

14245 Ninth Line Fill Management Plan Amendment PIC

Residents Questions & Responses

Record of Resident Questions in black.

Responses provided in blue.

1. Will this increase the trucks per day on Ninth Line?

No. United's application is for an Amendment to a previously granted license. There will be no traffic over and above the traffic volume already approved for the site (600 trucks/day). Hydro-excavation trucks will be included in the approved number of trucks coming to that location.

2. How will USM guarantee "clean" material is entering the property?

The small quantity/hydro-excavation material to be accepted at the property will be provided by Approved Shippers; these will be previously confirmed and accepted based on a business agreement with United Soils Management. The Approved Shippers hold stake in the process to guarantee their shipped fill material is "clean" as they retain ownership of the excess fill stockpiled in the Small Quantity Fill Management Area until the completion of the sampling and analysis program to confirm that fill quality is acceptable. If the fill quality is not acceptable, the Approved Shipper will be responsible for removing their stockpiled fill from the Site.

3. How many loads can a containment pad hold?

A containment pad is set to hold one load of material at a time. Once the field screening procedures are complete (outlined in answer to question 10 below), the load is moved to the stockpile for confirmatory sampling and analysis.

4. How many loads will be imported before they must test the material?

This was intentionally left unspecified in the amendment to provide Approved Shippers with flexibility to determine when sufficient material had accumulated in the temporary stockpile. As a practical matter, there is limited space and it is anticipated that the maximum capacity of each stockpile is 60 cubic metres. The sampling procedure for each temporary stockpile is based on the stockpile sizes (ie. more samples are collected from larger stockpiles).

5. How long can the material sit onsite untested?

Once material arrives to the Small Quantity Fill Management Area, segregation, field screening and inspection of each vehicle load as a preliminary step in confirming that soil quality is acceptable is undertaken. Following this, once placed within a quarantined containment pad, although there is no specific time limit set for how long the imported material can sit prior to geotechnical sampling and analysis, it is in the Approved Shippers best interest to have this material reviewed in order to free up the space for future fill import works.

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6. What will be considered a small quantity source site?

Site generating fill through local contractor small works (ie. pool or home basement excavations, landscape works) and hydro-excavation trucks are the types of sites considered as Small Source Sites. The Amendment significantly restricts the type of sites from which fill may be imported.

7. What if the company that “owns” the material walks away if the tests show the material is contaminated? Who gets stuck with the clean up?

If the fill quality is not acceptable, the Approved Shipper will be responsible for removing their stockpiled fill from the Site for transfer to an approved location. The business agreements prepared between United Soils Management and the Approved Shippers will retain sufficient financial securities to remove the material from the site.

8. Who will the approved shippers be? Approved shippers for the containment pads should only be from Stouffville.

At this point, only PGC Services (hydro-excavation) and small contractors located in Stouffville are being reviewed and considered as Approved Shippers. However, USM anticipates eventually entering into agreements with contractors in other municipalities, noting that the facility is intended to provide a responsibly managed alternative for fill disposal in the Town.

9. Who will approve shippers and monitor the shippers?

United Soils Management, as the operator for the site, will review and approve shippers for fill import consideration. United Soils Management along with the Town and its Peer Review Consultants will be monitoring the shippers for the site.

10. What are you testing for?

Field screening includes the following:

- Inspection of the fill to confirm that it does not contain putrescible materials, termites, potentially invasive species, or wastes, supported by photographs;
- Inspection of the fill to confirm that there is no evidence of impact including odour, staining, or evidence of petroleum hydrocarbon product (including sheen), supported by photographs; and
- The collection of a representative sample for headspace field screening using a combustible gas detector (calibrated using hexane) using the protocol described in the standard operating procedure. The preliminary control limit for total organic vapour concentration is 200 parts per million. Where the headspace concentration exceeds the control limit, the load will be temporarily segregated. The Qualified Person will be asked to review the field screening and inspection findings and determine whether additional sampling and analysis of the segregated material is necessary.

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Confirmatory sampling and analysis includes the following:

- Soil samples will be submitted to an accredited analytical laboratory for analysis of metals, petroleum hydrocarbons and polycyclic aromatic hydrocarbons. Additional parameters may be added by the Qualified Person.

11. How much does it cost to sample and test the material? Why can't the shippers test each load?

Testing each load is not considered a best management practice. Laboratory analysis of soil samples routinely takes between 5 to 10 days to complete, which is impractical for many small projects that involved several hours or days of work.

12. What is USM's incentive to allow for the Hydro-excavation trucks and small quantity shippers to import material on site?

United Soils Management, in accordance with the province's policy to manage excess soils, provides an alternative fill acceptance protocol for construction activities requiring disposal of relatively small quantities of excess fill. Given that a significant portion of the cost in managing excess soils is based on trucking materials to a site within close proximity to the source, there are certainly financial benefits to the Approved Shippers to have a local site for placement of the excess fill generated from their works.

Further, like any other business in the Town, USM wishes to expand its customer base. USM believes that this is a commercially-viable business opportunity and that there is a unique opportunity to build a new business that will be the first of its kind in Ontario.

13. The 40km/h restriction for the trucks is dangerous

- a. Drivers either try to pass the trucks and have the potential of a head on collision at the hill.
- b. Drivers may not notice/anticipate the truck drive slower down the hill and could rear-end the truck.

In response to local resident concerns on the speed of trucks travelling on Ninth Line at and south of the site, United Soils Management restricted their drivers to a maximum speed limit of 40 km/h.

14. Can the residents get a copy of the presentation? Or can it be available online?

The presentation will be available through a link on the Town website to be available the week of August 15, 2016 within the agenda to be posted for the council meeting on August 23, 2016.

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15. Residents would like notices sent out for the council meeting.

Notices will be issued for the council meeting to residents who have expressed interest and provided their addresses on either the Town public meeting on June 23, 2016 or the Open House at the pit on June 30, 2016.

16. Residents hear and see truck activity as early as 5:30A.M.

- a. Does the pit work under the Town's Noise by-law?

The pit at 14245 Ninth Line operated by United Soils Management, along with other pits in the vicinity, must comply with the Town of Stouffville noise by-law restricting noise during the hours of 7pm to 7am from Monday to Saturday.