

Notice of Alteration Form

File No. :	Environment Act Licence No. :
Legal name of the Licencee:	
Name of the development:	
Category and Type of development per Classes of Development Regulation:	
Licencee Contact Person:	
Mailing address of the Licencee:	
City:	Province:
Postal Code:	
Phone Number:	Fax:
Email:	
Name of proponent contact person for purposes of the environmental assessment (e.g. consultant):	
Phone:	Mailing address:
Fax:	
Email address:	
Short Description of Alteration (<i>max 90 characters</i>):	
Alteration fee attached: Yes: No:	
If No, please explain:	
Date:	Signature: <div style="border: 1px solid red; width: 300px; height: 40px; display: inline-block; vertical-align: middle;"></div>
	Printed name:
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>A complete Notice of Alteration (NoA) consists of the following components:</p> <p>Cover letter</p> <p>Notice of Alteration Form</p> <p>1 hard copy and 1 electronic copy of the NoA detailed report (see "Information Bulletin - Alteration to Developments with Environment Act Licences")</p> <p>\$500 Application fee, if applicable (Cheque, payable to the Minister of Finance)</p> </div> <div style="width: 45%;"> <p>Submit the complete NoA to:</p> <p>Director, Environmental Approvals Branch Manitoba Environment, Climate and Parks 1007 Century Street Winnipeg, Manitoba R3H 0W4 EABDirector@gov.mb.ca</p> <p>For more information:</p> <p>Phone: (204) 945-8321 Fax: (204) 945-5229 https://www.gov.mb.ca/sd/permits_licenses_approvals/eal/licence/index.html</p> </div> </div>	
<p>Note: Per Section 14(3) of the Environment Act, Major Notices of Alteration must be filed through submission of an Environment Act Proposal Form (see "Information Bulletin – Environment Act Proposal Report Guidelines")</p>	

June 17, 2024

Environmental Approvals Branch
Manitoba Environment and Climate Change
14 Fultz Boulevard, Box 38
Winnipeg, Manitoba R3Y 0L6

Attention: Siobhan Burland Ross
Engineering Manager, Industrial and Wastewater

**Re: CentrePort South (Airport Area West) Regional Water and Wastewater Servicing
Notice of Alteration – Final _Rev 0**

Dear Siobhan Burland Ross:

On behalf of the City of Winnipeg Water and Waste Department, Kontzamanis Graumann Smith MacMillan Inc. (KGS Group) has prepared this Notice of Alteration (NOA) describing the proposed Phase 1A installations for the Regional Water and Wastewater Servicing of CentrePort South (Airport Area West (AAW)) lands (the “Study Area”) under the Environment Act License (EAL) No. 2684 RRR. The AAW study area includes 1,457 hectares of non-serviced land in the northwest corner of Winnipeg. Water and wastewater infrastructure is required to facilitate planned residential and commercial development of this area. Phase 1A of the project includes detailed design and construction of four regional water and wastewater infrastructure components: lift station, force main, gravity interceptor and feeder main.

While the proposed works will result in typical small, localized and short-term construction effects that can be mitigated using standard practices, it is anticipated that the expanded infrastructure will not have additional adverse effects associated with operation of the North End Water Pollution Control Centre (NEWPCC) covered under EAL 2684 RRR.

This report provides the required information to support the NOA application and includes the following:

- Project Background and Schedule
- Review of the Regulatory Requirements
- Description of the Proposed Project (design drawings provided in Appendix A)
- Assessment of Potential Environmental Effects

1.0 BACKGROUND

CentrePort Canada is North America's largest tri-model port shared between the City of Winnipeg and the Rural Municipality (RM) of Rosser. The scope of the project is to bring regional water and wastewater infrastructure to the southern portions of CentrePort Canada (i.e., CentrePort South) located within the City of Winnipeg. The expansion will result in an additional 1,457 hectares of serviced lands planned for commercial and residential development. The Study Area boundaries include the RM of Rosser to the north, the Winnipeg James Armstrong Richardson International Airport to the east, Saskatchewan Avenue to the south and the Perimeter Highway to the west.

In 2019, the City of Winnipeg Water and Waste Department engaged KGS Group to complete the preliminary engineering designs, a cost estimate and a phasing plan to provide regional water and wastewater servicing to the Study Area. In 2023, the City advertised RFP No. 122-2023 to provide Professional Consulting Services for the detailed design and contract administration services for Phase 1A of the project. This phase includes the required infrastructure to permit development up to approximately year 5 of the anticipated 50-year build-out. Phase 1A includes the following four construction contracts.

- **Contract 1A – Lift Station:** Construction of a Phase 1A lift station that takes wastewater from the interceptor sewer and discharges the flow into the force main. The lift station will be in service until wastewater flows generated from the residential and industrial developments are sufficiently large to warrant construction of a new wastewater lift station, sized to accommodate the full build-out capacity.
- **Contract 2A – 450 mm Force Main:** The force main is required to support initial development and conveys wastewater from the lift station to the exiting Northwest Interceptor, a gravity sewer that ultimately discharges to the North End Wastewater Treatment Plant. The force main alignment crosses three creeks (Omand's Creek, Truro Creek and East Branch Colony Creek). The force main will be in service until wastewater flows generated from the residential and industrial developments are sufficiently large to warrant installation of a second force main with a larger diameter parallel to the Phase 1A force main.
- **Contract 3 – 1200 mm Interceptor Sewer:** Installation of the regional interceptor to convey wastewater from the residential, commercial and industrial developments to the wastewater lift station. The interceptor sewer provides connection points for local wastewater collection sewers, permitting development of CentrePort South lands.
- **Contract 4A – 750 mm Feeder Main:** Provides potable water to the area to permit initial development of residential, commercial and industrial lands.

On June 26, 2023, KGS Group was awarded the contract to proceed with the detailed design and contract administration of Phase 1A. Due to the importance of this project to the Province of Manitoba as well as the City of Winnipeg, the Project Team (City of Winnipeg Working Group and KGS Group Design Team) met with representatives of the Provinces Environmental Approvals Branch on August 15, 2023 to introduce the overall

project, highlight planned Phase 1A construction contracts and discuss environmental compliance requirements of the wastewater components. Minutes from this meeting were issued on August 25, 2023.

Information has been provided associated with the water infrastructure (feeder main). This information has been provided to support the general environmental compliance associated with construction activities. Environmental compliance associated with the potable water system have been addressed separately through our applications to the Office of Drinking Water.

2.0 SCHEDULE

Construction for each of the four contracts have the following anticipated start dates:

- Contract 3 – 1200 mm Interceptor Sewer: August 15, 2024
- Contract 4A – 750 mm Feeder Main: August 15, 2024
- Contract 1A – Lift Station: October 23, 2024
- Contract 2A – 450 mm Force Main: November 18, 2024

Commissioning of the Phase 1A regional wastewater infrastructure (Contracts 1A, 2A and 3) will take place once substantial performance has been achieved for all three contracts. Commissioning of the wastewater system is therefore anticipated to occur between January and March 2026. Final construction reports for all four contracts are proposed to be submitted between April and June 2026.

3.0 REGULATORY REQUIREMENTS

KGS Group reviewed the regulatory approval requirements for the CentrePort South Regional Water and Wastewater project in Winnipeg, Manitoba. Most of the regulatory requirements are applicable to the three locations of creek crossings that will be required to install the force main in its proper alignment (Omand's Creek, Truro Creek and East Branch Colony Creek). KGS Group completed a screening of requirements of the Department of Fisheries and Oceans (DFO), Transport Canada, Environment and Climate Change Canada, Historic Resource Branch (HRB), Manitoba Environment and Climate Change (MECC), Office of Drinking Water, Manitoba Transportation and Infrastructure (MTI) and City of Winnipeg as described in the following subsections.

3.1 Fisheries and Oceans Canada

The *Fisheries Act* provides protection of aquatic species and the habitats upon which they depend and requires that projects avoid killing fish or result in a harmful alteration, disruption or destruction (HADD) of fish habitat. Additionally, the *Species at Risk Act* (SARA) prohibits the killing, harming, harassment, possession, capturing or taking of a species listed as extirpated, endangered or threatened and the damage or destruction of a residence

or the destruction of any part of the critical habitat of such a listed species. The Mapleleaf mussel (*Quadrula quadrula*), which is listed as Threatened on Schedule 1 of SARA, is known to inhabit the Assiniboine River, which has two tributaries involved in the project: Omand's Creek and East Branch Colony Creek.

Based on the detailed design and the proposed alignment, the force main is required to be installed across three creek crossings: Omand's Creek, Truro Creek and East Branch Colony Creek. Installation at Omand's Creek will be via trenchless crossing during summer construction (i.e., work is all set back at least 20 m from the Ordinary High Water Mark (OHWM)). Installation at East Branch Colony Creek and Truro Creek will be via open cut during winter months when the creeks are frozen to the bottom such that there will be no in-water work.

Silt fences and erosion control blankets will be used as required to prevent the release of sediment laden runoff into the creeks during excavation or other construction activities. The force main will be installed at an appropriate depth below surface within substrate that will prevent leakages into the creeks.

Based on these design aspects the project is not anticipated to kill fish, result in a HADD of fish habitat or trigger concern associated with SARA. As such the work can be completed in conformance with the *Fisheries Act* and SARA and it is not anticipated that a Request for Review or Authorization would be required.

3.2 Transport Canada

The *Canadian Navigable Waters Act* (CNWA) authorizes and regulates interferences with the public right to navigation. The primary purpose of the CNWA is to regulate works and obstructions that may interfere with navigation in Canada's navigable waters. In accordance with the CNWA, an application must be submitted to the Navigation Protection Program (NPP) by an owner who proposes to construct, place, alter, rebuild, remove, or decommission a work, in a waterway on the list of scheduled waters, unless the work meets the criteria set out in the Minor Works Order. In cases where the work is not on a scheduled waterway and is not a major work, then the owner is not required to apply to NPP, rather a notification of work on a non-scheduled waterway is submitted to the public registry and a public notice posted for a 30-day public comment period. In cases where the proposed work meets the requirements set out in the Minor Works Order then a notification of a minor work is submitted to the public registry and a public notice posted, however the project can proceed with no public comment period required. Likewise, in cases where the work does not interfere with navigation, the owner is required to submit a No Interference with Navigation Notification of Work to the public registry and post a public notice before starting the work.

While all three creeks involved in the project are not listed as scheduled waters under the CNWA, they are all considered navigable. The construction works at all three creek crossings meet the criteria set out in the Minor Works Order and therefore, KGS Group prepared and submitted the required Notification of Minor Works and associated public notice for each project. This information was deposited on the on-line Common Project Search Registry (<http://cps.canada.ca/>) under registry numbers 10004, 10005 and 10006. As such the work can be completed with no further regulatory requirements under the CNWA.

3.3 Environment and Climate Change Canada

The federal *Migratory Birds Convention Act* (MBCA) provides for the protection of migratory birds as populations and individual birds and their nests in Canada through the Migratory Birds Regulations and the Migratory Birds Sanctuary Regulations. In particular, nests of birds listed under Schedule 1 of the Migratory Birds Regulations, 2022, including heron and pileated woodpecker, are protected year-round. If a nest of one of these species is present, additional monitoring and permitting is required even if tree clearing is done outside of the migratory bird nesting period. Tree clearing and site preparation activities were completed outside of the regional nesting period between April 14 and August 28 to avoid conflicts with nesting birds protected federally under the MBCA. Prior to conducting tree clearing, the area to be cleared was surveyed and confirmed the absence of pileated woodpecker nest cavities. Therefore, this project has no foreseen regulatory requirements related to the MBCA. While it is not likely, if additional clearing and site preparation occurs within the regional nesting period, pre-construction breeding bird surveys will be required and when nests are identified construction set-backs may be required or a Damage or Danger Permit obtained from the Canadian Wildlife Service under the MBCA to permit the clearing.

3.4 Historic Resource Branch (HRB)

Under Section 12(2) of *The Heritage Resources Act*, if the Minister of Sport, Culture and Heritage has reason to believe that heritage resources or human remains are known, or thought likely to be present, on lands that are to be developed, then a Heritage Resources Impact Assessment (HRIA) and mitigation is required to be conducted prior to the project's start. As such for projects in Manitoba that include subsurface disturbance a heritage screening request is typically prepared and submitted to the HRB to determine if there are concerns that the project might impact heritage resources and require completion of an HRIA.

The proposed work will include subsurface disturbance of previously undisturbed native soil and is in close proximity to three creeks and therefore there is potential to affect heritage resources if they are present. As such, KGS Group submitted a heritage screening request form to the HRB on August 3, 2023, to assess all four infrastructure component footprints. The alignment of the force main (Contract 2A) and the interceptor sewer (Contract 3A) did not pose any concerns and the potential to impact heritage resources was determined to be low based on the analysis of current data. HRB recommended that a Heritage Resource Protection Plan (HRPP) be implemented into the planning, development and operations, in the event that heritage resources (including human remains and paleontological resources) are accidentally encountered.

The location of the lift station (Contract 1A) and the alignment of the feeder main (Contract 4A) were examined in conjunction with Branch records for areas of potential concern and indicated there are known heritage resources of a sensitive nature within and in close proximity to the proposed footprint. Notably, the lift station is proposed to be located in a mixed agricultural field/wooded area along Sturgeon Road where sensitive heritage resources have been previously reported. The preliminary feeder main alignment approximately follows Sturgeon Road near areas where sensitive heritage resources have been previously reported. As such the HRB

determined that an HRIA was required at both sites prior to construction. The HRIA's have both since been completed. HRIA findings were reviewed with the HRB and prompted changes to the feeder main alignment, moving the alignment west of Sturgeon Road and into an area that had previously been cleared of concerns by the HRB. The HRIA report for both sites were submitted to the HRB on March 6, 2024, and recommend that construction be granted clearance to proceed within the proposed project footprint at the lift station and feeder main sites. At the time of writing this report, KGS Group is awaiting confirmation of this clearance prior to commencement of construction.

3.5 Manitoba Environment and Climate Change

Environmentally significant developments within the Province of Manitoba are required to be assessed and licensed under *The Environment Act*. The purpose of assessment is to ensure that proposed projects are designed, constructed and operated in an environmentally responsible manner consistent with provincial environmental legislation, policies and guidance.

The future sewer flows generated from the CentrePort South development will be conveyed via the force main and ultimately flow to the North End Wastewater Treatment Plant in the City of Winnipeg and thus are considered under the existing Environmental Act License 2684 RRR.

This report provides the required information to support the Notice of Alteration application under EAL 2684 RRR and demonstrates that there are no significant adverse environmental effects anticipated with the planned work for the CentrePort South Phase 1A development.

3.6 Office of Drinking Water

MECC's Office of Drinking Water is responsible for reviewing and approving design and construction of new water systems as well as alterations to existing water distribution systems in the province. Despite reviews and approvals of water distribution projects within the City of Winnipeg typically being a formality, KGS Group will submit a copy of the feeder main detailed design drawings to Office of Drinking Water for review. However, no comments or additional requirements are expected to be received.

3.7 Manitoba Transportation and Infrastructure

The *Water Resources Administration Act* gives MTI jurisdiction over the provincial water infrastructure which consists of provincial waterways and water control works. Section 15.2(1) of the Act identifies the types of third-party activities which are prohibited on provincial water infrastructure without a permit. These activities include construct/place/establish any works or structures on, over, under, through or across provincial water infrastructure, place or remove material from provincial water infrastructure and perform any activity on or near provincial water infrastructure in a manner that negatively affects/degrades/impairs the function or vegetation cover.

Under the above conditions, KGS Group will prepare and submit a Provincial Water Infrastructure Permit for the crossing at Truro Creek, Omand's Creek and East Branch Colony Creek as these are all considered provincial waterways within the project area.

3.8 City of Winnipeg

As per City of Winnipeg Waterway By-Law No. 5888/92, a Waterway Permit is required within the boundaries of the City of Winnipeg to any persons planning to complete work within 76.2 m of the regulated summer water level of Omand's Creek and Truro Creek. As such, KGS Group will obtain a Waterway Permit to complete the force main alignment works along Omand's Creek and Truro Creek prior to commencing construction.

4.0 PROPOSED PROJECT DESCRIPTION

Phase 1A incorporates anticipated development from year 0 to 5 of the design horizon and addresses the complex issues associated with the early development of the CentrePort South lands including the limited water demand and wastewater generation. To support early development, the four main infrastructure components described below will be constructed to address those complexities. Details of the proposed project construction works are shown in the design drawings provided in Appendix A, with a description of the proposed works provided in the following sections.

4.1 Alignment and Installation Methods

Regional water and wastewater infrastructure for CentrePort South Phase 1A is proposed to be constructed with the following four contracts. Drawings for each contract are provided in Appendix A and should be read in conjunction with the alignment and installation methods described below.

Contract 1A - Lift Station

This contract includes the Phase 1A wastewater lift station that will be in service until wastewater flows generated in the residential and industrial developments are sufficiently large enough to warrant construction of the larger full development buildout wastewater lift station.

- The lift station will be constructed in the proximity of CentrePort Canada Way (CCW) and Sturgeon Access Road intersection.
- The lift station will be founded on bedrock at an approximate elevation of 223.0 m.
- Installation will be via deep excavation of overburden and blasting/rock drilling of bedrock (requiring shoring).

Contract 2A – 450 mm Force Main

Approximately 7,500 m long 450 mm diameter pressure sewer to convey wastewater flows from the wastewater lift station to the existing 1,350 mm Northwest Interceptor at the Inkster Boulevard-Brookside Boulevard intersection. The existing Northwest Interceptor will convey the flows to the North End Sewage Treatment Plant.

- The force main alignment initially extends south to the Sturgeon Access-Sturgeon Road intersection. There, the alignment turns north and continues along Sturgeon Road to CCW in the RM of Rosser. The alignment then runs parallel along the south side of CCW before discharging into the existing 1,350 mm Northwest Interceptor at the intersection of Inkster Boulevard and Brookside Boulevard.
- The force main is proposed to be installed at a minimum depth of 2.4 m to obvert below existing grade to provide sufficient frost cover.
- Installation will be completed with a combination of open cut excavation and trenchless installation methods.
- Three creek crossings are required along the proposed alignment. The crossings were presented to the Environmental Approvals Branch during a meeting held on August 16, 2023. Subsequent email correspondence on November 23, 2023, confirmed that these creeks are not considered rivers and therefore clauses 18 and 19 of the EAL 2684 RRR do not apply. Installation of the creek crossing will be as follows.
 - Truro Creek and East Branch Colony Creek: installation via open cut in winter and do not require encasement.
 - Combined Omand's Creek and CP Railway crossing: approximately 330 m in length, the pipe will be drilled through the underlying bedrock via horizontal directional drilling. The depth of cover beneath the railway will be approximately 17.50 m. The bedrock will act as an encasement for the carrier pipe beneath the railway and creek.

Contract 3 - 1200 mm Interceptor Sewer

This contract includes approximately 1,060 m of 1200 mm diameter gravity sewer to convey wastewater along two branches to the wastewater lift station.

- The west branch is approximately 780 m long and extends from manhole MH-01 to manhole MH-03. Starting at MH-01, the alignment initially runs approximately parallel along the south side of CCW. At MH-02, the alignment curves east to cross Sturgeon Access and connects at MH-03, south of the lift station.
- The south branch is approximately 250 m long and extends from MH-04 to MH-03. Starting at MH-04 at the north-west corner of the Sturgeon Access-Sturgeon Road intersection, this branch runs parallel along the north side of Sturgeon Access and connects to manhole MH-03, south of the lift station.
- At MH-03, a 30 m long sewer extends north to convey wastewater from the two branches to the lift station. For constructability reasons, installation of the 30 m long sewer is divided between the lift station and the interceptor contracts.

- The interceptor pipes will be installed approximately 13 m below existing ground surface using micro tunneling and open face mining between vertical shafts (see Contract 1A and Contract 3 drawings include in Appendix A).

Contract 4A - 750 mm Feeder Main

This contract includes approximately 2,300 m of 750 mm diameter pressure pipe to bring potable water to the CenterPort South development area.

- The feeder main alignment starts at Offtake Structure 2 (OS2) in the green field park, south-west of the Sturgeon Road round-about. From there, the alignment extends north, across Silver Avenue and up to the south side of Saskatchewan Avenue. At Saskatchewan Avenue, the alignment turns east to cross Sturgeon Road before turning north again to cross Saskatchewan Avenue and the CPKC Railway right-of-way. North of the CPKC rail crossing, the alignment follows the old Sturgeon Road right-of-way up to the northern limit of the alignment at OS3.
- The feeder main is proposed to be installed at a minimum depth of 2.4 m to obvert below existing grade to provide sufficient frost cover.
- Installation will be completed with a combination of open cut excavation and trenchless installation methods.

4.2 Site Development

The following additional items have been included in the design to support the overall project site development and to mitigate regulatory requirements.

- The Contractor will be required to provide proper warning signs and safety fencing around the working area to protect the public during construction.
- The Contractor will protect, remove and replace trees as directed by the Engineer and by the City of Winnipeg Urban Forestry Branch.
- No stockpiling of material immediately adjacent to the creeks will be permitted following the City of Winnipeg Waterways regulations.
- The Contractor may not store or use fueling equipment adjacent to the creeks and must have a mitigation plan in the case that a spill was to occur.
- The Contractor will restore the site to pre-construction contours, elevations and conditions.

5.0 EXISTING ENVIRONMENT AND EFFECTS ASSESSMENT

A description of existing environmental components, project-environment interactions, mitigation measures to be implemented in project design/construction and resulting residual effects are provided in Table 1 (attached).

STATEMENT OF LIMITATIONS AND CONDITIONS

Limitations

This report has been prepared for the City of Winnipeg in accordance with the agreement between KGS Group and the City of Winnipeg (the “Agreement”). This report represents KGS Group’s professional judgment and exercising due care consistent with the preparation of similar reports. The information, data, recommendations and conclusions in this report are subject to the constraints and limitations in the Agreement and the qualifications in this report. This report must be read as a whole and sections or parts should not be read out of context.

This report is based on information made available to KGS Group by the City of Winnipeg and unless stated otherwise, KGS Group has not verified the accuracy, completeness or validity of such information, makes no representation regarding its accuracy and hereby disclaims any liability in connection therewith. KGS Group shall not be responsible for conditions/issues it was not authorized or able to investigate or which were beyond the scope of its work. The information and conclusions provided in this report apply only as they existed at the time of KGS Group’s work.

Third Party Use of Report

Any use a third party makes of this report or any reliance on or decisions made based on it, are the responsibility of such third parties. KGS Group accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions undertaken based on this report.

6.0 CONCLUSION

Development of the CentrePort South lands will create new housing and employment opportunities for the City of Winnipeg. Each Contract within Phase 1A will be under separate tender packages using the design and specifications described herein and in accordance with the City of Winnipeg Standard Construction Specifications. After implementation of the mitigation measures proposed, the Phase 1A water and wastewater infrastructure development poses no adverse environmental effects.

Prepared By:



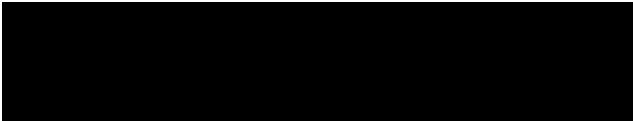
Rachel Dyck, B.Env.S., C.E.T.
Environmental Scientist-Technologist

Reviewed By:



Shaun Moffatt, M.Sc.
Senior Environmental Scientist

Approved By:



Municipal Department Head

RED/jr

Attachment

cc: Eshetu Beshada, Manitoba Environment and Climate Change
Jennifer Winsor, Manitoba Environment and Climate Change
Bereket Assefa, Manitoba Environment and Climate Change
Tim Turzak, City of Winnipeg

TABLES

TABLE 1. PROJECT ENVIRONMENTAL INTERACTIONS, MITIGATION, AND RESIDUAL EFFECTS

Environment Component	Baseline Condition	Type of Interaction	Project Phase	Required Mitigation	Residual Effect(s)
Air Quality	In general, the City of Winnipeg has good air quality. The sources of airborne pollutants typically include industrial operations, vehicle and equipment emissions, fires, and other specific activities.	Emissions from equipment	Construction	<ul style="list-style-type: none">• Ensure all equipment is in good working order and is maintained throughout project.• Ensure all equipment is fitted with standard air emission control devices.• Avoid unnecessary idling of vehicles and/or heavy machinery.• Do not burn materials that will negatively affect air quality.• Comply with all permit conditions issued by Manitoba Environment and Climate Change or other authority.	N/A
		Dust generations	Construction	<ul style="list-style-type: none">• Employ non-toxic dust control measures, preferably water, as required.• Avoid excavation activities during extremely windy periods.• Re-vegetate site as required.• Comply with all permit conditions issued by Manitoba Environment and Climate Change or other authority.	
Soils	Based on geotechnical reports, various stratigraphy's will be encountered during the installation of Phase 1A infrastructure. The dominant stratigraphy consists of alluvium soils over lacustrine clay, glacial silt till and limestone bedrock.	Disturbance, compaction or contamination of soil	Construction	<ul style="list-style-type: none">• Limit grubbing and excavation operations to designated areas and utilize excavation boxes if possible.• Vehicles and machinery will use designated access roads/trails, laydown areas to avoid unnecessary compaction.• Ensure all equipment is in good working order, is free of fluid leaks, and is well maintained.• Ensure storage containers for hazardous goods are equipped with secondary containment.• Emergency spill kits kept on site and operators properly trained to use them so that any spills can be contained and cleaned up.• All spills will be reported to the Manitoba Emergency Response Team at 204-944-4888.• Comply with all permit conditions issued by Manitoba Environment and Climate Change or other authorities.	N/A
Vegetation/Wildlife	The alignments for the force main and interceptor sewers follow previously disturbed ROW (i.e., ditch vegetation). The proposed location of the lift station is within a wooded area and will require tree clearing. Some tree clearing will also be required along an approximately 150 m long section of the proposed feeder main alignment.	Disturbance to and/or loss of vegetation and wildlife habitat	Construction	<ul style="list-style-type: none">• Refer to mitigation measures under Soils.• Make use of natural or existing clearings where possible to minimize the amount of clearing required.• Ensure appropriate firefighting equipment is on site and serviceable.• Protect trees near worksite as required to avoid damage.• Tree clearing was completed on October 10, 2023, and on April 11, 2024, outside of the typical nesting period for migratory birds (April 14 to August 28) after completion of surveys to confirm the absence of pileated woodpecker nest cavities.• Encourage natural regeneration of disturbed sites and/or revegetate site by seeding, tree planting, and shrub planting (in conjunction with City of Winnipeg Forestry, Naturalist Branch, and Parks).	N/A
Aquatic Life	Omand's Creek, Truro Creek, and East Branch Colony Creek are all relatively small/low flow creeks that typically cease flow during dry periods in summer and freeze solid during winter. As such, they would likely	Contamination of surface water	Construction	<ul style="list-style-type: none">• No in-water work will be conducted.• Limit grubbing and excavation operations to designated areas.• Maintain erosion control measures until the site is restored to preconstruction conditions.• Ensure all equipment is in good working order, is free of fluid leaks, and is well maintained.	N/A

Environment Component	Baseline Condition	Type of Interaction	Project Phase	Required Mitigation	Residual Effect(s)
	support only small-bodied fish. Omand’s Creek and East Branch Colony Creek are tributaries of the Assiniboine River which falls within the range of Mapleleaf mussel however as they freeze solid it is unlikely that this species exists in these two creeks. The Mapleleaf mussel is listed as Endangered under <i>The Endangered Species and Ecosystems Act</i> (Manitoba) and as Threatened under the <i>Species at Risk Act</i> (Federal).			<ul style="list-style-type: none">• Ensure storage containers for hazardous goods are equipped with secondary containment.• Ensure all fueling is completed a minimum of 30 m away from the creeks.• Emergency spill kits kept on site and operators properly trained to use them so that any spills can be contained and cleaned up.• All spills will be reported to the Manitoba Emergency Response Team at 204-944-4888.• Comply with all permit conditions issued by Manitoba Environment and Climate Change or other authorities.	
Heritage Resources	There are previously reported sensitive heritage resources in and near a mixed agricultural field/wooded area along Sturgeon Road (lift station) and an area located south of Murray Park entering a woodland area (feeder main).	Disturbance of heritage resources	Construction	<ul style="list-style-type: none">• Prior to tree clearing works for the lift station (approximately 0.46 hectares), KGS received conditional clearance from the Historic Resources Branch (HRB) to proceed with the work (September 18, 2023).• Conduct a pre-construction Heritage Resource Impact Assessment (HRIA) of the lift station footprint and feeder main alignment (completed September 8, 2023, and October 16, 2023, respectively).• Incorporate a Heritage Resource Protection Plan into the planning, development, and operations in the event that heritage resources are accidentally encountered (applicable to all four Contracts).• If contractors discover any additional heritage resources during construction activities, not identified during the HRIA, work must be stopped and the Historic Resources Branch contacted immediately (204-945-2118).• Comply with all permit conditions issued by Manitoba Environment and Climate Change or other authority.	N/A
Waste Management	Waste collection bins are placed nearby for pedestrian garbage collection.	Waste generation	Construction	<ul style="list-style-type: none">• Construction waste must be collected, sorted, transported, and recycled or disposed of based on its unique characteristics at a licensed facility.• Comply with all permit conditions issued by Manitoba Environment and Climate Change or other authorities.	N/A
Socio-Economic	The feeder main alignment south of Saskatchewan Ave follows along Sturgeon Road ROW then heads east into an industrial area. The alignment of the force main and interceptor and intake sewers and the location of the lift station are all north of Saskatchewan Ave and within undeveloped lands.	Noise disturbance, traffic management	Construction	<ul style="list-style-type: none">• The City will notify adjacent landowners of the upcoming construction or potential traffic disruptions through letter mail.• Public concerns during construction can be communicated through the City’s 311 system.	N/A

APPENDIX A

Design Drawings



**Water and Waste
Eaux et déchets**

Manitoba Environment and Climate
Environmental Stewardship Division
Environmental Approvals Branch
Box 36, 14 Fultz Blvd
Winnipeg, MB R3Y 0L6

August 15, 2024
City File No.: S-1268

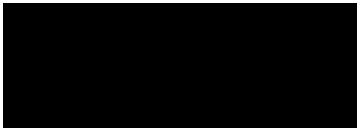
Dear Barsha Sagan,

RE: NEWPCC Plant Capacity for CentrePort South Development

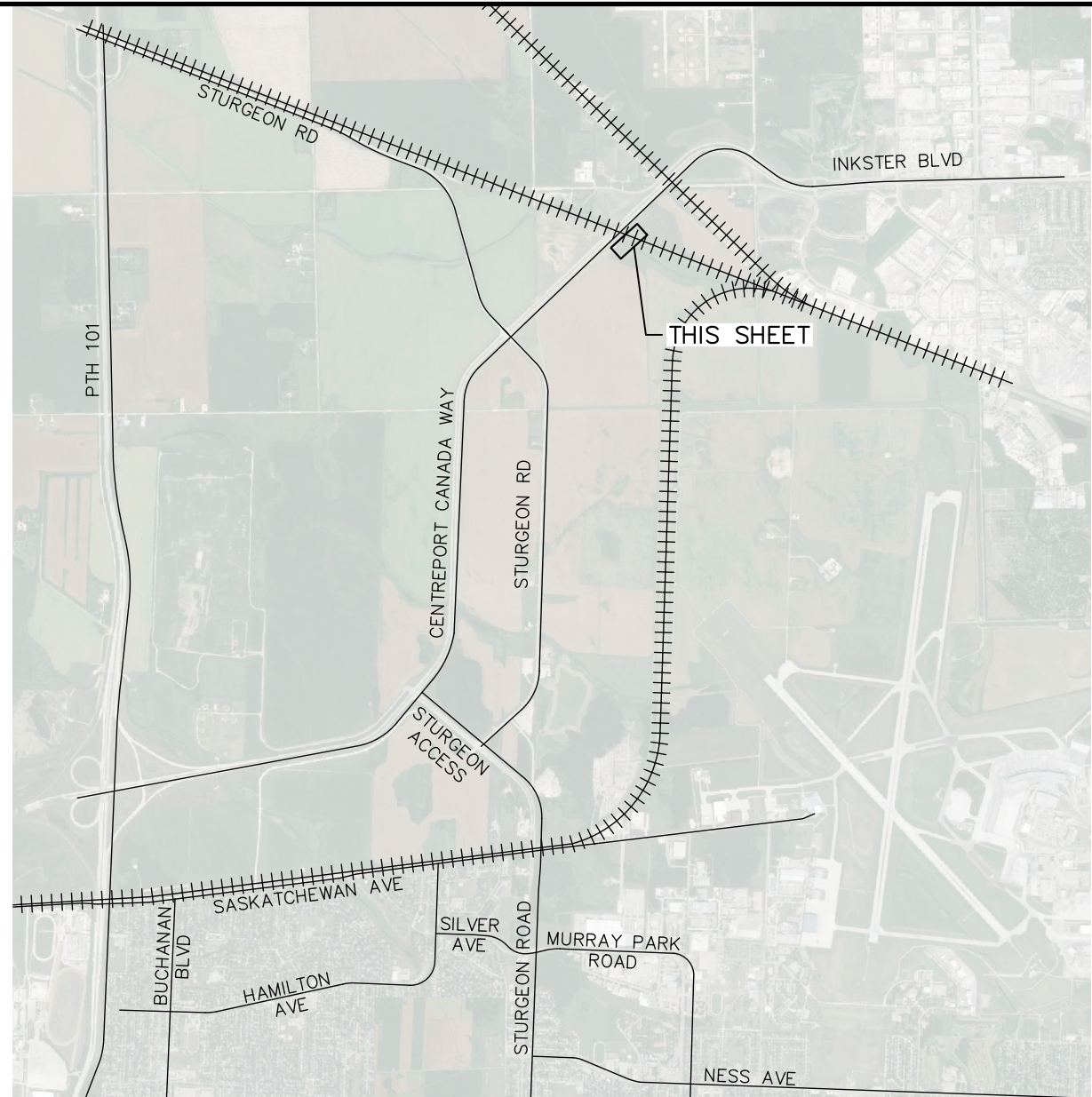
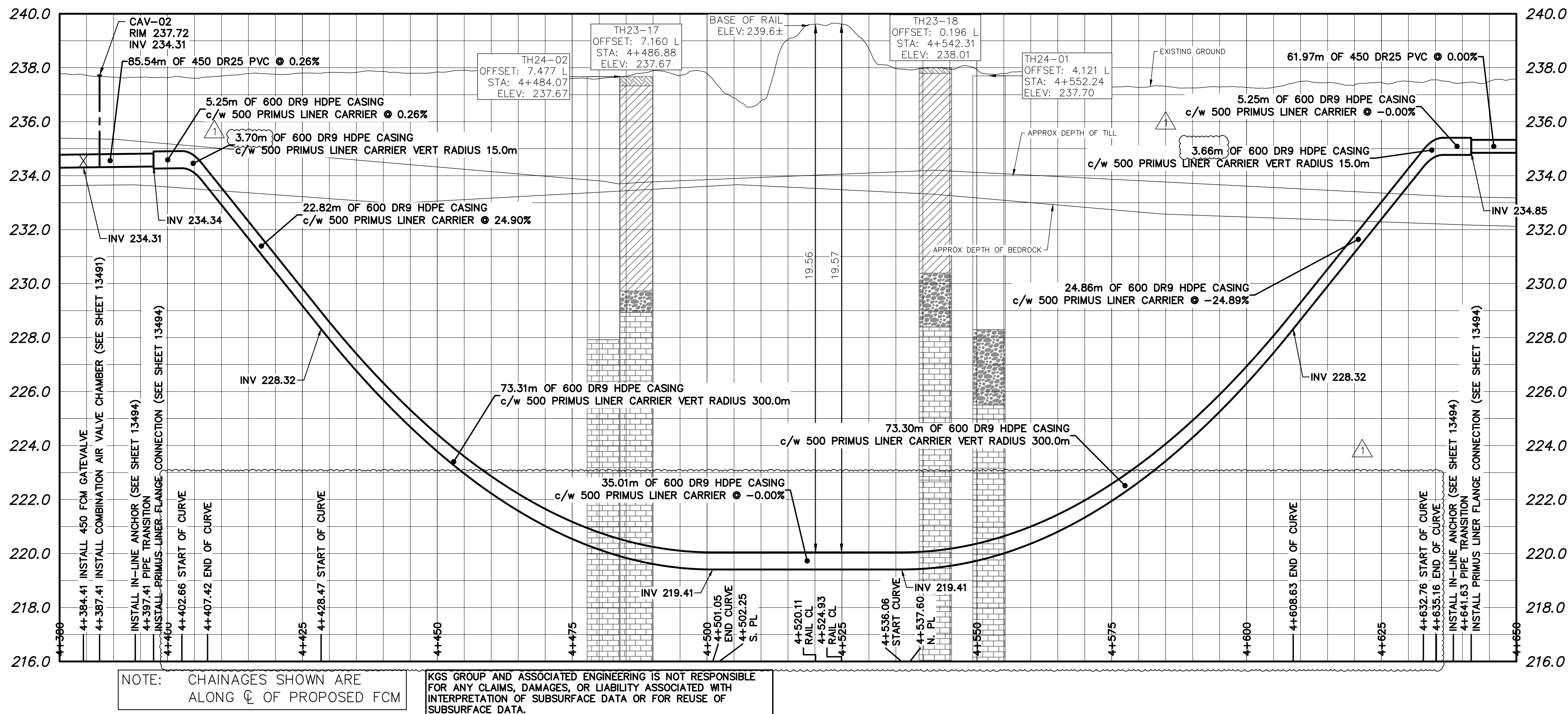
The current NEWPCC plant has capacity for CentrePort South Phase 1A development.

The regional water and sewer infrastructure for Phase 1A development is scheduled for completion in August 2026.

Sincerely,

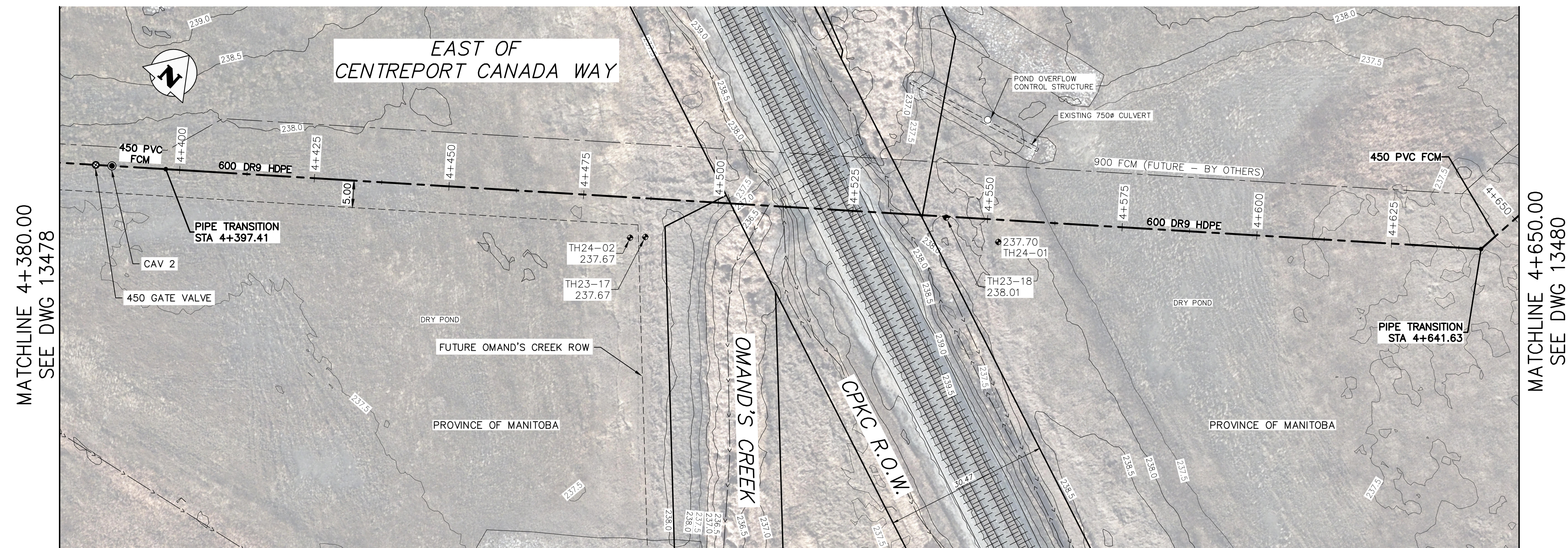


Tim Turzak, C.E.T
Project Manager

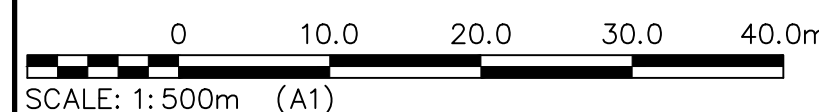


NOTES:

- ALL UTILITIES SHOWN ON DRAWINGS ARE APPROXIMATE ONLY. LOCATIONS OF ALL UTILITIES TO BE CONFIRMED IN FIELD BY THE CONTRACTOR.
- ALL UNDERGROUND AND SURFACE WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST REVISION OF THE CITY OF WINNIPEG STANDARD CONSTRUCTION SPECIFICATIONS EXCEPT WHERE OTHERWISE NOTED IN THE PROJECT SPECIFICATIONS.
- INSTALL FORCEMAIN BY OPEN CUT METHODS, UNLESS OTHERWISE NOTED OR OTHERWISE APPROVED BY THE CONTRACT ADMINISTRATOR.
- TEMPORARY SUPPORTING OF EXISTING UTILITIES TO FACILITATE EXCAVATION OR SHAFT CONSTRUCTION WILL BE CONSIDERED INCIDENTAL TO THE PIPE INSTALLATION, AS DESCRIBED IN THE SPECIFICATIONS.
- INSTALL TRACER WIRE ON ALL FORCEMAIN PIPING. INSTALL ACCESS PORTS AT ALL HORIZONTAL BENDS AS PER SPECIFICATION SECTION E28.
- THE EXISTING GROUND ELEVATIONS SHOWN ON THE DRAWINGS ARE BASED ON LIDAR DATA OBTAINED NOV 2020.
- THE ELEVATIONS OF BEDROCK AND TILL SHOWN ON THE DRAWING ARE APPROXIMATE ONLY AND SHOULD NOT BE INTERPRETED AS EXACT LINES OF CHANGE IN STRATIGRAPHY. SUBSURFACE CONDITIONS AT THE SITE MAY DIFFER FROM THE CONDITIONS SHOWN ON THE DRAWING. PLEASE REFER TO THE GEOTECHNICAL DATA REPORT (GDR) FOR LIMITATIONS OF THE GEOTECHNICAL INFORMATION OBTAINED FROM BOREHOLE DRILLING AND GEOPHYSICAL SEISMIC REFRACTION METHOD.
- CONTRACTOR TO REFERENCE THE GEOTECHNICAL BASELINE REPORT (GBR) FOR A DESCRIPTION OF THE ANTICIPATED SUBSURFACE CONDITIONS ALONG THE FORCE MAIN ALIGNMENT.
- INSTALL ALL PIPING TO GRADES SHOWN. ENSURE MINIMUM 2.5m COVER OR PROVIDE INSULATION AS DIRECTED BY THE CONTRACT ADMINISTRATOR.
- CONTRACTOR TO RESTORE SITE TO PRE-CONSTRUCTION CONDITION FOLLOWING COMPLETION OF CONSTRUCTION.
- SEE APPENDIX D FOR CPKC CROSSING PERMIT, HDD DESIGN, CARRIER PIPE SPECIFICATIONS, AND CASING PIPE SPECIFICATIONS.
- SEE APPENDIX D FOR CPKC SETTLEMENT MONITORING REQUIREMENTS.
- POTENTIAL ACCESS LOCATIONS TO THE DRY POND ON THE NORTH-EAST SIDE OF THE CPKC CROSSING ARE AS FOLLOWS:
 - OVER EAST COLONY CREEK.
 - OFF OF PARK ROYAL WAY AND UNDER THE CENTREPORT CANADA WAY BRIDGE.ACCESS TO THIS AREA OF THE DRY POND WILL NEED TO BE APPROVED BY THE PROVINCE OF MANITOBA.



FOR TENDER ONLY
NOT TO BE USED FOR CONSTRUCTION



METRIC
WHOLE NUMBERS INDICATE MILLIMETRES
DECIMALIZED NUMBERS INDICATE METRES

PROPERTY LIMITS
DELINEATION

DELINEATION OF PROPERTY LIMITS AS SHOWN ON THIS DWG DOES NOT REPRESENT A "LEGAL SURVEY". KGS GROUP AND ASSOCIATED ENGINEERING MAKES NO REPRESENTATION OR WARRANTY AS TO THE ACCURACY OF PROPERTY LIMITS DELINEATED ON THIS DWG, NOR ON THE DIMENSIONAL ACCURACY OF DWG FEATURES RELATIVE TO THOSE PROPERTY LIMITS.

WARNING

IF POWER EQUIPMENT OR EXPLOSIVES ARE TO BE USED FOR EXCAVATION ON THIS PROJECT THE CONTRACTOR MUST:

- NOTIFY THE GAS COMPANY OF THE PROPOSED LOCATION OF EXCAVATION.
- TAKE PRECAUTION TO AVOID DAMAGE TO GAS COMPANY INSTALLATIONS.

SEE PROVINCIAL REGULATION 210/72 FOR DETAILS

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES COMMITTEE DATE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

VERTICAL DATUM: CGVD28 (HT2.0 Geoid)
HORIZONTAL DATUM: NAD83 (June 1990), Zone 14

NO.	REVISIONS	DATE (YYYY/MM/DD)	BY
1	ADDENDUM #1	2024/07/26	TLE
0	ISSUED FOR TENDER	2024/07/09	TLE

KGS
GROUP



DESIGNED BY	TLE	CHECKED BY	RBO
DRAWN BY	GH	APPROVED BY	RBO
SCALE:	HORIZONTAL 1:500 VERTICAL 1:100	RELEASED FOR CONSTRUCTION	
DATE	2024 07 08	DATE	

PLOT DATE: 2024 07 25

ENGINEER'S SEAL

CONSULTANT DRAWING NUMBER
C-2A-123



THE CITY OF WINNIPEG
WATER AND WASTE DEPARTMENT
ENGINEERING SERVICES DIVISION

CENTREPORT SOUTH REGIONAL WATER AND WASTEWATER
SERVICING - PHASE 1A CONTRACT 2A - FORCEMAIN

CENTREPORT CANADA WAY
STA 4+380 TO STA 4+650

SHEET 23 OF 39
CITY DRAWING NUMBER

13479

FOR INDEX SEE
13458

ENGINEERS
GEOSCIENTISTS
MANITOBA
Certificate of Authorization
KGS Group
No. 245

BID OPP: 427-2024
CONTRACT NUMBER: 2A

FILE PATH: U:\FMS\23-0107-009\
FILE NAME: 23-0107-009_C2A_Forcemain_CALL.dwg

From: [Eduard Wiens](#)
To: [Sagan, Barsha](#)
Cc: [Ray Offman](#); [Shaun Moffatt](#)
Subject: CentrePort South to North End Water Pollution Control Centre - NOA Follow Up Call
Date: October 15, 2024 3:28:49 PM
Attachments: [13479_Rev1.pdf](#)

CAUTION: This email originated from an External Sender. Please do not click links or open attachments unless you recognize the source.

ATTENTION: ce courriel provient d'un expéditeur externe. Ne cliquez sur aucun lien et n'ouvrez pas de pièce jointe, excepté si vous connaissez l'expéditeur.

Hi Barsha,

Below are notes from our call last week. Feel free to reach out if you think anything should be edited or added.

1. Status Update of NOA

- Internal reviews by the Environmental Approvals Branch (EAB) mostly complete. Outstanding items required to complete the review include further clarification on the encasement for rail crossings and letter regarding conformance to Ten State Standards (or similar).
 - KGS will aim to provide the confirmation letter by the end of October 2024.
 - EAB will aim to issue NOA approval/acceptance one week following receipt of outstanding information.

2. Rail and Creek crossings

- EAB inquired if the CPKC rail crossing for the force main at Omand's Creek is dually encased.
- KGS stated that this crossing is dually encased. The application to CPKC includes a configuration where the dual encasement is achieved by inserting a primus liner (carrier pipe) into the HDPE pipe (encasement pipe). See attached drawing 13479_Rev1.pdf. In a meeting held with CPKC on September 23, 2024, the railway noted that given the proposed installation depth and the fact that the installation is through bedrock, they are willing to approve the proposed encasement configuration. KGS is currently awaiting formal approval for this crossing.

Best Regards,
Eduard

April 3, 2025

Environmental Approvals Branch
Manitoba Environment and Climate Change
14 Fultz Boulevard, Box 38
Winnipeg, Manitoba R3Y 0L6

Attention: Siobhan Burland Ross
Engineering Manager, Industrial and Wastewater

**Re: CentrePort South (Airport Area West) Regional Water and Wastewater Servicing
Compliance with Regulatory Standards**

Dear Siobhan Burland Ross:

I am writing to inform you that the proposed water and wastewater systems for CentrePort South (Airport Area West) Regional Water and Wastewater Servicing project have been designed and reviewed to ensure compliance with the Ten State Standards or other relevant regulatory standards where applicable.

However, given the unique characteristics and specific requirements of the project, minor deviations exist to meet installation requirements, client needs and provide optimal performance and functionality. These are as follows:

Section 33.5 – Alignment: This section requires that simple curves shall start and end with manholes.

Given the depth and installation method (microtunneling) for the interceptor, the maximum manhole spacing for the interceptor has been specified as 350 metres. This resulted in some instances where manholes are installed in locations beyond the start of a curve and following the end of a curve. Additionally, installation of the interceptor sewer using microtunneling requires a min. of a 10 m long tangent before the start of a curve and following the end of a curve. Because of this, manholes are located at a distance beyond the start and end of the curved interceptor.

Section 34.1 – Manhole Location: This section requires that the maximum manhole spacing shall be 185 metres.

Given the depth and installation method (microtunneling), the maximum manhole spacing for the interceptor has been specified as 350 metres. This spacing was approved by the City of Winnipeg as installing manholes with shorter spacing introduced unnecessary costs to the project, especially given that future maintenance and/or inspection work on these larger diameter sewers can still be achieved at

350 metre spacing. Furthermore, manhole spacing of 350 metres and up is commonly used for 1200 mm diameters sewers in other Canadian urban jurisdiction such as Edmonton and Toronto.

Section 42.22 – Equipment Removal: This section requires that individual pump and motor removal shall not interfere with the operation of the remaining pump.

The design of this lift station was specified with removeable intermediate bearing shafts for the pumps, to allow the pumps and motors to be individually removable without impacting the other while it remains in operation. The lift station and pump vendor are required to add this functionality into their lift station design for the final construction. However, the implementation for this requirement may differ from the initial project specifications, depending on the design of the lift station and pump vendor.

Section 42.23 – Access and Safety Landings: This section requires that for factory-built pump stations over 4.6 m deep, a rigidly fixed landing must be provided at vertical intervals not exceeding 3 m (10 ft).

The total depth of this station is 17.2 m with four (4) intermediate platforms provided. The vertical height intervals between the platforms range from 2.3 m to 4.4 m. The lift station has been designed such that platforms have been provided at specific intervals to access critical pieces of equipment as a priority, over the maximum 3 m interval.

Section 42.32 – Protection Against Clogging: This section requires that pumps handling separate sanitary wastewater from 750 mm dia. sewers be protected with bar racks.

City of Winnipeg operational staff indicated that bar racks are highly undesirable and introduce significant operation and maintenance challenges. Therefore, they have not been included in the system. In lieu, of not including the bar racks, other measures have been considered in the design including installation of vertical shaft driven, non-submersible, non-clogging pumps that can be isolated and removed for maintenance, if required, without having to access the pump station wet well.

Documentation submitted to the Environmental Approvals Branch on June 18, 2024, along with the Notice of Alteration Report, support our compliance statement.

Should you require any further information or clarification, please do not hesitate to contact me at (204) 330-3437 or ewiens@kgsgroup.com.

Thank you for your attention to this matter.



**Kontzamanis Graumann
Smith MacMillan Inc.**
3rd Floor - 865 Waverley St
Winnipeg, MB R3T 5P4

P 204-896-1209
F 204-896-0754
kgsgroup.com

Yours truly,

Eduard Wiens, P.Eng.
Municipal Engineer

EW/aa
Enclosure/Attached

cc:	Barsha Sagan, P.Eng.	Environmental Approvals Branch, Senior Engineer
	Ray Offman, P.Eng.	KGS Group, Municipal Department Head
	Andrew Fustey, P.Eng.	KGS Group, Mechanical Engineer