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

Public Information Centre (PIC) No. 2
Wednesday September 19th, 2018
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
- An overview of the project and information provided at PIC No. 1
- Alternative Septage Waste Haulage Receiving Station (SWHRS) locations, evaluation methodology, and preliminary study recommendations

We would like YOUR FEEDBACK on:

- Evaluation criteria used for assessing alternative SWHRS locations
- Preliminary study recommendations

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

**WE ARE HERE**

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

PIC No. 1 to introduce the study and solicit initial stakeholder input

Continuous Public, Agency, and First Nations Consultation

PIC No. 2 to present preliminary recommended solutions for public and agency review and comments

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, Conservation & Parks 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.

New Septage Waste Haulage Receiving Station Municipal Class Environmental Assessment
Public Information Centre No. 2
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
Problem Statement

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.
What We’ve Heard

Public Information Centre No. 1 was held on November 9th, 2017.

Here is an overview of comments received to-date from members of the public and agencies:

• Station should be located away from existing and planned residential areas;
• Station should not increase truck traffic in Mt. Hope and other residential areas;
• The design of the station should consider the health and safety of waste haulage contractors and operators;
• The Station should not be located within prime agricultural areas

We encourage you to provide feedback on the information presented tonight! Comment sheets are available.
Study Process

- Study Area
  - Upper mountain area location preferred – Eastport PS site to service lower Hamilton area

- Long List of Areas
  - Available sewer capacity
  - Outside of residential areas
  - Close to major thoroughfares

- Short List of Sites
  - Detailed set of evaluation criteria

- Recommended SWHRS Site

Long List of Areas (See Following Map)

1. Clappison’s Corners
2. Ancaster
3. Airport
4. Upper James/ Twenty Road
5. Rymal/ Hannon North
6. Hannon South
7. Heritage Green
8. Rymal Road East & Regional Road 56
Legend
- Long List Location
- Study Area
- Existing Waste Haulage Receiving Station
- Wastewater Treatment Plant
- Interceptor Sewer
- Sanitary Sewer (≥ 600 mm)
- Combined Sewer (≥ 900 mm)
- Other Sanitary or Combined Sewer
- Foremain
- Truck Route
- Community Boundary
- City Boundary

Notes
- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under licence with the City of Hamilton © 2017 and the Ontario Ministry of Natural Resources and Forestry © Queen’s Printer for Ontario, 2017.

City of Hamilton
NEW WASTE HAULAGE RECEIVING STATION
MUNICIPAL CLASS EA AND CONCEPTUAL DESIGN
Report No.
1
Long List Locations
The short list of Areas were selected based on:
- Vacant property with no existing land use;
- Land parcel size;
- Proximity to existing sanitary trunk sewer;
- Proximity to designated truck routes;
- Septage waste hauling service areas relative to Eastport PS site.
As part of the Class EA process, the socio-economic and cultural environments are reviewed. This includes existing and planned land uses within the City of Hamilton Official Plans, developments, built cultural heritage, and archaeology.

- Located within the Airport Employment Growth District Secondary Plan Area as “Airport Prestige Business” land use
- Both Options located within an active Development Application
- There are no Built Cultural Heritage Resources on the sites
- Based on the Stage 1 archaeological assessment, there are no areas of archaeological potential on the site.

- Located adjacent to Sanitary Pumping Station HC018
- Designated as Arterial Commercial within the City of Hamilton Official Plan
- In proximity to existing residential land uses
- Located near 1 property listed on the City’s Inventory of Buildings of Architectural and Historical Interest.
- Based on the Stage 1 archaeological assessment, the site retains archaeological potential.

- Sites are designated as Business Park within the City of Hamilton Official Plan
- Option 1 adjacent to existing Asphalt Plant (CoCo Paving)
- Option 2 adjacent to existing industrial plants
- There are no Built Cultural Heritage Resources on the sites
- Based on the Stage 1 archaeological assessment, the sites retain archaeological potential.
A screening of Natural Heritage features surrounding the short list of alternative sites was undertaken. This included background review of Natural Heritage System mapping on the City of Hamilton Official Plan, records for Species at Risk and Species of Conservation Concern, as well as the potential for Significant Wildlife Habitats.
The following criteria were used to evaluate the Short List of Alternative Sites in order to determine the Preferred Site:

**Socio-Economic**
- Existing/Adjacent Land Use
- Future Planned Land Use
- Odour/Noise
- Traffic Impacts
- Convenience for Haulage Contractors
- Cultural Heritage
- Archaeology

**Natural Environment**
- Vegetation
- Wetlands
- Significant Features (Official Plan Mapping)
- Wildlife/Habitat
- Species at Risk
- Aquatic Impacts
- Drinking Water Source Protection

**Technical**
- Proximity to Trunk Sewer
- Pumping Requirements
- Impacts to Local Sewers
- Impacts to Downstream Sewers
- Site Design Considerations
- Constructability
- Permits and Approvals

**Economic**
- Capital Costs
- Property Acquisition
- Operations and Maintenance Costs

A qualitative and quantitative evaluation was undertaken, with each environmental component weighted equally:
# Evaluation Summary

<table>
<thead>
<tr>
<th>Environmental Component</th>
<th>Airport</th>
<th>Airport 2</th>
<th>Upper James/Twenty Road</th>
<th>Hannon South</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Airport 1</td>
<td>Airport 2</td>
<td>Airport 1 and located within future commercial area</td>
<td>Preferred due to proximity to truck routes, within industrial area (adjacent to existing asphalt plant), with limited impact to surroundings</td>
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<tr>
<td>Socio-Economic/ Cultural</td>
<td>Land acquisition required, limited truck routes, potential odour impact</td>
<td>Similar to Airport 1 and located within future commercial area</td>
<td>Potential odour and noise impact and proximity to residential area</td>
<td>Located within prominent area of existing industrial business park.</td>
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<tr>
<td>Natural</td>
<td>Minimal environmental impact</td>
<td>Minimal environmental impact</td>
<td>Stream regulated by the Niagara Peninsula Conservation Authority on the site, as well as a Provincially Significant Wetland.</td>
<td>Stream regulated by the Hamilton Conservation Authority located on the site. Mitigation measures can be identified</td>
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<tr>
<td>Category Score</td>
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<td>20.7/25</td>
<td>17.9/25</td>
<td>16.4/25</td>
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<tr>
<td>Technical</td>
<td>Limited downstream sewer capacity, pumping required</td>
<td>Limited downstream sewer capacity, pumping required</td>
<td>Limited downstream sewer capacity, pumping required</td>
<td>Gravity fed to WWTP, sufficient downstream sewer capacity</td>
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<tr>
<td>Category Score</td>
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<td>16.4/25</td>
<td>17.9/25</td>
<td>20.7/25</td>
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<td>Economic</td>
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<td>15/25</td>
<td>10/25</td>
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<td>Overall Score</td>
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<td>5th</td>
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Preliminary Recommended Site: **Upper James/Twenty Road**
Additional environmental investigations will be conducted to confirm the recommendations and mitigation measures that will be incorporated into the design of the new Station.

Additional environmental investigations will include:
• Stage 2 archaeological assessment
• Field visits to identify potential habitat for species at risk including grassland birds, turtles, snakes, and bats
• Aquatic habitat assessment
• Identification of mitigation measures, including timing windows and other best management practices
Next Steps

The study team will review and consider the input provided following the PIC (Please submit comments by Friday October 5th).

The study team will confirm the preferred SWHRS, and undertake additional site reviews.

Environmental mitigation measures will be identified for the recommended site.

Project File Report will be compiled and made available for a minimum 30-day review period (Winter 2018).

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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