WELCOME
New Septage Waste Haulage Receiving Station
Municipal Class Environmental Assessment (Class EA)

Public Information Centre (PIC) No. 1
Thursday November 9th, 2017
6:00pm-8:00pm

Please SIGN IN to stay up-to-date on the study.
Members of the project team are available to answer any questions.

We want to hear from you! Please review the information panels and fill out a comment sheet.
The purpose of tonight’s PIC is to provide:

• An overview of the Class EA process
• A description of the project, including the Problem Statement, that will define the successful outcome of the study
• An overview of the existing septage waste haulage program and septage waste haulage receiving stations

We would like YOUR FEEDBACK on:

• Evaluation criteria identified for assessing alternative septage waste haulage receiving station locations
• Any relevant information on existing conditions within the study area

Your input is important to us! We encourage you to fill out a comment sheet on the information presented tonight.
What is a Municipal Class Environmental Assessment?

A Class EA is a process under the *Ontario Environmental Assessment Act* by which municipalities follow an approved process for the planning and design of municipal infrastructure projects.

This study is being planned as a ‘Schedule B’ activity, and will follow Phases 1 and 2 of the Class EA process.

**PHASE 1  Project Initiation**
- Review existing conditions
- Confirm study need and justification
- Identify the problem or Opportunity

**PHASE 2  Alternative Solutions**
- Identify alternative solutions
- Develop evaluation methodology & criteria
- Evaluate alternative solutions
- Select preferred solution, taking into account public & review agency input, and identify environmental mitigating measures

PIC No. 1 to introduce the study and solicit initial stakeholder input
PIC No. 2 to present preliminary recommended solutions for public and agency review and comments

Continuous Public, Agency, and First Nations Consultation

Study recommendations are documented in a Project File Report and made available for Public and Agency Review.*

If no Part II Orders are received* the project can proceed to design and construction.

*The public has the opportunity to submit a Part II Order (appeal) request to the Minister of the Environment and Climate Change during the 30-day review period to request that the project be elevated to a higher level of investigation. The Minister may deny, approve, or approve the request with conditions.

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The City’s Septage Waste Haulage Program regulates the disposal of residential and some industrial liquid waste from throughout the City. Acceptable waste includes:

- Human sanitary waste including wastes from toilets, showers, wash basins, food preparation sinks, clothes washing operations, etc.; and
- Non-hazardous waste from agricultural, commercial, industrial or institutional sources.

The City’s Sewer Use By-Law (No. 14-090) regulates, monitors and enforces hauled septage waste and provides:

- Clearly defined limits for common pollutants;
- A listing of prohibited substances;
- Discharge requirements for permitted carriers; and
- Monitoring standards to control discharges and reduce impacts of spills.

The Sewer-Use Bylaw can be found on the City’s website:

www.Hamilton.ca
The City currently operates two (2) Septage Waste Haulage Receiving Stations (SWHRS). Previous studies determined that both stations need to be decommissioned. One (1) new SWHRS is currently under construction at the Eastport Drive Sewage Pumping Station.

• **Upper Ottawa Street (currently in service)**
  – Surrounded by mainly commercial land uses
  – Septage waste is discharged directly into the sanitary sewer from the waste hauler, with limited sampling undertaken
  – Ongoing odour complaints from neighbouring businesses

• **Woodward Avenue (currently in service)**
  – SWHRS located at the Woodward Wastewater Treatment Plant (WWTP)
  – The WWTP experiences significant truck traffic associated with WWTP and SWHRS operations
  – WWTP currently undergoing expansion, and SWHRS facilities need to be decommissioned to accommodate the expansion and operations of the WWTP

• **Eastport Drive Sewage Pumping Station (HC017) and SWHRS (under construction)**
  – Pumping Station being modified to accept hauled septage waste currently discharging to the Woodward Avenue SWHRS
The City currently operates two (2) Septage Waste Haulage Receiving Stations (SWHRS): one at the Woodward Avenue Wastewater Treatment Plant (WWTP) and one at the Mountain Transfer Station on Upper Ottawa Street.

The Woodward Avenue WWTP SWHRS is scheduled to be replaced with a new SWHRS at the Eastport Drive Sewage Pumping Station.

Due to a number of operational challenges and site constraints at the Upper Ottawa Street SWHRS, the City of Hamilton is in need of a new SWHRS to service the southern portion of the City.

The new station should support the objectives of the City’s Septage Waste Haulage Program and the Sewer Use By-Law, while minimizing impacts to the social, cultural, and natural environments.
The study area includes areas of higher elevation within the City that are serviced by the sanitary sewer system (excluding combined sewers).

The following will be considered in selecting alternative SWHRS locations:

– Access to existing sanitary sewer system with available downstream capacity;
– Outside of residential areas;
– Proximity/access to major thoroughfares;
– Site can accommodate truck traffic including larger haulage trucks; and
– Preferably City-owned property.
Once alternative locations are identified for the new SWHRS, the following criteria will be used to assess each alternative location:

**Draft Evaluation Criteria**

### Socio-Economic and Cultural Environment
- Impacts to adjacent land uses
- Community disruption including increased truck traffic
- Ease of access for waste haulers
- Property acquisition
- Impacts to archaeological resources and built cultural heritage
- Noise impacts

### Natural Environment
- Impacts to terrestrial features and habitats, including species at risk
- Impacts to aquatic habitats, including species at risk
- Impacts to soils, groundwater, or surface water features
- Land uses/requirements

### Engineering and Technical Considerations
- Available site size to accommodate appropriate driveways and staging areas
- Conveyance and sewage pumping requirements
- Impacts to downstream capacity
- Permits and approvals

### Economic
- Land acquisition costs
- Capital construction costs
- Operation and maintenance costs
- Lifecycle costs (Net Present Value)
- Proximity to service area
Next Steps

The study team will review and consider the input provided following the PIC (Please submit comments by Friday November 24)

The study team will identify alternative locations for the new SWHRS, and undertake inventories of the natural, socio-economic, and culture environments

Alternative SWHRS locations will be evaluated based on identified criteria

Alternative SWHRS locations and preliminary recommendations will be presented at PIC No. 2, scheduled for Winter 2018

Project File Report will be compiled and made available for a minimum 30-day review period

We would like to hear from you! Please provide your comments and/or feedback. Your opinion counts!

Please direct any questions to:
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