APPENDIX L

PUBLIC INFORMATION CENTRE #2
PRESENTATION MATERIALS AND REPORT

Long Point Road Sanitary Sewer
and
Craigleith Wastewater Treatment Plant Upgrades
Municipal Class EA

Public Information Centre No. 2

January 26, 2023

WT INFRASTRUCTURE
PRACTICAL INNOVATION

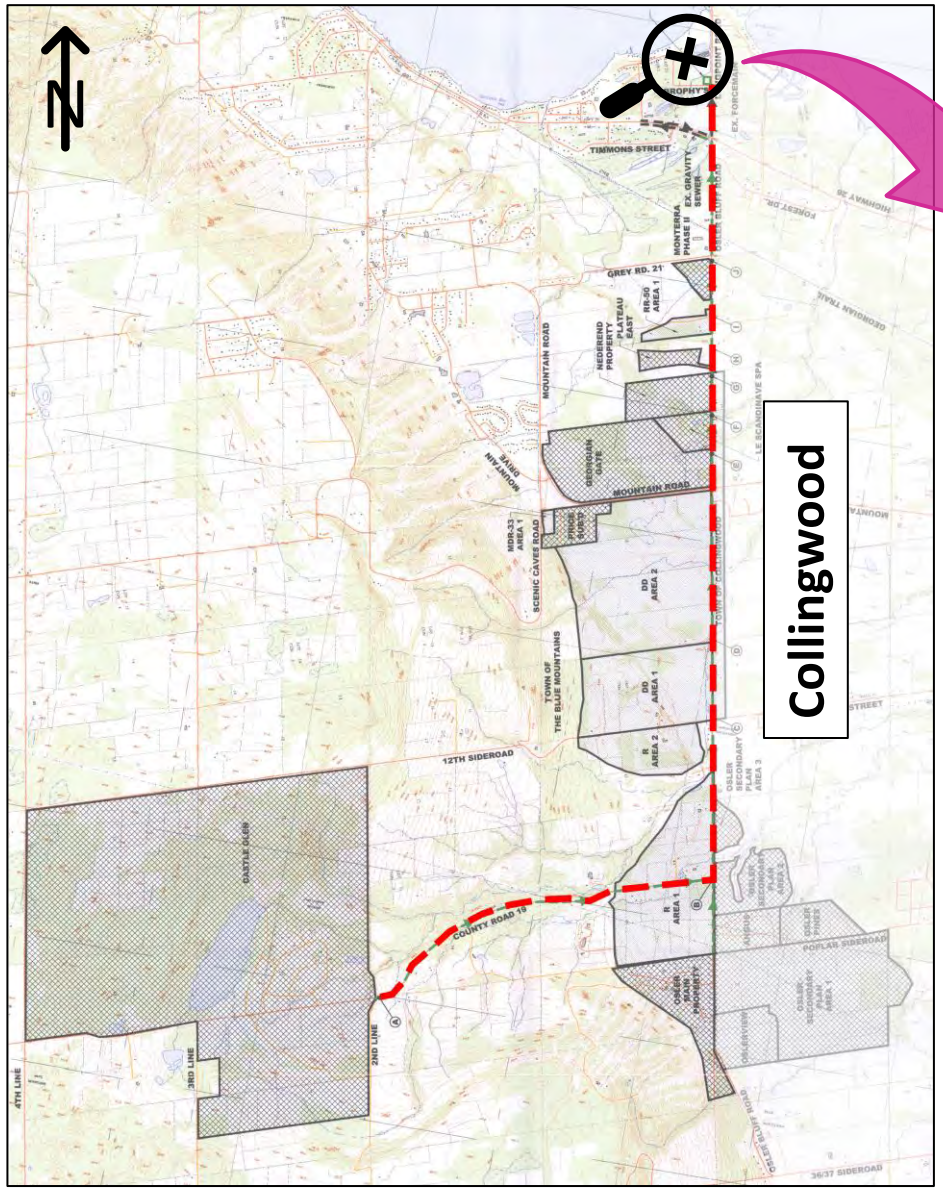
PRESENTATION OUTLINE

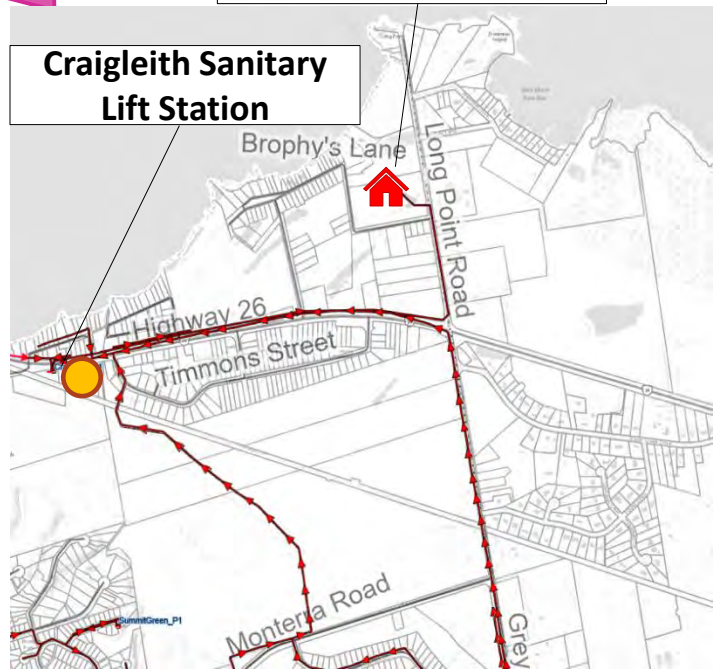
- Background
- Problem Identification
- Alternative Identification
- Complementary Investigations
- Alternative Evaluation
- Preferred Alternative
- Next Steps
- Questions

PROJECT AREA

BACKGROUND: CURRENT OPERATION

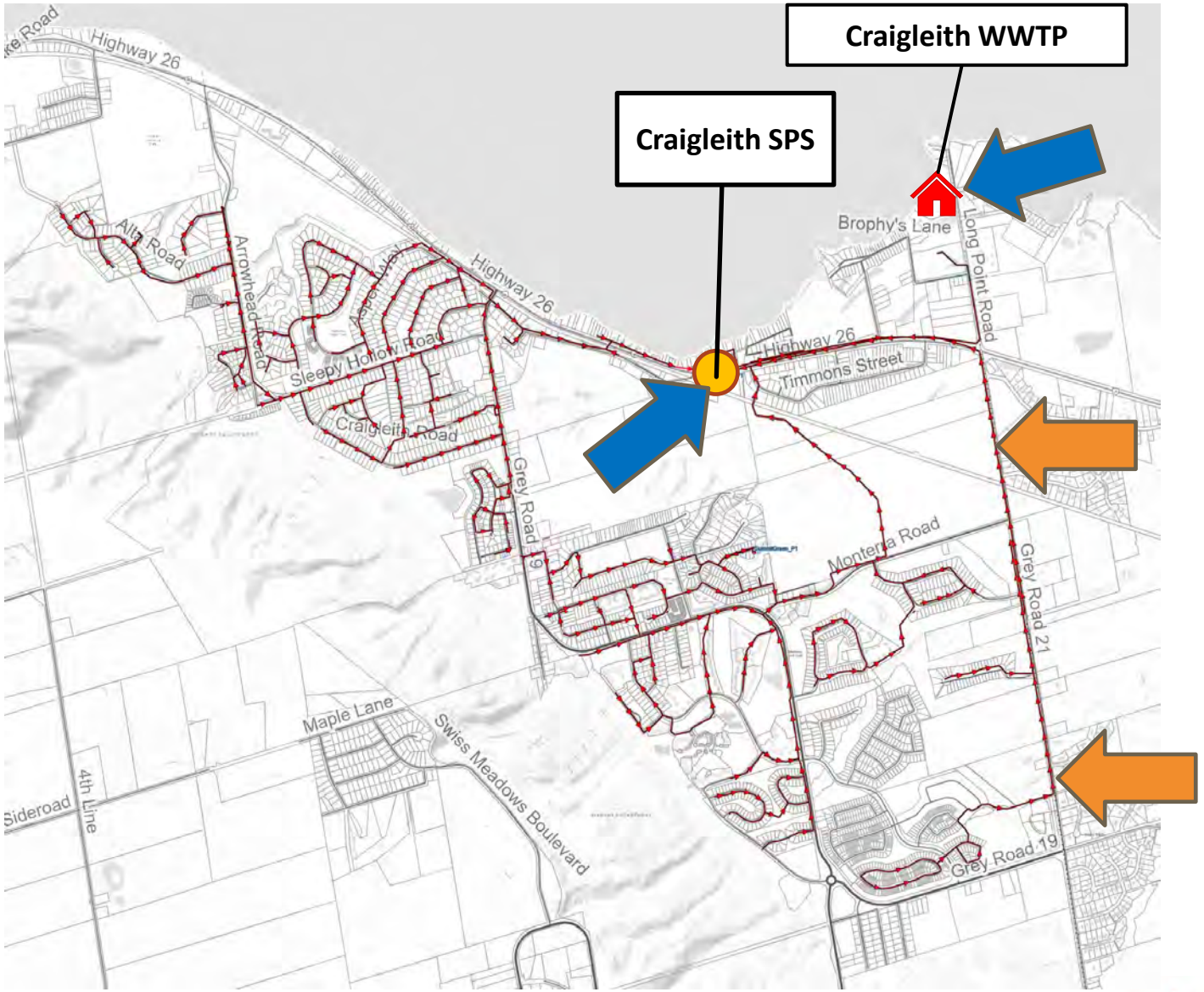
- Sanitary Sewer on County Road 21 discharges to Craigleith Sanitary Pumping Station (SPS) via gravity sewer.
- Properties along Grey 21 are currently connected to just north of Grey 19.
- Additional planned or recently implemented projects including Price's Development Sanitary Servicing Extension (59 units) are/have been connected.
- There is future expansion potential within existing zoning including Castle Glen development and Osler area.





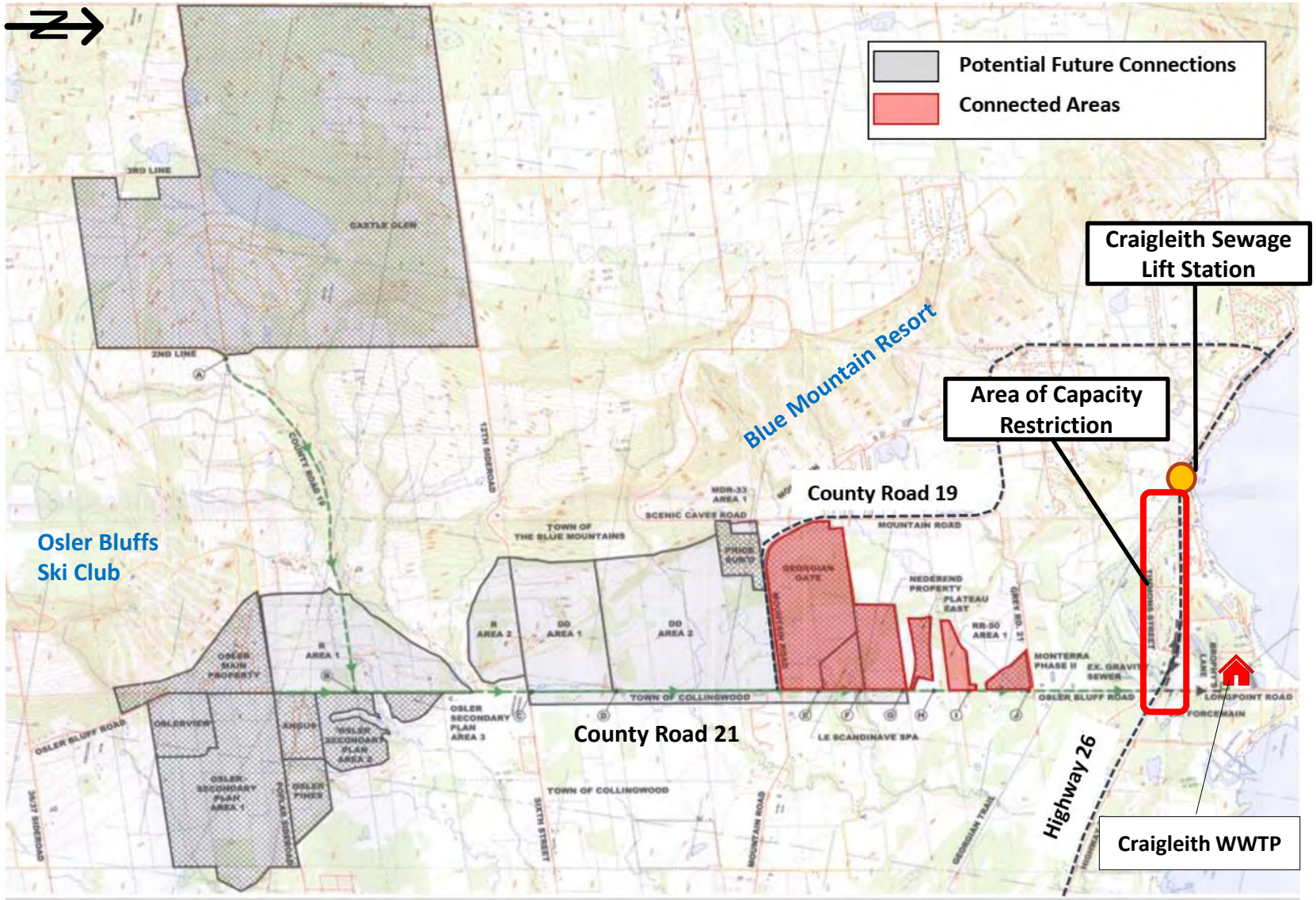
BACKGROUND: SANITARY SEWER OPERATION

- Existing 450mm sanitary sewer begins near Grey Road 19 and increases to a 525mm sewer on Grey Road 21 to Hwy 26.
- Temporary 300 mm sanitary sewer (i.e. jumper) extends west to the existing Craigleith SPS from Grey Road 21
- Craigleith SPS pumps wastewater to the Craigleith WWTP via dual force mains along Hwy 26 and Long Point Rd.
- Craigleith SPS on Lakeshore Rd. includes an exterior septage and leachate receiving station.



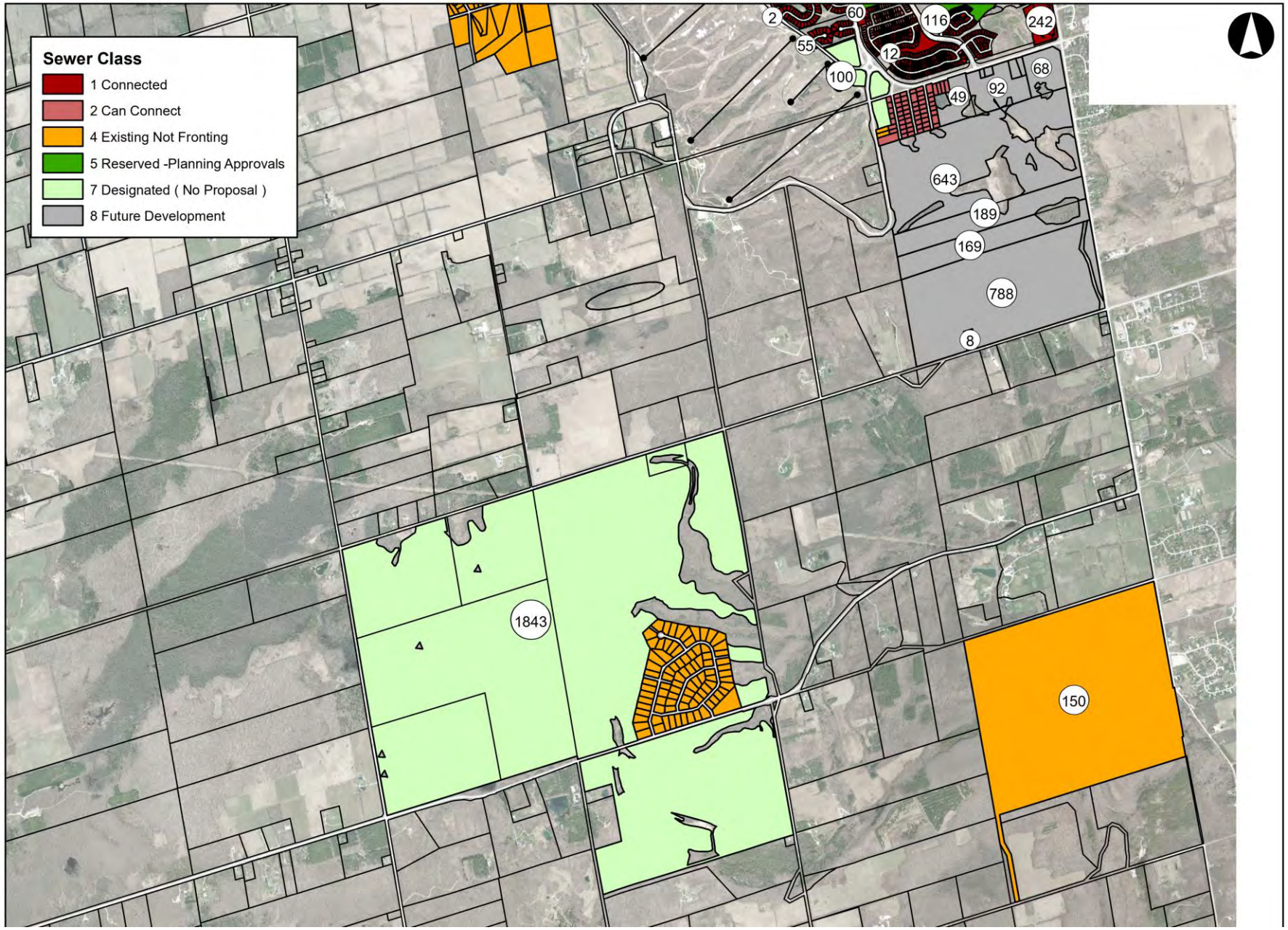
BACKGROUND: SERVICE AREA – GREY 21 SANITARY TRUNK SEWER

- Existing Grey Rd 21 Sewer services 417 units with design flow of 19 L/s
- Near-term identified development increase this to 871 units with a design flow of 45 L/s.
- Opportunities for servicing unserviced areas within Collingwood along Grey 21.
- Existing Trunk Sewer on Grey 21 has capacity for 260 L/s.
- Sanitary sewer between Grey 21 and Craigleith Sanitary Pumping Station (Lakeshore Rd) has capacity of 45.4 L/s, but other development demands limit future capacity at Craigleith SPS



NORTH SERVICE AREA

- Near Term Developments - 871 units
  - Windfall – 659 units
  - Blue Vista – 190 units
  - Monterra Phase 2 – 32 units
- Results in additional flow rate of approximately 26 L/s into Grey 21 Sanitary Sewer



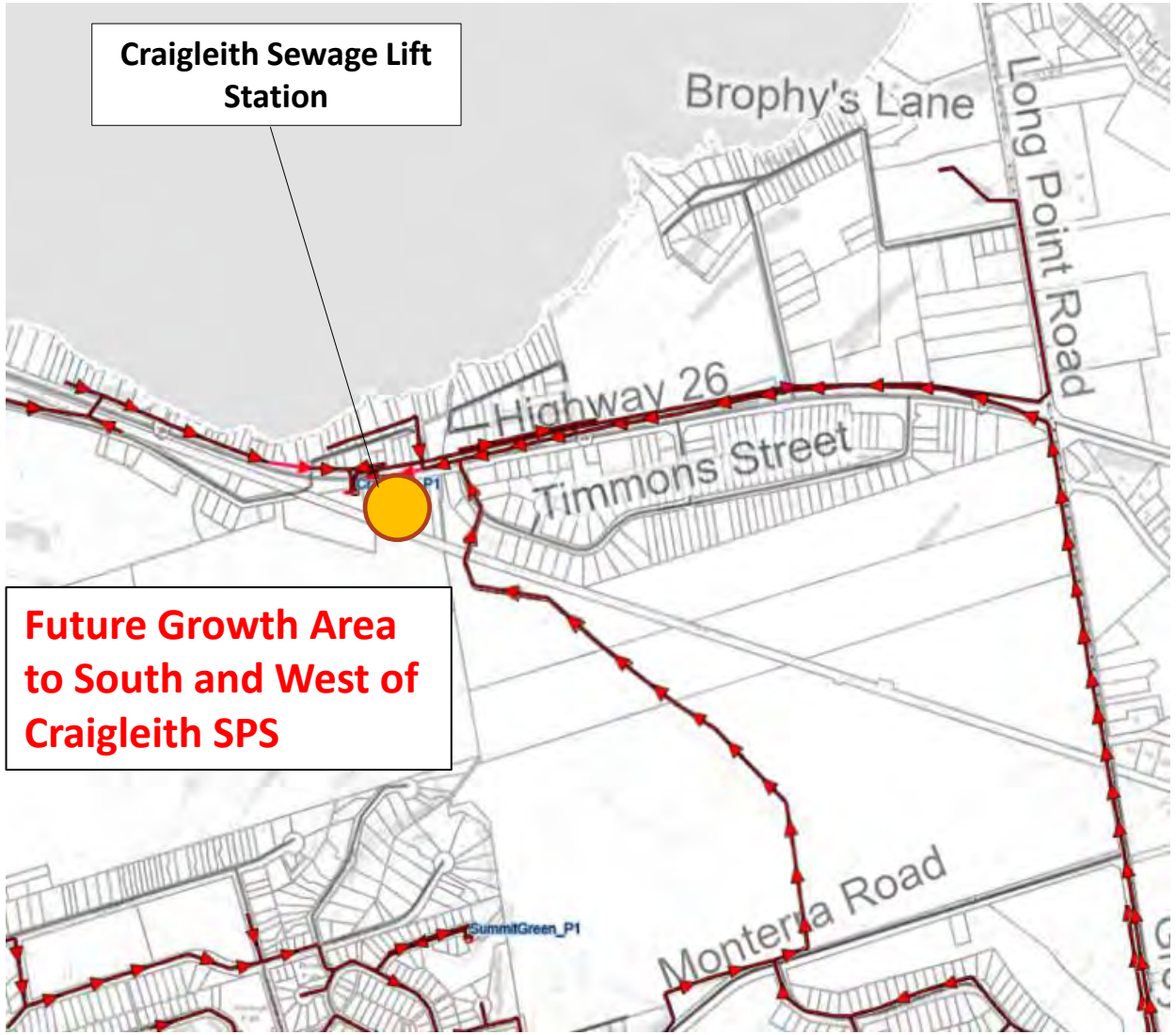
SOUTH SERVICE AREA

- Development Lands south of Grey Rd 19
  - Multiple properties with potential of up to 2000 additional units (Grey Area)
- Castle Glen
  - Potential for 1,843 units
- Osler Bluffs Area
  - Potential for 150 units
- Total potential contributing future development: 3,993 units

PRUDENT PREPARATION FOR PROJECTED GROWTH

- 2022 Official Plan Review identifies 6,750 new residents in 3,590 new households in the Town by 2046.
- Currently over 4,500 units in the Town's long-term development pipeline.
- Craigleith, Blue Mountain Village, Swiss Meadows plus Castle Glen continue to be the focus of future development.
- All of these developments (both approved and proposed) with the exception of Swiss Meadows will drain to the Craigleith System.
- Some developments are in progress and will be complete before this project can be implemented.
- Major Development Timeline (Subject to Approvals and Economic Conditions)
  - Castle Glen 5-10 years
  - Osler Bluffs 10 – 15 years

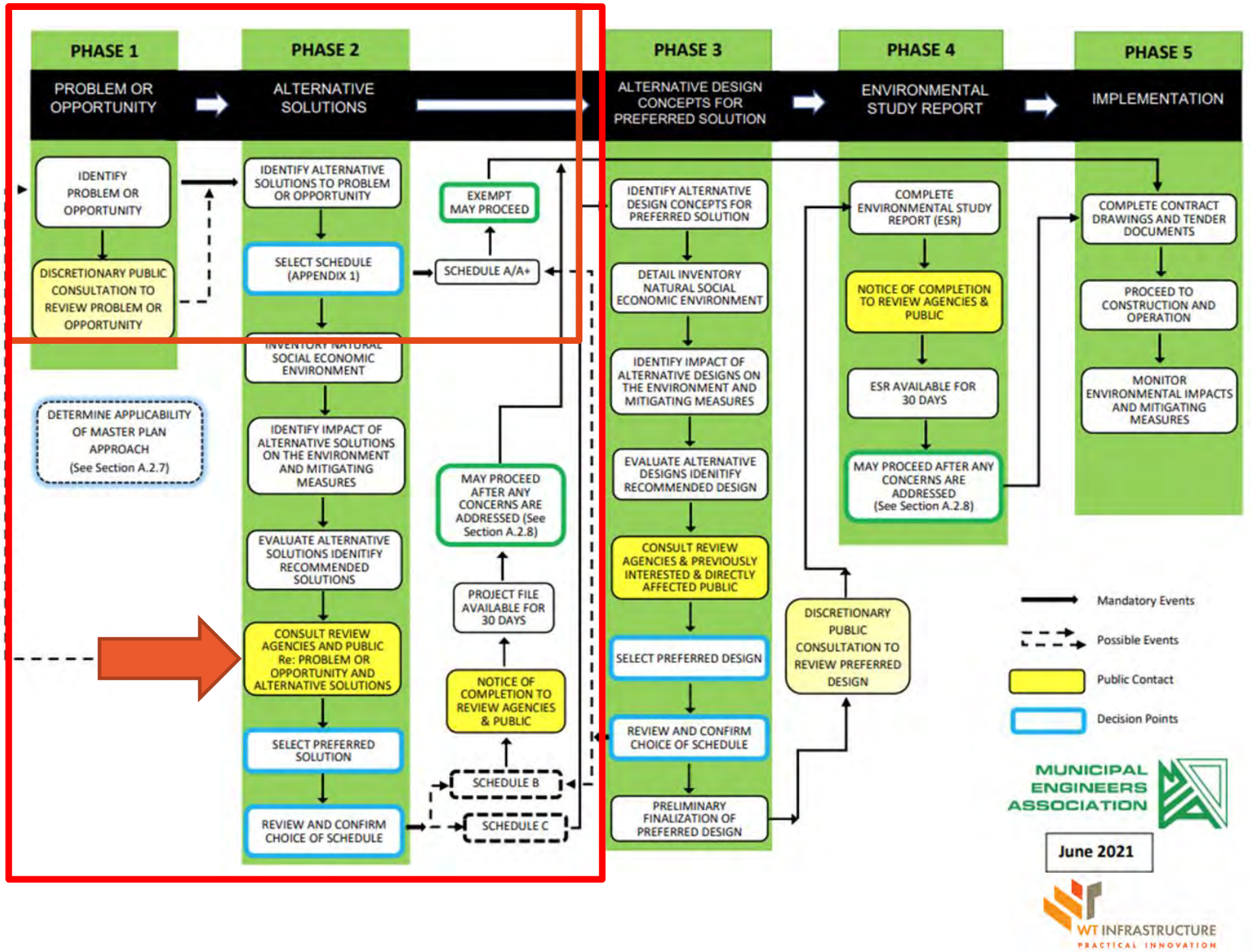
PROBLEM IDENTIFICATION – CRAIGLEITH PUMPING STATION



- Existing sewage pumping station was not intended to convey Grey 21 sanitary flow permanently.
- Jumper/Temporary pipe has limited capacity
- Growth pressures require additional capacity both from Grey 21 and other contributors to Craigleith SPS.
- Operational Challenges and Proximity of neighbours and development do not lend themselves to expansion at the existing pumping station.

MUNICIPAL CLASS EA FLOWCHART

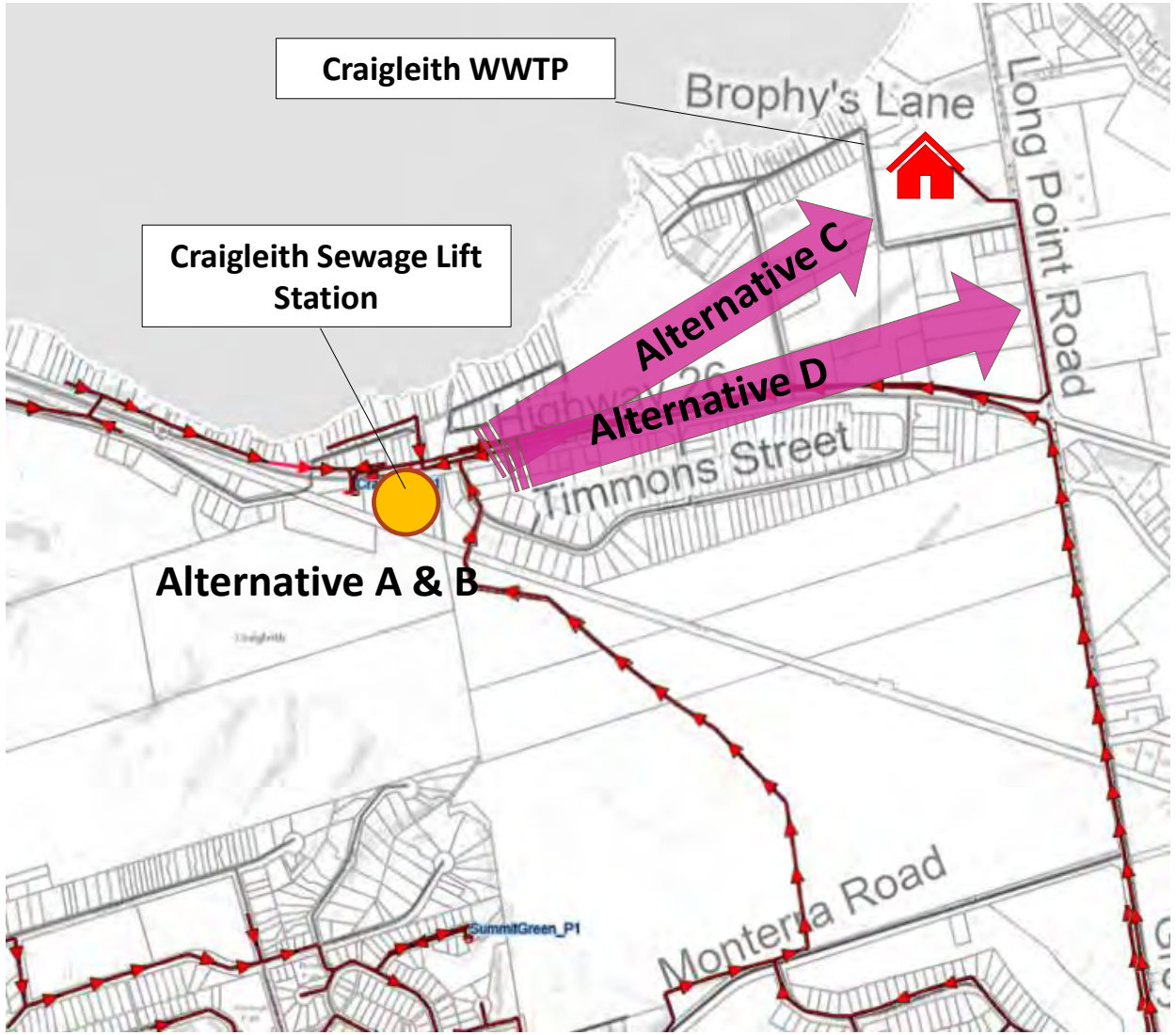
- The **Class EA** process
  - Decision-making process that all Ontario municipalities follow for building new infrastructure.
  - Includes mandated public consultation throughout the project



WHERE ARE WE IN THE PROCESS

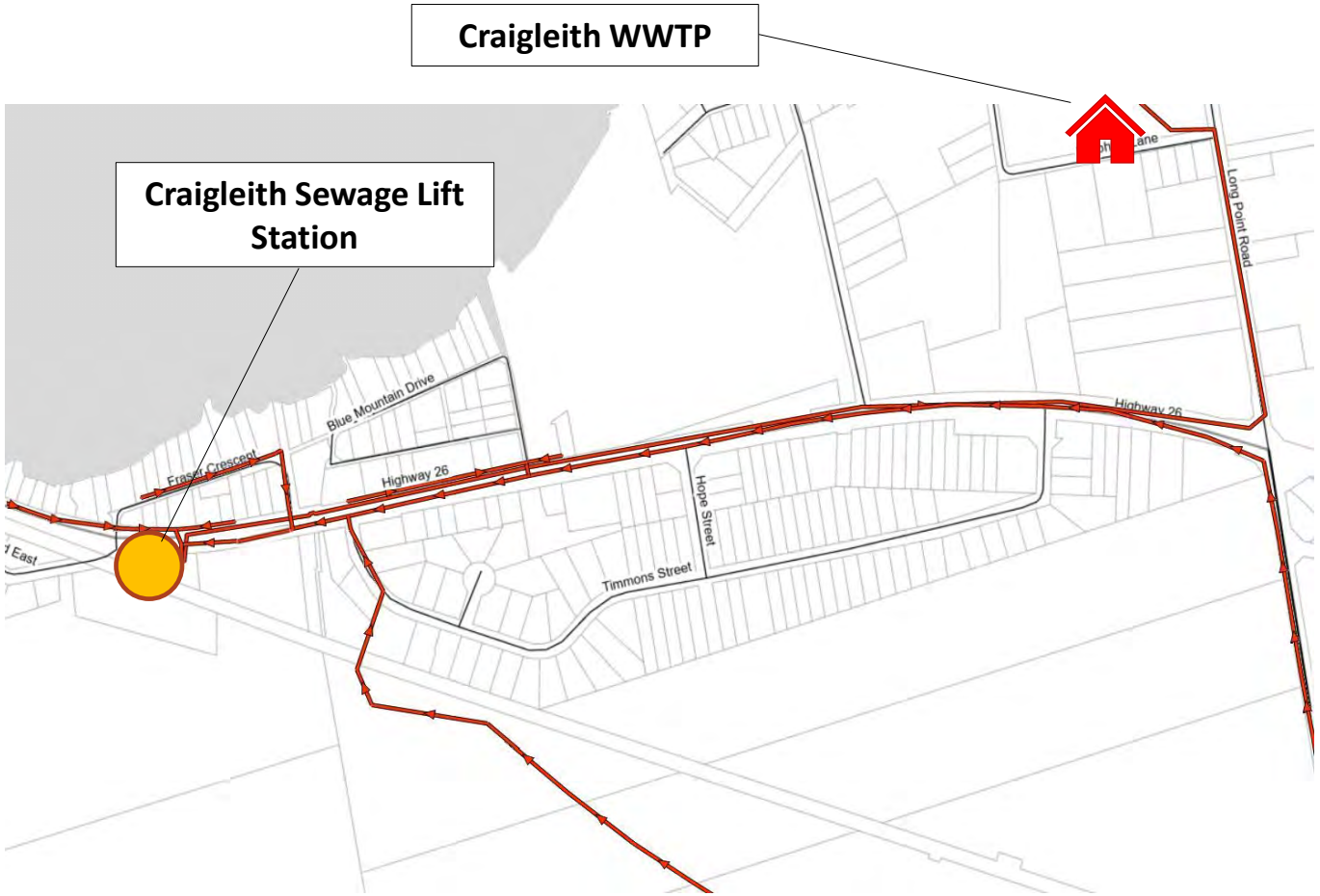
PROJECT INITIATION	• Notice of Commencement • April 5, 2022
PUBLIC INFORMATION CENTRE NO. 1	• Problem Identification • April 28, 2022
INVESTIGATIONS AND EVALUATION	• Ecological Assessment • Soils and Groundwater Investigation • Archaeological Assessment
PUBLIC INFORMATION CENTRE NO. 2 (TONIGHT)	• Alternative Evaluation • Recommendation of Preferred Alternative • January 26, 2023
REPORTING	• Completion of Project File
NOTICE OF COMPLETION	• April 2023
PUBLIC REVIEW PERIOD	• 30 Days
PROCEED TO PRELIMINARY DESIGN, BUDGET APPROVAL AND IMPLEMENTATION	

ALTERNATIVE IDENTIFICATION



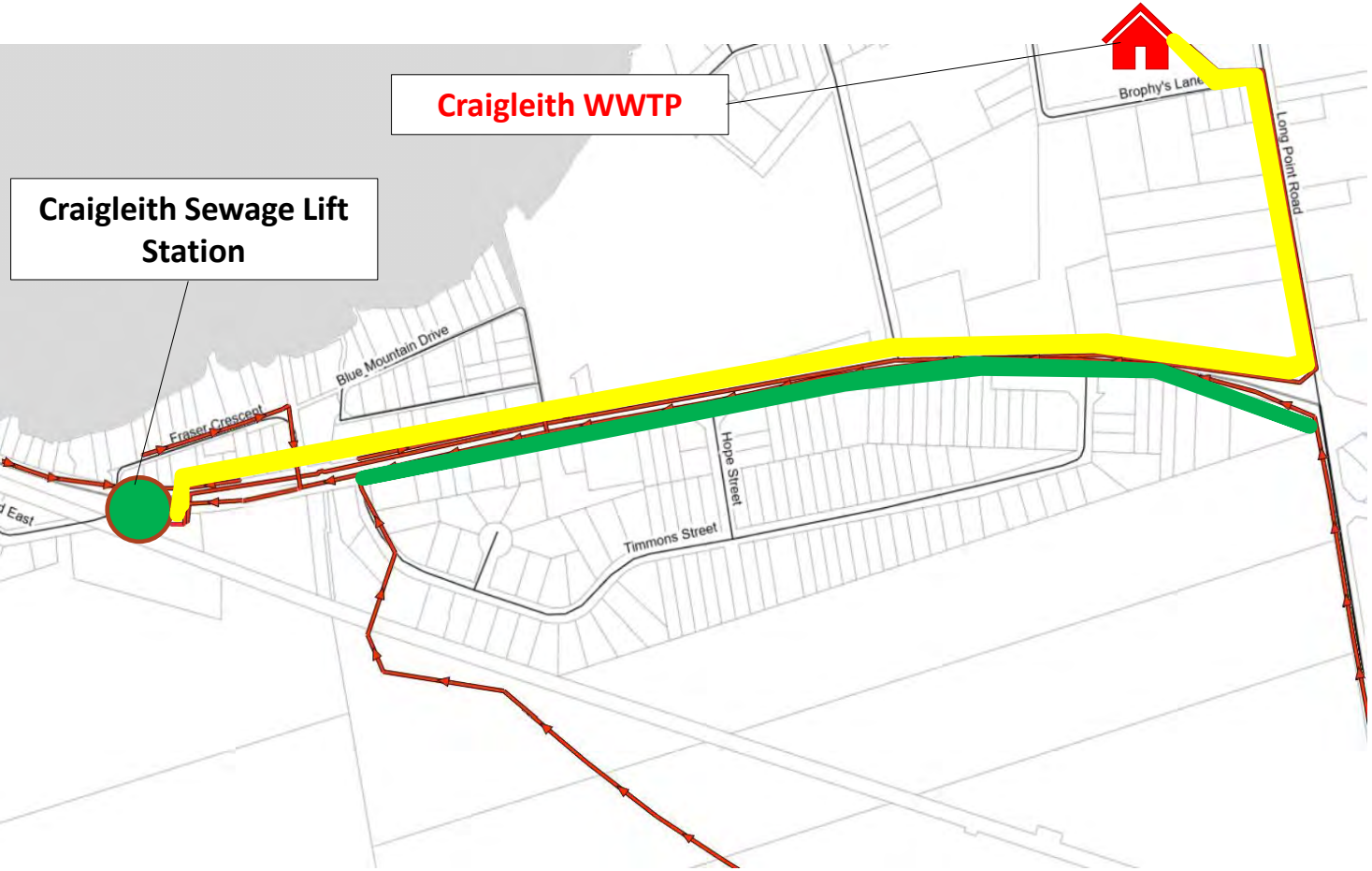
- Alternatives
  - A. Do Nothing
  - B. Expand Craigleith Pumping Station including inlet sewer and forcemains.
  - C. New SPS at the Plant Site
  - D. New SPS between Highway 26 and Plant Site
- **Schedule B Class EA** based on following triggers:
  - Construct a new pumping station
  - Increase pumping station capacity in a new structure.
  - Land acquisition

ALTERNATIVE A – DO NOTHING



- **Description**
  - Maintain existing sanitary sewer from Grey 21 to Craigleith SPS – Full capacity of 45.4 L/s.
  - Upgrade the Craigleith Sanitary Pumping Station as currently planned based on optimization study (pumps, generator, safety/operational issues).
- **Pros:**
  - Low-cost alternative – Existing budgeted work only to be completed.
  - No additional cost over current planned expenditures to maintain operation.
- **Cons:**
  - Does not address identified problem.
  - Limits growth along Grey Rd 21 and contributing areas to 45.4 L/s (current servicing plus 871 approved units)

ALTERNATIVE B – EXPAND CRAIGLEITH PUMPING STATION

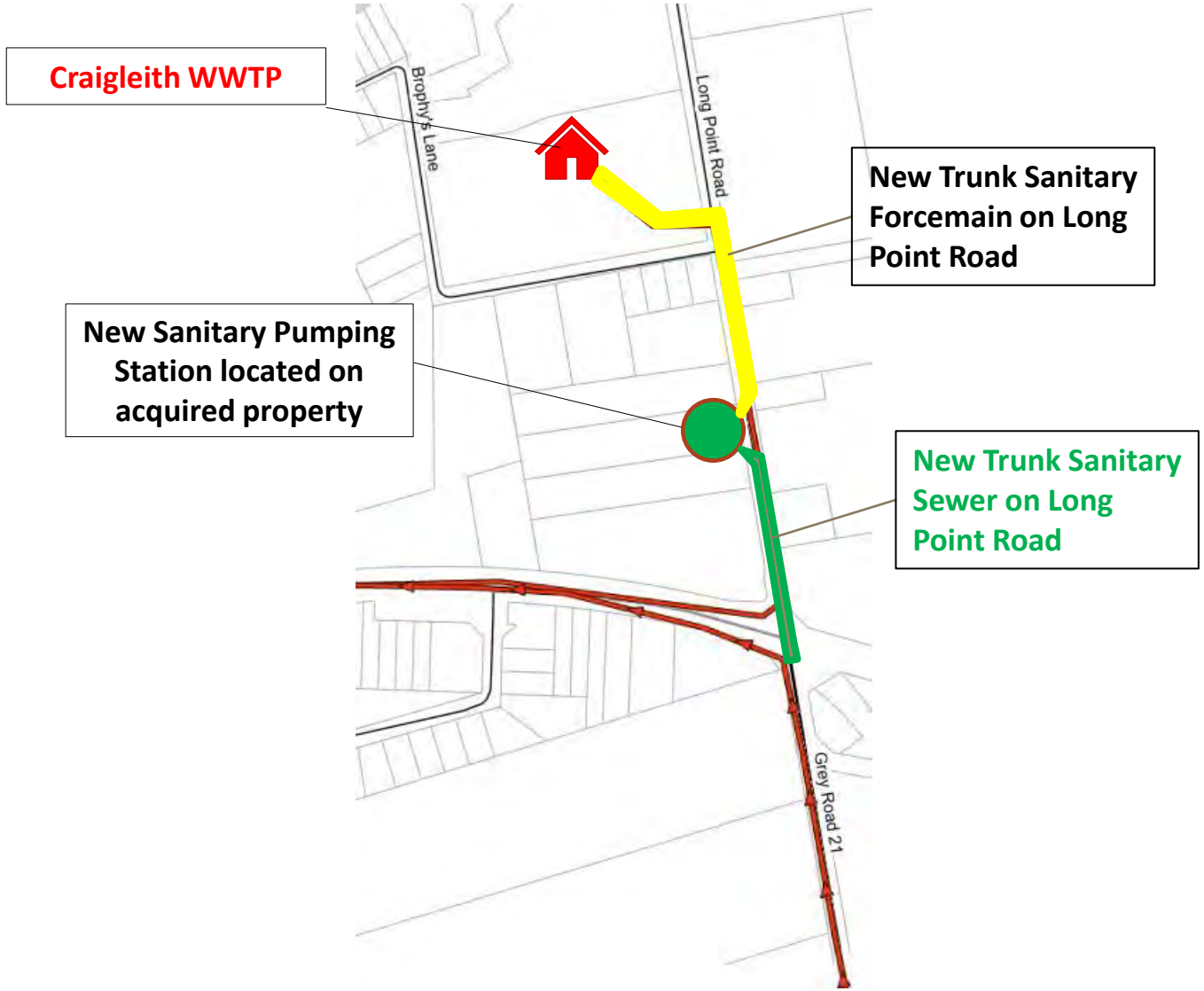


- Description
  - Replace 1.3 km of sanitary sewer from Grey 21 to west intersection of Timmons and Highway 26 with larger size (525-600mm) (Green Line).
  - Upgrade Craigleith SPS for ultimate capacity of upstream areas.
  - Add third 2.2km long forcemain between pumping station and Craigleith WWTP (Yellow Line).
- Estimated Cost: $16M - $19M (incl. engineering and contingency) +/- 25%

ALTERNATIVE C – NEW TRUNK SEWER AND PUMPING STATION AT CRAIGLEITH WWTP

- Description
  - Extend gravity sanitary sewer approximately 450 metres from Grey 21/Highway 26 to the Craigleith WWTP along Long Point Road.
  - Construct new sanitary pumping station on the existing wastewater treatment plant site immediately south of the existing main plant building.
  - Install new forcemain connection from new pumping station to the existing WWTP headworks.
- Estimated Cost: $8.1M (incl. engineering and contingency) +/-25%

ALTERNATIVE D – NEW TRUNK SEWER AND PUMPING STATION BETWEEN HIGHWAY 26 AND CRAIGLEITH WWTP



- Description
  - Extend gravity sanitary sewer approximately 100-400 metres from Grey 21/Highway 26 to the Craigleith WWTP.
  - Construct new sanitary pumping station on land to be acquired along Long Point Road.
  - Construct new 50 – 350 m long forcemain from proposed pumping station site to headworks of WWTP.
- Estimated Cost: $9.5M (incl. engineering and contingency) +/-25%

EVALUATION CRITERIA

ENVIRONMENTAL

Potential impacts to the environment (i.e., resource depletion, natural heritage, tree removal, agricultural resources).

SOCIAL

Potential impacts of the solution to the cultural sphere, residences, businesses, community, institutional, or recreational facilities.

Evaluating the Alternatives

With input from the public, key stakeholders, and review agencies, the team developed criteria to evaluate the project alternatives

ECONOMIC

Capital costs associated with the solution Lifecycle Cost Assessment (Capital, Operational and Maintenance)

TECHNICAL

Constructability, operability, construction risk and effectiveness of the solution.

WT INFRASTRUCTURE
PRACTICAL INNOVATION

Note: Cost Estimates are high level Class D (+/-25%) are for comparison and are not intended for budgeting. Actual costs may be up to -20% lower and 50% higher.

ENVIRONMENTAL INVESTIGATION INFORMATION

Ecological

- No endangered species at risk identified.
- Some habitat around WWTP may be suitable for species of concern (Canada Warbler, Eastern Wood-Pewee and Wood Thrush)
- Roost quality of trees/vegetation around WWTP is generally poor, but any construction impacted trees will need to be removed in the winter to avoid potential impacts with bat or bird breeding.

Geotechnical

- Bedrock is typically 4.6 to 7.6 m below surface
- Groundwater is typically 0.2 to 0.9 m below surface but is shallower closer to the Bay.
- Dewatering will be an issue during construction and may require specialized design considerations.

Archaeological

- Majority of project areas are identified as disturbed.
- Undisturbed area around WWTP and land to be potentially acquired will require a Stage 2 Assessment prior to construction.

TECHNICAL IMPACTS

- **Alternative A: Do Nothing**
  - No impacts but does not solve identified problem.
- **Alternative B: Upgrade Craigleith SPS**
  - Technically feasible.
  - Challenging with respect to phasing to maintain operation during construction.
- **Alternative C: Trunk Sewer on Long Point Road and New Sanitary Pumping Station at Craigleith WWTP**
  - Technically feasible.
  - Allows for many benefits of being on existing WWTP site (i.e. power, common generator, proximity of operators)
- **Alternative D: Trunk Sewer on Long Point Road and New Sanitary Pumping Station on acquired land between WWTP and Highway 26.**
  - Technically feasible.
  - Loss of complementary benefits as stand alone facility.

ENVIRONMENTAL IMPACTS

- **Alternative A: Do Nothing**
  - No impacts but does not solve identified problem.
- **Alternative B: Upgrade Craigleith SPS**
  - Localized impacts on an existing developed site.
  - 3.5 km of new piping (gravity and forcemain) will increase potential environmental impacts during construction.
- **Alternative C: Trunk Sewer on Long Point Road and New Sanitary Pumping Station at Craigleith WWTP**
  - Localized impacts on an existing developed site (some tree removal may be required)
  - 450m of new piping on existing road will increase potential environmental impacts during construction but will lower impacts if new and existing residents can be serviced.
- **Alternative D: Trunk Sewer on Long Point Road and New Sanitary Pumping Station on acquired land between WWTP and Highway 26.**
  - New pumping station site will require clearing of existing undeveloped land.
  - 450m of new piping on existing road will increase potential environmental impacts during construction but will lower impacts if new and existing residents can be serviced.

SOCIAL ENVIRONMENTAL IMPACTS

- **Alternative A: Do Nothing**
  - No impacts from construction.
  - Craigleith SPS will remain a single point of failure risk for a larger area as growth occurs.
- **Alternative B: Upgrade Craigleith SPS**
  - Localized construction impacts along Highway 26, Forcemain alignment and Lakeshore Road near pumping station.
  - Craigleith SPS will remain a single point of failure risk for a larger area as growth occurs.
- **Alternative C: Trunk Sewer on Long Point Road and New Sanitary Pumping Station at Craigleith WWTP**
  - Localized construction impacts along Long Point Road and at the Craigleith WWTP.
  - Pumping Station site will be screened from adjacent residences with existing and enhanced vegetative buffer.
- **Alternative D: Trunk Sewer on Long Point Road and New Sanitary Pumping Station on acquired land between WWTP and Highway 26.**
  - Localized construction impacts along Long Point Road, new SPS site and at the Craigleith WWTP.
  - Pumping Station site would be constructed in residentially zoned area.

ECONOMIC ENVIRONMENTAL IMPACTS

- **Alternative A: Do Nothing**
  - No additional capital cost.
  - Service Potential – 871 units – Limited by jumper capacity.
  - Limits future population growth within service area beyond current approved plans and limits associated potential tax revenue.
- **Alternative B: Upgrade Craigleith SPS**
  - Capital cost of $16-19M. Comparable, but lower operating costs than Alternative C and D.
  - Service Potential: Areas north of Highway 26, but not along Long Point Road or Brophy's Lane.
  - Allows for growth and servicing of larger area.
- **Alternative C: Trunk Sewer on Long Point Road and New Sanitary Pumping Station at Craigleith WWTP**
  - Capital cost of $8.1M. Comparable, but lower operating costs than Alt D and higher operating costs than Alt B.
  - Service Potential: Areas north of Highway 26 plus all properties on Long Point Road fronting proposed sewer and many on Brophy's Lane.
  - Allows for growth and servicing of larger area.
- **Alternative D: Trunk Sewer on Long Point Road and New Sanitary Pumping Station on acquired land between WWTP and Highway 26.**
  - Capital cost of $9.5M. Comparable, but higher operating costs than Alternative B and C.
  - Reduction in developable land due to land acquisition.
  - Service Potential: Areas north of Highway 26 plus approximately ½ properties on Long Point Road fronting proposed sewer and none on Brophy's Lane.
  - Allows for growth and servicing of larger area.

EVALUATION OF ALTERNATIVES

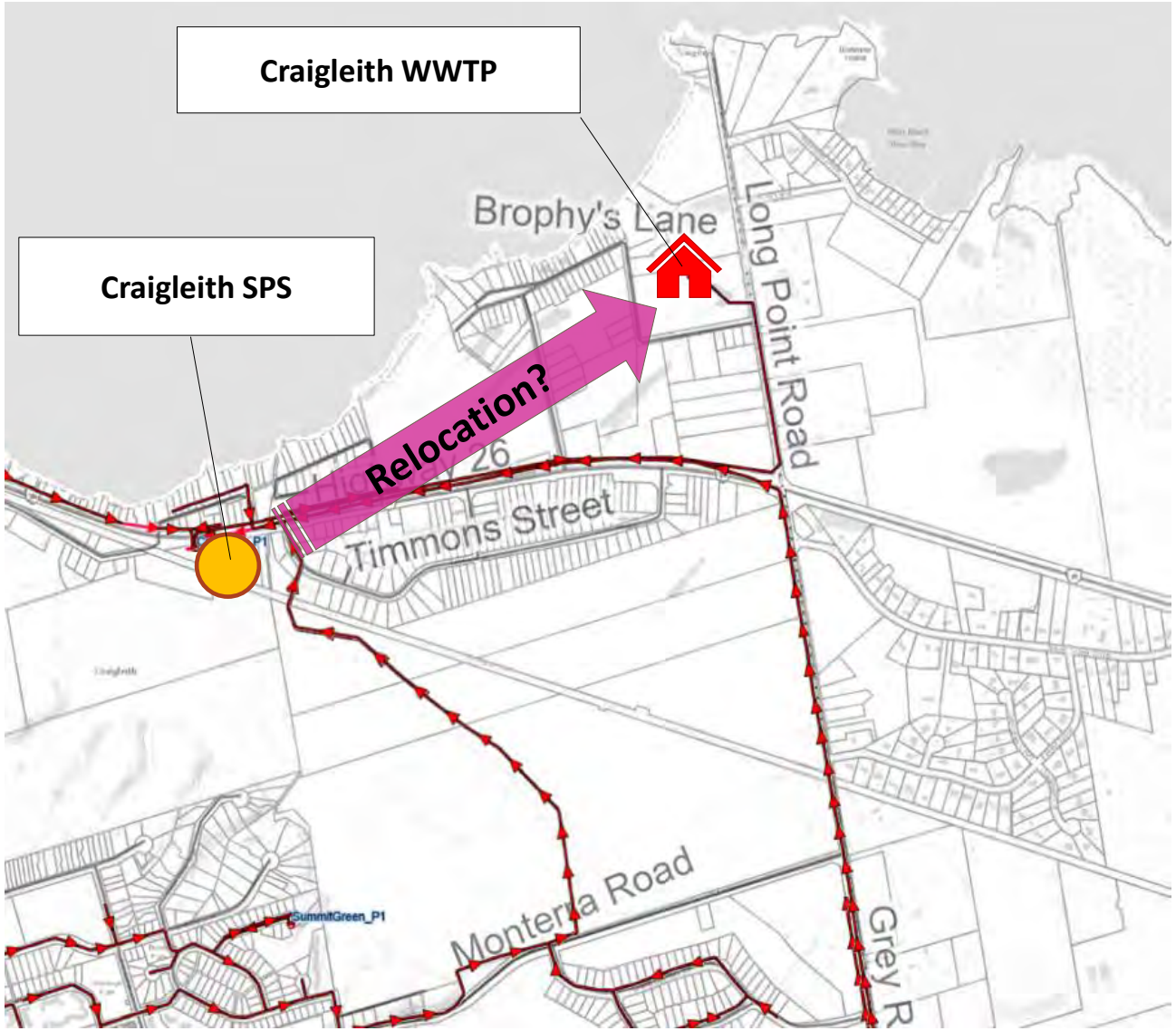
Criteria	Alternative A: Do Nothing	Alternative B: Expand Craigleith SPS	Alternative C: New Trunk Sewer and SPS at Craigleith WWTP	Alternative D: New Trunk Sewer and SPS on new property
Technical	▼	▲	▲	▲
Environmental	▲	▽	△	▽
Social	▽	▼	▲	▽
Economic	▲	▼	△	▽
Ranking	**4**	**3**	**1**	**2**

▲ Most Preferred △ Somewhat Preferred ▽ Less Preferred ▼ Least Preferred

SEPTAGE & LEACHATE RECEIVING STATION – PROBLEM STATEMENT

- Currently located at Craigleith SPS.
- Difficult access/egress – Potential safety concerns.
- Proximity to existing and proposed development.
- Odours and noise complaints.
- Functional design of disposal area does not complement site location.

SEPTAGE AND LEACHATE RECEIVING STATION - ALTERNATIVES



- Alternatives considered:
  - A. Maintaining septage receiving at the Craigleith SPS
  - B. Moving septage receiving to the Craigleith WWTP connected to new SPS.
- If the preferred alternative is to construct a new SPS at the Craigleith WWTP (Alternative C), moving the septage receiving station makes sense.

SEPTAGE AND LEACHATE RECEIVING STATION IMPACTS

WHY MOVE IT?

- Addresses challenges with existing sites due to traffic, safety, odour, efficiency.

WHAT IMPACT WILL MOVING IT HAVE?

- Improvements to traffic, safety, odour, and security
- Increased truck traffic to the site along Long Point Road
- Additional concerns related to noise and odour

MITIGATION

- Improving buffers, traffic management and enforcement, enclosed environment for discharge

PREFERRED ALTERNATIVE: ALTERNATIVE C – EXTEND SANITARY SEWER ALONG LONG POINT ROAD AND CONSTRUCT NEW PUMPING STATION AT CRAIGLEITH WWTP

Trunk Sewer – Grey Road 21 to Craigleith WWTP along Long Point Road

- Installed under centreline of road approximately 3 m deep.
- Construction will take approximately 2-3 months.
- No significant environmental impacts anticipated after construction.

New Pumping Station at the Craigleith WWTP

- 5-8 metre deep wet-well with submersible pumps
- Integrated building with Septage and Leachate Receiving Station
- Vegetated buffer to south to be maintained and enhanced

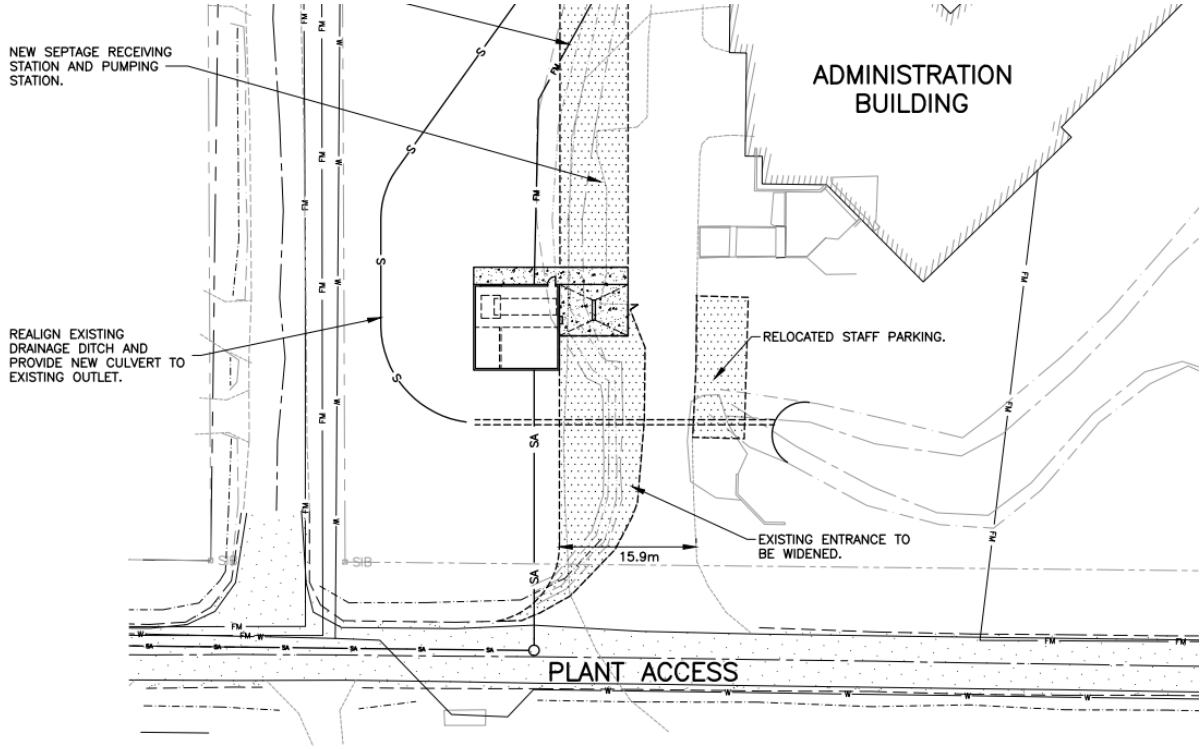
Septage and Leachate Receiving Station

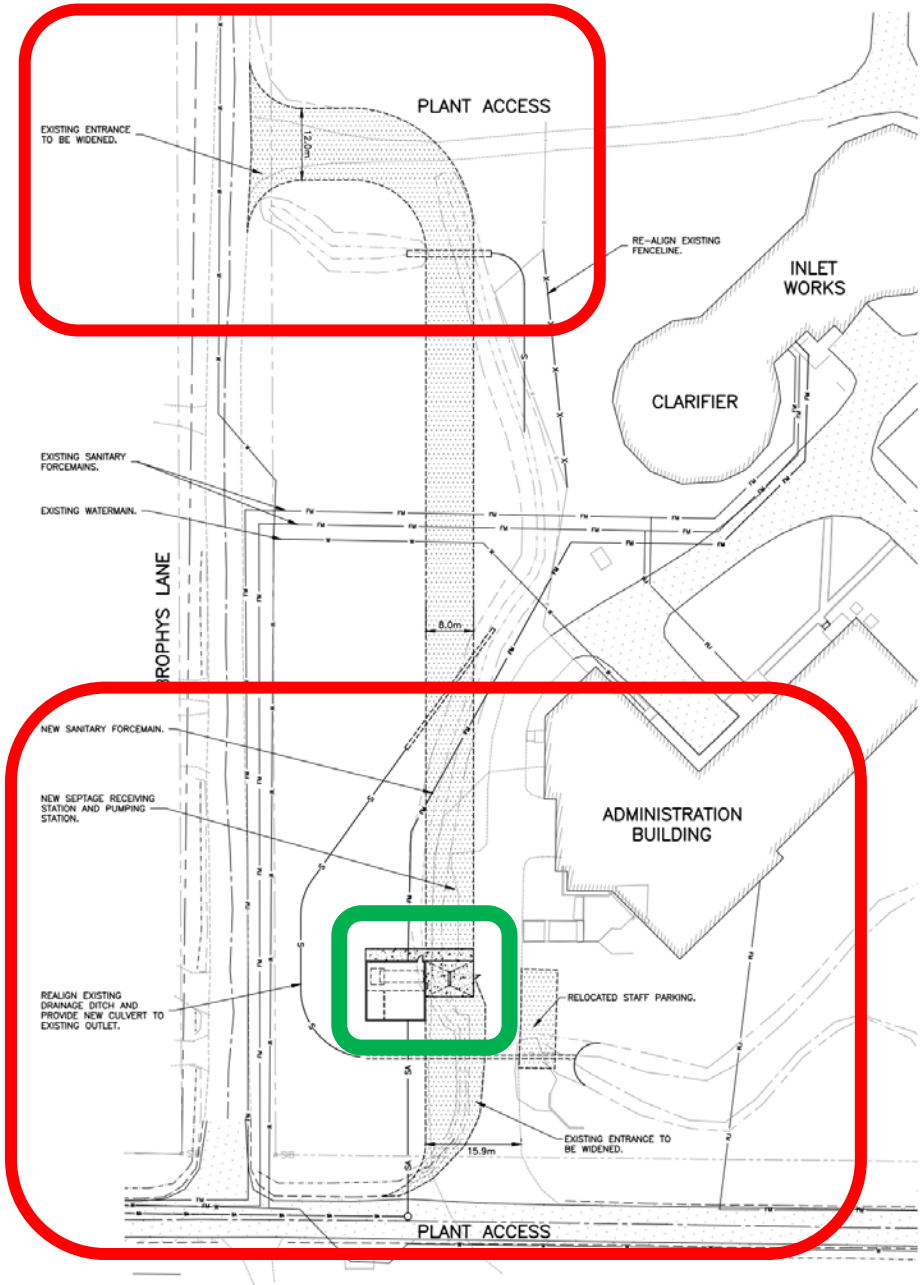
- Access via existing secondary access from Brophy's Lane
- Drive through design to improve safety and efficiency.
- Integrated with pumping station to allow for dilution and odour management.
- Complementary use adjacent to WWTP.

Other Issues/Impacts

- New SPS emergency power demand can be integrated in cost effective manner with proposed generator upgrade at plant.
- Gravity sewer will have capacity to service Long Point Road and Brophy Lane with sanitary service in future.

PREFERRED ALTERNATIVE: ALTERNATIVE C – EXTEND SANITARY SEWER ALONG LONG POINT ROAD AND CONSTRUCT NEW PUMPING STATION AT CRAIGLEITH WWTP - MAPS

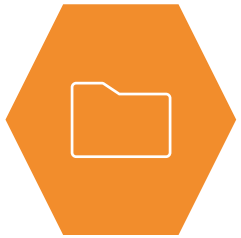




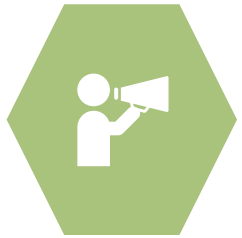
Key Components

- New Sanitary Pump Station containing Septage/Leachate Receiving Station.
- Changes to Access to site for safety and efficiency.

NEXT STEPS



COMPLETION OF PROJECT FILE/REPORT FOR CLASS EA



NOTICE OF COMPLETION

PUBLIC REVIEW PERIOD

DEVELOPMENT OF PRELIMINARY DESIGN AND BUDGET APPROVAL

DETAILED DESIGN, TENDERING AND CONSTRUCTION

WT INFRASTRUCTURE
PRACTICAL INNOVATION

Thank you for your time
Questions?

For additional project information and updates go to:
www.thebluemountains.ca/LongPointRoadEA

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This document can be made available in other accessible formats as soon as practicable and upon request

Staff Report

Operations – Water & Wastewater Services

Report To: **COW-Operations, Planning and Development Services**
Meeting Date: March 14, 2023
Report Number: CSOPS.23.011
Title: Craigleith WWTP Sewage Pumping Station Class EA PIC 2 Follow-up and Notice of Completion
Prepared by: Allison Kershaw, Manager of Water & Wastewater Services

A. Recommendations

THAT Council receive Staff Report CSOPS.23.011, entitled "Craigleith WWTP Sewage Pumping Station Class EA PIC 2 Follow-up and Notice of Completion for their information";

AND THAT Council endorse Alternative C as the preferred option to address the 300mm jumper sewer. This includes a new trunk gravity sewer on Long Point Road and new pumping station located at the Craigleith Wastewater Treatment Plant;

AND THAT Council endorse Alternative B as the preferred option to address the septic and leachate receiving station. This includes relocating the septic and receiving station to the Craigleith Wastewater Treatment Plant;

AND THAT Council approve the issuance of the "Notice of Completion" for the 30-day review for the Craigleith WWTP Sewage Pumping Station Class EA.

B. Overview

The purpose of this Staff Report is to provide Council with a summary of the comments and feedback that was received through the Craigleith WWTP Sewage Pumping Station Class EA Virtual Public Information Centre (PIC) 2 held on Thursday January 26, 2023. Furthermore, this report is seeking Council endorsement of the preferred alternatives and issuance of the "Notice of Completion" (Attachment #2) for the 30-day public and agency review and comment period for the Craigleith WWTP Sewage Pumping Station Class EA.

C. Background

The Town of The Blue Mountains has initiated a Municipal Class Environmental Assessment (MCEA) to evaluate and select the preferred solution to address the discharge from the sanitary sewer on Grey Road 21. Currently, the 525mm Grey Road 21 sewer allows sewage to be conveyed to the Craigleith Main Lift Station via a 300mm diameter jumper sewer, along the

south side of Highway 26 from Grey Road 21 to the western end of Timmons Street. The jumper was installed as a temporary solution to allow the developments that feeds in the Grey Road 21 sewer to proceed without the delays that would have been required for the construction of a lift station. The lift station is required to lift the sewage from a gravity sewer up and into the Craigleith Wastewater Treatment Plant (CWWTP) for proper treatment. Through this MCEA, staff have also considered the route of the gravity sewer on Long Point Road, as well as an opportunity to relocate the septic and leachate receiving station to the CWWTP. The construction of a sewage lift station and a septage and leachate receiving station are considered as Schedule B projects under the MCEA, and the gravity sewer is considered a Schedule A project. Schedule A projects can proceed without consultation. Staff combined both related projects into one MCEA process to achieved efficiencies, reduce costs, and provide greater transparency to the public.

300mm Jumper Sewer

The following alternatives have been evaluated for addressing the 300mm jumper sewer:

- Alternative A - Do nothing, however this fails to address the problem.

- Alternative B - Expand the Craigleith Sewage Pumping Station (CSPS), including the replacement of the 300mm jumper with a properly sized sewer and an additional forcemain from the CSPS to the CWWTP.

- Alternative C – Construct a new Sewage Pumping Station (SPS) at the site of the CWWTP.

- Alternative D – Construct a new SPS between Highway 26 and the CWWTP on Long Point Road.

Septage Receiving Station

The following alternatives have been evaluated for addressing the septic and leachate receiving station:

- Alternative A - Maintaining the septage receiving station at the CSPS.

- Alternative B - Moving the septage and leachate receiving station to the CWWTP.

The proposed alternatives have been evaluated considering natural, cultural, technical, economic, and environmental aspects. Relative cost estimates for each alternative have been prepared for comparative means. These are considered high level Class D estimates and are +/- 25%. The estimates are not to be used for budgetary considerations, but for relative comparative costs to evaluate the alternatives. The study also includes input from the public, key stakeholders, and review agencies.

Evaluation of the Alternatives for the addressing the 300mm Jumper Sewer:

Criteria	Alternative A: Do Nothing	Alternative B: Expand Craigleith SPS (CSPS)	Alternative C: New trunk Sewer and SPS at CWWP	Alternative D: New Trunk Sewer and SPS on new property
Technical	Least Preferred, does not address problem.	Most preferred, addresses problem.	Most preferred, addresses problem.	Most preferred, addresses problem.
Environmental	Most Preferred, Does not address problem.	Less preferred, localized impacts on existing site. 3.5 km of new piping, including gravity main and forcemain.	Somewhat preferred, localized impacts on existing site. 450 m of new gravity sewer. Some tree removal will be required on CWWTP site.	Less preferred, new pumping station will require clearing of undeveloped land, 450 mm piping on existing road.
Social	Less preferred, CSPS will remain a single point of failure.	Least preferred, impacts along Hwy 26, CSPS will remain a single point of failure.	Most preferred, Localized construction at CWWTP, lift station will be screened from adjacent residents	Less preferred, localized impacts at CWWTP, on Long Point Road and new site for new pumping station.
Economic	Most preferred, does not address problem, no additional capital costs.	Least preferred, capital costs $16-19M	Somewhat preferred, capital costs $8.1M	Less preferred, capital costs $9.5M
Ranking	4 Does not address problem	3 Problem will be addressed	1 Problem will be addressed	2 Problem will be addressed

The Septic and Leachate Receiving Station is currently located at the CSPS. This is an area that is soon to be developed. This location presents many challenges to the Town, including traffic flow for large tanker trucks, safety, odour, and efficiency concerns. If the preferred alternative to address the 300mm jumper sewer is to construct a new lift station at the CWWTP, Alternative C, then relocating the receiving station to the CWWTP makes sense. The construction of the lift station will allow for proper traffic management, noise and odour mitigation and an enclosed environment for discharge. In considering the cost of rebuilding the current receiving station at the existing CSPS and building a new receiving station at the CWWTP, they both are estimated at $2.5M. The reconstruction at the existing CSPS has the highest risk for costs escalating due to working with the existing infrastructure and a limited footprint. The reconstruction of the Receiving Station at the CSPS will not address the traffic issues at the station and may require the removal of treed buffer between the station and the residents to the north of the station.

D. Analysis

On January 26, 2023, Staff held a the virtual CWWTP Sewage Pumping Station Class EA PIC #2. The PIC was hosted on Microsoft Teams from 5:00pm to 7:00pm. A total of 35 individuals attended the meeting. The Long Point Road Sanitary Sewer and CWWTP Plant Upgrades MCEA, PIC #2 Slide Show Presentation.

The primary concerns heard in the lead up, throughout and following the PIC included the following:

Local Impacts

Residents voiced concerns related to local impacts including increased traffic and the possibility of increased odours on Long Point Road and Brophy's Lane.

Town Response – The Town would be planning to pave and improve the road structure of Brophy's Lane between Long Point Road and the entrance to the CWWTP through this project. Town Staff have also met onsite with senior officials from the MTO, Grey County, Simcoe County, and the Town of Collingwood at the intersection of Highway 26 and Long Point Road/Grey County Road 21. The MTO is looking at a roundabout or signalized intersection in that location, however a timeline for that installation is not clear at this point. There would be no additional odours expected for surrounding residents with the construction of a lift station on the CWWTP property, however relocating the septage receiving station to the WWTP site would have the potential for bringing increased odours. To mitigate these impacts, the Town is investigating construction options including odour control systems, planting of coniferous buffer trees, and a fully enclosed receiving station to minimize the impacts to surrounding properties.

Project Funding

Residents voiced concerns related to the cost of the project and how it would be funded. Specifically, regarding the potential impacts of Bill 23 on the Town's ability to collect Development Charges that are to partially fund the construction.

Town Response – Bill 23 – also known as the "More Homes Built Faster Act" – will impact how the Town collects Development Charges. The Province has not released all regulations associated with the bill and therefore a full impact on Town financials can not be done at this time.

Relation to Castle Glen Development Area

Residents voiced concerns regarding this project's relation to Castle Glen Development Area.

Town Response - When considering the installation of a sewer and a pumping station, the Town needs to consider all lands that potentially could feed into the sewer shed. Although there is no active Development Application in place, the Town would not be doing its due diligence to overlook a potential development like Castle Glen with this project. The Castle Glen area has been considered in the same way as all properties within the sewer shed with development potential. Using the Official Plan, the Town looks at the potential density of all developmental properties that could feed into the system. In no way is this project (the EA) providing any type of approval for the Castle Glen development.

The complete summary of questions and answers can be found in Attachment #1, CWWTP Sewage Pumping Station Class EA PIC 2 Follow-up Questions and Concerns

Staff recommend finalizing the Class EA Project File based on selecting Alternative C to address the jumper sewer, and Alternative B to address the septic receiving station. These alternatives will allow for the Town to construct a sewage pumping station and septic and leachate receiving station at the CWWTP. This will also permit the Town to issue the Notice of Completion and allow an opportunity for further public comment during the 30-day period.

E. Strategic Priorities

1. Communication and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders.

2. Organizational Excellence

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

F. Environmental Impacts

Significant alterations to municipal infrastructure require a Municipal Class Environmental Assessment. The proposed alternatives have been evaluated considering natural, cultural, technical, economic, and environmental aspects, as well as input from the public, key stakeholders, and review agencies. The level of impacts in each option are weighed against other impacts such as cost. Options for mitigating natural and cultural impacts (such as historic significance) are also put forth.

G. Financial Impacts

This EA was approved in the amount of $385,000 to be fully funded from Wastewater Development Charges. The estimated construction cost of $8.1M will have a funding mix between the Wastewater Asset Replacement Reserve Fund and Wastewater Development Charges.

The Draft 2023 Capital Budget includes $1.35M for the CWWTP Lift Station and Support Engineering to be funded from the Wastewater Asset Replacement Reserve Fund. Once the detailed engineering is complete staff will have a better understanding of growth costs versus replacement costs.

H. In Consultation With

Jason Petznick, Communications Coordinator

Sam Dinsmore, Deputy Treasurer/Manager of Accounting and Budgets

Mark Service, Wastewater Supervisor

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Meeting and/or a Public Information Centre in accordance with the following schedule:

- April 7 & April 21, 2022, Notice of Study Commencement and Notice of PIC 1 advertised in Collingwood Connection.
- April 14, 2022, Notice of Study of Commencement and Notice of PIC 1 mailed to Stakeholders.
- April 12, 2022, Committee of the Whole – Initial staff report CSOPS.22.033 with recommendation to proceed to public consultation. April 25, 2022, Council – Recommendations from April 12, 2022, Committee of the Whole confirmed.
- April 28, 2022, Virtual PIC 1 to be held.

- June 21, 2022, Committee of the Whole – Follow-up report to the PIC 1, attaching comments received in response to the PIC 1.
- January 5, 2023, Notice of PIC 2 mailed to Stakeholders.
- January 5 & January 19, 2023, Notice of PIC 2 advertised in Collingwood Connection.
- January 10, 2023, Committee of the Whole – CSOPS.23.001 Craigleith Wastewater Treatment Plant Sewage Pumping Station Class EA PIC 2 report to proceed to public consultation.
- January 23, 2023, Council – Recommendations from January 10, 2023, Committee of the Whole confirmed.
- January 26, 2023, Virtual PIC 2 to be held.
- March 14, 2023, Committee of the Whole – CSOSP.23.011 CWWTP PIC2 Follow-up and Notice of Completion report to the Public Meeting
- March 30, 2023, Notice of Completion will be advertised in the Collingwood Connection.

Any comments regarding this report should be submitted to Allison Kershaw, Manager of Water & Wastewater Services managerwww@thebluemountains.ca.

J. Attached

1. CWWTP Sewage Pumping Station Class EA PIC 2 Follow-up Questions and Concerns
2. Notice of Completion, CWWTP Sewage Pumping Station Class EA

Respectfully submitted,

Allison Kershaw,
Manager of Water & Wastewater Services

Shawn Carey
Director Operations

For more information, please contact:
Allison Kershaw, Manager of Water & Wastewater Services
managerwww@thebluemountains.ca
519-599-3131 extension 226

Report Approval Details

Document Title:	CSOPS.23.011 Craigleith WWTP Sewage Pumping Station Class EA PIC 2 Follow-up and Notice of Completion.docx
Attachments:	- CSOPS.23.011 Attachment 1.pdf - CSOPS.23.011 Attachment 2.pdf
Final Approval Date:	Feb 28, 2023

This report and all of its attachments were approved and signed as outlined below:

Allison Kershaw - Feb 28, 2023 - 1:42 PM

Shawn Carey - Feb 28, 2023 - 2:08 PM