

# Public Information Centre



**Public Information Centre  
Rice Group - Fill Management Plan  
Former Holt Pit, 18725 McCowan Road and Mill Road**

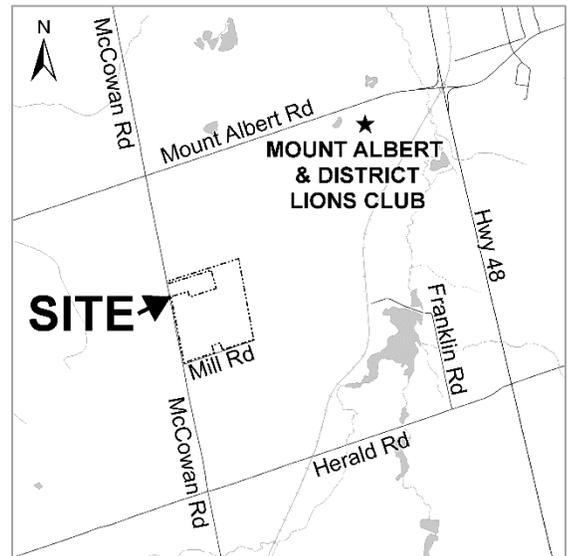
Rice Commercial Group Ltd. is facilitating a Public Information Centre on Wednesday, June 5<sup>th</sup> at the Mount Albert & District Lions Club to discuss and collect feedback on the Fill Management Plan for the former Holt Pit at McCowan Road and Mill Road.

**When: Wednesday June 5, 2019, 5:00 – 8:00 pm  
Where: Mount Albert & District Lions Club, 5057 Mount Albert Road**

Rice Commercial Group Ltd. has submitted a Fill Proposal for the above site to the Town as part of their Permit Application that proposes to import fill into the former Holt Pit located at 18725 McCowan Road (see **Figure 1**).

If approved, the fill will be imported and placed in the former pit so that the site can be returned to an agricultural designation. Upon completion of the filling activities, a Record of Site Condition will be required to permit agricultural land use. The Fill Management Plan has been prepared in accordance with Fill By-law #2013-66 to support the application.

Since at least 1927 the Site was used as agricultural land, followed by a sand and gravel pit operation from the late 1980s until the mid-2000s under a license issued by the Ministry of Natural Resources. In 2007, the Site was rehabilitated in accordance with the rehabilitation plans and the license for operations was surrendered. It is estimated that approximately 1.0 to 1.3 million m<sup>3</sup> of fill will be imported over a 3-7 year period within the 20 hectare parcel.



**Figure 1**

The Public Information Centre will be an opportunity for interested members of the community to view the proposal and provide comments on the Permit Application and Fill Management Plan before any decisions are made on the application. The Applicant (Rice Group), their Consultants (GHD Limited), and Staff from the Town of East Gwillimbury's Engineering Division will be available to discuss details about the project with you in an informal setting.

For further information or to submit written comments on this matter, please contact:

**Katrina McCullough (Consultant), GHD Limited  
140 Allstate Parkway, Suite 200  
Markham, ON L3R 5Y8  
416-866-2365  
[katrina.mccullough@ghd.com](mailto:katrina.mccullough@ghd.com)**

Or

**Mr. Paul Neuman  
Director of Engineering, Town of East Gwillimbury Municipal Offices  
19000 Leslie Street, Sharon ON L0G 1V0  
[pneuman@eastgwillimbury.ca](mailto:pneuman@eastgwillimbury.ca)**

***Written comments may be submitted no later than Wednesday, June 19, 2019.***



## CWC/COUNCIL HIGHLIGHTS

Highlights from the May 22 Council Meetings will be included in next week's Town Page.  
**Next CWC/Council Meetings**  
**Committee of the Whole Council** - June 4 at 10 a.m.  
**Special Council** - June 4 following CWC  
**Council** - June 4 at 3 p.m.

Agendas for the June 4 meetings will be available at noon on May 30 at [www.eastgwillimbury.ca/agendas](http://www.eastgwillimbury.ca/agendas). For more information, email the Town Clerk at [clerks@eastgwillimbury.ca](mailto:clerks@eastgwillimbury.ca).

- Get Involved with Council Meetings!**
- Watch live at <https://eastgwillimbury.civicweb.net/Portal/>
  - If you miss the meetings you can watch them at <http://youtube.com/user/TownEastGwillimbury>



**Mayor Virginia Hackson**  
*One on One*

**May 23 from 2:30 to 3:30 p.m.**  
**Farmers' Market (Yonge & Green Lane Commons)**  
 Come meet with Virginia Hackson to talk one on one about your community. Everyone is welcome.

## BIKE TO SCHOOL WEEK

Let's get rolling East Gwillimbury! Join students and teachers across Ontario from May 27 to 31 to participate in Bike to School Week!  
 Visit [biketoschoolweek.ca](http://biketoschoolweek.ca) to register your schools activities and join the celebration

## THE LIBRARY

**TRIEC MENTORING PROGRAM**  
 Access resources and find work in your profession as a new immigrant. Fri. May 24th, 11AM @ MA.

**TINKER TIME**  
 Free time to tinker with technology and builders toys. Kids aged 4-7 years. Sat., May 25, 2pm at HL.

**RECRUITING NOW!**  
[yorkpridefest.com](http://yorkpridefest.com)  
**VOLUNTEER!**  
 FREE FOOD, SWAG & OSSD HOURS  
 @yorkpridefest

## Let's get active EG to celebrate Recreation & Parks Month!

Pick up your Recreation & Parks Month calendar at any Town facility or online to discover all the FREE programs and activities all month long!  
 Residents that participate in 5 or more activities can enter into a draw for a FREE Town Recreation Program!  
[www.eastgwillimbury.ca/recandparksmoth](http://www.eastgwillimbury.ca/recandparksmoth)

## PUBLIC NOTICES

### WATER SYSTEM FLOW TESTING

York Region will be testing the drinking water distribution system in Mount Albert on May 28 and May 29 from 9 a.m. to 3 p.m. The tests are part of the future Mount Albert Water Supply Class Environmental Assessment study. The study will identify improvements to the water supply system reliability and water quality. The testing will measure the water flow at various fire hydrants in Mount Albert.

The Region does not anticipate any water service disruptions, though residents may notice a change in their water pressure. Visit [york.ca/ea](http://york.ca/ea) for more information.

### PUBLIC INFORMATION CENTRES

**Fill Management Plan**  
**June 5 from 5 to 8 p.m.**  
**Mount Albert Lions Hall (5057 Mount Albert Rd.)**

Rice Commercial Group Ltd. is hosting a public information centre to discuss and collect feedback on the Fill Management Plan for the former Holt Pit located at 18725 McCowan Road and Mill Road.

If approved, the fill will be imported and placed in the former pit so that the site can be returned to an agricultural designation.

Residents are invited to view the proposal and provide comments on the permit application and fill management plan before any decisions are made on the application. For more information, email [katrina.mccullough@ghd.com](mailto:katrina.mccullough@ghd.com).

**Meadow Restoration Project at Rogers Reservoir**  
**June 5 from 7 to 8:30 p.m.**  
**Holland Landing Community Centre**

The Lake Simcoe Region Conservation Authority is hosting a public information session to discuss exciting restoration work taking place at the corner of Yonge St. and Mount Albert Rd. The project, which will take place in four years and in four phases will bring a beautifully restored native meadow to the area.

Visit [www.lsrca.on.ca/Rogers-Reservoir](http://www.lsrca.on.ca/Rogers-Reservoir) for more information and to register.

**Opening Day**  
**Thursday, May 23**  
 2 to 7 p.m.  
 Fieldgate Plaza  
 at the corner of Yonge & Green Lane  
[www.eastgwillimbury.ca/farmersmarket](http://www.eastgwillimbury.ca/farmersmarket)

**94<sup>TH</sup> ANNUAL** **SAVE THE DATES!**  
**May 31 - June 2, 2019**  
**MOUNT ALBERT SPORTS DAY & SPRING FAIR**  
 a weekend of FUN & LAUGHTER  
 Community Appreciation Night - Thursday May 30 Toonie rides!  
 For more details <http://www.mountalbertsportsday.com/>

## COMMUNITY EVENTS

**Friends of the Library Author Event** - May 23 at 7:30 p.m. at the Civic Centre with Anakana Schofield. Tickets are \$15 or \$10 for members and includes refreshments and book signing. Visit [www.egpl.ca](http://www.egpl.ca) for more information.

**Community Luncheon** - May 24 from 11:30 a.m. to 1 p.m. at Queensville Holland Landing United Church. Enjoy a delicious hot lunch for \$8, for more information call 905-478-4781.

**EG Gardeners Annual Spring Plant and Bake Sale** - May 25 from 10 a.m. to noon at the Mount Albert Community Centre.

**York Region Family Fun Day** - May 25 from 10 a.m. to 3 p.m. at 55 Orlando Ave., Richmond Hill. Enjoy a free family-oriented event to celebrate National Public Works Week! Visit [york.ca](http://york.ca) for full event details.

**MAVA Community Yard Sale** - May 25 from 8 a.m. to 1 p.m. in Mount Albert. Visit [www.mountalbert.com](http://www.mountalbert.com) for more information.

**Love Thyself Wellness Market** - May 25 from 10 a.m. to 2 p.m. at the Sports Complex. Shop for health and wellness products and services.

**Pet Valu Walk for Dog Guides** - May 26 from 11 a.m. to noon at George Richardson Park in Newmarket. Visit [www.walkfordogguides.com](http://www.walkfordogguides.com) to participate!

**Easter Seals Run/Walk** - May 26 at River Walk Commons in Newmarket. Visit [www.eastersealsrun.com](http://www.eastersealsrun.com) for more information.

**Sharon Temple Heritage Celebration** - June 6 from 6 to 9 p.m. at the Sharon Temple. Join the Temple for an evening of gourmet dining, music from Glen Marais and a historical tour of the Temple! Visit [www.sharon temple.ca](http://www.sharon temple.ca) to purchase tickets.

**YSN Club Meeting** - June 11 at 7:30 p.m. at Queensville Holland Landing United Church.

## CWC/COUNCIL HIGHLIGHTS

From May 22, 2019

**2018 Year End Financial Position** - Staff provided an update of the unaudited Town's 2018 year-end financial position, which includes a review of reserve balances. The Town's auditor will present the final year-end position and audited financial statements in June.

**Creation of a Town Logo** - Staff will continue to engage local residents, designers, Council Advisory Committees and students in relation to the creation of Town logo to complement the Town's current coat of arms. This project will be conducted in a fiscally responsible manner over the next several months with opportunities for the public to provide feedback, submit their own ideas and then comment on potential logos received. To learn more and comment on potential logos received. To learn more, visit [www.eastgwillimbury.ca/logo](http://www.eastgwillimbury.ca/logo).

**Pedestrian Crossovers** - After receiving resident feedback, a pedestrian crossover and parking restrictions will be installed on Centre St. at Mill St. in Mount Albert this summer.

**Water Meter Replacement** - In 2017, staff initiated a water meter replacement program. Queensville and Mount Albert have now been completed. The meters will be replaced at no cost to the residents and will facilitate a more efficient and accurate reading process moving forward. Residents will receive a hand delivered notice at their property, and are then required to set up an appointment for installation.

**Updated Smoking By-Law** - Committee of the Whole Council recommended the approval of an updated smoking by-law for the Town. The by-law will eliminate confusion by confirming there is no smoking of any form including cannabis and vaping anywhere on municipal property. Council will review the by-law for approval at the next Council meeting on June 4.

**Development Charges By-law** - To view the full notice of passing in the EG Express go to page 9 of the paper.

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- 📺 If you miss the meetings you can watch them at <http://youtube.com/user/TownEastGwillimbury>

## EMPLOYMENT OPPORTUNITIES

**Customer Service Representative** - Deadline June 3  
**Planner & EGFM Market Manager** - Deadline June 7  
Visit [www.eastgwillimbury.ca/jobs](http://www.eastgwillimbury.ca/jobs) to apply!

## PUBLIC NOTICES

### ROAD CLOSURES

1. To allow for the completion of track restoration and road work on Oriole Dr., Oriole Dr. between Toll Rd. and Holland Landing Rd. will be closed in both directions from Friday May 31 at 8 p.m. until Monday, June 3 at 4 a.m.

2. To allow for Mount Albert Sports Day events the following road closures will be taking place this weekend:

**Friday, May 31 from 4 p.m. until Sunday, June 2 at 5 p.m.**

- Main St. (from Centre St. on the east to Victoria St. on the west)

**Saturday, June 1 from 8 to 10 a.m.**

- Main St.
- Centre St.
- King St.
- Doane Rd. intersection

### PUBLIC INFORMATION CENTRES

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June 5 from 5 to 8 p.m.**

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**THE LIBRARY**



**BOOK OF THE MONTH:**  
*The most checked out book of the month goes to...*  
**Run Away**  
By Harlan Coben



**Let's get active EG to celebrate Recreation & Parks Month!**

Pick up your Recreation & Parks month calendar at any Town facility or online to discover all the FREE programs and activities all month long!



Residents that participate in 5 or more activities can enter into a draw for a FREE Town Recreation Program!

[www.eastgwillimbury.ca/recandparksmonth](http://www.eastgwillimbury.ca/recandparksmonth)

**94<sup>TH</sup> ANNUAL**

**May 31 - June 2, 2019**

**MOUNT ALBERT SPORTS DAY & SPRING FAIR**

*a weekend of FUN & LAUGHTER*

Community Appreciation Night - Thursday May 30 Toonie rides!

For more details  
<http://www.mountalbertsportsday.com/>  
<https://www.facebook.com/MtAISportsDay/>



Advance ride ticket bundles available at The Corner Decor & More

## COMMUNITY EVENTS

**Sharon Temple Heritage Celebration** - June 6 from 6 to 9 p.m. at the Sharon Temple. Join the Temple for an evening of gourmet dining, music from Glen Marais and a historical tour of the Temple! Visit [www.sharontemple.ca](http://www.sharontemple.ca) to purchase tickets.

**York Region Spring Market** - June 7 from 9 a.m. to 4:30 p.m. at the York Region Administrative Centre. Shop for unique and trendy products from over 40 vendors and enjoy a kids' zone!

**Blood Donor Clinic** - June 8 from 9 a.m. to noon at the Sports Complex. Visit [www.blood.ca](http://www.blood.ca) to book an appointment.

**Annual Shabby Chic Fundraiser** - June 8 from 8 a.m. to 1 p.m. at the Temperance Hall. Shop for gently used clothing, home decor, books and more! Proceeds will support our EG libraries!

**York Simcoe Nature Club Meeting** - June 11 at 7:30 p.m. at Queensville Holland Landing United Church. Join Ian McLaurin to discuss the threat of soil dumps.

**Raise the Woof!** - June 15 from 10 a.m. to 4 p.m. at the Sports Complex. Join Partner Dogs Canada for an agility and rally obedience competition, dog photo booth and more!



# Welcome!

Public Information Centre  
Holt Pit Fill Management Plan  
Rice Commercial Group Ltd.

June 5, 2019  
5 p.m. to 8 p.m.

Mount Albert & District Lions Club  
5057 Mount Albert Road, Town of East Gwillimbury

# Project Background



## Site Characteristics

- 20 hectares (50 acres)
- More than 30 m away from a waterbody
- Above the groundwater table



Aerial of Site operations in 2005

# Proposal

## Details

- Import fill into the former Holt Pit at 18728 McCowan Road
- Approx. 1.0 to 1.3 million m<sup>3</sup> of fill over 3 to 7 years
- Imported fill will be placed in accordance with the Approved Fill Permit and Town's Fill By-law #2013-66
- After operations, site will return to agricultural operations

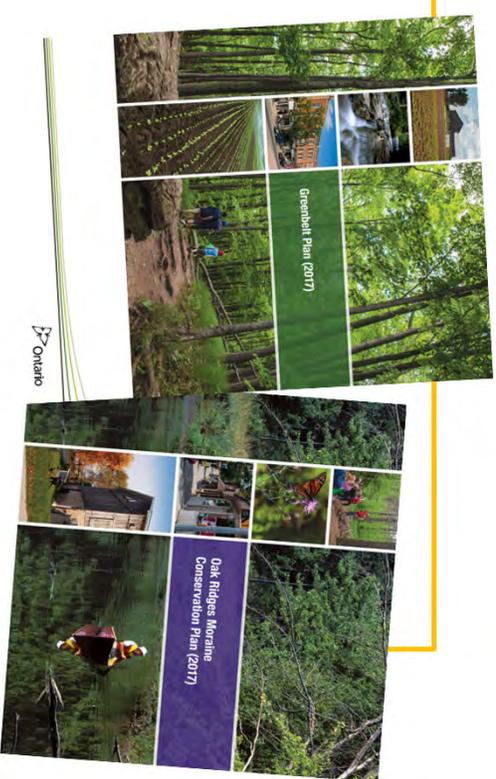


# Conformance with Plans and Regulations

## Legislation

Operations comply with:

- Greenbelt Plan and Oak Ridges Moraine Conservation Plan
- Lake Simcoe Region Conservation Authority Regulated Area
- Town of East Gwillimbury Official Plan (2010)
- Town Zoning By-Law 2018-043
- Town Fill By-Law 2013-066
- Soil Standards in Ontario Regulation 153/04
- Ontario Water Resources Act, R.S.O. 1990, c.O.40



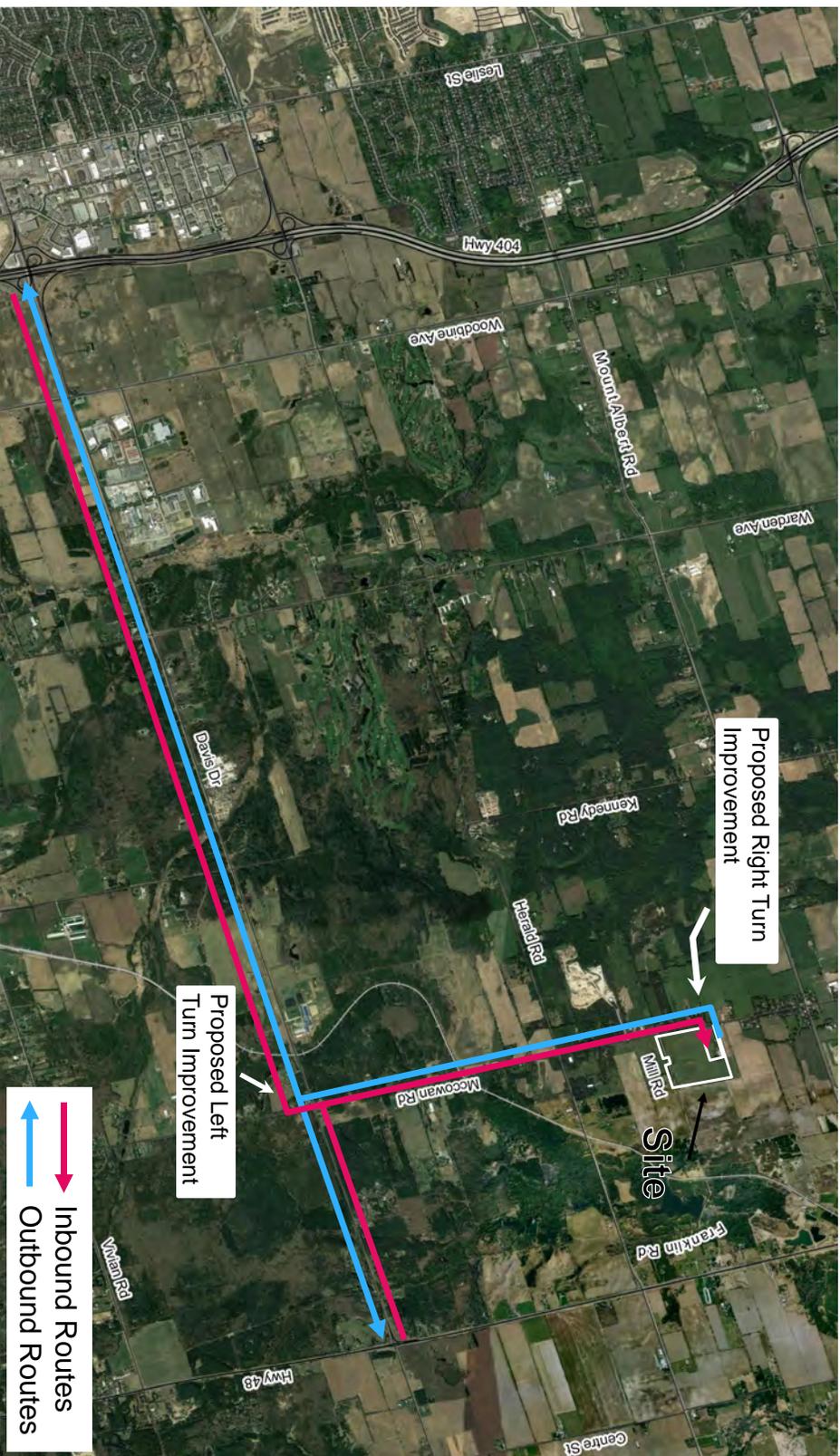
# Site Operations

## Procedures

- Fill deliveries Monday to Friday 7:00 a.m. to 5:00 p.m. (excluding holidays)
- Flexibility needed to extend hours to 6:00 pm for delays/traffic
- Maintenance/delivery of equipment Monday to Saturday between 7:00 a.m. and 7:00 p.m.
- All trucks must be pre-approved before arriving at site (Phase I Soil Report required)
- All fill will be visually inspected at security station before proceeding to fill area
- Once trucks are emptied, they must pass through mud mat and steel shaker racks to remove mud before exiting



# Site Operations



# Site Operations

## Fill Placement

- All fill sources will be pre-screened and must meet MOE standards for agricultural uses.
- Fill must not contain foreign objects, as per visual inspection
- Samples will be collected and sent for laboratory analysis to confirm quality
- Placement of all fill will be tracked, surveyed and recorded daily using GPS system
- Placement of fill will be under the oversight of an independent Qualified Person

## Discovery of Unacceptable Fill

- Should unacceptable fill be discovered at the Site, the Review Qualified Professional will:
- Recover and stockpile unacceptable fill for further inspection and analysis
  - Suspend importation of fill from Source until a decision is made
  - Document details in an Incident Report and promptly provide Report to the Town
  - Town inspectors will have unlimited access to the Site
  - The Fill Management Plan will be reviewed annually to address continuous improvements



# Protecting the Environment and Surrounding Community

## Surface Water & Soil Erosion

- Temporary drainage controls installed to ensure surface water does not flow offsite
- Erosion and sediment control plans to be approved by Town
- Soil erosion controls installed including silt fence around site, temporary swales with rock check dams, settling pond with overflow outlets, and extended mud mat

## Groundwater

- Residential wells within 500 m of the Site will be surveyed before operations
- Groundwater will be monitored, and sampled during operations.

## Tree Protection

- Perimeter trees will remain and will be protected with fencing
- One tree located within fill area will be removed appropriately
- Trees on McCowan Road will be protected by berm



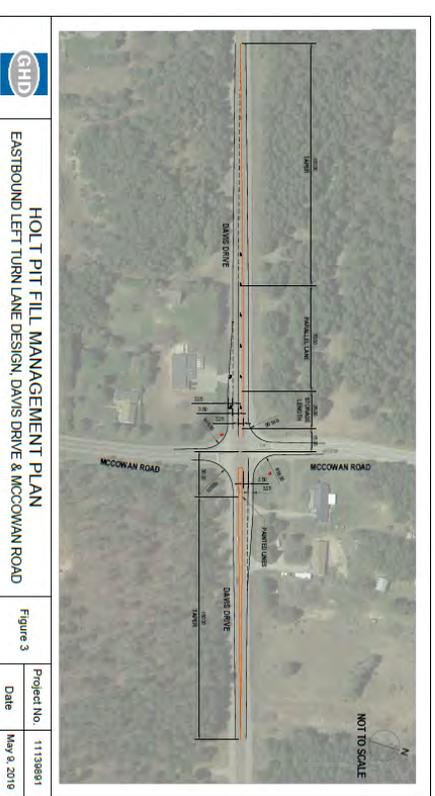
# Protecting the Environment and Surrounding Community

## Dust and Mud Control

- Trucks must use existing asphalt driveway and gravel pathways
- A water truck, sweeper and flusher trucks will be located on site full time
- The work area will be limited
- Areas not utilized for extended periods of time will be seeded
- Trucks will pass through extended mud mat and steel shaker racks before they leave

## Traffic

- Max of 200 trucks per day
- Approximately 20 trucks in and out per hour
- All truck queuing in private driveway (260m + avail.)
- Proposed road improvements:
  - Eastbound left turn lane on Davis Drive at McCowan Road
  - Right turn taper addition at Site Entrance







# Thank you for Attending!

**Today**  
Public Meeting

**Summer 2019**  
Report to Council

**Summer 2019**  
Finalize Permit

**Fall 2019**  
Start of Operations

**3-7 years**  
Fill Operations

## Questions? Contact Us!

Please complete the feedback form. You can also email, mail, or fax your comments by **June 19** to the contact below. These comments will be considered before any decisions are made on the application.

### **Katrina McCullough (Consultant)**

GHD Limited  
140 Allstate Parkway, Suite 200  
Markham, ON L3R 5Y8  
416-866-2365  
katrina.mccullough@ghd.com





# Agency Consultation



## **Katrina McCullough**

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**From:** Katrina McCullough  
**Sent:** Friday, June 07, 2019 11:29 AM  
**To:** Katrina McCullough  
**Cc:** Neuman, Paul  
**Subject:** Holt Pit Proposed Fill Management Plan  
**Attachments:** Holt Pit Fill Management Plan June 5 2019 PIC Displays.pdf

Good morning,

On behalf of the Town of East Gwillimbury, Rice Group, Overholt Farm, and GHD, I want to thank you for attending the Public Information Centre Wednesday night on the proposed Fill Management Plan for the Holt Pit. Consultation with the community is an integral part of this process and we appreciate the comments and questions that were raised. For your information attached is a PDF of the display boards shown at the Public Information Centre. Please feel free to share these with your neighbours. They will also be posted on the Town's website.

**Next Steps:**

If you have any additional questions or comments on the proposal, please submit them by Wednesday June 19, 2019. Rice Group and GHD will then compile all of the questions and comments received, including those received in writing and in-person at the Public Information Centre. These comments, along with how they will be considered in the Fill Management Plan, will go into a report to Council. Since you provided your email address, you will be notified when this proposal is scheduled to be presented to Council. If you have neighbours that would be like to be added to the contact list, please ask them to send me an email.

Please do not hesitate to contact myself or Paul Neuman by email or phone if you have any questions or comments.

Thank you again for your participation.

**Katrina McCullough, M.PI, RPP**  
**Environmental Planner and Stakeholder Engagement Specialist, GHD**  
**416-866-2365**  
[Katrina.mccullough@ghd.com](mailto:Katrina.mccullough@ghd.com)

and

**Paul Neuman**  
**Director of Engineering, Town of East Gwillimbury**  
**905-478-4282**  
[pneuman@eastgwillimbury.ca](mailto:pneuman@eastgwillimbury.ca)

## Adolfo Emer

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**From:** Chris Currie <C.Currie@lsrca.on.ca>  
**Sent:** Monday, August 14, 2017 1:21 PM  
**Cc:** Adolfo Emer; jscott@eastgwillimbury.ca  
Rob Baldwin (InTouch)  
**Subject:** RE: Request For Confirmation - Proposed Site Alteration Permit To The Town of East Gwillimbury - North East of McCowan Road and Mill Road, Western Portion of Lot 8 Conc. 7  
**Attachments:** LSRCA Base Mapping w-Distances To Site Boundary.pdf

Hi Adolfo,

I can confirm based on the attached map/plan that all site alteration work will be located outside the regulated area of LSRCA. Please take this email as confirmation that nothing further is required from LSRCA Regulations staff at this time.

Sincerely,

**Chris Currie**  
Environmental Regulations Analyst  
**Lake Simcoe Region Conservation Authority**  
120 Bayview Parkway,  
Newmarket, Ontario L3Y 3W3  
905-895-1281, ext. 284 | 1-800-465-0437 |  
[c.currie@lsrca.on.ca](mailto:c.currie@lsrca.on.ca) | <http://www.LSRCA.on.ca>

**NOTE:** As of January 1, 2017 LSRCA development fees have changed– Click [here](#) for details

  
The information in this message (including attachments) is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. The message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act and by the Personal Information Protection Electronic Documents Act. If you have received this message in error, please notify the sender immediately and delete the message without making a copy. Thank you.

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**From:** Adolfo Emer [<mailto:Adolfo.Emer@ghd.com>]  
**Sent:** Monday, August 14, 2017 12:42 PM  
**To:** Rob Baldwin  
**Subject:** Request For Confirmation - Proposed Site Alteration Permit To The Town of East Gwillimbury - North East of McCowan Road and Mill Road, Western Portion of Lot 8 Conc. 7

Dear Mr. Baldwin,

Further to our recent discussions on behalf of our client, the Rice Commercial Group, we are submitting this request to address the Town of East Gwillimbury's requirements that we contact the LSRCA and confirm any permitting/approvals requirements of the LSRCA.

For your reference we have attached an aerial view taken from the LSRCA's mapping, showing the limits of the proposed Site Alteration Permit ("the site"). We have noted the approximate distance to the regulation lines as shown.

 look forward to receiving the LSRCA's confirmation. We have a meeting scheduled with the City's staff on the morning of August 16<sup>th</sup>. If we could receive the LSRCA's response/confirmation prior to that meeting it would be greatly appreciated.

Any questions, please contact the undersigned at your earliest convenience.

**Adolfo Emer, P.Eng.**

**GHD**

D: (905) 752-4380 | C: (416) 570-4712 | E: 884380 | E: [adolfo.emer@ghd.com](mailto:adolfo.emer@ghd.com)

11 Allstate Parkway, Suite 310, Markham ON L3R 9T8 | [www.ghd.com](http://www.ghd.com)

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

Please consider our environment before printing this email

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This e-mail has been scanned for viruses



January 18, 2018

**Robin Prentice, MCIP RPP**  
Manager of Planning / Policy, Development Services  
**Town of East Gwillimbury**  
19000 Leslie Street  
Sharon, Ontario  
LOG 1V0

*Regarding: The Town of East Gwillimbury's Comprehensive Zoning By-Law Review  
18725 McCowan Rd, Mount Albert, ON, LOG 1M0*

Dear Ms. Prentice,

Please accept this letter as our formal comment on the Town's Comprehensive Zoning By-Law review with respect to the property address noted above.

Rice Commercial Group Limited, acting on behalf of Overholt Farm Limited, has had the opportunity to review the Draft Zoning By-Law. The Oak Ridges Moraine Industrial Extractive (ORMIE) zoning designation for this property allows for sand, gravel and/or rock quarry extraction (attached).

Please note a Preliminary Fill Application (attached) on behalf of Overholt Farm Limited was submitted on January 10, 2017. We are continuing to work with your Engineering team on submitting a complete application and we wanted to make note of our intentions.

We trust that the Town will make the necessary arrangements to ensure that we keep our current permissions moving forward. We would like to reserve the right to review the next draft of the By-Law before it is approved by council. If there was an issue found in the zoning regarding filling, we would like to protect our right to appeal if the arguments/concerns were based on the zoning designation.

Sincerely,

A handwritten signature in blue ink that reads "Ari Soberano". The signature is fluid and cursive, with a horizontal line underneath it.

**Ari Soberano**  
Finance Manager, Development  
**Rice Commercial Group Limited**

ON BEHALF OF:

**J. David Jackson**  
President and Owner  
**Overholt Farm Limited**

# Map 7

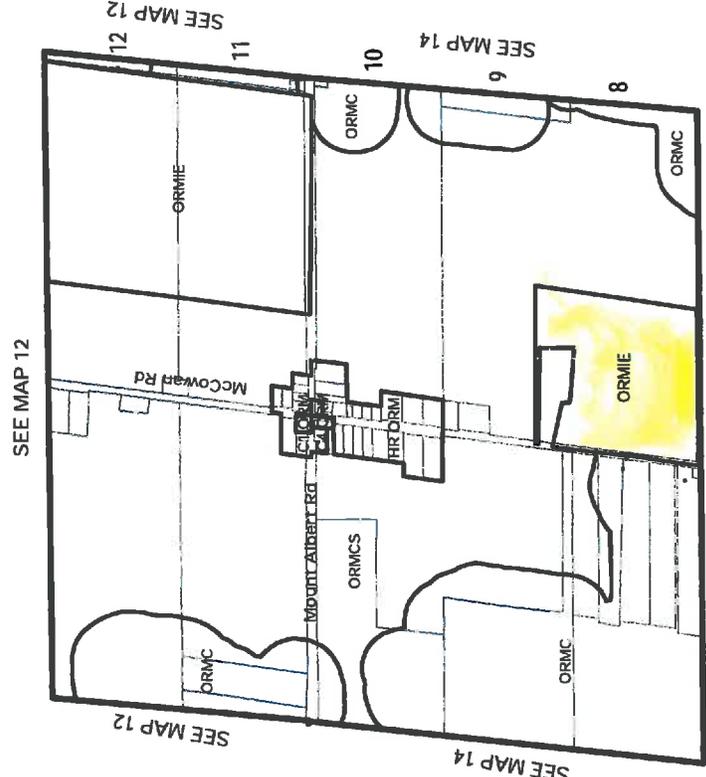
- LEGEND:
- RU - RURAL
  - AER - AGGREGATE EXTRACTION
  - EP - ENVIRONMENTAL PROTECTION
  - HR - HAMLET RESIDENTIAL
  - ER - ESTATE RESIDENTIAL
  - R - RESIDENTIAL (R1 - R6)
  - RPS - RESIDENTIAL PRIVATE SERVICES
  - OS - OPEN SPACE (OS1 & OS2)
  - MU - MIXED USE (MUT - MU7)
  - C - COMMERCIAL (C1 - C4)
  - M1 - EMPLOYMENT PRESTIGE
  - M2 - EMPLOYMENT GENERAL
  - I - INSTITUTIONAL (I1 & I2)
  - ORMC - OAK RIDGES MORaine CORE
  - ORMCS - OAK RIDGES MORaine CORE SIDE
  - ORMCL - OAK RIDGES MORaine CORE LINKAGE
  - ORMIE - OAK RIDGES MORaine INDUSTRIAL EXTRACTIVE

**Town of East Gwillimbury**  
 Development Services Dept  
 Planning Branch  
 Schedule "A" to  
 By-Law No. XXX



December 2017

Produced by Planning Branch  
 Development Services Department  
 East Gwillimbury, Ontario  
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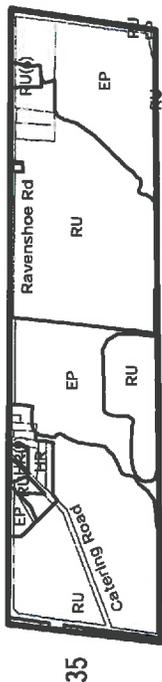
## Map 7D

Town of Georgina



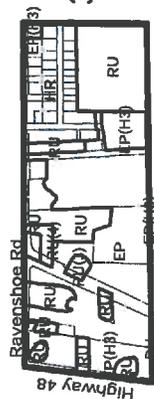
## Map 7A

Town of Georgina



## Map 7B

Town of Georgina



## Map 7C

Region of  
Durham

## Part 13.0 – Oak Ridges Moraine Zones

**Description:** The following is a description of the Oak Ridges Moraine Zones. It is provided for the purposes of assisting readers.

- The Oak Ridges Moraine Core (ORMC) Zone replaces the existing Oak Ridges Moraine Core and Core Buffer Zones.
- The Oak Ridges Moraine Core Linkage (ORMCL) Zone replaces the existing Oak Ridges Moraine Core Linkage (ORMCL) Zone.
- The Oak Ridges Moraine Countryside (ORMCS) Zone replaces the existing Oak Ridges Moraine Countryside (ORMCS) Zone.
- The Oak Ridges Moraine Industrial Extractive (ORMIE) Zone replaces the existing Oak Ridges Moraine Industrial Extractive (ORMM3) Zone.

### 13.1 Permitted Uses

Uses permitted in the Oak Ridges Moraine Zones are denoted by the symbol 'X' in the column applicable to that Zone and corresponding with the row for a specific permitted use on Table 13A.

**Table 13A – Permitted Uses in Oak Ridges Moraine Zones**

Use	ORMC	ORMCL	ORMCS	ORMIE
<b>Existing agricultural uses, buildings or structures</b> (which existed on November 15, 2001)	X	X	X	X
<b>New agriculture buildings or structures</b> associated with an <b>existing agricultural use</b> (which existed on November 15, 2001) (3)	X	X	X	X
<b>Fish, wildlife and forest management</b>	X	X	X	X
<b>One single detached dwelling</b> (1)	X	X	X	X
<b>Accessory uses, buildings and structures</b> (2)	X	X	X	X
<b>Bed and breakfast establishment</b> (2)	X	X	X	X
<b>Home business</b> (2)	X	X	X	X

Use	ORMC	ORMCL	ORMCS	ORMIE
Sand, gravel or rock quarry extraction operation				X
Sand, gravel or rock processing, washing, sorting, screening or crushing operation				X

Special Provisions:

- (1) The establishment of one new **dwelling unit** on an existing vacant lot of record (existing as of November 15, 2001), expansion, reconstruction or replacement of an existing **dwelling unit** is permitted subject to Site Plan approval in accordance with Section 41 of the Planning Act, as amended, wherein the application shall demonstrate to the extent possible the use, erection and location will not adversely effect the ecological integrity of the effected area.
- (2) **Accessory uses, buildings and structures**, including **swimming pools, home businesses and bed and breakfast establishments**, related to an existing residential use, are permitted in accordance with any other applicable regulations of this By-law, subject to Site Plan approval in accordance with Section 41 of the Planning Act, as amended, wherein the application shall demonstrate to the extent possible the use, erection and location will not adversely effect the ecological integrity of the effected area.
- (3) New **agricultural buildings and structures**, related to an **existing agricultural use** (existing as of November 15, 2001), are permitted in accordance with any other applicable regulations of this By-law, subject to Site Plan approval in accordance with Section 41 of the Planning Act, as amended, wherein the application shall demonstrate to the extent possible the use, erection and location will not adversely effect the ecological integrity of the effected area.

## 13.2 Zone Standards

Regulations for uses permitted in Section 13.1 are set out in Tables 13A. A number(s) following the **Zone** standard, **Zone** heading or description of the standard, indicates that one or more special provisions apply. These special provisions are listed below Table 13B (as applicable).

**Table 13B – Zone standards for the ORMC, ORMCS, ORMCL and ORMIE Zones**

STANDARD	ORMC, ORMCL, ORMCS	ORMIE
Minimum lot frontage	60.0 m	In accordance with the Aggregate Extraction / Resource (AER) Zone
Minimum lot area	40 ha	
Minimum front yard	7.5 m	
Minimum rear yard	7.5 m	
Minimum interior side yard	7.5 m	
Minimum exterior side yard	7.5 m	
Maximum building height	11.0 m (1)	
Maximum total ground floor area of all buildings per lot (3)	500 m <sup>2</sup> (2)	

### Special Provisions:

- (1) Maximum **height** shall not apply to **buildings and structures** used for **agricultural uses** in accordance with Section 4.11.
- (2) An additional 500 square metres of **ground floor area** for **buildings** used for **agricultural uses** may be permitted subject to the requirements of the Oak Ridges Moraine Conservation Plan, for a maximum of 1,000 square metres of total **ground floor area** for all **buildings per lot**.
- (3) Notwithstanding the definition of **ground floor area**, areas to accommodate parking within a **building** shall be included in this calculation.



## MEMORANDUM

To: Committee of the Whole Council

From: Paul Neuman, CET, Director of Engineering  
Mike Molinari, P.Eng., General Manager, CIES

Date: April 17, 2018

Subject: 2017 Annual Fill Program (Site Alteration) Update

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### Background

The Town's Fill Program regulates the placing of fill as per By-Law 2013-066 and was enacted by Council in May 2013. This By-Law put into place the technical and environmental requirements to control the importation of fill and any alterations to the grade of land within the Town. This By-Law established a fee structure for fill and site alteration applications to cover the Town's costs including cost recovery for external consultants when employed by the Town.

For simplicity, staff have grouped the fill sites into the following five categories and provided a status of each site. A map identifying the sites is attached as appendix 1 with the numbering on the map corresponding with the numbering below:

### Category 1: Commercial Fill Operations – Fill Volume > 10,000 m<sup>3</sup>

1. Mount Albert Pit – 19199 & 19503 McCowan Road, north off of Mount Albert Road east of McCowan Road
  - Total fill capacity, approx. 2,000,000 m<sup>3</sup>
  - Phase 2 is currently underway with approval for 200 trucks per day with actual truck volumes of approximately 60 trucks/day
  - The last update memo was presented to Committee of the Whole on June 6, 2017
  - 6 cameras were installed to both the benefit of the operator and the Town
  - The site continues to operate in compliance with both the fill By-law and agreement
  - Staff continue to closely monitor the site

2. Overholt (formerly Jackson Pit) – 18725 McCowan Road, just north of Mill Road in the community of Holt.
  - Total fill capacity, approximately 2,000,000 m<sup>3</sup>
  - Preliminary application received in January, 2017
  - Town staff are waiting for the full application to be submitted
  
3. Leslie Street Pit (LSP) – 22610 Leslie Street, west of Leslie Street south of Ravenshoe Road
  - Total fill capacity, approximately 1,000,000 m<sup>3</sup>
  - Public Information Centre was held February 2015
  - Awaiting results of Superior Court Judicial Review expected in the fall of 2018 as a result of a challenge to the municipal service fee and application

**Category 2: Non-Commercial Fill Operations – Fill Volume < 10,000 m<sup>3</sup>**

4. 470 Queensville Sideroad – West of Second Concession Road
  - Illegal fill site brought into compliance
  - Imported material was chemically tested and confirmed to be suitable for fill
  - Retroactive permit fee of \$1,595.00 for 775 m<sup>3</sup> of fill was added to the tax roll due to nonpayment
  
5. 21357 Warden Avenue – Just north of Holborn Road
  - Illegal fill site brought into compliance
  - Imported material was chemically tested and confirmed to be suitable for fill
  - Retroactive permit fee of \$3,045.00 for 1600 m<sup>3</sup> of fill was paid

Illegal fill activities can be a challenge to find and enforce since these types of activities are typically transient and short duration. Identification, investigation and enforcement is typically complaint-based, but CIES staff continue to proactively monitor the Town with the By-Law team to seek out illegal activities and bring those operations into compliance.

### **Category 3: Fill Associated with Development or Future Development**

6. Kerbel Developments – Holland Landing

- Total Fill of 500,000 m<sup>3</sup>
- To date approximately 300,000 m<sup>3</sup> have been placed
- A small amount of the remaining fill (approximately 5000 m<sup>3</sup>) is required for the residential portion of the site with access from Holland Landing Road. Developer has agreed to reduce the truck rate from approximately 50 trucks per day to approximately 15 trucks per day.
- The remaining approximate 200,000 m<sup>3</sup> will be required on site for a future commercial block
- Access will be from Highway 11 pending Regional approval
- Analysis is being performed on all imported soil sources and all soil is certified before being placed on site

7. Pick Lands – 18624 2nd Concession, north of Green Lane

- Total fill capacity estimated at 120,000 m<sup>3</sup>
- Staff identified a site alteration as a result of York Region's 2nd concession road works and Metrolinx/2nd Concession grade separation (bridge).
- Staff provided a memo to Council on this matter on May 17, 2016
- The land owner is working on a retroactive fill application to bring the site into compliance with the Fill By-law

### **Category 4: Fill Transfer Stations**

8. RICE Commercial – 19658 Centre Street, Mount Albert

- Last reported to Council – October 2017 – Rice Group Construction Services – (Formerly Phil's Haulage) remaining items include the following:
- Landowners consultant is investigating the feasibility of an alternative access to their site from Hwy 48
- Staff continue to monitor mud and dust coming from the site and Rice has been responsive to Town requests
- By-law staff issued a Noise By-law violation in October of 2017 and the court ruled in favor of the Town
- The Town has issued an Order to remove farm material from the south property that was recently identified as material to be used for triple mix on site. RICE has agreed to remove half of the material by the end of May, 2018
- The Town is working with Rice to get an 8<sup>th</sup> camera installed that would show their entrance

- Staff continue to actively monitor the site for noise, mud, and dust

**Category 5: Active Pits & Quarries under Ministry of Natural Resources and Forestry (MNRF) Jurisdiction**

9. Strada Aggregates Inc. – 18444 McCowan Road, just north of Herald Road

- Approximately 33 hectare site
- Site ID: 6669
- Site inspections performed by MNRF staff for compliance with license

10. CRH Canada Group Inc. – 4772 Mount Albert Road, just east of McCowan Road

- Approximately 30 hectare site
- Site ID: 6635
- Site inspections performed by MNRF staff for compliance with license

11. J.F. Kitching & Son Limited – 22481 Kennedy Road, south of Ravenshoe Road

- Approximately 20 hectare site
- Site ID: 6656
- Site inspections performed by MNRF staff for compliance with license

**Key Performance Indicators**

The following is a summary of activity related to fill sites for 2017:

Number	Item
9	Permit Inquires
6	Applications under Review
1	Permits issued (commercial fill sites >10,000 m <sup>3</sup> )
2	Permits issued (noncommercial fill sites <10,000 m <sup>3</sup> )
15	Sites investigated for non-compliance with by-law
18	Sites investigated jointly with LSRCA
2	Orders issued for non-compliance with by-law
5	Illegal sites brought into compliance
4	Illegal sites under investigation

Generally, 2017 continued to see significant site alteration activity and staff from CIES, legal, and By-law worked together to effectively manage active sites and bring illegal sites into compliance.

### **Financial Implication**

The Town received \$109,385.00 in application and municipal service fees related to the fill program in 2017.

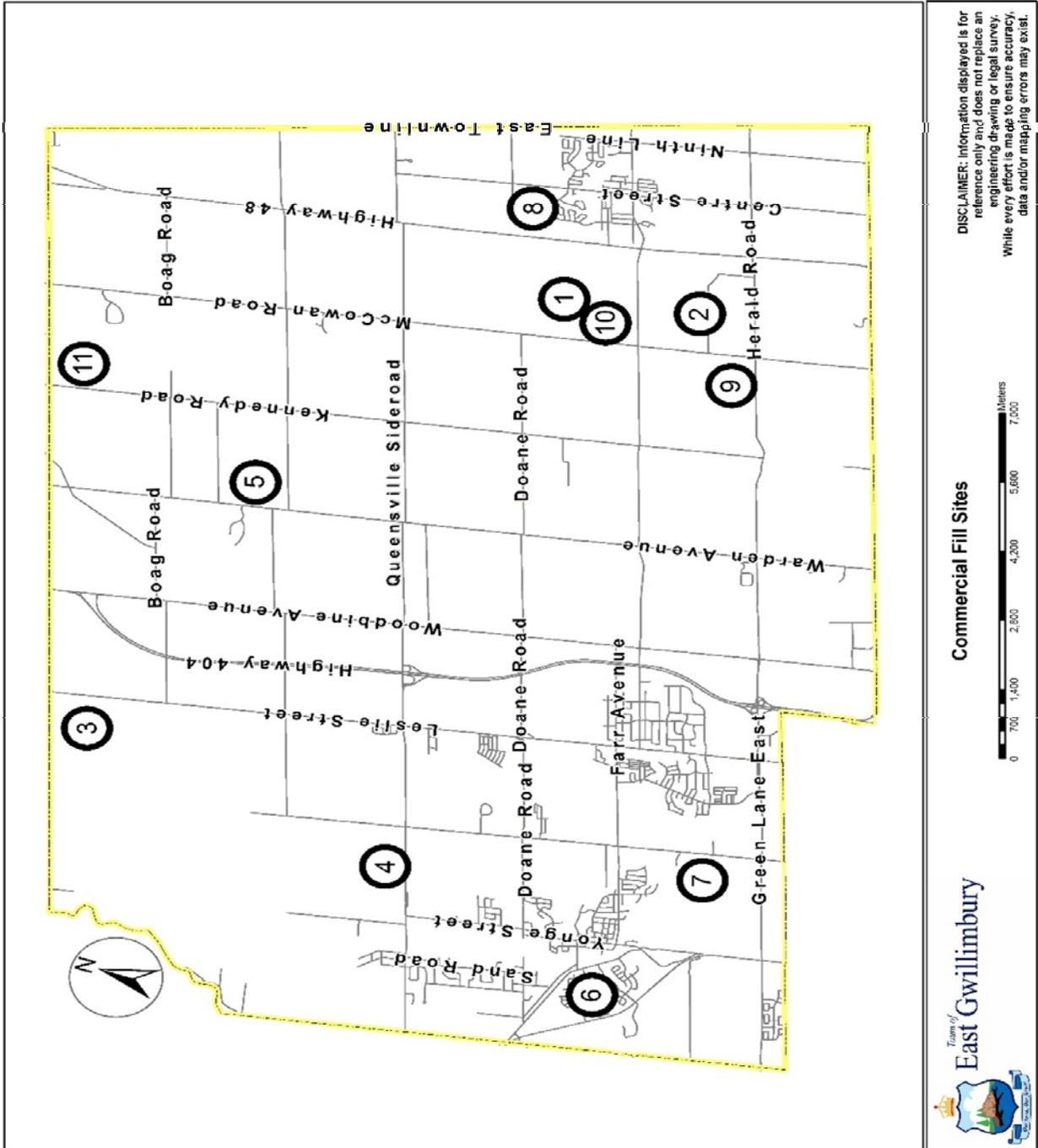
### **Proposed Fill By-law Review**

Due to recent changes in the Municipal Act, staff are proposing to provide Council with some minor adjustments to the Towns Fill By-law over the next few months to bring it into compliance. The main adjustment includes site alteration and filling activities within the Conservation Authority's regulated areas and will now require an owner to follow the requirements of both the Town and the Conservation Authority.

The Town has acquired Burnside as our new Qualified Person through the RFP process late in 2017. Burnside has an extensive background in fill management and is highly experienced in this role for a municipality. Many improvements have been made to best practices since the last major By-law update in 2013 and staff are proposing to complete a more thorough review of the By-law in 2019/20 for consideration by Council.

### Appendix 1

#### 2017 Fill Sites:



 **Commercial Fill Sites**

DISCLAIMER: Information displayed is for reference only and does not replace an engineering drawing or legal survey. While every effort is made to ensure accuracy, data and/or mapping errors may exist.

0 700 1,400 2,800 4,200 5,600 7,000 Meters

## Katrina McCullough

---

**From:** Adolfo Emer  
**Sent:** Monday, April 8, 2019 2:16 PM  
**To:** Trevor Catherwood (InTouch); Khan, Arif  
**Cc:** Ari Soberano  
**Subject:** Re: Holt Pit - Fill Permit Application

Great. Thanks.

Adolfo.

---

**From:** Catherwood, Trevor <Trevor.Catherwood@york.ca>  
**Sent:** Monday, April 8, 2019 2:14 PM  
**To:** Adolfo Emer; Khan, Arif  
**Cc:** Ari Soberano  
**Subject:** Re: Holt Pit - Fill Permit Application

It did.

Sent from my Samsung Galaxy smartphone.

----- Original message -----

**From:** Adolfo Emer <Adolfo.Emer@ghd.com>  
**Date:** 2019-04-08 2:12 PM (GMT-05:00)  
**To:** "Khan, Arif" <Arif.Khan@york.ca>  
**Cc:** "Catherwood, Trevor" <Trevor.Catherwood@york.ca>, Ari Soberano <Ari.Soberano@ricegroup.ca>  
**Subject:** Re: Holt Pit - Fill Permit Application

Arif

Thank you for your email and update.

We look forward to your formal response early next week.

In the interim, can you confirm that the supplementary information showing the project is outside of the Region's Wellhead Protection Zone reached the correct staff of the Environmental Protection Group at the Region?

Thanks,  
Adolfo Emer  
(905) 752-4380

**From:** Khan, Arif <Arif.Khan@york.ca>  
**Sent:** Monday, April 8, 2019 2:00 PM  
**To:** Adolfo Emer  
**Cc:** Trevor Catherwood (InTouch)  
**Subject:** Holt Pit - Fill Permit Application

Hi Adolfo

Region is currently reviewing Holt Pit - Fill Permit application that you submitted and will get back to you by early next week. Thanks.

If you have any question or concern, please get back to us.

Thanks.

Arif

**Arif Khan**, Development Engineer, Development Engineering, Corporate Services  
The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
**O:** 905-830-4444 ext. 73107, 1-877-464-9675 ext. 73107 | [Mohammad.khan@york.ca](mailto:Mohammad.khan@york.ca) [www.york.ca](http://www.york.ca)  
*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



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Please consider the environment before printing this email.

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## MEMORANDUM

To: Committee of the Whole Council

From: Paul Neuman, CET, Director of Engineering  
Mike Molinari, P.Eng., General Manager, CIES

Date: May 7, 2019

Subject: Former Overholt Pit – Site Alteration Update  
18725 McCowan Road

---

On December 13th, 2018 Rice Commercial Group Limited acting on behalf of the registered landowner submitted an application to fill in a former aggregate pit located in the village of Holt at 18725 McCowan Road. The proposed area of the site to be filled (approximately 1.3 million cubic metres) is an irregular shaped 20 ha parcel of the larger 83 ha parcel of land. The site operated as a sand and gravel extraction pit from the late 1980's to the mid 2000's under a license issued by the Ministry of Natural Resources, with the license being surrendered in 2007.

The Applicant is proposing to operate a Commercial Fill Site with a maximum of 200 trucks per day to the site with access off of McCowan Road. The proposal has fully loaded trucks coming from Mount Albert Road and empty truck exiting the site, heading south to Davis Drive as noted on the attached map.

R. J. Burnside and Associates, acting as the Town's Qualified Person (QP) has reviewed the submission and has confirmed that the application is suitably advanced for the purposes of holding a Public Information Centre (PIC) receive feedback as required per the Town's Fill By-law.

The Applicant proposes to host the PIC in late May or early June of this year (exact date to be determined) at the Mount Albert Lion's Hall. With assistance from Corporate Communications, a notice of the PIC is to be provided to property owners (see attached map) and agencies in a manner that exceeds the requirements for a Zoning By-law amendment under the Planning Act. The notification will also be posted on the Town page of the local newspaper.

The PIC is proposed to have a "drop-in" format (consistent with the Mount Albert Pit PIC) where visitors will have an opportunity to review presented materials and discuss any issues with the Applicant and their consultants. Following the PIC the Applicant will provide a minimum of two weeks for residents to submit question and comments for documentation and response.





## MEMORANDUM

To: Committee of the Whole Council

From: Paul Neuman, CET, Director of Engineering  
Mike Molinari, P.Eng., General Manager, CIES

Date: August 13, 2019

Subject: Former Overholt Pit – Site Alteration Update  
18725 McCowan Road

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### Background

On May 7, 2019 Town staff provided Council with a Site Alteration Update regarding the former Overholt Pit application for 18725 McCowan Road. The application proposes approximately 1.3 million cubic metres of clean fill to be placed on 20 ha of the larger 83 ha parcel of land. The Applicant is proposing to operate a Commercial Fill Site with a maximum of 200 trucks per day to the site with access off of McCowan Road.

As per Part 8 of the Town's Fill By-law, Commercial Fill applications greater than 10,000 m<sup>3</sup> are required to host a Public Information Centre (PIC). The PIC was held at the Mount Albert Lion's Hall on June 5th, 2019 with approximately 28 residents attending from 5 – 8pm. The format of the meeting was an informal drop-in session (consistent with the Mount Albert Pit PIC) where members of the public could attend to review the information on display and speak directly with the Applicant's Consultant, the Operator for the site, and the Town.

### Public Information Centre Results– June 5, 2019

The PIC covered project background & site characteristics, proposal details, conformance with plans and regulations, site operations and procedures, haul routes, fill placement and quality control, environmental protection, reporting / complaints procedure, project future, and comment & feedback information. The display panels were posted on the Town's website and emailed to all of PIC attendees who provided an email. Interested stakeholders were encouraged to share any comments or concerns.

Generally, there are three themes to summarize the concerns received through the PIC as follows:

1. Truck traffic (noise and road maintenance)
  - The haul route has been adjusted to access the site via Davis Drive and McCowan Road (both Regional roads) thus avoiding Holt
  - Turning lanes on McCowan and Davis are proposed by the Region for safety

- The site is limited to 200 trucks per day which is consistent with Mount Albert Pit
2. Fill management
- Fill will be regularly tested to meet MECP Table 2 requirements for agricultural use
  - Town's QP will peer review owners QP test results and chain of custody
  - Groundwater quality and groundwater levels will be monitored throughout operation at monitoring wells onsite and compared to the pre fill baseline levels and quality.
3. Noise, mud tracking
- A berm is to be installed to mitigate noise impacts (noise within MECP limits)
  - Cameras will be installed to monitor truck volume from the site and mud tracking on McCowan
  - A long paved internal road will minimize mud tracking and sweepers will be on site to actively clean the area

GHD, the consultant representing the Applicant, has reviewed the comments received through the PIC process and has provided a detailed summary of the verbal and written comments with responses as noted in Appendix 1 and 2 respectively.

### **Next Steps**

The applicant is updating the Fill Management Plan to incorporate issues noted at the PIC as well as mitigating measures to address these concerns. The Fill Management Plan governs the daily operation of the site and will be a living document, requiring the applicant to consider and implement continuous improvements to their operation throughout the life of the fill program.

In addition to the FMP, Town staff are currently working with the Applicant to prepare a draft Site Alteration Agreement for the fill operation which will outline the major administrative obligations including, among others, securities, insurance requirements, permit requirements, tipping fees etc. Once staff are satisfied with the FMP and the draft agreement, the Applicant will be invited to provide a deputation to Council to provide an overview of the proposal, the FMP and request approval of the Site Alteration Agreement. All residents within the PIC screening area as well as any interested parties that provided contact information will be notified by means of a letter/mail out of the date and time for the deputation and Council meeting date. The applicant is tentatively targeting dates in September or October for the deputation.

**Appendix 1**

Verbal Comments from PIC	Applicants Response
<b>Traffic and Trucks</b>	
<p>Concerned about unsafe turning conditions present at McCowan Rd and Davis Dr, would like a taper lane constructed on Davis.</p>	<p>Rice Group is proposing improvements at the intersection of McCowan Road and Davis Drive, including a left turn lane from Davis Drive to northbound McCowan Road. An improved right turn taper lane is also proposed at the entrance to the Site on McCowan Road.</p>
<p>Suggest traffic lights at Davis Drive &amp; McCowan. Gong show now at rush hour – Safety first.</p>	
<p>Concerns about speed of trucks on McCowan Rd. Concern for safety of walkers along McCowan with speeding trucks.</p>	<p>Trucks travelling to and from the Site will be required to follow all applicable laws, including posted speed limits. Speed limit enforcement along McCowan Road is under the jurisdiction of York Region Police.</p> <p>Should any driver not follow posted speed limits, it is expected that appropriate fines and related actions would be taken by the York Region Police.</p> <p>The Town and Rice Group will work with York Region Police to take corrective actions for repeat truck driver offenders, which may include suspension of that driver from accessing the Site.</p>
<p>Concerns about number of trucks and total number of trips (e.g. 400 trips total per day based on 200 trucks per day).</p>	<p>As part of the Fill Management Plan, a traffic impact analysis was undertaken and determined that the truck trips anticipated to be generated by the Site will have little to no impact on traffic capacity of the study intersections</p> <p>(Mount Albert Road / McCowan Road; Site / McCowan Road; and Davis Drive / McCowan Road. It is the intention of Rice Group to maintain fill operations for as short a timeframe as is reasonable, while following the 200 truck / day maximum. Further limiting the volume of trucks would require the Site to remain open beyond the currently proposed 3-7 years.</p>
<p>Concerns about the condition of</p>	<p>McCowan Road is a Regional Road, and road maintenance frequency and requirements are</p>

roadway with increased trucks	determined by York Region. Rice Group has consulted with York Region regarding the proposal, and the Region is aware of the proposed truck traffic volumes.
Concerns about headlights of trucks shining toward houses on Mt. Albert.	Given that Mount Albert Road is approximately 700 m from the Site, it is not anticipated that headlights from activities within this Site will be visible to residences on Mount Albert Road.
What are penalties for trucks going north through town?	In the event approved routes are not followed, violations will be documented via complaints from residents directed to the Town. Those complaints will be forwarded to Rice Group to prepare an incident report and implement corrective measures. The driver will be notified and corrective measures implemented. Measures may include suspension of that driver from the access to the Site or as the Town sees fit.
Who keeps track of trucks?	<p>All fill is pre-approved before transportation to the site. The Management Plan contains several measures to manage, record and track trucks arriving to the site and within the site. These include:</p> <ul style="list-style-type: none"> <li>• Requirement to provide pre-approved bill-of-lading for any truck that attempts to enter into the site,</li> <li>• Security stop at the entrance to the site including:             <ul style="list-style-type: none"> <li>○ Collection of bill-of-lading</li> <li>○ Recording of visually available information such as license plate and vehicle description</li> <li>○ Visual inspection of material within the truck</li> <li>○ Designated stockpile areas for testing prior to placement of fill.</li> </ul> </li> </ul>
Happy if no trucks between Highway 48 and McCowan.	Trucks coming to and from the Site will only be permitted to use McCowan Road and Davis Drive. Trucks bringing fill to this site will not be permitted to use Mount Albert Road.

<b>Noise, Visual and Groundwater Impacts</b>	
Concerns about existing noise & additional noise generated by Site.	A Noise Impact Study was undertaken as part of preparation of the Fill Management Plan. It concluded that with the construction of a topsoil berm along the south and west property boundaries, the Ministry of the Environment, Conservation and Parks's allowable noise limits will be satisfied.
What will the final height of the site be and what will it look like?	Upon completion of the fill activity, the temporary topsoil berms will be spread and the Site topography will be graded to match the original ground elevations prior to the aggregate extraction. The Site final grades will follow the elevations shown on the plans included in the Fill Management Plan.
Concerns about impacts to well water quality and groundwater levels.	The Site is not anticipated to negatively affect groundwater levels or quality. Groundwater quality and groundwater levels will be monitored throughout operation at monitoring wells onsite. In addition, a baseline assessment of residential wells within 500m of the Site will be surveyed for water quality before operations begin. The project is located down gradient from all private wells.
<b>Fill and Fill Management</b>	
What is the quality of fill being accepted?	All fill sources will be pre-screened and must meet Ministry of the Environment, Conservation and Parks's standards for agricultural use. Specifically, fill must meet Table 2 standards for agricultural use presented in "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" in an area with potable wells.
Where does fill come from?	Fill will come from construction projects in the GTA, including communities surrounding East Gwillimbury.
What kind of fill?	Fill will be restricted to materials which meets the standards for agricultural use presented in "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" in an area with potable wells. It must meet

	<p>several other conditions including:</p> <ul style="list-style-type: none"> <li>• Not frozen and does contain large pieces or rock (less than 0.3 m in size);</li> <li>• Be dry and uniformly compacted;</li> <li>• No:       <ul style="list-style-type: none"> <li>○ putrescible materials,</li> <li>○ staining,</li> <li>○ sheen,</li> <li>○ concrete,</li> <li>○ debris,</li> <li>○ waste, or</li> <li>○ ash;</li> </ul> </li> <li>• Free of termites and invasive species</li> </ul>
<p>How will Rice Group ensure all fill is tested and documented?</p>	<p>In order for a source site to be approved to bring fill to the Site, all sources must apply in advance to the Rice Group, and provide a report prepared by a Qualified Professional (“QP” as defined by Ontario Regulation 153/04) at the source site that must include records of laboratory soil testing to demonstrate the material is suitable for the Site. Once approved by Rice’s QP, Rice will issue a bill of lading to the source site. Drivers must present a bill of lading before entering the site. Once onsite, fill is inspected at the security station and while the fill is being placed. Fill from each source will be tracked by GPS within the Site by on-site operations staff. In addition, once fill is placed samples will collected and sent for laboratory analysis to confirm the quality of the fill. Soil from each source location will remain segregated until confirmatory soil samples have been collected and a QP has reviewed analytical results.</p>
<p>Concerns about what happens if trucks do not follow rules established by the Town and Rice Group</p>	<p>Should any unacceptable material be discovered through the audit program or during or after dumping of a load, the material will be recovered and stockpiled for further assessment and/or removal from the Site. The Town will be notified promptly in writing. The source site will be suspended from the Site until the incident is resolved. If based on the results, the material is unacceptable, it will be removed from the Site. In addition the Town may visit the Site at any time during operating ours to conduct sampling, carry out inspections, or conduct other investigations.</p>

## APPENDIX 2

<b>Written Comments from PIC</b>	<b>Applicants Response</b>
<p>We have been residing at this address for the past 14 years. We have moved from our previous address on Ravenshoe Road due to an application or a fill proposal on an old pit behind us. It saddens us that we desired to find solace in a country setting away from the construction/noise/pollution/environmental disruption/traffic and we thought that we had it in Holt, but now we have to contend with it again. How much more can a small community like Holt withstand? I already have to endure noise pollution/traffic from the pit on Mount Albert Road. How much is too much? Our country setting seems to be disappearing and our desire to stay is waning. Do we have to make another move to get away from the sounds of construction?</p> <p>Suggestion: Prove your system works by trying to have an unauthorized truck enter the pit and dump. MAP pit is a main concern also. If the unauthorized truck is caught – great, your system is good. If not – we need improvement.</p>	<p><b>Noise</b></p> <p>A Noise Impact Study was undertaken as part of preparation of the Fill Management Plan. It concluded that with the construction of a topsoil berm along the south and west property boundaries, the Ministry of the Environment, Conservation and Park’s allowable noise limits will be satisfied.</p> <p><b>Traffic</b></p> <p>As part of the Fill Management Plan, a traffic impact analysis was undertaken and determined that the truck trips anticipated to be generated by the Site will have little to no impact on traffic capacity of the study intersections (Mount Albert Road / McCowan Road; Site / McCowan Road; and Davis Drive / McCowan Road).</p> <p>Suggestion noted</p>
<p>Does the Rice Group have plans to develop this site for a subdivision?</p>	<p>As noted in the Fill Management plan document, the Site will be return to agricultural uses following completion of the fill operations.</p>
<p>Concerns about devaluation of property</p>	<p>The fill operation is not anticipated to impact property values.</p>
<p>What are the next steps?</p>	<p>Rice Group and GHD will finalize the Fill Management Plan taking into consideration the comments received from residents as well as the comments provided by the Town’s Peer Reviewer. The Fill Management Plan application will then be submitted to Council for approval.</p>

<p>How to stay involved and informed?</p>	<p>Residents who provide their email address will be notified when this project is scheduled to be presented to Council.</p>
<p>Who should residents contact if they have concerns during operation?</p>	<p>Residents may contact the Town or Rice Group with any concerns during operation. The complaint procedure is included in Section 2.14 of the Fill Management Plan. If a complaint is received by the Town, Rice Group will provide a documented response to the Town on actions taken. If a complaint is received by Rice Group, Rice Group will provide a documented response to the member of public on actions taken and provide a copy of the responses to the Town.</p>
<p>I'm against a permit being issued to import fill to the former Holt Pit at 18725 McCowan Rd. The volume of truck traffic in the area is already dangerous. I can't even walk to the mail box without a truck speeding by. Plus the truck exhaust, pollution, &amp; noise from the existing pit on McCowan and the land fill on Mt. Albert Rd. is already excessive. The dirt and mud slick on Mt. Albert Rd. is already an issue. After a rain, the mud is so bad that sometimes have to detour around it. I phoned the Roads Department about the mud and was told there was nothing they could do but fine the owners again and he wasn't going to come out to do that.</p>	<p><b>Truck Speeds</b></p> <p>Trucks travelling to and from the Site will be required to follow all applicable laws, including posted speed limits. Speed limit enforcement along McCowan Road is a under the jurisdiction of York Region Police. Should any driver not follow posted speed limits, it is expected that appropriate fines and related actions would be taken by the York Region Police.</p> <p>The Town and Rice Group will work with York Region Police to take corrective actions for repeat truck driver offenders, which may include suspension of that driver from accessing the Site.</p> <p><b>Dirt and Mud</b></p> <p>In order to minimize tracking dirt and mud offsite, trucks must use the asphalt driveway and gravel pathways while onsite. Prior to exiting the Site, trucks will be required to pass through a mud mat and steel shaker racks to remove mud before leaving the site via a 260 m asphalt driveway. As well a water truck, sweeper and flusher trucks will be located on site full time.</p> <p><b>Noise</b></p> <p>A Noise Impact Study was undertaken as part of preparation of the Fill Management Plan. It concluded that with the construction of a topsoil</p>

	<p>berm along the south and west property boundaries, the Ministry of the Environment, Conservation and Parks's allowable noise limits will be satisfied.</p>
<p>We are writing this letter in response to the proposed Fill Management Plan for the former Holt Pit located at 18725 McCowan Road. We reside at 18841 McCowan Road, just two houses north of this site. Currently there are two other active pits on either side of us – Strada located south of us on McCowan Road the Mt. Albert Pit east of Holt on Mount Albert Road. We are already dealing with the truck traffic these two active locations produce. For each trip to one of these sites, we deal with the truck two times – coming and going not to mention the added noise and exhaust pollution they produce in our residential farming community. Now you are considering adding to this by permitting a third location in the middle of these two. We are sure if anyone on council lived in this area then you too would be against this us residents are. It is obvious to us that one day this site will get approved to be filled however we do ask that you consider waiting until the other two active sites are complete and shut down before moving forward with this plan. We also have concerns over our drinking water due to the fact that we are on well water. We are not sure where this fill is coming from and what type of contamination it may possible contain nor how you plan to assure us every load will be tested prior to dumping and regular monitoring of our wells. We are sure you can understand the concern the possibility of having a contaminated well is, as we do not have another option for our waters source. We do ask that you take into consideration all the concerns we, the residents of this area have as we are the ones who will be living through this and dealing with the results of your decision.</p>	<p><b>Truck Traffic</b></p> <p>As part of the Fill Management Plan, a traffic impact analysis was undertaken and determined that the truck trips anticipated to be generated by the Site will have little to no impact on traffic capacity of the study intersections</p> <p>(Mount Albert Road / McCowan Road; Site / McCowan Road; and Davis Drive / McCowan Road).</p> <p><b>Well Water</b></p> <p>The Site is not anticipated to negatively affect groundwater levels or quality. Groundwater quality and groundwater levels will be monitored throughout operation at monitoring wells onsite. In addition, a baseline assessment of residential wells within 500m of the Site will be surveyed for water quality before operations begin. The project is located down gradient from all private wells.</p> <p><b>Fill Source and Contamination</b></p> <p>All fill sources will be pre-screened and must meet Ministry standards for agricultural use. Specifically, fill must meet Table 2 standards in "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" for agricultural use in an area with potable wells. Fill will come from construction projects in the GTA, including communities surrounding East Gwillimbury. Fill must meet several other conditions including:</p> <ul style="list-style-type: none"> <li>• Not frozen and does contain large pieces or rock (less than 0.3 m in size);</li> <li>• Be dry and uniformly compacted;</li> <li>• No:       <ul style="list-style-type: none"> <li>○ putrescible materials,</li> <li>○ staining,</li> <li>○ sheen,</li> <li>○ concrete,</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ debris,</li> <li>○ waste, or</li> <li>○ ash;</li> </ul> <ul style="list-style-type: none"> <li>● Free of termites and invasive species</li> </ul>
<p>I wonder if I missed a rep from the Ministry of the Environment or from the Regional department of roads at last night's pit fill information presentation. I would be grateful if you will let me know if they have been informed and who they are</p> <p>.</p>	<p>The Fill Management Plan falls under the jurisdiction of the Town of East Gwillimbury. However, several aspects of the Site's operation must meet applicable Ministry of the Environment, Conservation and Parks' standards and guidelines, including the quality of the fill and noise limits.</p> <p>As part of preparation of the Fill Management Plan, the York Region Transportation Department has been consulted on the use of Regional Roads, including McCowan Road. As a result of this consultation, Rice Group is proposing improvements at the intersection of McCowan Road and Davis Drive, including a left turn lane from Davis Drive to McCowan Road.</p>
<p>Regarding the environment, I was concerned about the pollution from the diesel fuel used in the trucks and awful noise of heavy equipment. If you have a contact there, I will have a word with them.</p>	<p><b>Diesel Fuel Pollution</b></p> <p>Truck operators will be expected to operate in accordance with applicable legislation to minimize emissions, including vehicle emissions testing if required.</p> <p><b>Noise</b></p> <p>A Noise Impact Study was undertaken as part of preparation of the Fill Management Plan. It concluded that with the construction of a topsoil berm along the south and west property boundaries, the Ministry of the Environment, Conservation and Park's allowable noise limits will be satisfied.</p>

I have no objections to the current project, subject to the following considerations:

1. No truck traffic through the Hamlet of Holt
2. 3 year term not 7 years
3. No more than 100 trucks a day
4. No hazardous materials
5. Daily town inspections

Fill only to lip of former pit not make a mountain as is being done with Holt Pit next to me on Mount Albert Road

### **1. Truck Route**

Trucks coming to and from the Site will only be permitted to use McCowan Road and Davis Drive. Trucks bringing fill to this site will not be permitted to use Mount Albert Road.

### **2. & 3. Duration of Operation and Truck Volume**

The duration of the fill operation and truck volume is determined by the amount of fill required to match the original ground elevations prior to the aggregate extraction. It is the intention of Rice Group to maintain fill operations for as short a timeframe as is reasonable. Further limiting the volume of trucks would require the Site to remain open beyond the currently proposed 3-7 years.

As part of the Fill Management Plan, a traffic impact analysis was undertaken and determined that the truck trips anticipated to be generated by the Site will have little to no impact on traffic capacity of the study intersections (Mount Albert Road / McCowan Road; Site / McCowan Road; and Davis Drive / McCowan Road).

### **4. Hazardous Material**

Hazardous material will not be accepted. All fill sources will be pre-screened and must meet Ministry standards for agricultural use. Specifically, fill must meet Table 2 standards in "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" for agricultural use in an area with potable wells. Fill will come from construction projects in the GTA, including communities surrounding East Gwillimbury. Fill must meet several other conditions including:

- Not frozen and does not contain large pieces or rock (less than 0.3 m in size);
- Be dry and uniformly compacted;
- No:
  - putrescible materials,
  - staining,
  - sheen,
  - concrete,
  - debris,
  - waste, or

	<ul style="list-style-type: none"> <li>○ ash;</li> <li>• Free of termites and invasive species</li> </ul> <p><b>5. Daily Town Inspections</b></p> <p>Rice Group will be responsible for documenting daily fill operations, which will be provided to the Town via Monthly Operational Reports. Town staff will have unlimited access to the Site for inspections, as required.</p> <p><b>6. Site Contours</b></p> <p>Upon completion of the fill activity, the temporary topsoil berms will be spread and the Site topography will be graded to match the original ground elevations prior to the aggregate extraction. The Site final grades will follow the elevations shown on the plans included in the Fill Management Plan.</p>
<ul style="list-style-type: none"> <li>• Have noted several times where trucks on McCowan going to/from the aggregate site have been speeding excessively. Could truckers who speed to/from the Holt site be barred from the site?</li> <li>• On multiple occasions, have witnessed truckers going to the aggregate site toss beer bottles or cans from their truck before they get to the site. Have also picked up several bottles of urine along McCowan. What can be done if this is an issue with truckers going to the Holt Pit?</li> <li>• Concerned about the noise impacts. Could the Town push for the train crossing to be a no-horn zone to reduce the overall noise levels in the area.</li> </ul>	<p><b>Truck Speeds</b></p> <p>Trucks travelling to and from the Site will be required to follow all applicable laws, including posted speed limits. Speed limit enforcement along McCowan Road is under the jurisdiction of York Region Police. Should any driver not follow posted speed limits, it is expected that appropriate fines and related actions would be taken by the York Region Police.</p> <p>The Town and Rice group will work with York Region Police to take corrective actions for repeat truck driver offenders, which may include suspension of that driver from accessing the Site.</p> <p><b>Impaired Driving and Littering</b></p> <p>Residents who suspect a driver of being impaired are asked to call 911 immediately. During operation of the Site, residents may contact the Town if they have any concerns during operation. A complaint procedure is included in Section 2.14 of the Fill Management Plan. If a complaint is received by the Town, Rice Group will provide a documented response to the Town on actions taken. If a complaint is received by Rice Group, Rice Group will provide a documented response to the member of public on actions taken and provide a copy of the responses to the Town.</p>

	<p>Corrective actions may include suspension of the haulage company from the Site; or, in the case of impaired driving, referral to York Regional Police.</p> <p><b>Noise</b></p> <p>A Noise Impact Study was undertaken as part of preparation of the Fill Management Plan. It concluded that with the construction of a topsoil berm along the south and west property boundaries, the Ministry of the Environment, Conservation and Parks allowable noise limits will be satisfied.</p>
<p>We are wondering if the plan goes ahead to fill Holt Pit and all of that truck traffic is diverted south, will all of Strata's truck traffic be diverted north through Holt?</p>	<p>Strata's operation is regulated by the Ministry of Natural Resources and Forestry under the <i>Aggregates Resources Act</i> and the Town does not have jurisdiction over their operations.</p>
<p>I would like to document the following:</p> <p>1. If the fill permit is granted, we need assurance of the following.</p> <p>Clean fill only, with inspection at time of dump and periodic independent inspection.</p> <p>If the site becomes contaminated, the residents will be notified and corrective action taken. We are all on wells and it is essential that the water table and contamination be monitored. Failure to notify should be a municipal offense.</p> <p>Strict compliance of the times the trucks are on the road should be monitored. We do not agree with extended times</p> <p>2. Truck traffic. We already have enough pollution from the existing truck traffic on McCowan and on Mount Albert Road. Who will be monitoring addition pollution imposed on the neighborhood and farmland with</p>	<p><b>Fill Quality and Inspection</b></p> <p>All fill sources will be pre-screened and must meet Ministry standards for agricultural use. Specifically, fill must meet Table 2 standards in "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" for agricultural use in an area with potable wells. Fill must meet several other conditions including:</p> <ul style="list-style-type: none"> <li>• Not frozen and does contain large pieces or rock (less than 0.3 m in size);</li> <li>• Be dry and uniformly compacted;</li> <li>• No:       <ul style="list-style-type: none"> <li>○ putrescible materials,</li> <li>○ staining,</li> <li>○ sheen,</li> <li>○ concrete,</li> <li>○ debris,</li> <li>○ waste, or</li> <li>○ ash;</li> </ul> </li> <li>• Free of termites and invasive species</li> </ul> <p>Fill from each source will be tracked by GPS within the Site by on-site operations staff. In addition, once fill is placed samples will be collected and sent for laboratory analysis to confirm the quality of the fill. Soil from each source location will remain segregated until confirmatory soil</p>

<p>additional truck traffic.</p> <p>3. Traffic concerns need to be addressed at the corner of McCowan and Herald Road. Most drivers do not come to a complete stop going east and west.</p> <p>4. Some of my complaints from the past</p> <p>Last year, every time I tried to communicate on truck traffic we could not get a good answer about concerning, the number of truck , the type of trucks on the road, noise bylaw before 7am</p> <p>When we complain about noise and the truck traffic between 5:45 and 7 we were told that we are not covered since we lived too far from the pit that we would not be disturbed. Once again this response was not very encouraging as we hear all the trucks.</p> <p>Speed limit going north from Mill Street needs to be reduced to 50 mph and enforced. Truck and car continue to exceed posted limits. This is a residential street with children and seniors walking and summer is coming which brings countless cyclist.</p> <p>5. Residents have a reason to be up and arms, we already have to contend with enough truck traffic as it is. We are already surrounded by 2 pits and enough is enough. We do not need more. Considering that the last time the Holt Pit fill applied for and was not approved, FPL just took the extract permit from the pit and moved to another pit and started another business and the residents were never notified or able to get any answers on</p>	<p>samples have been collected and an independent QP has reviewed analytical results.</p> <p><b>Groundwater Contamination</b></p> <p>Groundwater quality and groundwater levels will be monitored throughout operation at monitoring wells onsite. In addition, a baseline assessment of residential wells within 500m of the Site will be surveyed before operations. As per the Risk Management Matrix in the Fill Management Plan, if hydrogeological well testing results reveals contamination caused by the placement of fill, corrective action will include the following:</p> <ul style="list-style-type: none"> <li>• Subsurface investigations (i.e., drilling) to confirm source.</li> <li>• Undertake remedial action or risk management measures.</li> <li>• Town to be notified through Incident Report issue of matter and actions taken by Project Leader.</li> <li>• If deemed serious, fill operations may be suspended until matter is addressed.</li> </ul> <p>Groundwater results of onsite sampling will also be included in semi-annual reporting to the Town.</p> <p><b>Compliance of Trucking Hours</b></p> <p>Should trucks not follow approved routes the Town will document the issue and direct Rice Group to prepare an incident report and implement corrective measures. The haulage company will be notified and corrective measures may include suspension of truck company from Site.</p> <p><b>Truck Pollution</b></p> <p>Truck operators will be expected to operate in accordance with applicable legislation to minimize emissions, including vehicle emissions testing if required.</p> <p><b>Traffic Concerns at McCowan Road and Herald Road</b></p> <p>Your concerns regarding existing traffic at McCowan and Herald Road have been passed onto the Town.</p>
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<p>this one. And then it got sold to Strada, with no questions asked, one day a new sign appeared. And since this all happened without anyone knowing, who is monitoring was goes in and out of that pit.</p>	<p><b>Truck Speeds</b></p> <p>Trucks travelling to and from the Site will be required to follow all applicable laws, including posted speed limits. Speed limit enforcement along McCowan Road is a under the jurisdiction of York Region Police. Should any driver not follow posted speed limits, it is expected that appropriate fines and related actions would be taken by the York Region Police.</p> <p>The Town and Rice group will work with York Region Police to take corrective actions for repeat truck driver offenders, which may include suspension of that driver from accessing the Site.</p>
<p>Our main concerns regarding the Holt Pit as are follows:</p> <ol style="list-style-type: none"> <li>1. The sheer volume of trucks on McCowan servicing 2 pits is way too many for our small section of Holt. If one pit has 200 trucks per day, that amounts to 400 trucks on the road making a round trip. Potentially there will be 400 x 2 trips on the roads servicing 2 pits. 800 dump trucks a day! Try it, you won't like it!!</li> <li>2. The content of the soil etc., being dumped is a concern to us. We fear chemicals leaching into our drinking water from our wells.</li> <li>3. It is safe to say that today, the majority of the trucks are driving at least 20km over the speed limit. Many residents walk the road including Mr. Jackson and there are children waiting for school buses as these trucks scream by them.</li> <li>4. The start and stop time of the trucks is not being adhered to by the current traffic. We hear trucks at 5-6 am as they speed and clank by. Experience</li> </ol>	<p><b>Truck Traffic</b></p> <p>As part of the Fill Management Plan, a traffic impact analysis was undertaken and determined that the truck trips anticipated to be generated by the Site will have little to no impact on traffic capacity of the study intersections.</p> <p><b>Fill Content</b></p> <p>All fill sources will be pre-screened and must meet Ministry standards for agricultural use. Specifically, fill must meet Table 2 standards in "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" for agricultural use in an area with potable wells. Fill must meet several other conditions including:</p> <ul style="list-style-type: none"> <li>• Not frozen and does contain large pieces or rock (less than 0.3 m in size);</li> <li>• Be dry and uniformly compacted;</li> <li>• No:       <ul style="list-style-type: none"> <li>○ putrescible materials,</li> <li>○ staining,</li> <li>○ sheen,</li> <li>○ concrete,</li> <li>○ debris,</li> <li>○ waste, or</li> <li>○ ash;</li> </ul> </li> <li>• Free of termites and invasive species</li> </ul> <p><b>Truck Speeds</b></p> <p>Trucks travelling to and from the Site will be</p>

tells us this will worsen with increased truck traffic.

5. The most dense area of houses on McCowan Rd has a speed limit of 60 kph while the remainder of McCowan is 50 kph. The entire road should be 50. We have made numerous complaints to York Region police and every once in a while they will set up radar. They are too busy to keep monitoring this. Our house was robbed and we had to wait 6 hrs for the police to come. Catching speeding trucks is not their priority.

6. The road is suffering with potholes and erosion. What is the road maintenance plan to keep road repairs on an ongoing basis? We object to the town using our tax money to pay for the road repairs. This expense should be born by both pits.

7. I have experienced and seen trucks not being able to come to a full stop at McCowan and Mount Albert Rd intersection. The same will be for McCowan and Davis Drive.

8. With the increased volume of trucks on McCowan Rd, a 4-way stop should be implemented at McCowan and Herald Road. Currently the traffic on Herald Rd has to stop and McCowan does not have to stop. Drivers on Herald Rd do not realize it is a 2-way stop and blast thru the intersection. We fear with the increased volume of trucks on McCowan there will be serious or fatal accidents at this intersection. Sometimes dump trucks use Herald Rd.

9. We enjoy not hearing trucks on the weekend. We vehemently object to

required to follow all applicable laws, including posted speed limits. Speed limit enforcement along McCowan Road is under the jurisdiction of York Region Police. Should any driver not follow posted speed limits, it is expected that appropriate fines and related actions would be taken by the York Region Police.

The Town and Rice group will work with York Region Police to take corrective actions for repeat truck driver offenders, which may include suspension of that driver from accessing the Site.

#### **Road Condition**

McCowan Road is a Regional Road, and road maintenance frequency and requirements are determined by York Region. Rice Group has consulted with York Region regarding the proposal, and the Region is aware of the proposed truck traffic volumes.

#### **McCowan Road / Davis Drive and McCowan Road / Herald Road**

As a result of consultation with York Region Transportation Department on the use of Regional Roads, Rice Group is proposing improvements at the intersection of McCowan Road and Davis Drive, including a left turn lane from Davis Drive to McCowan Road. These improvements will be paid for by Rice Group and will not cost taxpayers. The Region has not identified any need for improvements at McCowan Road and Herald Road.

#### **Trucks on Weekend**

The site will be operational from Monday to Friday, 7am to 5pm. Trucks will not be authorized to enter the worksite on weekends. Only site maintenance and delivery of equipment may occur on Saturdays between 7am and 7pm.

#### **Property Values and Property Values**

The fill operation is not anticipated to affect property values. As well, this proposal will not result in increased property taxes.

<p>trucks working on the weekend.</p> <p>10. We fear the property values will decline. Who wants to buy a house with so much truck traffic?</p> <p>11. Along with point 10, we object to any increase in property taxes. A reduction in taxes should be made to the residents on McCowan Rd between Mt Albert Sideroad and Davis Dr.</p>	
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Town of  
**East Gwillimbury**

**MUNICIPAL COUNCIL  
AGENDA**

**Tuesday, November 19, 2019, 7:00 p.m.  
Town of East Gwillimbury, Council Chambers  
19000 Leslie Street, Sharon, Ontario**

	Page
<b>A. CALL TO ORDER</b>	
<b>B. DECLARATION OF INTEREST</b>	
<b>C. PRESENTATION: 18725 McCowan Road Overhot Pit</b>	
1. Notice	5
2. Presentation by Applicant: Rice Commercial Group Ltd.	6 - 18
3. Comments from Members of the Public regarding the Overholt Pit	19 - 23
 <b><i>BE IT RESOLVED THAT the presentation and comments regarding the 18725 McCowan Rd Overhot Pit Commercial Fill Permit Application submitted by Rice Commercial Group Ltd., be received.</i></b>	
<b>D. DEPUTATION(S)</b>	
None at this time.	
<b>E. COMMITTEE RECOMMENDATIONS</b>	
1. To adopt the Committee of the Whole recommendations from the meeting held on November 5, 2019.	24 - 26

***BE IT RESOLVED THAT Council adopt the Committee of the Whole recommendations from the meeting held on November 5, 2019.***

**F. ADOPTION OF MINUTES**

1. To adopt the Committee of the Whole minutes from the meeting held on November 5, 2019. 27 - 34

***BE IT RESOLVED THAT Council adopt the Committee of the Whole minutes from the meeting held on November 5, 2019.***

2. To adopt the Council minutes from the special meeting held on November 5, 2019. 35 - 38

***BE IT RESOLVED THAT Council adopt the Council minutes from the special meeting held on November 5, 2019.***

3. To adopt the Council minutes from the meeting held on November 5, 2019. 39 - 46

***BE IT RESOLVED THAT Council adopt the Council minutes from the meeting held on November 5, 2019.***

**G. CORRESPONDENCE FOR CONSIDERATION**

1. Correspondence from The Saturday Night Cool Country Cruise-In Car Show Committee, dated November 11, 2019, regarding the 2019 Annual Report for the Saturday Night Cool Country Cruise-In Car Show 47 - 48

***BE IT RESOLVED THAT correspondence from The Saturday Night Cool Country Cruise-In Car Show Committee, dated November 11, 2019, regarding the 2019 Annual Report for the Saturday Night Cool Country Cruise-In Car Show, be received.***

## H. REPORTS

1. Development Services Memo: Part Lot Control Exemption By-laws: Regal Crest Homes. (PLC.19.10), Aspen Ridge Homes (PLC.19.11), and Rosehaven Homes (PLC.19.12) 49 - 53  
**[Item in relation to items J. 2, J.3, and J.4]**

***BE IT RESOLVED THAT Development Services memorandum, dated November 19, 2019, regarding Part Lot Control Exemption By-laws: Regal Crest Homes. (PLC.19.10), Aspen Ridge Homes (PLC.19.11), and Rosehaven Homes (PLC.19.12), be received.***

## I. RESOLUTIONS

None at this time.

## J. BY-LAWS

1. By-law 2019-136, being a By-law to Regulate Traffic and Parking on Roads under the Jurisdiction of the Corporation of the Town of East Gwillimbury 54 - 153
2. By-law 2019-137, being a By-law to exempt certain lands from the Part Lot Control Provisions of the Planning Act pertaining to a portion of those lands within the Winged Foot Subdivision Plan of Subdivision File 19T-95088, Block 69 on Plan 65M-4601, Town of East Gwillimbury 154 - 155  
**[Item in relation to item H.1]**
3. By-law 2019-138, being a By-law to exempt certain lands from the Part Lot Control Provisions of the Planning Act pertaining to a portion of those lands within the Queensville Subdivision Plan of Subdivision File 19T-03001, Blocks 184 & 185 on Plan 65M-4609, Town of East Gwillimbury 156 - 157  
**[Item in relation to item H.1]**

4. By-law 2019-139, being a By-law to exempt certain lands from the Part Lot Control Provisions of the Planning Act pertaining to a portion of those lands within the Winged Foot Subdivision Plan of Subdivision File 19T-95088, Lots 35 and 36 and Block 72 on Plan 65M-4601, Town of East Gwillimbury 158 - 159  
**[Item in relation to item H.1]**

***BE IT RESOLVED THAT By-laws 2019-136, 2019-137, 2019-138, and 2019-139, be taken as read, enacted and signed by the Mayor and Municipal Clerk.***

**K. OTHER BUSINESS**

None at this time.

**L. CONFIRMING BY-LAW**

1. Confirming By-law 160

***BE IT RESOLVED THAT By-law 2019-140, being a by-law to confirm the proceedings of the Council meeting held on November 19, 2019, be taken as read, enacted and signed by the Mayor and Municipal Clerk.***

**M. ADJOURNMENT**

***BE IT RESOLVED THAT the meeting of Council adjourn at \_\_\_\_\_ p.m.***



## Fill Site Update

### 18725 McCowan Rd. (Overholt Pit) Commercial Fill Permit Application

## NOTICE OF PRESENTATION

There is an application to operate a Commercial Fill Site at the former Overholt Pit at 18725 McCowan Rd.

GHD Limited, on behalf of the Rice Commercial Group Ltd., will be making a presentation to Council at **7 p.m. on Tuesday November 19, 2019.**

The presentation will be an overview of their application and how they propose to operate the site.

Residents are welcome to attend and provide comments or watch via the Town's livestreaming channel.

**Note:** Council will consider the comments provided and will make a final decision at a future meeting.

If you have any further questions, please contact:

**Ms. Katrina McCullough** (Consultant), GHD Limited 140 Allstate Parkway, Suite 200 Markham, ON L3R 5Y8 416-866-2365 [katrina.mccullough@ghd.com](mailto:katrina.mccullough@ghd.com)

**Mr. Tyler Dukovic** Municipal Inspector, Town of East Gwillimbury Municipal Offices 19000 Leslie Street, Sharon ON L0G 1V0 905-478-4283 [tdukovic@eastgwillimbury.ca](mailto:tdukovic@eastgwillimbury.ca)

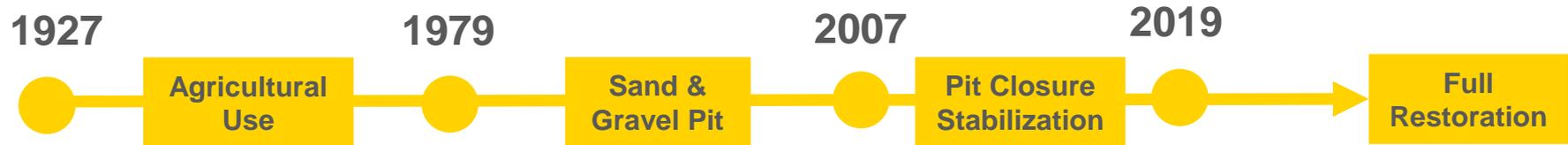


# Holt Pit Fill Management Plan

## Rice Commercial Group Ltd.

November 19, 2019

# Project Background & Proposal



## Site Characteristics

- 20 hectares (50 acres)
- More than 30 m away from a waterbody
- Above the groundwater table

## Proposal Details

- Import fill into the former Holt Pit at 18728 McCowan Rd
- 1.0 to 1.3 million m<sup>3</sup> of fill over approximately 3 to 7 years
- Imported fill will be placed in accordance with the Approved Fill Permit and Town's Fill By-law #2013-66
- After operations, site will return to agricultural operations



# What We Heard?

## What is the Need?

- Restore land to prime agricultural uses
- Restore to pre-aggregate extraction conditions

## How will Traffic Impacts be Managed?

- Restricted hours of operation
- Identified road improvements on Davis Drive
- Proposed 4-way stop at McCowan Road and Herald Road
- Designated haul route

## What is the Quality of Fill Being Accepted?

- All fill will be pre-screened and must meet standards for agricultural and potable groundwater use
- Fill Management Plan includes several measures to track and record fill; as well as manage and report on unacceptable fill.



# Fill Operations

1. Pre-Approval

2. Transportation  
and Tracking to  
the Site

3. Inspection,  
Placement &  
Survey

4. Confirmatory  
Sampling

5. Reporting &  
Risk Management



# 1. Pre-Approval

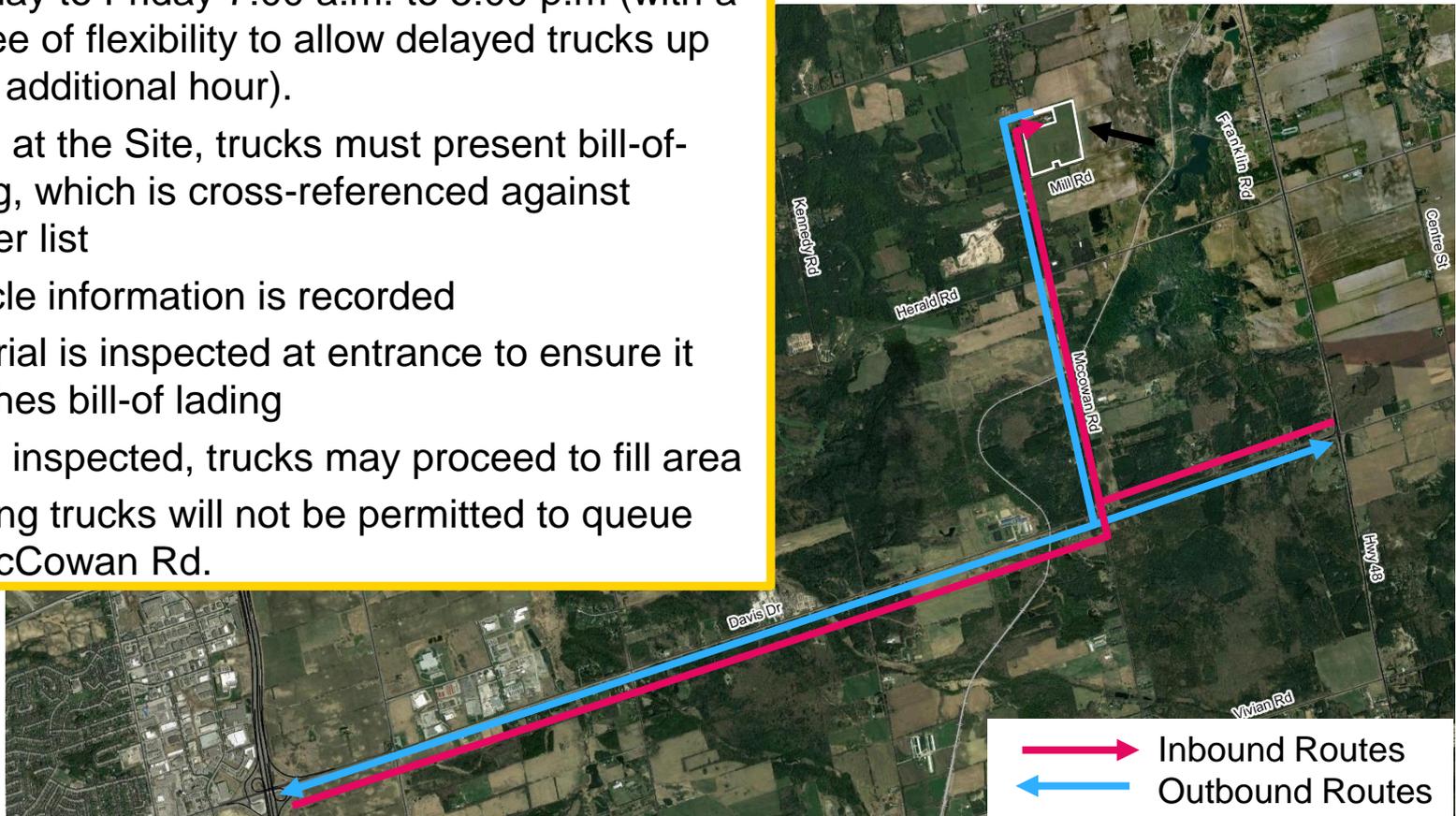
All Source Sites must be pre-approved by GHD Qualified Person and Rice Group:

1. Source sites conduct comprehensive testing and laboratory analysis of soil prior to shipping to site
2. Source soil testing results are documented in a Phase I Soil Report prepared by a Qualified Person
3. Report is submitted to GHD Qualified Person for review
4. Only fill that meets standards for agricultural use and quality standards outlined in Fill Management Plan is accepted
5. GHD and Rice Group issues written approval to Source Site that the material has been accepted
6. A “Bill of Lading” is issued by Rice Group to Source Site.
7. A copy of documentation is filed in a secure location at the Site for the duration of the project.



## 2. Transportation and Tracking to the Site

- Trucks must follow approved haul routes
- Trucks may only bring fill to Site Monday to Friday 7:00 a.m. to 5:00 p.m (with a degree of flexibility to allow delayed trucks up to an additional hour).
- Once at the Site, trucks must present bill-of-lading, which is cross-referenced against master list
- Vehicle information is recorded
- Material is inspected at entrance to ensure it matches bill-of lading
- Once inspected, trucks may proceed to fill area
- Waiting trucks will not be permitted to queue on McCowan Rd.



### 3. Inspection, Placement & Survey

- Once approved, truck moves to fill area, and fill is placed in a designated location
  - Filling will occur in 3 stages
  - GHD staff under the supervision of the Qualified Person will inspect fill being imported
  - Fill location will be tracked and recorded daily by GPS
  - Once trucks are emptied, they must pass through mud mat and steel shaker racks and exit via 260m asphalt driveway
  - Should unacceptable fill be identified, it is to be isolated for further analysis and the source is suspended until a decision is made.
- Rejected fill is removed to either its source site or a MECP approved waste disposal site



## 4. Confirmatory Sampling

- Confirmatory soil samples will be collected from the Site by GHD under the supervision of the Reviewing Qualified Person. At a minimum samples will be collected:
  - From each separate source, and
  - At a frequency of one sample for every 2,000 m<sup>3</sup> fill imported.
- Samples will be collected by GHD and sent for laboratory analysis to confirm soil quality.
- Daily summary log will be maintained by Qualified Person to document the accepted fill.



# 5. Reporting & Risk Management

## Reporting

### Monthly Operational Reports

- Document daily fill operations

### Semi-Annual Reports

- Sampling and monitoring results
- Operational incidents and corrective measures
- Submitted to Town

### Annual Reports

- Status & summary of operations
- Groundwater monitoring results
- Fill import volumes and fee payments
- Recommendations of Qualified Person
- Submitted to Town
- Recommendations for continuous improvement

***Town staff may visit the site at any time during operating hours***

## Complaints & Risk Management

- All complaints must be responded to within 2 business days at a minimum
- Fill Management Plan includes mitigation measures and consequences for unanticipated incidents, such as:
  - Drivers not following haul routes may be suspended from Site
  - Source sites sending unacceptable fill may be suspended until sampling indicates fill is acceptable
- All complaints and incidents are documented using Complaint/Incident Report Form, and included in Semi-Annual Reports.

# Protecting the Environment and Surrounding Community

## Groundwater

- On site monitoring wells will be sampled on a semi-annual basis prior to, during operations, and until a Record of Site Condition is registered with the Ministry.
- Samples will be collected for laboratory analysis.
- Results of groundwater monitoring program will be included in semi-annual reports during filing activities and will include assessment of monitoring results, trends, impacts, and recommendations.
- Residential wells within 500 m of the Site have been surveyed.

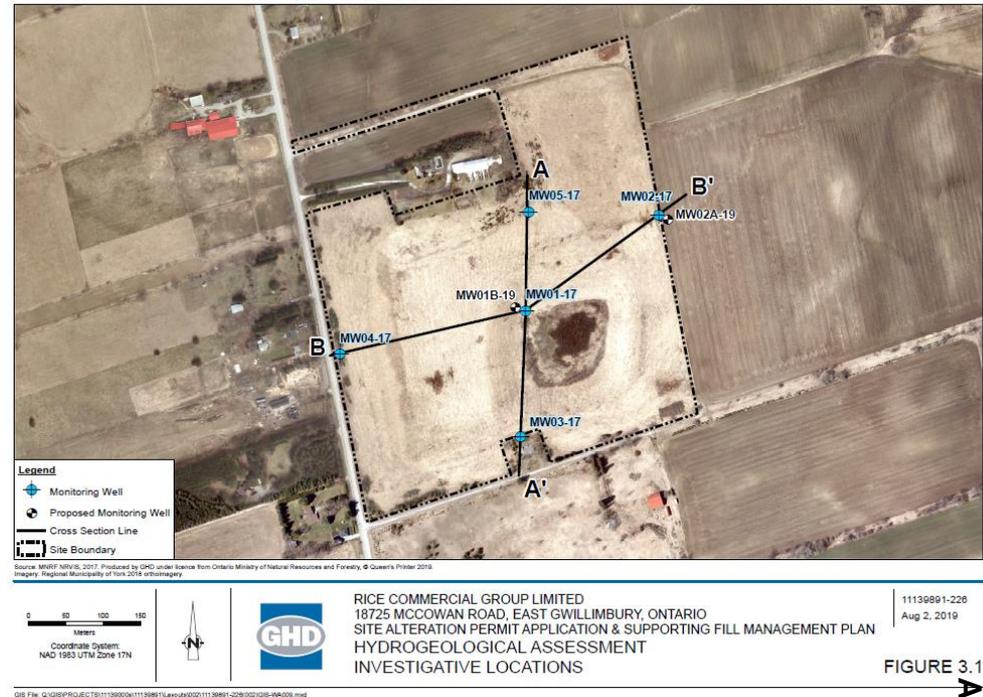
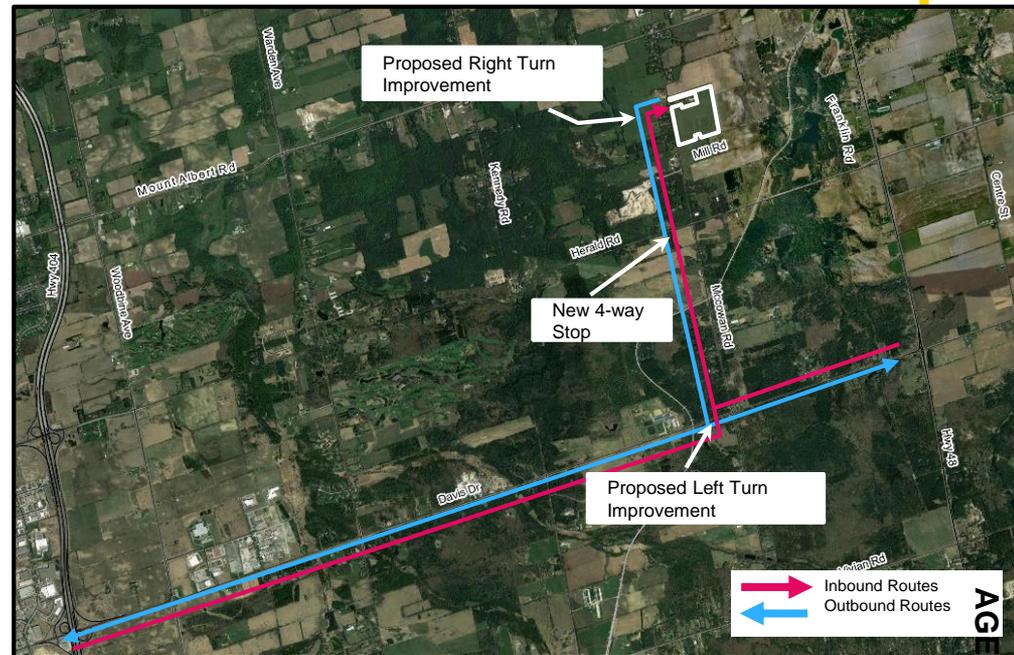


FIGURE 3.1

# Protecting the Environment and Surrounding Community

## Traffic

- Max of 200 trucks per day
- All truck queuing in private asphalt driveway (260m + avail.)
- Site-generated truck trips have minimal impact on traffic capacity of the studied intersections
- Proposed road improvements:
  - Eastbound left turn lane on Davis Drive at McCowan Road
  - Right turn taper addition at Site Entrance
  - York Region to install 4-way stop at McCowan Road and Herald Road
- Full time sweeper and flusher trucks will be used onsite to control dust and mud tracking.



# Next Steps

- Staff report to Council for deliberation and consideration
- If approval granted:
  - Authorization for staff to enter into and finalize necessary agreement to accompany fill permit
  - Execution of agreement and filing of required securities
  - Operations to begin in 2020

# Thank you!



My name [REDACTED]

Good evening Mayor, Councillors,

Thank you for giving me the opportunity to speak before Council with regards to the Overholt Pit proposal. We have all heard the expression "Our home is our castle". Our home is where we find refuge, where we feel safe and is our investment. That's what we felt when we finally found this house. It took several years to find the right home for our family, keeping the kids in the same school, close to friends, fresh air, being in the countryside, close to nature.

You see, where we used to live, a proposed pit was being applied for on our doorstep. We had lived there for thirteen years and the thought of this, we felt unbearable, and sought to find refuge, a new home, in East Gwillimbury away from any proposed pit fill applications. It took us two years to do that, to find the right place. In the same town which we loved and were close to all our friends and family. We thought we achieved that goal.

We have now lived in East Gwillimbury for almost 27 years as a family, my husband was born and raised in E.G. 55 years ago. We do our best to be good citizens. We have raised our family here, volunteered at our children's schools, clubs, church events, and have respected and enjoyed the environment that East Gwillimbury has to offer.

We are beside ourselves with the thought of the proposed Overholt Pit opening on our doorstep. What were the chances of this happening... again.

You see, against the wishes of residents we have had to do this once before. We have had to endure the opening of the "Mount Albert Pit" a couple of years ago located on Mount Albert Road. This pit is less than two kilometers away from the proposed Overholt Pit with a license to operate

200 trucks a day.

This pit is regulated by E.G and in its two years of operation there have been many incidents to cause great concern. We have been forced as a community to endure the insistent noise of these trucks coming and going, the smell of their deisel from their exhausts, their noise of them backing up and banging of their tail gates as they are unloading. The dust pollution in the air, their traffic infractions, their operation violations to just name a few.

I myself have reported and have been negatively affected by the excessive amount of traffic on Mount Albert Side Road where once a truck pulling out of the entrance of Mount Albert Pit in front of me almost causing a head on collision. I have actually witnessed an older lady hit by a truck and injured in her vehicle opposite the entrance to the Mount Albert Pit. I have also reported trucks entering the Mount Albert Pit at 10pm and also operating at 6.30am before the 7am authorised start time. Also about air quality issues and despite reporting on these events and having neighbours opening up about similar situations they are experiencing nothing seems to have changed.

A copy of your own records reveal evidence by an independant and licenced engineering consultant who have reported that from 2018 to 2019 trace evidence of asphalt in the pit increased over 90 percent from year over year . Asphalt is not permitted to be imported into Mount Albert Pit for the fill program.

I was told by members of E.G. that every day the pit operates paperwork should be produced to show exactly what fill is entering that day and it is certified clean. Where is this paperwork? Who is responsible for asphalt being deposited in the pit? Clearly this system is not working as your own records show.

Why would we think that this will be any different if Overholt Pit receives it

license to operate.

Council must take into account that we are already bombarded with businesses in our area with excessive truck usage, noise and air quality issues such as Dufferin Construction an asphalt facility which now operates 24/7. This facility is next to Mount Albert Pit on Mount Albert Road and also Strada Aggregates, which is located directly opposite from the proposed Overholt pit which, by the way, right now is in full extraction mode with many trucks in and out of that facility daily.

I have been told by the By-Law office that they have no jurisdiction over Dufferin Construction and Strada Aggregates practices. How can that be? These businesses are located in East Gwillimbury, Ward 3. They have applied for, and have received, alterations in their original by-law licenses by municipal government and are currently applying for ammendments in their environmental liscenses with the Ministry of Environment.

Unless we apply for a freedom of information from the Ministry of Environment we have no idea as to what their future goal is.

Why have these businesses received amendmets without consult with the local residents. It greatly impacts us and to my knowledge, this information has not been transparrant. Who has our best interests at heart ?

The proposed Overholt Pit site is literally, steps away from residents whose lives, investments, and homes are located. In my opinion, the addition of another pit will detrimentally reduce the property values in the area and affect the investments of many.

As a member of this community I cannot find one single solitary benefit to the neighborhood of opening yet another pit. We cannot accept the words "It is not our jurasdiction" Council MUST APPOSE this application on behalf of all the residents.

ALL levels of government should be involved in this decision and not pass

up responsibilities to this community. These businesses have to comply to us, not us comply to them. And all be responsible! From Municipal to Provincial to Federal governments, from the Ministry of Environment to the Ministry of Transportation, to regional Police and Fire Departments. Until you have a full scope of its impact you cannot make a clear and concise decision of the affects this will have on all involved.

Can you imagine trying to enjoy a stroll in the neighborhood with your children, grandchildren or even your pets with hundreds of trucks on the roads, without any sidewalks or adequate street lighting on roads with dangerous blind spots? Or trying to enjoy an evening with your family in your backyard, to be interrupted by the sounds of trucks backing up, unloading and tailgates slamming and creating dust and air pollution in the area, to be forced indoors, and it to be never ending. This is not only a safety hazard for the community, but to our ecosystem as well, affecting the residents who have been an active part of the community for decades.

My home does not feel like my castle right now. I hope Council will make the right decision and oppose this application on behalf of all the residents concerned.

We must not allow another Fill Pit in our neighbourhood.



**copy from tyler dukovic on sep 4th 2019 regarding mt albert pit**

1 message

Fri, Nov 1, 2019 at 6:33 AM

To: "Faria, Jennifer (MECP)" <Jennifer.Faria@ontario.ca>

**Dukovic, Tyler** <tdukovic@eastwillimbury.ca>  
to me, Paul

Sep 4, 2019, 8:50 AM

Good afternoon [redacted]

I have attached the response from Mount Albert Pit's Qualified Person (working for PML, an independent and licensed engineering consultant) regarding your email. The response is also provided below:

"The MAP Fill Management Plan (FMP) does not explicitly address asphalt. Per the FMP:

"Aesthetically impaired soil which exhibits visual and olfactory evidence of contamination or impact, and soil containing debris such as garbage, shingles, painted wood, or other such waste, or any soil which does not meet the approved Table 2 Commercial standards, will not be accepted at MAP."

PML interprets "debris" to include asphalt and during Source Site approvals, we do not allow asphalt to be approved. We typically will make it a condition of the approval that surface treatment such as asphalt and/or concrete are excluded from the fill.

Additionally, during our monthly audits we have not encountered large amounts of asphalt or large pieces (slabs) of asphalt. I did a spot check of 6 audit months from 2018 and 6 audit months from 2019. Here is a summary:

Year	# of test pits reviewed	#of test pits with asphalt debris reported
2018	86	7 - 8%
2019	106	16 - 15%

The amount of asphalt present was reported as 'trace', where trace = 0 to about 10%; some = about 10 to 20%."

In short, asphalt is not permitted to be imported into Mount Albert Pit for the fill program. In the rare event that asphalt has been detected on site through the monthly sampling program, it is promptly removed and confirmatory sampling is conducted to verify that it has been removed in its entirety. The asphalt that has been found on site to date has been in "trace" amounts as defined above.

Please be advised that Mount Albert Pit started importing asphalt millings the week of Aug. 19, 2019 to improve the access road as per the Town's continuous improvement program to further mitigate mud tracking out on to Mount Albert Road. These millings are for road maintenance only and will not be included in the fill mass. Both the trace amounts of asphalt previously found in the fill mass, and the asphalt millings currently being imported for road maintenance will not produce a noticeable odour. The odour you described was indicative of the production and/or application of asphalt as these processes involve high temperatures and asphalt fumes are generated during the heating of the mixture.

The email provided from Jennifer Faria with the Ministry of the Environment, Conservation and Parks (highlighted below) states that "... I was advised of employees complaining of odours in the area, and it was suggested they were coming from the pit next door". Please note that the Dufferin Construction employees are commenting on 'odours', not an 'asphalt odour' as per your email. Neither the Town or Mount Albert Pit have received a complaint from Dufferin Construction regarding odours.

If you have any further questions, please do not hesitate to contact me.



## **COUNCIL MEETING MINUTES**

**Tuesday, November 19, 2019 7:00 PM**

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A meeting of the Town of East Gwillimbury Municipal Council was held on Tuesday, November 19, 2019 at 7:00 PM in the Civic Centre Council Chambers, 19000 Leslie Street, Sharon, Ontario

<b>PRESENT</b>	Mayor	Virginia Hackson
	Councillors	Loralea Carruthers Terry Foster Tara Roy-DiClemente Joe Persechini Scott Crone Cathy Morton
<b>STAFF:</b>	Chief Administrative Officer	Thomas R. Webster
	Municipal Clerk	Fernando Lamanna
	GM Corporate Services	Mark Valcic
	GM Development Services	Marco Ramunno
	Director of Engineering	Paul Neuman
	GM Community Parks, Recreation & Culture	Aaron Karmazyn
	Town Solicitor/ GM Legal and Council Support Services	Dean Horner
	Fire Chief	Robert McKenzie
	Director of Human Resources	
	Director of Communications and Customer Service	Michelle Collette Laura Hanna
	Deputy Clerk	Tara Lajevardi
<b>OTHERS:</b>	(27) members of the public	

### **A. CALL TO ORDER**

Mayor Hackson called the meeting to order at 7:00 p.m. A quorum was present.

**B. DECLARATION OF INTEREST**

None

**C. PRESENTATION: 18725 MCCOWAN ROAD OVERHOLT PIT**

1. Notice

2. Presentation by Applicant: Rice Commercial Group Ltd.

K. McCullough, Stakeholder Engagement Specialist, GHD, made a presentation to Council regarding the Overholt Pit located at 18725 McCowan Road.

Ms. McCullough provided a summary of the proposed fill management plan for the site. She provided an overview of the traffic management plan and advised that there will be a maximum of 200 trucks per day proposed for this site. Ms. McCullough indicated that GHD will submit monthly, semi-annual and annual reports to the Town.

3. Comments from Members of the Public regarding the Overholt Pit

Public who spoke at the Meeting: M. Goreski, D. Soucie, J. Rae, W. Chan, J. Arnold, A. Smith, S. Rae, R. Lehman, G. Soucie, M. Wilmot, J. Jonas, G. Sanderson, Resident, A. Firth and H. Eng

Comments and Concerns raised included:

- Traffic concerns, including speed, volume and frequency of trucks travelling per day
- Noise concerns
- Public nuisance, such as odour
- Environmental concerns
- Hours of operation
- Pollution, including dust
- Contaminated fill, such as asphalt
- Road conditions and safety, including sidewalk and adequate streetlights
- Project legitimacy concerns, including credentials of Qualified Person (GHD)
- Financial gain for the Town
- Compromised quality of life for area residents
- Frequency of fill sampling
- Train causing additional traffic

**Moved by: Councillor Persechini**  
**Seconded by: Councillor Morton**

BE IT RESOLVED THAT the presentation and comments regarding the 18725 McCowan Rd Overholt Pit Commercial Fill Permit Application submitted by Rice Commercial Group Ltd., be received.

**Carried C2019-346**

**D. DEPUTATION(S)**

None

**E. COMMITTEE RECOMMENDATIONS**

1. To adopt the Committee of the Whole recommendations from the meeting held on November 5, 2019.

**Moved by: Councillor Roy-DiClemente**  
**Seconded by: Councillor Persechini**

BE IT RESOLVED THAT Council adopt the Committee of the Whole recommendations from the meeting held on November 5, 2019, as follows:

1. BE IT RESOLVED THAT the presentation made to Committee regarding the Consolidated Traffic and Parking By-law, be received.  
(CWC2019-264)

2. BE IT RESOLVED THAT Community Infrastructure & Environmental Services memorandum, dated November 5, 2019, entitled 2020 Mosquito Larvicide Program - Enhanced Proposal, be received; and

THAT the enhanced 2020 Mosquito Larvicide Program be discussed during the 2020 budget deliberations.  
(CWC2019-266)

3. BE IT RESOLVED THAT Development Services, Planning Branch memorandum, dated November 5, 2019, entitled Proposed Telecommunications Tower in the Township of King Rogers Communications Inc. 18340 Bathurst Street (West of Bathurst Street, North of Miller's Sideroad), be received.  
(CWC2019-267)

4.BE IT RESOLVED THAT Corporate Services, Communications Branch memorandum, dated November 5, 2019, entitled Fall Community Open House, be received.

(CWC2019-270)

5.BE IT RESOLVED THAT the verbal update provided by T. R. Webster, Chief Administrative Officer, regarding discussions at the Northern Six (N6) Mayors and Chief Administrative Officers meeting held on October 25, 2019, with respect to the Provincial announcement on the Regional Governance Review, be received.

(CWC2019-271)

6.BE IT RESOLVED THAT East Gwillimbury Public Library memorandum, dated November 5, 2019, entitled December 2019 Temporary Closure of the Mount Albert Library Branch, be received.

(CWC2019-272)

**Carried C2019-347**

**Councillor Roy-DiClemente requested for a recorded vote**

**Moved by: Councillor Roy-DiClemente**

**Seconded by: Councillor Carruthers**

BE IT RESOLVED THAT Council adopt the Committee of the Whole recommendations from the meeting held on November 5, 2019, as follows:

7.BE IT RESOLVED THAT the Joint Community Infrastructure & Environmental Services and Emergency & Community Safety Services Report CIES2019-020, dated November 5, 2019, regarding the "Consolidated Traffic and Parking By-law" be received; and

THAT the proposed additions and changes to the Parking portion of the new By-law outlined in Table No. 2 of this report be adopted; and

THAT the current Uniform Traffic By-law No. 2014-048 and Parking By-law No. 2003-24, including all subsequent amendments, be repealed; and

THAT the Consolidated Traffic and Parking By-law be approved and enacted; and

THAT the best practices currently used to manage the Uniform Traffic By-law be extended to the parking portion of the Consolidated Traffic and Parking By-law to provide delegated authority for the General Manager, Community Infrastructure &

Environmental Services to update the Town's Consolidated Traffic and Parking Bylaw immediately upon any Council approved traffic or parking related amendments or through development applications once approved; and

THAT Staff continue to work with the public to review parking opportunities and prohibitions on a localized neighbourhood basis, when requested by Council or the public; and

THAT Staff review the Town's subdivision guidelines and design standards to improve parking opportunities at the planning stages of new development with staff reporting back on subdivision guidelines and design standards by Q1 2020.  
(CWC2019-265)

**The Clerk recorded the vote with the following results:**

**Councillor Roy-DiClemente Yes**

**Councillor Carruthers Yes**

**Councillor Crone Yes**

**Councillor Foster Yes**

**Mayor Hackson Yes**

**Councillor Morton Yes**

**Councillor Persechini Yes**

**Carried C2019-348**

**Moved by: Councillor Morton**

**Seconded by: Councillor Foster**

BE IT RESOLVED THAT Council adopt the Committee of the Whole recommendations from the meeting held on November 5, 2019, as follows:

8. BE IT RESOLVED THAT Development Services, Planning Branch Report P2019-52, dated November 5, 2019, regarding the Draft Plan of Subdivision and Zoning By-law Amendment Applications (Files: 19T-18002 and ZBA.18.09) be received; and

THAT the Application for Draft Plan of Subdivision File No. 19T-18002 to facilitate the development of 45 single-detached dwellings be approved, subject to the conditions outlined in Schedule "A" of this report; and

THAT Application to Amend the Zoning By-law File No. ZBA.18.09 to amend the "Institutional Two (I2) Zone" to "Residential Two Sub-Zone Three – Exception No. Fifty (R2-3(50))" be approved; and

THAT the implementing Zoning By-law Amendment be presented at a future Council Meeting; and

THAT Council endorse Angus Morton Crescent as the street name for this subdivision; and

THAT the Mayor and Clerk be authorized to execute any agreements as may be required to give force and effect to the approval of the Draft Plan of Subdivision.  
(CWC2019-269)

**Carried C2019-349**

2. To adopt the Committee of the Whole recommendations from the meeting held on November 19, 2019.

**Moved by: Councillor Carruthers**

**Seconded by: Councillor Roy-DiClemente**

BE IT RESOLVED THAT Council adopt the Committee of the Whole recommendations from the meeting held on November 19, 2019, as follows:

1. BE IT RESOLVED THAT Diversity and Inclusion Advisory Committee Report No. (2019-01), dated November 19, 2019, entitled "Recognition of High Holidays – Faith Calendar", be received.

(CWC2019-285)

2. BE IT RESOLVED THAT Council direct the Diversity and Inclusion Advisory Committee to prepare and present back to Committee, an annual faith calendar in order to inform staff with planning Town events, communicating with the public, and celebrating our diversified faith and cultures.

(CWC2019-286)

3. BE IT RESOLVED THAT the recommendations of the Diversity and Inclusion Advisory Committee Report No. (2019-01), dated November 19, 2019, entitled "Recognition of High Holidays – Faith Calendar" be ratified by Council at the meeting held on November 19, 2019.

(CWC2019-287)

**Carried C2019-350**

**F. ADOPTION OF MINUTES**

1. To adopt the Committee of the Whole minutes from the meeting held on November 5, 2019.
2. To adopt the Council minutes from the special meeting held on November 5, 2019.
3. To adopt the Council minutes from the meeting held on November 5, 2019.

**Moved by: Councillor Persechini**

**Seconded by: Councillor Crone**

BE IT RESOLVED THAT Council adopt the following minutes:

- Committee of the Whole minutes from the meeting held on November 5, 2019;
- Council minutes from the special meeting held on November 5, 2019; and
- Council minutes from the meeting held on November 5, 2019.

**Carried C2019-351**

**G. CORRESPONDENCE FOR CONSIDERATION**

1. Correspondence from The Saturday Night Cool Country Cruise-In Car Show Committee, dated November 11, 2019, regarding the 2019 Annual Report for the Saturday Night Cool Country Cruise-In Car Show

**Moved by: Councillor Foster**

**Seconded by: Councillor Crone**

BE IT RESOLVED THAT correspondence from The Saturday Night Cool Country Cruise-In Car Show Committee, dated November 11, 2019, regarding the 2019 Annual Report for the Saturday Night Cool Country Cruise-In Car Show, be received.

**Carried C2019-352**

2. Correspondence from Hon. S. Clark, Minister of Municipal Affairs and Housing, dated November 12, 2019, regarding A Place to Grow: Growth Plan for the Greater Golden Horseshoe

**Moved by: Councillor Persechini**  
**Seconded by: Councillor Foster**

BE IT RESOLVED THAT correspondence from Hon. S. Clark, Minister of Municipal Affairs and Housing, dated November 12, 2019, regarding A Place to Grow: Growth Plan for the Greater Golden Horseshoe, be received.

**Carried C2019-353**

#### **H. REPORTS**

1. Development Services Memo: Part Lot Control Exemption By-laws: Regal Crest Homes. (PLC.19.10), Aspen Ridge Homes (PLC.19.11), and Rosehaven Homes (PLC.19.12)

**[Item in relation to items J. 2, J.3, and J.4]**

**Moved by: Councillor Crone**  
**Seconded by: Councillor Foster**

BE IT RESOLVED THAT Development Services memorandum, dated November 19, 2019, regarding Part Lot Control Exemption By-laws: Regal Crest Homes. (PLC.19.10), Aspen Ridge Homes (PLC.19.11), and Rosehaven Homes (PLC.19.12), be received.

**Carried C2019-354**

#### **I. RESOLUTIONS**

None

**J. BY-LAWS**

1. By-law 2019-136, being a By-law to Regulate Traffic and Parking on Roads under the Jurisdiction of the Corporation of the Town of East Gwillimbury
2. By-law 2019-137, being a By-law to exempt certain lands from the Part Lot Control Provisions of the Planning Act pertaining to a portion of those lands within the Winged Foot Subdivision Plan of Subdivision File 19T-95088, Block 69 on Plan 65M-4601, Town of East Gwillimbury  
**[Item in relation to item H.1]**
3. By-law 2019-138, being a By-law to exempt certain lands from the Part Lot Control Provisions of the Planning Act pertaining to a portion of those lands within the Queensville Subdivision Plan of Subdivision File 19T-03001, Blocks 184 & 185 on Plan 65M-4609, Town of East Gwillimbury  
**[Item in relation to item H.1]**
4. By-law 2019-139, being a By-law to exempt certain lands from the Part Lot Control Provisions of the Planning Act pertaining to a portion of those lands within the Winged Foot Subdivision Plan of Subdivision File 19T-95088, Lots 35 and 36 and Block 72 on Plan 65M-4601, Town of East Gwillimbury  
**[Item in relation to item H.1]**

**Moved by: Councillor Carruthers**

**Seconded by: Councillor Persechini**

BE IT RESOLVED THAT By-laws 2019-136, 2019-137, 2019-138, and 2019-139, be taken as read, enacted and signed by the Mayor and Municipal Clerk.

**Carried C2019-355**

**K. OTHER BUSINESS**

None

**L. CONFIRMING BY-LAW**

**Moved by: Councillor Morton**  
**Seconded by: Councillor Roy-DiClemente**

BE IT RESOLVED THAT By-law 2019-140, being a by-law to confirm the proceedings of the Council meeting held on November 19, 2019, be taken as read, enacted and signed by the Mayor and Municipal Clerk.

**Carried C2019-356**

**M. ADJOURNMENT**

**Moved by: Councillor Crone**  
**Seconded by: Councillor Persechini**

BE IT RESOLVED THAT the meeting of Council adjourn at 8:26 p.m.

**Carried C2019-357**

---

Virginia Hackson, Mayor

---

Fernando Lamanna, Municipal Clerk

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Meeting Minutes adopted on



Town of  
**East Gwillimbury**

**MUNICIPAL COUNCIL  
AGENDA**

**Wednesday, February 19, 2020, 7:00 p.m.  
Town of East Gwillimbury, Council Chambers  
19000 Leslie Street, Sharon, Ontario**

	Page
<b>A. CALL TO ORDER</b>	
<b>B. DECLARATION OF INTEREST</b>	
<b>C. PUBLIC MEETING</b>	
18725 McCowan Road Overholt Pit	
1. Memorandum/Report from Town Staff	6 - 18
 Community Infrastructure & Environmental Services Memo: Former Overholt Pit – Site Alteration Proposed Timing 18725 McCowan Road	
 <b><i>BE IT RESOLVED THAT Community Infrastructure &amp; Environmental Services memorandum, dated February 19, 2020, entitled "Former Overholt Pit – Site Alteration Proposed Timing 18725 McCowan Road", be received.</i></b>	
2. Comments from Applicant: Rice Commercial Group Ltd.	
3. Comments from Members of the Public regarding the Overholt Pit	
 <b><i>BE IT RESOLVED THAT the comments regarding the 18725 McCowan Rd Overholt Pit Commercial Fill Permit Application submitted by Rice Commercial Group Ltd., be received.</i></b>	

**D. PUBLIC MEETING**

1. Memorandum/Report from Town Staff 19 - 21

Joint Development Services, Legal & Council Support Services and Corporate Services Memo: 14 Fairbairn Gate Telecommunication Tower Application

***BE IT RESOLVED THAT Joint Development Services, Legal & Council Support Services and Corporate Services memorandum, dated February 19, 2020, entitled "14 Fairbairn Gate Telecommunication Tower Application", be received.***

2. Comments from Applicant  
3. Comments from Members of the Public regarding Telecommunications Tower

***BE IT RESOLVED THAT the comments regarding the 14 Fairbairn Gate Telecommunication Tower Application, be received.***

**E. PRESENTATION(S)**

None at this time.

**F. DEPUTATION(S)**

None at this time.

**G. COMMITTEE RECOMMENDATIONS**

1. To adopt the Committee of the Whole recommendations from the meeting held on February 4, 2020. 22 - 25

***BE IT RESOLVED THAT Council adopt the Committee of the Whole recommendations from the meeting held on February 4, 2020.***

**H. ADOPTION OF MINUTES**

1. To adopt the Committee of the Whole minutes from the meeting held on February 4, 2020. 26 - 36  
2. To adopt the Council minutes from the special meeting held on February 4, 2020. 37 - 40  
3. To adopt the Council minutes from the meeting held on February 4, 2020. 41 - 48  
4. To adopt the Council minutes from the special meeting held on February 11, 2020. 49 - 51

**BE IT RESOLVED THAT Council adopt the following minutes:**

- **Committee of the Whole minutes from the meeting held on February 4, 2020;**
- **Council minutes from the special meeting held on February 4, 2020;**
- **Council minutes from the meeting held on February 4, 2020; and**
- **Council minutes from the special meeting held on February 11, 2020.**

**I. CORRESPONDENCE FOR CONSIDERATION**

1. Correspondence from Hon. S. Clark, Minister of Municipal Affairs and Housing, dated February 6, 2020, regarding the forecast review for the implementation of A Place to Grow framework. 52 - 53

**BE IT RESOLVED THAT correspondence from Hon. S. Clark, Minister of Municipal Affairs and Housing, dated February 6, 2020, regarding the forecast review for the implementation of A Place to Grow framework, be received.**

2. Correspondence from J. Amato-Gauci, Race Route Director, Mount Albert 5k Run/Walk Committee, dated February 4, 2020, requesting a by-law to prohibit through traffic of motorized vehicles for the purpose of hosting the 18th Annual Mount Albert 5km Run/Walk on Saturday, June 6, 2020 from 8:00 a.m. to 10:00 a.m. 54

**BE IT RESOLVED THAT the correspondence from J. Amato-Gauci, Race Route Director, Mount Albert 5k Run/Walk Committee, dated February 4, 2020, requesting a by-law to prohibit through traffic of motorized vehicles for the purpose of hosting the 18th Annual Mount Albert 5km Run/Walk on Saturday, June 6, 2020 from 8:00 a.m. to 10:00 a.m., be received; and**

**THAT Council will approve a by-law to prohibit through traffic of motorized vehicles from the Mount Albert Community Centre (the fairgrounds) as required for the purpose of hosting the 18th Annual Mount Albert 5km Run/Walk on Saturday, June 6, 2020 from 8:00 a.m. to 10:00 a.m.**

**OR**

***THAT Council respectfully decline the request.***

**J. REPORTS**

1. Legal & Council Support Services Memo: Update to By-law #95-47 being a By-law to Establish Procedures for the Sale of Real Property owned by the Municipality

**[Item in relation to Item L.2]**

***BE IT RESOLVED THAT Legal & Council Support Services memorandum, dated February 19, 2020, entitled "Update to By-law #95-47 being a By-law to Establish Procedures for the Sale of Real Property owned by the Municipality", be received.***

**K. RESOLUTIONS**

None at this time.

**L. BY-LAWS**

1. By-law 2020-019, being a By-law to Prohibit Through Traffic of Motorized Vehicles on Main Street, Centre Street, Doane Road and King Street in the Community of Mount Albert on Saturday, June 6, 2020, from 8:00 a.m. to 10:00 a.m. for the purpose of holding a 5k Run/Walk 55
2. By-law 2020-020, being a By-law to amend By-law #95-47 being a By-law to Establish Procedures for the Sale of Real Property owned by the Municipality 56 - 57

**[Item in relation to Item J.1]**

***BE IT RESOLVED THAT By-laws 2020-019 and 2020-020 be taken as read, enacted and signed by the Mayor and Municipal Clerk.***

**M. OTHER BUSINESS**

None at this time.

**N. CONFIRMING BY-LAW**

1. Confirming By-law

58

***BE IT RESOLVED THAT By-law 2020-021, being a by-law to confirm the proceedings of the Council meeting held on February 19, 2020, be taken as read, enacted and signed by the Mayor and Municipal Clerk.***

**O. ADJOURNMENT**

***BE IT RESOLVED THAT the meeting of Council adjourn at \_\_\_\_\_ p.m.***



## MEMORANDUM

To: Council

From: Paul Neuman, CET, Director of Engineering  
Mike Molinari, P.Eng., General Manager, CIES

Date: February 19, 2020

Subject: Former Overholt Pit – Site Alteration Proposed Timing  
18725 McCowan Road

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Further to the October 16, 2019 memo to Council regarding the Former Overholt Pit, the applicant presented an overview of the proposal at the November 19, 2019 Council meeting. All residents within the initial project screening area as well as any interested parties (that provided contact information) were notified of the presentation in advance to facilitate deputations for any questions or comments regarding the application. Similarly, notification was issued to the same list of stakeholders to provide notice of this memo and follow-up presentation by the owner's consultant to address the concerns raised.

The applicant compiled the questions and comments received at, and following the November 19, 2019 Council meeting, and produced a Comment Response Table addressing each item with a response (Appendix 1).

There were five (5) general themes to the comments as follows:

- |                               |  |
|-------------------------------|--|
| A. Traffic and Trucks         | - volume of trucks, safety, and impact to the road   |
| B. Fill and Fill Management   | - quality of fill and monitoring<br>- impact on wells and ground water                     |
| C. Noise, Dust and Odor       | - hours of operation, tailgate banging, diesel fumes                                       |
| D. Project Need/Justification | - why proceed with project   |
| E. Other                      | - qualifications and capabilities of Engineering Firm<br>preparing the FMP and site design |

The applicant's consultant is proposing to present a summary of the responses to allow for further information/discussion. Staff will continue to work with the applicant and bring a report to a future Council meeting seeking direction.

**Appendix 1**

#	Comment	Response
<b>A. Traffic and Trucks</b>		
1.	<p>Concern about volume of trucks; reference to one truck every 1-2 minutes (x9)</p>	<p>As requested by the Town of East Gwillimbury, the maximum number of trucks that would be permitted was reduced from 200 trucks per day to 150 trucks per day.</p> <p>As part of the Fill Management Plan, a traffic impact analysis was undertaken and included in Section 2.10.6 and Appendix J of the Fill Management Plan. It determined that the truck trips anticipated to be generated by the Site will have little to no impact on traffic capacity of the study intersections.</p> <p>Given its speed limit and rural location, McCowan Road has the capacity for approximately 7000 vehicles per day. Future projected traffic, not taking the fill operation into account, will be approximately 10.6% of capacity (740/7000). With the fill operation, it is anticipated that McCowan would be at approximately 14.8% of capacity (1040/7000). Therefore, the future traffic will not result in McCowan Road reaching its capacity.</p>
2.	<p>Concern about condition of road and impact of trucks on road (x6)</p>	<p>McCowan Road is a Regional road, and road maintenance frequency and requirements are determined by York Region. Rice Group has consulted with York Region regarding the proposal, and the Region is aware of the proposed truck traffic volumes.</p> <p>In 2015, York Region conducted an assessment of all Regional roads with load restrictions. Regional staff determined that a number of road segments, including McCowan Road between Mount Albert Road and Ravenshoe Road, included in the previous load restriction bylaws had been reconstructed and no longer require load restrictions. The removal of the load restriction from McCowan Road between Mount Albert Road and Ravenshoe Road was adopted by the York Region Council at its meeting held on November 15, 2015. The Council Report will be added as an attachment to the Fill Management Plan.</p> <p>As part of development of the Fill Management Plan, York Region conducted a thorough review of the Traffic Assessment included in Appendix J of the Fill Management Plan and identified improvements at the intersection of McCowan Road and Davis Drive and at the entrance to the Site on McCowan Road. These improvements are included in Section 2.10.6.3 of the Fill Management Plan.</p>

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3.	Safety concerns related to design of road, lighting, road infrastructure and speed of trucks (x4); Request for stop light at Davis/McCowan (x1)	Davis Drive and McCowan Roads are Regional roads. As such, road design, infrastructure and intersection lighting requirements are determined by York Region. As part of development of the Fill Management Plan, Rice Group consulted with York Region regarding the proposal. As directed by York Region Rice Group will implement improvements at the intersection of McCowan Road and Davis Drive, including a left turn lane from Davis Drive to northbound McCowan Road. An improved right turn taper lane is also proposed at the entrance to the Site on McCowan Road. In addition, at the request of Town of East Gwillimbury, radar speed signs displaying the speed of approaching vehicles will be installed in both directions south of the Holt Pit entrance as a traffic calming measure. These improvements are included in Section 2.10.6.3 of the Fill Management Plan.
4.	Safety concerns related to speeding (x4)	<p>Trucks travelling to and from the Site will be required to follow all applicable laws, including posted speed limits. Speed limit enforcement along McCowan Road and Davis Drive is under the jurisdiction of York Region Police. Should any driver not follow posted speed limits, it is expected that appropriate fines and related actions would be taken by the York Region Police.</p> <p>At the request of Town of East Gwillimbury, radar speed signs displaying the speed of approaching vehicles will be installed in both directions south of the Holt Pit entrance as a traffic calming measure. (1 for northbound and 1 for southbound traffic.)</p> <p>The Town and Rice Group will work with York Region Police to take corrective actions for repeat truck driver offenders, which may include suspension of that driver from accessing the Site, as per the risk management procedures documented in Section 2.13 of the Fill Management Plan.</p>
5.	Has existing truck traffic been considered? (x2)	As part of the Fill Management Plan, a Traffic Assessment was undertaken and included in Appendix J of the Fill Management Plan. As part of the Traffic Assessment, weekday turning movement counts and automatic traffic recorder counts were recorded in May 2018 in order to assess the traffic during the busiest travel periods (see Section 4.2 of the Traffic Assessment). This existing traffic data was taken into account as part of the Traffic Assessment. Currently trucks represent approximately 18% of the vehicles on McCowan Road, depending on the day.
6.	Weight limit for McCowan road is 5 tonnes. What happened to the half-load restriction? What road improvements will be done before and after? (x2)	In 2015, York Region conducted an assessment of all Regional roads with load restrictions. Regional staff determined that a number of road segments, including McCowan Road between Mount Albert Road and Ravenshoe Road, included in the previous load restriction bylaws had been reconstructed and no longer require load restrictions. The removal of the load restriction from McCowan Road between Mount Albert Road and Ravenshoe Road was adopted by the York Region Council at its meeting held on November 15, 2015. The Council Report will be added as an attachment to the Fill Management Plan.

7.	Concern about truck volume causing major congestion at train crossing (x3)	The distance between the rail crossing and Davis Drive is 1.2km. Since the approximate length of a truck is 10m, then 120 trucks would need to be stopped at the train crossing before they reached Davis Drive. The distance between the rail crossing and Herald Road is 800 meters, which means that 80 trucks would need to be stopped at the train crossing before they reached Herald Road. This portion of the rail line is owned by CN and use for freight service and Via passenger service. It is unlikely that the number of trucks generated by the Site would cause major congestion at the train crossing on McCowan Road between Davis Drive and Herald Road.
8.	Is there a way to put a driveway in from Highway 48? (x1)	This option was explored and considered to be not viable as it would require constructing a driveway through multiple private properties and crossing the rail line and ecologically sensitive woodland with Mount Albert Creek.
9.	Clarify if 200 trucks per day is a hard limit or an average (e.g. would allow for 300 trucks one day and 100 another)	150 trucks per day represents the maximum number of trucks that would be permitted and that the average number of trucks is anticipated to be less. A conservative number of 200 trucks per day was used for planning purposes to ensure the proposed operations would have minimal impact on local traffic as documented in Section 2.10.6 of the Fill Management Plan.
10.	Why not instead use the North part of McCowan/ Mount Albert Rd, to enter and exit, with no hills, no blind spots, no train tracks. Or even better: Let them make a temporary road to access the pit if feasible.	Providing a driveway via Mount Albert Road was investigated and determined to be not achievable as the property is owned by another party.

<b>B. Fill and Fill Management</b>	
<p>1. Concerns about sampling rate of trucks (e.g. every 2000 m<sup>3</sup> works out to one sample per 100 trucks) (x3).</p>	<p>To clarify, the samples collected at the Holt Pit are audit samples to only confirm the quality of soil. A complete characterization of the soil proposed to be imported to the Holt Pit will be done at the Source Site by the Source Site Qualified Person and reviewed for acceptance by GHD’s Reviewing Qualified Professional prior to material arriving at the Site. As per Section 2.6.2.5 of the Fill Management Plan, all fill sources will be pre-screened and must meet Ministry of the Environment, Conservation and Park’s standards for agricultural use. In order for a source site to be approved to bring fill to the Site, all sources must apply in advance and provide a report prepared by a Qualified Professional (“QP” as defined by Ontario Regulation 153/04) at the source site that must include records of laboratory soil testing to demonstrate the material is suitable for the Site. GHD’s Reviewing Qualified Person will review the provided information and approve the importation of soils to the Site.</p> <p>As per Section 2.6.2.9 of the Fill Management Plan, confirmatory soil samples are collected at the Site for quality control, and under the supervision of the Reviewing Qualified Person. Samples will be collected as follows:</p> <ul style="list-style-type: none"> <li>• Soil samples will be collected of the soils from each separate source site; and</li> <li>• Confirmatory soil samples will be collected at a frequency of one sample for every 2,000 m<sup>3</sup> (approximately 200 trucks) imported to the Site.</li> </ul> <p>A representative of GHD’s Reviewing Qualified Person will be on-Site during operational hours while fill is being imported to the site to undertake the field work associated with the Qualified Person’s role</p>
<p>2. Concern that if sampling always occurs in one area of the truck that it will be easy to hide contaminated fill within the truck. (x1)</p>	<p>As per Section 2.6.2.5 of the Fill Management Plan, all fill sources will be pre-screened and approved by the Reviewing Qualified Person, which includes laboratory soil testing. As per Section 2.6.2.9 of the Fill Management Plan, confirmatory soil samples will be collected after the soil is placed at the Site and not within the truck. As per Section 2.6.2.3, each load will also be inspected for field evidence of contamination at the gate and during placement for visual or olfactory evidence of contamination.</p> <p>As a fail-safe, regular groundwater sampling provides a further means of detecting and addressing any contaminated material</p>

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3.	Consider only allowing trucks who have MOE number to enter (x1)	In Ontario, only vehicles that collect, handle and transport waste are licensed by the Ministry of the Environment, Conservation and Parks. Waste will not be accepted at the Holt Pit. All trucks will be required to have a valid Commercial Vehicle Operator's Registration (CVOR).
4.	What Table of soil will be permitted? (x1)	As per Section 2.6.1.1, fill must meet Table 2 standards for agricultural use presented in "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the <i>Environmental Protection Act</i> ". Table 1 (background) standards for soil will be placed within 3 meters of base of pit.
5.	Confirm that fill operation will be restricted to area of historic extraction (e.g. true rehabilitation) vs. expanding beyond (e.g. commercial fill application), in particular along McCowan Road.	Mapping for the area of the proposed project was completed in order to determine the original (pre-extraction) topography. This mapping was transferred to the Final Site Closure Plan (CL-1) included in the Fill Management Plan and is to be used to represent ultimate proposed contours for the project at the conclusion of the work. The final design topography is intended to closely match the pre-extraction topography.
6.	Was there any contemplation of private well sampling?	As per Section 2.10.2.3 of the Fill Management Plan, an assessment of existing residential wells within 500 m of the Site was completed in August 2019, including a door to door survey, and water quality samples where possible.
7.	Concerns about impacts to well water quality	<p>The Site is not anticipated to negatively affect groundwater levels or quality. As per Section 2.10.2.3, groundwater quality and groundwater levels will be monitored throughout operation at monitoring wells onsite and included in monitoring reports provided to the Town.</p> <p>As per the Risk Management Matrix included in Appendix E of the Fill Management Plan, if hydrogeological well testing results reveals contamination caused by the placement of fill, corrective action will include the following:</p> <ul style="list-style-type: none"> <li>• Subsurface investigations (i.e., drilling) to confirm source.</li> <li>• Undertake remedial action or risk management measures.</li> <li>• Town to be notified through Incident Report issue of matter and actions taken by Project Leader.</li> <li>• If deemed serious, fill operations may be suspended until matter is addressed.</li> </ul>

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<p>8.</p>	<p>Consider restricting source sites to only those in the 905, and not allowing source sites from the 416.</p>	<p>While it is anticipated that soil will primarily come from sites in the 905, the requirements for all source sites are the same.</p> <p>Prior to the importation of any soil to the site, there are several pieces of documentation that would have to be provided from the Qualified Person at the source site for review by GHD’s Reviewing Qualified Person:</p> <ul style="list-style-type: none"> <li>• A description of the Source Location and its history, including the location, past and present uses of the land, and current activities.</li> <li>• A description of the soil (including quantity and quality, contaminants of concern, etc.) to be shipped to the Site, including the processes involved in its generation.</li> <li>• Description of potential contaminating activities and areas of potential environmental concern associated with the Site and excess soil to be shipped to the Site.</li> <li>• A record of the results of a comprehensive soil testing program for the Source Location, including a description of the sampling locations, number of samples collected, sample collection procedures, and parameters analyzed. An explanation or rationale for the selection of the sampling locations and the parameters for testing must be included.</li> <li>• A statement from a Qualified Person at the source site stating that in his/her opinion the material satisfies the requirements of the Protocol and is suitable for placement at the fill Site.</li> <li>• The anticipated volume of material to be shipped to the Site.</li> <li>• An estimated time frame in which the material will be shipped.</li> </ul> <p>The expectation is that the documentation provided to us will follow the requirements in the Excess Soil Regulation that is anticipated to be released in 2020. The soil will not be accepted. If the source site:</p> <ul style="list-style-type: none"> <li>• does not have a QP or</li> <li>• it does not provide the documentation as indicated above or</li> <li>• the quality of the soil does not satisfy the soil quality standards as presented in the Fill Management Plan or</li> <li>• it does not satisfy our soil acceptance protocol</li> </ul>
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		<p>There is a very rigorous protocol in place to confirm soil quality. In addition to the above,</p> <p>GHD will undertake periodic inspections of the source site to confirm the soils are coming from the location on the property that was identified in the documentation;</p> <ul style="list-style-type: none"> <li>• The Town will also have the opportunity to review/comment on the documentation from the source site; and</li> <li>• Audit soil samples will be collected at the Site to confirm soil quality</li> </ul> <p>Furthermore, the testing is received by the Town’s QP and also needs to be included in the annual reports to support the annual permit renewals. If the above are not satisfied, corrective action is taken, the permit is not renewed, and Rice is unable to continue with the filling activities.</p>
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<b>C. Noise, Dust, Odour, Property Impacts</b>		
9.	Concern about noise, including tailgate banging and beeping; noise travelling further than anticipated (x5)	<p>A Noise Impact Study was undertaken as part of preparation of the Fill Management Plan and included in Section 2.10.9 and Appendix K. It concluded that with the construction of a topsoil berm along the south and west property boundaries, the Ministry of the Environment, Conservation and Park’s allowable noise limits will be satisfied. As per Section 2.10.9.1.1 of the Fill Management Plan, the Site will implement an administrative control to completely restrict the banging of tailgates by any vehicle entering the Site. This policy will be posted at the entrance to the Site and at various locations throughout the fill site and to instruct all drivers and ensure compliance. As per the Risk Management Matrix, if there have been complaints of a driver not adhering to this policy, they will be asked to leave the Site, refused future entry to the Site, and their employer notified that the driver will not be permitted to enter the Site.</p>
10.	Concern about 24/7 operation of other facilities (x1); limit hours to 7:00am-5:00pm	<p>As per Section 2.4 of the Fill Management Plan, the hours of operation for fill importation are limited to Monday to Friday 7:00 a.m. to 5:00 p.m. (excluding holidays). There will be flexibility to extend hours to 6:00 p.m. for acceptance of trucks due to traffic, weather delays, etc. All equipment on-Site will not operate past 5:00 p.m. There may be occasions where maintenance and/or delivery of equipment is required on-Site outside of the regular facility operations (i.e., Monday to Saturday between 7:00 a.m. and 7:00 p.m.).</p>

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11.	Concern about diesel odour (x2). Concerns about dust and air pollution (x2)	Truck operators will be expected to operate in accordance with applicable legislation to minimize emissions. This includes mandatory vehicle emissions testing for older heavy-duty diesel vehicles under the <i>Environmental Protection Act</i> and emissions-related inspections undertaken by the Ministry of the Environment, Conservation and Parks' Vehicle Emissions Enforcement Unit.
12.	Concerns about property values decreasing (x1)	We are returning the site back to its original state. The impacts of property values cannot be determined.
13.	Would cost of maintenance and repair for roads be included in tax increases? (x1)	McCowan Road and Davis Drive are Regional roads, and road maintenance is funded by York Region. Annually, York Region includes approximately +/- \$50 million for road rehabilitation and replacement.
14.	Comment that community of Holt extends as far south as proposed Site, properties have small frontages (x1)	Comment noted. The potential impact of residences on McCowan Road near the Site was assessed as part of preparation of the Fill Management Plan, including impacts related to noise, traffic and groundwater. This informed many mitigation measures outlined in the Fill Management Plan.

<b>D. Project Need/Justification</b>		
15.	Provide greater understanding why the Town would consider a Fill Application in the first place? Why does this process exist and what is the mechanism?	<p>The current Fill and Site Alteration By-Law (2013-66) and Operational Guideline was enacted in 2013. The objective of the by-law is to maintain a high level of confidence that Commercial Fill Operations can operate at minimal risk to the environment and the public. The by-law and guidelines follow Ministry of the Environment Conservation and Parks best practices and includes strict requirements for completion of Fill Management Plans. Financial assurance and/or securities are provided to the Town to facilitate review and enforcement activities. The by-law also provides the Town the authority to order cessation of operations that operate in contravention of the by-law.</p> <p>With this context in mind, the Fill Management Plan was prepared to satisfy the requirements of the Fill and Site Alteration By-Law and Operational Guideline.</p> <p>The fill operation will rehabilitate the site and return it to its original topography and use.</p>
16.	Comment that Town is motivated by revenue and question of how much revenue the Town will generate (x2)	<p>Fees are intended to cover the Town's cost for administering the site including reporting to Council, regular inspections, issuing annual permits, etc. as well degradation and maintenance of the road network, monitoring and managing illegal fill sites, and other related costs. The Town is reviewing its fee's for commercial fill sites. The Overholt Pit is expecting to receive approximately 1.3 million m<sup>3</sup> of material to rehabilitate the site.</p>
17.	What is the benefit to the community? (x1)	<p>As noted above, the objective of the Fill and Site Alteration By-Law is to ensure fill operations operate at minimal risk to the environment and the public. Rice Commercial Group Limited has the capability to operate a fill operation at this property in a responsible way that minimizes impact to the community.</p> <p>The community benefits from Town's Fill and Site Alteration By-Law by minimizing impacts from fill operations throughout the municipality and providing a mechanism to enforce standards and guidelines.</p>
18.	Concerns about impact to this area as a conservation area. Land further north is better suited. (x1)	<p>As noted above, the objective of the Fill and Site Alteration By-Law is to ensure fill operations operate at minimal risk to the environment and the public and the Fill Management Plan has been prepared to minimize the potential impact to the community. Rice Commercial Group Limited cannot comment on the suitability of other properties for fill operations. As per Section 2.9.3 of the Fill Management Plan, as confirmed in correspondence from the Lake Simcoe Region Conservation Authority (LSRCA) dated August 14, 2017, the Site is not located within the LSRCA Regulated Area.</p>

19.	Don't need farmland of that class (x1)	As noted above, the objective of the Fill and Site Alteration By-Law is to ensure fill operations operate at minimal risk to the environment and the public and the Fill Management Plan has been prepared to minimize the potential impact to the community. We are proposing to return the Site back to original agricultural use.
20.	Comment that this Site is more environmentally friendly than trucking material further away and material comes from the area (x1)	Comment noted
<b>E. Other</b>		
21.	<p>Concerns about GHD and authors of Fill Management Plan (x1):</p> <ul style="list-style-type: none"> <li>• GHD's PEO record</li> <li>• GHD's address is listed by the PEO as Waterloo, not Markham</li> <li>• Who is P.Eng in charge of sealing the report and what is their license number?</li> </ul>	<p>The Deputy Registrar of the Association of Professional Engineers of Ontario confirmed that GHD Limited's current Certificate of Authorization dated July 6, 2015 has no conditions, restrictions or limitations. Historic changes to GHD's Certificate of Authorization relate to amalgamations of previous companies. GHD Limited has multiple office locations, including in Markham, Ontario.</p> <p>The Fill Management Plan is co-authored and signed by the following two GHD professionals:</p> <ul style="list-style-type: none"> <li>• Tom Guoth, P.Eng. Mr. Guoth is a Professional Engineer in good standing, licensed by the Association of Professional Engineers of Ontario (Member #90222878). Mr. Guoth is also a Qualified Person (QP<sub>ESA</sub>) for environmental site assessments as defined in Ontario Regulation 153/04.</li> <li>• Katrina McCullough, RPP. Ms. McCullough is a Registered Professional Planner in good standing, licensed by the Ontario Professional Planners Institute (Member #52521)</li> </ul> <p>Other reports prepared in support of the Fill Management Plan have been prepared by GHD professionals, licensed by their respective professional governing bodies, as appropriate.</p>

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22.	Who should residents call when there are issues/concerns? Concern about residents getting bounced between East Gwillimbury and York Region. (x1)	Residents may contact the Town or Rice Group with any concerns during operation. Contact information for Rice Group will be provided. The complaint procedure is included in Section 2.14 of the Fill Management Plan. If a complaint is received by the Town, Rice Group will provide a documented response to the Town on actions taken. If a complaint is received by Rice Group, Rice Group will provide a documented response to the member of public on actions taken and provide a copy of the responses to the Town.
23.	Consider video camera at gate	As per Section 2.8.1 of the Fill Management Plan, a video surveillance system will be installed at the Site to record activities at specified areas around the Site. The video camera posting stations will be outlined to the Town for reference. Recordings will be retained for a period of 30 days after recorded. Should the Town request a copy of footage recorded, this will be provided to the Town in a timely manner.
24.	Would like to hear from applicant more often than annually, consider quarterly reporting	As per Section 2.12, reports will be provided to the Town on a monthly, semi-annual and annual basis. Monthly operational reports will provide documentation of daily fill operations, such as date, hours of operation, number of trucks per day, dates and testing results for soil sampling. Semi-annual reports will provide overview of semi-annual groundwater sampling and monitoring results, and any relevant issues for the Town review and reference. The annual reports will provide a general overview of the status of the operations, a collaboration of the continual and quarterly report detailing, groundwater monitoring results, surveyed fill import volumes and fee payment details, and endorsement and/or recommendations by the Reviewing Qualified Person. The recommendations would include any formal changes to the Fill Management Plan to address any compliance issues, complaints or other issues identified during the year.

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<p>25.</p>	<p>Does the application comply with recent changes to the contemplated Excess Soils Regulations coming into effect July 2020?</p>	<p>Ontario is implementing changes to regulations under the <i>Environmental Protection Act</i> relating to excess soil. As per Section 1.4 of the Fill Management, Rice Commercial Group Limited will be responsible for operating in full compliance with applicable legislation. Some sections of this regulation will come into effect July 2020. This includes remaining compliant with these new regulations as appropriate. Applicable changes include:</p> <ul style="list-style-type: none"> <li>• More prescriptive requirements for source sites with respect to site characterization and a requirement for source sites to have a Qualified Person.</li> <li>• Tracking and registry of site</li> <li>• Standards for sodium adsorption ratio (SAR) and electrical conductivity (EC) below 1.5 metres</li> <li>• More stringent soil quality standards</li> </ul> <p>As per Section 2.12.3 of the Fill Management Plan, formal changes to the Fill Management Plan would be documented as part of the Annual Reporting and incorporated into future annual permits.</p>
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## **COUNCIL MEETING MINUTES**

**Wednesday, February 19, 2020 7:00 PM**

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A meeting of the Town of East Gwillimbury Municipal Council was held on Wednesday, February 19, 2020 at 7:00 PM in the Civic Centre Council Chambers, 19000 Leslie Street, Sharon, Ontario

<b>PRESENT</b>	Mayor	Virginia Hackson
	Councillors	Loralea Carruthers Terry Foster Tara Roy-DiClemente Joe Persechini Scott Crone Cathy Morton
<b>STAFF:</b>	Municipal Clerk	Fernando Lamanna
	GM Corporate Services	Mark Valcic
	GM Development Services	Marco Ramunno
	GM Community Infrastructure & Environmental Services	Mike Molinari
	GM Community Parks, Recreation & Culture	Aaron Karmazyn
	Town Solicitor/ GM Legal and Council Support Services	Dean Horner
	Deputy Fire Chief	Ryan Jagoe
	Director of Human Resources	Michelle Collette
	Director of Communications and Customer Service	Laura Hanna
	Deputy Clerk	Tara Lajevardi
<b>ABSENT WITH NOTICE:</b>	Chief Administrative Officer	Thomas R. Webster
<b>OTHERS:</b>	(47) members of the public	

**A. CALL TO ORDER**

Mayor Hackson called the meeting to order at 7:00 p.m. A quorum was present.

**B. DECLARATION OF INTEREST**

None

**C. PUBLIC MEETING**

18725 McCowan Road Overholt Pit

1. Memorandum/Report from Town Staff

Community Infrastructure & Environmental Services Memo: Former Overholt Pit – Site Alteration Proposed Timing 18725 McCowan Road

**Moved by: Councillor Crone**

**Seconded by: Councillor Persechini**

BE IT RESOLVED THAT Community Infrastructure & Environmental Services memorandum, dated February 19, 2020, entitled "Former Overholt Pit – Site Alteration Proposed Timing 18725 McCowan Road", be received.

**Carried C2020-041**

2. Comments from the Applicant

K. McCullough, Stakeholder Engagement Specialist, GHD, provided a verbal presentation to Council regarding the questions and comments that were received at the November 19, 2019 Council meeting.

Ms. McCullough noted that all questions and comments received were incorporated in the Community Infrastructure & Environmental Services memorandum, entitled "Former Overholt Pit – Site Alteration Proposed Timing 18725 McCowan Road and categorized in five general themes of: Traffic and Trucks, Fill and Fill Management, Noise, Dust and Odor, Project Need/Justification, and Other.

Ms. McCullough further provided a summary of the applicant's responses to each of the five general themes outlined in the memorandum.

3. Comments from Members of the Public regarding the Overholt Pit

Public who spoke at the Meeting: M. Kraemer, R. Pratt, M. Goreski, D. Lumsden, A. Kidd, J. Arnold, J. Rae, E. Tran, W. Chan, J. Henry, C. Linardi, M. Wilmot, S. Rae, A. Firth, K. Tran, and J. Jonas

Comments and Concerns raised included:

Traffic concerns, including speed, volume and frequency of trucks travelling per day

Hours of operation

McCowan Road conditions and safety

Noise concerns

Pollution, including dust

Environmental concerns including water wells

Train causing additional traffic on McCowan Road

Impact on future property values

Possible fill contamination and frequency of fill sampling

GPS trackers be used to address speeding issues

Financial gain vs community benefit

Compromised quality of life for area residents

**Moved by: Councillor Carruthers**

**Seconded by: Councillor Foster**

BE IT RESOLVED THAT the verbal presentation, written and verbal comments regarding the 18725 McCowan Rd Overholt Pit Commercial Fill Permit Application submitted by Rice Commercial Group Ltd., be received.

**Carried C2020-042**

**Council meeting recessed at this time (8:15 p.m.)**

**Council meeting resumed at this time (8:24 p.m.)**



# Town of East Gwillimbury

## MUNICIPAL COUNCIL AGENDA

Tuesday, October 20, 2020, 10:00 a.m.

Town of East Gwillimbury

**For electronic Council meetings, members of the public are encouraged to provide written comments regarding matters on a Council Agenda to [clerks@eastgwillimbury.ca](mailto:clerks@eastgwillimbury.ca) by 9:00 a.m. on the day of the Council meeting. All written comments will then be posted on the published public agenda.**

	Page
<b>A. CALL TO ORDER</b>	
<b>B. DECLARATION OF INTEREST</b>	
<b>C. COMMUNITY ANNOUNCEMENTS</b>	
<b>D. COVID-19 UPDATES</b>	
1. Administration Memo: COVID-19 Update #11	8 - 12
 <b><i>BE IT RESOLVED THAT Administration memorandum, dated October 20, 2020, entitled "COVID-19 Update #11", be received.</i></b>	
<b>E. PUBLIC MEETING</b>	
<b>18725 McCowan Road Overholt Pit</b>	
1. Notice	13 - 14
2. Presentation by Applicant: Rice Commercial Group Ltd.	15 - 34
3. Memorandum from Town Staff	35
4. Comments from Members of the Public regarding the Overholt Pit	36 - 55

***BE IT RESOLVED THAT Community Infrastructure & Environmental Services memorandum, dated October 20, 2020 regarding the Former Overholt Pit (18725 McCowan Road) – Site Alteration Update, be received; and***

***THAT the presentation and comments regarding the 18725 McCowan Rd Overholt Pit Commercial Fill Permit Application submitted by Rice Commercial Group Ltd., be received.***

**F. DEPUTATION(S)**

None at this time.

**G. PRESENTATION(S)**

1. Corporate Services, Finance Branch Presentation: 56 - 76  
2021 Business Plan & Budget Kick-Off

***BE IT RESOLVED THAT the presentation made to Council regarding the 2021 Business Plan & Budget Kick-Off, be received.***

**H. DEVELOPMENT SERVICES Mayor Hackson, Chair**

1. Development Services, Planning Branch Report 77 - 85  
P2020-26: Approval of Updated Street Naming Policy

***BE IT RESOLVED THAT Development Services, Planning Branch Report P2020-26, dated October 20, 2020, entitled "Approval of Updated Street Naming Policy", be received; and***

***THAT Council approve the updated Street Naming Policy, included as Appendix 1 to this report.***

2. Development Services, Planning Branch Report 86 - 102  
P2020-28: Zoning By-law Amendment & Site Plan Approval Applications Yonge and Green Lane South Developments Corp. 18265 – 18401 Yonge Street (North-East Corner of Yonge St. and Green Lane) [Files: ZBA.20.01 & SP.20.02]

***BE IT RESOLVED THAT Development Services, Planning Branch Report P2020-28, dated October 20, 2020, regarding the Zoning By-law Amendment and Site Plan Approval applications by Fieldgate Commercial Properties Ltd. (on behalf of Yonge Green Lane South Developments Corp.) [File: ZBA.20.01 & SPA.20.02], be received; and***

**THAT Council approve the Zoning By-law Amendment Application (ZBA.20.01) to re-zone a portion of the subject property from “Mixed Use Three Exception 93 (MU3-93) Zone” to a new site specific “Mixed Use Three Exception (MU3-XX) Zone” to permit a motor vehicle repair garage in addition to the uses permitted in MU3;**

**THAT Council approve the Site Plan Application (SPA.20.02) to construct a new two-storey, 2,100 sq. ft. commercial building (motor vehicle repair garage); and**

**THAT Council authorize the Mayor and Clerk be authorized to enter into the required Site Plan Agreement including any and all documents and ancillary agreements, required to give effect to same.**

3. Development Services, Planning Branch Memo: Part Lot Control Exemption By-law Winged Foot Development Inc. (PLC.20.12) 103 - 104

**[In relation to Item S.1]**

**BE IT RESOLVED THAT Development Services, Planning Branch memorandum, dated October 20, 2020, regarding the Part Lot Control Exemption By-law Winged Foot Development Inc. (PLC.20.12), be received.**

4. Development Services, Planning Branch Memo: Update to 14 Fairbairn Gate Telecommunication Tower 105 - 106

**BE IT RESOLVED THAT Development Services, Planning Branch memorandum, dated October 20, 2020, regarding the update to 14 Fairbairn Gate Telecommunication Tower, be received.**

**I. LEGAL & COUNCIL SUPPORT SERVICES Mayor Hackson, Chair**

1. Legal & Council Support Services, By-law Enforcement 107 - 110  
Branch Report LCSS2020-17: Animal Care & Control  
By-law

**[In relation to Items S.2 and S.3]**

***BE IT RESOLVED THAT the Legal & Council Support Services Report LCSS2020-17, dated October 20, 2020, regarding the Animal Care and Control By-law, be received; and***

***THAT By-laws 2004-119 Licensing and Regulation of Animals, 2001-115 Vicious Dogs, 2000-64 Running at Large Animals and 91-48 Prohibit the Keeping of Animals be repealed and replaced with the Animal Care and Control By-law 2020-085; and***

***THAT the proposed Animal Care and Control By-law and companion amendments to the Fees and Charges By-law, be approved.***

2. Legal & Council Support Services Memo: Cannabis Update 111 - 113

***BE IT RESOLVED THAT Legal & Council Support Services memorandum, dated October 20, 2020, regarding the Cannabis Update, be received.***

**J. EMERGENCY & COMMUNITY SAFETY SERVICES Mayor Hackson, Chair**

None at this time.

**K. COMMUNITY PARKS, RECREATION & CULTURE Mayor Hackson, Chair**

None at this time.

**L. CORPORATE SERVICES Mayor Hackson, Chair**

1. Corporate Services, Finance Branch Report CS2020-14: Adjustment of Certain Property Taxes for 2020 and Prior Years 114 - 117

***BE IT RESOLVED THAT Corporate Services, Finance Branch Report CS2020-14, dated October 20, 2020 regarding the Adjustment of Certain Property Taxes for 2020 and Prior Years, be received and adopted; and***

***THAT Council approve the cancellation/reduction of the property taxes in the amount of \$34,750.79 for the applications currently submitted under section 357 of the Municipal Act, 2001, with the Town's portion of the tax adjusted being \$13,391.01; and***

***THAT Council designate authority to approve all future adjustments warranted under the Municipal Act, section 357 to the Treasurer.***

**M. ADMINISTRATION Mayor Hackson, Chair**

None at this time.

**N. COMMUNITY INFRASTRUCTURE & ENVIRONMENTAL SERVICES Mayor Hackson, Chair**

1. Joint Community Infrastructure & Environmental Services and Development Services Memo: Highway 400 – Highway 404 Link (Bradford Bypass) Preliminary Design and Class Environmental Assessment Study Notice of Study Commencement 118 - 119

***BE IT RESOLVED THAT Joint Community Infrastructure & Environmental Services and Development Services memorandum, dated October 20, 2020, regarding the Highway 400 – Highway 404 Link (Bradford Bypass) Preliminary Design and Class Environmental Assessment Study Notice of Study Commencement, be received.***

**O. ADOPTION OF MINUTES**

- |    |  |           |
|----|--|-----------|
| 1. | To adopt the Council minutes from the meeting held on October 6, 2020          | 120 - 132 |
| 2. | To adopt the Council minutes from the special meeting held on October 14, 2020 | 133 - 135 |

***BE IT RESOLVED THAT Council adopt the following minutes:***

- ***Council minutes from the meeting held on October 6, 2020; and***
- ***Special Council minutes from the meeting held on October 14, 2020.***

**P. CORRESPONDENCE FOR CONSIDERATION**

None at this time.

**Q. CLOSED MEETING**

1. To proceed into a Closed Meeting of Municipal Council
  - Personal matter about an identifiable individual(s) (Municipal Act, Sec. 239 (2) (b))
    - Council Appointed Committee Application and Resignation

***BE IT RESOLVED THAT Council proceed into a Closed Meeting of Municipal Council at \_\_\_\_\_ p.m. to deal with the following matters:***

- ***Personal matter about an identifiable individual(s) (Municipal Act, Sec. 239 (2) (b))***
  - ***Council Appointed Committee Application and Resignation***

2. To rise & report from Closed Meeting of Municipal Council

***BE IT RESOLVED THAT Council rise & report from Closed Meeting of Municipal Council at \_\_\_\_\_ p.m.; and***

***THAT Council endorse all directions provided to staff, at the Closed Meeting of Municipal Council held on October 20, 2020.***

**R. RESOLUTIONS**

None at this time.

**S. BY-LAWS**

1. By-law 2020-084, being a By-law to exempt certain lands from the Part Lot Control Provisions of the Planning Act pertaining to a portion of those lands within the Winged Foot Development Inc., Plan of Subdivision File 19T-95088, Lots 12, 14, 15, 18, 25, 54 and 60 on Plan 65M-4601, Town of East Gwillimbury (Regal Crest Homes) 136 - 137

**[In relation to Item H.3]**

2. By-law 2020-085, Being a By-Law to Prohibit or Regulate the Keeping and Licensing of Animals within the Town Of East Gwillimbury 138 - 169

**[In relation to Items I.1 and S.3]**

3. By-law 2020-086, being a By-law to Amend No. 2015-078, as amended, being the Fees and Charges By-Law for the Corporation Of The Town Of East Gwillimbury 170

**[In relation to Items I.1 and S.2]**

***BE IT RESOLVED THAT By-laws 2020-084, 2020-085, and 2020-086, be taken as read, enacted and signed by the Mayor and Municipal Clerk.***

**T. OTHER BUSINESS**

1. Workshop Topics for November 10, 2020

**U. CONFIRMING BY-LAW**

1. Confirming By-law 171

***BE IT RESOLVED THAT By-law 2020-087, being a by-law to confirm the proceedings of the Council meeting held on October 20, 2020, be taken as read, enacted and signed by the Mayor and Municipal Clerk.***

**V. ADJOURNMENT**

***BE IT RESOLVED THAT the meeting of Council adjourn at \_\_\_\_\_ p.m.***



## NOTICE OF VIRTUAL PUBLIC MEETING

**Due to COVID-19, the Civic Centre and Council Chambers remain closed. However, Council continues to meet virtually using their livestreaming process. An Electronic Public Meeting will be held to receive input on the following application on:**

**Tuesday, October 20<sup>th</sup> at 10:00 am**

**APPLICATION:** A Commercial Fill Permit Application, submitted by GHD Limited on behalf of the property owner

**PURPOSE:** To return the former quarry back to agricultural operations

**PROPERTY:** 18725 McCowan Road (see the attached location map)

### **PARTICIPATE IN/WATCH THE MEETING:**

Please be advised that the draft Fill Management Plan for this proposal is available on the Town website at [www.eastgwillimbury.ca/townnotices](http://www.eastgwillimbury.ca/townnotices) for your review. Please note that this draft Fill Management Plan has not been reviewed or approved by Council at this time.

The applicant will provide a detailed presentation on their proposed Fill Management Plan and explain how they have addressed the concerns and comments raised by the public. Please be advised that this meeting is for information purposes only and not for approval consideration. Feedback and comments from the public are welcomed.

Any person, who wishes to make a verbal presentation is required to register with the Clerks Office by no later than 9:00 a.m. on the date of the meeting. Registrations can be submitted by e-mail to [clerks@eastgwillimbury.ca](mailto:clerks@eastgwillimbury.ca) or via phone at 905-478-4283 ext. 3821. The Clerks Office will provide any such person with instructions on how to make their electronic verbal presentation. As noted below, written comments can also be provided prior to the meeting.

To watch the meeting live, visit [www.youtube.com/user/TownEastGwillimbury](http://www.youtube.com/user/TownEastGwillimbury).

### **CONTACT:**

General inquiries or comments for the proposed Commercial Fill Permit should be directed to:

**Town of East Gwillimbury**  
Tyler Dukovic (Municipal Inspector)

905-478-4283 extension 1274

[tdukovic@eastgwillimbury.ca](mailto:tdukovic@eastgwillimbury.ca)

Or

**GHD Limited**

Katrina McCullough (Representative for the applicant)

416-866-2365

[katrina.mccullough@ghd.com](mailto:katrina.mccullough@ghd.com)

Please ensure all comments are sent prior to the meeting and that you quote the subject property.

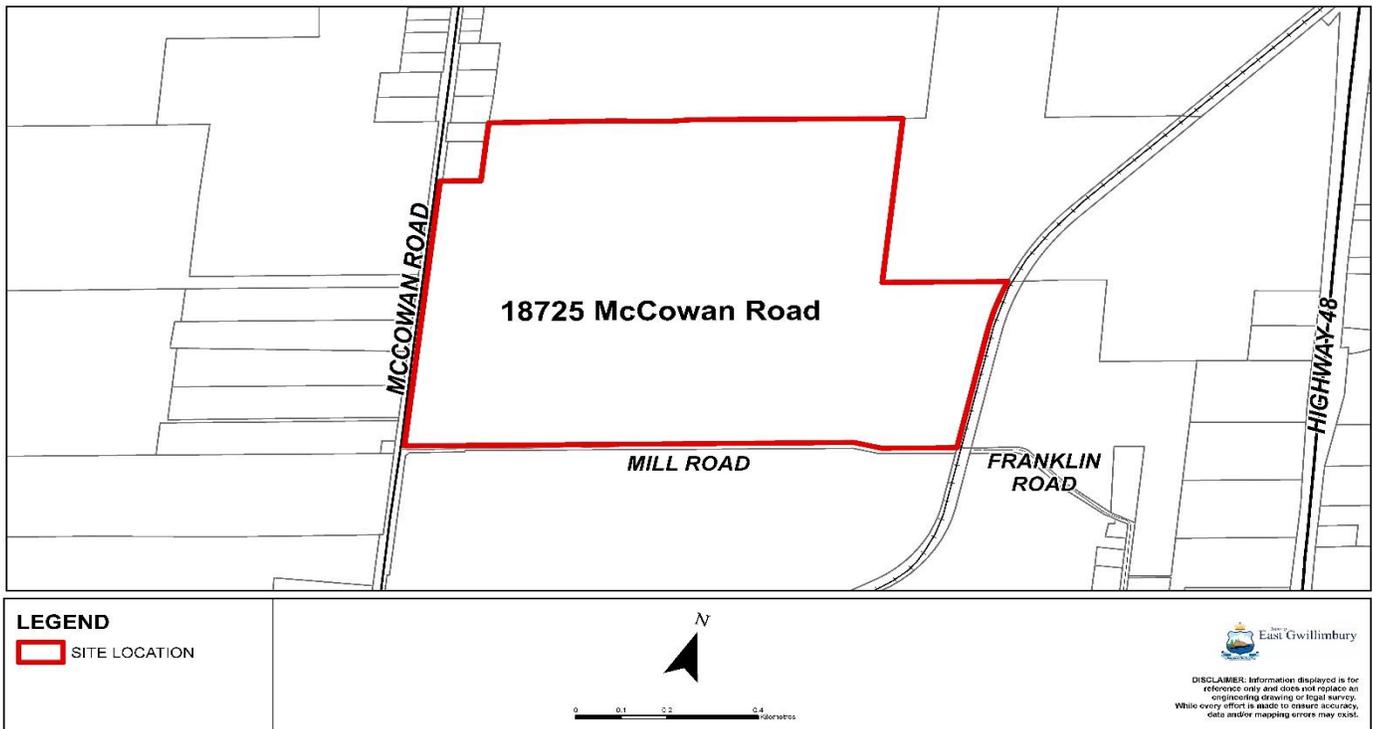
**Personal Information Collection Notice**

The Town of East Gwillimbury collects personal information in communications or presentations made to Town Council and/or its Committees under the legal authority of the *Planning Act, R.S.O. 1990, Chapter c.P.13*, as amended. Pursuant to Section 27 of the *Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. M.56*, as amended, (the "Act") public feedback to planning proposals is considered to be public recorded and may be disclosed to any individual upon request in accordance with the Act. If you are submitting letters, faxes, emails, presentations or other communications to the Town, you should be aware that your name and the fact that you communicated with the Town will become part of the public record and will appear on the Town's website. The Town will also make your communication and any personal information in it, such as your address and postal code or email address available to the public unless you expressly request the Town to remove it. Questions about this collection should be directed to the Town Clerk, Town of East Gwillimbury, 19000 Leslie Street, Sharon, Ontario L0G 1V0 905-478-4283.

**Audio and Video Recording of Council and Committee Meetings**

The Town audio and/or video records Public Planning Meetings. If you make a presentation to Town Council or its Committees, you may be audio or video recorded. Pursuant to Section 27 of the *Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. M.56*, as amended, (the "Act") public feedback to planning proposals is considered to be a public record and may be disclosed to any individual upon request in accordance with the Act.

DATED at the Town of East Gwillimbury, this 25 day of September 2020.

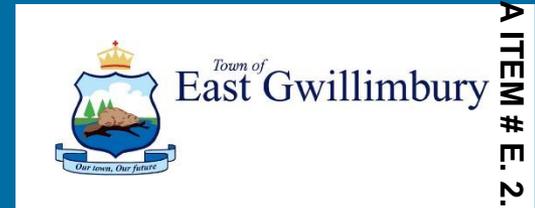




# Holt Pit Fill Management Plan

## Rice Commercial Group Ltd.

Presentation to Council October 20, 2020



# Table of Contents

- **Project Objectives** | Katrina McCullough, RPP
- **Development of the Fill Management Plan** | Katrina McCullough, RPP
- **Planning Justification** | Katrina McCullough, RPP
- **Fill Quality and Protocols** | Tom Guoth, P.Eng.
- **Transportation** | Roland Roovers, P.Eng.

# Overview of Fill Management Plan



Proposed Fill Management Plan available on dedicated page on Town website

[http://www.eastgwillimbury.ca/About\\_Us/Public\\_Notices/Town\\_Notices/Fill\\_Management\\_Plan\\_-\\_18725\\_McCowan\\_Road.htm](http://www.eastgwillimbury.ca/About_Us/Public_Notices/Town_Notices/Fill_Management_Plan_-_18725_McCowan_Road.htm)

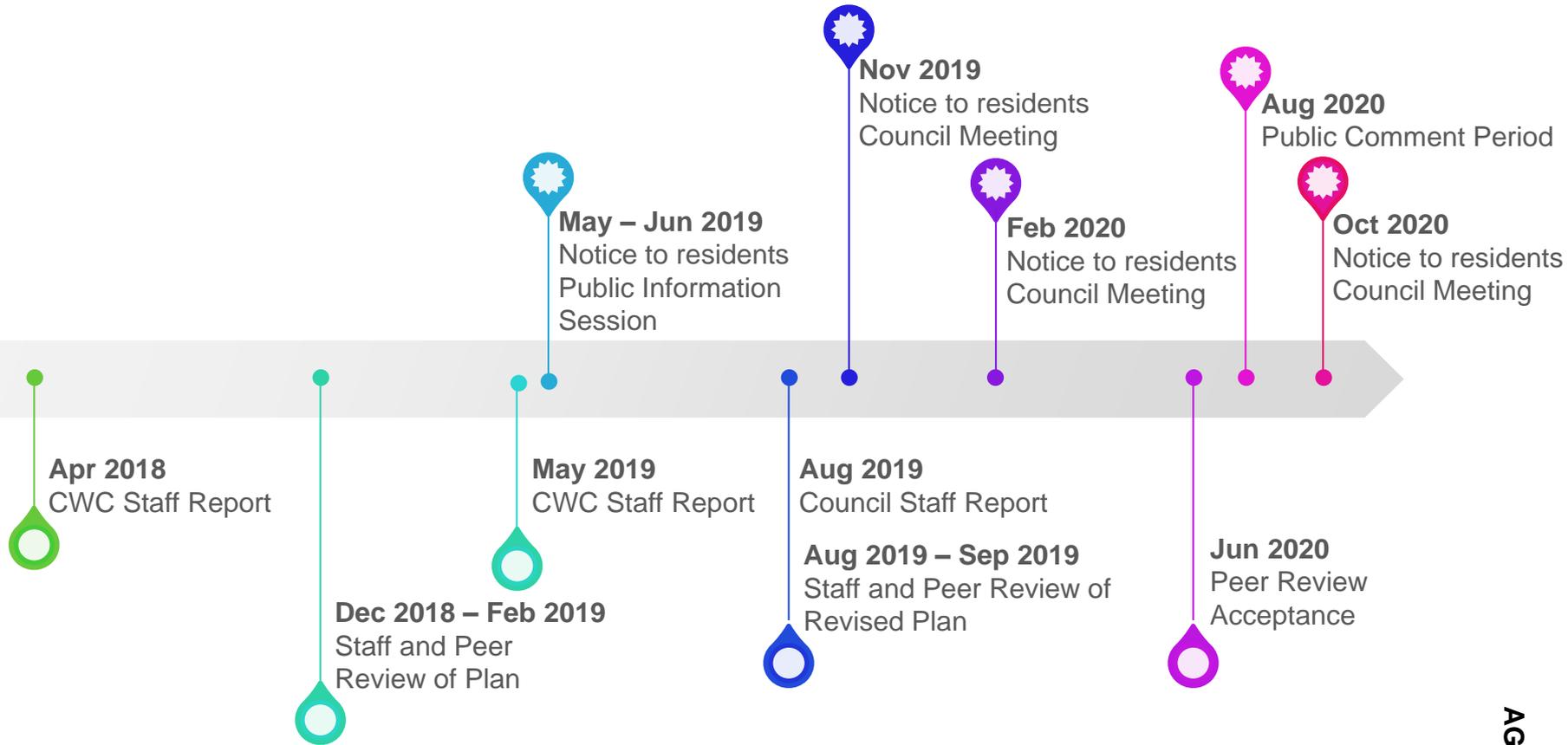
- Project Purpose and Agricultural Justification
- Planning and Legislation Conformity
- Operations and Site Control
- Fill Management
  - Soil Standards
  - Fill Importation and Placement Protocols
  - Source Site Assessment
  - Tracking and Documentation
  - Qualified Persons Responsibilities
- Environmental Protection
  - Surface Water
  - Groundwater management and monitoring
  - Erosion control
  - Traffic management
  - Dust and mud control
  - Tree protection
  - Noise management
- Summary of Consultation
- Reporting
- Complaint Procedures
- Risk Management and Continuous Improvement

# Project Objectives

- Return extraction area to original grade for agricultural use
- Import approximately 1.2 million cubic meters over 2 phases over a 3 to 7 year period.
  - Phase 1: Stage 1
  - Phase 2: Stages 2 & 3
- Best-in-class fill operation, exceeding requirements of:
  - New Provincial Excess Soils Regulations, recognize soil as a resource and not waste
  - Town's Fill Bylaw, including existing and proposed changes to reflect new excel soil regulations



# Development of the Fill Management Plan



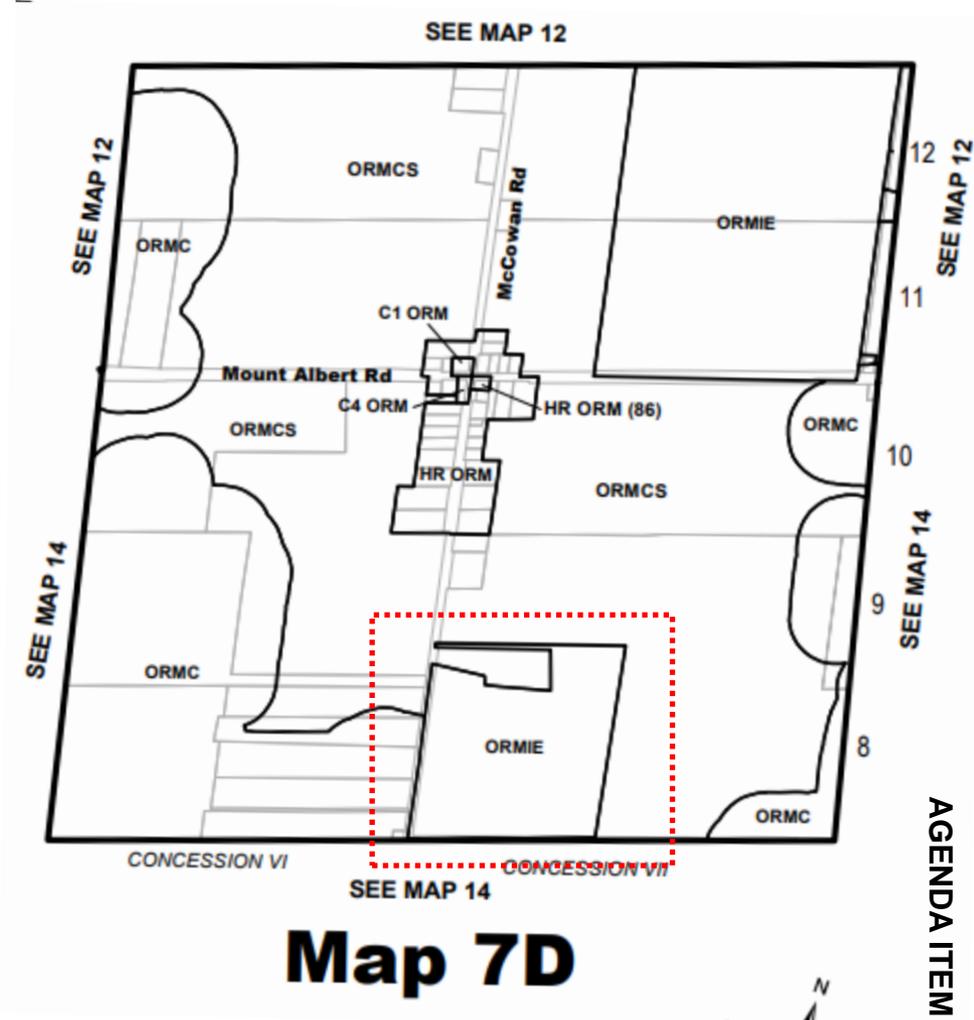
**Aug 2017 - Sep 2020**

Meetings and Correspondence with Town, York Region and LSRCA

Proposed Fill Management Plan, all presentations, staff reports and “Fact Sheet” available on dedicated page on Town website ([http://www.eastwillimbury.ca/About\\_Us/Public\\_Notices/Town\\_Notices/Fill\\_Management\\_Plan\\_-\\_18725\\_McCowan\\_Road.htm](http://www.eastwillimbury.ca/About_Us/Public_Notices/Town_Notices/Fill_Management_Plan_-_18725_McCowan_Road.htm))

# Planning Justification

- **ORMIE Zoning:** commercial fill operation a permitted use.
- **Fill By-Law** facilitates responsible soil reuse, while minimizing risk to the environment and the public.
  - Fill Plan exceeds the By-Law
  - Fill Plan outlines how impacts to the environment and community will be minimized
- Preference for fill from **local development** - fulfilling need for well-run local fill sites.



**Map 7D**

# Planning Justification

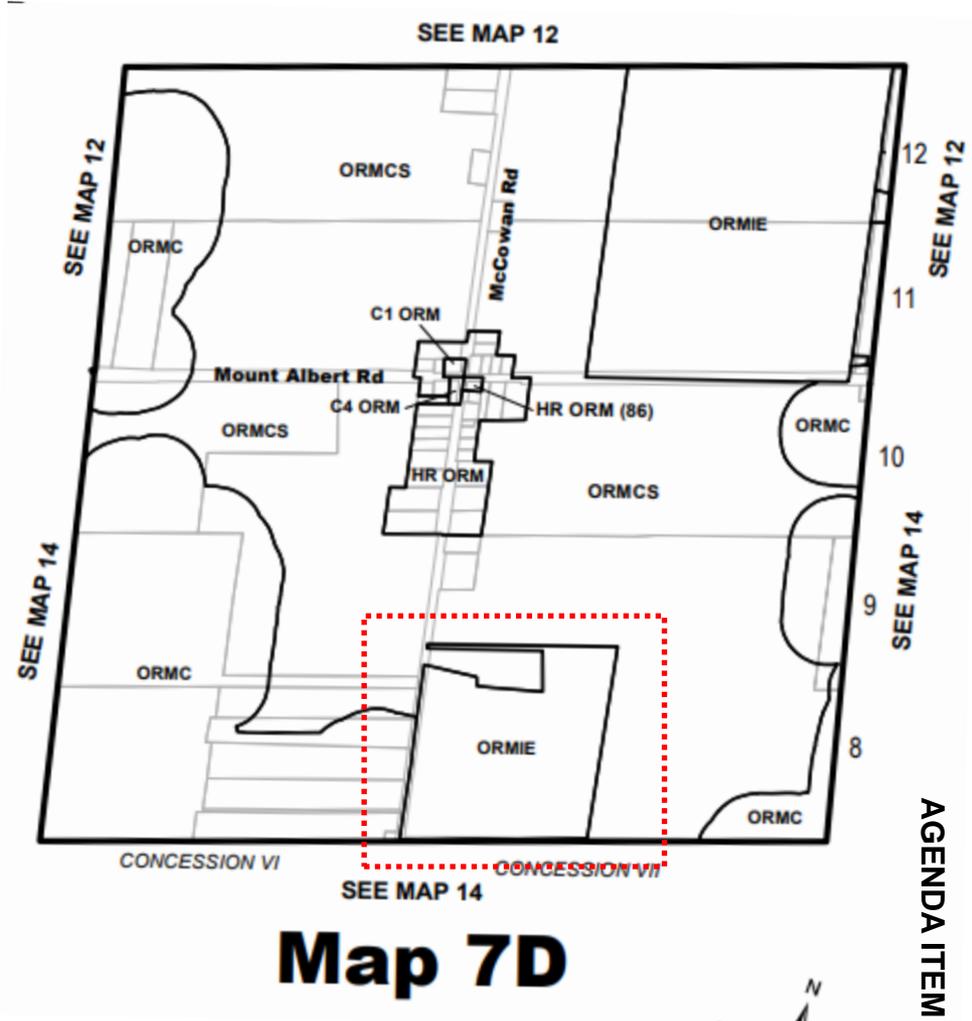
Table 13A – Permitted Uses in Oak Ridges Moraine Zones

Use	ORMC	ORMCL	ORMCS	ORMIE
Existing agricultural uses, buildings or structures (which existed on November 15, 2001)	X	X	X	X
New agricultural uses			X	X
New agriculture buildings or structures	X (4)	X (4)	X (3)	X (3)
Farm produce outlet (3)(5)	X		X	
Fish, wildlife and forest management	X	X	X	X
One single detached dwelling (1)	X		X	X
Accessory uses, buildings and structures (2)	X	X	X	X
Bed and breakfast establishment (2)	X		X	X
Home business (2)	X		X	X

TOWN OF EAST GWILLIMBURY ZONING BY-LAW  
April-May 2018

107

Use	ORMC	ORMCL	ORMCS	ORMIE
Mineral aggregate operation				X
Commercial fill operation for the purpose of site restoration				X



Map 7D



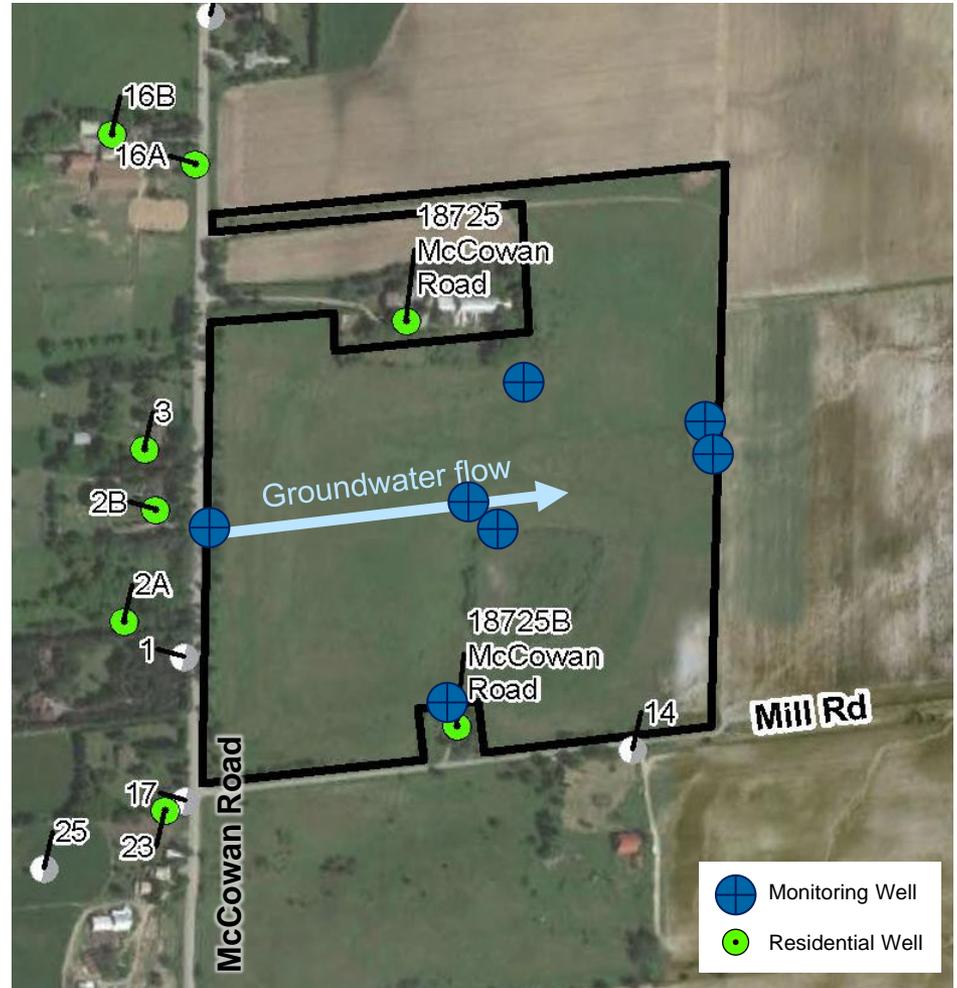
# Purpose and Justification - Summary

The proposed Fill Management Plan:

- Allows site to return to former agricultural use
- Exceeds new Excess Soil Regulations and Fill Bylaw
- Revised to address comments raised by staff, residents, Council, and Peer Reviewer
- Complies with Zoning By-Law permitted uses

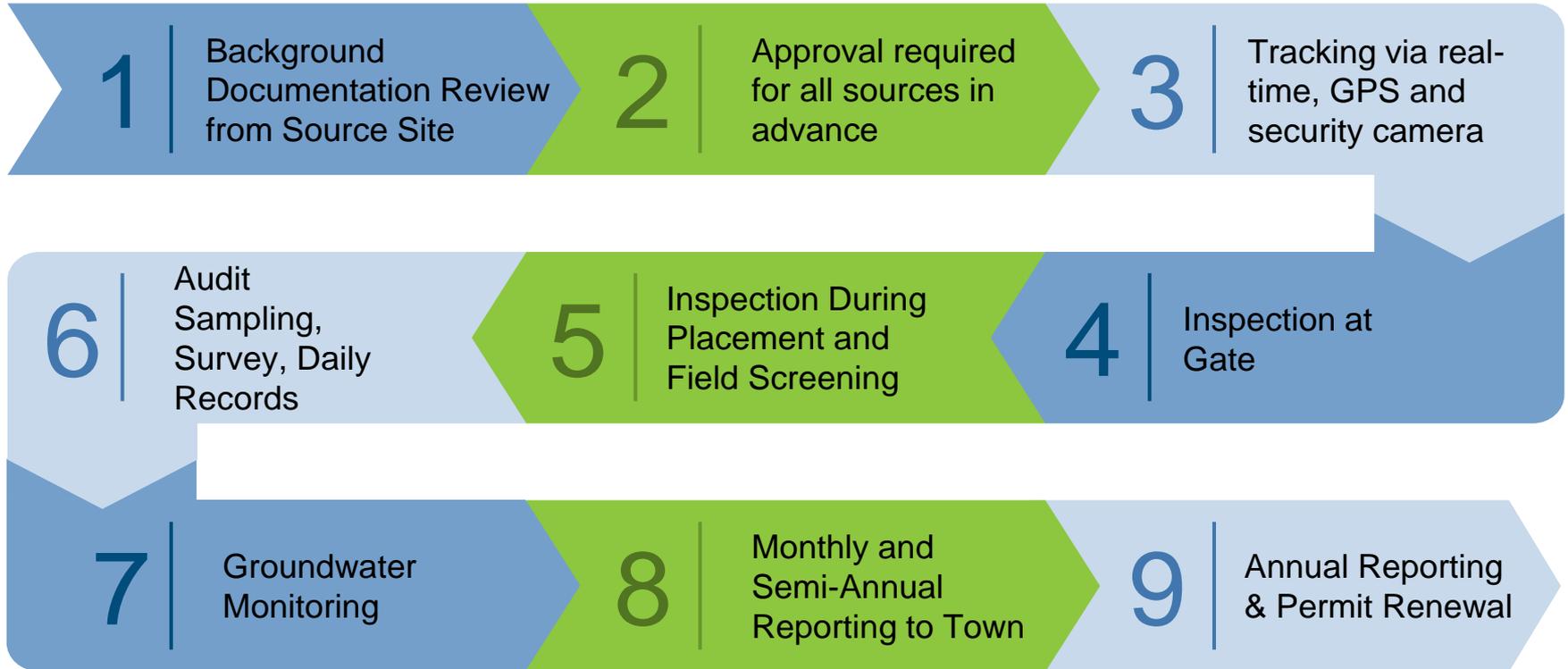
# Environment - Groundwater

- Residential well survey
- Monitoring wells installed
- Groundwater flow is in an easterly direction
- Residential wells are upgradient (e.g up hill) from Holt Site
- On-going monitoring – levels and quality



# Environment - Fill Management

Oversight by GHD Qualified Person (QP) as defined under O Reg 153/04



*Site tracking, monitoring and protocols go above and beyond existing and future provincial Excess Soil regulations, coming into effect January 2021*

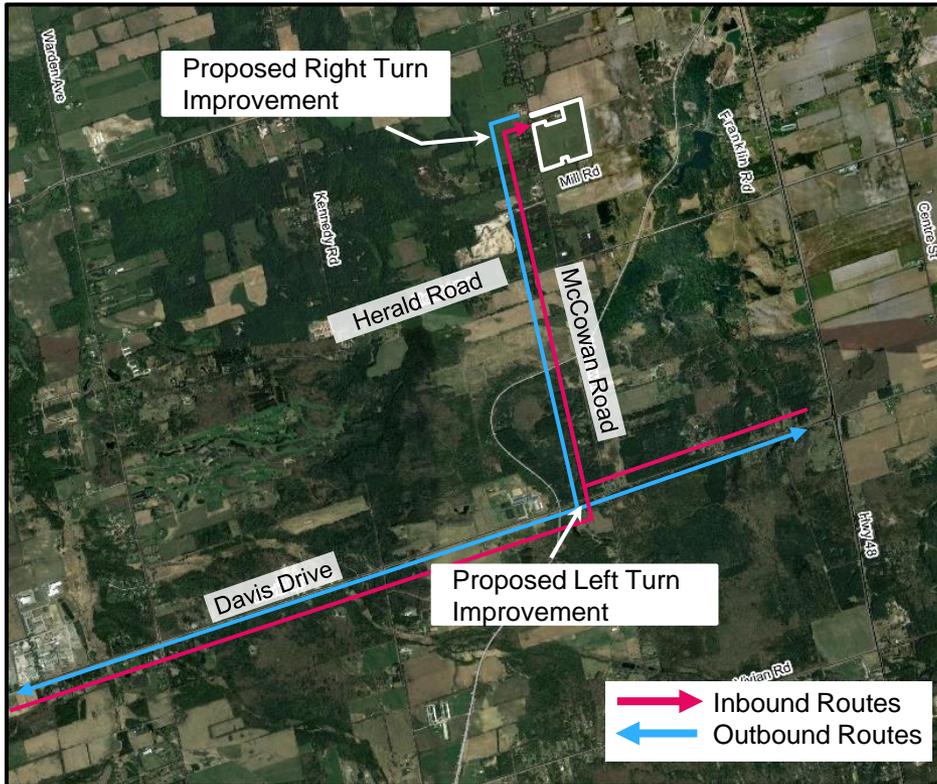
# Environment – Fill Management Plan Comparison to Regulation and By-Law

Protocol	Town Fill Bylaw	Regulation 406/19 Requirements	Holt Pit Protocols Meets or Exceeds?
Acceptance Standard	Ontario Regulation 153/04 (less stringent)	Table 2.1 - Potable	 Table 1 – within 3 m of base of Pit Table 2.1 (New Regulation) – Potable, above 3m of base of pit
Review of background documentation by QP			
Soil Acceptance			
Tracking			
Inspection of soil			
Soil Placement – inspection, field screening, audit sample and survey			
Groundwater Monitoring			
QP Oversight			

# Environment - Summary

- Redundancy built into entire fill acceptance process
- Exceeds new excess soil regulations requirements
- Adverse impacts to the environment are not anticipated due to:
  - Rigorous screening of source site and fill management protocols in this plan
  - Area wells are upgradient - groundwater at Site flows away from them

# Transportation – Intersection Improvements



Several improvements proposed to improve traffic operations at site and in community:

- Left turn lane addition on Davis Drive at McCowan Road
- Right turn taper at Site entrance
- Radar speed signs in both directions south of the Site
- Cameras at site entrance
- All-way stop has been installed at Herald Road and McCowan Road

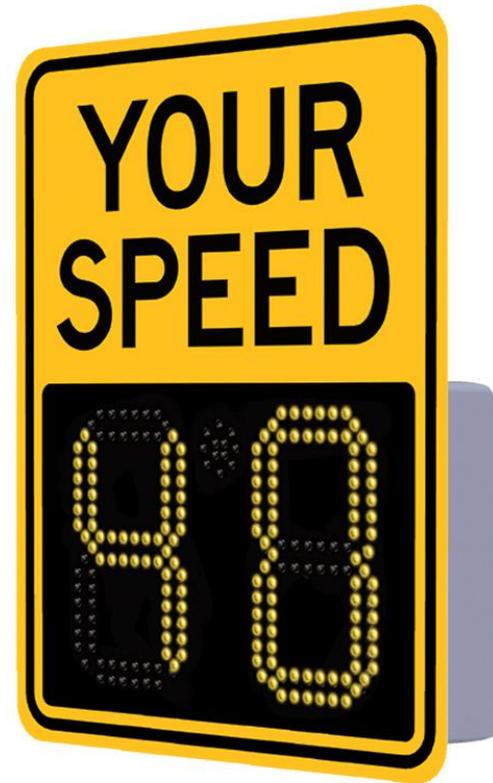
# Transportation – McCowan Road



- As requested by the Town and residents, the maximum number of permitted trucks reduced from 200 to 150 trucks per day
- Regional Roads designated for this type of use
- McCowan Road has capacity to accommodate traffic from Holt Pit

# Transportation – McCowan Road

- Recent speed studies found average truck speed on McCowan Road less than posted speed
- Measures to manage driver behaviour:
  - Cameras at site entrance pointed at road
  - Radar speed signs with cameras
  - Escalating corrective measures for drivers



# Transportation Summary

- Several improvements proposed to improve traffic operations at site and in community
- McCowan Road can accommodate 150 trucks per day without impacting traffic operations
- Several measures to manage driver behaviour, including cameras at site entrance, radar speed signs, and escalating corrective measures, including barring drivers from site.



# What We Heard and What We're Doing

## Concern about Volume and Speed of Trucks

- Number of trucks permitted reduced from 200 to 150 per day
- Radar speed signs with cameras
- Video surveillance cameras at Site entrance directed to McCowan Road
- Four-way stop at Herald Road and McCowan Road

## How will Rice and the Town Control Fill Quality

- Qualified Person representative will be on-Site while fill is being imported

## Concern About Visual and Noise Impacts

- Additional berm on the northern property boundary.

## How Will the Town Enforce Rules

- Sign at Site entrance with Rice/GHD 24/7 toll free number
- Permit will be issued in two phases

# Closing

## Project Objectives

- Fill Management Plan compliant with zoning and Fill By-Law
- Contributes to Town objectives of providing local sites to reuse excess soil, limit soil sent to landfills and reduce illegal dumping.

## Development of the Fill Management Plan

- Plan developed through a consultative process that has addressed comments from Council, staff, other government agencies, the peer reviewer and residents

## Fill Quality and Protocols

- Fill management protocols go above and beyond current and new regulations.

## Transportation

- McCowan Road has capacity to accommodate additional trucks generated by Site.
- Robust reporting, complaint procedure and corrective measures embedded in Plan

# Thank you

- This presentation and the Proposed Fill Management Plan are available on the project webpage:  
[http://www.eastwillimbury.ca/About\\_Us/Public\\_Notices/Town\\_Notices/Fill\\_Management\\_Plan\\_-\\_18725\\_McCowan\\_Road.htm](http://www.eastwillimbury.ca/About_Us/Public_Notices/Town_Notices/Fill_Management_Plan_-_18725_McCowan_Road.htm)  
About Us > Public Notices > General Notices
- Additional public comments will be received until November 3. Please direct comments to Tyler Dukovic ([tdukovic@eastwillimbury.ca](mailto:tdukovic@eastwillimbury.ca)) and Katrina McCullough ([katrina.mccullough@ghd.com](mailto:katrina.mccullough@ghd.com))



[www.ghd.com](http://www.ghd.com)



## MEMORANDUM

To: Council

From: Paul Neuman, CET, Director of Engineering  
Mike Molinari, P.Eng., General Manager, CIES

Date: October 20, 2020

Subject: Former Overholt Pit – Site Alteration Update  
18725 McCowan Road

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Further to the June 23, 2020 memo to Council regarding the Former Overholt Pit, staff posted the Rice Group's Draft Fill Management Plan (FMP) as well as a brief Project Fact Sheet with highlights on the Town's website. A notice was emailed to all interested stakeholders on July 29, 2020 advising the Draft FMP was available for review at [www.eastgwillimbury.ca/townnotices](http://www.eastgwillimbury.ca/townnotices).

This FMP is based on best management practices including the new regulations from the Ministry of the Environment Conservation and Parks, and feedback from Council and residents.

With assistance from Corporate Communications, a notification of the applicant's presentation was posted on the Town page of the local newspaper. In addition to the local paper, all residents within the initial project screening area as well as any interested parties that provided contact information were notified by means of a letter/email of the date and time for the presentation and Council meeting date. Residents were encouraged to attend the meeting or provide written correspondence in relation to the FMP for Council's consideration.

Residents that are unable to watch the public meeting or unable to submit their written comments, can still view the presentation and Council discussion regarding the Former Overholt Pit Draft Fill Management Plan on the [Town's YouTube Channel](#).

In terms of next steps, staff are encouraging the public to continue to provide comments on the application by **November 20, 2020** to either [tdukovic@eastgwillimbury.ca](mailto:tdukovic@eastgwillimbury.ca) or [Katrina.McCullough@ghd.com](mailto:Katrina.McCullough@ghd.com). Staff will work with the applicant, Council and the community to address any feedback in the Draft FMP.

**From:** E Jackson < >  
**Sent:** Thursday, October 08, 2020 8:08 PM  
**To:** Clerks <[Clerks@eastwillimbury.ca](mailto:Clerks@eastwillimbury.ca)>  
**Subject:** comments on fill management plan

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Greetings.

As we do not have adequate internet access to attend an online meeting, I would like to submit the following comment with regard to the fill management plan for 18725 McCowan Road.

As a resident and long time recreational cyclist in this region, allowing this plan to go ahead will effectively ruin one of the few safe remaining cycling routes in York Region. During the summer months I will typically ride on this portion of McCowan two or three times a week. In good weather, hundreds, and possibly thousands of cyclists from all over the GTA use Warden, McCowan, and Kennedy to ride up towards Lake Simcoe and back. The fact that none were counted in the traffic survey is anomalous. In this year of the pandemic, cycling has become even more popular, and the need for green space and recreation outdoors even more critical.

I have been riding these roads for over thirty years. My experience with gravel trucks on narrow roads such as McCowan is that they don't give a toss if they run you off the road, and we're at high risk of being killed by them. They usually also don't care about the speed limit if nobody is there to enforce it. The presence of gravel trucks at any sort of frequency renders a road un-rideable.

I would be deeply disappointed if Council chooses the profit of one business over the protection of this beautiful and cherished recreational cycling route.

Thanks for your consideration,  
E

--

E. Jackson

[www.jacksonyoga.ca](http://www.jacksonyoga.ca)

<https://www.facebook.com/ElaineJacksonYoga/>



jackson yoga

**From:** M Taylor <>

**Sent:** Monday, October 19, 2020 11:42 PM

**To:** Clerks <Clerks@eastgwillimbury.ca>; Dukovic, Tyler <tdukovic@eastgwillimbury.ca>;  
katrina.mccullough@ghd.com; M Taylor <>

**Subject:** Urgent // Questions for Meeting Tues 20 Oct @10am

To whom it may concern,

Please can you put the following questions, concerns forward for today's meeting at 10am to be addressed and answered.

The following are in no particular order.

-Where are the soil loads coming from and how can we guarantee the loads are safe to avoid any water contamination

-What benefits are there for the residence of the area

-What is the name and credentials of an uninvested vetted professional/specialist with experience to monitor all aspects of the rehabilitation project.

Looking for a specialist neutral party who does not have either the town or the applicants as their primary interest

-What research has been done to ensure the soil being brought is viable good soil for rehabilitation

-How would we guarantee it is local soil and also that we are not getting unwanted species of plant life

-Currently the truck traffic is already an issue that no one is addressing and adding more is not acceptable. This includes the speed of the trucks, the number of trucks, the noise pollution and unregulated operating hours. The sheer loss of enjoyment for our investment and forever home.

-Living in what sounds like construction site and this keeps increasing

-What amount of money is the town receiving for this from the applicant. As the enjoyment decreases for the residence the monetary value should not increase for the town

-Why can't the pit be left as is

-Currently McCowan is a rural residential road that has many families that walk, joggers, cyclist, equestrians, the dog park and York region forest. Who is going to be responsible when a fully loaded hauling truck X200 trucks a day can guarantee all those listed above are safe while using this rural residential non construction road. We understand there are no guarantees however being realistic by increasing numbers significantly will significantly increase the chances

-We would kindly request that the councillors and those voting on this, please take a moment to think if this was their home would they want to live on a street with over 200 Trucks from the pit and the current additional daily truck that run from the aggregates.

Thank you Kindly in advance

**From:** A Arnold <>  
**Sent:** Monday, October 19, 2020 6:33 PM  
**To:** Clerks <Clerks@eastgwillimbury.ca>  
**Subject:** presentation during Oct 20th Public meeting

Good Evening,

Please find attached the original agreement between the Town of East Gwillimbury and the Floyd Preston Ltd for the extraction of the aggregates in 18725 McCowan Rd.

Could the following please happen:

1. I would like this document included in the record of the October 20, 2020 council meeting.
2. I would like everyone to review this document and please pay special attention to section 16. This section states the land was to be rehabilitated no more than 16 years after the pit was started (2006, at the latest.) It is my belief that if Overholt Ltd farms wanted to return that land to agriculture then the time to do so was before 2016.
3. I believe that this document supersede the proposed Fill Management plan put forth by Rice Group. If it does not please explain to me why.

Thank you for your time

A.

THIS AGREEMENT made, in triplicate, this 23<sup>rd</sup> day of July, 1990.

BETWEEN:

THE CORPORATION OF THE TOWN OF EAST GWILLIMBURY

(hereinafter called the "Town")

OF THE FIRST PART;

and

FLOYD PRESTON LIMITED, a private Ontario corporation with its head office in the Town of Whitchurch-Stouffville, in the Regional Municipality of York

(hereinafter called "Preston")

OF THE SECOND PART;

AND WHEREAS Preston has an extraction agreement on certain lands situate, lying and being in Lots 8 and 9, Concession 7 of the Town of East Gwillimbury, a legal description of which is more particularly set out in Schedule "A" attached hereto; and which is shown on a survey attached hereto as Schedule "B" attached hereto;

AND WHEREAS Preston is desirous of having the said Lots 8 and 9, Concession 7, rezoned for aggregate extraction purposes;

AND WHEREAS the Town and Preston entered into a Development Agreement dated the 5th day of February, 1988 pursuant to the provisions of Sections 3.3.9 of Amendment 21 to the Official Plan of the East Gwillimbury Planning area;

AND WHEREAS the Town and Preston have agreed to amend the said Development Agreement to give effect to agreements made between them and to the provisions of the order of the Ontario Municipal Board, dated April 23, 1990;

AND WHEREAS this Agreement incorporates these amendments to the previous Development Agreement.

NOW THEREFORE WITNESSETH that in consideration of

the mutual covenants hereinafter contained, each of the parties agree hereto as follows:

1. The parties acknowledge the validity of the recitals heretofore contained.
2. Preston shall prior to the removal of any aggregate from such premises comply with the following:
  - (a) Present to the Town for its engineers' approval, plans and specifications to up-grade the 7th Concession Road from the entrance as shown on the draft site plan to the Mount Albert Side Road to the appropriate M.T.C. specifications which will permit authorized annual daily traffic of up to 1,000 vehicles per day at full load;
  - (b) Perform the necessary work to complete the reconstruction and paving of the road in accordance with the above standards as provided by the Town's engineers;
  - (c) Pave the driveway entrance from the 7th Concession to the scale house area in a manner suitable to the Town Engineer;
  - (d) The work and activities required by Subparagraphs (a), (b) and (c) of this paragraph shall be performed to the approval of the Town Engineer prior to extraction on the site, with the exception of extraction of those materials used for the improvement of the 7th Concession Road as herein required.

3. The Town and Preston acknowledge that in the event that the reconstruction takes place prior to the reconstruction of that portion of the 7th Concession Road required to be improved by a certain subdivision agreement registered as Plan 65M-2472 (Hickey Subdivision Agreement) the Town will reimburse Preston for that portion of the road required to be reconstructed under the Hickey Subdivision Agreement when the Town recovers pursuant to the Hickey Subdivision Agreement.

4. Attached hereto as Schedule "C" and forming part of this agreement are five drawings as follows:

Existing conditions drawing No. 84570 - 1 of 5

Proposed site development drawing No. 84570 - 2 of 5

Interim and final grading drawing No. 84570 - 3 of 5

Detail section drawing No. 84570 - 4 of 5

all revised as of the 6th day of June 1990 and prepared by Skelton Brumwell & Associates Inc. These drawings constitute the site plan under which the lands in Schedule "A" will be bermed, excavated and rehabilitated and are hereinafter referred to as the "site plans". Preston covenants and agrees to rehabilitate the lands in Schedule "A" in conformance with the interim and final grading and progressive rehabilitation plan referred to as drawing 3 of 5 of the site plan which said drawing has been drawn in accordance with requirements of the Town and the Ministry of Natural Resources. Without limiting the generality of the foregoing, more particularly Preston guarantees that it will, wherever it exists, preserve and conserve any topsoil on the said lands so that the said topsoil may be utilized in a general progressive rehabilitation of the lands for agricultural use in conformance with Ontario Government Policy.

5. Preston further covenants and agrees that the operation of the subject extractive industry will continue to be conducted in accordance with the latest and highest standards of the sand and gravel industry.

6. (a) Preston will conduct its operations in accordance with the site plans attached hereto and without limiting the generality of the foregoing, will cause Preston's gravel trucks and all gravel trucks, (whether loaded or unloaded), using the lands set out in Schedule "A" to travel to and from the Schedule "A" lands only over that part of the 7th Concession Road lying between the Mount Albert Side Road and the entrance/exit to the pit as shown on Schedule "B".

(b) Preston recognizes that the Town may pass a by-law or by-laws reducing the speed limit on the 7th Concession Road. Preston covenants to use its best efforts to ensure that all gravel trucks using the lands set out in Schedule "A" hereto will obey the applicable speed limit on the 7th Concession Road and all other applicable laws, by-laws and regulations governing the operation of vehicles on the 7th Concession Road.

7. (a) Preston will carry out its subject extractive operation in accordance with the provisions of any and all by-laws of the Town of East Gwillimbury governing the same and in the event that no such by-laws govern the hours of operation, such operation, which will include excavation, loading, grading, trucking, crushing, screening, and any other operation of any kind whatsoever shall be carried on only between the hours of 7 a.m. and 5 p.m. Mondays to Fridays inclusive, excluding legal holidays.

(b) Trucks shall not be refueled on the site nor will servicing or maintenance of any vehicle be permitted on the site.

8. (a) Preston agrees to carry out all of the provisions of any Provincial act or regulation respecting pits and quarries and more particularly to carry on its extractive operation on the subject lands so that it will not affect the wells or water tables in the area of the pit operation. Preston further undertakes, by the execution of this agreement, that it will, at its own expense, rehabilitate or restore any well in the area which in the opinion of the Ministry of the Environment, is affected to an extent requiring remedy by the operation of Preston at this site.

(b) Preston agrees that extractive operations will be limited to 1.5 metres above the high water table, and that it will maintain a minimum of 1.5 metres ground cover over the high water table at all times.

(c) Preston will, at its own expense, rehabilitate or restore any well in the area, including any water source serving the Franklin Trout Farm, which in the opinion of the Ministry of the Environment, is affected by this operation to an extent requiring remedy.

(d) A ground water monitoring program, including water quality testing, suitable to the Ministries of Natural Resources and Environment shall be initiated and implemented by Preston prior to the extraction of the site and shall continue throughout the term of the licence granted to Preston under the Aggregate Resources Act, with biannual testing of ground water levels. Preston shall forward the results of such testing to the Town Clerk.

9. Preston agrees to carry out its operation in such a manner that it will satisfy the requirements of the Ministry of the Environment as to water supply and disposal of liquid waste.

10. (a) Preston covenants and agrees that all entrances, landscaping and berming shall be constructed and maintained in accordance with the Town's regulations and approved site plan drawings attached hereto.

(b) The berm shown on the site plan shall be in place along the west limit and along the south limit to a distance of 200 m from the 7th Concession Road prior to the extraction of the site and shall remain in place until extraction from the site has ceased. Excavation shall be permitted prior to the completion of the berm only for the purpose of extracting materials for the construction of the berm and the road works on the 7th Concession as provided for in Paragraph 2. The remaining berms shall be in place within one year of the date of commencement of extraction.

(c) The landscaping plan shall be prepared by Preston and submitted by Preston to the Town Planner for approval prior to extraction of the site. Planting in accordance with this plan shall be completed within six months of the placement of the south and west berms and said planting shall be maintained for the extend of the pit licence.

11. (a) Preston covenants and agrees that apart from processing of aggregate from the Pit on the lands described in Schedule "A" as limited in this agreement there shall be no stockpiling or processing of other materials from other pits, no other processing or manufacturing of aggregate products or by-products such as asphalt, or any manufacturing nor shall there be any dumping of garbage, other refuse or any material other than topsoil that may be required for rehabilitation.

(b) Stockpiling of aggregate materials shall not exceed 9.1 metres in height.

12. Preston covenants and agrees that the crushing or screening of aggregates shall not take place on more than 25 different days in each calendar year the subject pit is in operation, and Preston further covenants and agrees that the crushing and screening of aggregates will not occur simultaneously.

13. Preston will carry on its extractive operation in such a manner that it satisfies the requirements of the Ministry of Natural Resources and the Ministry of the Environment, the Regional Municipality of York and the Lake Simcoe Region Conservation Authority at all times.

14. Preston shall carry on its extractive operation in such a manner that it satisfies the requirements of the Ministry of Natural Resources and the Ministry of the Environment as to dust control and the control of air pollution at all times, and in particular, Preston will control dust by the application of water or other materials judged environmentally safe by the Ministry of the Environment at rates and frequency acceptable by the Ministry of the Environment and the Ministry of Natural Resources. Petroleum products will not be utilized for this purpose.

15. Preston covenants and agrees not to conduct any blasting operations at any time on the Schedule "A" lands.

16. The subject pit shall not operate beyond a period of 15 years after the date of licencing except for rehabilitation, which shall commence immediately upon the termination of the operation and shall be completed within

1 year of the termination of the operation or 16 years from the date of licencing, whichever is earlier.

17. Whenever, pursuant to the provisions of this agreement any matter, question, or dispute is to be submitted to or determined by arbitration or if any question or difference shall arise between the parties hereto touching this agreement or the construction hereof, or the rights, duties or obligations of any person hereunder, or as to any other matter in any way arising out of or connected with the subject matter of this agreement, such matter, question, dispute or difference shall be referred to the arbitration of three (3) persons selected as arbitrators in the following manner: Preston shall select one (1) arbitrator, the Town shall select one (1) arbitrator and the two arbitrators so selected shall jointly select the third arbitrator. Should either party refuse or neglect to appoint an arbitrator within twenty (20) days after one party shall have appointed an arbitrator and serve notice upon the other party requiring it to appoint an arbitrator, then upon such failure, the arbitrator appointed by the other party may proceed and act in all respects as if he had been appointed by the person failing to make such appointment. If any arbitrator who has been selected shall refuse to act or shall be incapable of acting or shall die, the party by whom such arbitrator was appointed shall as soon as practical appoint an arbitrator in its stead. Preston and the Town shall each pay half of the fees and expenses of the arbitrator and shall each pay all the fees and expenses of their own witnesses and and counsel. The arbitrator shall possess such powers and duties as may be described by The Arbitrations Act of the Province of Ontario. The decision of the said arborator or a majority of them shall be final and binding upon the parties hereto.



## SCHEDULE "A"

ALL AND SINGULAR that certin parcel or tract of land situate, lying and being part of the west half of Lots 8 and 9, Concession 7, in the Township of East Gwillimbury, Regional Municipality of York;

PREMISING that the easterly limit of the road allowance between concessions 6 and 7 has a bearing of N 9° 23' West and relating all bearings herein thereto;

COMMENCING at a point in the westerly limit of Lot 8 distant 918.28 feet southerly from the northwest corner of Lot 9, Concession 7;

THENCE North 74° 01' 20" East, 1556.6 feet to an iron bar;

THENCE South 8° 42' 40" East, 1670.48 feet to an iron bar planted on the northerly limit of a public road known as Mill Road;

THENCE south 73° 12' 30" East, 1539.35 feet to an iron bar planted in the westerly limit of the road allowance between Concessions 6 and 7 and at the intersection of the northerly limit of a public road known as Mill Road and the road allowance between Concessions 6 and 7;

THENCE North 9° 23' West, 1440.28 feet to an iron bar planted in the easterly limit of the road allowance between concessions 6 and 7;

THENCE North 81° 02' 50" East, 392.77 feet to an iron bar;

THENCE South 4° 48' 15" East, 64.85 feet to an iron bar;

THENCE North 81° 02' 50" East, 585.36 feet to a point;

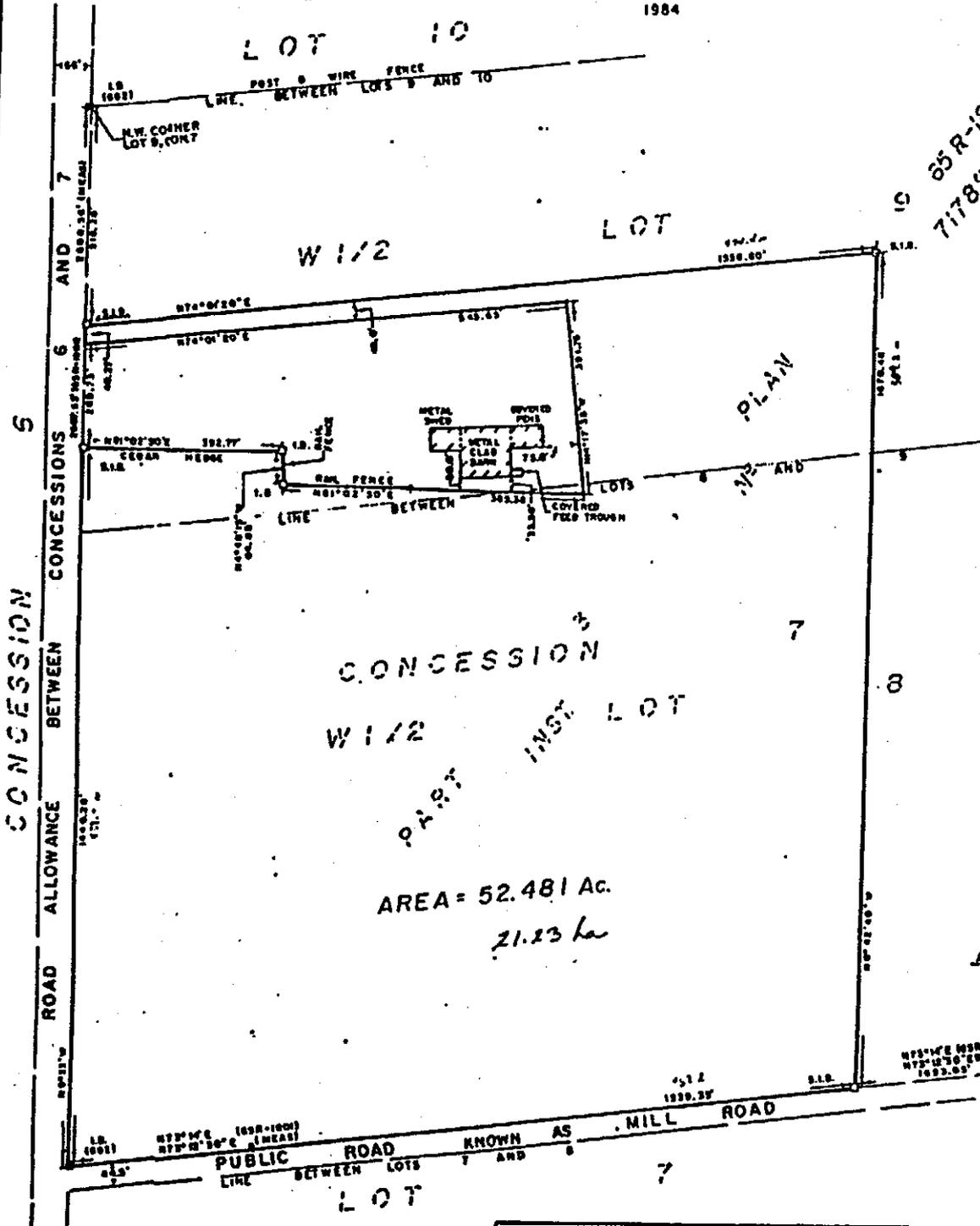
THENCE North 14° 17' 35" West, 391.76 feet to a point;

THENCE South 74° 01' 20" West, 945.65 feet to a point in the easterly limit of the road allowance between concessions 6 and 7;

THENCE North 9° 23' West, 40.27 feet to the point of commencement.

# SCHEDULE B

PLAN OF SURVEY OF PART OF  
**W 1/2 LOTS 8 AND 9, CONCESSION 7**  
 TOWNSHIP OF EAST GWILLIMBURY  
 REGIONAL MUNICIPALITY OF YORK  
 SCALE: 1 INCH = 200 FEET  
 PAUL R. KITCHEN OLS CLS.  
 1984



**LEGEND**  
 I.B. --- DENOTES A 3/8" x 30" IRON BAR 2' LONG.  
 S.I.B. --- DENOTES A 1" x 30" STANDARD IRON BAR 4' LONG.  
 M --- DENOTES MONUMENT FOUND  
 P --- DENOTES MONUMENT PLANTED

BEARINGS ARE ASTRONOMIC DERIVED FROM THE WESTERLY LIMIT OF LOT 9 SHOWN AS N 9° 23' W ON PLAN 65R-1801.

**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT:  
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.  
 2. THE SURVEY WAS COMPLETED ON THE 31st DAY OF JULY, 1984.

AUGUST 1, 1984  
 RUDY MAX  
 ONTARIO LAND SURVEYOR

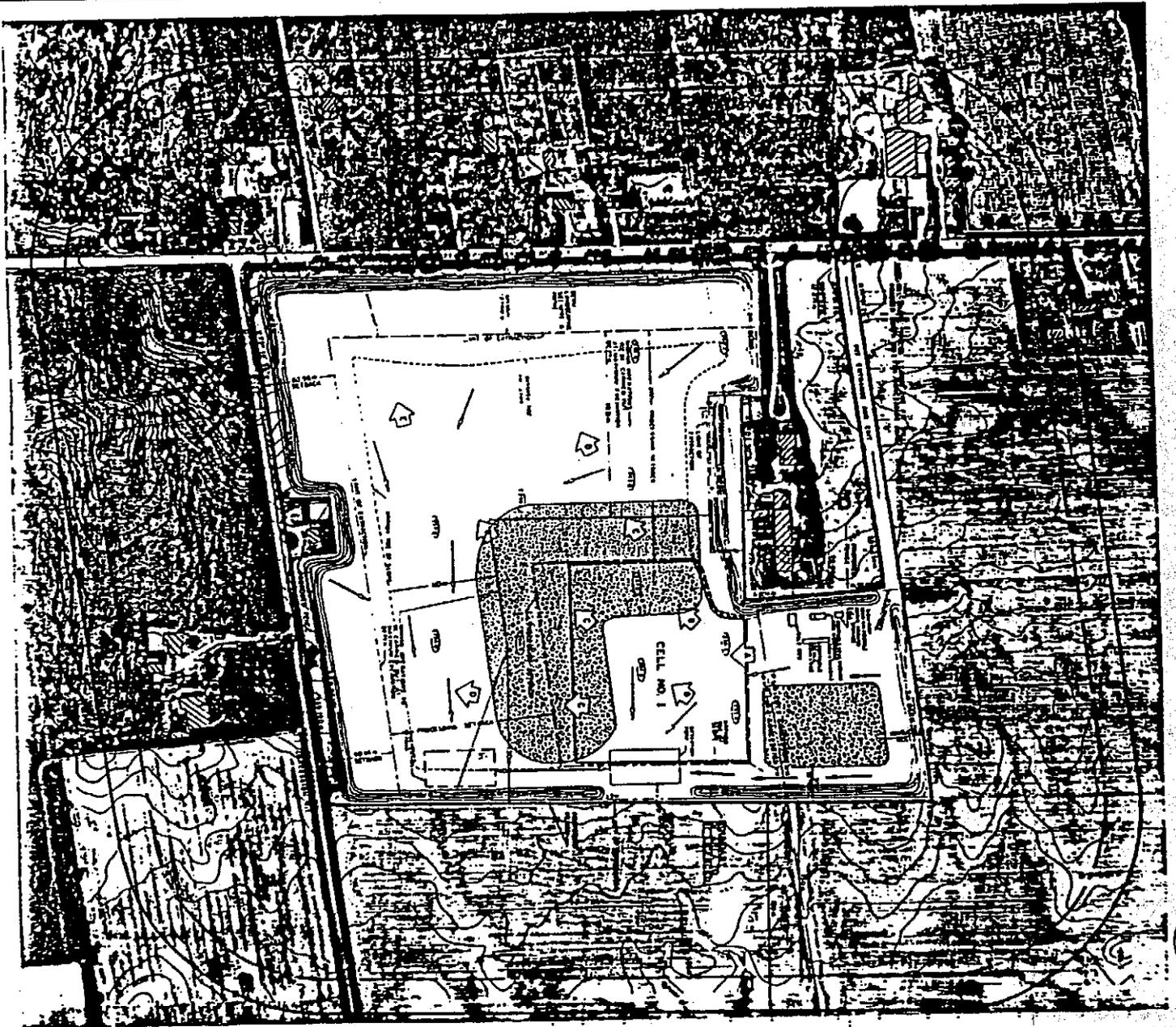
CONCESSION 7  
 W 1/2 PART INST. LOT  
 AREA = 52.481 AC.  
 21.23 ha

<b>PAUL R. KITCHEN</b> ONTARIO LAND SURVEYOR CANADA LANDS SURVEYOR			
105 COLLIER ST, BARRIE, ONTARIO - (705) 722-0661 RIDGE ROAD - HAWKESTONE, ONTARIO - (705) 487-3747			
SCALE 1 INCH = 200 FEET	DATE AUGUST 1, 1984	DRAWN BY NORTHWEST SURVEYING CO.	JOB NO. E.A.-7-0,9



SCHEDULE "C"

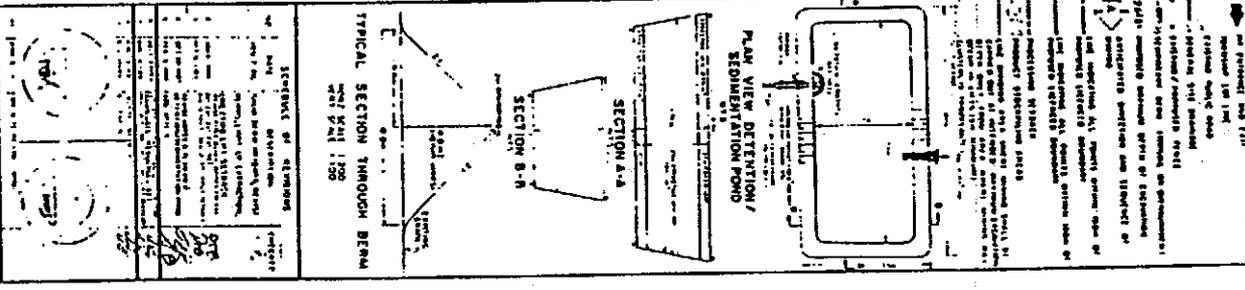
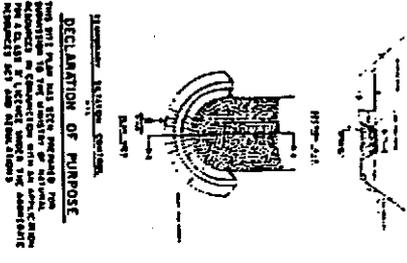
570 .2



PART OF WEST 1/2 LOTS 88, 89, CONCESSION 2A  
TOWN OF EAST GWILLIMBURY  
REGIONAL MUNICIPALITY OF YORK



**DECLARATION OF PURPOSE**  
I, the undersigned, do hereby certify that the above described property is being offered for sale for the purpose of...  
I, the undersigned, do hereby certify that the above described property is being offered for sale for the purpose of...  
I, the undersigned, do hereby certify that the above described property is being offered for sale for the purpose of...

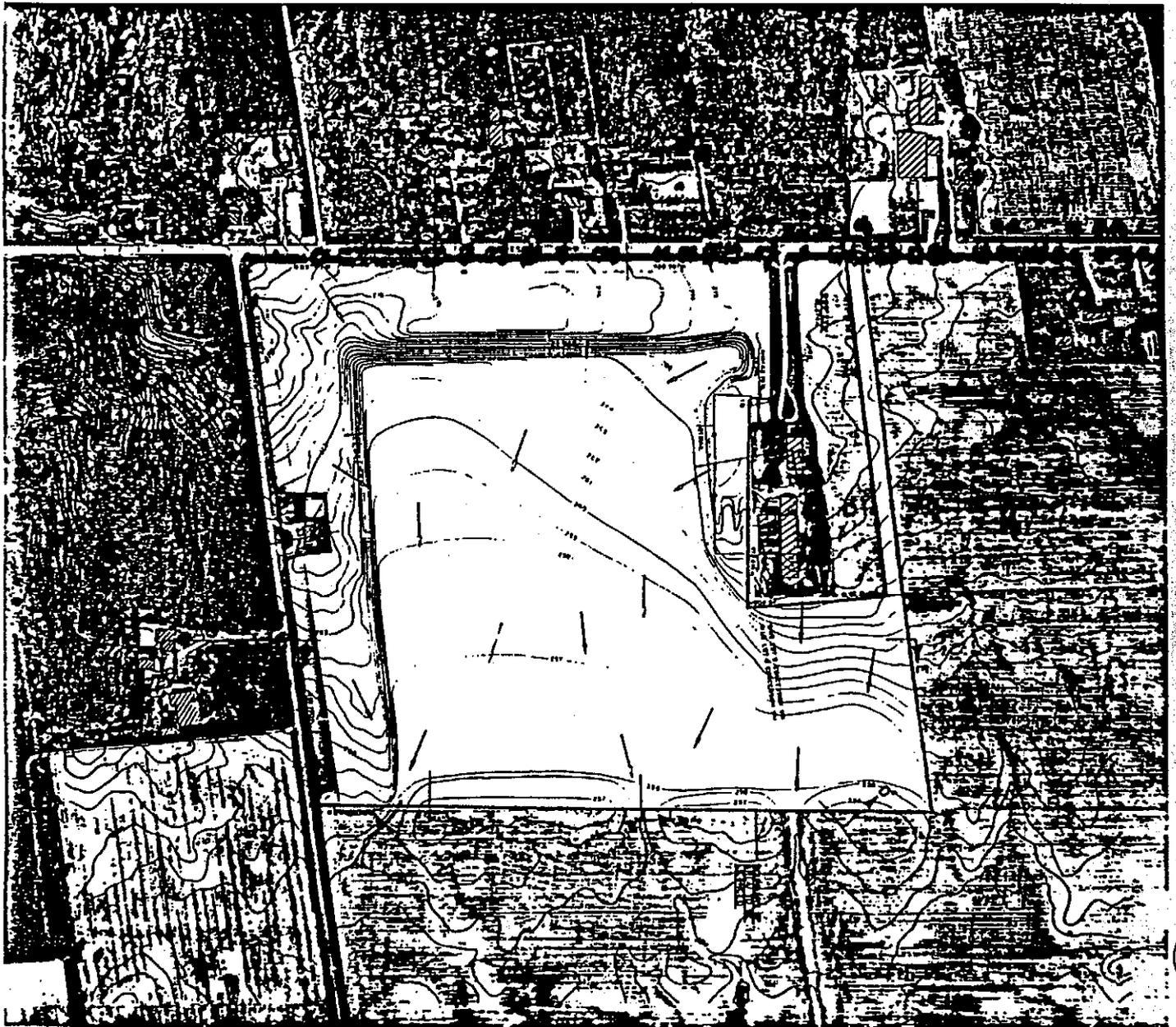


NO.	DESCRIPTION	DATE	BY
1	As shown	1/1/00	...
2	As shown	1/1/00	...
3	As shown	1/1/00	...

**HOLT PIT**  
TOWN OF EAST GWILLIMBURY  
FLOYD PRESTON LIMITED  
2111 BROADVIEW AVENUE  
OPERATIONAL PLAN  
Project No. 84-570 (see also 84570-2-1)  
Scale: 1:500  
Date: 1/1/00  
Shelton, Brumwell & Associates Inc.

SCHEDULE "C"

570 3



TOWN OF EAST GWILLIMBURY  
REGIONAL MUNICIPALITY OF YORK



1. This plan was prepared for the purpose of showing the location of the proposed Holt Pit and the location of the proposed Holt Pit Rehabilitation Plan. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

2. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

3. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

4. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

5. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

6. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

7. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

8. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

9. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

10. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.

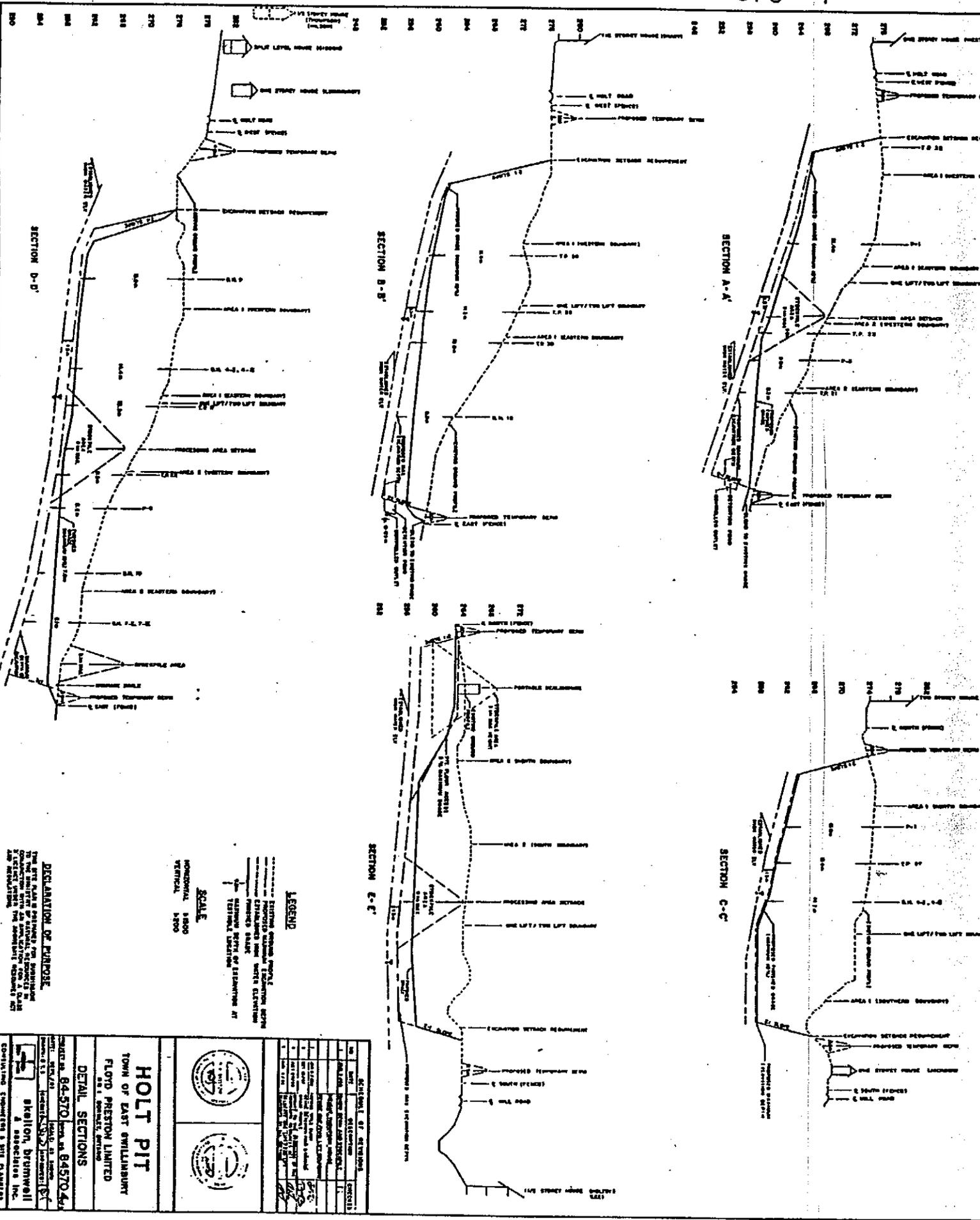
**DECLARATION OF PURPOSE**  
THIS PLAN WAS PREPARED FOR THE PURPOSE OF SHOWING THE LOCATION OF THE PROPOSED HOLT PIT AND THE LOCATION OF THE PROPOSED HOLT PIT REHABILITATION PLAN. THE PLAN IS SUBJECT TO THE APPROVAL OF THE REGIONAL MUNICIPALITY OF YORK AND THE TOWN OF EAST GWILLIMBURY.



<p>1. This plan was prepared for the purpose of showing the location of the proposed Holt Pit and the location of the proposed Holt Pit Rehabilitation Plan. The plan is subject to the approval of the Regional Municipality of York and the Town of East Gwillimbury.</p>	<p><b>HOLT PIT</b> TOWN OF EAST GWILLIMBURY FLOYD PRESTON LIMITED PROGRESSIVE REHABILITATION AND FINAL REHABILITATION PLANS</p> <p>Project No. 84-570   Plan No. 845702</p> <p>Scale: 1:1000</p> <p>Author: Skelton, Brunwell &amp; Associates Inc.</p> <p>Approved: _____</p> <p>Date: _____</p>	<p><b>HOLT PIT</b> TOWN OF EAST GWILLIMBURY FLOYD PRESTON LIMITED PROGRESSIVE REHABILITATION AND FINAL REHABILITATION PLANS</p> <p>Project No. 84-570   Plan No. 845702</p> <p>Scale: 1:1000</p> <p>Author: Skelton, Brunwell &amp; Associates Inc.</p> <p>Approved: _____</p> <p>Date: _____</p>
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SCHEDULE "C"

570 .4





-----Original Message-----

From: <A Hudson & R Pratt >

Sent: Tuesday, October 20, 2020 9:24 AM

To: Clerks <[Clerks@eastwillimbury.ca](mailto:Clerks@eastwillimbury.ca)>; Dukovic, Tyler <[tdukovic@eastwillimbury.ca](mailto:tdukovic@eastwillimbury.ca)>

Subject: Overholt Pit

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

We are highly opposed to all applicants regarding this pit, however, if it does go forward, we would like to demand the town provide intervener funds for the public to engage environmental lawyers, land rehab experts, on the residents'/public's behalf, that specializes in pit rehabilitation to examine what the proposal is from the Applicant. To ensure that the pit is rehabilitated with clean, non-toxic, healthy fill with local organic soil, and invasive species like purple loosestrife, Himalayan balsam, dog-strangling vine, Manitoba Maples, Golden Rod, Giant Hogweed etc are NOT introduced. Also to protect the residents from lawsuits filed by the applicant to silence us - for example: what happened to a resident in the community of Stouffville, where Tiny Seedlings bullied and threatened to sue a resident for "slander" when they spoke out against their pit.

Regards,

A Hudson & R Pratt

Sent from my iPhone



**Holt Pit Fill Management Plan Comment/Response Table  
November 19, 2019; February 19, 2020; and October 20, 2020  
Council Meetings and Comment Periods**

The following table provides a summary of technical comments received from members of Council and the public about the proposed Holt Pit Fill Management Plan associated with three Town of East Gwillimbury Council Meetings: November 19, 2019; February 19, 2020; and October 20, 2020. For ease of reference, all technical comments received prior to and following each Council meeting are labelled with the date of the Council meeting rather than the specific date the technical comment was received.

It is noted that some responses have been updated to reflect changes to the Fill Management Plan, namely that the Fill Management Plan was updated to incorporate requirements of the new O.Reg.406/19 (On-Site and Excess Soil Management), and Rules for Soil Management and Excess Soil Standards, which came into effect in January 2021. The MECP finalized the Excess Soil-Related Regulatory amendments and provided an update on December 12, 2020 that concluded “the finalized changes will reduce construction costs associated with managing and transporting excess soil, limiting the amount of soil being sent to landfill and lowering greenhouse gas emissions from the sector, while continuing to ensure strong protection of human health and the environment”.

Due to the volume of comments received, staff organized answers to the questions in a Response Table for simplicity. The Response Table provides answers to technical comments regarding the application. The Town acknowledges receiving comments outside the technical scope of the application and is not in a position to respond to concerns such as mental health or differentiate between carbon emission from agricultural versus fill operations for example. We note that the proposed haul route is considered to be the least impactful overall when taking into consideration the distances traveled and the effects to residents.

The Town reviews all fill applications and assess them on the technical merits of information provided to ensure best management practices and mitigate environmental impacts to the greatest extent possible while considering the needs of the community through extensive public consultation.

#	Comment	Response
Traffic and Trucks		
1.	<p>Concern about volume of trucks; reference to one truck every 1-2 minutes</p> <p>Clarify capacity of McCowan Road.</p> <p>Request for updated Traffic Study during peak building season (Spring 2021).</p> <p>Why was a new or more current traffic report not done after the request at the Feb 2020 town meeting?</p> <p>Comment that existing traffic is 3 times volume in Traffic Impact Study (fact sheet notes that average daily traffic is approximately 900 vehicles/day with 5% being truck traffic (e.g. 50 trucks/day).</p> <p>Recent truck counts were 150 trucks each way (e.g. 300 truck trips); the additional volume would result in 600 truck trips per day.</p> <p>(x9 Nov. 19, 2019; x5 Feb. 19, 2020; x7 Oct. 20, 2020)</p>	<p>As requested by the Town of East Gwillimbury, the maximum number of trucks that would be permitted was reduced from 200 trucks per day to 150 trucks per day.</p> <p>As part of the Fill Management Plan, a traffic impact analysis was undertaken and included in Section 2.10.6 and Appendix J of the Fill Management Plan. It determined that the truck trips anticipated to be generated by the Site will have little to no impact on traffic capacity of the study intersections.</p> <p>The data collected is an accurate snapshot of traffic for the time(s)/date(s) the counters were in place. Traffic counters and radar boards have been collecting data at various times on McCowan Road since May of 2018. With the most recent count ending in Dec. 2020. Truck traffic volumes on McCowan Road change over time in response to activity at local pits and COVID 19. A number of traffic counts over several years helps to identify trends and provides a more thorough analysis.</p> <p>York Region has undertaken a safety study of McCowan Road. This will be included in an update to Traffic Impact Study to finalize the Fill Management Plan for Council consideration. Given its speed limit and rural location, McCowan Road has the capacity for approximately 7000 vehicles per day. Future projected traffic, not taking the fill operation into account, will be approximately 10.6% of capacity (740/7000). With the fill operation, it is anticipated that McCowan would be at approximately 14.8% of capacity (1040/7000). Therefore, the future traffic will not result in McCowan Road reaching its capacity.</p>
2.	<p>Concern about condition of road and impact of trucks on road.</p> <p>Request for survey of structure of Road; do not feel that the blanket statement that all Regional roads are built for 7000 vehicles a day applies to McCowan Road.</p> <p>(x6 Nov. 19, 2019; x5 Feb. 19, 2020; x3 Oct 20 2020)</p>	<p>McCowan Road is a Regional road, and road maintenance frequency and requirements are determined by York Region. Rice Group has consulted with York Region regarding the proposal, and the Region is aware of the proposed truck traffic volumes.</p> <p>In 2015, York Region conducted an assessment of all Regional roads with load restrictions. Regional staff determined that a number of road segments, including McCowan Road between Davis Drive and Ravenshoe Road, included in the previous load restriction bylaws had been reconstructed and no longer require load restrictions. The removal of the load restriction from McCowan Road between Davis Drive and Ravenshoe Road was adopted by the York Region Council at its meeting held on</p>

		<p>November 15, 2015. The Regional Council Report is included as Appendix K to the Fill Management Plan.</p> <p>Given its speed limit and rural location and based on guidelines from the Transportation Association of Canada for rural arterials roads, McCowan Road has the capacity for approximately 7000 vehicles per day. This does not impact the actual traffic volumes observed on McCowan Road. In 2010 McCowan Road between Herald Road and Davis Drive was rehabilitated to accommodate all vehicular traffic, including trucks. The rehabilitation included full depth reclamation with expanded asphalt stabilization and hot mix asphalt paving.</p> <p>As part of development of the Fill Management Plan, York Region conducted a thorough review of the Traffic Assessment included in Appendix J of the Fill Management Plan and identified improvements at the intersection of McCowan Road and Davis Drive and at the entrance to the Site on McCowan Road. These improvements are included in Section 2.10.6.3 of the Fill Management Plan.</p> <p>The Region completed a safety review of McCowan Road between Davis Drive and Mount Albert Road on Dec. 9, 2020 and stated that this section of McCowan Road is a low volume road and has sufficient capacity, even with an increase in trucks. A summary of this safety review will be added as an attachment to the updated Traffic Impact Study, included in Appendix J of the Fill Management Plan.</p>
3.	<p>Safety concerns related to design of road, lighting, road infrastructure and speed of trucks; Request for stop light at Davis/McCowan. (x4 Nov. 19, 2019. x6 Feb. 20, 2020; x1 Oct 20, 2020)</p>	<p>Davis Drive and McCowan Roads are Regional roads. As such, road design, infrastructure and intersection lighting requirements are determined by York Region. York Region has completed a number of studies and projects on this roadway. The Region has confirmed its structural adequacy, speed limits, and safety.</p> <p>As part of development of the Fill Management Plan, Rice Group consulted with York Region regarding the proposal. As directed by York Region Rice Group will implement improvements at the intersection of McCowan Road and Davis Drive, including a left turn lane from Davis Drive to northbound McCowan Road. An improved right turn taper lane is also proposed at the entrance to the Site on McCowan Road. In addition, at the request of Town of East Gwillimbury, radar speed signs displaying the speed of approaching vehicles will be installed in both directions south of the Holt Pit entrance as a traffic calming measure. These improvements are included in Section 2.10.6.3 of the Fill Management Plan.</p>
4.	<p>Safety concerns related to speeding.</p>	<p>Trucks travelling to and from the Site will be required to follow all applicable laws, including posted speed limits. Speed limit enforcement along McCowan Road and</p>

	<p>Who is liable if someone is killed or injured in an accident from a truck connected to the site? Who is liable from an accident connected to this site?</p> <p>Who can guarantee everyone is safe?</p> <p>Camera at the gate and 'corrective action' won't stop speeding on the roads. (x4 Nov. 19, 2019; x9 Feb. 19, 2020; x3 Oct 20, 2020)</p>	<p>Davis Drive is under the jurisdiction of York Region Police. Should any driver not follow posted speed limits, it is expected that appropriate fines and related actions would be taken by the York Region Police.</p> <p>At the request of Town of East Gwillimbury, radar speed signs displaying the speed of approaching vehicles will be installed in both directions south of the Holt Pit entrance as a traffic calming measure. (1 for northbound and 1 for southbound traffic).</p> <p>McCowan Road is a Regional Road and the Region has completed a number of studies and projects on this roadway. The Region has confirmed its structural adequacy, speed limits, and safety. The Region has also reviewed the proposed application and indicated the requirements for turn lanes on Davis Drive and on McCowan Road into the proposed site for safety.</p> <p>The proposed site, if approved, will incorporate radar speed boards with cameras in order to provide speed data for all traffic; and the camera can be used to identify speeds and trucks associated with the Site and take corrective action.</p> <p>The Town and Rice Group will work with York Region Police to take corrective actions for repeat truck driver offenders, which may include suspension of that driver from accessing the Site, as per the risk management procedures documented in Section 2.13 of the Fill Management Plan.</p>
5.	<p>Has existing truck traffic been considered? (x2 Nov. 19, 2019 x1 Feb 19, 2020)</p>	<p>As part of the Fill Management Plan, a Traffic Assessment was undertaken and included in Appendix J of the Fill Management Plan. As part of the Traffic Assessment, weekday turning movement counts and automatic traffic recorder counts were recorded in May 2018 in order to assess the traffic during the busiest travel periods (see Section 4.2 of the Traffic Assessment). This existing traffic data was taken into account as part of the Traffic Assessment. Currently trucks represent approximately 18% of the vehicles on McCowan Road, depending on the day.</p>
6.	<p>Weight limit for McCowan road is 5 tonnes. What happened to the half-load restriction? What road improvements will be done before and after? (x2 Nov. 19, 2019. x1 Feb. 19, 2020)</p>	<p>In 2015, York Region conducted an assessment of all Regional roads with load restrictions. Regional staff determined that a number of road segments, including McCowan Road between Ravenshoe Road and Davis Drive, included in the previous load restriction bylaws had been reconstructed and no longer require load restrictions. The removal of the load restriction from McCowan Road between Ravenshoe Road and Davis Drive was adopted by the York Region Council at its meeting held on November 15, 2015. The Council Report will be added as Appendix K to the Fill Management Plan.</p>

7.	<p>Concern about truck volume causing major congestion at train crossing.</p> <p>Can the train crossing handle 7000 vehicles per day and or this type of traffic increase?</p> <p>(x3 Nov. 19, 2019; x1 Feb. 19, 2020; x1 Oct 20, 2020)</p>	<p>The distance between the rail crossing and Davis Drive is 1.2km. Since the approximate length of a truck is 10m, then 120 trucks would need to be stopped at the train crossing before they reached Davis Drive. The distance between the rail crossing and Herald Road is 800 metres, which means that 80 trucks would need to be stopped at the train crossing before they reached Herald Road. This portion of the rail line is owned by CN and use for freight service and Via passenger service. It is unlikely that the number of trucks generated by the Site would cause major congestion at the train crossing on McCowan Road between Davis Drive and Herald Road. This analysis is included in Section 2.10.6.5 of the Fill Management Plan.</p> <p>The Region has completed a safety review of McCowan Road from Davis drive to Mount Albert Road including the railway crossing. This safety review has been added to the Traffic Impact Study included in Appendix J of the Fill Management Plan. Regional staff forwarded comments to the attention of the rail authority to consider rail and road improvements. As noted above, the approximate capacity of McCowan Road is a design guideline and does not impact the actual traffic volumes observed.</p>
8.	<p>Is there a way to put a driveway in from Highway 48?</p> <p>(x1 Nov. 19, 2019; x2 Feb. 19, 2020; x1 Oct 20, 2020)</p>	<p>This option was explored and considered to be not viable, as it would require constructing a driveway through multiple private properties and crossing the rail line and ecologically sensitive woodland with Mount Albert Creek.</p>
9.	<p>Clarify if 200 trucks per day is a hard limit or an average (e.g. would allow for 300 trucks one day and 100 another).</p>	<p>150 trucks per day represents the maximum number of trucks that would be permitted and that the average number of trucks is anticipated to be less. A conservative number of 200 trucks per day was used for planning purposes to ensure the proposed operations would have minimal impact on local traffic as documented in Section 2.10.6 of the Fill Management Plan.</p>
10.	<p>Why not instead use the North part of McCowan/ Mount Albert Rd, to enter and exit, with no hills, no blind spots, and no train tracks.</p> <p>Or even better: Let them make a temporary road to access the pit if feasible.</p> <p>Suggest directing traffic north via Mount Albert, shorter, less hilly and less dangerous.</p> <p>Between the two access points (Davis and Mt Albert) what is the difference in metres to the fill site? How</p>	<p>Several routes were investigated, and the proposed haul route was determined to be the least impactful. The Town engaged area residents through public consultation and this was determined to be the preferred haul route as it avoids the community of Holt.</p> <p>Providing a driveway via Mount Albert Road was investigated and determined to be not achievable as the property is owned by another party.</p> <p>There is no additional information to be added to the sentence “avoid community of Holt;” in Section 3.3 of the Fill Management Plan. The “; and” is used for grammatical purposes as part of the bulleted list.</p>

	<p>many houses and residents are in each potential route traveled? Can you confirm the number of voters and tax-paying residents per section or route traveled?</p> <p>In the third party evaluation, they state that the town should look for an alternative route that is less impactful. Does the town and GHD plan on doing this?</p> <p>Does this include a land expropriation off of Mt Albert road? Can you provide documents of proof that the town or Rice group has made an offer to access the land of Mt Albert side road?</p> <p>What is the ending to the sentence on page 55 of the Peer Review: "avoid community of Holt; and"?</p> <p>What is the secondary route for trucks if maintenance is occurring on roads?</p> <p>(x2 Feb. 19, 2020; x4 Oct 20 2020)</p>	<p>If maintenance is occurring on the Regional Road, trucks will follow posted detour routes as outlined by the Region similar to other vehicles on the road.</p>
11.	<p>If there will be a reduction in trucks per day, does that mean a longer duration? (Feb. 19, 2020) Clarify why upper limit number of 7 years if dumping could be accomplished in 2.6 to 3.3 years? (Oct 20, 2020)</p>	<p>As per Section 2.3, it is anticipated that the fill operations will be 3 to 7 years in duration. This anticipated duration has not changed as a result of the reduction in trucks per day. The number of years is given as a range since the demand for the fill operation is expected to fluctuate.</p>
12.	<p>Who paid for the 4-way stop at Herald Road and McCowan Road? (Feb. 19, 2020)</p>	<p>Rice Group communicated the concerns regarding the intersection of Herald Road and McCowan Road to York Region. York Region undertook an independent analysis and installed the four-way stop. In addition, at the request of the Town, radar speed signs displaying the speed of approaching vehicles will be installed in both directions south of the Site entrance, as a traffic calming measure. This will be paid for by Rice Group.</p>
13.	<p>Herald Rd. / McCowan Rd. intersection is now worse with 4-way stop. (Feb. 19, 2020)</p>	<p>As noted above, York Region undertook an independent analysis of the Herald Road / McCowan Road intersection and installed the four-way stop based on that analysis.</p>

14.	Who is paying for the proposed road improvements? (Feb. 19, 2020)	Rice Group is funding the proposed road improvements, including eastbound and westbound left-turn lanes at Davis Drive / McCowan Road and a northbound right-turn taper at the McCowan Road site access.
15.	Will Strada Aggregate modify its haul route through Holt if this proposal is accepted?  Request a bylaw to stop Strada Pit from operating at 4:30am or on Saturdays. Would this affect the fill management project?  (x1 Feb. 19, 2020, x1 Oct 20, 2020)	<p>Unlike fill operations, which are licensed by the Town of East Gwillimbury, aggregate operations are licensed under the Aggregate Resources Act, which is under the jurisdiction of the Ministry of Natural Resources and Forestry.</p> <p>The Town's By-law department has monitored the area for start times. There are plans to review the Noise by law including a survey process to obtain feedback regarding the proposed Noise By-law and present it to Council for consideration in early 2021. The proposal aims to restrict noise similar to construction sites: Monday to Saturday, 7am – 7pm. The proposed work times for the proposed site are more restrictive than the existing or proposed noise by-law.</p> <p>The proposed Noise By-law would not affect the Holt Pit fill management application as the hours of operation are already Monday to Friday 7:00am – 5:00pm with flexibility to extend hours to 6:00pm due to delays from traffic, weather, etc. Trucks carrying fill will not be permitted into the site outside of these hours. There may be occasions where maintenance and/or delivery of equipment is required outside of normal operating hours. This will only be permitted Monday to Saturday between the hours of 7:00am and 7:00pm.</p>
16.	Suggest installing GPS on all trucks entering the site. (Feb. 19, 2020; x1 Oct 20, 2020)	All Rice dump trucks are equipped with GPS and remotely tracked by company dispatchers. Since some of the trucks entering the Site would be owned and operated by independent haulage contractors, it is not feasible for GPS to be installed on all trucks entering the Site. The Town and Rice Group will work to take corrective actions for truck drivers who do not follow the Site rules and requirements, which may include suspension of that driver from accessing the Site, as per the risk management procedures documented in Section 2.13 of the Fill Management Plan.
17.	Intersection improvements for Davis/McCowan are marked as DRAFT without details on how they would accomplish the road expansions, speeds etc. Need a comprehensive design of the proposed intersection adjustments, not just a 'Draft'.  With the current truck volume, accidents and fears of future accidents at the intersection of Davis and	<p>The preliminary design for the intersection improvements will be approved by the Region prior to construction.</p> <p>The intersection improvements were requested by York Region and have no bearing on the amount of fill proposed to be imported. The amount of fill (approximately 1.0 to 1.3 million m<sup>3</sup>) was determined based on what is required to match the site's pre-extraction topography. Since Davis Drive and McCowan Road is a regional intersection, the Region would need to determine if the proposed turn lanes are</p>

	<p>McCowan, it is not reasonable to expect this intersection to require an upgrade regardless of the proposed fill management plan. Why is this added component making our fill management plan larger due to expenses that the rice group has to recoup through more fill?</p> <p>Can we not remove the intersection improvement and most of the fill as it is not required to return the land back to agriculture and this is the intended use of the land and purpose of the project?</p> <p>Confirm if intersection improvements will result in lanes being closer to property at northeast corner of Davis and McCowan; request for berm or guardrail and speed reduction at Davis and McCowan.</p> <p>(x2 Oct 20, 2020)</p>	<p>warranted without the proposed development and will provide direction on the detailed design of the intersection improvements.</p>
18.	<p>Concern regarding McCowan Road guardrail adequacy. (Oct 20, 2020)</p>	<p>The Region completed a safety review of McCowan Road between Davis Drive and Mount Albert Road on Dec. 9, 2020 and stated that the Region recommended roadside improvements including replacement of the existing guardrail on McCowan Road (south of Mill Road). This project is pending prioritization and budget from the Region. A summary of this safety review will be added as an attachment to the updated Traffic Impact Study.</p>
19.	<p>Have residents of Whitchurch-Stouffville and Council been informed of use of Davis Drive and McCowan as haul route? (Oct 20, 2020)</p>	<p>The Town has informed municipal staff at the Town of Whitchurch-Stouffville of the application.</p>
20.	<p>Why did the town not move the radar locations addressing the issue of the location to sufficiently address the speeding trucks? (Oct 20, 2020)</p>	<p>The Town relocated a radar board to the preference of area residents on Oct. 28, 2020.</p>
21.	<p>Who is enforcing and ensuring there are not more than 250 trucks a day?</p> <p>How will Town patrol traffic and confirm trucks operating within permitted times?</p>	<p>Several measures are included in the Fill Management Plan to manage driver behavior, including cameras at site entrance, radar speed signs, and escalating corrective measures, which may include barring drivers from site, as per the risk management procedures documented in Section 2.13 of the Fill Management Plan.</p>

	<p>What is the enforcement to ensure drivers don't take Mt. Albert Road?</p> <p>(x3 Oct 20 2020)</p>	
<p><b>Fill and Fill Management</b></p>		
<p>22.</p>	<p>Concerns about sampling rate of trucks (e.g. every 2000 m3 works out to one sample per 100 trucks).</p> <p>Sampling rate not statistically significant.</p> <p>Is there baseline information of potential contaminants at currently at site?</p> <p>Concern that entire process depends on visual checks at the site; qualified expert cannot detect list of chemicals visually.</p> <p>How detailed is analysis of material from source site, and has the Town been provided with the type of analysis?</p> <p>Regarding the new excess soil regulations, contracts entered into before January 1, 2021 are grandfathered until January 2026; expect pressure to get sign off before January 2021.</p> <p>(x3 Nov. 19, 2019. x1 Feb. 19, 2020; x1 Oct 20, 2020).</p>	<p>To clarify, the samples collected at the Holt Pit are audit samples to confirm the quality of soil. A complete characterization of the soil proposed to be imported to the Holt Pit will be done at the Source Site by the Source Site Qualified Person and reviewed for acceptance by Rice Group's Qualified Person (GHD) prior to material arriving at the Site. As per Section 2.6.2.5 of the Fill Management Plan, all fill sources will be pre-screened and must meet requirements of the Site Alteration Permit, O.Reg.406/19 (On-Site and Excess Soil Management), and the new Rules for Soil Management and Excess Soil Standards that came into effect in January 2021.</p> <p>The soil imported will meet the standards for agricultural use. In order for a source site to be approved to bring fill to the Site, all sources must apply in advance and provide a report prepared by a Qualified Professional ("QP" as defined by Ontario Regulation 153/04) at the source site that must include records of laboratory soil testing to demonstrate the material is suitable for the Site. GHD's Reviewing Qualified Person will review the provided information and approve the importation of soils to the Site.</p> <p>As per Section 2.6.2.9 of the Fill Management Plan, confirmatory soil samples are collected at the Site for quality control, and under the supervision of the Reviewing Qualified Person. Samples will be collected as follows:</p> <ul style="list-style-type: none"> <li>• Soil samples will be collected of the soils from each separate source site; and</li> <li>• Confirmatory soil samples will be collected at a frequency of one sample for every 2,000 m3 (approximately 200 trucks) imported to the Site.</li> <li>• A representative of GHD's Reviewing Qualified Person will be on-Site during operational hours while fill is being imported to the site to undertake the field work associated with the Qualified Person's role</li> </ul> <p>Baseline line studies were completed at the site to document soil and groundwater quality prior to importation of soil. This is documented in the Phase One Environmental Site Assessment and Phase Two Environmental Site Assessments (Appendices F and G in the Fill Management Plan respectively). In addition, groundwater monitoring wells were installed and baseline residential well survey (within 500 metres of the site) were completed to document baseline groundwater quality.</p>

		<p>The Town has been provided with a detailed source site soil assessment and analytical testing protocol that meets the requirements of O. Reg. 406/19 the new Excess Soil regulation that came into effect in January 2021. In addition, the Fill Management Plan includes a detailed receiving site assessment and analytical testing protocol to audit the incoming soil in addition to the requirements of O. Reg. 406/19. There is also a groundwater monitoring program that will monitor the impacts of filling before, during and after the period of the filling Permit.</p>
23.	<p>Concern that if sampling always occurs in one area of the truck that it will be easy to hide contaminated fill within the truck.</p> <p>A long period can pass before contamination shows up in the groundwater.</p> <p>Contaminated loads could be buried by other material before lab results for confirmatory samples are obtained.</p> <p>(x1 Nov. 19, 2019. x2 Feb 19, 2020, x1 Oct 20, 2020)</p>	<p>As per Section 2.6.2.5 of the Fill Management Plan, all fill sources will be pre-screened and approved by the Reviewing Qualified Person, which includes laboratory soil testing. As per Section 2.6.2.9 of the Fill Management Plan, confirmatory soil samples will be collected after the soil is placed at the Site and not within the truck. As per Section 2.6.2.3, each load will also be inspected for field evidence of contamination at the gate and during placement for visual or olfactory evidence of contamination.</p> <p>As a fail-safe, regular groundwater sampling provides a further means of detecting and addressing any contaminated material. Groundwater monitoring wells have been installed around the fill area and within the fill area. Samples will be collected at regular intervals (semi-annually) during the filling activities. Wells were installed within the fill area to detect potential contamination early.</p> <p>As per Section 2.6.2.8 of the Fill Management Plan, soil will be initially placed at separate designated areas for each source site. This will allow visual inspection of each load and collection of soil samples from each source. Soils will not be graded into the main fill area until receipt/acceptance of analytical data and inspection of each load. If the analytical data indicates the soil is unacceptable or there is visual evidence of contamination, it will be segregated and immediately transported back to the source site.</p>
24.	<p>Consider only allowing trucks who have MOE number to enter. (x1 Nov. 19, 2019)</p>	<p>In Ontario, the Ministry of the Environment, Conservation and Parks licenses only vehicles that collect handle and transport waste. Waste will not be accepted at the Holt Pit. All trucks will be required to have a valid Commercial Vehicle Operator's Registration (CVOR).</p>
25.	<p>What Table of soil will be permitted?</p> <p>What does "Standards for soil will be placed within 3 metres of base of pit mean"?</p>	<p>As per Section 2.6.2.3 of the Fill Management Plan, fill must meet Table 2.1 standards for agricultural use presented in " Rules for Soil Management and Excess Soil Standards published by the <i>MECP</i> and dated November 19, 2019 "and Table 1 (background) standards for soil will placed within 3 metres of base of pit. Table 1 standards are based on the background soil quality in Ontario based on studies from</p>

	(x1 Nov. 19, 2019, x1 Oct 20, 2020)	the MECP. These standards are presented in Rules for Soil Management and Excess Soil Standards published by the MECP, dated November 19, 2019 and the Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the <i>Environmental Protection Act</i> . The more stringent Table 1 standards are proposed for soils within 3 meters of base of pit.
26.	<p>Confirm that fill operation will be restricted to area of historic extraction (e.g. true rehabilitation) vs. expanding beyond (e.g. commercial fill application), in particular along McCowan Road.</p> <p>Confirm amount of fill required to bring level to ultimate point.</p> <p>(x1 Nov. 19, 2019, x1 Oct 20, 2020)</p>	<p>Mapping for the area of the proposed project was completed in order to determine the original (pre-extraction) topography. This mapping was transferred to the Final Site Closure Plan (CL-1) included in the Fill Management Plan and is to be used to represent ultimate proposed contours for the project at the conclusion of the work. The final design topography is intended to closely match the pre-extraction topography.</p> <p>As per Section 2.1 of the Fill Management Plan, approximately 1.0 to 1.3 million m<sup>3</sup> of fill will be required to fill to the pre-extraction topography.</p>
27.	Was there any contemplation of private well sampling? (Nov 19, 2019)	As per Section 2.10.2.3 of the Fill Management Plan, an assessment of existing residential wells within 500 m of the Site was completed in August 2019, including a door-to-door survey, and water quality samples where possible.
28.	<p>Concerns about impacts to well water quality.</p> <p>What happens to the farms and homeowners, and other businesses in the areas if their well is compromised? What happens if people get sick from contaminated water? Who is liable if someone's water or well is contaminated? Who is liable if water levels change?</p> <p>What is a step-by-step plan to provide water to people's homes or businesses that have their well or water compromised? What happens if the town or contractor cannot provide water at sufficient amounts, rates or speed to keep farms or families within their need for water? Do you have an understanding of how much water is used by the residents, or farms in the area to assure you can aid in water shortages.</p> <p>How regularly will water be tested?</p>	<p>The Site is not anticipated to negatively affect groundwater levels or quality as residential wells are located upgradient (e.g., uphill) of the site. There are no residential well within 500 metres downgradient (e.g., downhill) of the Site. Although residential wells are located upgradient, groundwater quality and groundwater levels will be monitored by GHD throughout operation at monitoring wells onsite semi-annually and included in monitoring reports provided to the Town. During filling operations, GHD will respond to well user concerns about changes in water supply (quantity and quality) within the baseline survey area. GHD will mobilize a technician to the property to assess the current well condition and collect a water sample if necessary. This is discussed in Section 2.10.2 of the Fill Management Plan.</p> <p>As per the Risk Management Matrix included in Appendix E of the Fill Management Plan, if hydrogeological well testing results reveals contamination caused by the placement of fill, corrective action will include the following:</p> <ul style="list-style-type: none"> <li>• Subsurface investigations (i.e., drilling) to confirm source.</li> <li>• Undertake remedial action or risk management measures.</li> <li>• Town to be notified through Incident Report issue of matter and actions taken by Project Leader.</li> <li>• If deemed serious, fill operations may be suspended until matter is addressed.</li> </ul>

	<p>Who will be responsible for water extraction and testing?</p> <p>(x2 Feb. 19, 2020; x4 Oct 20, 2020)</p>	
<p>29.</p>	<p>Consider restricting source sites to only those in the 905, and not allowing source sites from the 416.</p> <p>Will the applicant allow other companies to dump?</p> <p>How can we guarantee loads are safe and not getting unwanted species of plant life? (Feb. 19, 2020; x2 Oct 20, 2020)</p>	<p>While it is anticipated that soil will primarily come from sites in the 905 and from the Rice Group, the requirements for all source sites are the same.</p> <p>Prior to the importation of any soil to the site, there are several pieces of documentation that would have to be provided from the Qualified Person at the source site for review by GHD's Reviewing Qualified Person:</p> <ul style="list-style-type: none"> <li>• A description of the Source Location and its history, including the location, past and present uses of the land, and current activities.</li> <li>• A description of the soil (including quantity and quality, contaminants of concern, etc.) to be shipped to the Site, including the processes involved in its generation.</li> <li>• Description of potential contaminating activities and areas of potential environmental concern associated with the Site and excess soil to be shipped to the Site.</li> <li>• A record of the results of a comprehensive soil-testing program for the Source Location, including a description of the sampling locations, number of samples collected, sample collection procedures, and parameters analyzed. An explanation or rationale for the selection of the sampling locations and the parameters for testing must be included.</li> <li>• A statement from a Qualified Person at the source site stating that in his/her opinion the material satisfies the requirements of the Protocol and is suitable for placement at the fill Site.</li> <li>• The anticipated volume of material to be shipped to the Site.</li> <li>• An estimated time frame in which the material will be shipped.</li> </ul> <p>The soil will not be accepted if the source site:</p> <ul style="list-style-type: none"> <li>• does not have a QP or</li> <li>• it does not provide the documentation as indicated above or</li> <li>• the quality of the soil does not satisfy the soil quality standards as presented in the Fill Management Plan or</li> <li>• it does not satisfy the soil acceptance protocol</li> </ul>

		<p>As part of the soil quality standards, soil must be free of invasive species. There is a very rigorous protocol in place to confirm soil quality. In addition to the above, GHD will undertake periodic inspections of the source site to confirm the soils are coming from the location on the property that was identified in the documentation;</p> <ul style="list-style-type: none"> <li>• The Town will also have the opportunity to review/comment on the documentation from the source site; and</li> <li>• Audit soil samples will be collected at the Site to confirm soil quality</li> </ul> <p>Furthermore, the testing is received by the Town's QP and will be included in the annual reports to support the annual permit renewals. If the above are not satisfied, corrective action is taken, the permit is not renewed, and Rice is unable to continue with the filling activities.</p>
<p>30.</p>	<p>Consider filling just the bottom of the Pit (e.g. Phase 1).</p> <p>The topical layout or topography can be accomplished with 350 thousand cubic metres approximately, with one difference. The hill would not be moved east but the hill would be simply graded to a lesser slope. This would accomplish the same amount of farmland and fulfill the purpose of the project "agriculture".</p> <p>Can you confirm that 350 thousand cubic metres would be sufficient to allow the homeowner to farm his land and return it back to its intended use; Rural agriculture.</p> <p>Can we have a third party assess this plan based on the minimum or reasonable amount of soil required to return this land back to agriculture?</p> <p>Rice Group can accomplish the same farmland and the same topography or slopes, just in a slightly different location.</p> <p>We know that the portion of the Overholt farm that is not farmable in the lower bowl. Does this bowl require approximately 106 thousand cubic metres?</p>	<p>As described in Section 2.6.2.8 of the Fill Management Plan, fill operations is proposed to take place in three stages of operations, starting with the lowest elevations. The first stage represents approximately 106,000 m<sup>3</sup>. The proposed fill volume will return the site to its original topography and enable its return to its former agricultural use (see Sections 2.6 and 2.6.2.8 of the Fill Management Plan). As per Section 2.12.3 of the Fill Management Plan, Rice Group will be required to review the Site Alteration Permit every year. The Permit will not be renewed until all items in the Annual Report have been addressed and the requirements of the Permit fulfilled to the satisfaction of the Town. The Fill Management Plan and the proposed stages of operations have been reviewed by the Town's third-party peer reviewer, R.J. Burnside.</p>

	How much soil would be required in the lower bowl? (Feb. 19, 2020; x5 Oct 20, 2020)	
31.	Concerns regarding Ontario Regulation 153/04. (Feb. 19, 2020)	Ontario Regulation 153/04 is the standard for the assessment and remediation of contaminated land or groundwater in Ontario. The fill quality component of the Town's Operational Guideline Implementation Of Fill And Site Alterations By-Law (2015) is based on this regulation. As per Section 1.4 of the Fill Management, Rice Group will be responsible for operating in full compliance with applicable legislation. In addition, the Fill Management Plan has been revised to incorporate requirements of the new O.Reg.406/19 (On-Site and Excess Soil Management), and Rules for Soil Management and Excess Soil Standards, which came into effect in January 2021. As per Section 2.12.3 of the Fill Management Plan, future changes to the Fill Management Plan to meet applicable legislation would be documented as part of the Annual Reporting and incorporated into future annual permits.
32.	Concern about impact to Oak Ridges Moraine. Compliance with Countryside Designation in Oak Ridges Moraine Conservation Plan. (x4 Oct 20, 2020)	As per Section 1.3 of the Oak Ridges Moraine Conformity Report (Appendix C), the Countryside Areas designation provides for a range of uses which includes mineral aggregate operations. While the extraction component of the original operation is complete, the return of the site to original topography is not. Rehabilitating the site to original grade would be included as a component of mineral aggregate operations and would be permitted by the ORMCP. It is also noted under this section that the purpose of Countryside Areas is to encourage agricultural use and agricultural uses are listed as a permitted use under subsection 13 (3) 3. The filling operation will be undertaken such that use of the property for agriculture may occur following completion of the site alteration activity.  The Town's Planning Department has reviewed the proposed fill application with respect to conformity with the Oak Ridges Moraine Conservation Plan.
33.	Impact on groundwater and aquifers. Nature of fill importation introduces risk to groundwater. (x3 Oct 20, 2020)	Given the rigorous screening and fill management protocols, the site is well positioned to be filled without adverse impacts to the environment. The water table is approximately 2 metres below the base of the former pit. Groundwater quality and groundwater levels will be monitored throughout operation at monitoring wells onsite and included in monitoring reports provided to the Town.
34.	Recommendation that a fill quality standard using MECP's Table 2.1 be used is consistent with	As per Section 2.6.2.3, fill must meet Table 2.1 standards for agricultural use and Table 1 (background) standards for soil will placed within 3 metres of base of pit. These standards are presented "Rules for Soil Management and Excess Soil

	arguments that fill Table 2 or higher is potentially classified as waste. (Oct 20, 2020)	Standards" (MECP, November 2019) and O.Reg.406/19 (On-Site and Excess Soil Management). Table 2.1 standards are more stringent than Table 2 standards.  As long the soil imported to the site meets the requirements of the instrument issued for the site (e.g., Fill Alteration Permit) and O.Reg.406/19 (On-Site and Excess Soil Management), it is not defined as waste.
35.	Does the flow of water change when the grade changes? (Oct 20 2020)	While the placement of fill below the water table could locally affect groundwater flow all filling activities at this site are above the water table. The water table is approximately 2 metres below the base of the former pit.  Generally, the groundwater table is similar to the surface topography. The groundwater flow is currently in an easterly direction and the surface topography decreases in an easterly direction. Post filling, the surface contours will still slope in an easterly direction and groundwater flow will still be in an easterly direction.
36.	How did the property owner get permission to drill 7 test wells on a project that is not yet approved? What is to stop them from pumping water and draining wells? (Oct 20, 2020)	The wells installed on the property are for monitoring only and not for water taking. As the filling activities will be above the water table, pumping of the groundwater is not required.
<b>Noise, Dust, Odour, Property Impacts</b>		
37.	Concern about noise, including tailgate banging and beeping; noise travelling further than anticipated.  Adding another berm on the north side of the pit does not fix the problem.  (x5 Nov. 19, 2019. x4 Feb. 19, 2020; x6 Oct 20, 2020)	A Noise Impact Study was undertaken as part of preparation of the Fill Management Plan and included in Section 2.10.9 and Appendix M. It concluded that with the construction of a topsoil berm along the south and west property boundaries, the Ministry of the Environment, Conservation and Park's allowable noise limits will be satisfied. As per Section 2.10.9.1.1 of the Fill Management Plan, the Site will implement an administrative control to completely restrict the banging of tailgates by any vehicle entering the Site. This policy will be posted at the entrance to the Site and at various locations throughout the fill site and to instruct all drivers and ensure compliance. As per the Risk Management Matrix, if there have been complaints of a driver not adhering to this policy, they will be asked to leave the Site, refused future entry to the Site, and their employer notified that the driver will not be permitted to enter the Site.  The inclusion of the north berm was at the request of a resident.

38.	<p>Concern about 24/7 operation of other facilities; limit hours to 7:00am-5:00pm.</p> <p>Limit hours to Monday to Friday and remove Saturday from proposal.</p> <p>(x1 Nov. 19, 2019. x2 Feb. 19, 2020; x2 Oct. 20, 2020)</p>	<p>As per Section 2.4 of the Fill Management Plan, the hours of operation for fill importation are limited to Monday to Friday 7:00 a.m. to 5:00 p.m. (excluding holidays). There will be flexibility to extend hours to 6:00 p.m. for acceptance of trucks due to traffic, weather delays, etc. All equipment on-Site will not operate past 5:00 p.m. There may be occasions where maintenance and/or delivery of equipment is required outside of normal operating hours. This will only be permitted Monday to Saturday between the hours of 7:00am and 7:00pm. Please note that the Site is not proposing to import material on Saturday, this would be exclusive to the delivery and maintenance of equipment.</p>
39.	<p>Concern about diesel odour. (x2 Nov. 19, 2019). Concerns about dust and air pollution. (x2 Nov. 19, 2019; x1 Oct. 20, 2020)</p>	<p>Truck operators will be expected to operate in accordance with applicable legislation to minimize emissions. This includes mandatory vehicle emissions testing for older heavy-duty diesel vehicles under the Environmental Protection Act and emissions-related inspections undertaken by the Ministry of the Environment, Conservation and Park's Vehicle Emissions Enforcement Unit.</p>
40.	<p>Concerns about property values decreasing (x1 Nov. 19, 2019. x1 Feb. 19, 2020; x2 Oct 20 2020)</p>	<p>We are returning the site back to its original state. The impacts of property values cannot be determined.</p>
41.	<p>Would cost of maintenance and repair for roads be included in tax increases? (x1 Nov. 19, 2019)</p>	<p>McCowan Road and Davis Drive are Regional roads, and road maintenance is funded by York Region. Annually, York Region includes approximately +/- \$50 million for road rehabilitation and replacement.</p>
42.	<p>Comment that community of Holt extends as far south as proposed Site, properties have small frontages. (x1 Nov. 19, 2019)</p>	<p>Comment noted. The potential impact of residences on McCowan Road near the Site was assessed as part of preparation of the Fill Management Plan, including impacts related to noise, traffic and groundwater. This informed many mitigation measures outlined in the Fill Management Plan.</p>
43.	<p>Suggestion to include provision that no dumping will occur when there is a wind warning and no dumping during rainstorms and afterwards.</p> <p>Where will water for street cleaner be obtained?</p> <p>(Oct 20, 2020)</p>	<p>In order to mitigate and control dust during the fill operations, a series of controls will be implemented at the Site including a full time on-Site sweeper, water truck, asphalt driveway and a gravel pathway. Limiting the working areas and stabilizing areas that are not being worked on within a prescribed period of time will further prevent the generation of dust. Prior to exiting the Site, trucks will travel on a paved surface and be required to drive over a rip rap vibration path and steel shaker racks to remove excess mud. Should there be more than nominal/acceptable mud tracking onto the roadway and/or dust migration from the site, the site shall be shut down until the condition is</p>

		rectified in accordance with the Fill Management Plan. There will be no water services installed; water will be brought in from offsite.
<b>Project Need/Justification</b>		
44.	Provide greater understanding why the Town would consider a Fill Application in the first place? Why does this process exist and what is the mechanism? (x1 Nov. 19 2019)	<p>The current Fill and Site Alteration By-Law (2013-66) and Operational Guideline was enacted in 2013. The objective of the by-law is to maintain a high level of confidence that Commercial Fill Operations can operate at minimal risk to the environment and the public. The by-law and guidelines follow Ministry of the Environment Conservation and Parks best practices and includes strict requirements for completion of Fill Management Plans. Financial assurance and/or securities are provided to the Town to facilitate review and enforcement activities. The by-law also provides the Town the authority to order cessation of operations that operate in contravention of the by-law.</p> <p>With this context in mind, the Fill Management Plan was prepared to satisfy the requirements of the Fill and Site Alteration By-Law and Operational Guideline.</p> <p>The fill operation will rehabilitate the site and return it to its original topography and use.</p>
45.	<p>Comment that Town is motivated by revenue and question of how much revenue the Town will generate.</p> <p>How much money does the Town of East Gwillimbury make per cubic metre? (x2 Nov. 19, 2019; x2 Oct 20, 2020)</p>	<p>Fees are intended to cover the Town's cost for administering the site including reporting to Council, regular inspections, issuing annual permits, etc. as well degradation and maintenance of the road network, monitoring and managing illegal fill sites, and other related costs. The Town currently receives \$1.48 per cubic metre and is reviewing its fee's for commercial fill sites. The Overholt Pit is expecting to receive approximately 1.3 million m<sup>3</sup> of material to rehabilitate the site.</p>
46.	What is the benefit to the community? (x1 Nov. 19, 2019; x1 Feb. 19, 2020; x2 Oct 20, 2020)	<p>As noted above, the objective of the Fill and Site Alteration By-Law is to ensure fill operations operate at minimal risk to the environment and the public. Rice Commercial Group Limited has the capability to operate a fill operation at this property in a responsible way that minimizes impact to the community.</p> <p>The community benefits from Town's Fill and Site Alteration By-Law by minimizing impacts from fill operations throughout the municipality and providing a mechanism to enforce standards and guidelines.</p>

47.	Concerns about impact to this area as a conservation area. Land further north is better suited. (x1 Nov. 19, 2019)	As noted above, the objective of the Fill and Site Alteration By-Law is to ensure fill operations operate at minimal risk to the environment and the public and the Fill Management Plan has been prepared to minimize the potential impact to the community. Rice Commercial Group Limited cannot comment on the suitability of other properties for fill operations. As per Section 2.9.3 of the Fill Management Plan, as confirmed in correspondence from the Lake Simcoe Region Conservation Authority (LSRCA) dated August 14, 2017, the Site is not located within the LSRCA Regulated Area.
48.	Don't need farmland of that class. Consider importing topsoil only. Will site be seeded to prevent dust following filling?  (x1 Nov. 19, 2019. x1 Feb. 19, 2020; x2 Oct 20, 2020)	As noted above, the objective of the Fill and Site Alteration By-Law is to ensure fill operations operate at minimal risk to the environment and the public and the Fill Management Plan has been prepared to minimize the potential impact to the community. We are proposing to return the Site back to original agricultural use.  As per Section 2.6.2.11, seed will be placed following application of topsoil. The sediment control fence will remain until the topsoil and seed is placed, and the seed has germinated.
49.	Comment that this Site is more environmentally friendly than trucking material further away and material comes from the area. (x1 Nov. 19, 2019)	Comment noted.
50.	Is this land being farmed currently? Is this land being farmed on the lower field as seen in the pictures attached? Is this land being farmed on other levels currently?  (Oct 20, 2020)	The site is not being farmed. Lands within the property that were not part of the extraction area continue to be farmed. As noted above, the proposed fill operation will return the site to its original topography and enable its return to its former agricultural use so it can be farmed.
51.	How much does the Rice group and landowner make per cubic metre?  Has anyone spoken to Mr. Jackson the property owner, Does he fully understands the scope of the project and the impacts on this community? Is he fully aware of the size of the project at his age?  (Oct 20, 2020)	The arrangement between Rice Group and the landowner is a private matter. The Town currently receives \$1.48 per cubic metre and is reviewing its fee's for commercial fill sites. The Overholt Pit is expecting to receive approximately 1.3 million m <sup>3</sup> of material to rehabilitate the site.  As per Section 2.6.2.2 of the Fill Management Plan, Rice is operating the filling activities at the Site on behalf of Overholt Farms Limited, the Owner of the Site.

<p>52.</p>	<p>Confirm the purpose of the fill management plan is to return the land to its intended use? Residential agriculture?</p> <p>Does this property already have a dwelling?</p> <p>Has the community proven that the surrounding farmland is very hilly and difficult to farm. If not we have provided pictures and offered multiple site visits to clarify all this.</p> <p>Concern that other uses such as residential development are being contemplated.</p> <p>If the purpose of the project is to bring the property back to its intended use: why is it stated in the document that the "future use of the backfilled area is anticipated to be agriculture" in section 2.1?</p> <p>If the land is zoned rural agricultural and on the oak ridges moraine, what other uses does the town, or the landowner have for the backfilled area? Is this project a stepping-stone to make this land or area of the project something other than farmland on the moraine?</p> <p>How many cubic metres can fit in each type of truck? How many cubic metres does it take to fill the pit and return the land back to agriculture?</p> <p>(x1 Oct 20, 2020)</p>	<p>The Site is zoned Oak Ridges Moraine Industrial Extractive in the Town of East Gwillimbury Zoning By-law 2018-043 (May 2018). With the exception of a single detached dwelling, residential development is not permitted in this zone, as shown in Figure 2.1 in the Fill Management Plan.</p> <p>As per Section 2.11 of the Fill Management Plan, following completion of the filling operation, the Site will be used for agricultural purposes.</p> <p>The house on the property is not included in the fill area, shown in Figure 1.1 of the Fill Management Plan.</p> <p>A tri-axle dump truck can hold approximately 10 cubic metres. As per Section 2.1 of the Fill Management Plan, approximately 1.0 to 1.3 million m<sup>3</sup> of fill will be required to fill the Site to the original grade that existed prior to the pit operation.</p> <p>As described in Section 2.6.2.8 of the Fill Management Plan, fill operations is proposed to take place in three stages of operations, starting with the lowest elevations. The first stage represents approximately 106,000 m<sup>3</sup>. The proposed fill volume will return the site to its original topography and enable its return to its former agricultural use (see Sections 2.6 and 2.6.2.8 of the Fill Management Plan).</p>
<p><b>Other</b></p>		
<p>53.</p>	<p>Concerns about GHD and authors of Fill Management Plan:</p> <ul style="list-style-type: none"> <li>• GHD's PEO record</li> <li>• GHD's address is listed by the PEO as Waterloo, not Markham</li> </ul>	<p>The Deputy Registrar of the Association of Professional Engineers of Ontario confirmed that GHD Limited's current Certificate of Authorization dated July 6, 2015 has no conditions, restrictions or limitations. Historic changes to GHD's Certificate of Authorization relate to amalgamations of previous companies. GHD Limited has multiple office locations, including in Markham, Ontario.</p>

	<ul style="list-style-type: none"> <li>Who is P.Eng in charge of sealing the report and what is their license number?</li> </ul> <p>(x1 Nov. 19, 2019)</p>	<p>The Fill Management Plan is co-authored and signed by the following two GHD professionals:</p> <p>Tom Guoth, P.Eng. Mr. Guoth is a Professional Engineer in good standing, licensed by the Association of Professional Engineers of Ontario (Member #90222878). Mr. Guoth is also a Qualified Person (QPESA) for environmental site assessments as defined in Ontario Regulation 153/04.</p> <p>Katrina McCullough, RPP. Ms. McCullough is a Registered Professional Planner in good standing, licensed by the Ontario Professional Planners Institute (Member #52521)</p> <p>Other reports prepared in support of the Fill Management Plan have been prepared by GHD professionals, licensed by their respective professional governing bodies, as appropriate.</p>
54.	<p>Who should residents call when there are issues/concerns? Concern about residents getting bounced between East Gwillimbury and York Region. (x1 Nov. 19, 2019. x1 Feb. 19, 2020)</p>	<p>Residents may contact the Town or Rice Group with any concerns during operation. Contact information for Rice Group will be provided. The complaint procedure is included in Section 2.14 of the Fill Management Plan. If a complaint is received by the Town, Rice Group will provide a documented response to the Town on actions taken. If Rice Group receives a complaint, Rice Group will provide a documented response to the member of public on actions taken and provide a copy of the responses to the Town.</p>
55.	<p>Consider video camera at gate. (Nov. 19, 2019)</p>	<p>As per Section 2.8.1 of the Fill Management Plan, a video surveillance system will be installed at the Site to record activities at specified areas around the Site. The video camera posting stations will be outlined to the Town for reference. Recordings will be retained for a period of 30 days after recorded. Should the Town request a copy of footage recorded, this will be provided to the Town in a timely manner.</p>
56.	<p>Would like to hear from applicant more often than annually, consider quarterly reporting. (Nov. 19, 2019)</p>	<p>As per Section 2.12, reports will be provided to the Town on a monthly, semi-annual and annual basis. Monthly operational reports will provide documentation of daily fill operations, such as date, hours of operation, number of trucks per day, dates and testing results for soil sampling. Semi-annual reports will provide overview of semi-annual groundwater sampling and monitoring results, and any relevant issues for the Town review and reference. The annual reports will provide a general overview of the status of the operations, a collaboration of the continual and quarterly report detailing, groundwater monitoring results, surveyed fill import volumes and fee payment details, and endorsement and/or recommendations by the Reviewing Qualified Person. The</p>

		recommendations would include any formal changes to the Fill Management Plan to address any compliance issues, complaints or other issues identified during the year.
57.	Does the application comply with recent changes to the contemplated Excess Soils Regulations coming into effect July 2020?	Yes, the Fill Management Plan has been revised to incorporate requirements of the new O.Reg.406/19 (On-Site and Excess Soil Management), and Rules for Soil Management and Excess Soil Standards, which came into effect in January 2021.
58.	Request for Council to visit the area. (Feb. 19, 2020)	Mayor Hackson attended the site on Oct. 9, 2020.
59.	Request for Council to make a decision. (Feb. 19, 2020)	As noted by Mayor Hackson at the February 19, 2020 Council meeting, this is not a decision that Council will make lightly. Council wants to ensure they have received answers to questions raised by residents before a decision is made.
60.	We have proof that the pit had taken too much gravel out of the area. Is the town allowing private corporations to over-extract gravel and overfill soil for their own profit? Does the town condone operations that over-extract gravel and overfill soil as a rule in order to generate more fines, money?  (Oct 20, 2020)	The extraction operation was managed under the jurisdiction of the MNRF and fines were imposed by the MNRF as a result of the overage. The Town agrees that the over excavation should not have occurred.  Rice Group was not involved in the extraction process.  The proposed importation volume is to achieve pre-extraction topography.
61.	Does the town take any responsibility for not holding the original agreement to account? The residences have clearly provided the information and stated that the site was to be finished and returned to the natural state 15 plus 1 year.  The agreement between the Town of East Gwillimbury and Floyd Preston Ltd. supersedes the proposed Fill Management Plan.  (x3 Oct 20, 2020)	Ministry of Natural Resources and Forestry (MNRF) requirements for rehabilitation are subject to slope stability and are not the same as the project proposal to restore the pit to the pre-extraction topography.  The MNRF confirmed on Oct. 22, 2007 that the final rehabilitation was completed in accordance with the Aggregate Resource Act in Appendix B.  This agreement between the Town and Mr. Preston was related to extraction of the former Holt Pit. Mr. Preston is no longer involved in the property and is not party to the Fill Application.
62.	Why is the town allowing the same basic plan that was turned down 10 years ago? Approximately. 1.2	The current Fill and Site Alteration By-Law, enacted in 2013, is to maintain a high level of confidence that Commercial Fill Operations can operate at minimal risk to the

	<p>million cubic metres then and now the same quantity. The town knows the residents do not want this amount of trucks and now with the additional traffic it's less desirable and more dangerous.</p> <p>Why are none of the original extraction documents, the fines for over-extraction, and the first attempt to create a fill-pit taken into an account with the second fill management plan?</p> <p>(Oct 20, 2020)</p>	<p>environment and the public. With this context in mind, the Fill Management Plan was prepared to satisfy the requirements of the by-law.</p> <p>The current proposed Fill Management Plan meets or exceeds Town and provincial requirements, including the Town of East Gwillimbury Fill Bylaw. Town of East Gwillimbury Zoning Bylaw, provincial Excess Soil Regulations and Oak Ridges Moraine Conservation Plan.</p>
63.	<p>Question if GHD should monitor project.</p> <p>Will you guarantee the Town and other authorities can realistically ensure and monitor and ensure compliance?</p> <p>Several incidence of overfilling and non-compliance at other sites in Ontario.</p> <p>(x3 Oct 20, 2020)</p>	<p>The Fill Management Plan includes extensive requirements for reporting (see Section 2.12), a Risk Management Program for managing non-compliance and unexpected conditions (see Section 2.13), and complaint procedures (see Section 2.14).</p> <p>As per Section 2.12.3 of the Fill Management Plan, Rice Group will be required to review the Site Alteration Permit every year. The Permit will not be renewed until all items in the Annual Report have been addressed and the requirements of the Permit fulfilled to the satisfaction of the Town.</p>
64.	<p>Request for Town to provide intervener funds for the public to engage environmental lawyers, land rehab experts.</p> <p>Who was the peer reviewer? Has a third part reviewed the traffic assessment?</p> <p>(x3 Oct 20, 2020)</p>	<p>As per Section 3.3 of the Fill Management Plan, the Town has had the application reviewed by R.J. Burnside, its Qualified Person (QP) as defined in O. Reg. 153/04, Environmental Protection Act, as may be amended. The peer review included the Traffic Impact Study.</p>
65.	<p>What type of taxes are put on the subject lands?</p> <p>(Oct 20, 2020)</p>	<p>The current tax class on this property is primarily the farm tax rate with a portion of the property being assessed and taxed at the residential rate. As MPAC assess properties and determines the appropriate tax class based on land use, the tax class may change if the application is approved.</p>
66.	<p>Suggestion for town to include security deposit requirement. (Oct 20, 2020)</p>	<p>As per Section 4 of the Fill Management Plan, Rice will provide financial assurance to the Town of East Gwillimbury, as per By-Law 2013-066 and the specifics of the Agreement, including a security deposit.</p>

67.	Request for detailed outline of all active pits in the area, number of trucks, operation hours, risk to persons on roads and impact on mental health from current truck traffic and pit activity. (Oct 20, 2020)	<p>Mount Albert Pit: 4772 Mount Albert Road - maximum 200 trucks per day (200 in 200 out), 7am-5pm. Extraction license from MNRF has been surrendered and this pit operates under a commercial fill permit issued by the Town.</p> <p>Strada Aggregates: 18444 McCowan Road - No maximum truck number or hours of operation currently enforced by the Town as this pit operates under an extraction license issued by the MNRF.</p> <p>J.F. Kitching &amp; Son Limited: 22481 Kennedy Road - No maximum truck number or hours of operation currently enforced by the Town as this pit operates under an extraction license issued by the MNRF.</p> <p>The applicant does not have the qualifications to comment on the impact of mental health. Any response to this would be inaccurate.</p>
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# Peer Review





February 25, 2019

**Via: Email<pneuman@eastgwillimbury.ca>**

Mr. Paul Neuman, C.E.T  
Director of Engineering  
Town of East Gwillimbury  
19000 Leslie Street  
Sharon, ON LOG 1V0

Dear Mr. Neuman:

**Re: Peer Review of Site Alteration Permit Application for the Holt Pit  
18725 McCowan Road, Town of East Gwillimbury, Ontario  
Project No.: 300041632.6000**

## **1.0 Introduction**

At the request of the Town of East Gwillimbury (Town), R. J. Burnside & Associates Limited (Burnside) has conducted a peer review of documentation submitted to the Town from Rice Commercial Group Limited (Rice) dated December 13, 2018 regarding the application for a Site Alteration Permit for the Holt Pit located at 18725 McCowan Road, Town of East Gwillimbury (Site).

The submission was made in support of an application for a Permit in accordance with the Town's Fill By-law No. 2013-066, as amended (Fill By-law).

The application submission was preceded by a presentation to Town staff on December 7, 2018.

The application submission included the following:

- Cover letter by GHD on behalf of Rice dated December 13, 2018
- Fill Management Plan (FMP) including:
  - Drawings;
  - Appendices; and
  - Templates.

Appendix C of the FMP includes previous submissions and correspondence with the Town regarding the application.

Burnside has conducted the peer review on the assumption that this is the applicant's Full Application as per Section 4.2 of the Fill By-law which includes the requirements of the Fill By-law and the referenced Operational Guideline, Implementation of Fill and Site Alterations By-law, Town of East Gwillimbury, October 2015 (Guideline).

In general, the application and supporting documentation was thorough, practical and met the requirements of the By-law and Guideline. No significant issues of concern were noted that cannot be addressed with minor additions and modifications. Comments from York Region are outstanding.

The following sections outline the peer review comments and reference the applicable sections of the Fill By-law and/or Guideline.

## **2.0 Peer Review Comments**

### **2.1 Cover Letter Comments to Council**

The application submission cover letter summarized the submission and included two comments for Council consideration. Both comments related to requesting Council to give Town staff the authority to make future decisions for various operational aspects including tipping fees and truck volumes.

This request is consistent with the By-law recognizing that both items have been the subject of close public scrutiny in the past.

### **2.2 Property Owner and Applicant**

The Fill Management Plan (FMP) indicates Overholt Farm Limited (Overholt) is the property owner and Rice is referred to as the Project Leader. As per Section 1.1 (p) the term Operator instead of Project Leader should be used to be consistent with the Fill By-law.

The documentation in Appendix C includes an Application Form dated January 10, 2017 with different Ownership and Operator names. An updated Form is required.

Signed authorizations as per 4.2(h), and 4.2(i) of the Fill By-law are required.

### **2.3 Fees**

Section 4.2(d) requires the submission of applicable fees. There was a record in Appendix C of the FMP of a fees submission.

Current requirements should be confirmed.

### **2.4 Zoning By-law, Green Belt, ORMCP Conformity, LSRCA and Planning Justification**

Section 2.5 requires the work to be conducted in accordance with the Town's Zoning By-law. The current Zoning By-law indicates that 18725 McCowan Road is currently zoned Rural (RU) and Aggregate Resource (AER). The Zoning By-law states that: "Commercial fill operation for the purpose of **site restoration**" is allowed in AER zoned areas.

The application appears to conform with Town and other regulatory agency land use requirements based on the strict limitation of filling to the pre-extraction topographic contours and the restoration of agricultural land use as the end land use for the Site.

This should be confirmed with the Town's Planning Department.

## **2.5 Post Extraction Aggregate Operations**

Town archives include an October 22, 2007 letter from the MNRF regarding the Site indicating that there are no further legal obligations in accordance with Section 19 of the Aggregate Resources Act. A copy should be included in the submission.

Section 4.2(o) requires the provision of documentation related to the former aggregate operation. It is possible that the documentation provides details on pre-extraction grades. If such documentation is not available, the proposed use of published historical contours is acceptable.

## **2.6 Phase 1 Environmental Site Assessment**

Section 3 (a) of the Guideline requires the completion of a Phase One and/or Phase Two Environmental Site Assessment (ESA). A Phase Two is only required if it is a recommendation of the Phase One when following the protocols of O. Reg. 153/04. The purpose of the requirement is to provide a structured report documenting the history and current environmental condition of the property prior to filling.

A Phase One ESA should be provided.

## **2.7 Septic Systems**

Section 2.10.3 indicates the closest septic system as 80m from the Site boundary however it fails to identify the property on Mill Road which is probably serviced with a well and septic system. This should be corrected.

## **2.8 Other Applicable Law**

Section 1.1(r) defines "*Other Applicable Law*", which is referenced throughout the By-law including Sections 5.2 and 5.3.

To meet the requirements of Section's 4.2(n), 5.3(a) and 5.3(b) the Town requires written confirmation of the approval of the application and / or confirmation of no concerns from the various regulatory agencies with jurisdiction. Comments from the Lake Simcoe Region Conservation Authority (LSRSA) indicate not issues of concern or regulatory jurisdiction. Comments are required from:

- York Region - Transportation Branch regarding the Traffic Impact Study
- York Region - Environmental Promotion and Protection

Town comments may be altered based on input from the Region.

## **2.9 Compliance with O. Reg. 153/04 – Record of Site Condition**

As noted in O. Reg. 153/04 the past operation of an aggregate extraction operation does not necessarily trigger the requirement for a Record of Site Condition (RSC) when the land is returned to its former use.

As required by Section 4.2(o) the provision of the aggregate operations documentation (and/or the history summary in a Phase One ESA) will allow for the determination if the licensed extraction operation was only for extraction and no other operations such as an asphalt plant.

As per Section 1.1(c) and 4.2(f)iii, the Town considers the application a Commercial Fill Operation. The proposed fill operation also meets the Commercial land use designation of O.Reg. 153/04. Since the declared end land use of the property, and the only currently legal long-term land use of the property based on the Zoning By-law is Agricultural (as defined by O. Reg. 153/04), a RSC for Agricultural land use will be required at the completion of the filling operation.

The submission documents indicate that soil importation standards, oversight, sampling and documentation as well as the groundwater and other environmental monitoring will be designed to reflect the requirement for filing a RSC for Agricultural land use at the completion of filling.

The post filling timeline for completing a RSC for Agricultural land use should be included in the FMP as it will factor into the details of the Agreement and Security Deposit.

## **2.10 Storm Water Management and Erosion and Sediment Control**

Comments by Harold Faulkner, P. Eng.

No significant concerns were noted regarding Storm Water Management, grading and Erosion and Sediment Control.

There are no supporting calculations or design details for the settlement control ponds shown on drawings OPS-2 and OPS-3. The two southern-most ponds also increase from 800 cu.m to 900 cu.m between stages 2 and 3, with no explanation.

The applicant should provide supporting calculations and design details for the settlement control ponds shown on drawings OPS-2 and OPS-3.

## **2.11 Agreement**

Section 2.12 indicates the General Manager may at his / her discretion require any applicant to enter into an agreement with the Town. It is our understanding an Agreement will be required for this application.

We recommend the agreement include, among other things:

- Closure and post closure care and monitoring including the filing of a Record of Site Condition for Agricultural land use as per O. Reg. 153/04.
- Insurance.
- Indemnification of the Town.
- Security deposit to be held until all Conditions of the Permit and agreement are fulfilled.

The applicant could consider suggesting the way in which each of these items will be addressed.

## 2.12 Hydrogeological Assessment (Appendix E of FMP)

The assessment effectively characterizes the hydrogeology of the site and we generally concur with the findings and conclusions.

Section 5.1 states:

*Prior to filling activities, a door-to-door survey of existing residential wells will be completed.*

*Background groundwater quality samples will be collected from selected wells. All wells within 500 m of the Site are hydraulically upgradient of the proposed filling activities. Therefore, water quality impacts are not anticipated.*

We concur that a survey is required. There is a residential house on the subject property who's well will be down gradient of some filling. There are also residential properties on the north and south side of Mill Road that could be down gradient/trans gradient of the filling. These wells and a selection of up gradient and trans gradient wells should be evaluated.

Section 5.1(h) and the Operational Guideline requires a well monitoring program.

The proposed groundwater monitoring program outlined in Section 7 of the report needs to be described in more detail as required by Section 4 of the Guideline. The following items should be included:

- Groundwater flow directions should be shown on at least one Site plan
- Any sensitive groundwater receptors should be shown including the on property residential well and residential properties on Mill Road.
- The areas of the site boundary where groundwater could flow off and on to an adjacent property needs to be defined and a monitoring well network designed to monitor such off-Site flow.
- A well nest will be required so vertical groundwater velocity can be estimated.
- Lateral and vertical flow velocities should be calculated for assessing monitoring results
- Consideration should be given to installing a shallow well at the MW-1 location as the existing well is screened below the water table and below a fine-grained unit so would be protected from detecting impacts to the shallow groundwater.
- The monitoring program should be based on semi-annual monitoring of groundwater elevations and groundwater quality with the results compared to O. Reg. 153/04.
- At least two data loggers should be installed in selected wells to monitor groundwater fluctuations over time.
- Groundwater chemistry trend assessment and trigger concentrations should be described.
- The monitoring program should be consistent with the Semi- Annual Report and Annual Report outlines in the Template section of the FMP.

The QP should provide the rationale for the plan to effectively monitor the groundwater during and after filling to be protective of off Site properties and the drinking water aquifer.

Consideration should be given to aggressive monitoring to establish baseline conditions during the initial filling period and more focused monitoring of specific wells for indicator parameters in the most sensitive areas as filling progresses.

Monitoring should include volatile organic compounds (VOC) and other parameters included in O.Reg. 153/04 that could potentially be brought to the Site in fill. The monitoring plan should provide some rationale as to what wells at what frequency and for what parameters. The rationale should consider the establishment of background conditions, groundwater flow velocities and directions.

Some activities, such as the installation of additional wells and equipment including data loggers can be commitments made by the applicant to be completed prior to issuing the Permit as there is currently sufficient hydrogeological information to evaluate the application.

The domestic well inventory should be completed prior to the PIC and the wells for future monitoring identified in the monitoring plan.

The FMP, groundwater monitoring program and the Risk Management Matrix should identify groundwater as the primary environmental sensitive receptor and it should be the subject of regular continuous assessment with established triggers for action based on the findings of the monitoring program.

### **2.13 Traffic Assessment (Appendix F of FMP)**

Comments provided by Henry Centen, P. Eng.

1. The roads proposed as the haul route for fill materials (McCowan Road, Mount Albert Road and Davis Drive) are under the jurisdiction of York Region. Comments should be received from the Region.
2. The assumptions made in the Traffic Assessment Report (Appendix F of the Fill Management Plan Report), to forecast the truck trip generation, are not consistent with the main body of the report (e.g., the number of fill days per year and number of operating hours per day vary). The analysis should be revised to use the higher forecasts for analysis or Fill Permitting (i.e., average of 200 trucks/day, 10 hours per day, 200 days per year, 400,000 m<sup>3</sup>/year).
3. The Traffic Assessment Report provides a sensitivity analysis, assuming a peaking factor of 2.0 on the average truck generation rate. No information is provided to confirm the basis of an assumed peak hour factor (i.e., to reflect the variance of fill deliveries on a daily, weekly or seasonal basis). Assuming the higher average of 200 trucks/day, 10 hours per day, together with the peaking factor of 2.0, we suggest using peak hour truck generation of 40 trucks in and 40 trucks out for impact analysis. The Traffic Assessment Report has forecasted 12 trucks in and 12 trucks out in the base analysis, or 24 trucks in and 24 trucks out in the sensitivity analysis. Similarly, if the Township monitors the fill activity for compliance with their Fill Permit requirements (i.e., via cameras), the higher truck activity may be considered).
4. The Traffic Assessment Report recommends that trucks (filled) arrive via Mount Albert Road and leave (empty) via Davis Drive. The rationale for this haul route is that McCowan Road currently has a 5 tonne load restriction between Davis Drive and a point about 1.5 km south of Mount Albert Road. We assume that this load restriction was put in place to direct traffic to the north, from both the previous Holt Pit and from the currently operating Strada Aggregate Pit (i.e., located just north of Herald Road). Since most of the traffic is directed to/from the south, the arrival route is circuitous and provides a less direct connection to the interchanges at Highway 404. In addition, the

arriving haul route traffic is directed through the community of Holt. It is our understanding that the Town of East Gwillimbury will not approve additional truck traffic through this community. We note that Holt is already impacted by truck traffic from various pits (e.g., Fill Site at the Mount Albert Pit, the active Strada Pit and the active CRH Canada Group Pit), so cumulative safety impacts would need to be a consideration.

## **2.14 Noise Impact Study (Appendix G of FMP)**

Comments provided by Kristina Zeromskiene, Ph.D.

### **Dust:**

Road Dust and Mud Control Plan does not indicate the conditions when the use of water truck, sweeper/flush trucks will be initiated. A description of the trigger conditions and constraints should be provided.

### **Noise:**

Table 3 - Acoustic Assessment Summary provides a Performance Limits of 55 dBA referencing MECP NPC-300 Guideline. However, NPC-300 daytime exclusion limits are 50 dBA, 50 dBA, and 45 dBA for Class 1, 2, and 3 areas respectively. If the reference is correct, the limits should be updated, and compliance of predicted sound levels should be re-evaluated.

Based on the report and the values used, it is possible that the reference was intended to be MECP "1998 Draft Noise Guidelines for Landfill Sites". If that was the intent, we disagree with the selection of the noise criteria. The MECP Noise Guidelines for Landfill Sites applies to new landfill sites or expansion of existing landfill for waste disposal. We are not aware of any activities involving waste at this site; therefore, NPC-300 exclusion limits should be used.

The report states that the worst-case hourly operating scenario was a maximum of 200 trucks/day. A maximum number trucks per hour that was used in the assessment should be provided.

## **2.15 Road Dust and Mud Control Plan**

The Road Dust and Mud Control Plan including the related sections of the Risk Management Matrix is practical and reasonable.

In Section 2.10.7.4 Timing for Action, Resolution and Response Protocol it indicates reported mud and dust control concerns "...are to be responded to/or addressed within two business days." The Town considers mud and dust issues off the site to be an indication of a failure of the preventative measures and it will require immediate action. In the sections of the text discussing the Water Truck and Full Time Sweeper and Flusher Truck it states, "The Project Leader will review the Site throughout the day." A report of mud and/or dust on the road should be acted on immediately during business hours and as a priority when the site opens if the report is received outside of business hours.

The Town considers mud and/or dust tracking beyond the site to be a priority issue and this should be reflected consistently in the FMP and Risk Management Matrix.

## 2.16 Templates

Monthly and Operational Report Outline – acceptable

Semi- Annual Report Outline – acceptable

Annual Report Outline – generally acceptable but should match the changes made to the groundwater monitoring program based on peer review comments.

## 3.0 Summary

In general, the application is comprehensive and provides the rationale and documentation required by the By-law and Guideline and indicates the appropriate liaison with other agencies with jurisdiction.

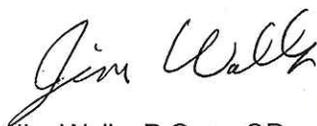
The peer review has identified some missing and incomplete information that needs to be addressed including comments from York Region, however the submission can generally be deemed a Full Application as per Section 4.2 of the Fill By-law.

The applicant is encouraged to keep in mind the Town's focus on the protection of groundwater as the primary environmental sensitive receptor and the prevention of mud and/or dust leaving the Site as the primary public impact concern.

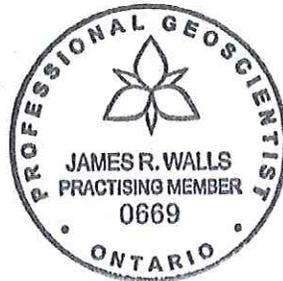
If you have any questions or comments please contact the undersigned.

Yours truly,

**R.J. Burnside & Associates Limited**



Jim Walls, P.Ge., QP<sub>ESA</sub>  
Geoscientist  
JW:sgd



cc: Tyler Dukovic, C.Tech., Town of East Gwillimbury (enc.) (Via:  
Email<tdukovic@eastgwillimbury.ca)

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August 9, 2019

Reference No. 011139891

Paul Neuman, C.E.T.  
Director of Engineering  
Community Infrastructure & Environmental Services Department  
Town of East Gwillimbury  
19000 Leslie Street  
Sharon ON L0G 1V0

Dear Mr. Neuman:

**Re: Fill Management Plan – Peer Review Comments  
Former Holt Pit Reclamation  
18728 McCowan Road  
Town of East Gwillimbury**

On behalf of our client, Rice Commercial Group Ltd., we are pleased to provide final responses to comments received from the Town of East Gwillimbury in the letter dated February 25, 2019 addressed to our client. Our initial response letter provided on April 15, 2018 described our proposed approach to addresses these comments.

The attached table describes how these comments were addressed in the revise Fill Management Plan, submitted to the Town of East Gwillimbury on August 9, 2019. These responses are consistent with our proposed approaches outlined in our April 15, 2018 response letter.

As always we are available to meet and discuss any aspect of the proposed Fill Management Plan at the Town's convenience.

Sincerely,  
GHD

A handwritten signature in blue ink, appearing to read 'Adolfo Emer', with a stylized flourish at the end.

Adolfo Emer  
Principal, Land Development  
905 752 4380

AE/en

cc: Rice Commercial Group Ltd. John McGovern, Ari Soberano  
GHD; Tom Guoth, Katrina McCullough



**Table 1 Peer Review Comments and GHD's Response**

Peer Review Comment	GHD's Response
<p><b>2.1 Cover Letter Comments to Council</b></p>	
<p>The application submission cover letter summarized the submission and included two comments for Council consideration. Both comments related to requesting Council to give Town staff the authority to make future decisions for various operational aspects including tipping fees and truck volumes.</p> <p>This request is consistent with the By-law recognizing that both items have been the subject of close public scrutiny in the past.</p>	<p>We note that the covering letter has been revised to include one comment for Council consideration.</p>
<p><b>2.2 Property Owner and Applicant</b></p>	
<p>The Fill Management Plan (FMP) indicates Overholt Farm Limited (Overholt) is the property owner and Rice is referred to as the Project Leader. As per Section 1.1 (p) the term Operator instead of Project Leader should be used to be consistent with the Fill By-law.</p>	<p>The term "Project Leader" has been replaced with "Operator" in the Fill Management Plan.</p>
<p>The documentation in Appendix C includes an Application Form dated January 10, 2017 with different Ownership and Operator names. An updated Form is required.</p>	<p>The previous application has been removed from Appendix C. An updated Application Form with the correct Ownership and Operator names will be submitted with the final Fill Management Plan.</p>
<p>Signed authorizations as per 4.2(h), and 4.2(i) of the Fill By-law are required.</p>	<p>Signed authorizations will be provided on the Application to be submitted with the final Fill management Plan</p>
<p><b>2.3 Fees</b></p>	
<p>Section 4.2(d) requires the submission of applicable fees. There was a record in Appendix C of the FMP of a fees submission. Current requirements should be confirmed.</p>	<p>The previous application has been removed from Appendix C. Applicable fees will be submitted with the final Fill Management Plan.</p>
<p><b>2.5 Zoning By-law, Green Belt, ORMCP Conformity, LSRCA and Planning Justification</b></p>	



<p>Section 2.5 requires the work to be conducted in accordance with the Town's Zoning By-law. The current Zoning By-law indicates that 18725 McCowan Road is currently zoned Rural (RU) and Aggregate Resource (AER). The Zoning By-law states that: "Commercial fill operation for the purpose of site restoration" is allowed in AER zoned areas.</p> <p>The application appears to conform with Town and other regulatory agency land use requirements based on the strict limitation of filling to the pre-extraction topographic contours and the restoration of agricultural land use as the end land use for the Site.</p> <p>This should be confirmed with the Town's Planning Department.</p>	<p>We understand that Town staff will circulate the Fill Management Plan internally to the Planning Department to confirm that the application conforms with Town land use requirements.</p>
<p><b>2.5 Post Extraction Aggregate Operations</b></p>	
<p>Town archives include an October 22, 2007 letter from the MNRF regarding the Site indicating that there are no further legal obligations in accordance with Section 19 of the Aggregate Resources Act. A copy should be included in the submission.</p> <p>Section 4.2(o) requires the provision of documentation related to the former aggregate operation. It is possible that the documentation provides details on pre-extraction grades. If such documentation is not available, the proposed use of published historical contours is acceptable.</p>	<p>This letter has been added as Appendix B to the Fill Management Plan</p> <p>Prior to the submission of the Fill Management document, our client's surveyor, JD Barnes conducted a review of available pre-extraction survey information which could be used for the stated purpose. The available information was the OBM mapping from 1983 which was provided. By observation, it appears that the OBM information is very consistent with existing boundary conditions as shown by the overlap at the boundary areas.</p>
<p><b>2.6 Phase 1 Environmental Site Assessment</b></p>	
<p>Section 3 (a) of the Guideline requires the completion of a Phase One and/or Phase Two Environmental Site Assessment (ESA). A Phase Two is only required if it is a recommendation of the Phase One when following the protocols of 0. Reg. 153/04. The purpose of the requirement is to provide a structured report documenting the history and current environmental condition of the property prior to filling.</p> <p>A Phase One ESA should be provided</p>	<p>The Phase One ESA and Phase Two ESA has been added as appendices to the Fill Management Plan.</p>



## 2.7 Septic Systems

Section 2.10.3 indicates the closest septic system as 80m from the Site boundary however it fails to identify the property on Mill Road which is probably serviced with a well and septic system. This should be corrected

Section 2.10.3 has been revised to reflect that the property on Mill Road has a septic system.

## 2.8 Other Applicable Law

Section 1.1 (r) defines "Other Applicable Law", which is referenced throughout the By-law including Sections 5.2 and 5.3.

To meet the requirements of Section's 4.2(n), 5.3(a) and 5.3(b) the Town requires written confirmation of the approval of the application and / or confirmation of no concerns from the various regulatory agencies with jurisdiction. Comments from the Lake Simcoe Region Conservation Authority (LSRSA) indicate not issues of concern or regulatory jurisdiction. Comments are required from:

- York Region - Transportation Branch regarding the Traffic Impact Study
  - York Region - Environmental Promotion and Protection
- Town comments may be altered based on input from the Region.

The draft Fill Management Plan was provided to York Region's Transportation Branch and Environmental Promotion and Protection Branch in March 2019. Further, a meeting was held with York Region's Transportation Branch on March 25, 2019. As a result of consultation with York Region, it was agreed to that trucks would be permitted to use McCowan Road south of the Site, avoiding the need for trucks to travel through the community of Holt.

## 2.9 Compliance with O. Reg 153/04 – Record of Site Condition

As noted in O. Reg. 153/04 the past operation of an aggregate extraction operation does not necessarily trigger the requirement for a Record of Site Condition (RSC) when the land is returned to its former use.

As required by Section 4.2(o) the provision of the aggregate operations documentation (and/or the history summary in a Phase One ESA) will allow for the determination if the licensed extraction operation was only for extraction and no other operations such as an asphalt plant.

As per Section 1.1 (c) and 4.2(f)iii, the Town considers the application a Commercial Fill Operation. The proposed fill operation

Section 2.6.2.14 has been revised to indicate that the Record of Site Condition will be filed within 3-4 months of completion of the fill operation.



<p>also meets the Commercial land use designation of O.Reg. 153/04. Since the declared end land use of the property, and the only currently legal long-term land use of the property based on the Zoning By-law is Agricultural (as defined by O. Reg. 153/04), a RSC for Agricultural land use will be required at the completion of the filling operation.</p> <p>The submission documents indicate that soil importation standards, oversight, sampling and documentation as well as the groundwater and their environmental monitoring will be designed to reflect the requirement for filling a RSC for Agricultural land use at the completion of filling.</p> <p>The post filling timeline for completing a RSC for Agricultural land use should be included in the FMP as it will factor into the details of the Agreement and Security Deposit.</p>	
<p><b>2.10 Stormwater Management and Erosion and Sediment Control</b></p> <p>No significant concerns were noted regarding Storm Water Management, grading and Erosion and Sediment Control.</p> <p>There are no supporting calculations or design details for the settlement control ponds shown on drawings OPS-2 and OPS-3. The two southern-most ponds also increase from 800 cu.m to 900 cu.m between stages 2 and 3, with no explanation.</p> <p>The applicant should provide supporting calculations and design details for the settlement control ponds shown on drawings OPS-2 and OPS-3.</p>	<p>Supporting calculations for the settlement control ponds have been added as Appendix I of the Fill Management Plan. Design details for the settlement control ponds have been added to the drawings OPS-2 and OPS-3</p>
<p><b>2.11 Agreement</b></p> <p>Section 2.12 indicates the General Manager may at his / her discretion require any applicant to enter into an agreement with the Town. It is our understanding an Agreement will be required for this application.</p> <p>We recommend the agreement include, among other things:</p>	<p>Rice Commercial Group Limited agreed to inclusion of these items in the Agreement. Town staff have indicated that they will prepare the Agreement.</p>



<ul style="list-style-type: none"> <li>• Closure and post closure care and monitoring including the filing of a Record of Site Condition for Agricultural land use as per 0. Reg. 153/04.</li> <li>• Insurance.</li> <li>• Indemnification of the Town.</li> <li>• Security deposit to be held until all Conditions of the Permit and agreement are fulfilled.</li> </ul> <p>The applicant could consider suggesting the way in which each of these items will be addressed.</p>	
<p><b>2.12 Hydrogeological Assessment</b></p>	
<p>The assessment effectively characterizes the hydrogeology of the site and we generally concur with the findings and conclusions.</p> <p>Section 5.1 states:</p> <p><i>Prior to filling activities, a door-to-door survey of existing residential wells will be completed.</i></p> <p><i>Background groundwater quality samples will be collected from selected wells. All wells within 500 m of the Site are hydraulically upgradient of the proposed filling activities. Therefore, water quality impacts are not anticipated.</i></p> <p>We concur that a survey is required. There is a residential house on the subject property who's well will be down gradient of some filling. There are also residential properties on the north and south side of Mill Road that could be down gradient/trans gradient of the filling. These wells and a selection of up gradient and trans gradient wells should be evaluated.</p>	<p>Comment noted</p> <p>The monitoring program will be updated, as appropriate, based on the results from the residential well survey which is scheduled for August 14-16, 2019. However, we anticipate that the boundary trigger wells currently installed on site will be appropriate to identify potential impacts. It should be noted that the residence on the north side of Mill Road is part of the property owned by Overholt Farm Limited.</p>
<p>Section 5.1 (h) and the Operational Guideline requires a well monitoring program.</p> <p>The proposed groundwater monitoring program outlined in Section 7 of the report needs to be described in more detail as required by Section 4 of the Guideline. The following items should be included:</p>	<p>Additional details regarding the groundwater monitoring program have been added to Section 6 of the Hydrogeological Assessment.</p>



<ul style="list-style-type: none"> <li>Groundwater flow directions should be shown on at least one Site plan.</li> </ul>	<p>Groundwater flow direction has been added to Figure 4.4 of the Hydrogeological Assessment.</p>
<ul style="list-style-type: none"> <li>Any sensitive groundwater receptors should be shown including the on property residential well and residential properties on Mill Road.</li> </ul>	<p>Sensitive groundwater receptors are shown on Figure 5.1 of the Hydrogeological Assessment</p>
<ul style="list-style-type: none"> <li>The areas of the site boundary where groundwater could flow off and on to an adjacent property needs to be defined and a monitoring well network designed to monitor such off-Site flow.</li> </ul>	<p>As noted in Section 5.1 of the Hydrogeological Assessment, two supply wells, which are owned by Overholt Farm Limited, are located cross-gradient of the Site and are potential groundwater receptors as shown in Figure 5.1. Boundary triggers wells have been installed on the Site to assess of the potential for impacts from the filling activities to these potential receptors.</p>
<ul style="list-style-type: none"> <li>A well nest will be required so vertical groundwater velocity can be estimated.</li> </ul>	<p>As noted in Section 3.1 of the Hydrogeological Assessment, deeper monitoring well adjacent to existing well MW02-19 was installed to complete a well nest and facilitate vertical flow calculations.</p>
<ul style="list-style-type: none"> <li>Lateral and vertical flow velocities should be calculated for assessing monitoring results</li> </ul>	<p>Groundwater flow velocities are included in Section 4.2.2 of the Hydrogeological Assessment.</p>
<ul style="list-style-type: none"> <li>Consideration should be given to installing a shallow well at the MW-1 location as the existing well is screened below the water table and below a fine-grained unit so would be protected from detecting impacts to the shallow groundwater.</li> </ul>	<p>As noted in Section 3.1 of the Hydrogeological Assessment, a shallower well adjacent to existing well MW01-19 was installed to facilitate detection of impacts at the groundwater table. MW01-19 is screened below the groundwater table and below a fine-grained deposit.</p>
<ul style="list-style-type: none"> <li>The monitoring program should be based on semi-annual monitoring of groundwater elevations and groundwater quality with the results compared to O. Reg. 153/04.</li> </ul>	<p>As noted in Section 6.5 of the Hydrogeological Assessment, semi-annual update reports will provided to the Town during filling activities.</p>
<ul style="list-style-type: none"> <li>At least two data loggers should be installed in selected wells to monitor groundwater fluctuations over time.</li> </ul>	<p>As noted in Section 3.2 of the Hydrogeological Assessment, dataloggers have been installed in five monitoring wells.</p>
<ul style="list-style-type: none"> <li>Groundwater chemistry trend assessment and trigger concentrations should be described</li> </ul>	<p>As noted in Section 6.3 of the Hydrogeological Assessment, Ongoing groundwater analytical data will be entered into database and assessed for indications of potential impacts due to the filling activities. If the results of groundwater sampling program results indicate any of the following, the impact will be assessed and an appropriate action plan will be implemented as detailed in the Fill Management Plan Risk Management Matrix:</p>



<ul style="list-style-type: none"> <li>The monitoring program should be consistent with the Semi-Annual Report and Annual Report outlines in the Template section of the FMP.</li> <li>The QP should provide the rationale for the plan to effectively monitor the groundwater during and after filling to be protective of the off Site properties and the drinking water aquifer.</li> </ul>	<ul style="list-style-type: none"> <li>A parameter showing a statistically significant increase in concentration.</li> <li>A concentration is above the Table 2 Standard.</li> <li>Groundwater exhibiting potential aesthetic impacts (i.e., the presence of free phase product or hydrocarbon sheen).</li> </ul> <p>The groundwater monitoring program has been revised and is consistent with the Semi- Annual Report and Annual Report outlines.</p>
<p>Consideration should be given to aggressive monitoring to establish baseline conditions during the initial filling period and more focused monitoring of specific wells for indicator parameters.</p>	<p>Section 6.1 of the Hydrogeological Assessment has been revised to include the rationale for the groundwater monitoring plan to effectively monitor the groundwater during and after filling.</p>
<p>Monitoring should include volatile organic compounds and other parameters included in O. Reg 153/04. The monitoring plan should provide some rationale as to what wells at what frequency and for what parameters. The rationale should consider the establishment of background conditions, groundwater flow velocities and directions.</p>	<p>Additional details regarding the groundwater monitoring program have been added to Section 6 of the Hydrogeological Assessment.</p> <p>Additional details regarding the groundwater monitoring program have been added to Section 6 of the Hydrogeological Assessment. As noted in Section 6.2 of the Hydrogeological Assessment, samples will be analyzed for volatile organic compounds.</p>
<p>Some activities, such as the installation of additional wells and equipment including data loggers can be commitments made by the applicant to be completed prior to issuing the Permit as there is currently sufficient hydrogeological information to evaluate the application.</p>	<p>As noted in Section 3.2 of the Hydrogeological Assessment, dataloggers have been installed in five monitoring wells. As noted in Section 3.1 of the Hydrogeological Assessment, two additional groundwater monitoring wells were installed in August 2019.</p>
<p>The domestic well inventory should be completed prior to the PIC and the wells for future monitoring identified in the monitoring plan.</p>	<p>The private well survey is scheduled for August 14-16, 2019.</p>
<p>The FMP, groundwater monitoring program and the Risk Management Matrix should identify groundwater as the primary environmental sensitive receptor and it should be the subject of</p>	<p>Section 2.13 of the Fill Management Plan has been revised to identify groundwater as the primary environmental sensitive receptor.</p>



<p>regular continuous assessment with established triggers for action based on the findings of the monitoring program.</p>	
<p><b>2.13 Traffic Assessment</b></p>	
<p>The roads proposed as the haul route for fill materials (McGowan Road, Mount Albert</p>	<p>As noted above, the draft Fill Management Plan was provided to York Region's Transportation Branch and a meeting was held on March 25, 2019. As a result of consultation with York Region, it was agreed to that trucks would be permitted to use McCowan Road south of the Site, avoiding the need for trucks to travel through the community of Holt.</p>
<p>The assumptions made in the Traffic Assessment Report (Appendix F of the Fill Management Plan Report), to forecast the truck trip generation, are not consistent with the main body of the report (e.g., the number of fill days per year and number of operating hours per day vary). The analysis should be revised to use the higher forecasts for analysis or Fill Permitting (i.e., average of 200 trucks/day, 10 hours per day, 200 days per year, 400,000 m<sup>3</sup>/year).</p>	<p>The Traffic Assessment Report was revised to reflect the assumption of 200 trucks per day. In addition, the Traffic Assessment Report was revised to reflect an average of 20 trucks in &amp; 20 trucks out per hour.</p>
<p>The Traffic Assessment Report provides a sensitivity analysis, assuming a peaking factor of 2.0 on the average truck generation rate. No information is provided to confirm the basis of an assumed peak hour factor (i.e., to reflect the variance of fill deliveries on a daily, weekly or seasonal basis). Assuming the higher average of 200 trucks/day, 10 hours per day, together with the peaking factor of 2.0, we suggest using peak hour truck generation of 40 trucks in and 40 trucks out for impact analysis. The Traffic Assessment Report has forecasted 12 trucks in and 12 trucks out in the base analysis, or 24 trucks in and 24 trucks out in the sensitivity analysis. Similarly, if the Township monitors the fill activity for compliance with their Fill Permit requirements (i.e., via cameras), the higher truck activity may be considered).</p>	<p>The Traffic Assessment Report was revised to reflect a peaking sensitivity analyses of 40 trucks in and 40 trucks out per hour.</p>
<p>The Traffic Assessment Report recommends that trucks (filled) arrive via Mount Albert Road and leave (empty) via Davis Drive. The rationale for this haul route is that McGowan Road currently has a 5 tonne load restriction between Davis Drive and a point about 1.5 km south of Mount Albert Road. We assume that this load restriction was put in place to direct traffic to the north, from both the previous Holt Pit and from the currently operating Strada Aggregate Pit (i.e.,</p>	<p>As noted above, as a result of this request from the Town of East Gwillimbury and following consultation with York Region, it was agreed to that trucks would be permitted to use McCowan Road south of the Site, avoiding the need for trucks to travel through the community of Holt.</p>



<p>located just north of Herald Road). Since most of the traffic is directed to/from the south, the arrival route is circuitous and provides a less direct connection to the interchanges at Highway 404. In addition, the arriving haul route traffic is directed through the community of Holt. It is our understanding that the Town of East Gwillimbury will not approve additional truck traffic through this community. We note that Holt is already impacted by truck traffic from various pits (e.g., Fill Site at the Mount Albert Pit, the active Strada Pit and the active CRH Canada Group Pit), so cumulative safety impacts would need to be a consideration.</p>	
<b>2.14 Noise Impact Study</b>	
<p><b>Dust</b></p> <p>Road Dust and Mud Control Plan does not indicate the conditions when the use of water truck, sweeper/flush trucks will be initiated. A description of the trigger conditions and constraints should be provided.</p>	<p>Section 2.10.7 of the Fill Management Plan has been revised to include a description of trigger conditions and constraints for the use of the water truck and sweeper/flusher.</p>
<p><b>Noise</b></p> <p>Table 3 - Acoustic Assessment Summary provides a Performance Limits of 55 dBA referencing MECP NPC-300 Guideline. However, NPC-300 daytime exclusion limits are 50 dBA, 50 dBA, and 45 dBA for Class 1, 2, and 3 areas respectively. If the reference is correct, the limits should be updated, and compliance of predicted sound levels should be re-evaluated.</p> <p>Based on the report and the values used, it is possible that the reference was intended to be MECP "1998 Draft Noise Guidelines for Landfill Sites". If that was the intent, we disagree with the selection of the noise criteria. The MECP Noise Guidelines for Landfill Sites applies to new landfill sites or expansion of existing landfill for waste disposal. We are not aware of any activities involving waste at this site; therefore, NPC-300 exclusion limits should be used.</p>	<p>The Noise Impact Study was revised to reflect a Performance Limit of 55 dBA.</p>
<p>The report states that the worst-case hourly operating scenario was a maximum of 200 trucks/day. A maximum number trucks per hour that was used in the assessment should be provided.</p>	<p>Section 1 of the Noise Impact Study was revised to include the maximum number trucks per hour consistent with the assumptions used in the Traffic Assessment Report.</p>



## 2.15 Road Dust and Mud Control Plan

The Road Dust and Mud Control Plan including the related sections of the Risk Management Matrix is practical and reasonable.

In Section 2.10.7.4 Timing for Action, Resolution and Response Protocol it indicates reported mud and dust control concerns " ... are to be responded to/or addressed within two business days." The Town considers mud and dust issues off the site to be an indication of a failure of the preventative measures and it will require immediate action. In the sections of the text discussing the Water Truck and Full Time Sweeper and Flusher Truck it states, "The Project Leader will review the Site throughout the day." A report of mud and/or dust on the road should be acted on immediately during business hours and as a priority when the site opens if the report is received outside of business hours.

The Town considers mud and/or dust tracking beyond the site to be a priority issue and this should be reflected consistently in the FMP and Risk Management Matrix.

Section 2.10.7.4 of the Fill Management Plan has been revised to specify that responses to mud and dust control concerns are to be addressed immediately during business hours or when the site opens the following business day if complaint is received after hours. Sections 2.10.7.1 and 2.10.7.2 and the Risk Management Matrix have also been revised to reflect this requirement.

Section 2.13 and the Risk Management Matrix have been revised to reflect that mud and/or dust tracking beyond the site is a priority issue.

## 2.16 Templates

Monthly and Operational Report Outline – acceptable

Semi- Annual Report Outline - acceptable

Annual Report Outline - generally acceptable but should match the changes made to the groundwater monitoring program based on peer review comments.

The groundwater monitoring program has been revised and is consistent with the Annual Report Outline.



September 24, 2019

**Via: Email (pneuman@eastgwillimbury.ca)**

Mr. Paul Neuman, C.E.T  
Director of Engineering  
Town of East Gwillimbury  
19000 Leslie Street  
Sharon ON L0G 1V0

Dear Mr. Neuman:

**Re: Second Submission, Peer Review of Site Alteration Permit Application  
18725 McCowan Road, Town of East Gwillimbury, Ontario  
Project No.: 300041632.6000**

## **1.0 Introduction**

At the request of the Town of East Gwillimbury (Town), R.J. Burnside & Associates Limited (Burnside) has conducted a peer review of the second submission documentation provided to the Town from Rice Commercial Group Limited (Rice) for a Site Alteration Permit for a former gravel pit located at 18725 McCowan Road (Site).

The submission was made in support of an application for a Permit in accordance with the Town's Fill By-Law No. 2013-066, as amended (Fill By-law).

The second submission follows a February 20, 2019 letter from Burnside providing comments regarding the first submission documents submitted in December 2018.

The second submission included:

- Cover letter by GHD addressing peer review comments dated August 9, 2019; and
- Fill Management Plan (FMP), revised, dated August 9, 2019 which included:
  - Drawings;
  - Appendices;
  - Templates; and
  - Technical Reports.

## 2.0 Second Submission Peer Review Comments

### 2.1 General Comments

The second submission addressed most of the peer review comments provided in the Burnside letter of February 20, 2019, however some of the items were not fully addressed and/or need further clarification.

The following sections outline the remaining issues.

### 2.2 Cover Letter

The cover letter included the following:

As noted in the Fill Management Plan, several important features will be completed prior to the start of the fill operations. These include:

1. *The overall sedimentation and erosion controls for the facility;*
2. *All mud-tracking and dust control measures and protocols;*
3. *Entire landscape berm adjoining McCowan Road;*
4. *Tree protection fencing;*
5. *The security screening and tracking system; and*
6. *Implementation of a proper record keeping and document storage/indexing system.*

We concur with proposed timing of these items as they include the initial physical and operational site preparation works. The importation of fill should not start until these items have been completed as outlined in the Fill Management Plan (FMP) to the satisfaction of the Town.

The letter also states; *In addition to the enclosed FMP, we provide to the Town's Council for consideration the following condition related to the approval for this facility:*

- *Consider Town staff be given the authority to negotiate the final security requirements for the proposed project, including the frequency of volume updates and methodology of interim volume assessments, the initial tipping fee and updates to the tipping fee, recognizing the anticipated life of the facility.*

This is a reasonable request to be put to Council however the following items should be part of staff recommendations to Council for their final decision:

- Truck count volumes (per day, per week, averages, as applicable); and
- Tipping fee schedule.

These are items of significant public interest and should be approved by Council. Council should approve the ability of staff to make limited adjustments to truck count volumes such as addressing averages rather than specific day limits.

### **2.3 Other Applicable Law**

Section 1.1(r) defines “*Other Applicable Law*”, which is referenced throughout the By-Law including Sections 5.2 and 5.3.

To meet the requirements of Section’s 4.2(n), 5.3(a) and 5.3(b) the Town requires written confirmation of the approval of the application and / or confirmation of no concerns from the various regulatory agencies with jurisdiction. Comments are required from:

- York Region - Transportation Branch regarding the Traffic Impact Study; and
- York Region - Environmental Promotion and Protection.

Town comments may be altered based on input from the Region.

Although there is evidence of consultation with York Region Transportation written documentation from them is required.

Comments from York Region – Environmental Promotion and Protection, including those related to hydrogeology are required.

### **2.4 Compliance with O. Reg. 153/04 – Record of Site Condition**

This has been included in the FMP. The details of timing, continuance of monitoring and release of the Security Deposit should be addressed in the Agreement.

### **2.5 Hydrogeological Assessment (Appendix H of FMP)**

The cover letter states:

*The monitoring program will be updated, as appropriate, based on the results from the residential well survey which is scheduled for August 14-16, 2019. However, we anticipate that the boundary trigger wells currently installed on site will be appropriate to identify potential impacts. It should be noted that the residence on the north side of Mill Road is part of the property owned by Overholt Farm Limited*

The information should be incorporated into the Hydrogeological Assessment once the data has been acquired and assessed.

Although two additional monitoring wells were installed in August 2019, no information about the wells, such as borehole logs, vertical gradients, groundwater flow and other details are included in the text, tables or figures. The report needs to be updated to include the incorporation of the data from the new wells. The comments provided for the first submission should be revisited to ensure they are all addressed.

In Section 6.2 and 6.3 the groundwater monitoring parameters include Electrical Conductivity (EC) and Sodium Absorption Rate (SAR) which are soil parameters. The list should be modified to reflect groundwater parameters.

Section 6.4 indicates that monitoring will be continued for one year following completion of filling the filling activities. This should be changed to reflect the requirement for monitoring to continue until the filing of a Record of Site Condition for Agricultural land use is completed and all other requirements of the Permit and Agreement have been fulfilled.

Item 5 in the Summary and Conclusions states: *All wells within 500 m of the Site are hydraulically upgradient of the proposed filling activities. Therefore, water quality impacts are not anticipated.* This comment should be revised as there are at least two domestic water supply wells servicing residences owned by Overholt Farms that are downgradient of fill areas.

The results from the domestic well survey should be included.

## **2.6 Truck Traffic**

Based on the comments provided by the public at the Public Interest Committee (PIC) and the experiences of fill site operators throughout southern Ontario one of the most sensitive issues involving fill sites is the impact of truck traffic on the surrounding residents and road users. This includes:

- Hours of activity;
- Noise;
- Speeding and driving related issues; and
- Congestion.

The operator must recognize this sensitive issue and take all reasonable precautions to minimize these potential impacts.

In addition, mud and dust on the roads from truck traffic is also a major public concern. The operator must recognize that mud and dust control is to be managed on the Site. It should only be in exceptional circumstances, such as unusual weather events, that mud and dust management is required on McCowan Road.

These items are addressed sufficiently in the FMP. We provide the above comments to simply reinforce the importance of this issue. Mechanisms to monitor traffic and road conditions such as cameras or sensors are required.

## **3.0 Summary**

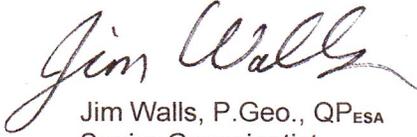
Although there are a few items to complete/clarify the Fill Management Plan and supporting documents are comprehensive and except for the items noted above meet the requirements of the Town.

Consideration could be given to moving ahead with preparing the wording of a draft Agreement while the remaining items are addressed.

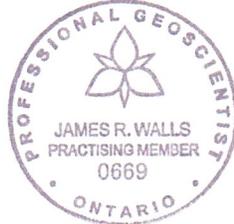
If you have any questions or comments, please contact the undersigned.

Yours truly,

**R.J. Burnside & Associates Limited**



Jim Walls, P.Ge., QP<sup>ESA</sup>  
Senior Geoscientist  
JW:sp



cc: Tyler Dukovic, C.Tech., Town of East Gwillimbury (enc.)  
(Via Email: [tdukovic@eastgwillimbury.ca](mailto:tdukovic@eastgwillimbury.ca))

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190923 Holt Pit Second Submission 041632  
24/09/2019 1:53 PM



May 28, 2020

Reference No. 11139891

Paul Neuman  
Director of Engineering  
Town of East Gwillimbury  
19000 Leslie Street  
Sharon, ON L0G 1V0

Dear Mr. Neuman:

**Re: Fill Management Plan – Second Submission Peer Review Comments  
Former Holt Pit Reclamation  
18728 McCowan Road  
Town of East Gwillimbury**

On behalf of our client, Rice Commercial Group Ltd., we are pleased to respond to comments received from the Town of East Gwillimbury’s (Town’s) peer reviewer, R.J. Burnside & Associates Limited (Burnside) in their letter dated September 24, 2019.

We understand that GHD’s second submission addressed most of the previous peer review comments. The following table provides GHD’s responses to the remaining comments noted in the September 24 letter.

**Table 1 Peer Review Comments and GHD’s Response**

Peer Review Comment	GHD’s Response
<b>2.2 Cover Letter</b>	
<p>The following items should be part of the staff recommendation to Council for their decision:</p> <ul style="list-style-type: none"> <li>Truck count volumes (per day, per week, averages, as applicable)</li> <li>Tipping fee schedule</li> </ul>	<p>Comment noted</p>
<b>2.3 Other Applicable Law</b>	
<p>To meet the requirements of Section’s 4.2(n), 5.3(a), and 5.3(b) the Town requires written confirmation of the approval of the application and / or confirmation of no concerns from the various regulatory agencies with jurisdiction. Comments are required from:</p> <ul style="list-style-type: none"> <li>York Region – Transportation Branch regarding the Traffic Impact Study</li> <li>York Region – Environmental Promotion and Protection</li> </ul>	<p>York Region Transportation Branch and Environmental Promotion and Protection were circulated the Fill Management Plan and relevant supporting documents in March 2019. Comments regarding the proposed intersection improvements were received from the Transportation Branch which were addressed to their satisfaction.</p> <p>Staff from York Region’s Transportation Branch confirmed that the Environmental Promotion and Protection Branch were circulated the Fill Management Plan; however, no comments were received. Correspondence from York Region is included in Appendix D.</p>



**Table 1 Peer Review Comments and GHD's Response**

Peer Review Comment	GHD's Response
<b>2.4 Compliance with O.Reg. 153/04 – Record of Site Condition</b>	
<p>This has been included in the FMP. The details of timing, continuance of monitoring and release of the Security Deposit should be addressed in the Agreement</p>	<p>These details will be coordinated with the Town as part of the Agreement.</p>
<b>2.5 Hydrogeological Assessment (Appendix H of FMP)</b>	
<p>The cover letter states:</p> <p><i>The monitoring program will be updated, as appropriate, based on the results from the residential well survey which is scheduled for August 14-16, 2019. However, we anticipate that the boundary trigger wells currently installed on site will be appropriate to identify potential impacts. It should be noted that the residence on the north side of Mill Road is part of the property owned by Overholt Farm Limited</i></p> <p>The information should be incorporated into the Hydrogeological Assessment once the data has been acquired and assessed.</p>	<p>Section 3.6 of the Hydrogeological Assessment (Appendix H) has been updated to include the results of the residential well survey.</p>
<p>Although two additional monitoring wells were installed in August 2019, no information about the wells, such as borehole logs, vertical gradients, groundwater flow and other details are included in the text, tables or figures. The report needs to be updated to include the incorporation of the data from the new wells. The comments provided for the first submission should be revisited to ensure they are all addressed.</p>	<p>Section 3.1 of the Hydrogeological Assessment (Appendix H) has been updated to include information on these additional wells.</p>
<p>In Section 6.2 and 6.3 the groundwater monitoring parameters include Electrical Conductivity (EC) and Sodium Absorption Rate (SAR) which are soil parameters. The list should be modified to reflect groundwater parameters.</p>	<p>Electrical Conductivity (EC) and Sodium Absorption Rate (SAR) have been removed from the list of monitoring parameters included in Section 6.2 and 6.3 of the Hydrogeological Assessment (Appendix H). Inorganics have been added to the list of monitoring parameters.</p>
<p>Section 6.4 indicates that monitoring will be continues for one year following completion of filling the filling activities. This should be changed to reflect the requirement for monitoring to continue until the filing of a Record of Site Condition for Agricultural land use is completed and all other requirements of the Permit and Agreement have been fulfilled.</p>	<p>The Hydrogeological Assessment (Appendix H) has been updated to indicate that monitoring to continue until the filing of a Record of Site Condition for Agricultural land use is completed and all other requirements of the Permit and Agreement have been fulfilled.</p>



**Table 1 Peer Review Comments and GHD's Response**

Peer Review Comment	GHD's Response
<p>Item 5 in the Summary and Conclusions states:</p> <p><i>All wells within 500 m of the Site are hydraulically up gradient of the proposed filling activities. Therefore, water quality impacts are not anticipated.</i></p> <p>This comment should be revised as there are at least two domestic water supply wells servicing residences owned by Overholt Farms that are down gradient of fill areas.</p> <p>The results from the domestic well survey should be included.</p>	<p>Section 7 has been updated to state that two residential wells, which are owned by Overholt Farm Limited, are located cross-gradient of the Site. In addition, the results from the residential well survey are included in Section 7.</p>
<b>2.6 Truck Traffic</b>	
<p>Based on the comments provided by the public at the Public Interest Committee (PIC) and the experience of fill site operators throughout southern Ontario one of the most sensitive issues involving fill sites is the impact of truck traffic on the surrounding residents and road users. This includes:</p> <ul style="list-style-type: none"> <li>• Hours of activity</li> <li>• Noise</li> <li>• Speeding and driving related issues</li> <li>• Congestions</li> </ul> <p>The operator must recognize this sensitive issue and take all reasonable precautions to minimise these potential impacts</p>	<p>Comment noted. Section 2.10.6 and Section 2.10.9 provides information on traffic and noise management measures. Further, Section 2.4 details the changes that were made to the Fill Management Plan to address concerns from the public regarding traffic and noise impacts, including:</p> <ul style="list-style-type: none"> <li>• Implementing strict haul routes;</li> <li>• Reducing the number of trucks permitted to 150 per day;</li> <li>• Installation of intersection improvements, radar speed signs, and outward facing video surveillance cameras; and</li> <li>• Commitment to build an additional berm on the northern property boundary.</li> </ul>
<p>In addition, mud and dust on the roads from truck traffic is also a major public concern. The operator must recognize that mud and dust control is to be managed on site. It should only be in exceptional circumstances, such as unusual weather events, that mud and dust management is required on McCowan Road.</p>	<p>Comment noted. Section 2.10.7 provides information on mud and dust management measures.</p>
<b>3.0 Summary</b>	
<p>Although there are a few items to complete/clarify the Fill Management Plan and supporting documents are comprehensive and except for the items noted above meet the requirements of the Town</p>	<p>We trust the revisions to the Fill Management Plan and supporting documents outlined above have clarified any outstanding items.</p>



Sincerely,  
GHD

A handwritten signature in blue ink, appearing to read "Adolfo Emer", is written over a faint, light blue circular watermark or stamp.

Adolfo Emer  
Principal, Land Development  
905 752 4380

AE/en/ah

cc: Tyler Dukovic, Town of East Gwillimbury  
John McGovern, Rice Commercial Group Ltd.  
Ari Soberano, Rice Commercial Group Ltd.  
Tom Guoth, GHD  
Katrina McCullough, GHD



June 11, 2020

**Via: Email (pneuman@eastwillimbury.ca)**

Mr. Paul Neuman, C.E.T.  
Director of Engineering  
Town of East Gwillimbury  
19000 Leslie Street  
Sharon ON L0G 1V0

Dear Mr. Neuman:

**Re: Peer Review of Fill By-law Permit Application, May 28, 2020 Submission  
Holt Pit, 18725 McCowan Road, Town of East Gwillimbury, Ontario  
Project No.: 300041632.6000**

## **1.0 Introduction**

At the request of the Town of East Gwillimbury (Town), R.J. Burnside & Associates Limited (Burnside) has been conducting a peer review of a Fill By-law Permit Application by Rice Commercial Group Limited (Rice) for the Holt Pit, a former aggregate pit located at 18725 McCowan Road (Site).

The submission was made in accordance with the Town's Fill By-Law No. 2013-066, as amended.

The first submission of the application process was received in December 2018. Meetings with Town staff and peer reviewer followed the first submission. Formal comments were provided in a peer review letter dated February 20, 2019.

Further discussions were held with Town staff and peer reviewer to clarify Town requirements.

A Public Information Centre (PIC) was held in June 2019.

A second submission dated August 9, 2019 included:

- Cover letter by GHD addressing peer review comments; and
- Fill Management Plan (FMP), revised, which included:
  - Drawings;
  - Appendices;
  - Templates; and
  - Technical Reports.

A peer review letter with comments was issued September 24, 2019. The Summary included:

*Although there are a few items to complete/clarify the Fill Management Plan and supporting documents are comprehensive and except for the items noted above meet the requirements of the Town.*

*Consideration could be given to moving ahead with preparing the wording of a draft Agreement while the remaining items are addressed.*

Discussions continued with Town staff and peer reviewer to clarify comments and address the regulatory changes resulting from the issuance of Ontario Regulation 406/19 On-site and Excess Soil Management on December 4, 2019 which comes into effect on July 1, 2020.

Meetings with the Town and public were held in November 2019 and February 2020.

The current submission dated May 28, 2020 addressing the peer review comments and the regulatory changes was peer reviewed.

Previous comments have been adequately addressed and we have no further comments.

## 2.0 Conclusions and Recommendations

The current submission dated May 28, 2020 meets the requirements of the By-law and has adequately addressed the peer review comments.

The submission is also aligned with the requirements of Ontario Regulation 406/19 On-site and Excess Soil Management which comes into effect on July 1, 2020.

The application can move to the next step in the Town's approval process.

If you have any questions or comments, please contact the undersigned.

Yours truly,

**R.J. Burnside & Associates Limited**

  
Jim Walls, P.Geo., QP<sub>ESA</sub>  
Senior Geoscientist  
JW:kl



cc: Tyler Dukovic, C.Tech., Town of East Gwillimbury (enc.)  
(Via Email: [tdukovic@eastgwillimbury.ca](mailto:tdukovic@eastgwillimbury.ca))

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