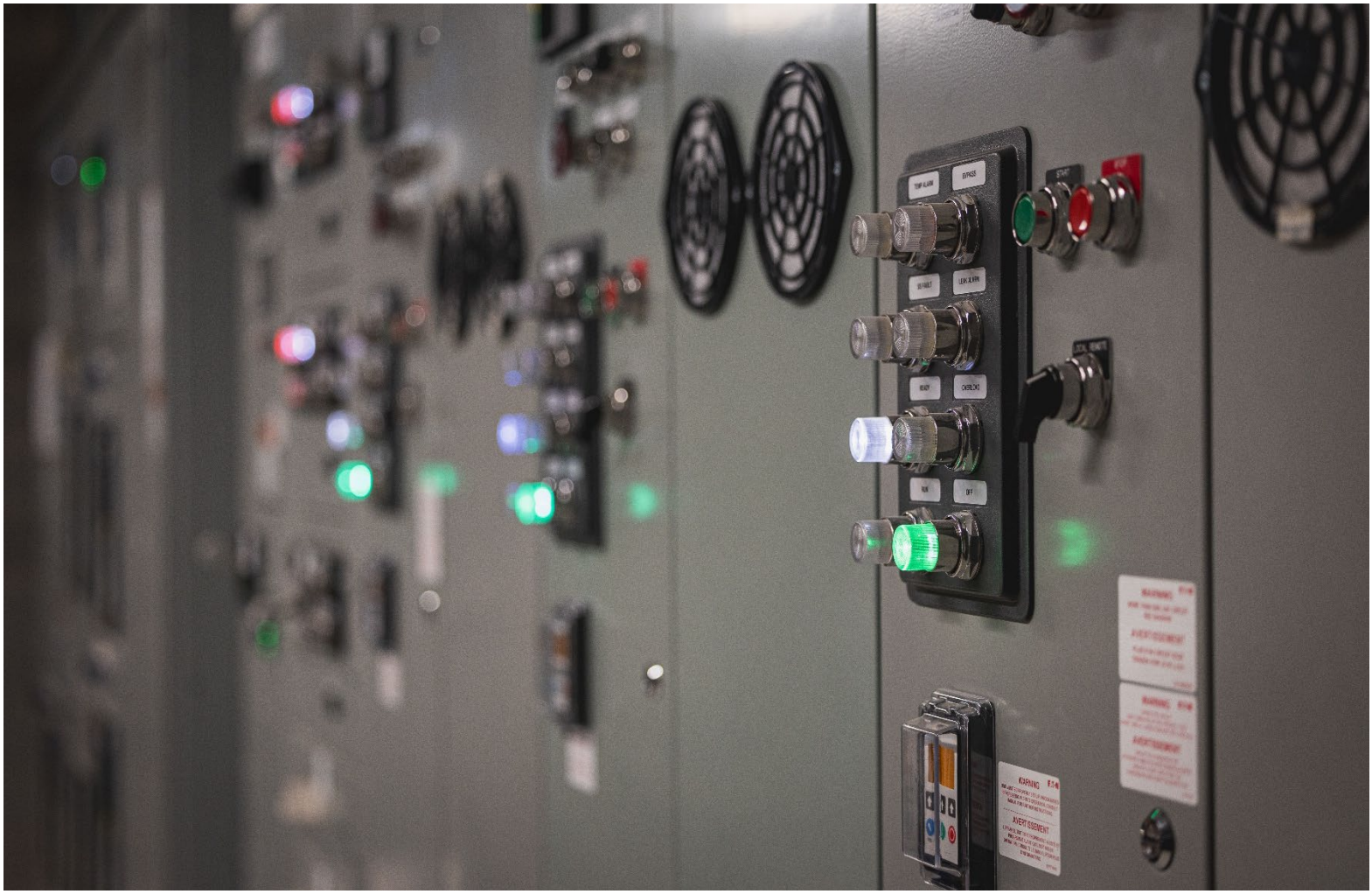

2026

Addendum to the 2011 Sustainable Halton Water and Wastewater Master Plan: Southeast Georgetown Wastewater Pumping Station and Forcemain (Project ID 6589)

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Contents

1 Introduction and Background

In 2011, Halton Region completed the Sustainable Halton Water and Wastewater Master Plan (2011 Master Plan) Municipal Class Environmental Assessment Study (MCEA Study). The purpose of the 2011 Master Plan was to develop a Region-wide water and wastewater infrastructure strategy to service growth in Halton's urban areas to 2031 based on the approved 2011 Best Planning Estimates. A component of the preferred wastewater servicing strategy is a new wastewater pumping station (WWPS) and twin forcemains to support growth in Southeast Georgetown. The 2011 Master Plan considered three alternative locations for the new WWPS.

Through Official Plan Amendment 59, the Southeast Georgetown Secondary Plan was approved by Halton Hills Town Council on March 24, 2025. This triggered the planning and implementation phases of the new wastewater pumping station and twinned forcemains needed to support the planned growth. Given that a period of more than ten years has elapsed since the completion of the 2011 Master Plan, an Addendum to the 2011 Master Plan MCEA Study specific to the recommended Southeast Georgetown WWPS Schedule B project, is required to confirm that the project and any previously identified mitigation measures are still valid under the current planning context.

This Addendum, describing the evaluation of the three site alternative locations from the 2011 Master Plan, and the selection of the preferred location for the Georgetown WWPS, has been completed in accordance with the MCEA process (October 2000, as amended in 2007, 2011, 2015, 2023 and 2024).

2 MCEA Process

2.1 Overview

All municipalities in Ontario are subject to the provisions of the Environmental Assessment (EA) Act and are required to undertake a Municipal Class Environmental Assessment (MCEA) for applicable road, water, wastewater and transit projects. The MCEA process (October 2000, as amended in 2007, 2011, 2015, 2023 and 2024) provides municipalities with a streamlined process approved under the EA Act to plan and implement these municipal infrastructure projects.

2.2 MCEA Process – Project Schedules

The various types of municipal infrastructure projects are categorized into schedules, as described below:

Exempt projects are projects that are limited in scale, have a minimal adverse environmental impact and generally include normal operational and maintenance activities. Many of these projects were previously classified as Schedule A or A+ projects.

Eligible for Screening to Exempt projects may be eligible for exemption based on the results of a screening process. Proponents may choose to complete the applicable screening process to determine whether their project is eligible for exemption from the EA process, or proceed directly to the applicable MCEA process. Completing the screening processes is voluntary.

Schedule B projects have the potential for some adverse environmental impact and generally include improvements or minor expansions to existing facilities or smaller new projects. The proponent is required to undertake the first two phases of the MCEA process, involving mandatory contact with the public and relevant review agencies, to ensure they are aware of the project, and their concerns are identified and considered. A Project File must be prepared and made available for review by any interested person or party.

Schedule C projects have the potential for more significant environmental impacts than Schedule B projects and must proceed under the full planning and documentation procedures specified by the MCEA process. Schedule C projects generally include construction of new facilities and major expansions to existing facilities. An Environmental Study Report must be prepared and made available for review by the public and review agencies.

The Southeast Georgetown WWPS is a Schedule B project.

2.3 Five Phase MCEA Process

The MCEA process involves five phases, which is illustrated on the following page. For Schedule B projects, **Phases 1, 2 and 5 are required**. All five phases are required for Schedule C projects.

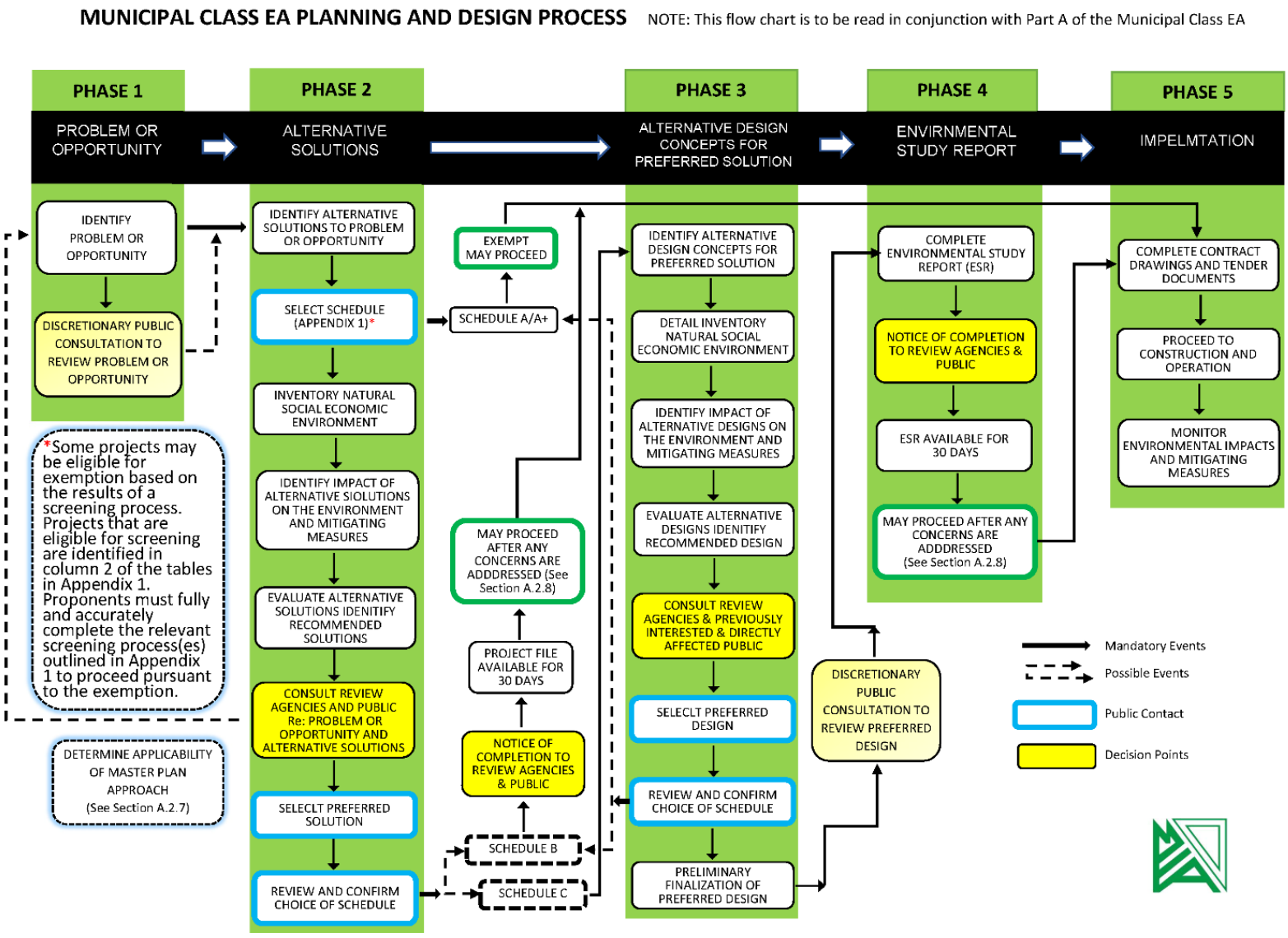

Figure 1: Municipal Class EA Planning and Design Process

2.4 MCEA Addendum Process

The MCEA process allows for modifications to a Schedule B Project File Report (PFR) in cases where it is no longer reasonable to implement the project in the originally intended manner, or where there is a lapse of more than 10 years from the issuance of the Notice of Completion to the commencement of construction. Modifications or changes that impact the environmental setting of the project, and/or the review of the planning and design process and current environmental setting, are documented in an MCEA Study Addendum Report. The MCEA Study Addendum Report describes the circumstances of the change, any environmental implications and subsequent mitigation measures. The MCEA Study Addendum Report is subject to the same public record review period as all Schedule B PFRs. A Notice of Addendum is prepared and made available to the public, First Nations and Indigenous Communities and review agencies.

3 MCEA Study Addendum Basis

3.1 Rationale for the MCEA Study Addendum

The 2011 Sustainable Halton Water & Wastewater Master Plan outlines the Region's infrastructure strategy to service growth to 2031. Given that a period of more than ten years has elapsed since the completion of the 2011 Master Plan, under the MCEA process, this Addendum specific to the recommended Southeast Georgetown WWPS Schedule B project is required to confirm that the project and any previously identified mitigation measures are still valid under the current planning context.

Figure 2: Study Area with Site Alternatives

Through the 2011 Master Plan, WWPS site alternative locations were screened based on technical, environmental, legal/jurisdictional, social, cultural and economic criteria. Three site alternative locations for the Southeast Georgetown WWPS were identified and are shown in Figure 2.

From all three site alternatives, wastewater flows would be conveyed westerly along No. 10 Side Road to an existing sanitary sewer on Mountainview Road via new twin 250 mm forcemains. From there, flows from the Southeast Georgetown Secondary Plan Area, along with existing wastewater flows from South Georgetown, will be conveyed to the Mid-Halton WWTP. A gravity only solution was not considered feasible due to topography.

3.2 Problem/Opportunity Statement, Study Objectives, and Study Area Boundary

The Problem/Opportunity for this Addendum is consistent with that of the 2011 Master Plan. As identified in 2011, wastewater network upgrades are required to service future growth in the Southeast Georgetown Secondary Plan Area. This Addendum will identify the preferred location for a wastewater pumping station to convey flows from the future growth area to the existing wastewater network.

Specifically, the objectives of this MCEA Study Addendum are to:

- Re-evaluate the site alternatives identified in the 2011 MCEA Master Plan Study for the Southeast Georgetown WWPS site, and present a rationale for the selection of a preferred site location;
- Identify and evaluate potential environmental impacts and mitigation requirements, if any; and,
- Document consultation with the public, review agencies and First Nations and Indigenous Communities.

4 Description of Site Alternatives

The general layout and footprint of the WWPS will be similar for all of the site alternatives, as the design of the station will be in accordance with the Region's current Water and Wastewater Facilities Design Manual. The design flow for the station is 42 L/s as identified in the 2011 Master Plan, and is in line with Joint Best Planning Estimates (JBPEs) for the Southeast Georgetown Secondary Plan Area. The design flow classifies the station as a Design III WWPS which consists of a wet well with three submersible pumps. The exact configuration of the station will be determined through detailed design.

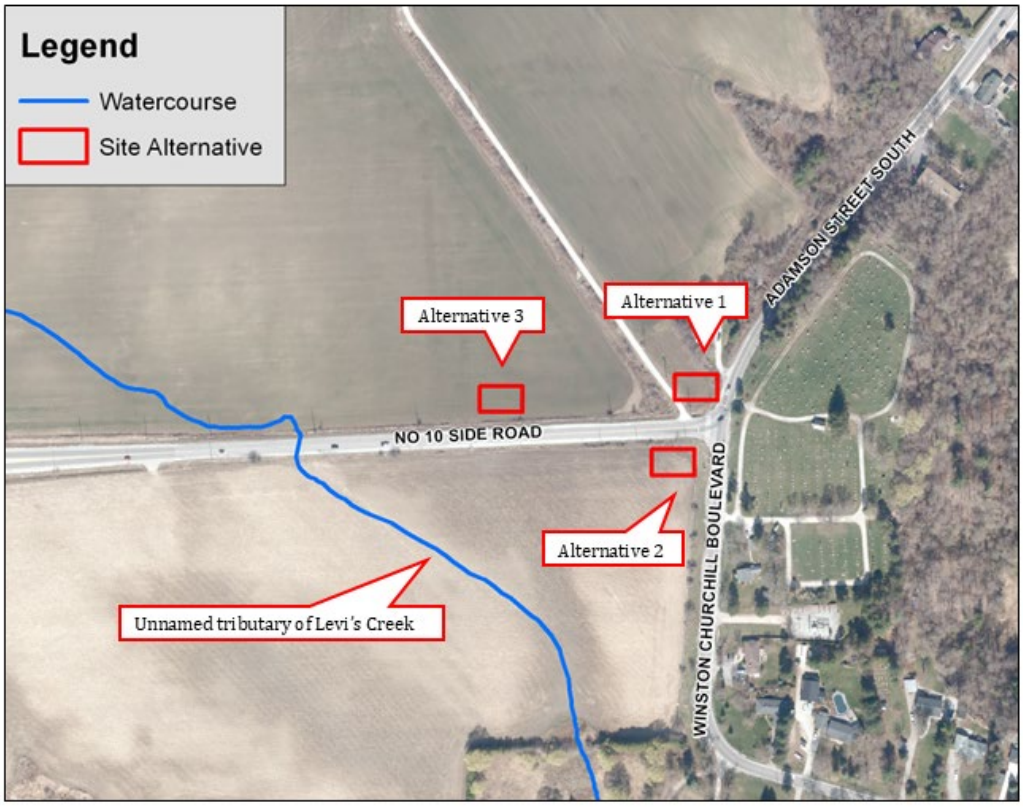

Figure 3: Southeast Georgetown WWPS Approximate Site Alternative Locations

4.1 Site Alternative 1

Site Alternative 1, shown in Figure 4, is located on the northwest corner of Adamson Street South and No. 10 Sideroad.

Figure 4: Approximate Site Alternative 1 location – corner of Adamson Street South and No. 10 Side Road (looking northwest)

4.2 Site Alternative 2

Site Alternative 2 is shown in Figure 5 and is located on the southwest corner of Adamson Street South and No. 10 Sideroad.

Figure 5: Approximate Site Alternative 2 location – corner of Adamson Street South and No. 10 Side Road (looking southeast).

4.3 Site Alternative 3

Site Alternative 3, shown in Figure 6, is located on the north side of No. 10 Side Road approximately 150m west of the intersection of No. 10 Side Road and Adamson Street South.

Figure 6: Approximate Site Alternative 3 location - North Side of No. 10 Side Road (looking northwest)

5 Existing Conditions Assessed Through the MCEA Process

As part of the MCEA process, the existing and future conditions of the Study Area are considered in detail, particularly with respect to the following environments:

- Environmental
- Technical
- Socio/Cultural
- Legal/Jurisdictional
- Financial

Baseline conditions were documented in the 2011 Master Plan. Considering the passage of time, this information was reviewed to incorporate additional information from recent studies, and to identify any changes required.

In March 2025, the Town of Halton Hills adopted the Southeast Georgetown Secondary Plan as an amendment to the Town's Official Plan. In support of the Secondary Plan, the following were completed:

- Cultural Heritage Resource Assessment for the Southeast Georgetown Secondary Plan (September 2024; WSP)
- Southeast Georgetown Scoped Subwatershed Study (September 2024; WSP)

In 2020 Halton Region initiated a Schedule C MCEA Study for the Norval West Bypass Transportation Corridor Improvements (Norval West Bypass). The Study Area was extensive and encompassed all three site alternative locations for the new Southeast Georgetown WWPS site. As such, relevant data and findings from the Norval West Bypass MCEA Study have been used to inform the review and update of existing conditions from the 2011 Master Plan. The information reviewed includes:

- Environmental Study Report, Norval West Bypass Transportation Corridor Improvements from Highway 7 to No. 10 Side Road (Regional Road 10) (December 2025, Stantec Consulting Ltd.)
- Stage 1 Archaeological Assessment: Municipal Class Environmental Assessment, Norval West Bypass Transportation Corridor Improvements from Highway 7 to No. 10 Side Road (Regional Road 10) (May 2022, Stantec Consulting Ltd.)
- Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment – Norval West Bypass Transportation Corridor Improvements (November 2025, Stantec Consulting Ltd.)

The following sections consolidate the characterization of existing conditions from the 2011 Master Plan with findings from the recent studies.

5.1 Environmental Considerations

The natural heritage features of the area were examined as part of the Norval West Bypass MCEA Study, which was completed in 2025. As shown in Figure 7, the study area for the Norval West Bypass encompasses all three site alternative locations. Key natural heritage features were identified in proximity to one or more of the proposed site alternatives, and include the Credit River Watershed Natural Heritage System (CRWNHS), Credit Valley Conservation (CVC) Regulation Limit including floodplain associated with the Credit River and Potential Significant Valley land (CVC, 2015).

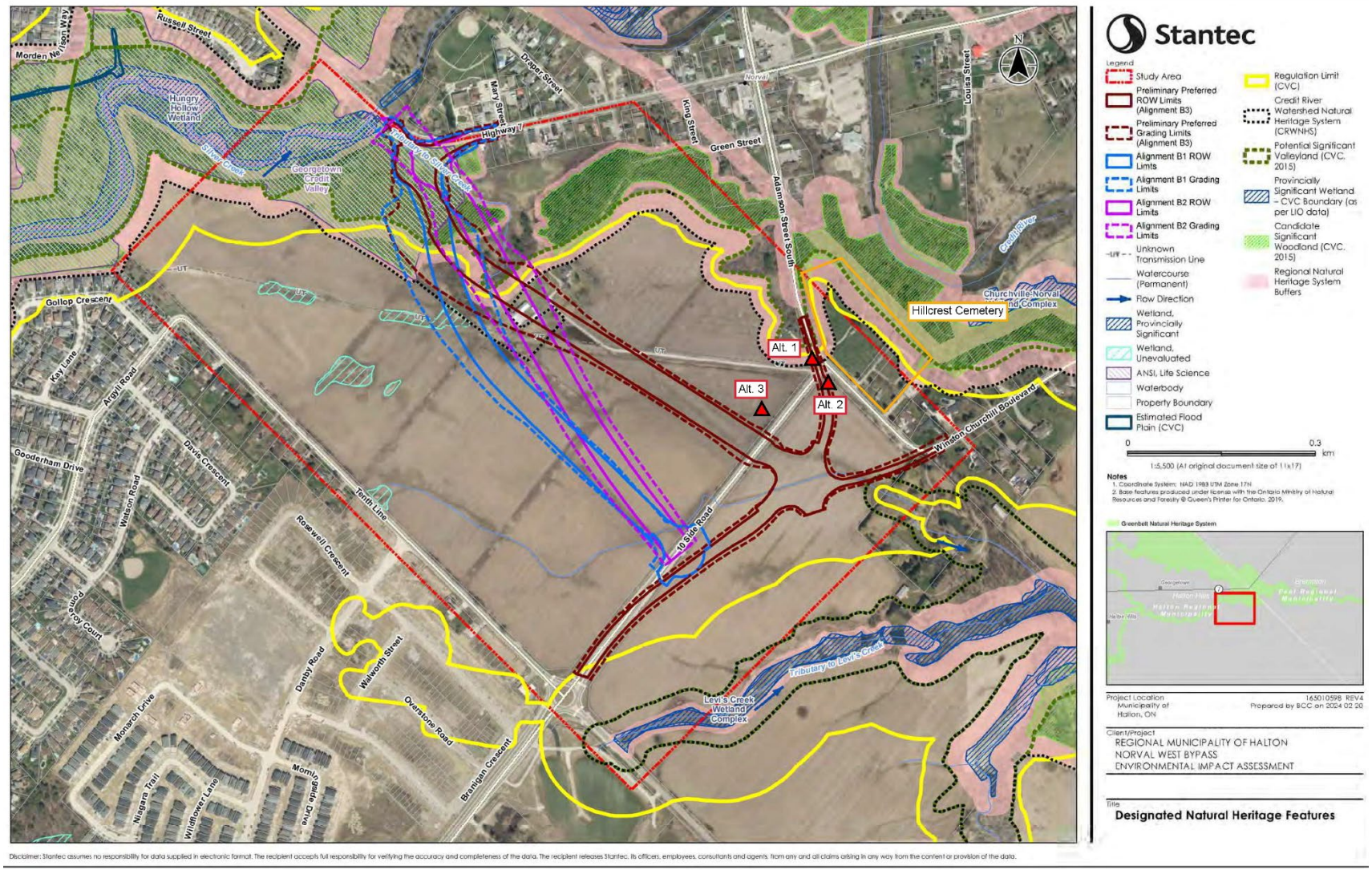

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Figure 7:Study Area and Designated Natural Heritage Features from Norval West Bypass Study, andSite Alternative Locations for the New WWPS.

Geology

The Southeast Georgetown Secondary Plan lands are situated within the South Slope and Peel Plain physiographic regions of Ontario. The Peel Plain physiographic region is an area of clay soils that cover approximately 777 square kilometres across the central portions of Halton Region, York Region and Peel Region. The underlying geological material consists of shale and limestone.

Watersheds

The Southeast Georgetown Secondary Plan Area lies primarily within the Levi Creek Subwatershed of the Credit River, with some sections also contributing to Silver Creek to the north and the Credit River to the east. The *Southeast Georgetown Scoped Subwatershed Study (Phase 4)* recommends that site grading be completed to reduce the contributing drainage area to Silver Creek and the Credit River and increase the contributing area to a future stormwater management (SWM) facility that will discharge to Levi Creek.

Hydrology

Based on local surface topography there is a drainage feature bisecting the southern half of the Southeast Georgetown Secondary Area, directing flows to the south side of No. 10 Side Road to Levi Creek. The northern portion of the area is tributary to the Silver Creek and the Credit River.

Regional Natural Heritage System (NHS)

A relatively large area of forest and woodland communities occurs north of No. 10 Side Road along the Silver Creek Valley and on a valley slope located south of Highway 7. This wooded area is designated as part of the Regional NHS, the Georgetown Credit Valley Life Science Area of Natural and Scientific Interest (ANSI), the Greenland's System in the Town of Halton Hills Official Plan, the Greenbelt Area in the Growth Plan for the Greater Golden Horseshoe, and Protected Countryside in the Greenbelt Plan. The Silver Creek corridor, the Levi Creek corridor and the woodlands on the north and east sections of the Secondary Plan area are all NHS. Site Alternative 1 is located within and Site Alternative 2 is adjacent to the Credit Valley Watershed Natural Heritage System.

Woodlands

The Secondary Plan Area and all three WWPS site alternatives are located within the Niagara section of the Deciduous Forest Region, which is dominated by broadleaved trees consisting of beech, sugar maple, basswood, red maple, red oak, white oak and bur oak.

None of the site alternatives are located within identified woodland areas. Site specific vegetation removal will be considered for the preferred site alternative during the design stage of the project.

Wetlands

As part of the Norval West Bypass MCEA Study, three wetlands were identified in the agricultural lands north of No. 10 Side Road and a linear wetland was identified south of No. 10 Side Road along a tributary to Levi's Creek . However, none of the identified wetlands are in close proximity to the pumping station site alternatives.

Areas of Natural and Scientific Interest (ANSI) and Environmentally Sensitive Areas (ESA)

The Georgetown Credit Valley Life Sciences ANSI occurs along the Silver Creek corridor, which overlaps with the forest community and swamp community north of the three site alternatives.

Fish Habitat

Silver Creek is a permanent, cool water and fish-bearing river within the Norval West Bypass Study Area and is located to the north of the Southeast Georgetown WWPS Study area. The Credit Valley Conservation Natural Areas Inventory (2016) identified twenty-three (23) fish species in or connected to watercourses in or around Silver Creek. No work related to the pumping station is anticipated in the vicinity of Silver Creek or the tributary to Levi's Creek.

Wildlife Habitat

Five (5) main categories of wildlife habitat were evaluated as part of the Norval West Bypass MCEA Study:

- Seasonal Concentration Areas
- Rare Vegetation communities
- Specialized Habitat for Wildlife
- Habitat for Species of Conservation Concern (SOCC)
- Animal Movement Corridors

The results of the habitat screening indicate that the Norval West Bypass Study Area has the potential for significant habitats for the following:

- Bat Maternity Colonies in forest communities
- Reptile Hibernaculum
- Habitat for Chimney Crayfish
- Habitat for Eastern Wood-Peewee (SOCC)

The screening also indicates that there is potential habitat for the following SOCCs associated with the Silver Creek and the tributary to Levi's Creek:

- Midland Painted Turtle
- Snapping Turtle

All three pumping station site alternatives are on agricultural land and are not anticipated to have a significant impact on wildlife habitats.

Species at Risk (SAR)

A background review of species at risk was conducted as part of the Norval West Bypass MCEA Study.

A total of six (6) SAR and/or their habitats were identified as confirmed or potentially present in the Norval West Bypass Study Area:

- Little Brown Myotis (Bat)
- Northern Myotis (Bat)
- Tri-coloured Myotis (Bat)
- Butternut Trees
- American Eel
- Redside Dace

Figure 9 shows the Terrestrial Survey locations and Figure 8 shows the Ecological Land Classification and Terrestrial Survey Results from the Norval West Bypass Study and identifies areas of interest. The majority of the SAR investigation was focused on the north side of the Norval West Bypass study area where there are significant woodlands.

Bat acoustic studies were conducted in 2021 as part of the Norval West Bypass MCEA Study. A total of 7 bat species were recorded including three SAR bats. Figure 9 shows that SM4-G is the closest bat acoustic monitoring location to the site alternatives and is located approximately 80m north of Site Alternative 1. Little Brown Myotis were recorded at all bat monitoring stations including SM4-G. Prior to the start of construction activities, consultation with the MECP will be necessary to determine the regulatory requirements under theSpecies Conservation ActS.

Endangered Butternut Trees occur in the wooded area at the north side of the Norval West Bypass Study and will not be impacted by the WWPS project.

There are records of American Eel in Silver Creek, however, there are no anticipated impacts to Silver Creek as part of the WWPS project.

Consultation with the MECP through the Norval West Bypass MCEA Study identified that the tributary to Levi’s Creek is a contributing habitat for Redside Dace. The tributary is located to the south of the three site alternative locations and is not anticipated to be impacted by the project.

No anticipated loss of suitable habitat for SAR, impact to wildlife habitat or wildlife movement corridors is anticipated for any of the three WWPS site alternatives. During the design phase of the project consultation with the MECP will be undertaken to identify any required mitigation measures specific to the identified SAR bat species.

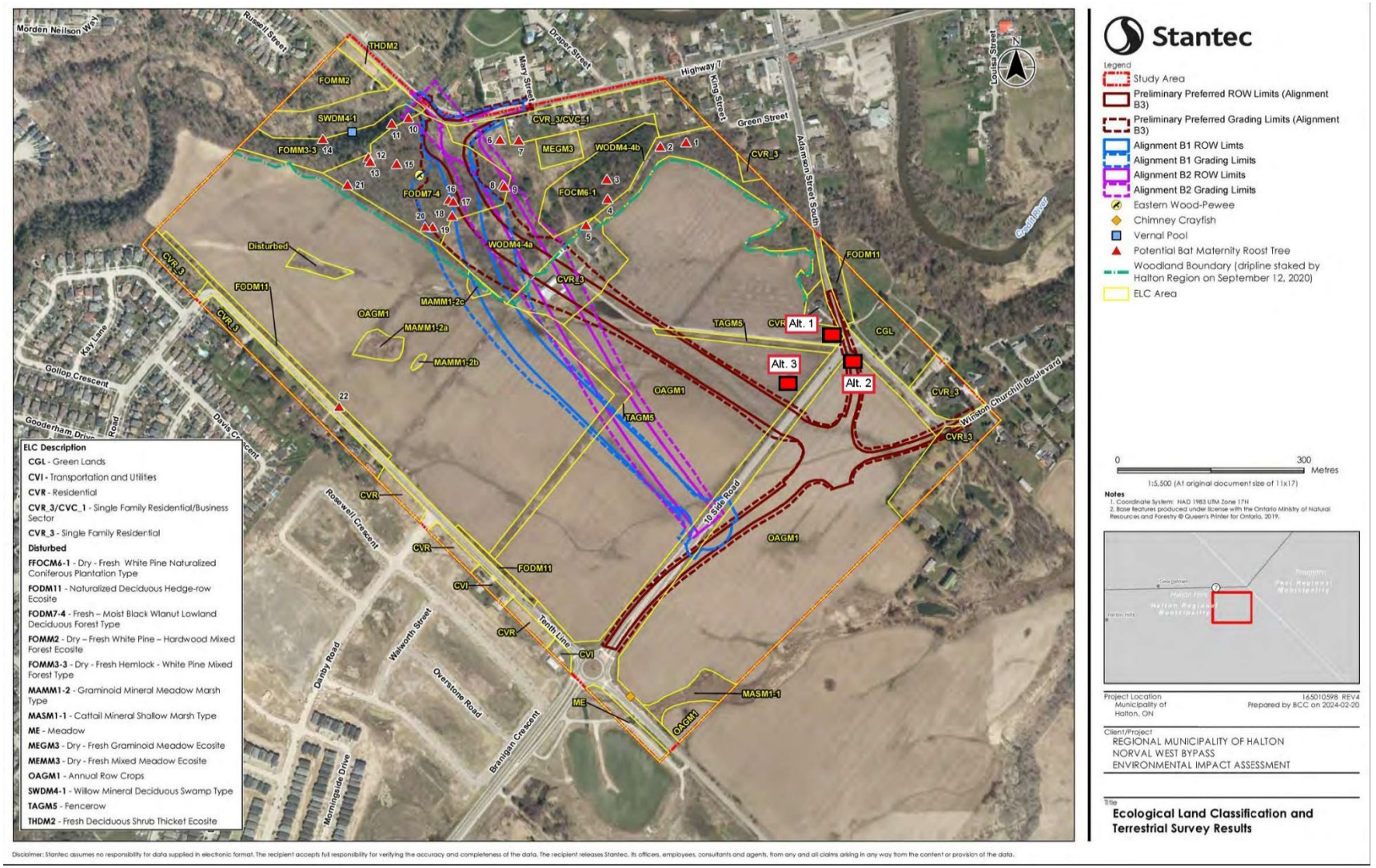

Figure 8: Ecological Land Classification and Terrestrial Survey Results from Norval West Bypass MCEA Study (2025)

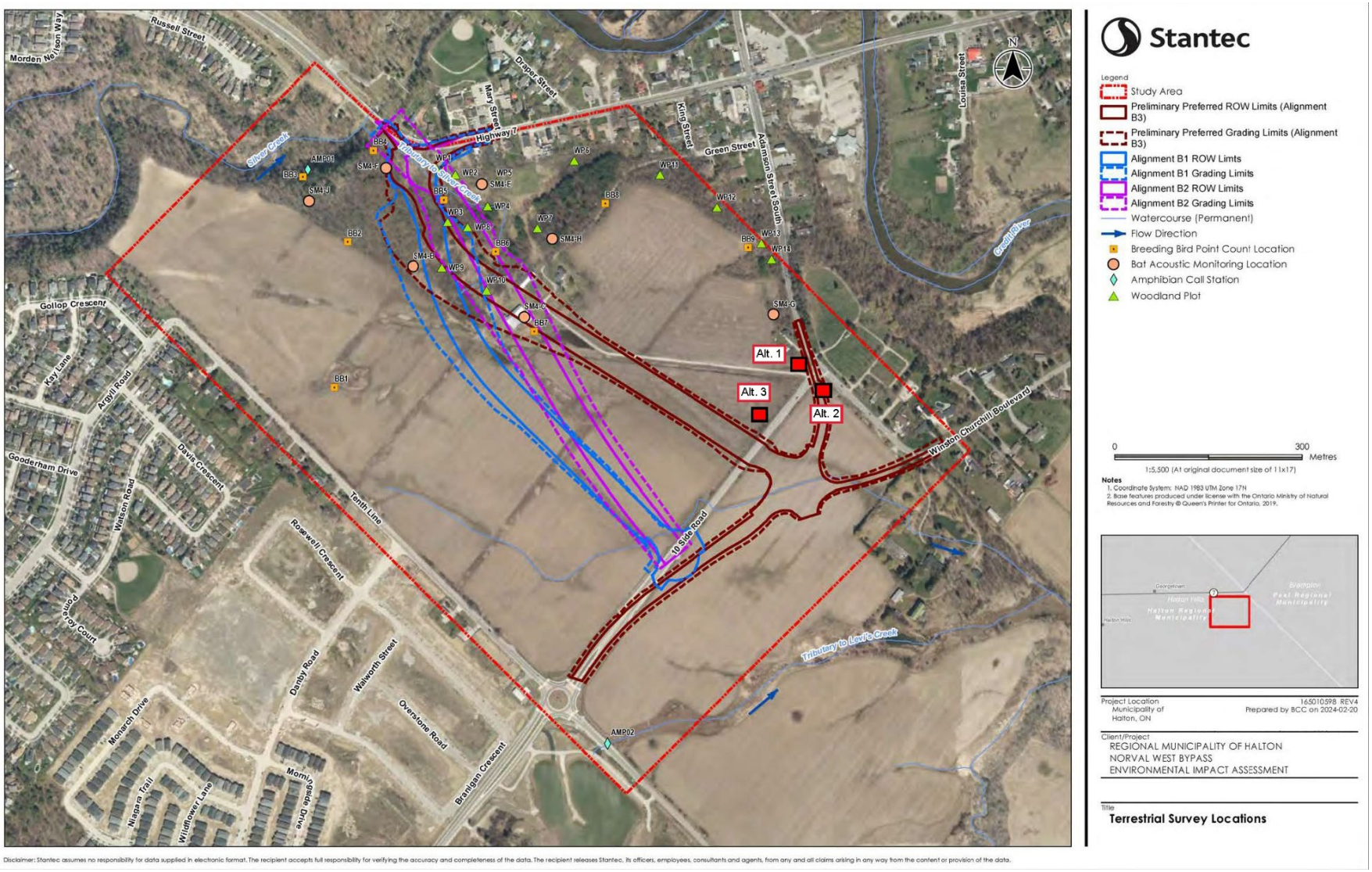

Figure 9:Terrestrial Survey Locations from Norval West Bypass Environmental Impact Assessment Study (2025)

Vegetation

The Study Area is dominated by active agricultural lands with a relatively large area of forest and woodland occurring in the northern portion along the Silver Creek valley. There are no natural vegetation communities within the potential site alternatives as they are located within the agricultural area.

5.2 Technical Considerations

Since the 2011 Master Plan, several new technical considerations have arisen with the potential to impact the pumping station location, including potential conflicts with other proposed regional and local infrastructure.

Halton Region has completed the MCEA Study for the Norval West Bypass, which is a future arterial road from No. 10 Side Road to Highway 7, and a realignment of No. 10 Side Road from Tenth Line to Adamson Street/Winston Churchill Boulevard. Figure 10 shows the proposed route for the Norval West Bypass. As part of the project, Adamson Street South is to be realigned, and the proposed route conflicts with the Site Alternative 2 location. It is anticipated that the WWPS and twin forcemains will be constructed in advance of the Norval West Bypass. Subsurface utilities for the station will be located in the existing No. 10 Side Road right-of-way (ROW), however, they will either need to be relocated during the Norval West Bypass construction or an easement will be established along the original alignment.

Figure 10: Proposed Norval West Bypass Alignment from Heritage Impact Assessment Report

Through the Southeast Georgetown Secondary Plan Land Use Plan, the Town of Halton Hills has identified the area near Site Alternatives 1 and 3 as the location for a future stormwater management facility, which can be seen in Figure 11. Based on discussions with the Town of Halton Hills, it is anticipated that the area can support both the stormwater management facility and the wastewater pumping station if required.

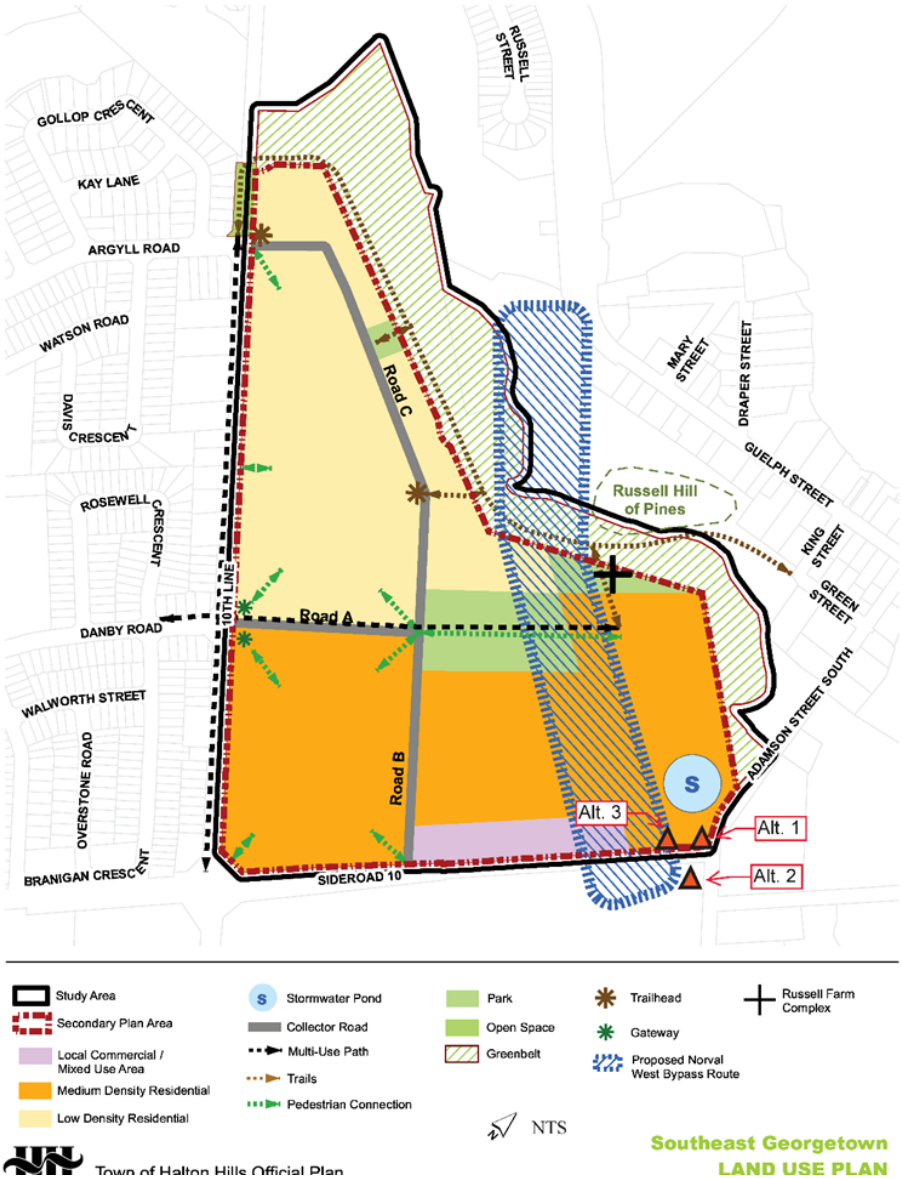

Figure 11: Southeast Georgetown Land Use Plan with Approximate Site Alternative Locations

5.3 Legal/Jurisdictional Considerations

The study area land use is predominantly agricultural to the south and residential to the west, with the north and east area bordered by greenbelt lands.

Through Halton Region Official Plan Amendment No. 38 and Halton Hills Official Plan Amendment No. 10, the Southeast Georgetown Secondary Plan area was brought into Halton Region's Urban Boundary. As shown in Figure 11, Site Alternative 1 and 3 are located inside the Southeast Georgetown Secondary Plan Area, while Site Alternative 2 is located outside the Secondary Plan Area (Urban Boundary).

5.4 Socio/Cultural Considerations

5.4.1 Archaeological Resources

As part of the Norval West Bypass MCEA Study, a Stage 1 Archaeological Assessment (under Project Information Form No. P256-0605-2020) was completed that encompasses the Southeast Georgetown WWPS Study Area to identify areas of archaeological potential and recommend further archaeological assessment (e.g. Stage 2-4) as necessary. A Stage 1 AA consists of a review of geographic, land use and historical information for the property and the relevant surrounding area, a property visit to inspect its current condition and contacting MCM to find out whether, or not, there are any known archaeological sites on or near the property. The Stage 1 AA has been entered into the Ontario Public Register of Archaeological Reports.

Figure 12 shows the proposed WWPS site alternative locations in relation to cultural resources and the results of the Stage 1 Assessment. Site Alternatives 1 and 3 were identified as not requiring further assessment. Site Alternative 2 was identified as an area of archaeological potential and would require a Stage 2 Archaeological Assessment.

5.4.2 Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Report (CHR) and Heritage Impact Assessment (HIA) were both prepared as part of the Norval West Bypass MCEA study and covered all three alternative locations for the new Southeast Georgetown WWPS site. As such, relevant data and findings from the previous CHR and HIA both prepared in 2025 by Stantec for the Norval West Bypass were used to inform the CHR for the Southeast Georgetown WWPS. Historical research, municipal and agency data requests, and field investigations conducted for the 2025 CHR identified two known built heritage resources (BHRs) and cultural heritage landscapes (CHLs), one potential BHR, and one potential CHL. The preliminary impact assessment in 2026 CHR for the Southeast Georgetown WWPS identified no direct or indirect Project impacts to the known or potential BHRs or CHLs. Therefore, mitigation measures are not required for the Project. Should detailed design result in changes to the proposed undertaking or the Study Area, the preliminary impact assessment should be amended.

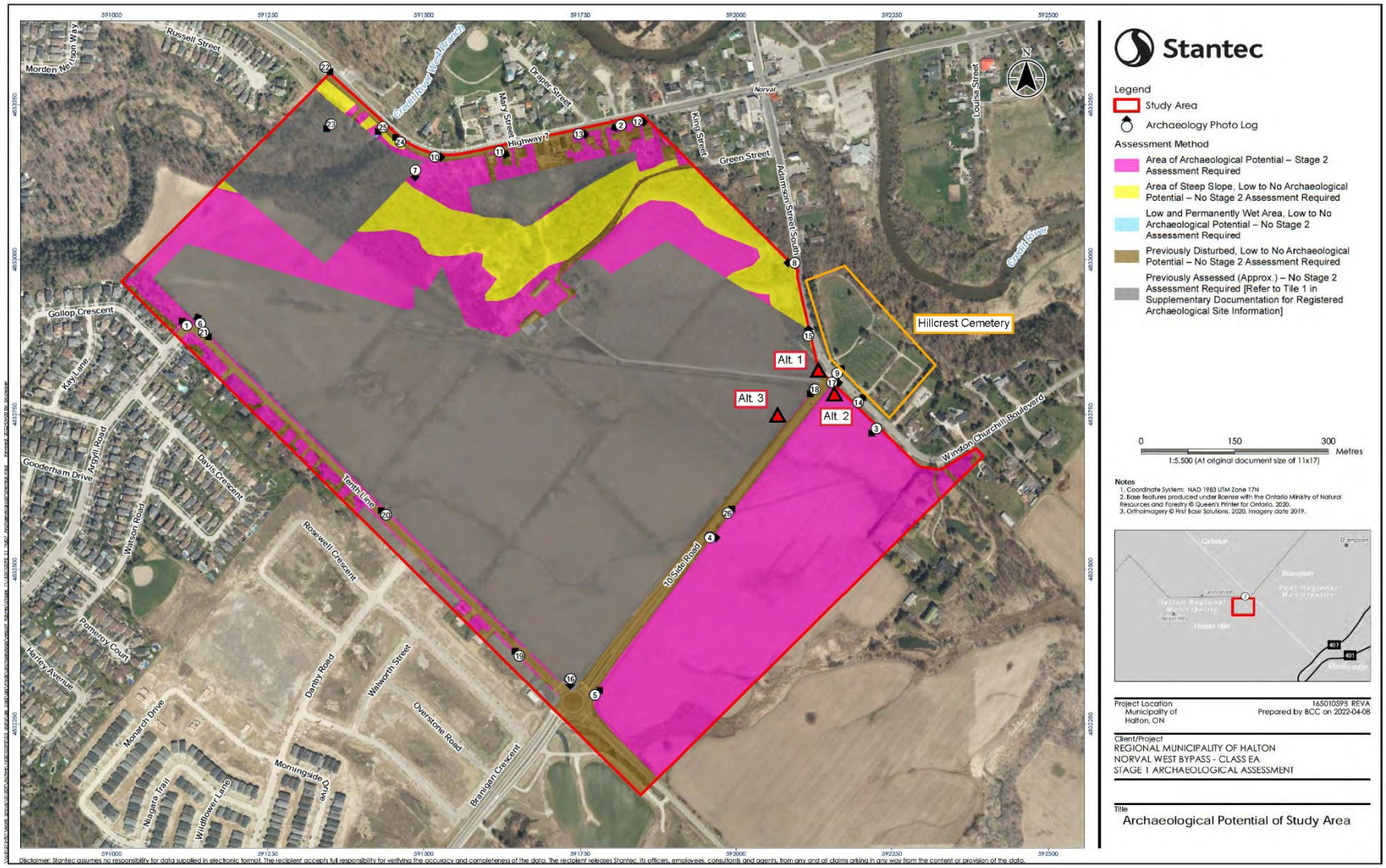

Figure 12: Archaeological Potential from Norval West Bypass MCEA Study (2025).

6 Updated Evaluation of Site Alternatives

An evaluation of the three site alternatives has been completed as part of the MCEA Study Addendum using the same criteria as the 2011 Master Plan MCEA Study. The criteria are as follows:

- Environmental
- Technical
- Socio/Cultural
- Financial
- Legal/Jurisdictional

The goal of the evaluation was to compare all three site alternative locations from the 2011 MCEA Study with considerations for new information and potential changes in previously characterized conditions.

Environmental

There has been no significant change in the natural environment since the 2011 MCEA study was completed. All three sites are currently comprised of cultivated agricultural lands and therefore have no natural vegetation, crops only. During the Norval West Bypass MCEA Study it was identified that Site Alternative 1 lies within the CVC regulation limit and is close to Potential Significant Valleyland. The proximity of the site to these features was considered in the updated evaluation.

Six SAR were identified as confirmed or potentially present within the Norval West Bypass site. While three of the species (Butternut, American Eel and Redside Dace) are not expected to be impacted by the proposed work, it is anticipated that considerations for SAR bat species in the area will be required, particularly for the Little Brown Myotis which has been recorded at a monitoring station near the Site Alternative 1 location.

Technical

As discussed in Section 3.1, in the time since the 2011 MCEA Study, other regional and local infrastructure has been proposed at all three of the site alternatives. The Southeast Georgetown Secondary Plan Land Use Plan identified the area of Site Alternatives 1 and 3 as the location of a future stormwater management facility. However, the Town of Halton Hills has indicated that the area can support both the stormwater management facility and the wastewater pumping station if required. Site Alternative 2 interferes with the realignment of No. 10 Side Road and Adamson Street as identified in the Norval West Bypass MCEA Study. This conflict has made the Site Alternative 2 less preferable.

Due to the proposed realignment of No. 10 Side Road and Adamson Street South, an easement or realignment of the future forcemain will be required with the construction of the Norval West Bypass. This is the same for all three site alternatives.

The 2011 Master Plan identified the required capacity of the station as 42 L/s. This has been reconfirmed through the addendum process and is in line with the Region's Joint Best Planning Estimates for population and employment growth in the Southeast Georgetown Secondary Plan area.

The modelling results from the Halton Region Integrated Master Plan concluded that a station design flow of 42 L/s can be accommodated in the downstream system. The results indicated that the downstream sewer mains have sufficient capacity to accommodate this flow and that all maintenance holes have a maximum flood depth of at least 1.8 m below grade.

Socio/Cultural

The Norval West Bypass Stage 1 Archaeological Assessment (AA) Study Area identified no further archaeological studies are required for Site Alternatives 1 and 3. A Stage 2 AA would be required in the detailed design stage for Site Alternative 2, making it less preferable.

The proximity of Site Alternatives 1 and 2 to the Hillcrest Cemetery will require additional mitigation measures during construction (noise, dust and debris) to minimize potential impacts.

Financial

Capital and operations costs are expected to be similar for all three site alternatives.

Legal/Jurisdictional

All three site alternatives will require a similar amount of land acquisition. Site Alternative 1 requires work within the CVC regulation limit and Site Alternative 2 is located outside of the Southeast Georgetown Secondary Plan Area. Both of these conditions are unpreferable.

Table 1 below details the criteria used in the evaluation of the site alternatives and is consistent with the criteria from the 2011 Master Plan. The detailed evaluation of the three site alternative locations for the Southeast Georgetown WWPS site is provided in Table 2.

Table 1:Evaluation Criteria

Most Preferred	The site alternative satisfies the following key objectives: • **Environmental**: minimizes potential impacts to the natural environment • **Technical**: provides the best technical solution (improved hydraulics, etc). • **Socio/Cultural**: minimizes potential impacts to residents and cultural heritage. • **Financial**: minimizes capital, operating and life-cycle costs. • **Legal/Jurisdictional**: permits and land acquisitions can be easily obtained.
Moderately Preferred	The site alternative satisfies the key objectives with some deviations.
Least Preferred	The site alternative does not satisfy the key objectives.

Table 2:Detailed Evaluation Matrix – Southeast Georgetown WWPS Site Alternatives

Site Alternative No.	Site Alternative 1	Site Alternative 2	Site Alternative 3
Description	• Pump Station site located on the northwest corner of Adamson St S and No. 10 Side Road.	• Pump Station site located on the Southwest corner of Adamson St S and No. 10 Side Road.	• Pump Station site located on the north side of No. 10 Side Rd, approx. 150 m west of the Adamson St S.

Site Alternative No.	Site Alternative 1	Site Alternative 2	Site Alternative 3
Environmental	• Land is currently comprised of cultivated agricultural lands. • Lands have no natural vegetation (crops only). • No watercourses on site. • No ANSIs/ESAs on site. • Site is within the CVC regulation limit and directly adjacent to potentially significant valleyland.	• Land is currently comprised of cultivated agricultural lands. • Lands have no natural vegetation (crops only). • No watercourses on site. • No ANSIs/ESAs on site. • Site is adjacent to the CVC regulation limit and is approximately 70m from potentially significant valleyland.	• Land is currently comprised of cultivated agricultural lands. • Lands have no natural vegetation (crops only). • No watercourses on site. • No ANSIs/ESAs on site. • Site is approximately 130m from the CVC regulation limit and is approximately 160m from potentially significant valleyland.
Environmental Score	**Least Preferred**	**Moderately Preferred**	**Most Preferred**
Technical	• Site is further from forcemain discharge point than Site Alternative 3. • Greenfield Construction. • Low Potential for conflicts with utilities. • Site is located at lower elevation within the new development area. • Access to No. 10 Side Road and Winston Churchill Blvd/Adamson St S. • ASP identified area as location of future SWM facility • Hydraulically feasible based on current modelling.	• Site is further from forcemain discharge point than Site Alternative 3. • Greenfield Construction. • Low Potential for conflicts with utilities. • Site is located at lower elevation within the new development area. • Access to No. 10 Side Road and Winston Churchill Blvd/Adamson St S. • Site conflicts with proposed realignment of No. 10 Side Rd as part of Norval Bypass. • Hydraulically feasible based on current modelling.	• Site is closer to forcemain discharge point than Site Alternatives 1 and 2. • Greenfield Construction. • Low Potential for conflicts with utilities. • Site is located at a slightly higher elevation within the new development area; deeper sewers and wet well may be required. • Access to No. 10 Side Road and future Norval West Bypass. • Hydraulically feasible based on current modelling.
Technical Score	**Least Preferred**	**Least Preferred**	**Most Preferred**

Site Alternative No.	Site Alternative 1	Site Alternative 2	Site Alternative 3
Socio/Cultural	• Moderate potential traffic disruptions / disturbance expected along No. 10 Side Road and Winston Churchill Boulevard/Adamson St S during construction. • Moderate potential construction impacts on several residences located to the east of the site. • The site is adjacent to Hillside Cemetery. • Site is located within new development area, and with frontage on No. 10 Side Road and Adamson St S. • Site is located directly across from Hillside Cemetery, therefore additional mitigation measures may be required for potential construction impacts. • Stage 2 Archaeological Assessment not required.	• Moderate potential traffic disruptions / disturbance expected along No. 10 Side Road and Winston Churchill Boulevard/Adamson St S during construction. • Moderate potential construction impacts on several residences located to the east of the site. • The site is adjacent to Hillside Cemetery. • Site is located outside of urban boundary, and with frontage on No. 10 Side Road and Winston Churchill Blvd. • Site is located directly across from Hillside Cemetery; therefore, additional mitigation measures may be required for potential construction impacts. • Stage 2 Archaeological Assessment required.	• Moderate potential traffic disruptions / disturbance expected along No. 10 Side Road during construction. • No existing residential areas within 250 m of the proposed site, lowest potential impact to local residents during construction. • Site is located within new development area, and with frontage on No. 10 Side Road. • Stage 2 Archaeological Assessment not required.
Socio/Cultural Score	**Moderately Preferred**	**Least Preferred**	**Most Preferred**
Legal/ Jurisdictional	• Property acquisition required. • Property is within CVC regulated area.	• Property acquisition required. • Property is outside of secondary plan area.	• Property acquisition required. • Property is within secondary plan area and outside CVC regulated area.
Legal/Jurisdictional Score	**Moderately Preferred**	**Least Preferred**	**Most Preferred**
Financial	• Longer forcemain required (higher cost).	• Longer forcemain required (higher cost).	• Shorter forcemain required (lower cost).
Financial Score	Moderately Preferred	Moderately Preferred	Most Preferred
Overall Score	Moderately Preferred	Least Preferred	Most Preferred

7 Recommended Preferred Site Alternative

Based on the rationale presented in the Detailed Evaluation Matrix, Table 2, Site Alternative 3, located on the north side of No. 10 Side Road approximately 150m west of Adamson Street South, is the recommended preferred site for the new Southeast Georgetown WWPS.

The main advantages of Site Alternative 3 are as follows:

- Site Alternative 3 is located on a rural property with no significant natural vegetation. There are no known existing utilities or structures that would conflict with the WWPS.
- Site Alternative 3 does not conflict with other planned infrastructure projects, including the Norval West Bypass and the Southeast Georgetown SWM facility.
- The Stage 1 AA indicates no archaeological potential and no requirement for a Stage 2 AA for Site Alternative 3.
- The site is located within the approved secondary plan area.
- The site is located outside of the CVC regulated area.
- Lowest potential impact to local residents during construction with no existing residential properties within 250m of the proposed site

7.1 WWPS Emergency Overflow – Provisional

A potential emergency overflow alignment was identified in the 2011 Master Plan, as shown in Figure 13. Additional studies and investigations are required to confirm the feasibility of the overflow including alignment, location of the outfall, identify potential impacts and mitigation measures, and support regulatory permitting requirements. Additional required studies and investigations include, but are not limited to:

- An MCEA Amendment to the 2011 Master Plan
- An Environmental Impact Assessment
- A Fluvial Geomorphic Assessment
- Natural and Cultural Heritage Assessments
- Stage 1 Archaeological Assessment

An emergency overflow in accordance with Ministry of Environment, Conservation and Parks (MECP) Guidelines and the Region's current *Water and Wastewater Facilities Design Manual* will be included as a provisional item during future planning and design phases.

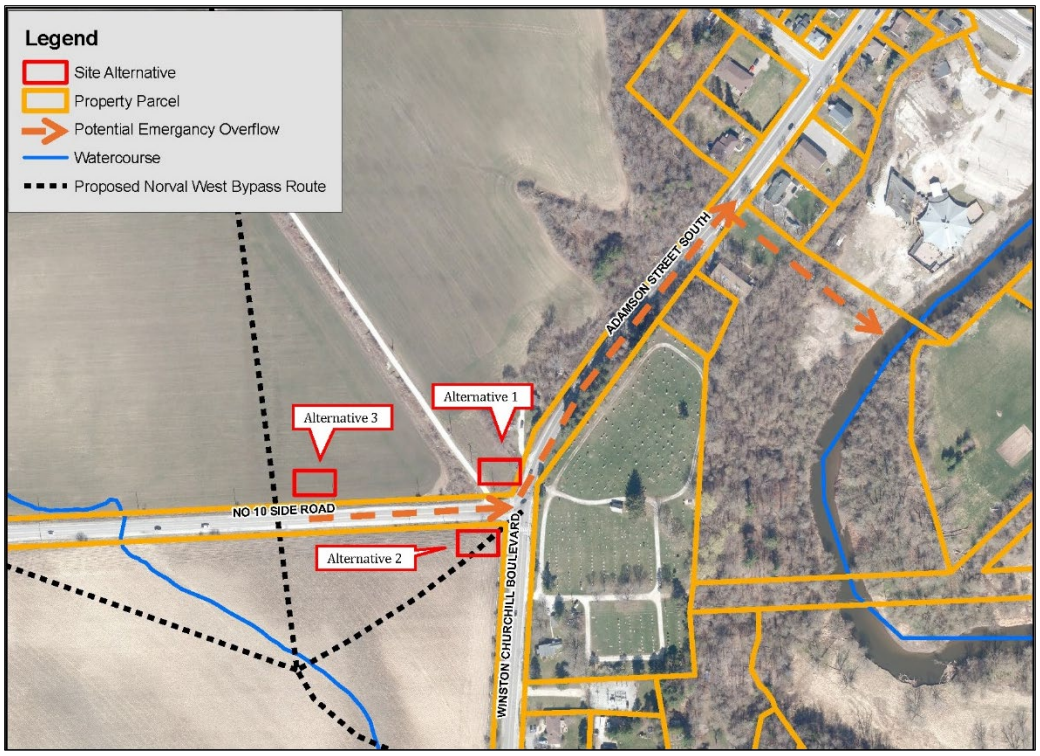

Figure 13: Potential Emergency Overflow Route.

7.2 Preliminary Design Details of the Southeast Georgetown WWPS

In accordance with the Region's current *Water and Wastewater Facilities Design Manual* and based on the design flow of 42 L/s, a Design III WWPS is proposed.

Emergency storage will be provided in accordance with Halton Region and MECP requirements for detention time. Based on 3-hours of emergency storage, an estimated property size of 70m x 55m will be required to support the proposed Southeast Georgetown WWPS facility. The site layout will be designed to include driveway access and parking for Regional staff and maintenance vehicles, with considerations for the future alignment of the Norval West Bypass. An emergency overflow will be a provisional item during future planning and design phases and will include the studies and investigations required to support approvals and implementation.

All linear infrastructure will be designed as per MECP design standards and the *Halton Water Wastewater Linear Design Manual*. The forcemain is expected to be entirely within the existing No. 10 Side Road right-of-way. During construction of the Norval West Bypass and the realigned No. 10 Side Road, efforts will be made to relocate the forcemain to the new right-of-way. If the infrastructure cannot be relocated, the existing right-of-way will be retained, or an easement will be established.

Specific details will be confirmed through the design and implementation phases subsequent to this MCEA Study Addendum.

8 Stakeholder Consultation

This Addendum to the 2011 Master Plan MCEA Study, describing the evaluation of the three site alternatives from the 2011 Master Plan, and the selection of the preferred location for the Southeast Georgetown WWPS, has been prepared in accordance with the MCEA process and will be placed on the public record for a 30-day period beginning June 11, 2026. A Notice of Addendum will be published online and will be sent to First Nations and Indigenous Communities, interested parties and review agencies (See Appendix B). Hard copies of the MCEA Study Addendum Report will be available for review during the 30-day period by request, and an electronic copy of the MCEA Study Addendum Report will be accessible on halton.ca.

In accordance with the MCEA process, only the scope of work within the MCEA Study Addendum Report is open for review (i.e., the potential location of the Southeast Georgetown WWPS). The following sections summarize the public consultation activities that will be completed for this MCEA Addendum.

8.1 First Nations and Indigenous Communities Consultation

Consultation with First Nations and Indigenous Communities is guided by the Government of Ontario. To comply with these requirements, the Aboriginal and Treaty Rights Information System (ATRIS) is used to identify Indigenous nations, groups, communities and organizations located in the vicinity of the Study Area that may potentially be impacted by the project. The MECP ultimately identifies the First Nations and Indigenous Communities that must be consulted. Halton Region is on the Treaty Lands of the Mississaugas of the Credit First Nation as well as the Traditional Territory of the Haudenosaunee, Wendat, and Anishinabek. For this MCEA Study Addendum, the First Nations and Indigenous Communities consulted are:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River Elected Council
- Haudenosaunee Confederacy Chiefs Council
- Wendat Nation
- Métis Nation of Ontario (Credit River Métis Council) (Grand River Métis Council)

The Notice of Addendum will be emailed to these First Nations and Indigenous Communities to solicit feedback.

The development of the 2011 Master Plan included consultation with First Nations and Indigenous Communities and is summarized in Volume 3 of the MCEA Study; and can be found at halton.ca

8.2 Local Residents Consultation

To inform local residents a Notice of Filing of Addendum letter will be mailed to all properties in the Norval Community south of Guelph Street to approximately 600 meters south of No. 10

Side Road near the preferred site. In addition, Digital Metroland Driver Ads, and promotion across LinkedIn, Facebook and Instagram will be used to publish the notice online, and in local digital papers including the Toronto Star and Inside Halton. The intent of the advertisement and letter is to inform the public of the Addendum process and proposed site location, as well as to provide access to the MCEA Study Addendum Report for review and feedback.

8.3 Review Agencies Consultation

A Notice of Addendum letter will be mailed to review agencies, including: Credit Valley Conservation, Town of Halton Hills, MECP and the Ministry of Citizenship and Multiculturalism. The intent of the letter is to inform each party of the MCEA Addendum process and proposed site location, as well as to provide access to the MCEA Study Addendum Report.

8.4 Addendum Review Period

All comments received within the 30-day review period following the mailing and advertisement of the Notice of Addendum will be addressed and documented by a member of the project team. A Section 16 Order request may be made to the Minister of the Environment, Conservation and Parks, only on the grounds that the requested order may prevent, mitigate, or remedy potential adverse impacts on constitutionally protected Aboriginal and treaty rights.

9 Implementation

The construction of the Southeast Georgetown WWPS will support the wastewater servicing needs as outlined in the 2011 Master Plan; and will support growth and development in the Southeast Georgetown Secondary Plan Area.

Upon completion of this MCEA Addendum, as a Schedule B project, the WWPS may proceed to the detailed design and implementation phases. During these phases, the technical, social and environmental considerations identified through the MCEA process will be incorporated; and required mitigation measures will be confirmed and implemented.

9.1 Detailed Design Commitments

The following list provides a preliminary set of commitments to be undertaken during the detailed design phase of the project.

9.2 WWPS Design

- A Tree Preservation Plan will be prepared by a certified Arborist in accordance with the Region's Tree Canopy Replacement Policy during detailed design to assess the extent of impacts to trees resulting from the proposed construction and establish a plan for compensation of tree loss.
- Provisions for noise and odour mitigation, if needed, will be determined during detailed design.
- Geotechnical investigations will be completed during detailed design.
- Site layout and access will be reviewed with Halton's operations staff during detailed design.
- An emergency overflow will be included as a provisional item and its feasibility will be determined during detailed design. Emergency storage will be provided to meet MECP and Halton Region requirements for detention time.

9.3 Environmental Protection

- Specific restoration areas will be identified during detailed design.
- An Erosion and Sediment Control Plan will be developed during the detailed design and will conform to industry best management practices and recognized standard specifications.
- Credit Valley Conservation will be consulted during detailed design if work is required within or near Credit Valley Conservation Regulated Areas.
- The Little Brown Myotis was detected in the area of the proposed WWPS site. Prior to initiating construction activities, it will be necessary to consult with the MECP to confirm the applicable regulatory requirements under the Species Conservation Act (SCA).

9.4 Permit Requirements

Permitting requirements will be reviewed during the design stage of the project and all required permits will be acquired for the implementation of the wastewater pumping station and linear infrastructure.

10 Conclusions and Recommendations

The 2011 Master Plan identified the need for a new WWPS and twinned forcemains to support growth in Southeast Georgetown. As part of the 2011 Master Plan, three potential locations were identified. Given the time elapsed since the 2011 Master Plan this Addendum to the MCEA Study, specific to the recommended Southeast Georgetown WWPS Schedule B project, is required to confirm that the project and any previously identified mitigation measures are still valid under the current planning context. The sites have also been re-evaluated to determine the preferred location based on technical, environmental, legal/jurisdictional, social, cultural and economic criteria. Site Alternative 3, located on the north side of No. 10 Side Road, is the recommended preferred site for the new Southeast Georgetown WWPS.

This MCEA Study Addendum Report fulfills all the requirements of an MCEA Addendum and was placed on the public record for review. The Notice of Addendum was issued on June 11, 2026, and prepared in accordance with the MCEA process.