



# Staff Report

## Operations

---

**Report To:** Committee of the Whole  
**Meeting Date:** June 15, 2021  
**Report Number:** CSOPS.21.042  
**Title:** Drake's Path Wastewater Servicing Extension Public Information Centre Follow-up  
**Prepared by:** Mike Humphries, Senior Infrastructure Capital Project Coordinator

---

### A. Recommendations

---

THAT Council receive Staff Report CSOPS.21.042, entitled "Drake's Path Wastewater Servicing Extension Public Information Centre Follow-up".

### B. Overview

---

The purpose of this Staff Report is to provide Council with a summary of comments received following the Drake's Path Wastewater Servicing Extension Virtual Public Information Centre (PIC) No. 1.

### C. Background

---

In 2018, staff were developing a "Water and Wastewater Servicing Extension Plan" which identified twenty-four (24) service extension areas within the Town's designated Urban Area (as per the Town's Official Plan). This plan identified Drake's Path for wastewater servicing within 5 years. The project was added to the 2018 Budget with design in 2019 and construction in 2020 but the project was delayed. The preliminary (30%) design has been completed and the first of two planned PIC's was held on April 22, 2021. A second PIC is planned in the fall at the 90% design stage with construction planned for summer 2022.

Drake's Path is located in the Craigleith Service Area within the Town of The Blue Mountains. It was serviced with municipal water in the early 1990's and the Town has now identified this area to extend wastewater servicing. This servicing extension will include the installation of approximately 280m of wastewater main consisting of gravity sewer and/or low pressure forcemain from the existing main on Grey Road 19 and service laterals to property line with the restoration of disturbed areas to existing conditions (gravel road/grassed boulevard). The project will also include a gravel turnaround and minor localized drainage improvements.

## **D. Analysis**

---

During the PIC question period there were many inquiries related to servicing costs. There were also inquiries related to construction such as work on private property, schedule and the proposed turnaround and drainage improvements. A summary report by the Town's engineering consultant, WT Infrastructure, is attached as Attachment #1.

Additionally, there was a substantial discussion related to the paving of the road. Some residents wanted to know why the road was not being paved and what would have to be done to have it paved. The residents were advised that this was not included in the scope of the project and that it would be considered a road upgrade and an increase in the level of service. The residents were advised that they would need to follow the Local Improvement Charges regulation process under the *Municipal Act* to attain a road upgrade and that typically the cost of the upgrade is borne by the benefitting property owners based on property frontage. The Act gives Council the authority to set a by-law to collect the abutting property owners' share of the project cost. Under the Regulation, the cost-sharing can be applied to lots that abut the work; lots that do not abut the work but will be immediately benefited by it; or a combination of both. Furthermore, the required by-law for undertaking the work will specify the estimated cost of the work, the owners' share of the cost and potentially the municipality's share.

As per the regulation, a petition in favour of undertaking the work as a local improvement shall be signed by at least two-thirds of the owners representing at least one-half of the value of the lots liable to be specially charged for the work. Conversely, a petition against undertaking the work as a local improvement shall be signed by at least a majority of the owners representing at least one-half of the value of the lots liable to be specially charges for the work. If the municipality receives a sufficient number of petitions against starting a project, it may, among other things cancel the project and/or apply to the Local Planning Appeals Tribunal for consideration.

The residents requested an estimate of the cost to upgrade to an asphalt road.

The existing gravel roadway is not in the centre of the right-of-way and is not sufficient to support an asphalt surface. In order to upgrade to an asphalt surface the existing roadway would have to be removed and the road reconstructed in the centre of the right-of-way. Any new road reconstruction is to be conducted in accordance with the Town's Engineering Standards unless otherwise directed by Council. The construction of a Town Standard Rural Cross-section with asphalt surface would require deeper ditches with steeper slopes, removal and relocation/replacement of existing driveway culverts, removal of trees and landscaping within the right-of-way, and the addition of streetlights. This would change the look and feel of the street considerably.

WT Infrastructure provided a high-level estimate in their preliminary design report. The cost of the servicing with restoration over trench is estimated at \$738,250 including contingency and engineering. The cost to install a gravel turnaround and minor localized drainage improvements is estimated at \$155,000 including contingency and engineering for a total project cost off \$893,250. The additional cost to upgrade the roadway to the Town Standard Rural Cross

Section including asphalt and streetlights is estimated to be \$558,000 including engineering and contingency. This cost is over and above the restoration costs included in the servicing estimate. These costs will be continuously refined as the design progresses.

Following this report staff will provide the residents with the preliminary cost estimates as well as information on how to pursue the process under the Local Improvement Charges Regulation if the wish to do so. Staff are proceeding with the design of the servicing extension with restoration over the trench to existing conditions and a gravel turnaround as approved by Council. If the residents decide to pursue the upgrade to an asphalt road there is potential for the design and construction to be delayed.

## **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**

---

It is generally accepted that municipal wastewater servicing (sewers) which transport the sewage to a wastewater treatment plant are preferred over private septic systems. Private septic systems (especially those that are old and/ or poorly maintained) have a risk of contaminating the local soil and groundwater.

## **G. Financial Impacts**

---

The current engineer's estimate has the total project cost at \$870,000 which includes returning the road to the current state of gravel. If Council directs staff to explore the option of doing a full pave on this road the budget will be increased by \$558,000 to a total of \$1,428,000.

Council has two options for funding the additional paving costs: through a local improvement by-law or through a Town reserve. Staff have included the steps that the homeowners need to go through to get a local improvement earlier in this report which is a process driven by the homeowners and not the Town. As an example, if a local improvement by-law was enacted homeowners would be looking at a roughly \$70,000 cost for both the wastewater service and the paved road. The Town's Affordability Policy only talks about water and wastewater servicing.

Council can also choose to fund the additional costs from the Town's Infrastructure and Public Works Asset Replacement Reserve Fund.

## **H. In Consultation With**

---

Alan Gibbons, Communications Specialist  
Sam Dinsmore, Deputy Treasurer/Manager of Accounting and Budgets  
Allison Kershaw, Manager of Water Wastewater Services

## **I. Public Engagement**

---

The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on **April 22, 2021**. This PIC was recorded and is available on the project website. Those who provided comments at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, has been provided notice of this Staff Report.

Any comments regarding this report should be submitted to Mike Humphries, Senior Infrastructure Capital Project Coordinator.

[engineeringdesigntechnologist@thebluemountains.ca](mailto:engineeringdesigntechnologist@thebluemountains.ca).

## **J. Attached**

---

1. PIC Summary Report by WT Infrastructure

Respectfully submitted,

Mike Humphries  
Senior Infrastructure Capital Project Coordinator

Shawn Carey  
Director of Operations For more information, please contact:

Mike Humphries, Senior Infrastructure Project Coordinator  
[engineeringdesigntechnologist@thebluemountains.ca](mailto:engineeringdesigntechnologist@thebluemountains.ca).  
519-599-3131 extension 277



### Report Approval Details

Document Title:	CSOPS.21.042 Drake's Path Wastewater Servicing Extension Public Information Centre Follow-up.docx
Attachments:	- CSOPS.21.042 Attachment 1 PIC Summary Report by WT Infrastructure.pdf
Final Approval Date:	Jun 3, 2021

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

**Shawn Carey - May 31, 2021 - 3:03 PM**

**Shawn Everitt - Jun 3, 2021 - 12:46 PM**