



# Staff Report

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## 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

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### A. Recommendations

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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

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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

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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 CSPA. 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 CSPA and building a new receiving station at the CWWTP, they both are estimated at \$2.5M. The reconstruction at the existing CSPA 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 CSPA 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**

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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**

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### **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**

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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**

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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**

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Jason Petznick, Communications Coordinator

Sam Dinsmore, Deputy Treasurer/Manager of Accounting and Budgets

Mark Service, Wastewater Supervisor

## **I. Public Engagement**

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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 Craighleith 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](mailto:managerwww@thebluemountains.ca).

## **J. Attached**

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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:  
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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**





## Town of The Blue Mountains

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**Date:** February 21, 2023

**Re:** Craigeith Wastewater Treatment Plant Sewage Pumping Station EA - Public Information Centre #2

This memo is intended to provide a summary of the questions, comments and answers that were received prior to, or asked during, the PIC held on January 26, 2023. The PIC was held virtually on Microsoft Teams from 5:00 p.m. to 7:00 p.m. A total of 35 individuals attended the meeting.

Included below is a summary of the primary concerns heard in the lead up to and throughout the PIC, as well as a detailed breakdown of the specific questions and comments.

- 1. Concerns related to local impacts including increased traffic and the possibility of increased odours on Long Point Road and Brophy's Lane.**
- 2. 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 the Development Charges that are to fund the construction.**
- 3. Concerns regarding this project's relation to the Castle Glen Development Area.**

### **General Information Regarding the Potential Impacts of Bill 23 on this Project**

Bill 23 – also known as the “More Homes Built Faster Act” – will impact how the Town collects Development Charges, and how the Town is able to fund growth-related infrastructure expansion and replacement. The Town has not yet received complete details on the specific regulations around Development Charges that will be implemented through Bill 23.

### **General Information Regarding this Project's Relation to the Castle Glen Development Area**

Through the Town's Official Plan, the Castle Glen area is designated for resort development and includes special policy considerations envisioning 1,600 units, 300 hotel or commercial accommodation units, a maximum of 5,000 square metres of commercial uses, plus golf course(s) and other recreational uses and facilities. Importantly, such development or site alteration cannot occur until such time as further studies are completed, concept plans prepared, agreements entered into, and approvals of development applications such as a Zoning By-law Amendment, Site Plan Approval, and Plan of Subdivision and Plan of Condominium. Through these processes, the Town anticipates that residential unit counts and square footage for recreational and commercial spaces will become established. At this time, the Town does not have an active development application making it difficult to refine

estimates for growth in the area beyond what is noted in the Official Plan. The engineering design of this EA is being approached in such a way that the systems could accommodate the designated unit numbers assigned to Castle Glen through the Official Plan, in the case that it achieves full build out.

### **Comments Received in Advance of the Public Information Centre**

(Some questions have been edited for clarity and brevity)

How would the project be designed to address proper sizing and to prevent the potential of sewer back-ups?

All infrastructure will be designed with enough capacity to handle the full proposed build out of the service area based on the Town's Official Plan. The wastewater flow would be directed to the new pumping station proposed to be built on the Wastewater Treatment Plant (WWTP) site, and away from the Craigeith Main Sewage Lift Station where previous backups have occurred. Removing this load from the existing lift station would reduce the possibility of sewage backups occurring at that location, and the new pumping station proposed for the WWTP would be designed with redundancy built into its pumping capabilities. There would also be generators and installed to keep the facility running in the case of a power outage. The gravity sewer planned for Long Point Road could also be installed at a depth that would allow it to handle additional capacity if there was a failure at the pumping station.

Are there any road/intersection improvements planned to be completed at the same time? (i.e. roundabout at Lakeshore/Fraser and Highway 26, and Highway 26 and County Road 21)

The County and province have been looking at options for intersections in this area including a roundabout or signalized intersection, however no decisions have been made by the province or MTO.

According to the 2023 Wastewater Services report, the Craigeith Wastewater Treatment Plant is currently operating at 42% capacity. What is the best guess timeline and percentage of operating capacity required from the current treatment plant to meet the requirements of the development projects already approved on record with the Town?

The Town does not control the timelines for when certain developments will be completed and added into the wastewater system. The capacity listed in each year's Wastewater Services Report does take into account the developments that are connected, that have been allocated, and that are in reserve. The Town has done some preliminary work on what an expansion of the Craigeith WWTP would look like, but that work will not begin until the plant has reached 80% capacity.

Can you clarify how the preferred alternative solutions shown as C or B can best meet the needs of growth without having "quick fix" planning issues arise that may cause the Town to incur future costs?

The gravity sewer would be designed to handle the full anticipated build out capacity based on the Town's Official Plan. The "hard" infrastructure of the sewage pumping station including the wet well, inlet pipes and outlet pipes would also be designed for full build out. The "soft" infrastructure, such as the pumps, would be built to handle current capacity, with space allocated to add or upgrade additional pumps as additional units come online.

If the sewage pumping station is relocated to the Wastewater Treatment Plant property, what would happen to the land where the sewage pumping station is currently located?

The Craigleith Main Sewage Lift Station located on Lakeshore Road would not be removed or shut down through this project as it's required to service the Craigleith area. However, the EA has explored the possibility of relocating the septage receiving station from the Craigleith Main Sewage Lift Station to a new sewage lift station that would be located on the Craigleith WWTP site.

What are the estimated costs of construction and how will the work be funded?

The estimated costs of construction for each proposed alternative can be found in the PIC presentation slides. The cost of the preliminary preferred alternative is \$8.1 million. The project will be funded through Development Charges.

### **Comments Received During the Public Information Centre**

(Some questions have been edited for clarity and brevity)

The rapid growth of our area is putting huge demands on our infrastructure, and the need for improvements to our infrastructure going forward. When we look at some of the projections, we already have 20% more growth approved or pending approval than what is laid out in planning projections through 2046. This is excluding Castle Glen, so we're going to be way over those projections if Castle Glen were to come on board. If you look at the next decade or so, it seems to me that we could be above 15,000 units, as opposed to the plan for just under 8,000 units. Many people are asking not, "how all of these developments happen?" But rather, "should they all happen?" Considering the possible financing issues related to Bill 23, why is the Town looking at allocating upwards of \$8 to \$10 million towards a project, when at least 50% of the need is predicated on Castle Glen? Has the Town really stepped back and thought about a comprehensive planning analysis of what the Castle Glen development – the largest development in the history of the town or in reality, the history of the Niagara Escarpment – would mean from a financial, social and environmental perspective? If not, what can be done about this? And why are we investing right now with all these unknowns in front of us? Has the Town considered the water and sewage requirements for the plant without Castle Glen? – Bruce Harbinson

Not including any future development at Castle Glen, the Town is looking at an upcoming capacity issue at the Craigleith Main Sewage Lift Station based on development projects that are in the pipeline. Therefore, the Town needs to add capacity either by upgrading the Craigleith Lift Station, or by constructing a new lift station. Despite the fact that there is not a development application on record for the Castle Glen area, it would not be prudent

planning on the part of the Town to complete this project without considering the number of units that could be added by Castle Glen in the case that it achieves full build out.

Follow-up: Why does this EA specifically mention and consider Castle Glen, when other studies – including the Transportation Master Plan – not include mention of Castle Glen?

The Town's Transportation Master Plan was more of a high-level strategic plan, and did not get into detailed modeling of traffic in specific areas because the Town does not know the impact of traffic in those areas without having an active development application on record. This EA is considering the Castle Glen area because it's focused in to address a specific problem statement and area.

The presentation stated that archeological, soil and environmental assessments have been completed for the proposed project. Can you confirm that these assessments were completed for the Castle Glen portion of the project along County Road 19? If so, can these assessments be made public? - Tom Eisenhauer

The archaeological, soil and geotechnical work completed for this project includes the areas impacted by the proposed alternative solutions only which includes Long Point Road, Highway 26, Brophy's Lane and the Craigleith WWTP site.

Brophy's Lane residents currently experience a fairly strong odour from the Craigleith WWTP - do any of these plans address this issue? – Kathi Gray

There would be no additional odours expected for surrounding residents with the construction of a lift station on the WWTP property. Relocating the septage receiving station to the WWTP site would have the potential for bringing increased odours, but the Town is investigating construction options including odour control systems, planting of coniferous trees, and a fully enclosed receiving station to minimize the impacts to surrounding properties.

Alternative C makes the most sense however, will the plant be upgraded sufficiently to deal with odours properly? We too have smells near the sewage pumping station. I think the proper amount of dollars needs to be spent in order to update present and for future development. So, will this budget be chipped away and used for other projects and end up downgrading the new facility? – Robert Newman

(This question was received through the meeting chat, and the individual stated that it had been answered sufficiently by the response to the previous question.)

The presentation mentioned that one of the factors impacting the viability of Alternative B was traffic concerns at Lakeshore Road and Highway 26. The intersection of Highway 26, Long Point Road and Grey Road 21 is already very busy and potentially dangerous, and the preliminary preferred solution will only serve to make it more dangerous with trucks turning off of Highway

26 on to Long Point Road. I think The Blue Mountains, the Town of Collingwood and the MTO should get their act together and do something with that intersection before a disaster happens. – John Kirby

The Blue Mountains staff met on site in the summer of 2022 with senior officials from the MTO, Grey County, Simcoe County, and the Town of Collingwood to review that intersection. 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.

Assuming the EA is completed in April 2023, when is the Town anticipating to start construction of the chosen alternative and how long is the total construction anticipated to take? – Rebecca Alexander

The EA Report will be completed in April of 2023, and the preliminary design will be completed in the summer of 2023. There would be an additional waiting time of 18 months to receive Ministry of Environment, Conservation and Parks approval to move to construction. Including the Town's budget cycle, the earliest that this project would be moving to construction would be 2025 or 2026. In regard to construction, the work on Long Point Road is estimated to take 2-3 months, and the work on the WWTP site is estimated to take just over 12 months.

How many trucks are you planning for using the dumping station weekly upon completion, and then in 5 years? Will you be paving Brophy's Lane to accommodate the trucks? – Philip Watkins

The septage receiving station at the Craigeith Main Lift Station is currently receiving 4-5 trucks per day, with peaks up to 10 trucks per day depending on the time of year. The majority of the septage is coming from rural septic tanks and the Town's solid waste disposal site. The Town does not expect the volume of septage generated by those sources to grow too dramatically in the future. The Town's engineer is planning the design around paving and improving the road structure of Brophy's Lane between Long Point Road and the entrance to the WWTP.

What is the contingency plan for any leakage or spillage on site at the WWTP to prevent pollution to surrounding lands? – Carol

The pumping station would have designs in place to limit bypasses, including redundant pumps, backup generators and excess storage capacity in the sewer pipes. The septage receiving station would incorporate drains and catch basins that would capture any spillage and route it back into the WWTP.

For the record, I prefer Alternative C, but I have a question regarding funding. As we look at 2023, the Town has Capital Project management funds that are allocated for Development Charges of over \$17 million from 2023 to 2025. The town has \$32 million excess of Development Charges right now. Are there other funding sources other than just Development Charges that we can consider for this project since it will be a capital asset? Craigeith has

grown quite exponentially in the past few years, and is in need of parks, streets, and a lot of other items that can only be funded by Development Charges. We don't know what the economic timelines are for how fast the Development Charges accounts will recover as new developments come on board. I really think it should be mentioned in the report for staff to look at creative accounting or alternate sources of funding for consideration that would reduce the impact on current residents who need these other services. – Stephen Granger

Town staff are constantly looking for opportunities to secure alternative funding, and this project may be a good candidate for federal or provincial funding through grants to offset the costs.

Do the new capacity calculations account for new sewers for all the existing residents on Brophy's Lane and on the west side of Long Point Road, and does the new capacity take into account the Aquavil development? (this development was not referred to in the presentation) – Carol

The planning application for Aquavil has always assumed that the development would be serviced through the Craigeith Main Sewage Pumping Station. Any change to that plan at this point would have the potential to significantly hold up the development process, so it's not anticipated that the developer will change their servicing plan. The new gravity sewer on Long Point Road and the new lift station proposed for the WWTP site would have sufficient capacity for properties on Brophy's Lane and Long Point Road to be switched over to municipal services.

Are current residents going to pay for the sewage costs for new development? – E. Ward

No, the intent is for the construction costs of this project to be funded through Development Charges.

You touched on the fact that if pour soil or bedrock conditions were found at the WWTP, then Alternative D would be evaluated as the backup solution. Will a comprehensive geotechnical investigation be completed at the WWTP site prior to the Town's decision in April to confirm favourable conditions? – Justin L'Abbe

The geotechnical investigation has already been completed on the WWTP site, and the project engineer has found that the condition on the site is favourable.

Is it correct that treated waste is let into the Bay as water? Has this increased capacity forecast been studied as to the impact on the Bay? Also has the study team determined that there is sufficient water to do all this flushing and/or any impact on the water sources being the Bay as well? – Pamela Spence

The final effluent from the WWTP is discharged to Georgian Bay, and the Town holds an Environmental Compliance Approval. The Town's effluent has historically met or exceeded the ECA requirements for discharge into the natural environment. This data is available on

the Town's website, and is updated yearly in the Wastewater Services Report. The Town does have sufficient water supply for the area, and does not foresee any impacts on Georgian Bay.

#### Who pays for the sewage installation to Castle Glen? – John Kirby

In the event that a planning application comes forward for the Castle Glen area, and is approved, the developer would pay for their own servicing installation.

Thank you for the presentation and responses to our questions. It is clear that you have made plans to reduce the smell from dumping station from the current state. The issue we see is that you are taking a neighborhood that already has an odour problem from the WWTP, and adding odour to it. Furthermore, there will be the additional noise and pollution from the additional trucks at the WWTP. These changes will have a significant and negative impact on the neighborhood. What additional steps can you propose to mitigate this to ensure that this neighborhood remains livable? – Philip Watkins

The noise from the additional truck traffic will be mitigated through the proper reconstruction and paving of Brophy's Lane. In addition, the design of the proposed lift station and septage receiving station will prevent trucks from having to reverse which will minimize any potential associated beeping noises. The vegetation buffer between Brophy's Lane and the WWTP site will be disturbed through construction, so the goal will be to implement a more comprehensive buffering strategy through a future project that would see the addition of a berm and denser vegetation which would redirect the odours.

#### **Comments Received Following the Public Information Centre**

(Some questions have been edited for clarity and brevity)

Who is responsible for extending the services south of the Mountain Road/Grey Road 19 intersection on Grey Road 19, and does the Town have water and wastewater capacity for these developments? – Dave Rogowsky, Thursday, February 9

There are no capital projects at this time to extend the sewers and water further south on Grey Road 19. The servicing of this area will likely be driven by development demands and paid for by development charges. Property owners could potentially petition council for the sewers to be extended as a local improvement, but that work is outside of the scope of this project. The Craigeith WWTP is currently operating at 42% capacity based on the most recent Wastewater Services Report. The Town has done some preliminary work on what an expansion of the Craigeith WWTP would look like, but that work will not begin until the plant has reached 80% capacity. The Town also has a Municipal Class EA underway regarding Water Supply and Storage in the west pressure zones that cover this project area.

I attended this PIC on January 26 and am grateful for such a thorough review being given to this matter. I heartily support modifying the station such that its performance will be improved and the sources of material are reduced or redirected. To that end, the Alternative "C" seems to

make the most sense and that any improvements include the relocation of the "septage and leachate" receiving location. The Craighleith pumping station is not a safe or efficient location to have long trucks turning on to/off of Highway 26 when there are 500+ new houses and associated vehicles expected in this area. Removing this service to the WWTP makes logical sense. It is more remote, safer for the truckers, can be built to better standards, and will reduce the negative impact of this service. I do think the project should include a light or roundabout at Grey Road 21 and Highway 26, and better road surface on Long Point. Finally, I think it is folly to invest in services for Castle Glen at this time. It is too old, too uncertain and too controversial to understand the implications. Furthermore the Town should ask the developer to create its own water supply and treatment facilities and keep their waste on their site. Many remote developments in other counties provide their own. – Pamela Spence

Relocating the septage receiving station to the treatment plant gives the Town an opportunity to build it properly, and provide a safe and effective way of receiving these waste streams. Alternative "C" is the most cost-effective way of moving sewage to the treatment plant, and will be the easiest for the operators to maintain and operate. It also considers sharing of some utilities. Unfortunately, the scope of work for this EA did not include improvements to the traffic flow at the Grey Road 21/Highway 26 intersection. That is a very significant project involving two Counties, two Towns and the Province. This EA will identify options to improve the Town road by the actual treatment plant and address the preferred alternative to deliver both septage and sewage to the plant. When we consider installing a sewer and a pumping station, the Town needs to consider all lands that potentially could feed into the sewer shed. The road construction required for the installation of sewer is a significant cost. The actual pipe is a very small percentage of the cost. To upsize the pipe during the initial installation is minuscule in comparison to the cost to replace a pipe that may be deemed too small in 20 or 30 years. The Town would not be doing its due diligence to overlook a potential development like Castle Glen with this project. We have considered Castle Glen in the same way as all properties within the sewer shed with development potential. Using the Official Plan, we look 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.





# Notice of Completion

## Municipal Class Environmental Assessment and Preliminary Design for a Gravity Sewer, Lift Station and Septage Receiving Station at the Craigleith Wastewater Treatment Plant

The Town of the Blue Mountains (Town) has completed a Schedule B Municipal Class Environmental Assessment (Class EA) for the Sanitary Lift Station, Associated Inlet Trunk Sewer and the Septage Receiving Station Relocation alternatives. The purpose of the EA study was to determine the preferred approach to meet increasing sanitary flows at the Craigleith Sanitary Pumping Station and improve facility operations in terms of reliability, safety, noise and odour.

In order to meet future needs of the upstream collection system, a review of alternatives identified the following preferred solution:

- Extending of the sewage collection system to the existing gravity sewer on the southern boundary of the intersection of Grey Road 21 and Highway 26. The sewer will proceed north within the Long Point Road allowance and terminate at the Craigleith Wastewater Treatment Plant (CWWTP).
- Construction of a new sanitary pumping station to be located on the existing CWWTP property on Long Point Road.
- Relocation of the hauled leachate and septage receiving station to the CWWTP where it will be co-located with the new sanitary pumping station.

The study was conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class EA Process which is an approved process under the Ontario Environmental Assessment Act. The project file for this project provides a detailed summary of the technical, public consultation and environmental investigations that were undertaken in order to comply with the Schedule B requirements and to select the preferred alternative. The complete Project File Report and other information are available on the Town's project web page at: [www.thebluemountains.ca/LongPointRoadEA](http://www.thebluemountains.ca/LongPointRoadEA)

Interested individuals or organizations may provide written comments to the Municipality on the proposed works within 30 calendar days from the date of this Notice. Comments should be directed to Jamie Witherspoon of WT Infrastructure Solutions Inc. and Allison Kershaw, Town of the Blue Mountains.

**WT Infrastructure Solutions Inc.**

Jamie Witherspoon, P.Eng.  
Project Manager  
(519) 400-6701

[jamie.witherspoon@wtinfrastructure.ca](mailto:jamie.witherspoon@wtinfrastructure.ca)

**Town of The Blue Mountains**

Allison Kershaw  
Manager of Water & Wastewater Services  
(519) 599-3131 ext. 226

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

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Indigenous and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name. Requests should specify what kind of order is being requested; how an order may prevent, mitigate or remedy those potential adverse impacts; and any information in support of the statements in the request. The request should be sent in writing or by e-mail to:

**Minister of the Environment, Conservation and Parks**

777 Bay Street, 5<sup>th</sup> Floor  
Toronto, ON M7A 2J3  
[minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

**Director, Environmental Assessment Branch  
Ministry of Environment, Conservation and Parks**

135 St. Clair Avenue, 1<sup>st</sup> Floor  
Toronto, ON M4V 1P5  
[EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

Requests to the Ministry should also be sent to Jamie Witherspoon, WT Infrastructure Solutions and Allison Kershaw, Town of The Blue Mountains by mail or by e-mail.

*This Notice issued on March 30, 2023*