

**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>	
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**Fill and Fill Management**

<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>
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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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