

Halton Crushed Stone Limited – Proposed Erin Pit Extension Application Update

November 2017

OVERVIEW

Halton Crushed Stone (HCS) has applied to expand their Erin Pit onto adjacent lands so that they can continue to supply sand and gravel for area infrastructure projects. Like the existing pit, the proposed expansion will operate above the water table. The applications are under review including consultation with area residents.

This information package responds to the comments and questions that have been received from area residents, government agencies and peer reviewers during the review of the applications. It has been prepared by HCS and the project team working on the applications.

This document expands on the information that was previously provided in response to questions received at the November 1, 2016 public meeting (please refer to the enclosed Public Meeting Question & Answer, November 2016). The document addresses additional questions and comments received from the public since this meeting and outlines proposed adjustments to the application in response to public comments and concerns, and feedback from reviewing government agencies including the Town and County.

BACKGROUND

A common area of concern with the proposed application is that the pit operations will be getting closer to the subdivision. Related concerns were expressed regarding noise, dust, visual and property value impacts due to the proximity of the subdivision.

The County's Official Plan states that it is essential that extraction be carried out with as little social and environmental cost as practical. The proposed operation and Aggregate Resources Act Site Plans have been designed in a manner which minimizes social, economic and environmental impacts.

UPDATE ON APPLICATION REVIEW

The Town of Erin and County of Wellington in addition to other government agencies are in the process of reviewing the proposed application. The County and the Town engaged expert peer reviewers to review certain technical studies that were prepared with the application. In addition, HCS has undertaken additional work and analysis in response to public comments and concerns which are outlined in this document.

Hydrogeology Peer Review

Water supply wells will not be affected by the proposed above water pit. The Credit River watershed is protected.

The hydrogeological study prepared by WSP was peer reviewed by the Town's consultant, Blackport Hydrogeology Inc. The peer reviewer concluded that the existing pit has not impacted local water resources and that no negative impacts to water resources are anticipated with the

proposed pit extension. The peer review comments have all been addressed and HCS has agreed to provide annual water level monitoring data to the Town in accordance with the peer reviewer's recommendation. In addition, the existing groundwater monitoring program for the pit that has in place for 15 years will be expanded to include data from additional monitors installed in support of the aggregate washing system.

Credit Valley Conservation (CVC) also agreed with these findings and concluded that the proposed extension will not cause alteration of the groundwater system and will not impact flow to the river or the hydrology of wetlands in the area. CVC concluded that the pit will not impact any Wellhead Protection Areas and had no issues with the hydrogeological study.

Noise Peer Review

The noise study prepared with the application was completed in accordance with the applicable Ministry of Environment and Climate Change (MOECC) guidelines including the recently updated NPC-300 guideline. The guideline includes average sound level limits that are to be satisfied at residential locations around the site (called receptors). Calculations are carried out to determine the worst case noise for each of the pit phase areas at each of the receptors.

Where noise was predicted to exceed the MOECC NPC-300 sound level limits, mitigation and operational restrictions are recommended in order to reduce the sound levels at the receptors. With the implementation of the recommended noise controls, the proposed pit is predicted to satisfy MOECC NPC-300 noise guidelines.

Noise predictions were conducted based on the predictable worst case noise impact for all of the phases of the extension (Phases 1 to 5 in addition to the processing plant in the existing pit) at each of the receptors. This represents a design case where the site is running at full capacity with all of the equipment operating simultaneously and at locations where noise impact is highest for each receptor. This provides a conservative approach and, the majority of the time, work would be occurring in other areas of the site with lower associated noise impacts.

The primary noise controls that have been incorporated in the design of the Erin Pit extension and enforceable conditions on the site plan are:

- Limits on the source noise levels for the pit equipment
- Restrictions on the equipment operating in the various phases of the proposed pit
- Restricted processing locations
- Recommendations for direction of extraction so that the pit faces provide a shield or barrier
- Perimeter berms that also have the effect of a shielding barrier that will reduce the amount of noise that can be heard at surrounding receptors

The noise study prepared by Aercoustics was peer reviewed by a noise engineer retained by the Town, HGC Engineering. The review confirmed that the noise study was prepared in accordance with applicable guidelines and they generally agreed with the methodology and the recommended mitigation measures.

The review raised several questions that have led to revised recommendations for noise controls such as further restrictions on processing areas and revisions to the source sound limits for the proposed portable processing plant (since the original assumption was

HCS Erin Pit Extension
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unrealistically low). The proposed processing areas have been reduced in size and the setback from the subdivision has been increased.

Processing in Phase 1 (Concession 10, west side of 10th Line) is now prohibited within approximately 700 m of the houses in the subdivision (formerly 500 m) while processing in Concession 11 includes additional barriers to minimize noise on nearby homes.

HCS is also proposing to change the hours of operation so that aggregate extraction is not permitted on Saturdays or before 7 a.m. on weekdays. Shipping and loading would be permitted between 8 a.m. and 12 p.m. on Saturdays, and 6 a.m. and 7 p.m. on weekdays.

Based on these changes, the noise peer reviewer concluded that the sound levels predicted at the residential receptors under the worst case operational scenario are generally in compliance with MOECC sound level limits. The peer reviewer stated that the Town could require an acoustical audit if additional assurance was required.

HCS has accepted the peer reviewer's recommendation and will prepare an acoustical audit to assess sound levels from the processing plants operating concurrently (portable processing in Phase 1 and the main processing plant in the existing pit). The acoustical audit would be provided to the Town and County within one year of extraction commencing in Phase 1 of the proposed pit.

Setback from Subdivision

In response to concerns about the proximity of the pit extension to the subdivision, HCS is proposing to double the extraction setbacks in the northwest corner nearest the subdivision in Concession 10 (**Appendix 1**) (HCS is also proposing to double the extraction setback in the northeast corner in Concession 11).

The proposed extraction setback has been increased from 30 m to 60 m near the subdivision. With the revised setback, there would be two houses located within 150 m of the proposed extraction area at their closest point in the northwest corner. These two houses are located on Wellington Road 52, an arterial road that carries significant traffic volumes including truck traffic. The closest house within the subdivision would be approximately 175 m from the proposed extraction area.

It is the intent of HCS to complete extraction as soon as possible within Concession 10 so that the lands can be rehabilitated back to farmland. Large areas of the existing pit in Concession 10 have already been rehabilitated and are actively farmed. The wash plant is proposed to be relocated to Concession 11. The main processing area would then be approximately 1.2 km from the subdivision.

Truck Traffic

In response to a request by the County, HCS prepared a traffic study for the proposed pit extension. The traffic study was prepared by Paradigm Transportation Solutions Ltd. and is being reviewed by the County.

The study estimated that during the AM and PM peak hours, the Erin Pit could generate approximately 14 truck trips per hour. This assumes traffic conditions are at their most congested and when HCS is actively shipping. In other words, a worst case scenario. The study

also estimated that the pit could generate approximately 20 truck trips per hour between 6 a.m. and 7 a.m. but the road conditions at this hour are less congested and would not represent a worst case scenario for assessing potential impacts on intersections and the road system.

The study concluded that the existing form of traffic control for the intersections in the area are considered acceptable and that no roadway or traffic control improvements are required to accommodate the truck traffic.

In response to questions about the impact of increased trucking from the James Dick Caledon proposal on this traffic study, Paradigm included truck trips from the James Dick pit in the existing traffic volumes which were increased to account for growth in background traffic.

During peak hours, the proposed James Dick expansion would add approximately 10 truck trips. Of these 10 new trips, approximately 25 percent (2.5 truck trips) are forecast to travel south on Winston Churchill Blvd. to Wellington Road 52. In the HCS traffic study, the generalized growth for the 10-year horizon increased background heavy truck volumes at Winston Churchill Blvd. and Wellington Road 52 by 2 peak hour trips. The difference of half a truck trip (0.5) during the peak hour does not change the findings of the HCS traffic study.

The County's peer reviewer, Triton Engineering, found the traffic study methodology to be acceptable and that all intersections are operating at an acceptable level of service.

In response to concerns about truck traffic, HCS has developed a trucking policy which will apply to all trucks hauling aggregate from the Erin Pit (**Appendix 2**). The policy includes requirements and enforcement procedures such as the following:

- A Safe Work Practices/Procedures is in place and must be signed by all brokers before they are permitted to haul aggregate from the Erin Pit.
- Trucks are prohibited from parking or stopping on 10th Line, Wellington Road 52 or other nearby roads.
- Trucks will not be loaded before 6 am on Mondays to Fridays, or 8 am on Saturdays.
- Trucks must exit the pit north on 10th Line to Wellington Road 52. Except for local deliveries, trucks are prohibited from using 10th Line north of Wellington Road 52 or 10th Line south of the pit entrance.
- If drivers violate the HCS Safe Work Practices/Procedures or any of these policies, they will not be allowed in the pit.

The trucking policy includes a process for submitting complaints regarding potential safety issues or infractions from trucks using the Erin Pit. HCS is required to respond to these complaints and outline potential actions and next steps if an infraction is identified. HCS will maintain a log of trucking complaints and provide to the Town on request.

Dust Management

In response to concerns regarding dust, HCS has prepared a dust management plan to help ensure that dust is effectively controlled at the Erin Pit and that potential impacts to nearby residents are minimized (**Appendix 3**). The proposed dust mitigation measures represent accepted standard practice to suppress dust and ensure air quality is not adversely impacted by the proposed pit.

The dust management plan includes procedures for minimizing dust on internal haul roads, during site preparation, aggregate extraction, processing and rehabilitation (e.g. sufficient water supply and water truck available on-site at all times, establish maximum disturbed areas, etc.).

The dust management plan includes a process for submitting complaints regarding dust emanating from the Erin Pit. HCS is required to respond to these complaints and outline the cause of the potential dust impacts, operation considerations, potential mitigation measures and/or next steps. HCS will maintain a log of dust complaints and provide to the Town on request.

Visual Impacts

HCS is proposing to enhance the visual screening mitigation in response to public submissions on the effectiveness of the screening proposals. These proposed revisions are based on a more detailed examination of key viewpoints around the site and taking into account the variable topography and differences in elevation between the site and Wellington Road 52.

The key variable that determines the screening effectiveness of the proposed berm is the height of the berm relative to the elevation of the viewpoint on the County Road. The majority of the proposed 4 metre high berm along Wellington Road 52 is more than 1 metre above the viewer height elevation and will provide an effective visual screen of the operations in the proposed pit.

Several revisions to the Wellington Road 52 screening berms are proposed in order to further improve the effectiveness of the mitigation that will be required. The proposed 4 metre high berm on the north boundary should be raised in specific areas to increase screening effectiveness:

- Raise the berm in the northwest corner by 2-4 metres.
- Raise the berm in the middle of the Concession 10 frontage by 0.5-1.5 metres to maintain a 402.5 m.a.s.l. top of berm elevation.
- Increase the minimum top of berm elevation to 396 m.a.s.l. in the section of berm at the east end of Concession 10. This will result in a small section of berm being raised by 1 metre.
- Raise the berm at the east end of Concession 11 by 1 meter.
- Raise the berm at the northeast corner by 2 metres.

In addition, HCS will be planting a mix of coniferous trees and shrubs in front of the berm along Wellington Road 52 including white spruce, white pine, red pine and sumac. Landscaping improvements will be undertaken in the northwest and northeast corners of the site (**Appendix 1**).

Other adjustments that will reduce the visual impact of the proposed pit include limiting Phase 1 stockpile height to 15 metres above the pit floor and requiring that the mature trees on the east side of Concession 10 in Phase 1 be retained where feasible.

In summary, visual impacts of the HSC Erin Pit Extension will be effectively mitigated and minimized through the use of perimeter screening berms, retained and proposed vegetation, and limits on proposed product stockpile heights. The operations on the floor of the proposed pit are at a lower elevation and will not be visible behind the proposed berms. The proposed improvements to the screening mitigation will reduce places on Wellington Road 52 where the

current ground surface and short duration equipment activity could be visible over the top of the screening berms. The tops of product stockpiles in the processing areas may be visible from some locations on Wellington Road 52 (not unlike the visibility of portions of the existing pit operation).

The County's peer reviewer, Triton Engineering, had no concerns with the Visual Impact Review and proposed screening measures.

Aggregate Recycling

Through this application, HCS requested permission to recycle some asphalt, concrete and other aggregate products. Recycling is a responsible approach to conserving resources and a normal component of many mineral aggregate operations. Suppliers of materials for road construction projects are allowed and sometimes required to incorporate recycled materials into their product mixes. A gravel pit is a good place to recycle because the equipment and materials that are used to make products blended with recycled aggregate are already there. This activity should be encouraged and is an important component of HCS' business and allows them to reuse materials that may otherwise be sent to landfills.

Provincial and municipal planning policy supports recycling in mineral aggregate operations. The Town's Zoning By-law currently permits associated facilities used in the recycling of mineral aggregate in the Extractive Industrial Zone (M4).

Recycling is proposed as a use that is accessory to the pit operation. This means that it cannot operate as a standalone facility and it has to be secondary or incidental to the main pit operations. The site plan requires that the removal of recycled aggregate is to be ongoing so HCS cannot accumulate unused piles on the site. The recycling has to be an active part of the normal pit operations. The location, storage and processing of recycled materials is enforced under the Aggregate Resources Act as outlined on the Site Plans. Once the aggregate on site has been depleted, continued importing of recyclable materials will not be permitted. Recycling operations must cease when final rehabilitation is undertaken.

The traffic study accounted for trucking associated with the proposed aggregate recycling activities.

The maximum amount of unprocessed recycled materials to be stored on-site is 60,000 tonnes at any one time. The amount of processed recycled materials shipped from the site will be included in the maximum annual tonnage (725,600 tonnes). HCS is proposing a 100,000 tonne limit on the amount of processed recycled materials that may be shipped from the site annually. HCS will maintain a log of recycled aggregate materials that are both imported and exported to/from the site and will make the log available to MNRF upon request. In addition, these limits will be enforced by MNRF through the site plan and annual compliance.

Recycled materials would be stored in the Phase 2 processing areas (Concession 11) or on processing areas that are part of the existing licensed areas to the south of the proposed extension lands (subject to ARA site plan permission). Unprocessed recycled materials will not be stored in Phases 1, 3 or 4 of the proposed extension.

Supplementing the on-site reserve with recycled aggregate materials has the potential to increase the estimated lifespan of the pit (since resource conservation is one of the benefits of

recycling). The provided estimates of pit lifespan are not affected because they are conservative (i.e. high end) and subject to market fluctuations.

SUMMARY OF PROPOSED ADJUSTMENTS TO APPLICATION

In response to public comments and concerns, and feedback from government agencies including the Town and County, HCS is proposing the following adjustments to the pit application which have each been reflected on the site plan:

1. In response to concerns about the proximity of the pit extension to the subdivision and other houses, HCS is proposing to double the extraction setbacks in the northwest corner nearest the subdivision and the northeast corner in Concession 11 (**Appendix 1**).
2. The following are the recommended revised berm heights along Wellington Road 52 based on the visual impact review:
 - a. 6 to 8 m berm in the northwest corner nearest the subdivision.
 - b. 6 m berm in the northeast corner in Concession 11.
 - c. 0.5 to 1.5 m berm increase for specific sections along Wellington Road 52.
3. HCS is proposing to plant a mix of coniferous trees and shrubs including white spruce, white pine, red pine and sumac along Wellington Road 52 and maintain existing vegetation within these setbacks. Trees would be planted along the bottom and in front of the berm so that the vegetation would remain following the removal of the berms for pit rehabilitation. Trees are to be planted within one year of licence issuance by MNRF (**Appendix 1**).
4. Further noise restrictions on processing areas and revisions to the source sound limits for the proposed portable processing plant. Processing in Phase 1 is now prohibited within approximately 700 m of the subdivision (formerly 500 m) while processing in Concession 11 includes additional barriers to minimize noise on nearby homes.
5. An acoustical audit will be prepared to assess sound levels from the processing plants operating concurrently (portable processing in Phase 1 and the main processing plant in the existing pit). The acoustical audit would be provided to the Town and County within one year of extraction commencing in Phase 1 of the proposed pit.
6. Aggregate extraction and processing is limited to 7 a.m. to 7 p.m. on weekdays only.
7. Stockpile heights in Phase 1 will be limited to 15 m.
8. The maximum amount of unprocessed recycled materials to be stored on-site is 60,000 tonnes at any one time. A 100,000 tonne limit will be in place on the amount of processed recycled materials that may be shipped from the site annually. A log of recycled aggregate materials that are both imported and exported to/from the site will be maintained and made available to MNRF upon request. Recycled materials would be stored in the Phase 2 processing areas (Concession 11) or on processing areas that are part of the existing licensed areas to the south of the proposed extension lands. Unprocessed recycled materials will not be stored in Phases 1, 3 or 4 of the proposed extension.

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9. Implementation of a dust management plan to help ensure that dust is effectively controlled at the Erin Pit and that potential impacts to nearby residents are minimized (**Appendix 3**). The dust management plan will be provided to the Town, County and MNRF.
10. Implementation of a trucking policy which will apply to all trucks hauling aggregate from the Erin Pit (**Appendix 2**). The trucking policy will be provided to the Town, County and MNRF.
11. Provide annual water level monitoring data to the Town in accordance with the peer reviewer's recommendation.
12. The pit will operate in accordance with a Fueling and Spills Plan to help ensure that safe fueling procedures and practices are followed, and that appropriate actions are taken in the event of an accident or spill.
13. In addition to requirements under the Endangered Species Act, the provisions for creating and maintaining species at risk habitat will be outlined on the Aggregate Resources Act Site Plans for both the proposed extension and existing Erin Pit.

NEXT STEPS

We look forward to continuing to work with the community, and the Town and County on this proposed application. We invite you to review this information and contact us if you have any questions or if you would like to speak directly.

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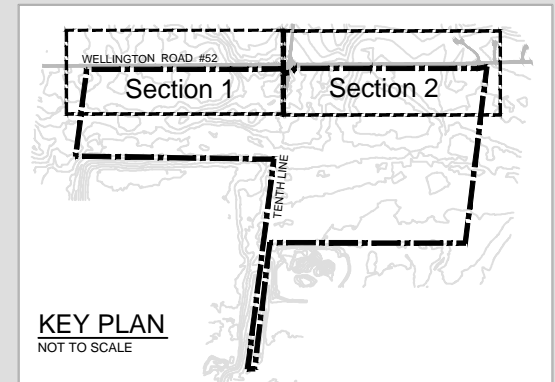
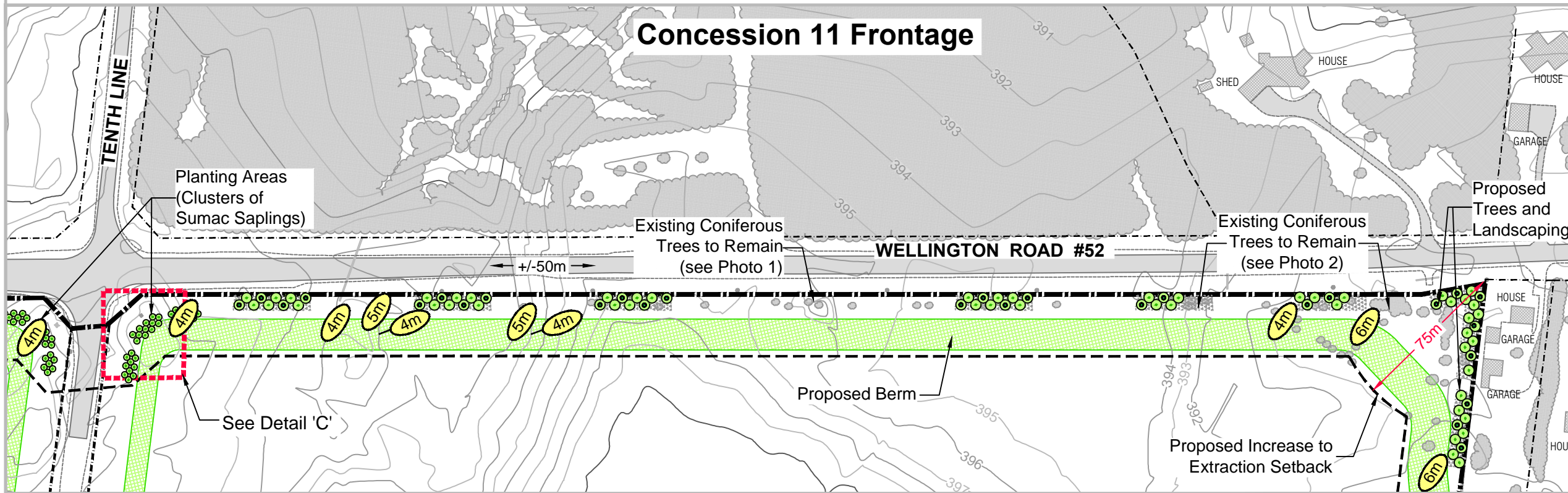
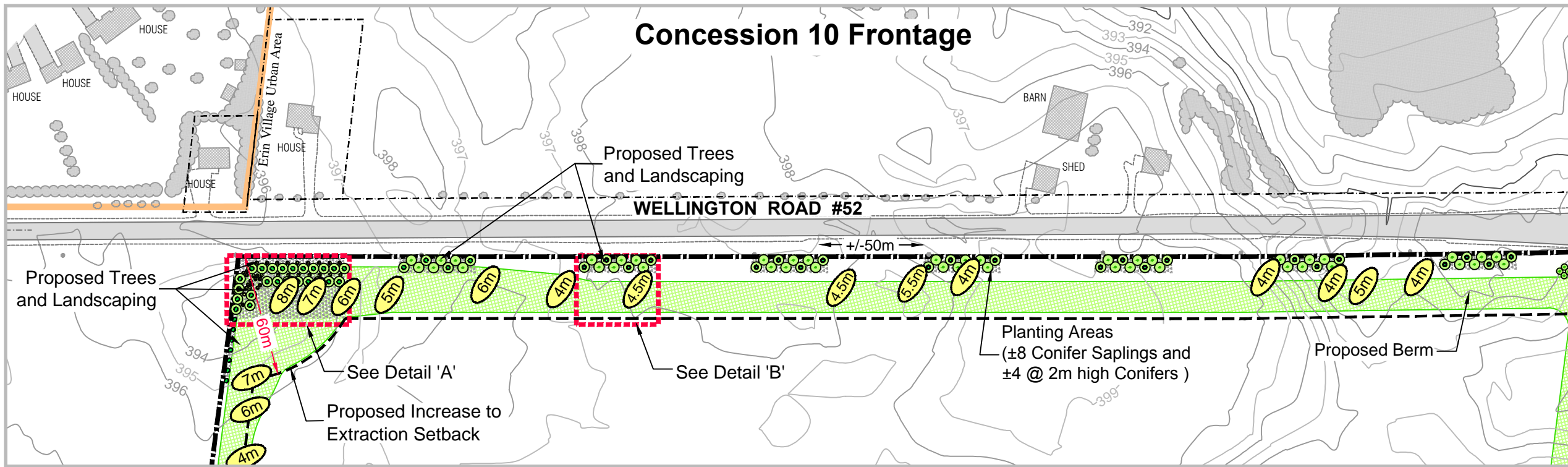
Appendices

1. Revised Setbacks and Proposed Planting Plan, Wellington Road #52 Frontage
2. Halton Crushed Stone Erin Pit Trucking Policy
3. Halton Crushed Stone Erin Pit Dust Management Plan

Revised Setbacks and Proposed Planting Plan Wellington Road #52 Frontage

Halton Crushed Stone Ltd.
 Part of North East Half Lot 12, Concession 10 and West Half Lot 12, Concession 11
 Town of Erin
 County of Wellington

- Legend**
- Boundary of Area to be Licensed
 - Limit of Extraction
 - Approximate Location of Landscape/Planting Areas
 - Proposed Berm
 - Berm Height



Detail 'A' Scale: NTS
 Northwest Corner of Site Adjacent to Wellington Road #52

- 2 rows of ±2.0m diameter/ 2.0m high coniferous trees (White Spruce, White Pine, Red Pine) planted 5m on centre
- 2 rows of coniferous shrubs (Savin Juniper) planted in between rows of coniferous trees and in clusters

Detail 'B' Scale: NTS
 North Boundary of Site Adjacent to Wellington Road #52

- 4 @ 2m high Coniferous tree (White Spruce, White Pine, Red Pine) planted 5m on centre
- 2 saplings planted for every 1 @ 2m high Coniferous tree

Detail 'C' Scale: NTS
 North Boundary of Site Tenth Line/Wellington Road #52 Intersection

- Clusters of Sumac saplings planted 3m on centre



DATE: November 17, 2017	
SCALE: NTS	
FILE: 9051D	
DRAWN: DGS	

HALTON CRUSHED STONE ERIN PIT TRUCKING POLICY

May 2017 (UPDATED November 2017)

The following policies and enforcement procedures apply to all trucks hauling aggregate from the Erin Pit. In addition, a public procedure for submitting and responding to trucking complaints is included with the trucking policy.

Any revisions or changes to this trucking policy must be communicated to the Town of Erin and County of Wellington.

- A Safe Work Practices/Procedures is in place and must be signed by all brokers before they are permitted to haul aggregate from the Erin Pit.
- Drivers shall ensure that they are properly trained and operate their trucks in compliance with the Highway Traffic Act, its regulations and the Safe Work Practices/Procedures.
- Drivers must respect other users of the road including vehicular traffic and school buses, cyclists and pedestrians, and obey speed limits at all times. Trucks will give cyclists and pedestrians on the road the right-of-way and a wide berth. Notice signs will be posted at the exits to the pit advising trucks to be respectful and mindful of these other road users.
- Trucks arriving prior to the opening of the pit will be permitted to queue on the internal haul road between the scalehouse and pit entrance. However, trucks are prohibited from parking or stopping on 10th Line, Wellington Road 52 or nearby roads.
- Trucks will not be loaded before 6 am on Mondays to Fridays, or 8 am on Saturdays.
- Upon entering the site, drivers must follow designated routes to and from the stockpiles.
- The speed limit within the Erin Pit is 20 km/h.
- All loads must be properly tarped and secured.
- Trucks must exit the pit north on 10th Line to Wellington Road 52. Except for local deliveries, trucks are prohibited from using 10th Line north of Wellington Road 52 or 10th Line south of the pit entrance.
- Trucks must come to a complete stop prior to exiting the pit on 10th Line. Trucks must not exceed the speed limit of 60 km/h on 10th Line.
- Trucks are prohibited from using engine brakes on 10th Line or Wellington Road 52. Please be respectful of our neighbours.
- Trucks are not permitted to pass other vehicles on 10th Line except where failure to pass would result in an unsafe condition.

Disciplinary Enforcement Procedure

- If drivers violate the Safe Work Practices/Procedures or any of these policies, the following “three strike” enforcement procedure will apply:
 - Level 1 – Driver is given a verbal warning and explained which policy or procedure has been violated, and how to follow them correctly. The violation is reported to management and recorded in the Transportation Infraction Log.
 - Level 2 – Driver is given a written warning and explained which policy or procedure has been violated, and how to follow them correctly. The driver is suspended from hauling at the Erin Pit for the day and warned of potential implications of a third strike. The violation is reported to management and recorded in the Transportation Infraction Log.
 - Level 3 – Driver is issued a written order and explained which policy or procedure has been violated. The driver is suspended from hauling at the Erin Pit for the remainder of the calendar year. The violation is reported to management and recorded in the Transportation Infraction Log.
- All suspensions and procedures are reviewed on an annual basis to ensure safe work practices.

Procedure for Submitting and Responding to Trucking Complaints

If residents identify potential safety issues or infractions from trucks using the Erin Pit, they are encouraged to contact dispatch at the Erin Pit (519-833-1234 or erin@crupigroup.com). If possible, residents should provide the following information to assist with our response and action:

- Infraction
- Time of day (include date)
- Truck location
- Description of vehicle (e.g. colour, size, company, etc.)
- Licence plate number, if possible

Halton Crushed Stone will confirm receipt of the complaint within 24-48 hours and advise the resident on expected timing for providing a response. If an infraction is identified based on a review of the information, potential actions and next steps will be outlined for the resident.

Halton Crushed Stone will maintain a log of trucking complaints with dates, responses and potential actions. This information will be provided to the Town of Erin on request.

If a resident feels their complaint is not being satisfactorily addressed, they can also contact the Town of Erin Public Works Department (519-855-4407) or County of Wellington Engineering Services Department (519-837-2601).

HALTON CRUSHED STONE ERIN PIT DUST MANAGEMENT PLAN

November 2017

This dust management plan will help ensure that dust is effectively controlled at the Erin Pit and that potential impacts to nearby residents are minimized. Any revisions or changes to this plan must be communicated to the Town of Erin and County of Wellington.

A water truck and sufficient water supply must be available at the site at all times. The water truck will be regularly inspected and maintained to ensure the truck and water delivery system are in good condition. Applications of water and/or calcium chloride shall be logged on a regular basis indicating the volume and time of application.

The disturbed area of the pit should be kept to a minimum as much as possible. Progressive rehabilitation shall occur to reduce erosion from previously extracted areas and to accommodate the final agricultural land use. The maximum disturbed area will be no greater than 50% of the total combined extraction area including the existing pit.

Internal Haul Roads

- A water truck and sufficient water supply must be available at the site to provide water to well traveled internal haul roads. Calcium chloride may be applied to the internal haul roads once per year.
- A speed limit of 20 km/h applies on all internal haul roads.
- Water shall be applied to internal haul roads as often as required to mitigate dust. The frequency of watering will be increased if visible dust is observed blowing towards residences adjacent to the site.
- To help mitigate dust, asphalt grindings and/or crushed RAP shall be applied along the internal haul road from the site entrance to the scalehouse and ramps to the pit floor. The state of the grindings or crushed RAP should be inspected annually to determine whether new grindings are required.

Site Preparation and Rehabilitation

- Where feasible, avoid overburden removal, berm construction and rehabilitation activities during dry periods.
- If visible dust is observed blowing towards residences adjacent to the site, water should be applied as quickly as possible. Activities may need to be reduced or stopped completely if the dust cannot be mitigated.

Aggregate Extraction

- If visible dust is observed blowing towards residences adjacent to the site, water should be applied as quickly as possible. Activities may need to be reduced if the dust cannot be mitigated.

Aggregate Processing

- The portable processing plant and aggregate stockpiles shall only be located within the areas permitted on the Operational Plan.
- If needed, a water spray system may be included on the portable processing plant.
- If visible dust is observed blowing towards residences adjacent to the site, water should be applied as quickly as possible. Activities may need to be reduced or stopped completely if the dust cannot be mitigated.

Process for Submitting and Responding to Dust Complaints

If residents have complaints regarding dust emanating from the Erin Pit that is impacting the safe use and enjoyment of their property, they are encouraged to contact dispatch at the Erin Pit (519-833-1234 or erin@crupigroup.com). Residents should provide the location of their property, the time of day that the dust impacts occurred and general weather conditions.

Halton Crushed Stone will confirm receipt of the complaint within 24-48 hours and advise the resident on expected timing for providing a response. The response may include the cause of the potential dust impacts, operational considerations, potential mitigation measures and/or next steps.

Halton Crushed Stone will maintain a log of dust complaints with dates, responses and potential actions. This information will be provided to the Town of Erin on request.

If a resident feels their complaint is not being satisfactorily addressed, they can also contact the Guelph District Office of the Ministry of Natural Resources and Forestry (519-826-4955) or the Guelph District Office of the Ministry of Environment and Climate Change (519-826-4255).

Halton Crushed Stone Limited – Proposed Erin Pit Extension Public Meeting Question & Answer

November 2016

On November 1, 2016, a public meeting was held at Centre 2000 in Erin to discuss the proposed zoning by-law and official plan amendment applications for the Halton Crushed Stone Erin Pit Extension. Members of the public were invited to provide comments to Town Council. Approximately 30 people provided comments and questions and several others have provided written comments.

This document was prepared by Halton Crushed Stone Limited (HCS) and the consulting team including MHBC Planning and WSP. Questions received at the meeting have been categorized and responses are provided to many of the questions along with further information. In addition, responses have been provided to the questions received by Town Council at the November 15, 2016 meeting (see page 10).

HCS invites you to review these responses and contact them if you have any questions or if you would like to speak with them directly. A complete response package, including any proposed revisions to the application, will be provided following additional meetings and discussions with residents, the Town and other government reviewers.

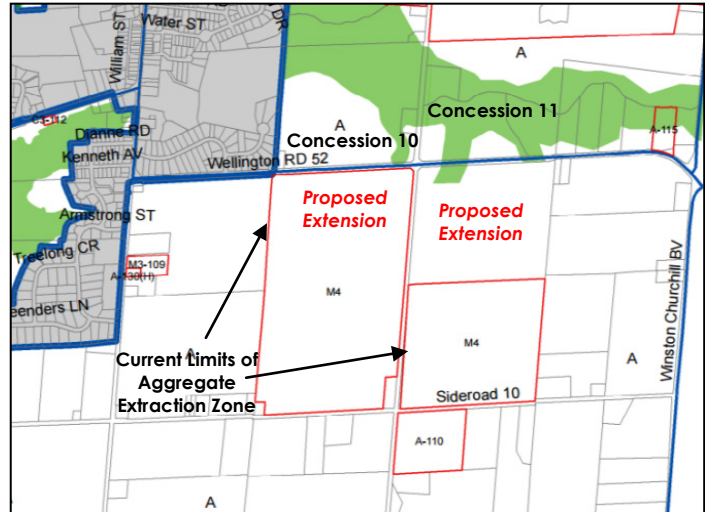
Comments received at the meeting have been grouped into the following categories:

- Land Use Compatibility (Noise, Dust, Visual and Property Value Impacts)
- Impacts on Water Table, Private Wells and West Credit River
- Rehabilitation
- Quality of Life and Tourism
- Truck Traffic
- 10th Line
- Environmental Protection Mapping
- Species at Risk Mitigation
- Aggregate Recycling
- Benefits and Jobs
- Public Notice
- Aggregate Resources Act Review

Land Use Compatibility (Noise, Dust, Visual and Property Value Impacts)

A common area of concern raised at the meeting is that the pit operations will be getting closer to the subdivision. Related concerns were expressed regarding noise, dust, visual and property value impacts due to the proximity of the subdivision.

The Concession 10 lands closest to the subdivision have been zoned for aggregate extraction since the late 1970s. The subdivision was approved in the early 1990s which presumably took into account the adjacent County road and proximity of the aggregate resources on the adjacent land. The development of the subdivision included the planting of coniferous and deciduous trees along Wellington Road 52.



The closest house within the urban area of Erin Village to the proposed pit extension is approximately 75 m (246 ft) from the proposed extraction area (9656 Wellington Road 52). The closest houses on Aspen Court and McCulloch Drive to the proposed extraction area are approximately 150 m (492 ft) and 285 m (935 ft) away, respectively.

All of the houses within the subdivision are located on the other side of Wellington Road 52 from the proposed pit extension. Wellington Road 52 is an arterial road which accommodates a significant amount of traffic including trucks.

The pit operations are being designed to minimize impacts and improve compatibility between the uses. These efforts will go beyond the setback requirements in the Town's Zoning By-law by including additional setbacks for processing areas and building additional buffers such as landscaped berms.



Looking west on Wellington Road 52 with vegetation screen on right side adjacent to subdivision (Aspen Court).

The level of mitigation will increase as the operations get closer to the subdivision. For example, there are equipment restrictions including a maximum number of loaders (2). In addition, processing is prohibited within 500 m of the subdivision to help mitigate potential noise and dust impacts. A 4 m (13 ft) landscaped berm must be built along Wellington Road 52 and the western property boundary before extraction can start in the extension in Concession 10.

The plan is to complete extraction and finish agricultural rehabilitation in Concession 10 first with the objective being to shift all operations to Concession 11 as soon as possible. It is anticipated that this would take approximately 5 to 10 years to complete depending on extraction rates. Extraction in the northwest corner closest to the subdivision would take approximately 2 years.

Back up beepers can be annoying for people living near pit and quarry operations. These safety devices are required by law to protect workers in the pit. Alternative lights or lower noise options

are used for HCS equipment operating in the earlier hours of the day. Trucks from other companies that come to the pit also have back up alarms but traffic movements are organized in the pit to minimize the need for trucks to operate in reverse.

HCS has a Safe Work Practices / Procedures Plan in place which outlines roles and responsibilities for operations at the pit including trucking and the handling of aggregate. Trucks from other companies are required to sign this plan before they are permitted to haul aggregate from the pit.

Property value is not usually a factor directly used to judge the acceptability or appropriateness of a land use. In the current situation, a pit operation is a known and established land use immediately adjacent to the proposed extension lands and there are other pits in the general area. Further, part of the extension lands are already zoned for extraction and the entire lands are located within the County's Mineral Aggregate Resource Overlay. Property value is addressed by designing and operating the pit in accordance with current standards and by providing notice that the use may occur in this area through the Official Plan and Zoning By-law.

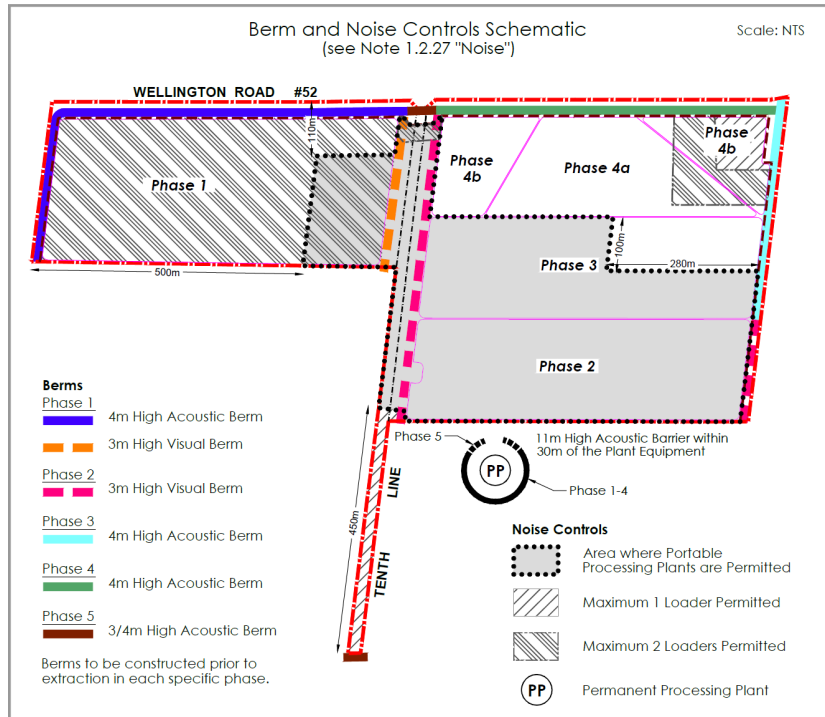
In response to the concerns that have been raised, HCS is looking at further adjustments to setback and buffering requirements to further improve compatibility between the pit and the subdivision. HCS will let you know what changes are being proposed after additional consultation and discussions with residents and the Town.

Impacts on Water Table, Private Wells and West Credit River

Water supplies are fully protected. Extraction must remain above the water table. There is no "dewatering" required to access the sand and gravel resources.

The depth of extraction is clearly marked on the site plans and must be adhered to. This is regularly checked at monitoring well locations and in active areas of the pit. The results are annually reported to Ministry of Natural Resources and Forestry who are responsible for regulating the depth of extraction.

There has been extensive monitoring of the water table at this site for a couple of decades. The results demonstrate that extraction at the pit and operation of a wash plant are not negatively



Berm and Noise Controls from Proposed Site Plan - Refer to Phase 1

NOTE: the permanent processing plant will remain in the existing pit and would be located over 1 km from the subdivision when it moves to Concession 11.

affecting the quantity or quality of local water supplies. Ongoing monitoring of the water table and adjacent wells will continue to ensure there are no impacts to groundwater users.

By law, HCS is required to respond to and inspect well interference complaints from the public. If it is determined that their pit operations have negatively affected water quality or quantity, HCS is required to remedy the situation and provide a suitable solution.

The studies completed in support of the applications found that the proposed pit extension will not affect the water quality or quantity of the West Credit River. The River is located approximately 220 m (722 ft) north of the extension lands at its closest point. Hydrogeologists and biologists assessed the potential impacts of the extension on the River and its ecological functions (including associated springs and wetlands). These studies are being reviewed by government review agencies including Credit Valley Conservation.

There are no watercourses present on the extension lands and no impacts to any local watercourses are anticipated from pit development. As the ground surface is lowered, some precipitation, which falls on the extension lands and runs off into roadside ditches, will instead infiltrate the pit floor to recharge groundwater. This local shallow groundwater will continue to contribute to streamflow in the West Credit River.

Rehabilitation

The existing pit and extension lands are located within a prime agricultural area. The Provincial Policy Statement (PPS), Greenbelt Plan and the County and Town Official Plans permit aggregate extraction within prime agricultural areas as an interim use provided the site can be rehabilitated back to an agricultural condition.

As of the end of 2015, approximately 30 ha (74 ac) of the existing pit were rehabilitated (Concession 10), 30 ha were disturbed (the area that is stripped or being extracted) and 23 ha (57 ac) were undisturbed (the area to be extracted in Concession 11). The approval that is being requested would require that no more than 50% of the total combined extraction area be disturbed at one time. This would be enforced on the aggregate site plans.



Progressive rehabilitation is continuing this fall at the south end of Concession 10. HCS is working towards relocation of the processing plant and stockpile areas from Concession 10 over to Concession 11. This transition takes a few years because enough room is needed on the pit floor to accommodate the plant, processing ponds and stockpile areas. There are also permits to be obtained from the Ministry of Environment.

Similar to the existing pit, the extension lands will be progressively rehabilitated back to an agricultural condition in which substantially the same area and average soil capability will be restored. This is a requirement which HCS must adhere to based on provincial policy and law.

Topsoil and subsoil are important resources for agricultural use. These soils will be retained on site and will be directly applied to the pit floor in previously extracted areas or temporarily stored in berms for later use in rehabilitation. The movement, handling and storage of these soils will be carefully managed to help retain soil quality and capability for agriculture.



Rehabilitated area of existing pit being prepared for crops in Spring 2016 (Concession 10).

The methods for successfully rehabilitating extracted land back to agriculture are well known and proven effective. These methods are incorporated on the site plans as operating requirements and include soil preparation, soil conditioning and final implementation phases such as:

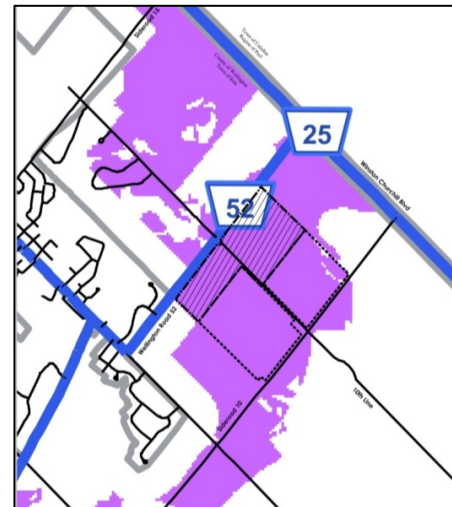
- Final grading to provide appropriate contour relief, and water drainage;
- Deep ripping to alleviate compaction in pit floor;
- Replace topsoil and subsoil;
- Deep tillage and stone picking;
- Plant cover crops;
- Grass and legume cropping, and potential soil amendments; and
- Establish desired agricultural crops.

Progressive rehabilitation is enforceable under the Aggregate Resources Act. In the unlikely event of a default (such as bankruptcy and license revocation), the Ministry of Natural Resources and Forestry has the authority to complete the required rehabilitation and the necessary financial security is in place (i.e. The Ontario Aggregate Resources Corporation Rehabilitation Fund).

Quality of Life and Tourism

Several concerns were expressed regarding impacts on quality of life and the Town of Erin's scenery and charm.

The County's Official Plan recognizes existing pit operations as well as providing for future access to aggregate resources within this area (see adjoining figure). Lands within this overlay are considered to have high potential for aggregate extraction and are protected for that purpose.



Schedule C, Mineral Aggregate Resource Areas (County Official Plan)

The existing pit has been in operation since the 1990s. The licensed capacity and haul route will not change as a result of the extension. The maximum annual tonnage will remain the same.

The proposed pit extension has been designed to meet current environmental standards at nearby residential uses. Landscaped berms will surround the site so that the operations are screened from public view. Noise and dust must be mitigated at the site. With these controls in place it is difficult to see how the operations might deter tourists from driving to the Village of Erin, enjoying surrounding trails and frequenting shops and cafes on Main Street.

HCS is currently discussing improving and enhancing screening (e.g. berms, trees, etc.) along Wellington Road 52 to further minimize visual impacts. Details of these proposed improvements will be provided following further consultation and discussions with residents and the Town.

Truck Traffic

The licensed capacity of the site will not change as a result of this extension as the current tonnage limit of 725,600 tonnes will remain the same. The existing haul route would be maintained (10th Line north to Wellington Road 52 with majority of trucks heading east to Winston Churchill Boulevard and then north to Charleston Sideroad).

It should be noted that the intersections of Wellington Road 52 and 10th Line as well as Wellington Road 52 and 9th Line were both improved by the former pit owner to meet Township and County requirements. Left-hand turn lanes were added to Wellington Road 52 at 10th Line and intersection improvements were undertaken to Wellington Road 52 and 9th Line.

Heavy trucks are not permitted to use 10th Line beyond Wellington Road 52 or the pit entrance except for local, neighbourhood deliveries. As the majority of the shipments head towards Caledon and west GTA, the most efficient and optimal route is to use County and Regional roads to access Charleston Sideroad and then Highway 10.

HCS instructs haulers to use the existing haul route and requires that they sign a Safe Work Practices / Procedures Plan before they are permitted to haul aggregate from the site. If you see aggregate trucks or any other similar trucks using 10th Line north or south of the pit, please contact HCS or the Town.

In response to concerns about truck traffic, HCS is in the process of developing a new trucking policy which would apply to all trucks hauling aggregate from the Erin Pit. This new policy will be shared when it is available.

10th Line

The proposed application area includes the 10th Line road allowance in the licensed area from Wellington Road 52 to approximately 180 m north of 10th Sideroad. There are no other landowners with frontage on this portion of 10th Line.

Including the road allowance in this licence application gives the Town and HCS the option of accessing the aggregate in the road and adjoining setback areas. There is no agreement in place at this time and a decision on the road is not being made as part of these zoning or official plan applications.

Before the road could be closed or extracted, further public discussion and consultation would be undertaken. A by-law and agreement with the Town would also be required.

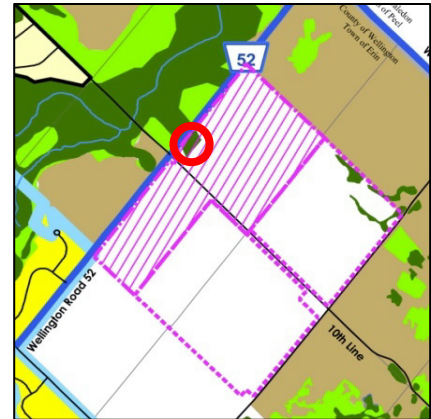
10th Line is included in the licence application so that the option can be considered in the future if the extension is approved.

If the Town decides to allow some extraction in the road allowance this would be accommodated within the operating plan and there would be no increase in extraction rates or annual tonnage limits.

Environmental Protection Mapping

A small portion (less than 2% of the extension area) in Concession 11 lands is designated Core Greenlands in the Town and County Official Plans and zoned Rural Environmental Protection (EP2) in the Town Zoning By-law.

Through on-site fieldwork and ground-truthing undertaken by qualified biologists, it was determined that this area does not contain any natural features warranting environmental protection designation. This is being reviewed by Credit Valley Conservation.



Species at Risk Mitigation

HCS is required to complete extensive on-site fieldwork before the applications are submitted. The consultants determined that the extension lands contain species at risk habitat for several birds.

Barn swallows were identified near the house and barn in Concession 11. Bobolink and eastern meadowlark were identified using the grasslands adjacent to the active pit. These birds are not uncommon in this type of agricultural landscape and are found throughout southern Ontario.

HCS has constructed kiosks within the rehabilitated portion of the existing pit as compensation habitat for barn swallow. Grassland habitat will be created and managed within the rehabilitated portion of the existing pit for bobolink and eastern meadowlark.

Based on the provisions of the Endangered Species Act, activities to remove and replace species at risk habitat have been registered and confirmed with the Ministry of Natural Resources and Forestry who have reviewed the proposed mitigation and confirmed the requirements of the legislation have been met.

The concept of creating species at risk habitat specifically for these three bird species is well understood and the provisions to do so are outlined under the regulations of the Endangered Species Act. HCS is legally required to maintain and manage the habitat in accordance with the registrations made under the Endangered Species Act.

A net gain of ecological health will be provided through the creation of species at risk habitat within the rehabilitated of the existing pit greater in area than currently exists. The created habitat will also provide significant wildlife habitat for monarch butterflies and milksnake.

Aggregate Recycling

Through this application, HCS has requested permission to recycle some asphalt, concrete and other aggregate products. Recycling is a responsible approach to conserving resources and a gravel pit is a good place to recycle because the equipment and materials that are blended with recycled aggregate are already there. This is an important component of HCS' business and allows them to reuse materials that may otherwise be wasted.

Recycled materials must be removed on an ongoing basis. HCS cannot accumulate big piles on the site. The location of where these materials can be stockpiled is controlled by the site plans.

Once the aggregate on site has been depleted, continued importing of recyclable materials will not be permitted. Recycling operations must cease when final rehabilitation is undertaken.

Recycled materials do not pose any significant environmental risks and are encouraged to occur in pits and quarries. Recycled materials do not contain toxic materials or generate harmful leachate.

Benefits and Jobs

There is a well-established public interest in having aggregate products available from close to market locations. Aggregates are an essential resource and required to build and maintain necessary infrastructure such as roads, sewers and water supply for Wellington County and surrounding regions.

In addition to Federal, Provincial and municipal taxes, HCS pays licence fees set by the Province that are distributed to municipalities in accordance with Aggregate Resources Act regulations.

There are five full time and two seasonal jobs at the pit. Additionally, the pit provides work for truckers and material for construction projects. HCS uses local goods and services. HCS participates in a variety of local events and organizations such as the Erin Fall Fair and Hillsburgh Erin and District Soccer and would like to continue to be involved in the community.

Public Notice

There are two separate application processes currently underway which require public notice and consultation. HCS is responsible for consultation for the licence application under the Aggregate Resources Act while the Town and County are responsible for the zoning by-law and official plan amendment applications.

There are prescribed standards for consultation under both the Aggregate Resources Act and Planning Act for which HCS and the Town and County must comply with.

By attending and signing in at the public meeting or by providing written or oral comments throughout the process, you will be provided notice of future meetings. HCS has also received your comments and are working towards responding and trying to address them.

Aggregate Resources Act Review

The Province recently introduced Bill 39 for consultation which proposes to amend the Aggregate Resources Act. It was asked whether this Bill would affect the application and if there was any benefit to HCS to proceed with the application before it comes into effect.

It is not known yet the potential impacts of the Bill. All the relevant details that could affect application processes have not been released at this stage of the process. The Bill is currently in second reading at the Ontario Legislature and it is not known at this time when it may be approved or what changes may be made or when it would come into effect.

QUESTIONS FROM TOWN COUNCIL

On November 15, 2016, Councillor Duncan asked several questions about the application which were provided to HCS. Each of the questions is followed by responses.

1. *How is it the lands west of the 10th Line are Zoned but require County of Wellington and Town Official Plan Amendments? Usually Zoning has to "conform" to Official Plan designations/policies and is not in place unless the appropriate OP designation is approved. This OP application on this part of the lands is backwards from the normal situation of either the OP is in place or the planning application is to approve both the OP and the Zoning at the same time.*

The circumstance is somewhat unusual because of last minute changes to County OPA 81 that introduced an Official Plan Amendment requirement for all applications without recognizing that some unlicensed lands already have extraction zoning in place.

In this case, an Official Plan Amendment is probably not required to permit the use because the zoning is in place. However, the Concession 10 lands should be designated for extraction in the Official Plan for consistency and notice. This is why HCS applied for the Official Plan Amendment on the entire extension lands even though the zoning is in place on Concession 10. This ensures the Town and the County have the necessary applications and jurisdiction over the treatment of these lands in the County and Town Official Plans.

2. *Would the proponent (HCSL) be willing to as part of the site plan conditions to be a part of the Cornerstone Standards Council in that their aggregate product would be subject to the Certification Standards of the Council? They are similar to the Forestry Council, Fair Trade and Marine Stewardship Council. The Town's Environmental and Sustainability Committee has had a presentation from them and would ask Council if they would be interested in a brief delegation from them at a future date?*

HCS has decided not to seek certification through the Cornerstone Standards Council for the Erin Pit or the proposed extension. Cornerstone Standards Council is not a requirement for the licensing of pits and quarries and has not been endorsed by the Province.

The Cornerstone Standards Council is a voluntary certification system for aggregate extraction in Ontario. The standards for certification were released as part of a two-year pilot phase which to our understanding have not been finalized. There has been little uptake or action with respect to the certification system as only one site in Ontario has been certified (CRH Acton Quarry). It remains to be determined if there are any real environmental or community benefits of Cornerstone certification.

3. *Would the proponent be interested in proposing a non-standard large buffer zone area for the lands west of the 10th Line? Could they provide some examples of a larger setback adjacent to a residential area that is currently in place to review?*

In response to the concerns that have been raised, HCS is looking at further adjustments to setback and buffering requirements to further improve compatibility between the pit and the subdivision. A complete response package with proposed adjustments will be provided following additional meetings and discussions with residents, the Town and other government reviewers.

4. *Should any discussions on the 10th Line road allowance area also include one half of the typical buffer area that would be required to a public roadway in addition to just the roadway lands? (NOTE: Councillor Brennan asked a similar question about the tonnage within the setbacks).*

This would be determined through a specific agreement between the Town and HCS which would include the amount of aggregate available to each party and address details such as the closure, extraction and rehabilitation of the 10th Line road allowance similar to the agreement the Town entered into with Dufferin Aggregates in 2008.

At this point, the only decision that has been made with respect to the road allowance is that it can be included in the aggregate licence application. The proposed site plans state that the road allowance can only be extracted if an agreement is reached with the Town.

If the extension was approved and licensed, HCS would undertake a detailed evaluation of the resources available in the 10th Line road allowance and adjoining setbacks. This evaluation would be provided to the Town.

5. *What would be a reasonable height restriction on any stockpiled material?*

Aggregate materials would be stockpiled adjacent to the portable screen/crusher or at the relocated wash plant in the existing pit in Concession 11. The maximum height proposed is 20 m. Stockpiling can only occur on the pit floor. Stockpiling would not occur within 500 m of the subdivision.

6. *Would the proponent remove any "recycling or crushing of materials from the site plan for the lands west of the 10th Line?*

Processing of aggregate or recyclable materials including crushing is prohibited within 500 m of the subdivision to help mitigate potential noise and dust impacts. HCS is looking at further adjustments to setback and buffering requirements to further improve compatibility between the pit and the subdivision.

7. *Was Council informed of the appeal date ahead of time from the Ministry of Natural Resources that lapsed this last summer?*

The Town was notified of the licence application and the final date for objections under the Aggregate Resources Act. On June 16, 2016, the Town filed an objection to the Aggregate Resources Act application on the basis that the municipal planning process has not concluded and that the required approvals are not in place. The County filed a similar objection.

8. *Does the proponent belong to the overall aggregate industry group that is seeing the erosion of the County and Town tax base to a tune of approximately 6 million dollars County wide in tax write-offs? I will be supplying correspondence from the County Treasure Ken DeHart for our next agenda that the County has approved for public release. He is also doing a full report to County Council this winter on the matter.*

HCS understands that MPAC reached an agreement with the aggregate industry association (OSSGA) to resolve all legacy appeals and that this information was provided to the affected municipalities. MPAC also reached an independent agreement with HCS regarding its appeal of property tax valuation based on a disagreement with the land values for the Erin Pit.

NEXT STEPS

HCS is still talking to residents and will continue to meet with interested residents to discuss their concerns. As previously noted, HCS is considering adjustments to the application based on the feedback received so far. A complete response package with proposed adjustments will be provided following additional meetings and discussions with residents, the Town and other government reviewers.

HCS looks forward to continuing dialogue with the community on this important matter.

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