



InnServices Utilities Inc.

Public Information Centre

Cookstown Water Tower Municipal Class Environmental Assessment and Preliminary Design

5 - 7 pm, August 25, 2026, Cookstown Library – Meeting Hall, 20 Church Street, Cookstown, ON

Welcome!



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The purpose of this Public Information Centre (PIC) is to:

- › Introduce the project
- › Describe the Municipal Class Environmental Assessment (MCEA) planning process
- › Present the problem and opportunity statement
- › Identify and evaluate alternative solutions
- › Present the preliminary preferred solution
- › Share how to provide comments and feedback on the study

Project Background



Existing System:

- › Cookstown is currently supplied by the Lakeshore WTP and serviced by the Lakeshore Water Distribution System via a transmission main from Fennell's Corner and along County Road 89 and 15th Line. Existing Industrial, Commercial, and Institutional (ICI) lands in the Hwy 400/89 area have limited municipal water supply from the feeder watermain that supplies the standpipes.

Existing Storage:

- › The current water storage for Cookstown consists of twin standpipes with a total volume of 1,466 m³ with one 733 m³ standpipe near the end of its useful life. There is no existing storage for the Hwy 400/89 area.

Growth and Demand:

- › The projected 2051 required storage of 3,236 m³ exceeds the existing water storage for Cookstown + Hwy 400/89 of 1,466 m³. As a result, additional water storage must be provided to accommodate future growth in Cookstown and Hwy 400/89 area.

Area	Projected 2051 Average Day Demand (ADDs)
Community of Cookstown	1,300 m ³ /d
Hwy 400/89 Employment Lands	564 m ³ /d
Overall Study Area	1,864 m ³ /d
Existing Storage for Cookstown and Hwy 400/89	1,466 m ³
Required Storage for Cookstown and Hwy 400/89	3,236 m ³

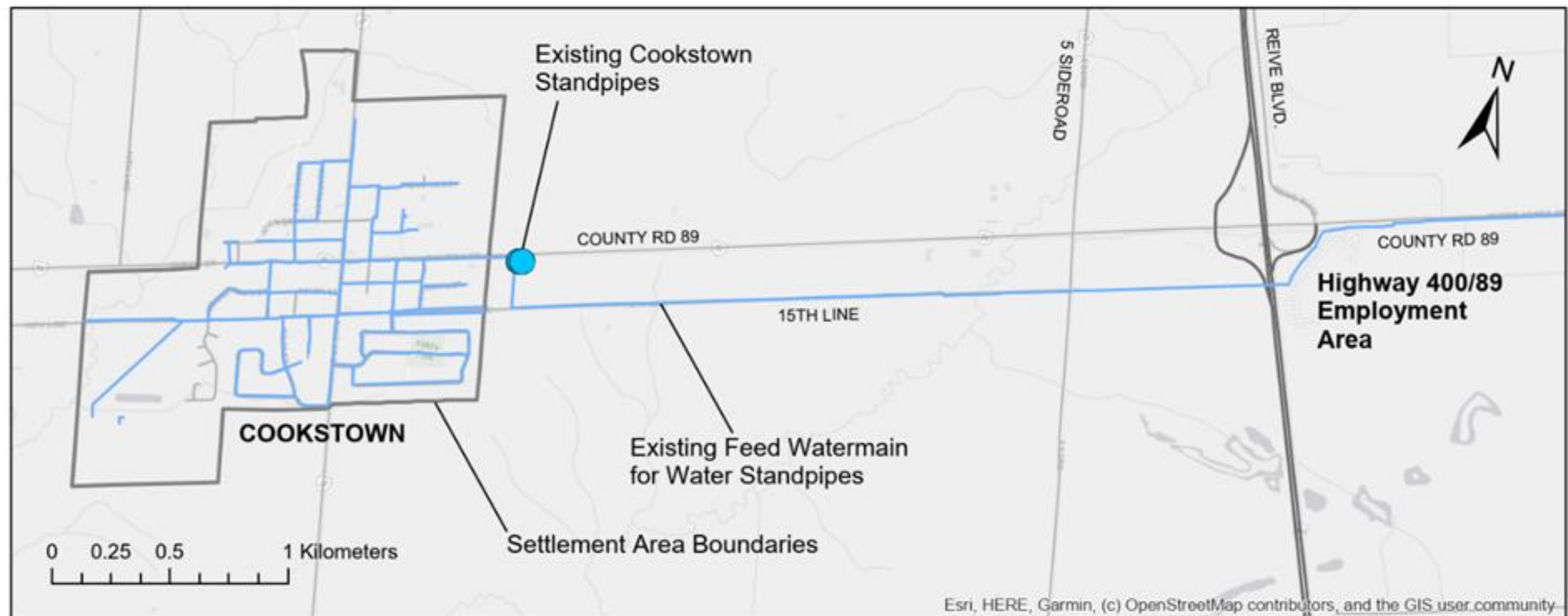
Problem / Opportunity Statement



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- › The Town of Innisfil's Master Servicing Plan update completed in 2024 recommended a new elevated tank to provide municipal drinking water for the combined Cookstown and Highway 400/89 area. The existing Cookstown water standpipes cannot provide sufficient storage volume, fire flow protection and adequate pressures for the future growth in Cookstown and future growth for the Highway 400/89 area. Furthermore, one of the standpipes is at the end of its useful life.
- › This Municipal Class Environmental Assessment will identify and evaluate alternative locations and solutions to construct the new elevated tank in the Cookstown area.



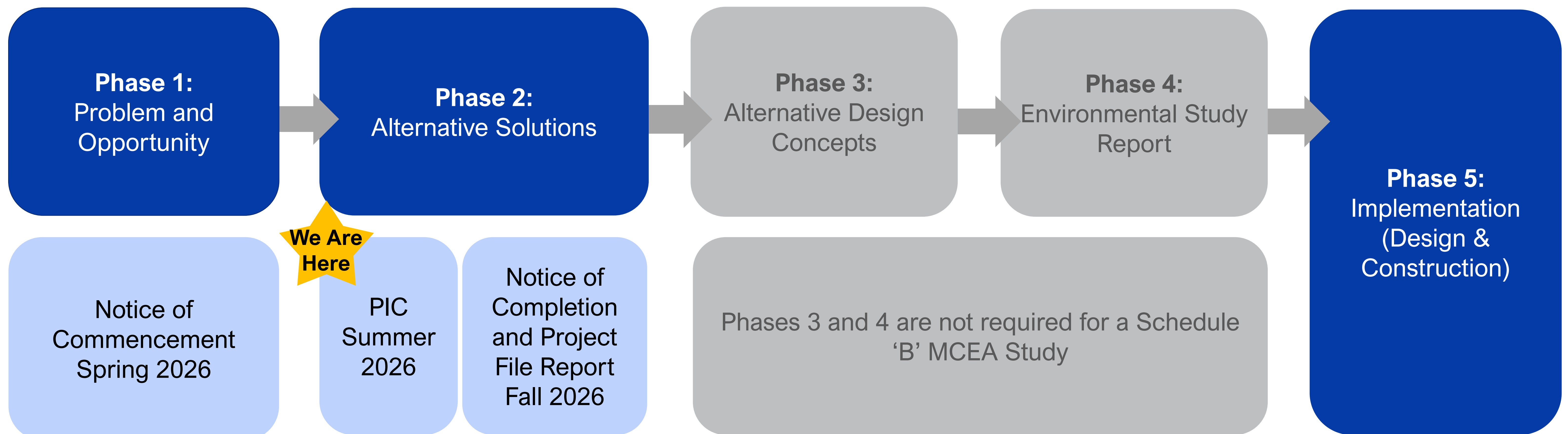
Municipal Class Environmental Assessment (MCEA) Process



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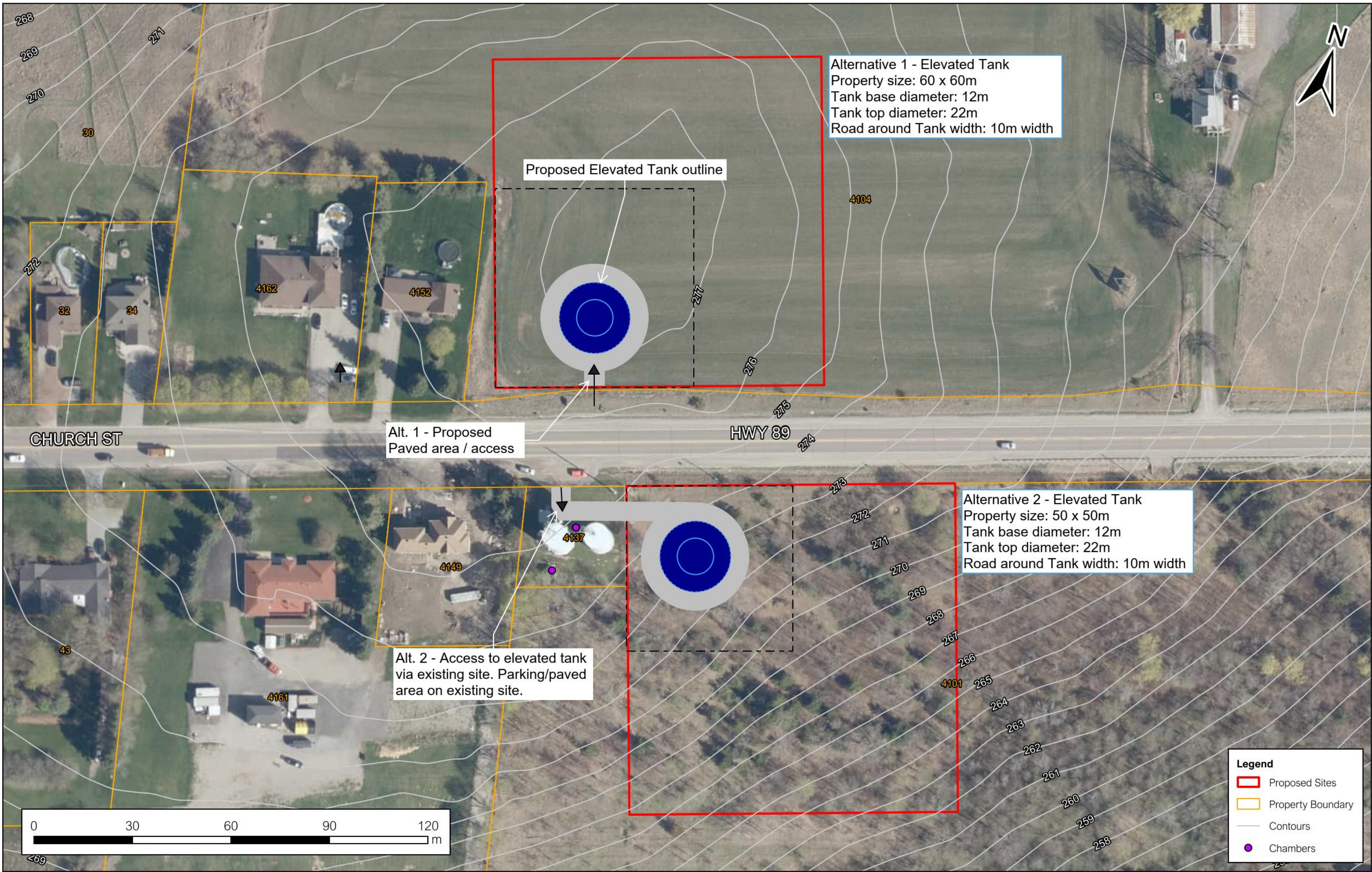


- › The MCEA is a planning and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*
- › This study has been identified as a **Schedule 'B' Class Environmental Assessment** project and will follow **Phases 1, 2, and 5** of the MCEA process



Alternative Sites for the New Elevated Tank

› As a first step, a long list of four alternatives were screened and a short list was developed:



Alternatives	Does the alternative address the Problem & Opportunity Statement?	Is the alternative technical and economically feasible?	Can the alternative be implemented without significant impacts?	Summary
Do Nothing	✗	✗	✗	Does not meet the MSP requirements and doesn't address the Problem / Opportunity Statement
Existing Site	✗	✗	✗	The east standpipe is in good condition for its age, while the west standpipe is near its operational end of life. The existing site does not have sufficient space to accommodate a new elevated tank while maintaining operation of the two existing standpipes to supply Cookstown. Once the new elevated tank is commissioned, the two existing standpipes will be decommissioned.
Alternative 1	✓	✓	✓	Carried over to detailed evaluation
Alternative 2	✓	✓	✓	Carried over to detailed evaluation

Evaluation Criteria for Reviewing Short Listed Alternatives



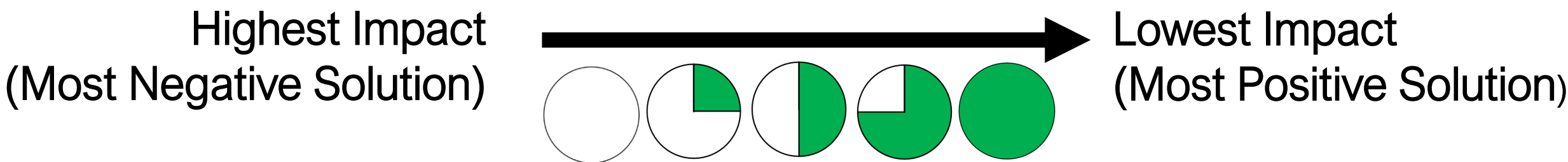
Each of the short-listed alternatives will be evaluated based on the following criteria:

	Social	• Ability to accommodate growth to planning horizon • Effects on neighboring properties and public • Effects on the Town, local businesses, etc. • Effects on First Nation and Indigenous communities • Sensory impacts during and after construction (noise, dust, etc.) • Archaeological and/or cultural heritage resources
	Economical	• Life cycle costs (capital cost, operation & maintenance cost) • Sustainability and affordability
	Technical	• Constructability and construction impacts to existing system • Compatibility with the existing Cookstown water system constraints and communication equipment on the existing standpipes • Ease of implementation • Effects on operations and maintenance • Ability to meet existing and future water demands and MSP fire flows • Resiliency and adaptability to future needs • Regulatory and approval requirements
	Environmental	• Effects on wildlife and vegetation • Effects on habitats and air quality • Effects on Source Water Protection • Climate Change

Evaluation of Short-Listed Alternative Sites*



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Evaluation Criteria	Alternative 1 (4104 Hwy 89, North of Hwy 89)	Rating	Alternative 2 (4101 Hwy 89, South of Hwy 89)	Rating
Social	• Private land; acquisition required • Higher aesthetic and construction impacts to existing community • Stage 2 Archaeological Assessment (AA) required • Direct and potentially indirect adverse impacts to cultural heritage landscape (C.H.L.). A Cultural Heritage Evaluation Report (C.H.E.R.) will need to be undertaken to determine if this C.H.L. has cultural heritage value or interest • Existing agricultural land will be reduced if site is selected		• Private land; acquisition required • Lower aesthetic and construction impacts to existing community • The site has previously completed a Stage 2 AA, so no further assessment needed • No direct or indirect impacts or report for the C.H.L. are anticipated • No impacts to current agricultural uses	
Economical	• Transmission main from the south needs to cross Hwy 89 to connect to the tank, resulting in a slightly longer watermain and higher crossing cost • Similar lifecycle costs anticipated for both alternative locations • Similar maintenance lifecycle costs anticipated for both alternative locations • A larger footprint is required to accommodate new site access, paved areas, and parking		• Transmission main from the south does not need to cross Hwy 89 to connect to the tank, resulting in shorter watermain and no crossing cost • Similar lifecycle costs anticipated for both alternative locations • Similar maintenance lifecycle costs anticipated for both alternative locations • A smaller footprint is required, as site access is provided via the existing standpipes site, which can also accommodate parking and paved areas	
Technical	• Transmission main and distribution mains need to cross Hwy 89 to connect to the tank and the existing distribution system. This may present potential construction challenges and permitting requirements from the Province • A new access road to the tank is needed. This will require approval from the province, which can be difficult to obtain due to location • Site is flatter with slightly higher elevation thus could be easier to build a water tank from a site grading perspective, pending field investigation findings • Similar operations and maintenance for alternative locations • Similar improvements to water distribution system for pressure and fire flows • On-site geotechnical and hydrogeological investigations required if site is selected		• Transmission and distribution mains do not need to cross Hwy 89 to connect to the tank and the existing distribution system thus presenting lower construction permitting challenges. • Can use the existing standpipes site for access and parking • Site is less flat and has slightly lower elevation thus could be more challenging to build a water tank from a site grading perspective, pending field investigation findings • Similar operations and maintenance for alternative locations • Similar improvements to water distribution system for pressure and fire flows • On-site geotechnical and hydrogeological investigations required if site is selected	
Environmental	• Site has no species at risk or species of conservation concern • Site has no trees or breeding birds • Site has no watercourses		• Site has no species at risk or species of conservation concern • Site contains more natural communities; therefore, vegetation removal must adhere to timing windows to minimize impacts on nesting birds or maternal bat colonies • Site has no watercourses • Clean equipment protocol will be required to reduce the chance of dispersal of identified invasive species	
Overall	Alternative 1 – Possible. Not preferred		Alternative 2 – Preferred Alternative	

*: Subject to input received from the public, agencies, Indigenous Communities and First Nations, and other interested and affected parties.

Evaluation of Types of Elevated Tanks



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> There are currently two types of elevated tank material available on the market in Ontario, Composite Welded Steel Elevated Tank (CWS-ET) and Bolted Glass-Lined Steel Elevated Tank (BGL-ET). Both are design-build type structures featuring a concrete pedestal and a steel storage tank.



	Composite Welded Steel Elevated Tank (CWS-ET)	Bolted Glass-Lined Steel Elevated Tank (BGL-ET)
Description	- Consists of a concrete pedestal with a steel storage tank that is constructed by welding steel plates together. - Applicable capacity (500-18,000 m³)	- Similar to CWS-ET, except that the steel plates are prefabricated and glass-lined in the factory. The glass-lined steel plates are then bolted together on site. - Applicable capacity (375-3,750 m³) - Additional structural support required at capacity over 3,000 m³ such as a center support column similar to CWS-ET
Advantages	- Lower upfront capital cost than BGL-ET - Tried and proven type of elevated water storage facility, making up the majority of current elevated tanks in Ontario. - Longer service life than BGL-ET - Better compatibility with existing standpipe's communication equipment as it can accommodate existing and future communication equipment at the top of the structure with similar elevation - The CWS-ET requires a smaller pressure operating range which is more compatible with the existing system pressure requirements	- Relatively newer technology, with the oldest installation in Ontario constructed less than 30 years ago. - Lower lifetime maintenance than CWS-ET - No re-coating required - Winter tank construction is possible - Shorter construction duration - Can accommodate existing and future communication equipment at the top of the concrete pedestal/bottom of the tank structure, however it would be at a lower elevation than what is currently on the existing standpipe
Disadvantages	- Higher lifetime maintenance than BGL-ET - Re-coating required every 15-20 years and recoating process could take 3-4 months, pending on tank size and weather conditions. The communication equipment would need to be shutdown periodically during this period for recoating the top of the tank - The effort and cost to refurbish a CWS-ET is increasing, mainly due to the need for increased environmental controls to prevent dispersion of dust and overspray.	- Higher upfront capital cost than CWS-ET - BGL-ET has not been used for water storage long enough to confirm the actual life span for the bolted connections (bolts, gaskets, sealing mastic, etc.) thus only theoretical information (service life) is available, which is estimated at 60 years. - Access to communication equipment can present Health & Safety challenges and requires additional structure support. Antennas need to be installed at a lower elevation than a CWS-ET and therefore this option may present a challenge in meeting the constraints of the existing communication needs
Conclusion	Preferred Solution due to proven reliability, meeting existing constraints and longer service life. 	Although BGL-ET offers lower life cycle cost, CWS-ET has a longer field-proven reliability and more established long-term performance.

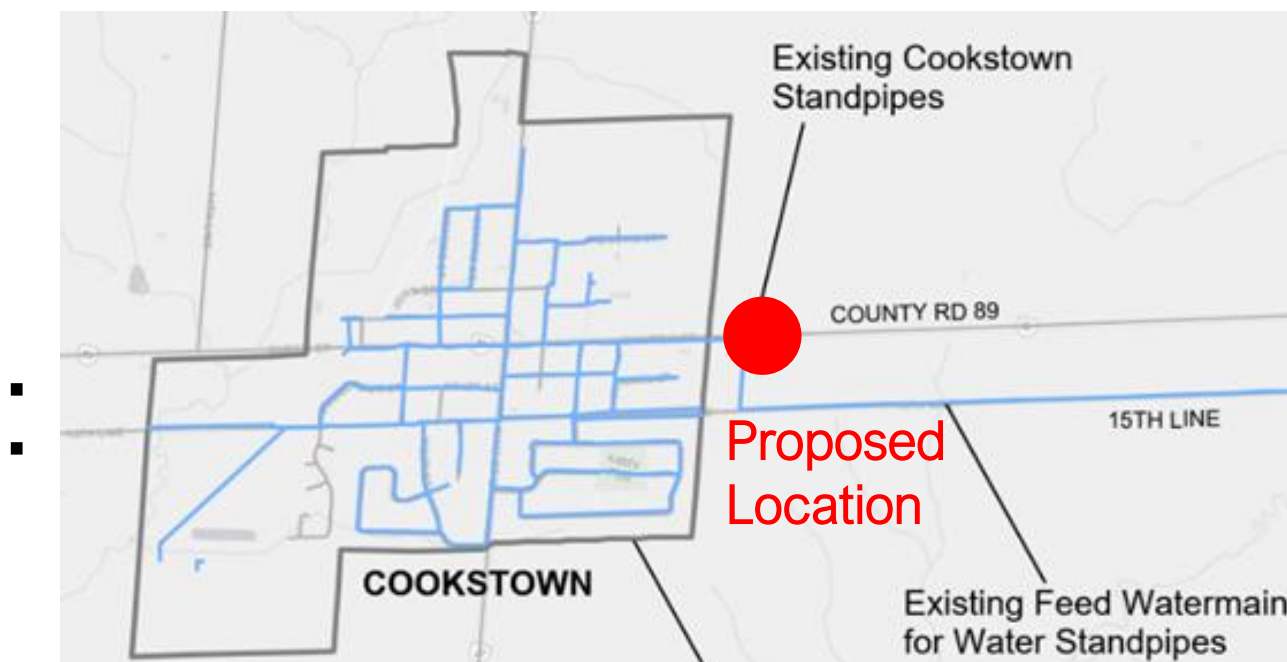
Preliminary Preferred Alternative

Based on the evaluation, a new Composite Welded Steel Elevated Tank (CWS-ET) at Alternative 2 location is the preliminary preferred solution, subject to input received from the public, agencies, Indigenous Communities and First Nations, and other interested and affected parties.

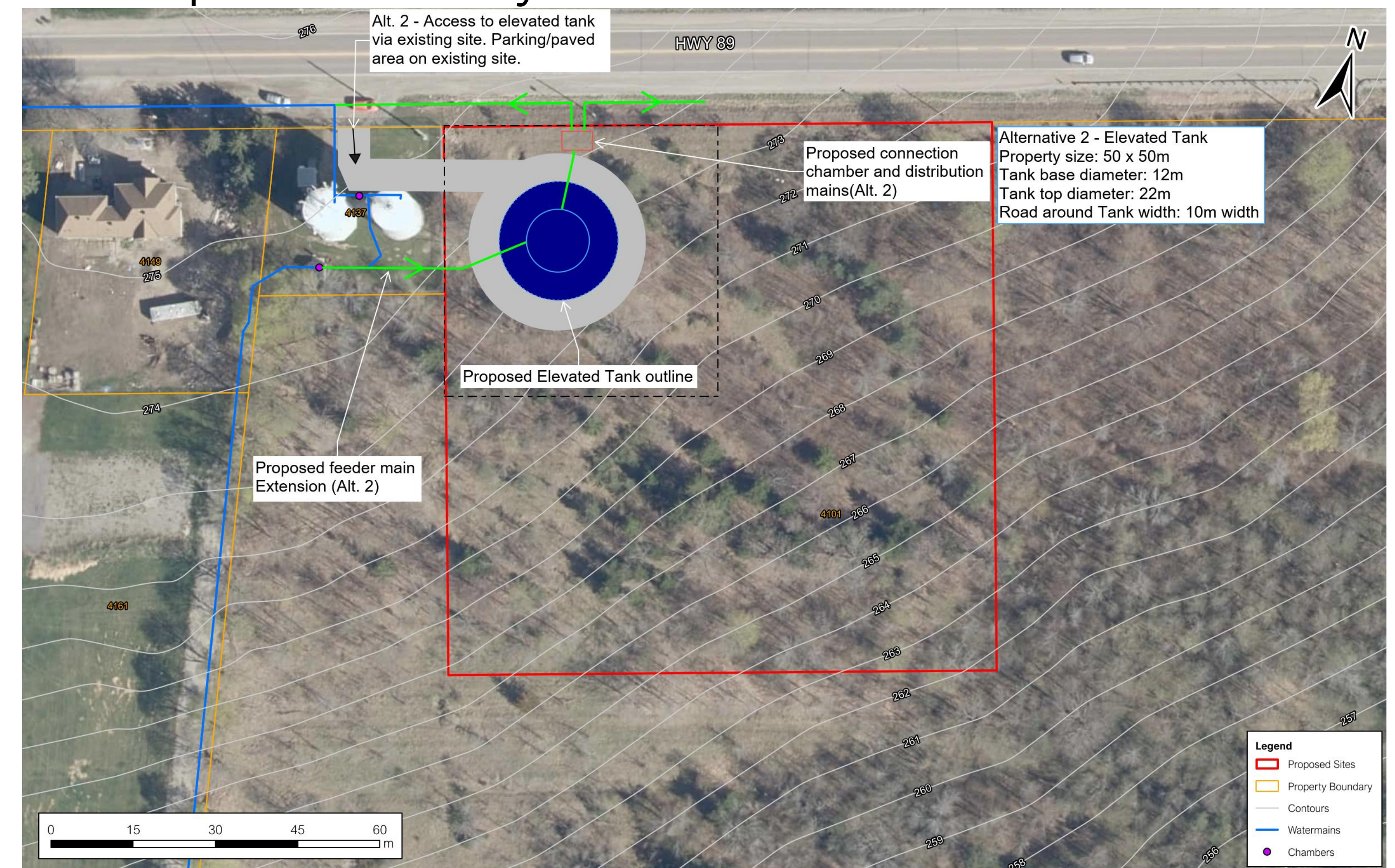
New CWS-ET at Alternative 2 was selected due to:

- › Lower aesthetic and construction impacts to community
- › Lower Cultural Heritage and no agricultural impact
- › Shorter watermain required and no highway crossing requirement
- › Existing site can be used for highway access, parking, storage, etc. therefore smaller footprint required
- › Better compatibility with existing standpipe's communication equipment requirements
- › CWS-ET has shown proven reliability, longer service life, and ability to better meet constraints of the existing system

Key Map:



Conceptual Site Layout:



Shown above: conceptual site layout of preferred alternative – at Location 2 with elevated tank

Next Steps



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Following this Public Information Centre, the project team will:

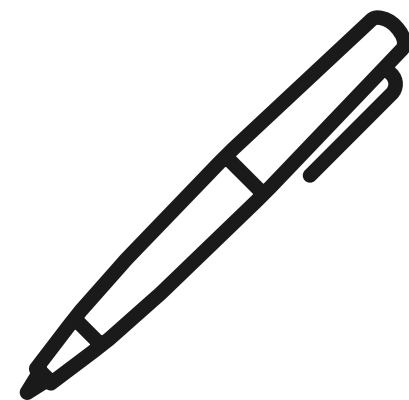
- › Review and consider feedback from the public, agencies, Indigenous Communities and First Nations, and other interested and affected parties
- › Finalize the Project File Report
- › Issue Notice of Completion and start 30-day public review period of Project File Report in Fall 2026
- › Commence property acquisition and preliminary design

How to get involved

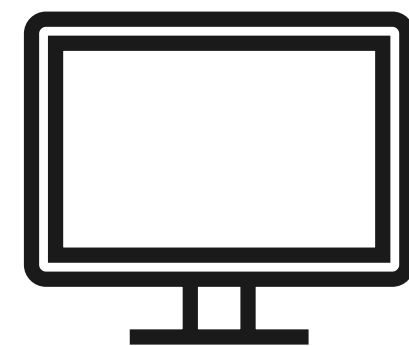


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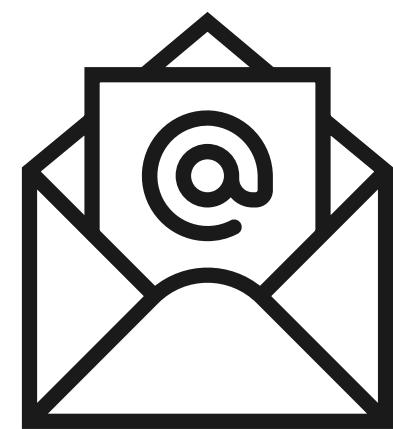
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Your input is important! Please provide comments on the comment sheet.



Visit the [Municipal Class Environmental Assessment studies webpage](https://www.innservices.co/municipal-class-environmental-assessment-studies) on innservices.co



If you prefer to provide comments by phone or email or require an alternative format of these materials, please contact the Consultant MCEA lead noted below

Please provide your comment by September 25th



Sean Fahey, C.E.T.

Capital Project Manager
InnServices Utilities Inc.
sfahey@innservices.co



Walid Abi Akar, P.Eng.

Consultant MCEA Lead
R.V. Anderson Associates Limited
416-497-8600 ext. 1426
cookstownwaterea@rvanderson.com