as a 2010 project.
- **SEPTEMBER 2009** - Council supports a recommendation to establish a Downtown Uxbridge Culvert Replacement Project Technical Steering Committee.
- **JUNE 2010** - SRM Associates is retained by the Township and the Region to conduct the Uxbridge Downtown Flood Reduction Class Environmental Assessment.

STUDY OBJECTIVES

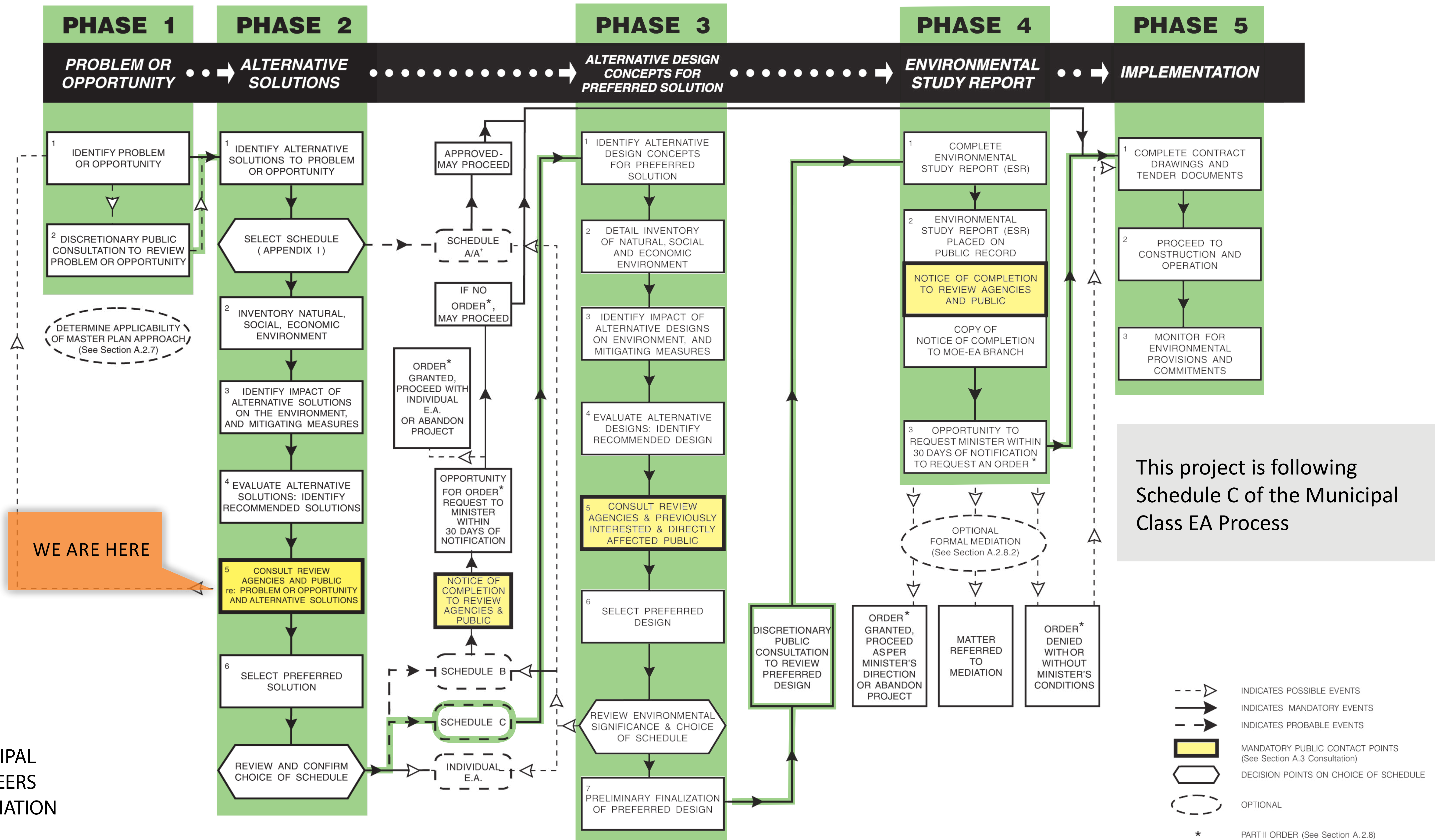
- Build upon the 1983 Flood Relief Study, confirm that prior assumptions and studies are still valid, and propose new ideas where appropriate to best fit the engineering, environment, and permitting needs of current day.
- Reduce potential risk to personal safety and life and damage to properties associated with flooding in the downtown area.
- Reduce the extent of the Regulated Floodplain and related development controls that currently encompasses a large portion of the downtown area, thereby increasing development potential.

LOCAL ISSUES

- The Regional Storm Floodline Area currently encompasses a large portion of the downtown core of the Township of Uxbridge (refer to 2010 Study Location panel).
- A flood hazard exists during the Regional Storm (Hurricane Hazel) for land adjacent to the main branch of Uxbridge Brook, particularly between Elgin Pond and just downstream of Brock Street.

- The culvert which encloses Uxbridge Brook between Centennial Drive and the north limit of the parking lot 100 m north of Brock Street acts as a ‘bottle-neck’ during the Regional Storm event.
- The preferred solution must consider the constraints of working in the urban downtown which includes existing buildings and uses, significant transportation corridors, effects of flooding, and public uses/ objectives.
- The preferred solution must consider the objectives of the Uxbridge Brook Watershed Study by LSRCA, and integrate environmental protection and restoration policies where ever possible.
- Uxbridge, the Trail Capital of Canada, has an extensive trail system that connects with the Trans Canada and Oak Ridges Trails. Connectivity between the open green space within Centennial Park at Uxbridge Brook and the rail line is disjointed and highly urbanized.
- Several community events take place in and around Uxbridge Brook. These events must be considered during the implementation and construction staging of the preferred solution.
- Since the preferred solution could require encroachment into existing parking areas, a parking impact study is required to evaluate the potential impact.

MUNICIPAL CLASS EA PROCESS





STUDY ORGANIZATION



CONSULTANT'S TEAM

- DALE DIONNE, Project Principal
- JENNIFER HASLETT, Project Manager/ EA Coordinator
- JILLIAN BIESER, EA Assistant
- ANDREA KEEPING, Water Resources Engineer
- PAUL TURNER, Project Engineer
- JOHN SEMJAN, Structural Engineer
- PAUL VILLARD, Senior Geomorphologist
- KEN CHOW, QA/QC Auditor
- BEN KESTER, Director of Public Works, Township of Uxbridge
- DAVID DUNN, Engineering Technician, Regional Municipality of Durham

Subconsultants

- PipeFlo Contracting Corp.
- R.W. Bruynson Inc.
- Archeoworks Inc.
- Soil Engineers Ltd.

UXBRIDGE WATERSHED ADVISORY COMMITTEE



PURPOSE: The Uxbridge Watershed Advisory Committee serves as an advisory body to Council.

OBJECTIVE: The Committee focuses on the environmental health and implementation of watershed plans within the Township. The Committee initiates / undertakes projects and in addition provides a community perspective on watershed management and work supporting environmental sustainability.

MEMBERSHIP: Members are volunteers and are appointed for the term of Council. In addition to a Township staff person, representatives of the Lake Simcoe Region Conservation Authority (LSRCA) and Toronto and Region Conservation Authority (TRCA) also sit on the Committee.

CURRENT MEMBERS:

- Tom Fowle, Chair
- Nicola Alston
- Peter Burtch, LSRCA
- Scott Grieve
- Andrea Priestman
- Jacob Mantle
- Phil Shantz
- Richard Vandezande, Township of Uxbridge
- Charlie Gullickson
- Gwen Layton
- Jake Riekstins
- Howard Shrimpton
- Allan Wells
- Michael Goodyear

DOWNTOWN UXBRIDGE CULVERT REPLACEMENT PROJECT TECHNICAL STEERING COMMITTEE

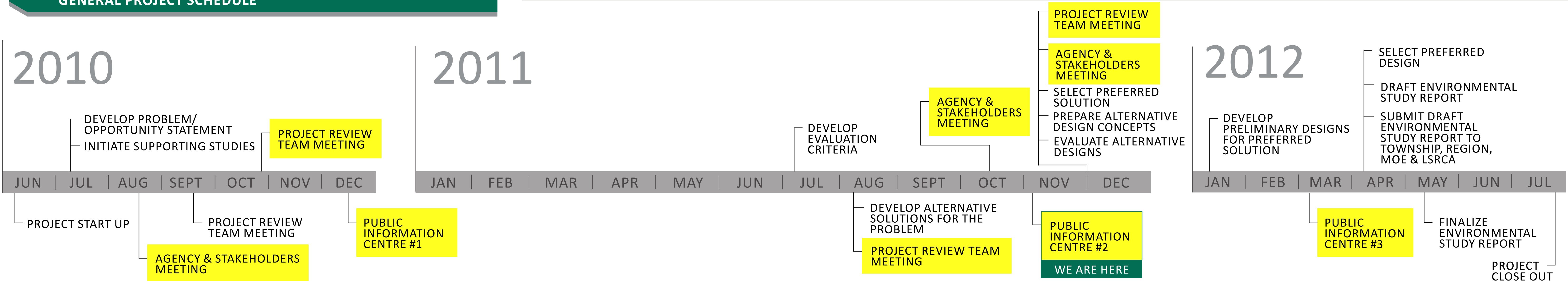
PURPOSE: The Steering Committee serves as an advisory body to Council.

OBJECTIVE: The Steering Committee must ensure the overall objectives of the project remain in focus. Financial assistance from Federal, Provincial and other funding agencies is sought. Liaison as necessary with Township & Regional Councils, governments, and stakeholders. Undertake other activities as the Committee deems necessary.

MEMBERSHIP: Members are volunteers. The committee consists of a Chair, Director of Public Works of the Township, Ward 4 & 5 Councillors and one representative from the following list of agencies:

- Region of Durham's Works Department
- Lake Simcoe Region Conservation Authority
- Ministry of Environment
- Uxbridge Watershed Advisory Committee
- Business Improvement Area Chamber of Commerce
- EA Consultant/ Project Manager

GENERAL PROJECT SCHEDULE



STUDY LOCATION



LEGEND

-  Existing Culvert
-  Creek
-  Regulated Floodplain Area (Hurricane Hazel)

UXBRIDGE BROOK WATERSHED:

- Total Watershed area of 178 km² at its outlet into Pefferlaw Brook north of the Township of Uxbridge
- Majority of the watershed is located in Township of Uxbridge
- The Brook has been recognized by MNR and LSRCA as supporting an important cold and warm water fishery
- 18 different fish species are documented in the Brook
- Stream habitat below Elgin Mill Pond provides suitable spawning/early rearing habitat for rainbow trout and brown trout

HYDRAULIC STUDY



The focus of the Environmental Assessment is to examine alternatives to reduce flood risk in downtown Uxbridge. To evaluate the various flood reduction alternatives, the following hydraulic study tasks are underway:

- Field investigation of the creek and floodplain to confirm the assumptions made in the existing hydraulic model
- Revision to the existing hydraulic model if necessary to accurately represent the existing conditions of the creek
- Information search at the local library and newspaper office to obtain documentation of any reported flooding within the study area
- Input received through public consultation with local residents and stakeholders will also be considered

BUILDING STRUCTURAL ASSESSMENT



In reference to the 1983 Flood Relief Study of the Town of Uxbridge, one of the alternative solutions presented for flood reduction considered the need for removal of one or more buildings on Brock Street; therefore, the impact of building removal will be investigated should it be necessary.

To evaluate the feasibility of alternatives that include building removal, a structural assessment of the buildings is required. The assessment will include an evaluation of:

- The buildings' structural condition
- Potential effects on adjacent or attached buildings
- Issues related to practicality of removal
- Costs associated with demolition

GEMORPHIC & ENVIRONMENTAL ASSESSMENT OF UXBRIDGE BROOK



A detailed assessment of Uxbridge Brook and the surrounding environment is required to understand the potential effects of the various flood reduction alternatives that will be considered. The study will include:

- Inventories and assessments of fluvial geomorphology (the study of the processes and pressures operating on river systems), aquatic habitat and terrestrial resources
- Review of all background information and data, reach delineation, and a historical channel assessment
- Field reconnaissance to characterize the channel and the corridor
- Inventory and assessment of in-stream aquatic and terrestrial habitats
- Detailed topographic survey of the channel corridor, upstream and downstream of the existing culvert

PARKING IMPACT STUDY



Recognizing that one or more alternatives may require opening the creek channel, which may affect parking, a parking impact study is being conducted. This study includes:

- Survey of existing parking demands in the local area
- Determination of parking losses from alternatives being considered
- Assessment of potential impacts and implications to nearby facilities

CULVERT SURVEY



Since the culvert under Brock Street will be a key consideration in any flood reduction solution, it is necessary to accurately survey the location of the culvert to identify the affected properties. The culvert survey includes:

- Detailed survey of the existing culvert's layout and grades
- Confirmation of the location of the 9 sections of the culvert
- Creation of a base plan showing the culvert location in relation to property lines

ENVIRONMENTAL SITE ASSESSMENT



An Environmental Site Assessment (ESA) may be required to identify potential on-site environmental contaminants that could affect decisions related to proposed alternatives or construction recommendations. A Phase 1 ESA would include:

- Records review of the site to assess past activities that could have had a potential impact on the environmental condition of the affected properties.
- Site reconnaissance to identify potential on-site environmental concerns.
- Cursory inspection of any affected buildings for detection of toxic substances, such as asbestos and PCBs
- Phase 1 Environmental Report containing the assessment, relevant research documents and recommendations

CULTURAL HERITAGE / ARCHAEOLOGICAL STUDY

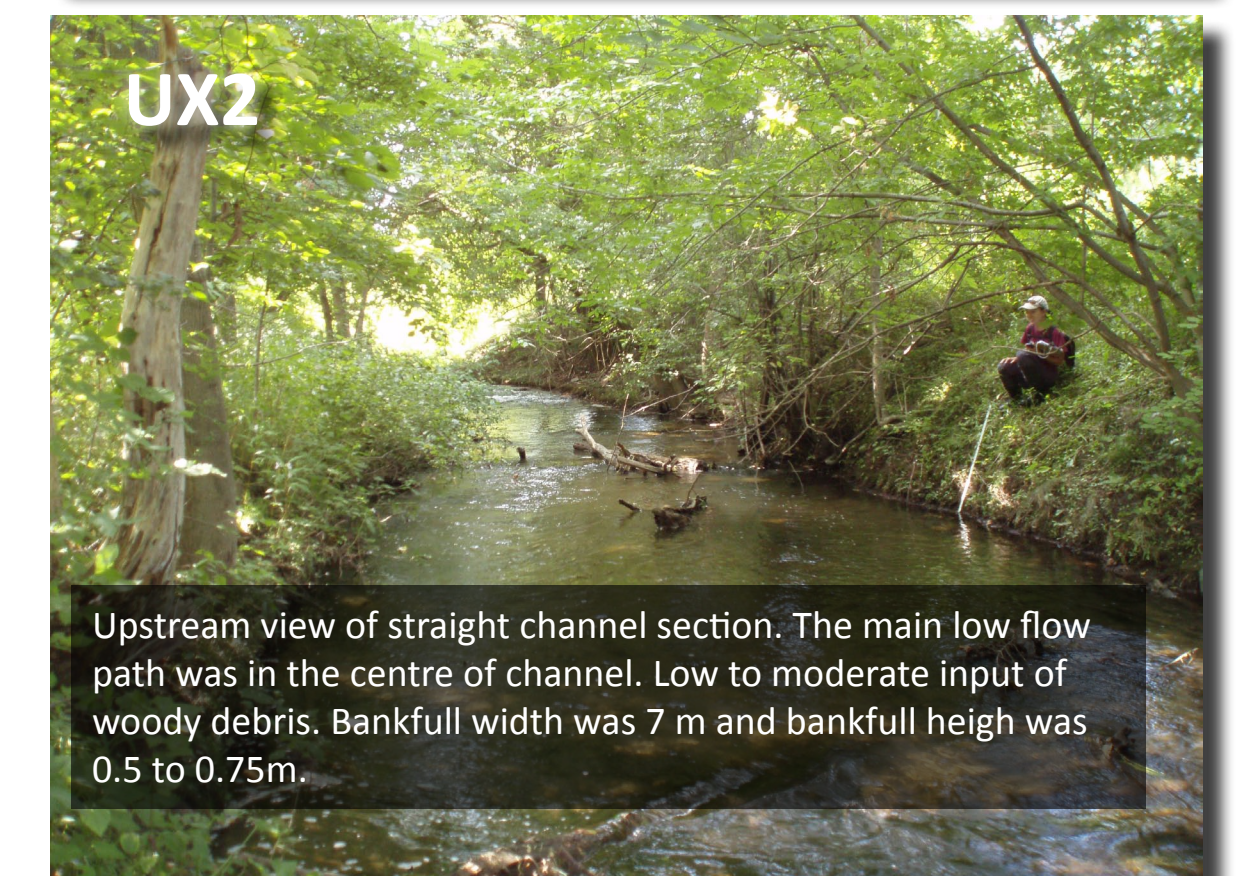
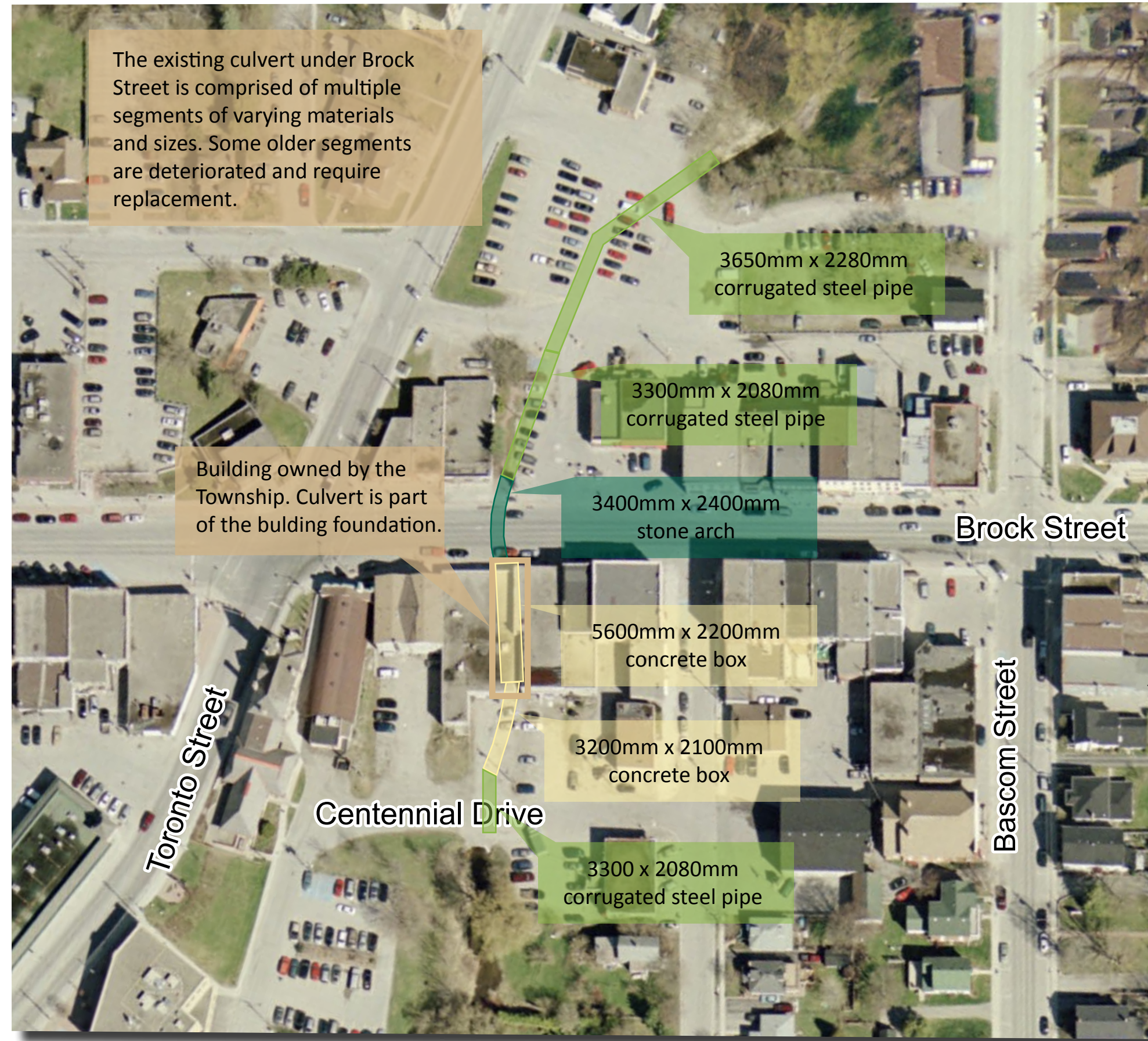


To evaluate potential impacts to cultural heritage and/ or archaeological resources, a Stage 1 Archaeological Assessment and Built Heritage Assessment will be conducted. The cultural heritage and archaeological studies will follow the Ministry of Tourism and Culture's 2009 Standards and Guidelines for Consultant Archaeologists.

This study includes:

- Review of the archaeological site database for known site locations on and within a 2 km radius of the study area
- Review of historical atlases, maps and other relevant documents to establish land use history
- Determination of the physiographic characteristics and geomorphological history of the study area by examination of geological texts
- Review of existing conditions of the study area by identifying and photo-documenting high and low potential areas (i.e. disturbed and low-lying wet sections of the site) to establish the potential for recovery of significant archaeological resources

EXISTING CONDITIONS



GENERAL REACH CHARACTERISTICS				
Reach	Bankfull Width (m)	Bankfull Depth (m)	Substrate	
			Pool	Riffle
UX1	7 - 12	0.5 - 1.0	sand, silt and clay	coarse gravel and sand, few cobbles
UX2	7 - 8	0.5 - 1.0	sand, silt and clay	gravel and cobbles
UX3	Piped - RGA / RSAT not completed			
UX4	6.5 - 8	0.8 - 1.5	sand, silt and clay	gravel and cobbles; boulders and concrete rubble

RESULTS OF RAPID GEOMORPHIC ASSESSMENTS						
Reach	RGA			RSAT		
	Score	Condition	Dominant Systematic Adjustment	Score	Condition	Limiting Features(s)
UX1	0.38	In Transition / Stress	Evidence of Widening	22	Fair	Physical Instream Habitat
UX2	0.33	In Transition / Stress	Evidence of Widening	23	Fair	Riparian Habitat Conditions
UX3	Piped channel section - RGA / RSAT not completed					
UX4	0.25	In Transition / Stress	Evidence of Widening	26	Good	Riparian Habitat Conditions

Rapid Geomorphic Assessment (RGA) Scores
 < 0.20 = Stable / In Regime
 0.21 - 0.40 = Stressed / Transitional
 > 0.41 = In Adjustment

Rapid Stream Assessment Technique (RSAT) Scores
 < 13 = Poor Condition / Health
 13 - 24 = Fair Condition / Health
 25 - 34 = Good Condition / Health
 35 - 42 = Excellent Condition / Health

409 parking spaces available near downtown
 50 - 70% usage recorded during typical Friday / Saturday



SIMULATION OF A REGIONAL STORM EVENT FLOODING IN THE DOWNTOWN



RECENT HURRICANE IRENE PHOTOS FROM VERMONT (SIMILAR TO THE MODELLED LOCAL REGIONAL STORM)



ALTERNATIVE SOLUTIONS

ALTERNATIVE 1 - NEW LARGER CULVERT UNDER BROCK STREET

DESCRIPTION

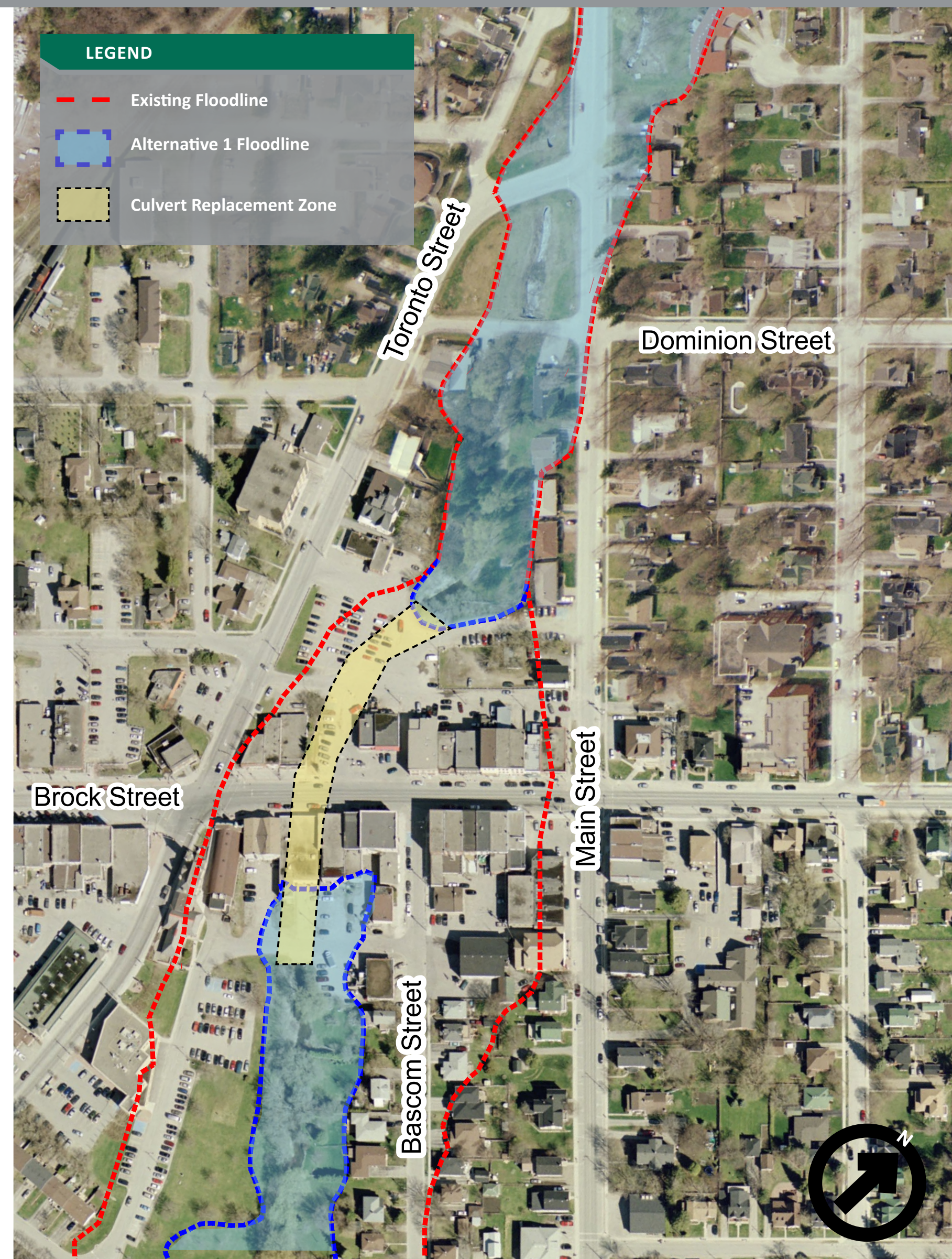
Removal and replacement of entire existing culvert with a new larger culvert that could convey the Regional Storm flows.

PROS

- Provides opportunity to replace deteriorated existing culvert
- Significant reduction of the floodplain
- Opportunity for re-development within downtown
- Opportunity for improving creek function

CONS

- Will likely require removal of buildings, or removal of basements
- Extensive construction and road closures for prolonged periods
- Costly (~ \$3.5M)



ALTERNATIVE 2 - REMOVE THE CULVERT AND INSTALL BRIDGES AT ROAD CROSSINGS

DESCRIPTION

Removal of entire existing culvert with construction of an open channel to convey the Regional Storm flows. New bridges at Brock Street and Centennial Drive.

PROS

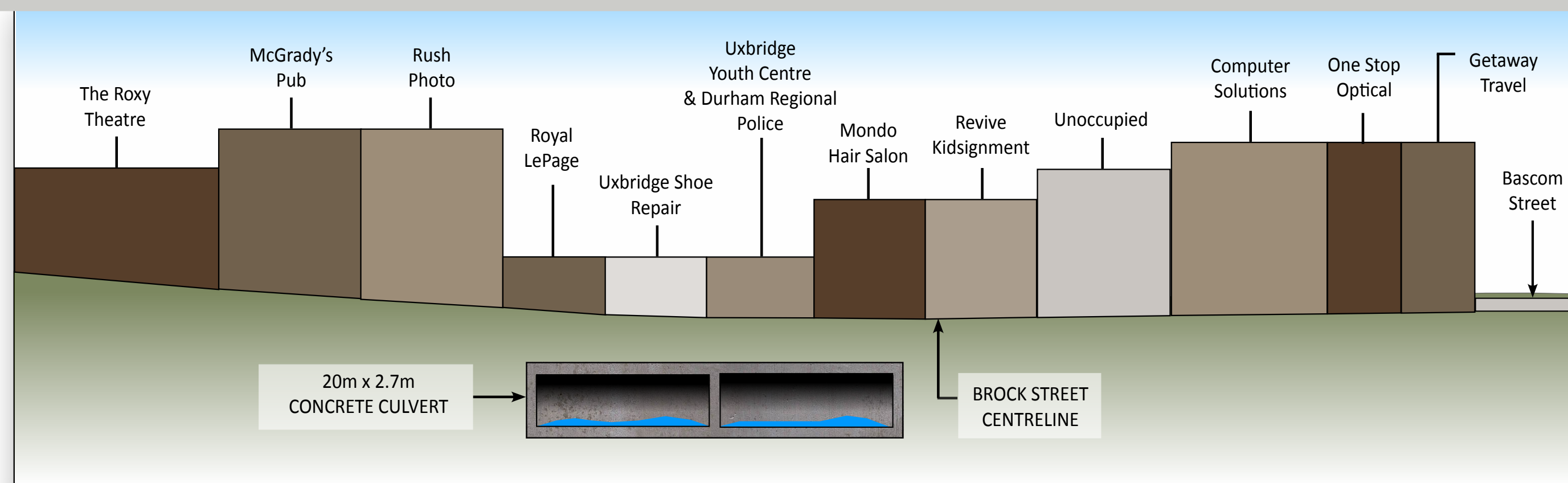
- Removes deteriorated culvert
- Significant reduction of the floodplain
- Opportunity for re-development within downtown, but some buildings permanently lost
- Opportunity for a trail, but space is restricted

CONS

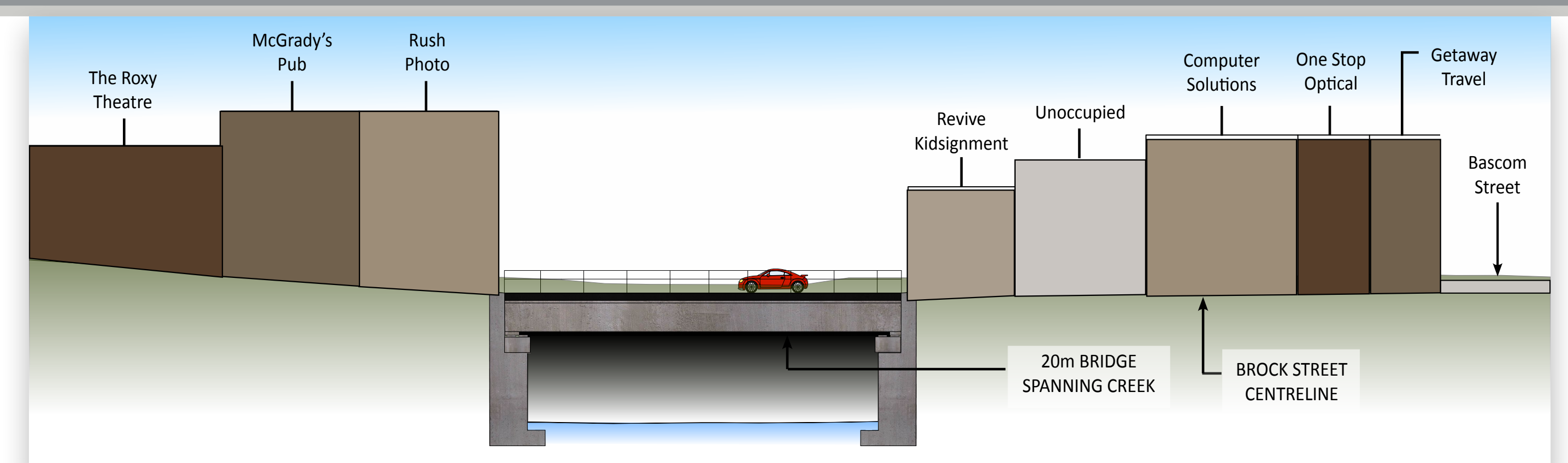
- Buildings must be removed and businesses would have to relocate
- Extensive construction and road closures for prolonged periods
- Costly (~ \$5M)
- Permanent loss of some development potential in downtown



CROSS SECTION AT BROCK STREET



CROSS SECTION AT BROCK STREET



ALTERNATIVE 3 - OVERLAND FLOW (REMOVAL OF BUILDINGS)

DESCRIPTION

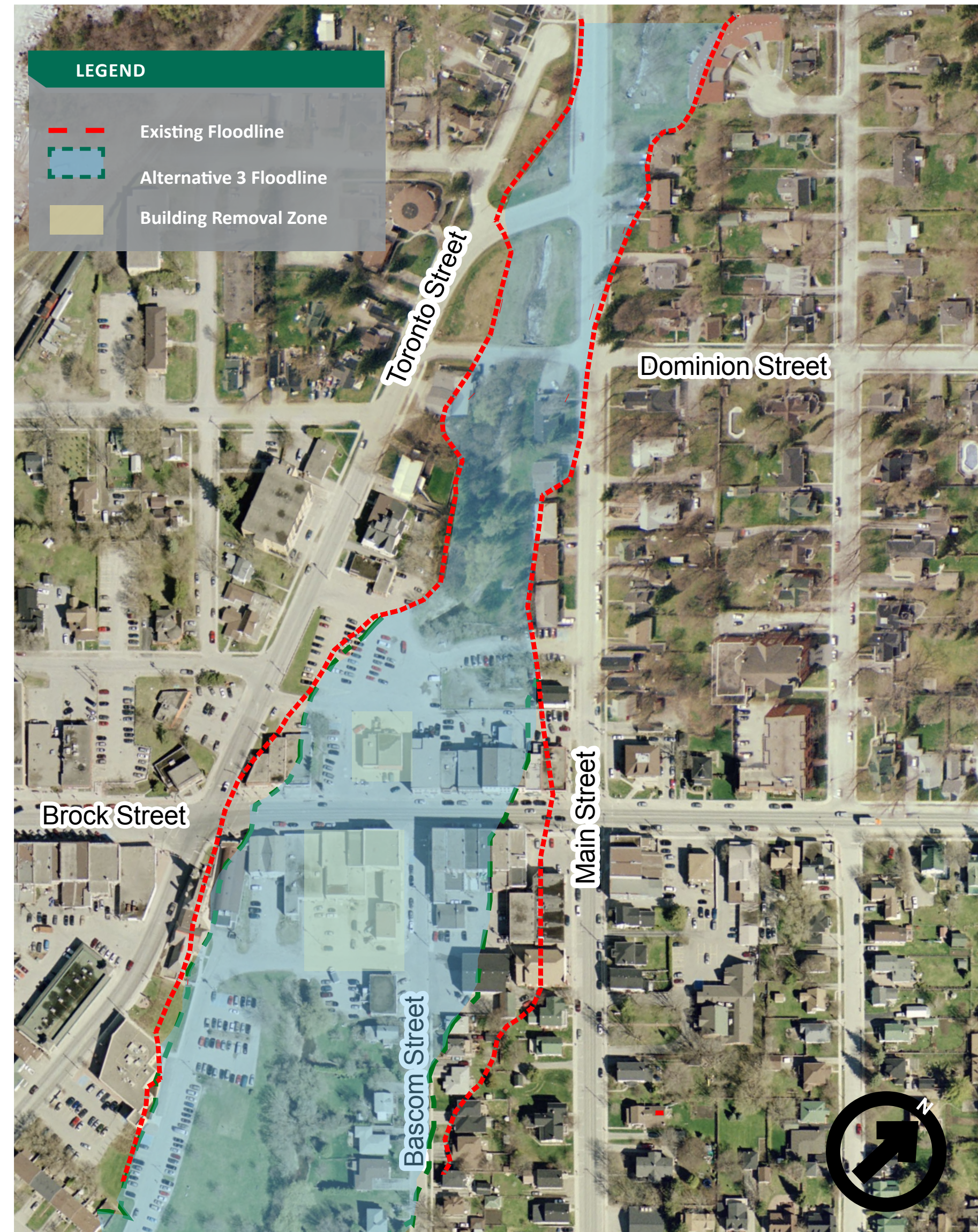
Demolition of multiple buildings on the north and south sides of Brock Street to create an overland flow path for floodwaters. The existing culvert would remain.

PROS

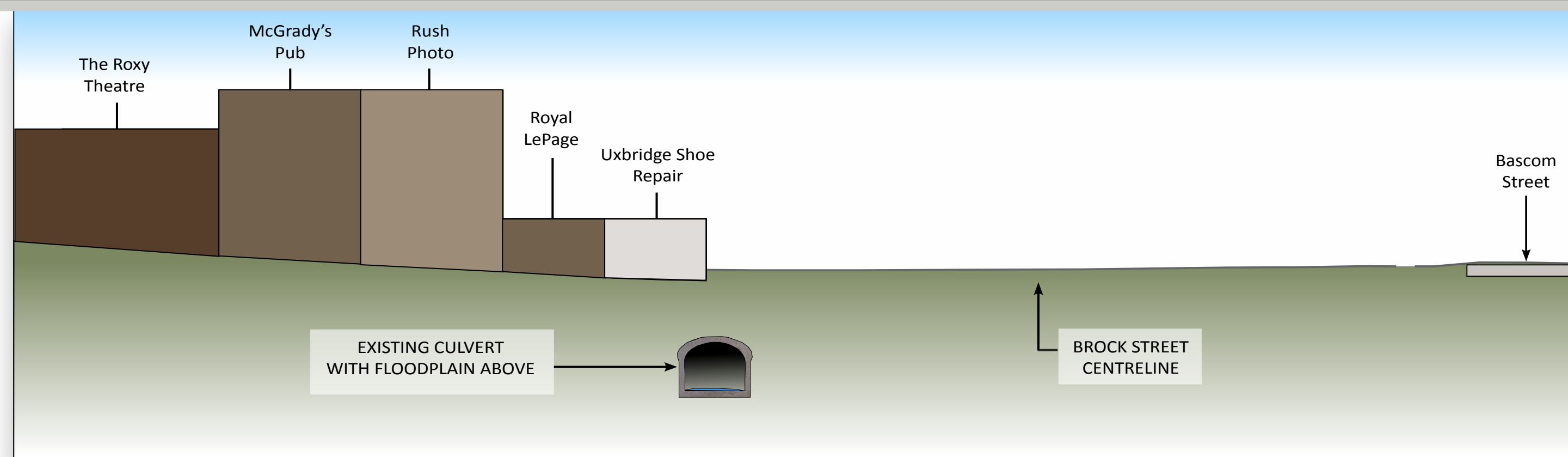
- Demolition of buildings may not require road closures
- Opportunity for new open space, trail, or leisure facilities
- Less expensive than other alternatives (~\$1M)
- Some reduction of the floodplain

CONS

- Permanent loss of many buildings, requiring businesses to relocate
- Does not address deteriorated condition of existing culvert
- Does not eliminate flooding in downtown
- No opportunity to improve the watercourse



CROSS SECTION AT BROCK STREET



ALTERNATIVE 4 - OVERFLOW PIPE AT BASCOM STREET

DESCRIPTION

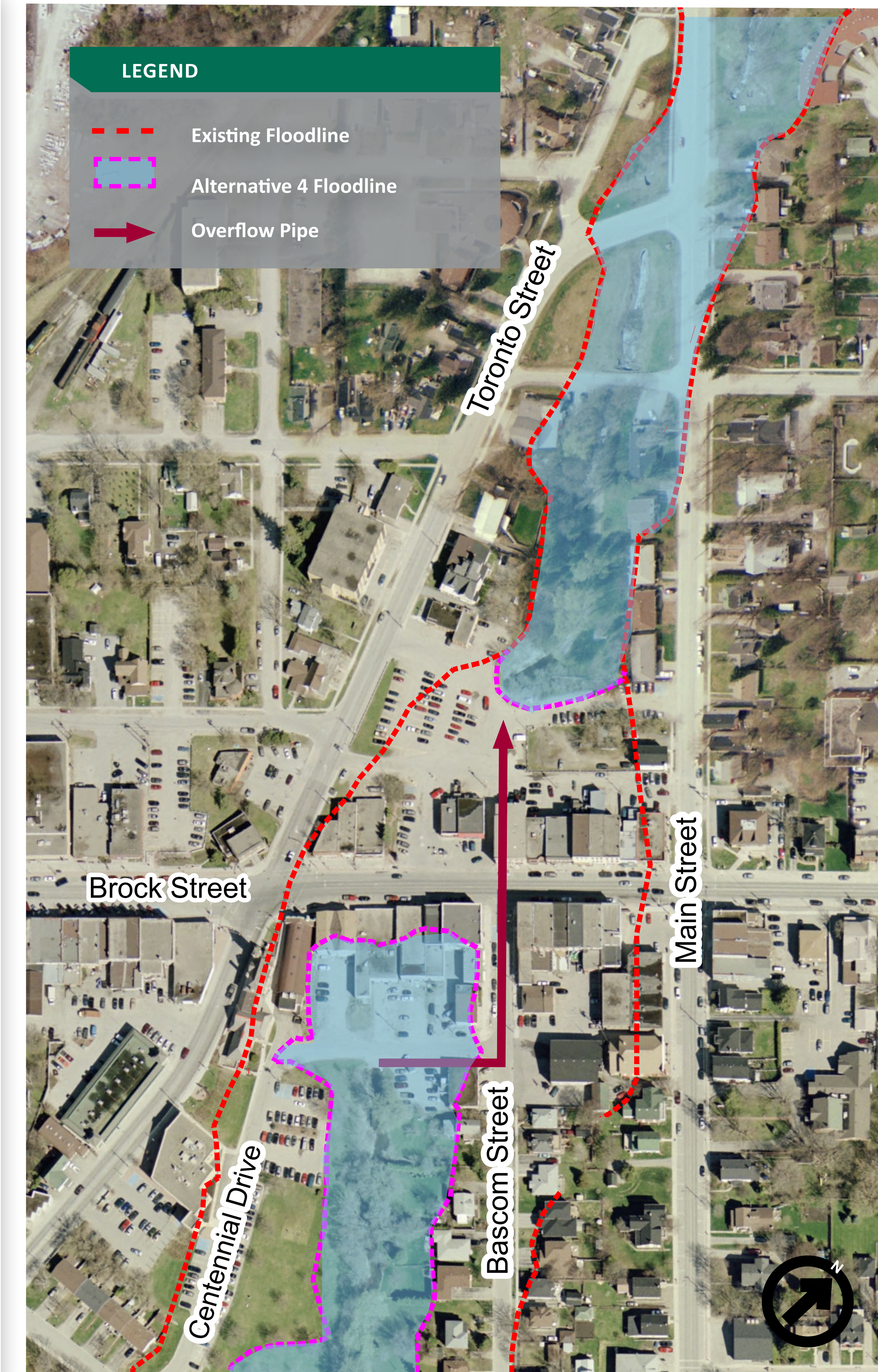
Construction of a separate pipe system along Bascom Street to convey partial floodwater flows to the outfall at the downstream limit of existing culvert. The existing culvert would remain.

PROS

- Minimal requirements for building demolition
- Significant reduction of the floodplain
- Opportunity for re-development in the downtown

CONS

- Does not address deteriorated condition of existing culvert
- No opportunity to improve the watercourse
- Size of overflow pipe requires major construction, utility re-locates and prolonged construction periods
- Costly (~ \$4M)



ALTERNATIVE 5 - DOWNSTREAM IMPROVEMENTS

DESCRIPTION

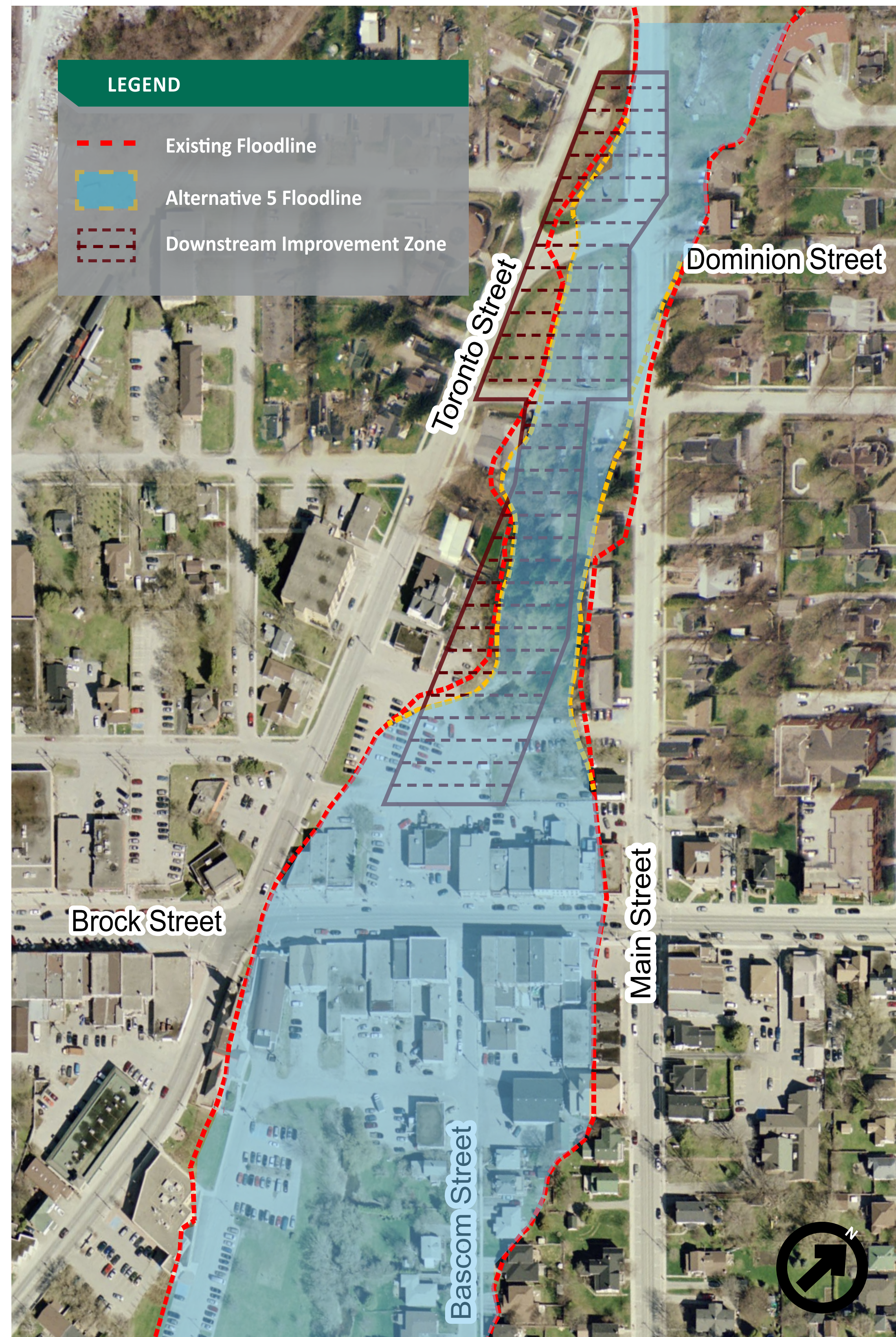
Provision of additional flood capacity downstream (north) of Brock Street. Options to consider could include items such as: widening existing floodplain through excavation; increasing size of culverts under downstream road crossings at Dominion Street, Toronto Street and Main Street; replacement of existing downstream culverts with bridges; and / or removal of one or more of the crossing streets.

PROS

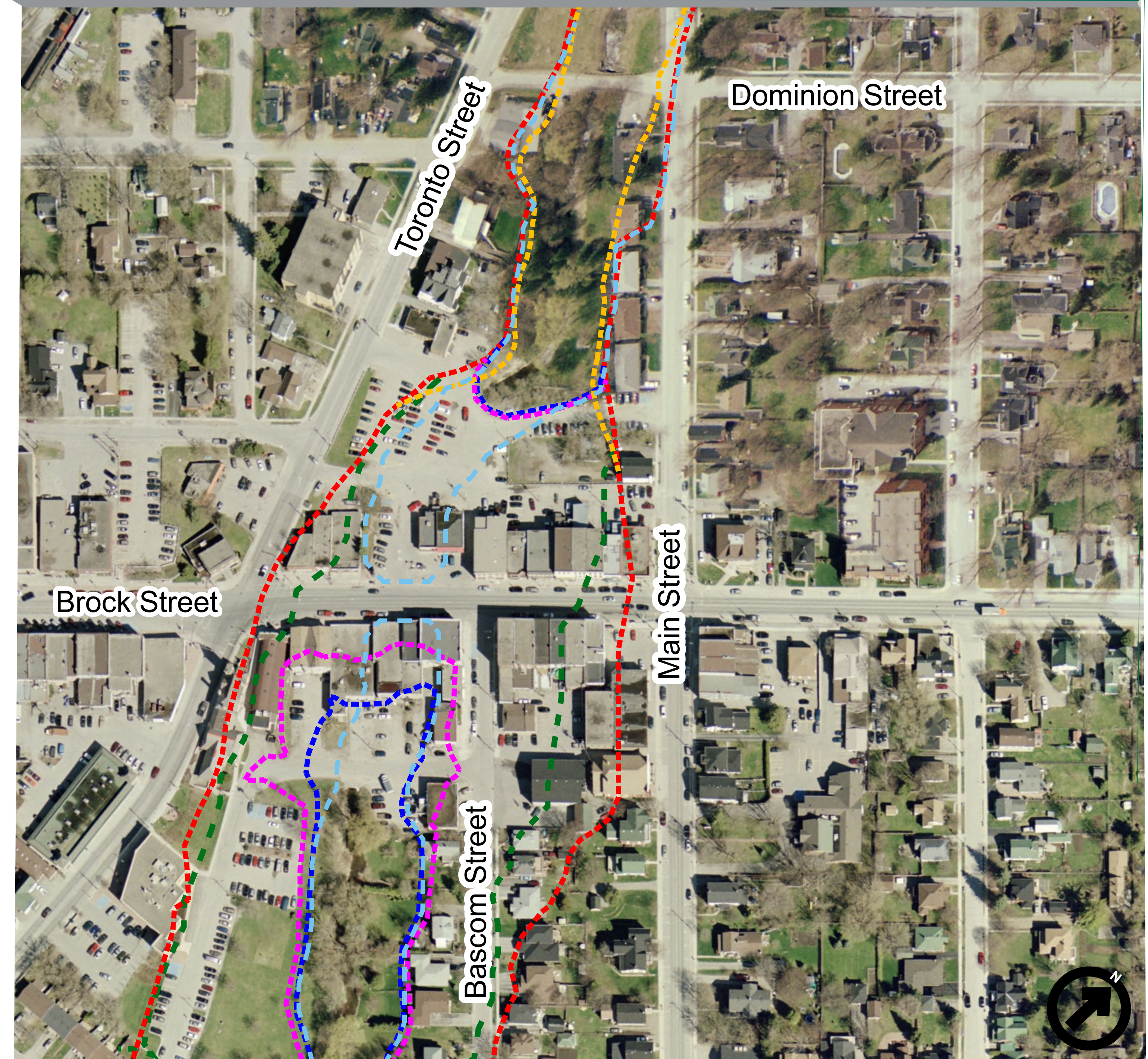
- Reduces the tailwater flooding at Brock St. (lower flood elevation on the north side of Brock St. increases capacity of the culvert)
- Minimal construction impacts to Brock St. businesses and minimal traffic disruption
- Opportunity for improving the watercourse
- No requirements for building demolition
- Opportunity for open space, trails, or leisure facilities

CONS

- Does not address deteriorated condition of existing culvert
- Costly (~ \$3M)
- As a stand-alone solution, does not reduce flooding in downtown
- Easements may be required on private property



COMPARISON OF ALTERNATIVE SOLUTION FLOODLINES



LEGEND

- | | | |
|-------------------------|-------------------------|-------------------------|
| Existing Floodline | Alternative 2 Floodline | Alternative 4 Floodline |
| Alternative 1 Floodline | Alternative 3 Floodline | Alternative 5 Floodline |

EVALUATION MATRIX

LEGEND

- Does not address project problems
- Overall negative effect
- Neutral Effect
- Overall positive effect
- Ideal

Category	Evaluation Criteria	Do Nothing	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
			New Larger Culvert Under Brock Street	Remove the Culvert and Install Bridges at Road Crossings	Create an Overland Flow Route (Building Removal)	Install an Overflow Pipe along Bascom Street	Downstream Improvements to Reduce Tailwater
Natural Environment	Effect on creek channel stability	No impacts. Existing channel is generally stable.	May improve flow and sediment transport processes during larger return-period flows. Provides an opportunity to create inlet and/or outlet pool features at culvert ends.	Crossing structures would be sized for channel migration. Opportunity to improve channel form and function and allow for migration within the floodplain, where feasible. May reinstate a more natural flow and sediment transport regime.	No changes to the watercourse.	No changes to the watercourse.	Opportunity to enhance the corridor through varying channel and floodplain improvements. Allow the channel to migrate, where feasible, and reinstate a more natural flow and sediment transport regime.
	Effect on fish habitat	No changes to the watercourse and no opportunity to improve fish habitat and/or fish passage.	Improve fish passage opportunity upstream through reduction of fish velocity thresholds. Provide resting areas (i.e. inlet and outlet pool features) at culvert ends.	Channel day-lighting and enhancement of aquatic habitat through the installation of new channel. Improvement to fish passage and potential for increase in particulate organic matter inputs, canopy and instream cover.	No changes to the watercourse and no opportunity to improve fish habitat and/or fish passage.	No changes to the watercourse and no opportunity to improve fish habitat and/or fish passage.	Enhance aquatic habitat through the installation of varying habitat components. Increase particulate organic matter inputs, canopy cover and instream cover.
	Effect on riparian zone	No changes to the watercourse, and no opportunity to improve riparian habitat conditions.	No changes to the watercourse, and no opportunity to improve riparian habitat conditions.	Installation of riparian vegetation and potential enhancement of terrestrial habitat. Potential for contribution to a continuous natural riparian corridor.	No changes to the watercourse, and no opportunity to improve riparian habitat conditions.	No changes to the watercourse, and no opportunity to improve riparian habitat conditions.	Installation of larger riparian vegetation area and enhancement of terrestrial habitat.
Social Environment	Reduction of the floodplain in the downtown	0% reduction in the floodplain; ~2.3m flood depth on Brock Street.	34% reduction in the floodplain; no flood flow overtop of Brock Street.	31% reduction in the floodplain; no flood flow overtop of Brock Street.	7% reduction in the floodplain; ~1.3m flood depth on Brock Street.	31% reduction in the floodplain; no flood flow overtop of Brock Street.	2% reduction in the floodplain; ~2.3m flood depth on Brock Street.
	Improvements to egress / ingress, habitable space on Brock Street (access and safety during a flood)	0% access and safety improvement during a flood.	100% access and safety improvement during a flood.	100% access and safety improvement during a flood.	25% access and safety improvement during a flood.	100% access and safety improvement during a flood.	0% access and safety improvement during a flood.
	Requirement for building removal	No requirement for building removal.	5 buildings north & south of Brock Street might have to be demolished with major shoring to 3.	5 buildings north & south of Brock Street would have to be demolished with major shoring to 3. Occupants of the buildings to be demolished would have to re-locate.	9 buildings north & south of Brock Street would have to be demolished. This would require many businesses to re-locate.	1 building would have to be removed and 2 shored.	No requirement for building removal.
	Encroachment of works onto private property	No encroachment onto private property.	4 non-municipal buildings north & south of Brock Street would be affected. Easements may be required over these properties if re-developed.	4 non-municipal buildings north & south of Brock Street would be affected, with permanent loss of private property.	8 non-municipal buildings north & south of Brock Street would be affected, with permanent loss of private property.	1 non-municipal building north of Brock Street would be affected. Easement may be required over this property if re-developed.	No buildings affected; easements may be required on up to 10 properties for downstream improvement work in backyard areas.
	Effect on parking availability	No effect on parking; status quo maintained.	No effect on parking; status quo maintained. Parking demand during construction could be accommodated within the surrounding area.	17% overall reduction in parking availability. The increased demand could be accommodated within the surrounding area with the remaining legal parking spaces.	No effect on parking; status quo maintained. Potential to increase off-site parking due to building removal.	No effect on parking; status quo maintained. Parking demand during construction could be accommodated within the surrounding area.	10% overall reduction in parking availability. Increased demand could be accommodated in the surrounding area with the remaining legal parking spaces.
	Opportunities for leisure or trail facilities	No opportunity for adding leisure or trail facilities.	No opportunity for adding leisure or trail facilities.	Leisure or trail facilities could be incorporated along the channel, but the space restrictions are limiting.	Leisure or trail facilities could be incorporated into the newly created open space.	No opportunity for adding leisure or trail facilities.	Leisure or trail facilities could be incorporated into the newly created open space.
	Duration of construction disturbance	No construction required.	~6 months construction for building demolition and culvert replacement. Reconstruction of buildings would create additional disturbance.	~6 months construction for building demolition and channel creation.	~2 months construction for building demolition.	~6 months construction for building demolition, utility re-locates and installation of pipe.	~3 months construction for downstream improvements.
	Economic Environment	Capital cost (comparative estimate)	None	\$3.5M	\$5M	\$1M	\$4M
Operation and maintenance		Continuous monitoring and repairs.	Minimal	Minimal	Minimal	Minimal	Minimal
Opportunities for re-development		No opportunity for re-development.	~ 32 properties removed from the regulatory floodplain.	~ 36 properties removed from the regulatory floodplain, but 5 buildings permanently lost.	~ 12 properties removed from the regulatory floodplain.	~ 32 properties removed from the regulatory floodplain.	No opportunity for re-development.
Cultural Environment	Archaeological resources	No impact to buried cultural heritage.	If construction extends beyond the existing alignment of the culvert, there is potential to disturb deeply buried resources tied to the 1850s mill.	If construction extends beyond the existing alignment of the culvert, there is potential to disturb deeply buried resources tied to the 1850s mill.	No impact to buried cultural heritage.	No impact to buried cultural heritage.	Potential disruption to historic and pre-contact Aboriginal resources.
Technical Factors	Addressing the tailwater flooding on the Brock Street culvert	Does not reduce the tailwater flooding on the Brock Street culvert.	Does not reduce the tailwater flooding on the Brock Street culvert.	Does not reduce the tailwater flooding on the Brock Street culvert.	Does not reduce the tailwater flooding on the Brock Street culvert.	Does not reduce the tailwater flooding on the Brock Street culvert.	Potential for significant reduction or elimination of the tailwater flooding.
	Requirement for utility relocation	No requirement for utility relocation.	Would require some relocation of utilities.	Would require significant relocation of utilities.	Would require some relocation of utilities.	Would require significant relocation of utilities.	Would require some relocation of utilities.
	Addressing the deteriorated condition of the existing culvert	Does not address the deteriorated condition of the existing culvert.	Replaces the existing deteriorated culvert with a new structure.	Removes the deteriorated culvert.	Does not address the deteriorated condition of the existing culvert.	Does not address the deteriorated condition of the existing culvert.	Does not address the deteriorated condition of the existing culvert.
	Effect on structural integrity of existing buildings	No effect on existing buildings.	Significant work will be required for the foundations of the buildings that are to remain, to ensure they remain stable during and after re-construction.	Significant work will be required for the foundations of the buildings that are to remain, to ensure they remain stable during and after re-construction.	Minor work will be required for the foundations of the buildings that are to remain, to ensure they remain stable during and after re-construction.	Minor work will be required for the foundations of the buildings that are to remain, to ensure they remain stable during and after re-construction.	No effect on existing buildings.
	Construction complexities	No construction required.	Difficult to construct new culverts under existing buildings, where building salvage will be attempted. Basements may be permanently lost.	The work would be relatively straightforward under a full road closure and after adjacent buildings are removed.	Building demolition is straightforward.	Installation of a large overflow pipe would be difficult in the confined area of Bascom Street. Conflict with existing infrastructure would be significant.	Downstream improvements options are routine and straightforward.
Summary Rating							

PREFERRED ALTERNATIVE

PREFERRED ALTERNATIVE - COMBINATION OF ALTERNATIVES 1, 2 & 5

DESCRIPTION

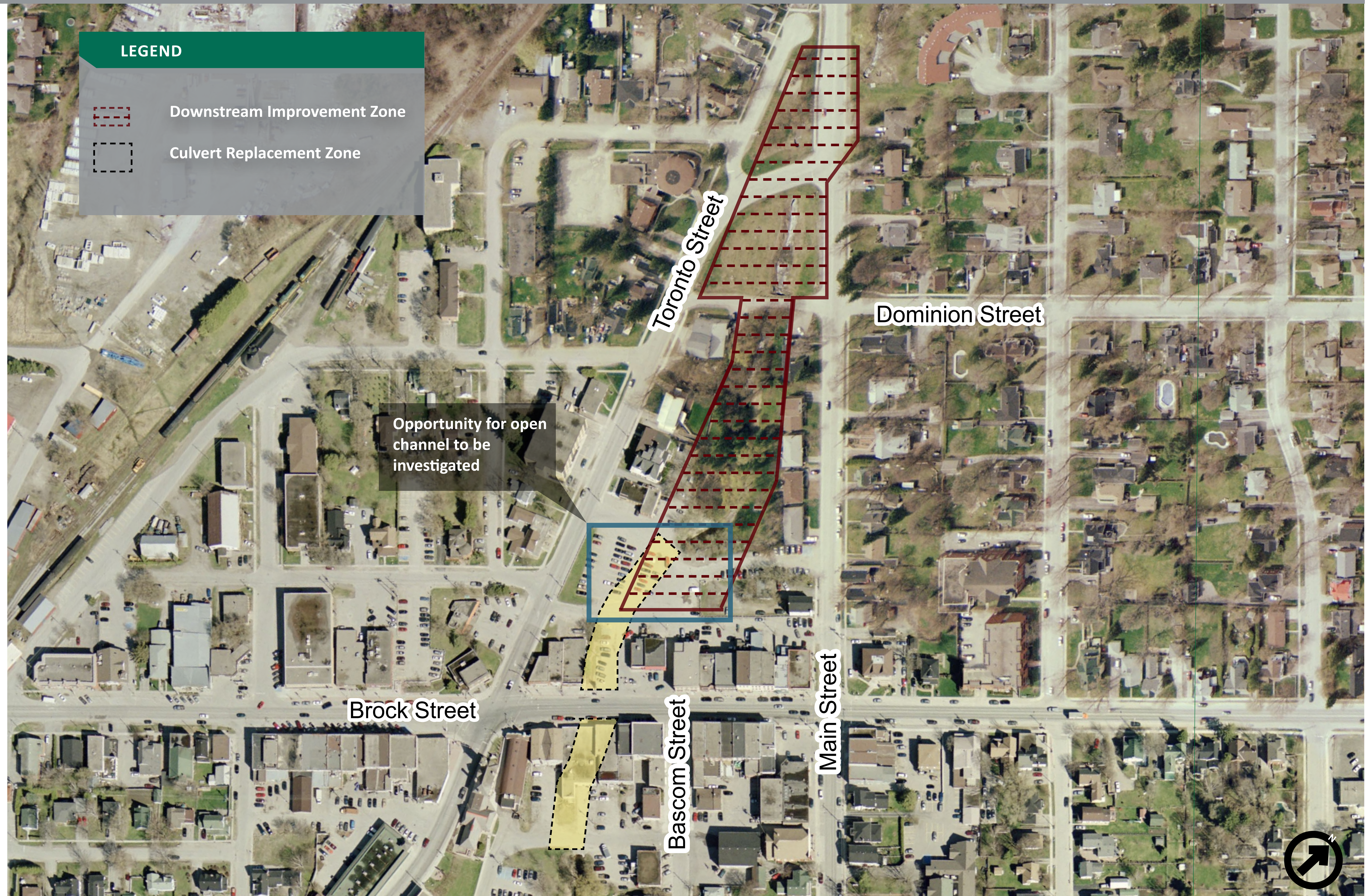
Combine downstream improvements with a new larger culvert and some open channel to provide additional flood capacity downstream, reduce the tailwater at Brock Street, and accommodate as much of the Regional Storm flow as possible.

PROS

- Using downstream improvements to reduce the tailwater results in reduced structure size requirements for culvert replacement under Brock Street
- Significant floodplain reduction
- Provides an opportunity for re-opening and re-naturalizing some of the channel that has been previously enclosed by the existing culvert
- Opportunity for re-development in the downtown
- Opportunity to replace deteriorated culvert
- Opportunity for open space, trails, or leisure facilities

CONS

- Would affect property beyond that owned by the Township
- Will impact some buildings and basements
- Prolonged construction disturbance
- Costly (\$3-5M)





PUBLIC CONSULTATION PLAN



NOTICE OF STUDY COMMENCEMENT

Direct mailing to all stakeholders, advertisement in local newspaper, posting on municipal websites

NOTICE OF PUBLIC INFORMATION CENTRE #1

PIC #1 occurred during Phase 1 to communicate the goals of the study, introduce the Study Area, discuss the scope of proposed investigations, and solicit input into the local problems and issues related to flooding in the downtown.

WE ARE HERE

NOTICE OF PUBLIC INFORMATION CENTRE #2

PIC #2 focuses on the results of the background studies, documentation of existing conditions, summary of major issues in the context of the problems and opportunities being examined, development of alternative solutions, evaluation of alternatives, environmental impact mitigation plan and identification of recommended solution.

NOTICE OF PUBLIC INFORMATION CENTRE #3

PIC #3 will be scheduled during Phase 3, and will summarize and evaluate the design alternatives for the preferred solution, identify environmental impact mitigation measures, and how local interests from PIC's #1 and 2 were brought forward into preliminary design.

NOTICE OF STUDY COMPLETION

Same distribution as the Notice of Study Commencement; the Environmental Study Report will be available for 30-days for public review and comment.

- Display panels are publicly available for review
- Members of the study team are available to answer questions
- Comment forms are available to complete and submit

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address project issues and concerns.

FOR FURTHER INFORMATION, PLEASE CONTACT:

The Township of Uxbridge

Ben Kester, C.E.T.
Director of Public Works
51 Toronto St. S. Uxbridge, ON L9P 1T1
905-852-9181 ext. 215
bkester@town.uxbridge.on.ca

The Regional Municipality of Durham

David Dunn, C.E.T., E.I.T.
Engineering Technician
605 Rossland Rd. E. Whitby, ON L1N 6A3
905-668-7711 ext. 3422 (1-800-372-1102)
david.dunn@durham.ca

SRM Associates

Jennifer Haslett, B.Sc. EP
Manager, Environmental Assessments
110 Scotia Ct., Unit 41, Whitby, ON L1N 8Y7
905-686-6402 ext. 278
jhaslett@srmassociates.org

NEXT STEPS

- Review and respond to public and agency comments expressed at PIC #2
- Confirm that the preferred alternative is appropriate
- Develop design concepts for the preferred alternative (refine culvert size, type of downstream improvements required, and details of open channel)
- Identify impact of alternative designs on environment, and mitigating measures
- Present preliminary design at Public Information Centre #3
- Notice of Public Information Centre #3 with the date, time and location will be advertised
- Information related to this study will be posted on the Regional Municipality of Durham website www.durham.ca under:
Departments > Works > Construction, Design and Environmental Assessment Projects

THANK YOU

FOR ATTENDING THE PUBLIC INFORMATION CENTRE
FOR THE UXBRIDGE DOWNTOWN FLOOD REDUCTION
CLASS ENVIRONMENTAL ASSESSMENT STUDY

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address project issues and concerns.



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #2
November 2, 2011

(Please Print)

Name	Mailing Address (if you are not already on our list)	Email	CD
John McKenna	[REDACTED]		<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Paula J. Shier			<input type="checkbox"/> Y <input type="checkbox"/> N
JEHNI PAGIDAS			<input type="checkbox"/> Y <input type="checkbox"/> N
Marilyn Nash	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
ROBER JARLET	COSMOS		<input type="checkbox"/> Y <input type="checkbox"/> N
Peter + Carol Guinane			<input type="checkbox"/> Y <input type="checkbox"/> N
Chuck Brown Kathy Brunstale	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
REID WILSON MARGARET WILSON	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
CONRAD BOYCE	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Colin + Nancy Graham			<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #2
November 2, 2011

(Please Print)

Name	Mailing Address (if you are not already on our list)	Email	CD
John & Marsha Ludwig	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Don Andrews	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Karin & Roger Anderson - Cooper	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
DAVID & CONNIE MCKIBBIN	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Bev & Larry Leslie	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Darryl Knight	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Brian Buckles	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
DAVE BOULTON	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Barb + George Pratt	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
HOWARD SHERIMPTON	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #2
November 2, 2011

(Please Print)

Name	Mailing Address (if you are not already on our list)	Email	CD
PAT MIKUSE	COUNCILLOR		<input type="checkbox"/> Y <input type="checkbox"/> N
JACK BALLINGER	Regional councillor		<input type="checkbox"/> Y <input type="checkbox"/> N
JOHN RODYCH	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Maria Guido	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N
RICK EDWARDS	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
MARGO Charlie GULLICKSON			<input type="checkbox"/> Y <input type="checkbox"/> N
Scott GRIEK			<input type="checkbox"/> Y <input type="checkbox"/> N
Tom John	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Robin John	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N
Brian Hingston	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #2
November 2, 2011

(Please Print)

Name	Mailing Address (if you are not already on our list)	Email	CD
MICHAEL TUCKER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
NIKI & JOHN PAVIDAS URBAN PANTRY			<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
RICH VANDEZAANDE	TWP OF UXBRIDGE		<input type="checkbox"/> Y <input type="checkbox"/> N
Bob Shepherd	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Bruce McMullen			<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Mary Hogg	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N
MIKE TROIANI	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Jennifer Miller	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Earle Lockerby	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
CHARLES MCDONELL	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #2
November 2, 2011

(Please Print)

Name	Mailing Address (if you are not already on our list)	Email	CD
Nathalie Emer			<input type="checkbox"/> Y <input type="checkbox"/> N
GERRI LYNN O'CONNOR	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N
GORDON HIGHT	[REDACTED]		<input type="checkbox"/> Y <input type="checkbox"/> N
Mr + Mrs Michael Gaultier		[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Alan Wells	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
David + Kim Cooper	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Bew Northeast	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Phil Shantz			<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET



Municipal Class Environmental Assessment Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #2 November 2, 2011

(Please Print)

Name	Mailing Address (if you are not already on our list)	Email	CD
JOHN NEWZU	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N

SIGN IN SHEET

COMMENT SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #2
NOVEMBER 2, 2011



Name (Please Print):

Mailing Address:

Phone:

Email Address:

1. Which flood reduction alternative do you like best and why?

While I prefer to "put the bridge back in Uxbridge" I see the larger diam culvert & downstream improvements as the preferred solution

2. What do you envision as the benefits and drawbacks of the preferred alternative shown at the PIC?

The ability to redevelop upstream of the culvert, as well as protecting the existing homes in the floodplain

3. What are your specific concerns related to flood risk as it was presented at the PIC?

The potential loss of life should we experience a 'Hazel' type storm event

4. If it is not possible to eliminate all flooding, how much flooding overtop of Brock Street would be acceptable to you?

Sorry none is acceptable

Additional Comments (use reverse if necessary)

I hope that the Township, Region and perhaps the Conservation Authority can find the required funding

Thank you for providing input on this project. Comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information Act and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person. Please submit comments by December 2, 2011 to one of the contacts listed below:

Jennifer Haslett, B.Sc., EP
Manager, Environmental Assessments
SRM Associates

110 Scotia Court, Unit 41, Whitby, Ontario L1N 8Y7
Phone: (905) 686-6402
Fax (905) 432-7877
jhaslett@srmassociates.org

Ben Kester, C.E.T.
Director of Public Works
Township of Uxbridge

51 Toronto St. S, P.O. Box 190, Uxbridge, ON L9P 1T1
Phone: 905-852-9181 ext. 215
Fax: 905-852-9674
bkester@town.uxbridge.on.ca

David Dunn, C.E.T., E.I.T.
Engineering Technician
Regional Municipality of Durham

605 Rossland Rd. E, Whitby, ON L1N 6A3
Phone: 905-668-7711 ext. 3422
Fax: 905-668-2051
david.dunn@durham.ca

COMMENT SHEET



Municipal Class Environmental Assessment Uxbridge Downtown Flood Reduction PUBLIC INFORMATION CENTRE #2 NOVEMBER 2, 2011



Name (Please Print):

Mailing Address:

Phone:

Email Address:

1. Which flood reduction alternative do you like best and why?

ALTERNATIVE #1 AT MINIMUM, ALTERNATIVE #2 IF FUNDING IS AVAILABLE

2. What do you envision as the benefits and drawbacks of the preferred alternative shown at the PIC?

IDD NOT SEE DRAWBACKS.

3. What are your specific concerns related to flood risk as it was presented at the PIC?

4. If it is not possible to eliminate all flooding, how much flooding overtop of Brock Street would be acceptable to you?

AT GRADE

Additional Comments (use reverse if necessary)

ID LIKE TO SEE WATER LEVELS SHOWN ON A CONTOUR MAP TO SEE HOW THE CHANGES WOULD EFFECT FLOOD PLAIN ALONG BASCOM. AT THIS TIME FLOOD WATERS WOULD CROSS BASCOM ST. WHERE WOULD THEY BE AFTER CHANGES - AT WHAT CONTOUR ELEVATION?

Thank you for providing input on this project. Comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information Act and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person. Please submit comments by December 2, 2011 to one of the contacts listed below:

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COMMENT SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #2
NOVEMBER 2, 2011



Name (Please Print):

Mailing Address:

Phone:

Email Address:

1. Which flood reduction alternative do you like best and why?

ALT. #2. - It creates an attractive feature for the downtown area, which is greatly needed. It reconnects the urban with the rural & embraces our "Trails Capital of Canada" branding with the environmental benefits of any

2. What do you envision as the benefits and drawbacks of the preferred alternative shown at the PIC?

Benefits are to open the Brook to the public for viewing however the cost is significant & the disruption to downtown during construction would be difficult for retailers. ^{open concept}

3. What are your specific concerns related to flood risk as it was presented at the PIC?

The potential devastating effects on property & businesses.

4. If it is not possible to eliminate all flooding, how much flooding overtop of Brock Street would be acceptable to you?

Less than 12"

Additional Comments (use reverse if necessary)

This has the opportunity really improve our otherwise plain downtown.

Thank you for providing input on this project. Comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information Act and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person. Please submit comments by December 2, 2011 to one of the contacts listed below:

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COMMENT SHEET



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #2
NOVEMBER 2, 2011



Name (Please Print):

Mailing Address:

Phone:

Email Address:

1. Which flood reduction alternative do you like best and why?

#2
It is one of the options that increase flow etc and also puts the BRIDGE back in Uxbridge

2. What do you envision as the benefits and drawbacks of the preferred alternative shown at the PIC?

3. What are your specific concerns related to flood risk as it was presented at the PIC?

Not serious enough

4. If it is not possible to eliminate all flooding, how much flooding overtop of Brock Street would be acceptable to you?

Some may happen

Additional Comments (use reverse if necessary)

look at the world today not the history in this local area - THIS IS A BIG VALLEY!

Thank you for providing input on this project. Comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information Act and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person. Please submit comments by December 2, 2011 to one of the contacts listed below:

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Fax: 905-668-2051
david.dunn@durham.ca

COMMENT SHEET

Environmental Assessment
on Flood Reduction
EXHIBITATION CENTRE #2
DEC 2, 2011



Phone:

Email Address:

1. Which flood reduction alternative do you like best and why?

PIPE THE CULVERT FROM NORTH TO SOUTH. THERE IS NO ENVIRONMENTAL UPSIDE TO A GREENSPACE DUE TO HEAVY TRUCK & BUS EMISSIONS

2. What do you envision as the benefits and drawbacks of the preferred alternative shown at the PIC?

- ① INCREASED PROPERTY VALUES
- ② CORE RE-HABILITATION BECOMES WORTH WHILE
- ③ AREA ~~WAS~~ PLAN TO INTEGRATE & UNIFY THE DOWNTOWN AREA BECOMES FEASIBLE
- ④ THE PROJECT CAN BE TRANSFORMED INTO A MARKETING OPPORTUNITY

3. What are your specific concerns related to flood risk as it was presented at the PIC?

THE FLOOD HIPS BEFORE THE WORK IS COMPLETE

4. If it is not possible to eliminate all flooding, how much flooding overtop of Brock Street would be acceptable to you?

THE PROJECT IS NOT WORTH DOING UNLESS THE RISK IS COMPLETELY ELIMINATED DUE TO THE UNSOUND NATURE OF THE BUILDING FOUNDATIONS

Additional Comments (use reverse if necessary)

THIS PROJECT NEEDS TO BE DONE AND DONE PROPERLY TO ELIMINATE THE PROBLEM COMPLETELY. ANYTHING LESS WILL CAUSE THE ISSUE TO BE REVISITED IN THE FUTURE & COST A LOT MORE

Thank you for providing input on this project. Comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information Act and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person. Please submit comments by **December 2, 2011** to one of the contacts listed below:

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PUBLIC MEETING REPORT

DATE: November 2, 2011 **PROJECT NO.:** 10257
LOCATION: Township of Uxbridge Municipal Office
51 Toronto St. S. Uxbridge
PROJECT NAME: Uxbridge Downtown Flood Reduction Municipal Class Environmental
Assessment
PURPOSE: Phase 2 Public Consultation

ATTENDING:

NAME	COMPANY	EMAIL
Ben Kester	Township of Uxbridge	bkester@town.uxbridge.on.ca
David Dunn	Region of Durham	David.Dunn@durham.ca
Tom Fowle	UWAC	tomfowle@hotmail.com
Dale Dionne	SRM Associates	ddionne@srmassociates.org
Andrea Keeping	SRM Associates	akeeping@sernas.com
Lucy Benham	SRM Associates	lbenham@sernas.com
Jennifer Haslett	SRM Associates	jhaslett@srmassociates.org

Public Information Centre #2 was held on November 2, 2011 at the Township of Uxbridge Municipal Office from 6:00 to 8:30 p.m. Representatives from the Township, and the consultant, SRM Associates, were available to answer questions.

Fifty-eight (58) members of the public attended. Fifteen (15) display panels were available for review, outlining the study background, results of field investigations, a simulation of a flooding event in downtown Uxbridge, the alternative solutions considered, an evaluation matrix, and preliminary opinion on a preferred solution. The following questions / comments were raised during the discussions:

1. **What type of work exactly is meant by “downstream improvements”?**
2. **How many buildings would be demolished to implement the preferred solution?**
3. **What is meant by “Hurricane Hazel” in reference to a storm event?**
4. **What would be the cost of replacing the culvert?**
5. **What are the upstream and downstream impacts?**
6. **Where will the money come from for this project?**
7. **What is the likelihood of Hurricane Hazel occurring again?**
8. **Does the culvert run perpendicular to Brock Street, or is it on an angle?**
9. **Have you considered by-passing the downtown, by having the watercourse re-routed at Elgin Pond Dam and outletting north of Brock Street? Are there concerns for erosion at Elgin Pond Dam in a flood?**



PUBLIC MEETING REPORT

10. **Would a new culvert be designed to convey a Regional event?**
11. **Have you considered losses to entrances of buildings?**
12. **It would have been helpful to show the floodline on the preferred solution panel.**
13. **Do the costs shown in the evaluation include the costs of expropriation?**
14. **Would we have any warning of a flood event of the magnitude shown in the simulation panel?**
15. **Why is this issue just coming to light now?**
16. **There is garbage in the creek – it is unsightly and bad for the environment.**
17. **We support opening up part of the creek and reducing the floodlines.**
18. **What would happen to the owners of the affected properties? How would the expropriation process work?**
19. **What would the opportunities for re-development be?**
20. **When will we have more details?**

Comment sheets were available at the sign-in desk and on tables in the meeting room. The display boards were posted on the Town and Region's website for those that could not attend. Copies of the panels in CD and hard copy format were also given to participants at their request.

NOTE: If the information in this report does not agree with your record of this meeting, or if there are any omissions, kindly advise this office immediately, otherwise we shall assume its contents to be correct.

JH/

Distribution: All Present





WELCOME

UXBRIDGE DOWNTOWN FLOOD REDUCTION CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE #3

WEDNESDAY MAY 16, 2012

Photo Credit: Pete Hvidesten, Resident of Township of Uxbridge

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address project issues and concerns.





2010 - 2012 ENVIRONMENTAL ASSESSMENT



PROBLEM STATEMENT

“A severe flood hazard under the Regional Storm Event (Hurricane Hazel) exists for lands adjacent to Uxbridge Brook, especially in the downtown core at Brock Street. The flood hazard is due to the presence of a long culvert which encloses Uxbridge Brook between Centennial Drive and the north limit of the parking lot 100 m north of Brock Street. The deteriorated condition of the culvert necessitates a solution that includes replacement of the existing structure.”

BACKGROUND

- **JUNE 2008** - The Council of the Township of Uxbridge gave direction to work with the Lake Simcoe Region Conservation Authority (LSRCA) and the Region of Durham to develop a Terms of Reference for an Environmental Assessment study and to update the 1983 Flood Relief Study of the Town of Uxbridge.
- **OCTOBER 2008** - Terms of Reference are drafted to alleviate if not eliminate the potential risks associated with flooding in the downtown area of the Town of Uxbridge.
- **JUNE 2009** - Council approves the Terms of Reference for an Environmental Assessment, to be pursued as a 2010 project.
- **SEPTEMBER 2009** - Council supports a recommendation to establish a Downtown Uxbridge Culvert Replacement Project Technical Steering Committee.
- **JUNE 2010** - SRM Associates is retained by the Township and the Region to conduct the Uxbridge Downtown Flood Reduction Class Environmental Assessment.

STUDY OBJECTIVES

- Build upon the 1983 Flood Relief Study, confirm that prior assumptions and studies are still valid, and propose new ideas where appropriate to best fit the engineering, environment, and permitting needs of current day.
- Reduce potential risk to personal safety and life and damage to properties associated with flooding in the downtown area.
- Reduce the extent of the Regulated Floodplain and related development controls that currently encompasses a large portion of the downtown area, thereby increasing development potential.

LOCAL ISSUES

- The Regional Storm Floodline Area currently encompasses a large portion of the downtown core of the Township of Uxbridge (refer to 2010 Study Location panel).
- A flood hazard exists during the Regional Storm (Hurricane Hazel) for land adjacent to the main branch of Uxbridge Brook, particularly between Elgin Pond and just downstream of Brock Street.

- The culvert which encloses Uxbridge Brook between Centennial Drive and the north limit of the parking lot 100 m north of Brock Street acts as a ‘bottle-neck’ during the Regional Storm event.
- The preferred solution must consider the constraints of working in the urban downtown which includes existing buildings and uses, significant transportation corridors, effects of flooding, and public uses/ objectives.
- The preferred solution must consider the objectives of the Uxbridge Brook Watershed Study by LSRCA, and integrate environmental protection and restoration policies where ever possible.
- Uxbridge, the Trail Capital of Canada, has an extensive trail system that connects with the Trans Canada and Oak Ridges Trails. Connectivity between the open green space within Centennial Park at Uxbridge Brook and the rail line is disjointed and highly urbanized.
- Several community events take place in and around Uxbridge Brook. These events must be considered during the implementation and construction staging of the preferred solution.
- Since the preferred solution could require encroachment into existing parking areas, a parking impact study is required to evaluate the potential impact.



STUDY ORGANIZATION



CONSULTANT'S TEAM

- DALE DIONNE, Project Principal
- JENNIFER HASLETT, Project Manager/ EA Coordinator
- JILLIAN BIESER, EA Assistant
- ANDREA KEEPING, Water Resources Engineer
- PAUL TURNER, Project Engineer
- JOHN SEMJAN, Structural Engineer
- PAUL VILLARD, Senior Geomorphologist
- KEN CHOW, QA/QC Auditor
- BEN KESTER, Director of Public Works, Township of Uxbridge
- DAVID DUNN, Engineering Technician, Regional Municipality of Durham

Subconsultants

- PipeFlo Contracting Corp.
- R.W. Bruynson Inc.
- Archeoworks Inc.
- Soil Engineers Ltd.

UXBRIDGE WATERSHED ADVISORY COMMITTEE



PURPOSE: The Uxbridge Watershed Advisory Committee serves as an advisory body to Council.

OBJECTIVE: The Committee focuses on the environmental health and implementation of watershed plans within the Township. The Committee initiates / undertakes projects and in addition provides a community perspective on watershed management and work supporting environmental sustainability.

MEMBERSHIP: Members are volunteers and are appointed for the term of Council. In addition to a Township staff person, representatives of the Lake Simcoe Region Conservation Authority (LSRCA) and Toronto and Region Conservation Authority (TRCA) also sit on the Committee.

CURRENT MEMBERS:

- Tom Fowle, Chair
- Nicola Alston
- Peter Burtch, LSRCA
- Scott Grieve
- Andrea Priestman
- Jacob Mantle
- Phil Shantz
- Richard Vandezande, Township of Uxbridge
- Charlie Gullickson
- Gwen Layton
- Jake Riekstins
- Howard Shrimpton
- Allan Wells
- Michael Goodyear

DOWNTOWN UXBRIDGE CULVERT REPLACEMENT PROJECT TECHNICAL STEERING COMMITTEE

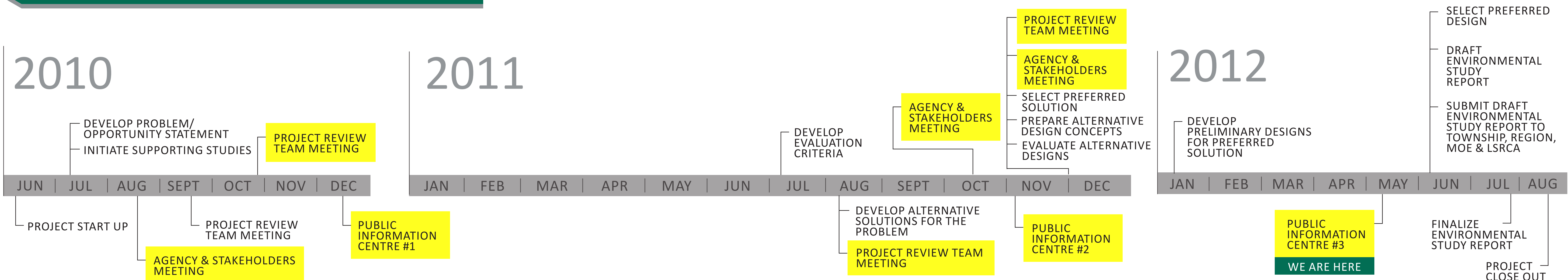
PURPOSE: The Steering Committee serves as an advisory body to Council.

OBJECTIVE: The Steering Committee must ensure the overall objectives of the project remain in focus. Financial assistance from Federal, Provincial and other funding agencies is sought. Liaison as necessary with Township & Regional Councils, governments, and stakeholders. Undertake other activities as the Committee deems necessary.

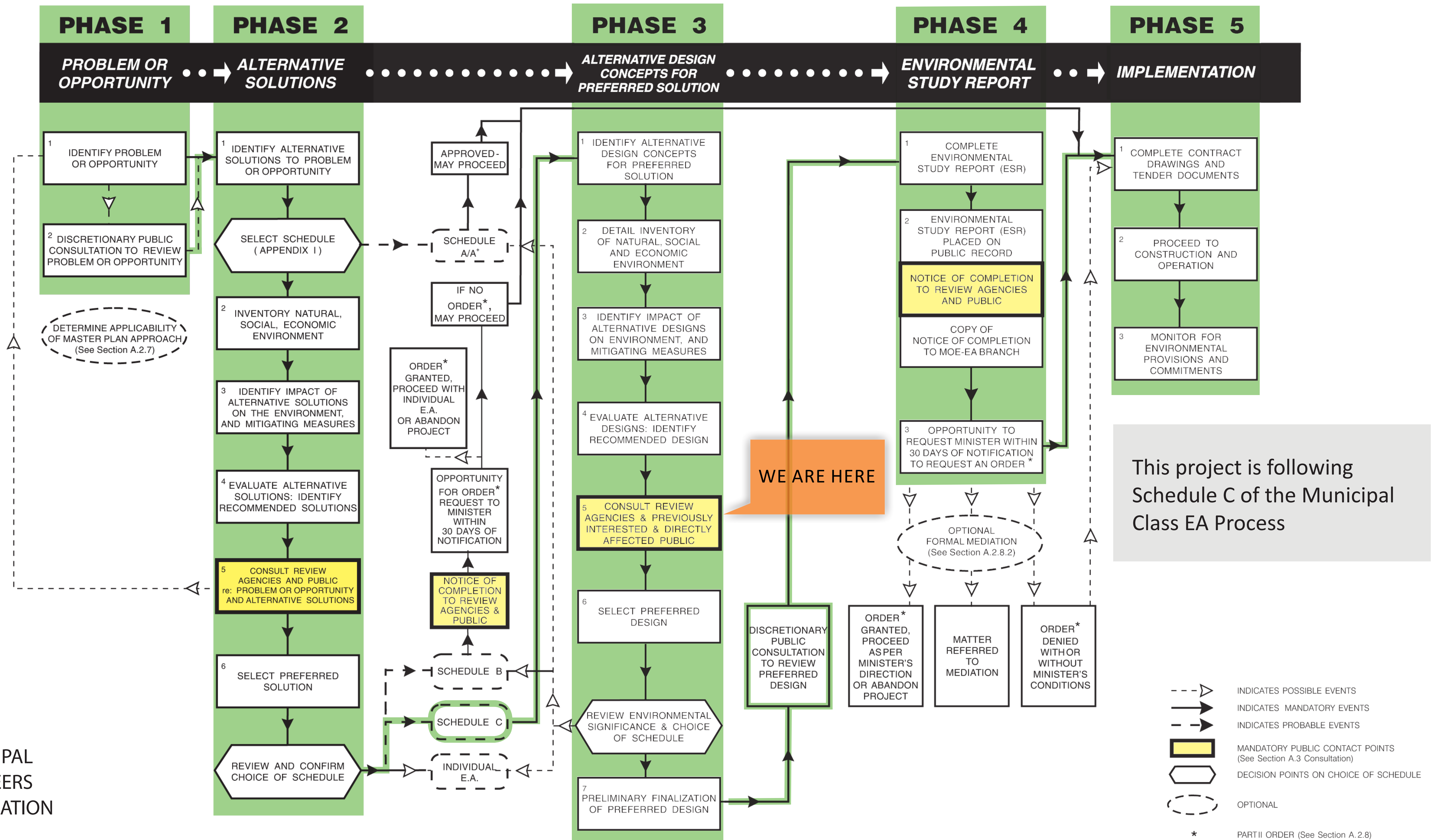
MEMBERSHIP: Members are volunteers. The committee consists of a Chair, Director of Public Works of the Township, Ward 4 & 5 Councillors and one representative from the following list of agencies:

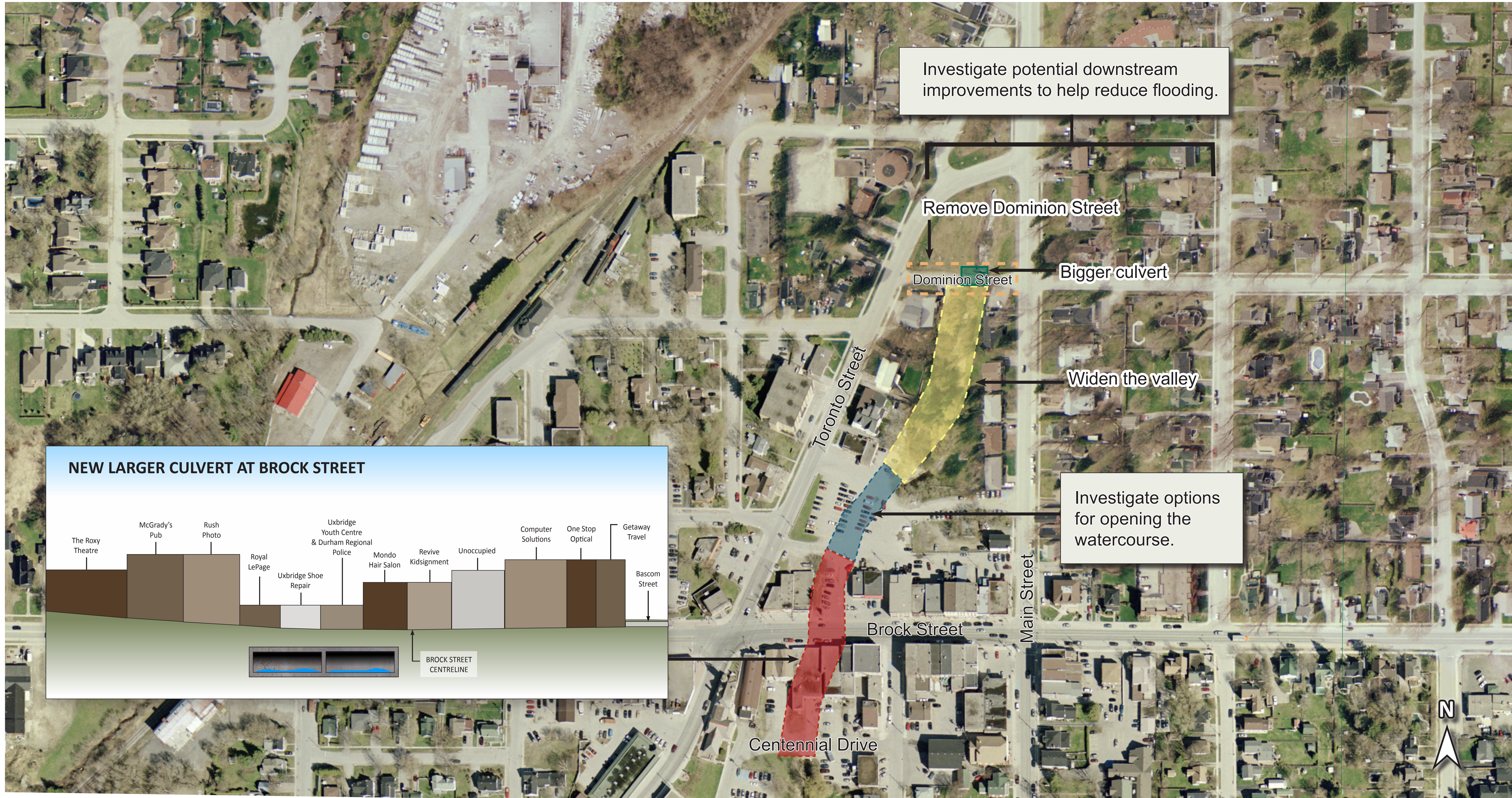
- Region of Durham's Works Department
- Lake Simcoe Region Conservation Authority
- Ministry of Environment
- Uxbridge Watershed Advisory Committee
- Business Improvement Area Chamber of Commerce
- EA Consultant/ Project Manager

GENERAL PROJECT SCHEDULE



MUNICIPAL CLASS EA PROCESS





DESIGN ALTERNATIVE EVALUATION

DECISION POINTS 1 - 5

DECISION 1 A range of new, larger culvert sizes, were examined on a building-by-building footprint basis. Each column of the design options table represents a culvert(s) size that will fit under various numbers of buildings.

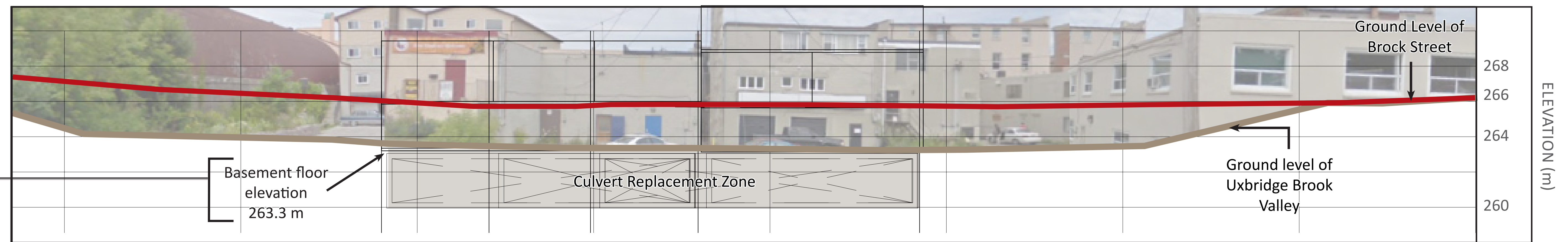
DESIGN OPTIONS TABLE	1 Culvert Under 1 Building	2 Culverts Under 2 Buildings	2 Culverts Under 3 Buildings	2 Culverts Under 4 Buildings	2 Culverts Under 5 Buildings
Replacement of Full Length of Existing Culvert	~ 268.8 m \$1.8 million	~ 266.5 m \$5.9 million	~ 264.4 m \$10.0 million	~ 263.8 m \$11.9 million	~ 263.6 m \$16.2 million
Replacement of ~ 135m of Existing Culvert, open ~60m of Channel North of Brock Street	~ 268.8 m \$3.5 million	~ 266.5 m \$7.0 million	~ 264.6 m \$9.8 million	~ 264.0 m \$12.0 million	~ 263.8 m \$15.7 million
Replacement of Full Length of Existing Culvert AND Valley Widening North of Brock Street	~ 268.6 m \$4.1 million	~ 266.4 m \$8.2 million	~ 264.4 m \$12.2 million	~ 263.7 m \$14.2 million	~ 263.5 m \$18.5 million
Replacement of Full Length of Existing Culvert AND Valley Widening North of Brock Street AND 5m x 2.5m culvert at Dominion St.	~ 268.5 m \$4.3 million	~ 266.3 m \$8.4 million	~ 264.2 m \$12.4 million	~ 263.6 m \$14.4 million	~ 263.3 m \$18.7 million
Replacement of Full Length of Existing Culvert AND Valley Widening North of Brock Street AND Removal of Dominion St.	~ 268.5 m \$4.4 million	~ 266.3 m \$8.5 million	~ 264.1 m \$12.5 million	~ 263.4 m \$14.5 million	~ 263.1 m \$18.8 million

DECISION 2 Additional techniques were considered to open up the creek and make improvements downstream to help reduce flooding. This column represents 'layers' of measures that can be added to the culvert replacement solutions.

DECISION 5 The results show that only two options completely eliminate the flood risk. This would require demolition of 5 buildings (future replacement is possible), property acquisition north of Brock Street to make the valley bigger, and potential removal of Dominion Street, at a cost of approximately \$19 million.

DECISION 3 The data cells of the table contain the flood elevations that would result at Brock Street, for each option, plus an estimate of construction costs.

Cross-section of the back-side of the buildings on the south side of Brock Street.



DECISION 4 The original goal of the study was to completely eliminate the flood risk in downtown Uxbridge, which would require a solution that brings the flood level below existing basements (263.3m).

Imagine that you are standing on the culvert on Centennial Drive, right overtop of Uxbridge Brook, looking at the back of the buildings on Brock Street.

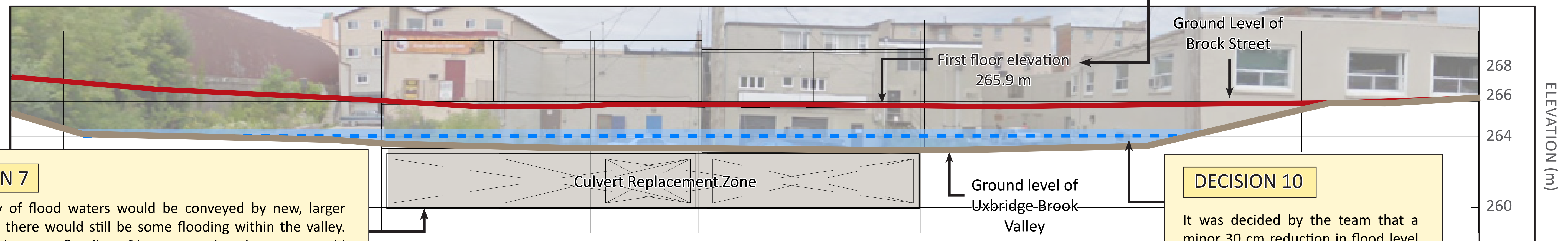
DESIGN ALTERNATIVE EVALUATION

DECISION POINTS 6 - 11

DECISION 6

Once the magnitude of the required solution became clear, the project team reconvened with the Steering Committee to re-evaluate the project goal. It was determined that a better balance of flood reduction benefit vs. social impact could be achieved by aiming to keep flood waters below the first floor elevation of the buildings (265.9m).

Cross-section of the back-side of the buildings on the south side of Brock Street.



DECISION 7

The majority of flood waters would be conveyed by new, larger culverts, but there would still be some flooding within the valley. There would be some flooding of basements, but the water would not rise up and over Brock Street – the downtown area would remain dry.

DECISION 10

It was decided by the team that a minor 30 cm reduction in flood level within already-flooded basements did not justify the social and economic impacts that would result from the aggressive solution.

Imagine that you are standing on the culvert on Centennial Drive, right overtop of Uxbridge Brook, looking at the back of the buildings on Brock Street.

DECISION 8

The revised goal opened up a much broader range of solutions for flood reduction. Any combination of solutions in the last three columns of the table would keep the water below the 265.9m elevation.

DECISION 9

To limit the number of buildings affected, a solution within the 3-building column made most sense. Within that column however, there is only 30 cm difference in flood reduction between the simplest / least expensive solution (top row) and the most aggressive / expensive solution (bottom row).

DECISION 11

The top two cells in the 3-building column represent the best reasonable solution for flood reduction. The second option in the column provides an opportunity to open a portion of the creek, which would have significant environmental and social benefits. For these reasons, it is recommended as the preferred design.

DESIGN OPTIONS TABLE	1 Culvert Under 1 Building	2 Culverts Under 2 Buildings	2 Culverts Under 3 Buildings	2 Culverts Under 4 Buildings	2 Culverts Under 5 Buildings
Replacement of Full Length of Existing Culvert	~ 268.8 m \$1.8 million	~ 266.5 m \$5.9 million	~ 264.4 m \$10.0 million	~ 263.8 m \$11.9 million	~ 263.6 m \$16.2 million
Replacement of ~ 135m of Existing Culvert, open ~60m of Channel north of Brock Street	~ 268.8 m \$3.5 million	~ 266.5 m \$7.0 million	~ 264.6 m \$9.8 million	~ 264.0 m \$12.0 million	~ 263.8 m \$15.7 million
Replacement of Full Length of Existing Culvert AND Valley Widening North of Brock Street	~ 268.6 m \$4.1 million	~ 266.4 m \$8.2 million	~ 264.4 m \$12.2 million	~ 263.7 m \$14.2 million	~ 263.5 m \$18.5 million
Replacement of Full Length of Existing Culvert AND Valley Widening North of Brock Street AND 5m x 2.5m culvert at Dominion St.	~ 268.5 m \$4.3 million	~ 266.3 m \$8.4 million	~ 264.2 m \$12.4 million	~ 263.6 m \$14.4 million	~ 263.3 m \$18.7 million
Replacement of Full Length of Existing Culvert AND Valley Widening North of Brock Street AND Removal of Dominion St.	~ 268.5 m \$4.4 million	~ 266.3 m \$8.5 million	~ 264.1 m \$12.5 million	~ 263.4 m \$14.5 million	~ 263.1 m \$18.8 million



ENVIRONMENTAL IMPACT EVALUATION OF PREFERRED DESIGNS



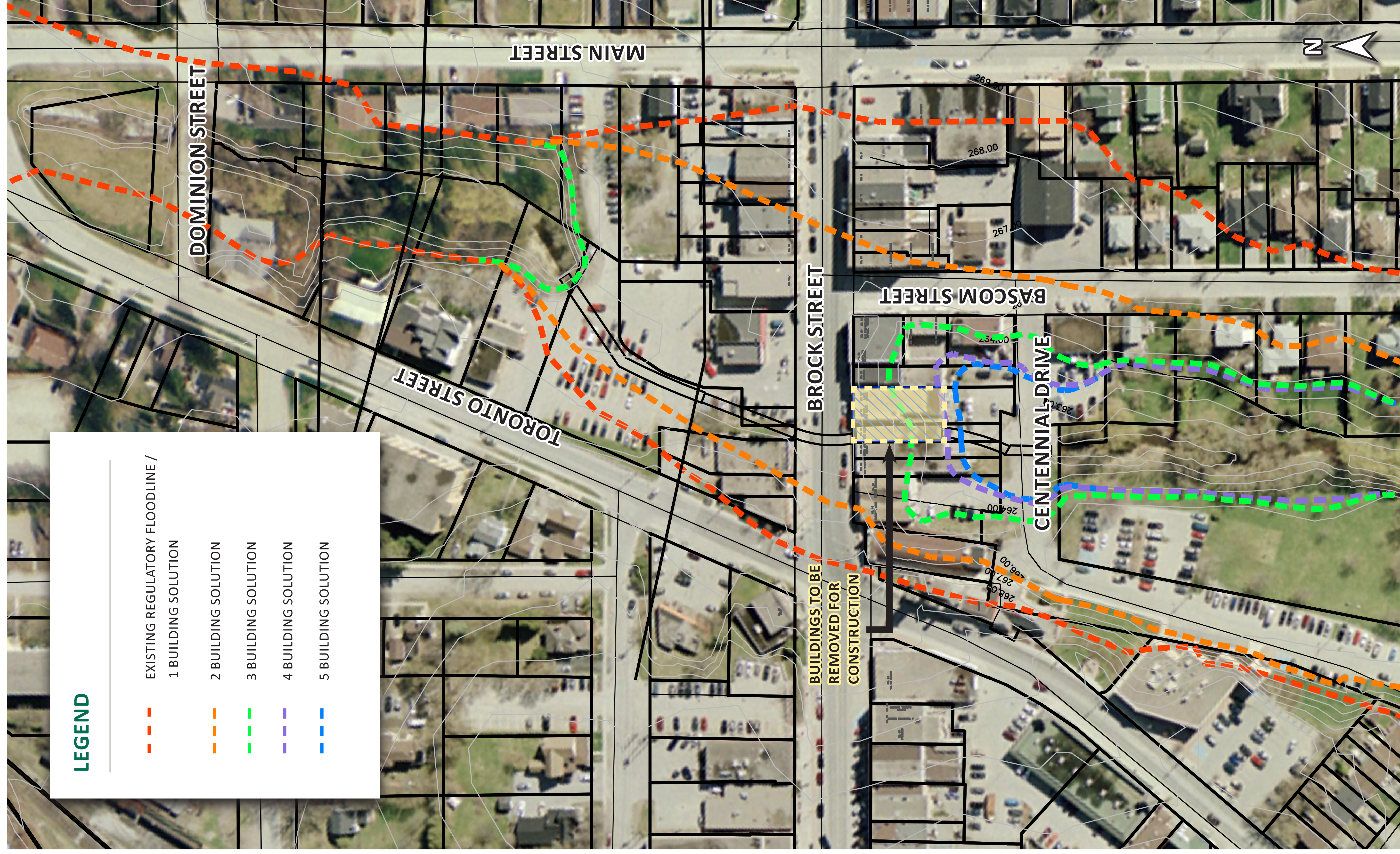
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LEGEND

- Negative
- Neutral
- Positive

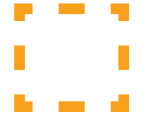
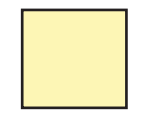
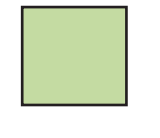
Category	Evaluation Criteria	2 culverts (7.0m x 2.5m and 8.0m x 2.5m) under 3 buildings East and West culverts 195m long (each) - no open channel	2 culverts (7.0m x 2.5m and 8.0m x 2.5m) under 3 buildings East culvert 195m long; West culvert 135m long; 60m open channel
Natural Environment	Length and stability of natural channel in the Uxbridge Brook System	Replacement of the full length of the existing culvert does not provide any opportunity for increasing the length of open creek channel in the Uxbridge Brook system. However, pool enhancement can occur at the outlet of the new culvert.	Eliminating 60m of culvert provides an opportunity for increasing the length of open creek channel in the Uxbridge Brook system.
	Quality of fish habitat	Without eliminating part of the culvert, there is no opportunity to improve the quality of fish habitat. The design will ensure however, that fish can pass through the culvert to maintain connectivity in the system. Resting areas for fish can be created upstream and downstream of the culvert.	By opening part of the system, there is an opportunity to improve the quality of fish habitat. The design will also ensure that fish can pass through the culvert to maintain connectivity in the system. Resting areas for fish can be created upstream and downstream of the culvert. There will also be an increase in particulate organic matter inputs and canopy and instream cover.
	Quality of riparian zone	Without eliminating part of the culvert, there is limited opportunity to improve the quality of riparian habitat along the creek. Re-vegetation along the banks at the inlet and outlet of the new culvert could occur, but no additional creek bank would be available for re-vegetation.	By opening part of the system, there is opportunity to improve the quality of riparian habitat along the creek. Vegetation of the engineered side slopes can be accomplished through the use of "green" rock protection, and installation of plant material to shade the creek and improve the visual appeal of the channel.
	Water Quality	Improvement to flow and sediment transport processes during large flow events.	Improvement to flow and sediment transport processes during large flow events.
Social Environment	Reduction of the floodplain in the downtown	There would be an approximate 4.5m reduction in flood elevation from existing conditions, meaning that flood waters would stay within the creek valley during a severe storm event, and no longer overtop and flood the downtown. This would remove the majority of buildings in the downtown area from the floodplain.	There would be an approximate 4.5m reduction in flood elevation from existing conditions, meaning that flood waters would stay within the creek valley during a severe storm event, and no longer overtop and flood the downtown. This would remove the majority of buildings in the downtown area from the floodplain.
	Requirement for easement / acquisition of private property	To implement this solution, the property at #30/32 Brock Street requires acquisition, and the existing building to be demolished. After construction, the building could be replaced, if desired. In addition, small portions of other private properties will require acquisition and/or easements for construction.	To implement this solution, the property at #30/32 Brock Street requires acquisition, and the existing building to be demolished. After construction, the building could be replaced, if desired or advantageous. In addition, small portions of other private properties will require acquisition and/or easements for construction. The open channel would be primarily on land owned by the Township.
	Effect on parking availability	There would be no loss or gain in parking spaces.	The open creek channel would result in a loss of approximately 12 parking spaces. The loss could be offset by creating parking in the footprint of the building to be demolished, or building a parking structure in the downtown area.
	Effect on aesthetic quality of downtown	After construction, the only visual change in the downtown area would be from the loss of the building at #30/32 Brock Street. Should a decision be made to replace this building however, the downtown area would look essentially the same as prior to construction.	After construction, the main visual change in the downtown area would be from creation of an open channel north of Brock Street. The visual impact from loss of the building at #30/32 Brock Street depends on future decisions regarding replacement.
	Compatibility with Downtown Community Improvement Plan	Removes restrictions on redevelopment in the downtown associated with the Regulatory floodplain, for the majority of buildings in the area.	Removes restrictions on redevelopment in the downtown associated with the Regulatory floodplain, for the majority of buildings in the area. Also, contributes to the objective of reinstating Uxbridge Brook as a feature in the downtown area.
	Opportunities for leisure of trail facilities	If the building at #30/32 Brock Street is not replaced after construction, there would be opportunity to create a pedestrian pathway to connect Centennial Drive and Brock Street.	If the building at #30/32 Brock Street is not replaced after construction, there would be opportunity to create a pedestrian pathway to connect Centennial Drive and Brock Street. Also, there is opportunity to create future open space or leisure facilities adjacent to the open section of the creek north of Brock Street.
Economic Environment	Estimated construction cost (not including property costs)	\$10 million	\$10 million
	Future development opportunities	Removes restrictions on redevelopment in the downtown associated with the Regulatory floodplain, for the majority of buildings in the area.	Removes restrictions on redevelopment in the downtown associated with the Regulatory floodplain, for the majority of buildings in the area.
Cultural Environment	Effect on archaeological resources	There is preliminary evidence of an historic mill site near the existing culvert behind the buildings on the south side of Brock Street. Additional archaeological investigations will be required prior to construction, but there is no effect on location of the proposed culvert.	There is preliminary evidence of an historic mill site near the existing culvert behind the buildings on the south side of Brock Street. Additional archaeological investigations will be required prior to construction, but there is no effect on location of the proposed culvert.
Technical Factors	Difficulty of construction	Due to the varying design constraints in the downtown, the culvert will have to be designed and constructed with 4 zones: 1) Under and adjacent to buildings on the south side of Brock Street; 2) under Brock Street; 3) between buildings on the north side of Brock Street; and 4) in the parking lot behind the buildings north of Brock Street.	Due to the varying design constraints in the downtown, the culvert will have to be designed and constructed with 4 zones: 1) Under and adjacent to buildings on the south side of Brock Street; 2) under Brock Street; 3) between buildings on the north side of Brock Street; and 4) in the parking lot behind the buildings north of Brock Street.
	Addressing the deteriorated condition of the existing culvert	Removes all deteriorated sections of the existing culvert. Minor repairs are required for the section of culvert that would remain under the Youth Centre.	Removes all deteriorated sections of the existing culvert. Minor repairs are required for the section of culvert that would remain under the Youth Centre.
	Effect on Uxbridge Brook Water Pollution Control Plant	There are no changes to the downstream flood elevations past Main Street. Therefore there is no impact to the Uxbridge Brook Water Pollution Control Plant, which is further downstream.	There are no changes to the downstream flood elevations past Main Street. Therefore there is no impact to the Uxbridge Brook Water Pollution Control Plant, which is further downstream.
		RECOMMENDED DESIGN	

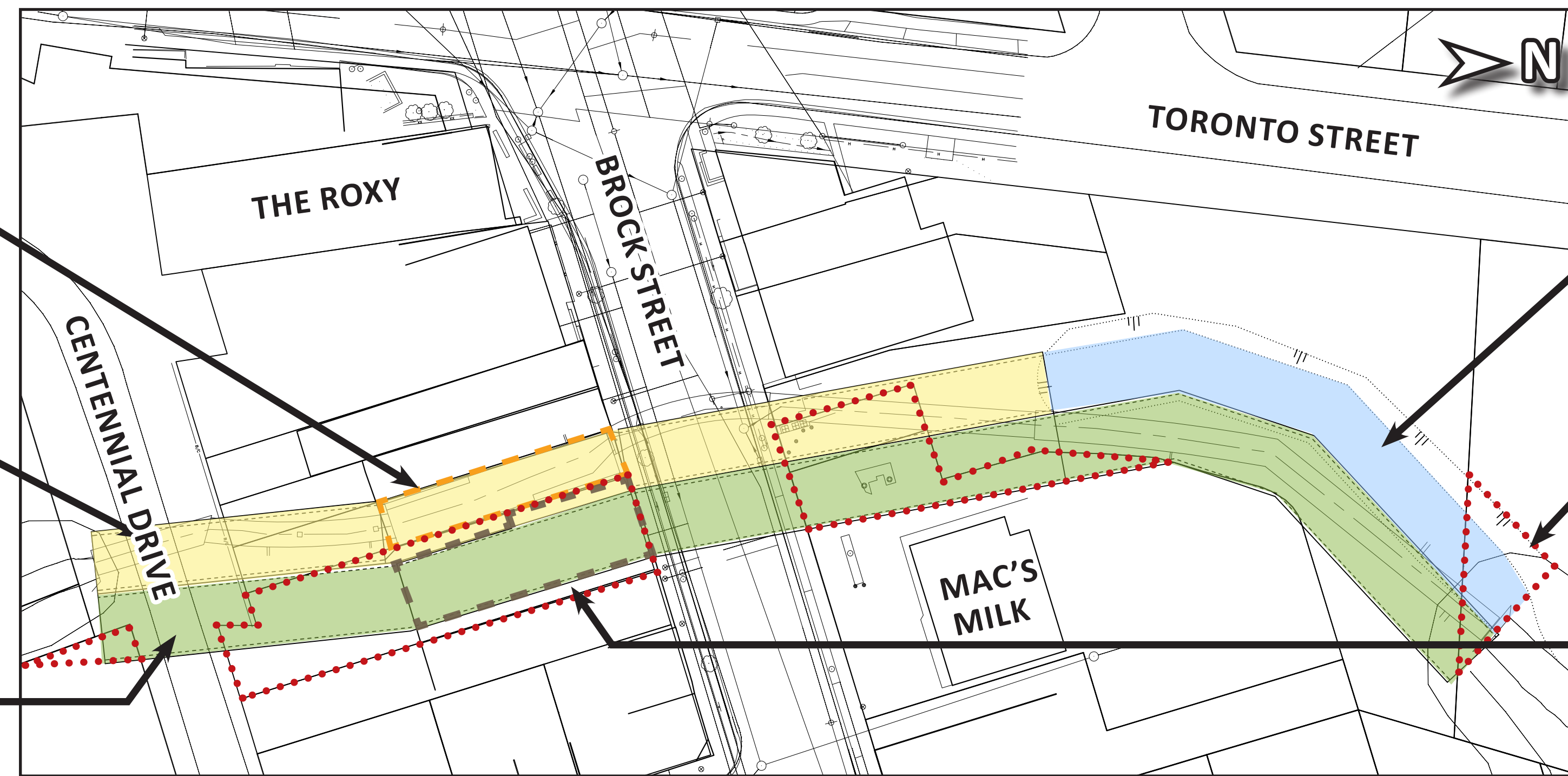
FLOODLINES RESULTING FROM THE DESIGN ALTERNATIVES

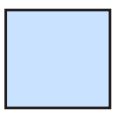




RECOMMENDED DESIGN

PLAN VIEW

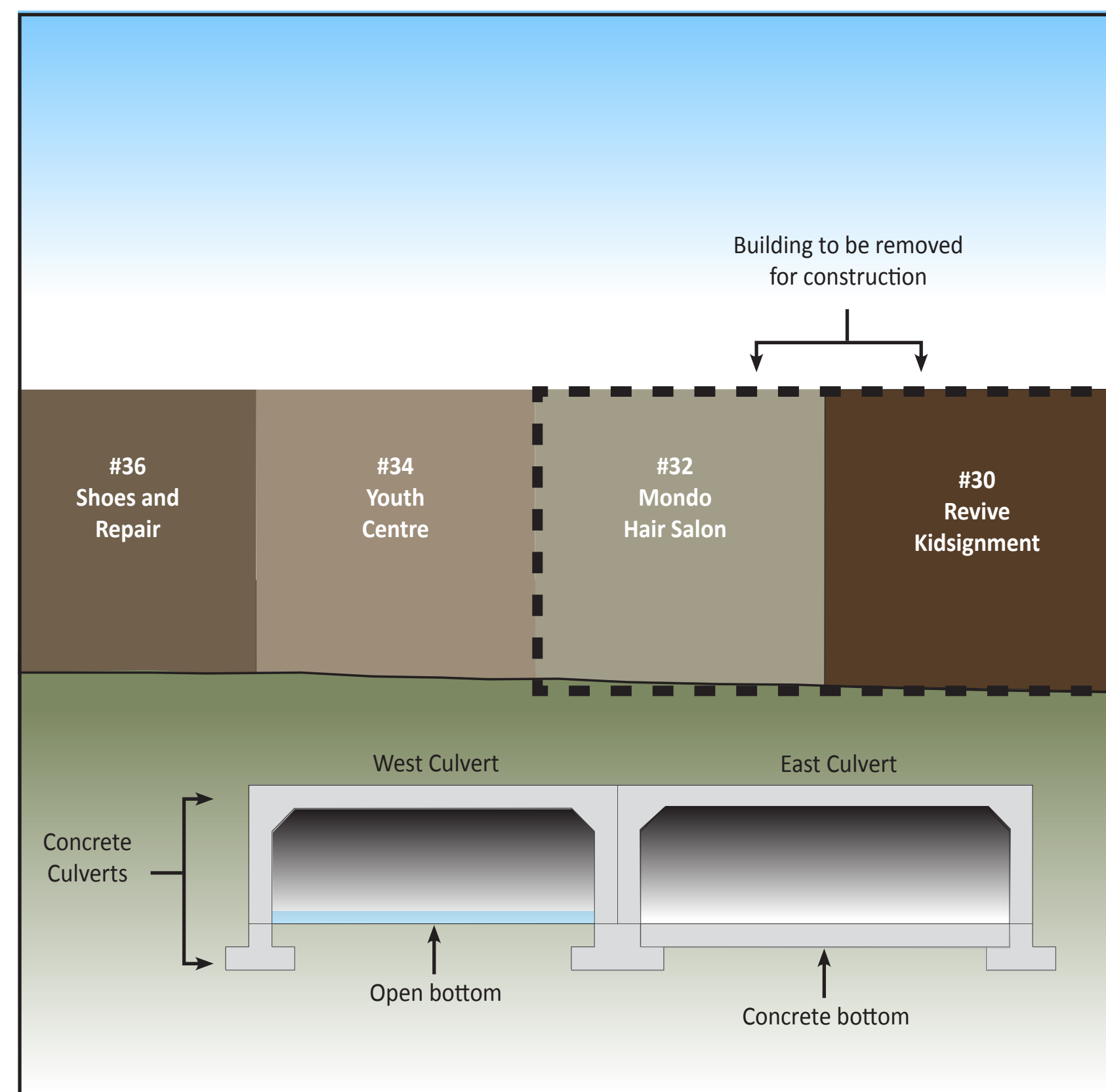
-  Culvert section under Youth Centre will remain.
-  West culvert is 135m long, open bottom, aligned with watercourse to maintain fish passage, ending 40m north of Brock Street, allowing for creation of an open channel.
-  East culvert is 195m long with a concrete bottom, functioning only during larger storm events.



-  Open channel will have steep slopes 4.5 to 6.0m high.
-  Additional property will be required.
-  Building at #30/32 Brock Street will require demolition.

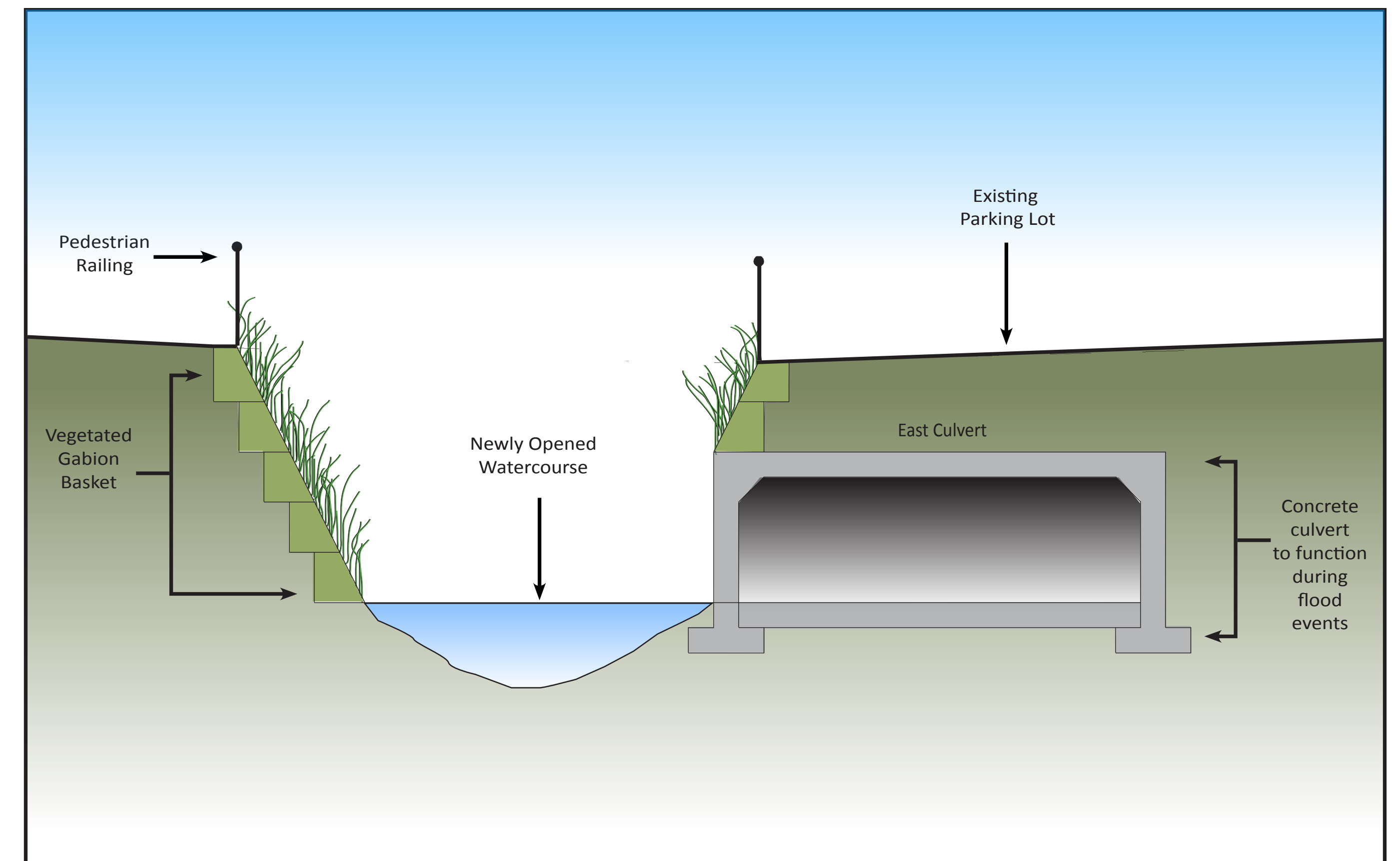
CROSS-SECTION TWIN CULVERTS

Two concrete culverts with a total span (width) of 15m, under the footprint of 3 buildings. The building at #30/32 Brock Street will have to be removed to install the culvert. Building replacement would be possible, if desired. The west culvert would be aligned with Uxbridge Brook. The east culvert would only function during flood events.



CROSS-SECTION OPEN CHANNEL

60m of open channel north of Brock Street. Side slopes will be steep, as the creek is 4.5 - 6.0 m below the existing parking lot. 12 parking spaces will be lost. A pedestrian railing will be installed as a safety feature. The side slopes would be vegetated for environmental benefit.





PUBLIC CONSULTATION PLAN



NOTICE OF
STUDY COMMENCEMENT

Direct mailing to all stakeholders, advertisement in local newspaper, posting on municipal websites

NOTICE OF
PUBLIC INFORMATION CENTRE #1

PIC #1 occurred during Phase 1 to communicate the goals of the study, introduce the Study Area, discuss the scope of proposed investigations, and solicit input into the local problems and issues related to flooding in the downtown.

NOTICE OF
PUBLIC INFORMATION CENTRE #2

PIC #2 focuses on the results of the background studies, documentation of existing conditions, summary of major issues in the context of the problems and opportunities being examined, development of alternative solutions, evaluation of alternatives, environmental impact mitigation plan and identification of recommended solution.

WE
ARE
HERE

NOTICE OF
PUBLIC INFORMATION CENTRE #3

PIC #3 will be scheduled during Phase 3, and will summarize and evaluate the design alternatives for the preferred solution, identify environmental impact mitigation measures, and how local interests from PIC's #1 and 2 were brought forward into preliminary design.

NOTICE OF
STUDY COMPLETION

Same distribution as the Notice of Study Commencement; the Environmental Study Report will be available for 30-days for public review and comment.

- Display panels are publicly available for review
- Members of the study team are available to answer questions
- Comment forms are available to complete and submit

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address project issues and concerns.

FOR FURTHER INFORMATION, PLEASE CONTACT:

The Township of Uxbridge

Ben Kester, C.E.T.
Director of Public Works
51 Toronto St. S. Uxbridge, ON L9P 1T1
905-852-9181 ext. 215
bkester@town.uxbridge.on.ca

The Regional Municipality of Durham

David Dunn, C.E.T., E.I.T.
Engineering Technician
605 Rossland Rd. E. Whitby, ON L1N 6A3
905-668-7711 ext. 3422 (1-800-372-1102)
david.dunn@durham.ca

SRM Associates

Jennifer Haslett, B.Sc. EP
Manager, Environmental Assessments
110 Scotia Ct., Unit 41, Whitby, ON L1N 8Y7
905-686-6402 ext. 278
jhaslett@srmassociates.org



FINAL STEPS



- Review and respond to public and agency comments expressed at PIC # 3
- Select preferred design alternative
- Complete an Environmental Study Report and make available for public review and comments
- Notice of Study Completion will be advertised, and the Environmental Study Report will be available for public review
- Information related to this study will be posted on the Regional Municipality of Durham and Township of Uxbridge websites at:
 - ▶ www.durham.ca/cdeap
 - ▶ www.town.uxbridge.on.ca

THANK YOU

**FOR ATTENDING THE PUBLIC INFORMATION CENTRE
FOR THE UXBRIDGE DOWNTOWN FLOOD REDUCTION
CLASS ENVIRONMENTAL ASSESSMENT STUDY**

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address project issues and concerns.



Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction



PUBLIC INFORMATION CENTRE #3

May 16, 2012

(Please Print)

Name	Mailing Address (if you are not already on our list)	Email	CD
Tom Hogenbirk	LSRCA	t.hogenbirk@lsrca.on.ca	<input type="checkbox"/> Y <input type="checkbox"/> N
MARK STABB	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Jacob Mantle.	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Tom Jola	Uxbridge	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Gay Woodward	Uxbridge	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Wynne Meltzer	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
Alan Wells	[REDACTED]	[REDACTED]	<input type="checkbox"/> Y <input type="checkbox"/> N
			<input type="checkbox"/> Y <input type="checkbox"/> N
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SIGN IN SHEET



**Municipal Class Environmental Assessment
Uxbridge Downtown Flood Reduction
PUBLIC INFORMATION CENTRE #3
May 16, 2012**



Name (Please Print): [REDACTED]

Mailing Address: [REDACTED] Phone: [REDACTED]

Email Address: [REDACTED]

This project should do everything possible to result in an enhancement to the town, not just an invisible engineering solution to a potential problem. The opening of the brook, at least partially, in the parking lot is a step in the right direction — but having the brook in a 20-foot chasm gives only minimal visual enhancement. Another possibility would be use of the land where the two buildings on Brock St have to be taken down, instead of using them as a parking lot (one of the proposals), it should significantly enhance the downtown area to leave them open as a landscaped parkette, forming a passageway to Centennial Park. Downtown Uxbridge desperately needs an "open space focus" — and this could be a start. Eventually, the Mac's Mile area would be an ideal central plaza.

Thank you for providing input on this project. Comments will be maintained for reference throughout the project and will become part of the public record. Under the Freedom of Information Act and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person. Please submit comments by **June 30, 2012** to one of the contacts listed below:

Jennifer Haslett, B.Sc., EP
 Manager, Environmental Assessments
 SRM Associates
 10 Scotia Court, Unit 41, Whitby, Ontario L1N 8Y7
 Phone: (905) 686-6402
 Fax (905) 432-7877
 jhaslett@srmassociates.org

Ben Kester, C.E.T.
 Director of Public Works
 Township of Uxbridge
 51 Toronto St. S, P.O. Box 190, Uxbridge, ON L9P 1T1
 Phone: 905-852-9181 ext. 215
 Fax: 905-852-9674
 bkester@town.uxbridge.on.ca

David Dunn, C.E.T., E.I.T.
 Engineering Technician
 Regional Municipality of Durham
 605 Rossland Rd. E, Whitby, ON L1N 6A3
 Phone: 905-668-7711 ext. 3422
 Fax: 905-668-2051
 david.dunn@durham.ca



PUBLIC MEETING REPORT

DATE: May 16, 2012 **PROJECT NO.:** 10257
LOCATION: Township of Uxbridge Municipal Office
51 Toronto St. S., Uxbridge
PROJECT NAME: Uxbridge Downtown Flood Reduction Municipal Class Environmental
Assessment
PURPOSE: Phase 3 Public Consultation

ATTENDING:

NAME	COMPANY	EMAIL
Ben Kester	Township of Uxbridge	bkester@town.uxbridge.on.ca
David Dunn	Region of Durham	David.Dunn@durham.ca
Tom Fowle	UWAC	tomfowle@hotmail.com
Dale Dionne	SRM Associates	ddionne@srmassociates.org
Andrea Keeping	SRM Associates	akeeping@sernas.com
Jennifer Haslett	SRM Associates	jhaslett@srmassociates.org

Public Information Centre #3 was held on May 16, 2012 at the Township of Uxbridge Municipal Office from 6:00 to 8:00 p.m. Representatives from the Township, Region, and the consultant, SRM Associates, were available to answer questions.

Seven (7) members of the public attended. Twelve (12) display panels were available for review, outlining the study organization, background, Municipal Class EA process, design alternatives for the preferred solution, an evaluation matrix, and preliminary opinion on the recommended design. The following questions / comments were raised during the discussions:

- 1. How many buildings need to be demolished?**
- 2. Can the Youth Centre stay?**
- 3. What is the benefit of having an open watercourse?**
- 4. What can be done to offset parking losses?**
- 5. Do the owners of the buildings to be demolished know what is being proposed?**
- 6. What is the overall cost?**
- 7. What size of storm event is being designed for?**
- 8. What's the likelihood of a 'Regional' storm happening?**
- 9. Who benefits from the solution? Who pays?**
- 10. When will the project be implemented?**



PUBLIC MEETING REPORT

Comment sheets were available at the sign-in desk and on tables in the meeting room. The display boards were posted on the Town and Region's website for those that could not attend. Copies of the panels in CD and hard copy format were also given to participants at their request.

NOTE: If the information in this report does not agree with your record of this meeting, or if there are any omissions, kindly advise this office immediately, otherwise we shall assume its contents to be correct.

JH/ml

Distribution: All Present

