

5.4.4 Cultural Heritage Resources

As noted in Section 5.2.2 of this report, a Stage 1 Archaeological Assessment was completed for the entire project study area at the start of the Class EA process. The report indicated that Stage 2 field work would need to be completed along most of the proposed forcemain routes to identify buried cultural resources potentially present within previously undisturbed areas. Accordingly, Stage 2 assessments will be undertaken along the preferred forcemain route, once selected during the detailed design phase. The Town of the Blue Mountains will work cooperatively with SON in reviewing the results of the Stage 2 Archaeological Assessment before finalizing an approach and moving forward with final design and construction. Copies of the Stage 1 Archaeological Assessment can be found within Appendix 'E'.

5.4.5 Source Water Protection Policies

Section 2.7 of this report noted that several of the possible forcemain routes passed through vulnerable areas identified in conjunction with provincial Source Water Protection policies. To address this potential concern, Source Water Protection staff from the Grey Sauble Source Protection Area were contacted. A response was received from Carl Seiger, Project Manager for the Source Protection Region. Mr. Seiger indicated that none of the proposed forcemain routes was located within areas identified as being vulnerable as part of the implementation process for Source Protection in Thornbury. Potential concerns are only related to the storage or handling of large volumes of fuel > 50,000 l. A copy of this correspondence is included within Appendix 'C'.

6.0 CONCLUSIONS AND PROJECT IMPLEMENTATION

6.1 Class EA Study Conclusion

Based upon the findings of the environmental impact evaluation and input received from agencies, stakeholders and the general public following the Public Open House and Stakeholder Meeting, no significant impacts were identified with Alternative 4: Pumping of the Leachate via Forcemain, that could not be adequately mitigated. In this regard, implementation of the proposed Class EA project appears to be appropriate for the study area and should not result in significant adverse environmental effects (particularly if the mitigation measures are incorporated into the construction plan). The merits of this option were also seen to substantially outweigh the other alternative solutions considered during the Class EA process.

6.2 Selection of a Preferred Alternative

Given the foregoing, Alternative 4 was selected as the preferred solution to the identified problem. This option was presented to, and supported by, the Town of The Blue Mountains Municipal Council, at their June 19, 2017 meeting.

Selection of a preferred forcemain route will be finalized during the detailed design phase following additional consultation with possible commercial partners and detailed evaluations of the routing alternatives. Consultation with the SON and HSM will be ongoing during this phase of the project as will easement negotiations with affected property owners.

6.3 Final Public Consultation

A Notice of Completion was recently circulated to local residents, stakeholders and government review agencies. The Notice identified the preferred alternative and provided the process for appeal of the selected alternative (i.e., a Part II Order request to the MOECC prior to the conclusion of the review period) if there are unresolved environmental issues.

The following summarizes the distribution of the Notice.

Contents:	Identification of the preferred solution, key project components, key plan
Issued:	August 4, 2017
Placed In:	Enterprise Bulletin, August 4 and August 11, 2017 and Town website.
Distributed to:	14 review agencies, 9 Aboriginal communities and organizations, adjacent property owners and property owners along proposed forcemain routes.
Review Period:	Concludes September 4, 2017

6.4 Class EA Schedule

The recommended solution is considered a Schedule 'B' activity under the terms of the Class EA document. Schedule B activities are approved following the completion of an environmental screening process. The following activities are required in order to complete the formal Class EA screening process:

- Complete the 30-day mandatory review period, defined in the Notice of Completion.
- Address any outstanding issues.
- Finalize the Project File.
- Advise the TBM and the MOECC when the Class EA study process is complete.
- Obtain necessary approvals.

6.5 Approvals

Implementation of preferred Class EA Alternative will be subject to the receipt of all necessary approvals. Following a review of existing legislation, it was determined that five approvals or authorizations will be required to permit construction of the proposed works. This section of the report identifies the applicable legislation and summarizes the intent of the associated approval process.

(a) Conservation Authorities Act

Implementation of the preferred option involves construction on lands regulated by the Grey Sauble Conservation Authority (GSCA). In accordance with the Conservation Authorities Act, applications will be submitted to the GSCA for approval prior to construction. The application will define measures to protect sensitive lands during construction in order to minimize the negative impacts of the project on the natural features of the area. Site restoration and post-construction enhancements to disturbed areas will also be presented.

(b) Ontario Heritage Act

Part VI of the Ontario Heritage Act establishes guidelines for archaeological assessments. In accordance with these guidelines and recommendations forthcoming from the Stage 1 Archaeological Assessment, Stage 2 assessments will be required for previously undisturbed native soils along the preferred forcemain route.

(c) Ministry of the Environment and Climate Change

The sewage works associated with the preferred alternative are subject to the Ontario Water Resources Act. Consequently, the project cannot proceed until the Town has received the necessary Environmental Compliance Approvals from the MOECC for construction of the forcemain and leachate pumping station.

In addition, depending on the final route selected for the proposed forcemain, an amendment to the existing ECA for the Thornbury WWTP may need to be obtained in order to connect the leachate forcemain to the plant's inlet works.

(d) Easement Agreements

If the proposed forcemain is constructed on privately owned lands, easement agreements must be negotiated with the affected property owners to, i) permit access over the proposed forcemain route in order to complete detailed site assessments, ii) allow access for construction of the forcemain, and iii) allow access for ongoing maintenance or repairs, if required.

(e) Grey County

An access permit will be required from the County of Grey in order to install portions of the proposed forcemain along the County road network.

6.6 Anticipated Costs

As noted in Section 3.7, anticipated construction and operation costs for the proposed forcemain routes (over a 20 year time frame) range from \$2,300,000 to \$2,850,000, depending on the forcemain route ultimately selected. This includes construction of a leachate pumping station at the landfill site, installation of the forcemain, an allowance for easement costs, costs to connect directly to the plant and/or the existing gravity collection system, and an allowance for additional detailed investigations such as geotechnical, archaeological and environmental.

7.0 ENVIRONMENTAL COMMITMENTS

As an outcome of this Class EA planning process, the TBM is committed to carrying out the following measures to mitigate the potential environmental impacts of project implementation:

- Completion of detailed habitat assessments along the preferred forcemain route to identify sensitive habitats or species that may be negatively impacted by construction and incorporate appropriate mitigation measures within the engineering design and contract material to address potential impacts.
- Submission of relevant applications to the GSCA and MOECC in conjunction with the proposed works, as well as implementation of all conditions issued in association with the subsequent approvals.
- Implementation of standard mitigation measures during the construction phase of the project, to minimize construction related impacts to the natural and social environments.
- Completion of the Stage 2 archaeological investigations along the preferred forcemain route, once it is selected and ongoing consultation with SON in conjunction with the assessment.
- Utilization of directional drilling technology, where possible, to minimize impacts to Indian Brook, the environment and disruption to roadways and vegetation within the study area.
- Development of a construction schedule at the start of the project to advise residents of the general timing of construction and to advise of the preferred forcemain route selected for the project.
- Completion of geotechnical investigations at the landfill site and along the proposed forcemain route in order to finalize the engineering design.
- Incorporation of additional analysis to the Class EA Addendum process currently being undertaken at the Thornbury WWTP to ensure that the addition of leachate to the sanitary waste stream will not result in negative impacts to water quality or fish habitat in the Beaver River or Georgian Bay.
- That the results of the 2018 Water Quality Monitoring Report for Indian Brook be forwarded to SON for review upon completion, and that the results be analysed in order to identify a preferred monitoring program for Indian Brook in the future.
- That monitoring and testing of the landfill leachate continue on an annual basis.

8.0 SUMMARY

This report documents the Class EA process which was conducted by the Town of The Blue Mountains to resolve the challenges identified with leachate management at the Blue Mountains Landfill Site.

The Class EA process included an extensive background review of the study area in order to characterize and identify potential impacts associated with the natural, cultural and built environments. Background environmental and archaeological studies were conducted in order to identify sensitive features potentially impacted by the project and to aid in the selection of a preferred alternative. In order to involve the general public and adjacent property owners in the process, a stakeholder meeting and Public Open House were held during the course of the EA process to seek input on the proposed outcomes. Agencies and stakeholders were also engaged through a direct mail-out. The preferred alternative, to pump the leachate via forcemain to the existing Thornbury sanitary collection system, was reached following a detailed analysis of a range of potential alternatives.

The recommended solution is considered a Schedule B activity under the terms of the Class EA document. Under the terms of the Class EA, the project is approved subject to the completion of a screening process. The Town of The Blue Mountains intends to proceed with the detailed design phase and then implementation of this project upon completion of the Class EA investigation and after the receipt of all necessary approvals and agreements.

All of which is respectfully submitted.

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