

Meeting Minutes

Event:	Community Advisory Panel (CAP) Paris Pit CAP # 3 Transportation
Date & Time:	Tuesday, June 19, 2012 7:00- 9:00 PM
Place:	Paris Grand Country Club, River House
Chair:	Linda Smith, Facilitator
Participants:	Alex Faux, Neighbour Bill Telfer, Neighbour Ross Moore, Neighbour John McAllister, Neighbour Michael H Fox, Neighbour Robb Edwards, Neighbour Gary Strauss, Neighbour Fred Natolochny, Grand River Conservation Authority Jake Vanderburg, Neighbour Elizabeth Norris, Neighbour Cyril Parsons, Neighbour Marilyn Sewell, Neighbour Sean Routledge, Dufferin Aggregates, Site Manager Rafael Chocomeli, Dufferin Aggregates Andrea Bourrie, Holcim Canada
Guests:	Steve Bottero, Dufferin Aggregates Kevin Mitchell, Dufferin Aggregates Rob Wanless, MMM Group Mrs. Lukas, Neighbour, Wife of Dale Lukas (Observer)
Minutes:	Courtney Somers, Facilitator
Regrets:	Shirley Simons, Ward 2 Councilor, County of Brant Dale Lukas, Neighbour

Minutes

Andrea Bourrie provides and update on discussions within the community since last meeting.

- Dufferin will operate to todays standards
- Dufferin is continuing to do technical work on water and transportation
- Dufferin is continuing to speak with County on issues that have been raised by community

Where Dufferin has been since the last meeting:

- Meeting with the Technical staff and members of Council. The meeting focused on:
 - Traffic (Watts Pond Road reconstruction)
 - Safety
 - Water (understanding the County's questions)

- County would like to review Dufferin's technical research.
- Briefing with GRCA including members of Source Protection on the Permit to Take Water (PTTW)
 - Conservation Authority issues
 - GRCA likely to submit comments on the PTTW
- Permit To Take Water (PTTW)
 - Dufferin is continuing to conduct technical work
 - Application will be submitted to the MOE (date to be confirmed)
 - The CAP will have knowledge of the submission prior
- Website (www.dufferinparispit.com)
 - Will be launched shortly
- Public information meeting – likely early July
 - Provide details of the proposal to the community
 - Have an opportunity to have a Q&A session

Andrea Bourrie asks the CAP how they feel about Dufferin hosting a public meeting in early July. Some CAP members feel it is necessary for community members to get answers to their concerns and be given an opportunity to ask Dufferin questions. CAP members point out that the CCOB is planning to set up a meeting with Dufferin at the end of the summer.

Part One: Technical Discussion on Transportation

Andrea Bourrie points out to the CAP the County approved truck route. Dufferin will respect any changes made by the County to the current truck route. Andrea explains the traffic flow according to the half load season (frost) and the routes that will be taken in order to reach specific markets during half load restrictions.

Question One: What is the distance from the pit to the 403?

- Answer: About 18 kilometers

Question Two: There are already a lot of gravel trucks because of Lafarge, was there ever a discussion about adding extra lanes?

- Answer: The County is looking at the routes and planning improvements in the short term and in the long term. Traffic is increasing due to new houses, and we understand the County is looking into this but this is unrelated to us.

Rob Wanless from MMM Group takes over the presentation. Rob Wanless explains MMM Group's role with Dufferin and their observation of traffic in Paris.

Observation of Traffic Counts

- The counts were collected at intersections for 2 hours in the morning and in the evening. Road segment counts were also completed
- Rob points out the map of Paris indicating where the counts took place (refer to presentation deck Slide 9)
- Gaps in traffic at the intersections were also observed

Transportation Master Plan

The roads are capable of carrying 800 vehicles per direction per lane per hour. It was observed that in many areas traffic is significantly lower than the capacity of 800 vehicles. Rob Wanless refers to the presentation (Slide 11), indicating where the numbers for the counts were collected.

Question Three: Is it the construction of the road that makes it capable of handling 800 cars per hour? What is this based on?

- Answer: It is based on driver behavior and traffic signals in the area.

Question Four: We're concerned whether the road is able to handle the road traffic. For example, 24A, it has been said that that road cannot handle the traffic.

- Answer: These numbers are based on traffic flow and safety of the road. This is based on the design capacity of the road.

Question Five: Does Watts Pond Road have the same capacity as 24A?

- Answer: It is in good shape; we would likely lower that 800 number. It is not an arterial road, so it is the main roads that are capable of this traffic.

Question Six: If you add capacity to these roads, won't the increase be truck traffic? How does that change your analysis? This is an increase in trucks not cars.

- Answer: Trucks are counted as 2 – 2 ½ vehicles and this report is including all vehicles combined.

Question Seven: Do you recommend improvements to the County or Holcim?

- Answer: Holcim has conducted this research as part of their work to open and we will share it with the County and the community as well. The recommendation from MMM Group will be made to Dufferin and Dufferin will work with the community on implementation.

Part Two: Reconstruction of Watts Pond Road and Road Platform Design

Andrea explains that community safety and traffic flow is a concern to Dufferin. Dufferin wants to ensure that Watts Pond Road is designed properly to ensure that the flow of traffic is not disrupted. Andrea explains that Dufferin is willing to upgrade Watts Pond Road from the truck entrance to highway 24A. The remainder of the road may be upgraded but the County may have a preference to keep the road consistent in looks throughout. The County has brought this to Dufferin's attention and Dufferin is continuing to discuss this topic with the County. Dufferin is working to establish a technical solution for the road and Dufferin will continue to spend time working through this with the County.

Kevin Mitchell takes over the presentation to explain road platform design. Kevin Mitchell explains what has been done to gather research on the roads (bore holes). Dufferin will build the base of the road up, place a thick layer of aggregate and then a layer of asphalt. The road allowance in this area is 66 feet, so road improvements should work within this area. Dufferin wants to work within the road allowance in this area and has created a plan to comply with this.

To enhance the design, the ditching will be designed to provide proper drainage and minimize the footprint of the road. Dufferin is currently working with the County to ensure all these details are addressed. The design will also not encourage trucks to wait outside the pit.

Question Eight: How do you know what the road allowance is?

- Answer: We have legal surveys for the area from the Registry Office.

Question Nine: Will this road affect people's lawns? Can we measure it ourselves?

- Answer: Yes. We are working with the County to establish where neighbours have been using the County property as their lawn to help ensure the community understands what this road will look like. There will be a communications program for how the widening will happen. To measure, if you go to the centre of the road and measure 10 metres into your lawn, that is the road allowance.

Answer Ten: The road way will be 6.5m wide, how wide is a truck? I'm concerned about school busses traveling down this road; there visibility will be obstructed.

- Answer: 2.3-2.4 metres. There is about a metre available on each side. In terms of the safety, we need to come back to the CAP to be able to address this issue and explain how Dufferin and the County will be addressing this issue. We will come back with a specific response and stats about this issue and how Dufferin can minimize this concern.

Question Eleven: Are there any turning lanes being proposed?

- Answer: We are working with the County on turning lanes. We will also be working with Rob (MMM Group) to establish if this is necessary. No decisions have been made on this point. If we get a recommendation and think it will be beneficial, or the community wants the turning lane, please make sure Dufferin is aware of this and we will build it into a discussion with the County.

Question Twelve: Is there going to be a turning lane into the pit?

- Answer: The road will be widened in that area (to provide a turning lane).

Question Thirteen: Is there going to be cutting into the hill to create more visibility in the area?

- Answer: Researchers have taken a look at the hill and there has been a recommendation to change the hill. The County will be making the final decision on cutting into the hill.

Question Fourteen: What is the width of the road and what is the allowance?

- Answer: The road allowance is 66 feet on Watts Pond Road. We need to confirm the exact width of the road along the entire stretch, but we can provide you with that answer at another time.

Question Fifteen: Would you get more property from the people around the pit to create a turning lane?

- Answer: No. It is in front of our partial of land. It is part of the road. There will be a large skinny triangle where the trucks will be able to make a wide turn. Once the design has been finalized we will be able to share this with you and give you a better understanding of how it will be implemented.

Question Sixteen: Is there going to be an extension to Town Line Road?

- Answer: The Mayor has asked us to consider that, and at this time it is being assessed

Question Seventeen: The dimension on the road, are the dimensions the same as your competitors?

- Answer: Yes. The paved part will be similar. The road allowance in that area is higher (88 feet as opposed to 66 feet in our area).

Question Eighteen: Will there be an office or security guard posted at the road?

- Answer: We are currently discussing this when planning our gate at the entrance. We may not want to make the gate right at the road but rather have it further into our property so that trucks will be on our property rather than on the road.

Part Three: Truck Volumes and Tonnage

Steve Bottero explains the 997,000 tonne output from the Paris Pit at maximum production. Steve explains the typical truck movements based on seasonal attributes.

Question Nineteen: Can you clarify the truck movements?

- Answer: One truck goes in, this is considered one truck movement, one truck goes out which is an additional movement. The truck movements mentioned are when the site is operating at full capacity.

How many truckloads are coming out of the site?

- Based on an analysis at a comparable site, we expect:
 - Dec – Apr: 70 to 100 truck movements per day
 - May to Nov: 100 to 150 truck movements per day
- This volume can decrease based on market demand.
- Even when at full capacity, the numbers do not occur day after day as it would exceed the maximum annual tonnage. The numbers here represent a busy day.

Steve Bottero shows the CAP the different trucks being used in this area (slides 16-19)

Question Twenty: How do these heavy trucks stop (on a dime), when say a child is crossing road?

- Answer: The braking capacity for trucks is based on the load they carry. This is also based on ensuring the truckers drive safely in the area. We can come back to you with some more information on this. Many trucks use these routes and we will have to bring back some additional information to address the school bus safety issue.

Steve Bottero continues to explain the types of trucks that will be in the area and how they are used in accordance with our customers. The material is loaded into the truck on-site in the same way, how they dispense the material is different from truck to truck.

Question Twenty-One: You said the peak hours are between 7am and 9am, what percentage of the truck movements will happen at that time?

- Answer: 20-30 trucks per hour would be the absolute peak. We can get you the specific information for this and how much material comes out of the site at that time.

Question Twenty-Two Why is it a peak time?

- Answer: Construction. Aggregate is a just in time product. The construction industry starts early and aggregate needs to be on site. The 7am opening at Paris is much later than other sites and this time is base on our license.

Question Twenty-Three: Do you have control over what kind of trucks come into the site?

- Answer: Customers will call us to coordinate delivery and we will determine the type of truck being used. The client wants to use the most efficient truck for their project, depending on their needs – it will depend on the job the company is completing.

Part Four: Transportation and Trucker Policies

Safety

Dufferin is committed to ensuring safety in the community and for truckers. Dufferin has ensured that vehicles will not be entering the site in spots other then the approved entrance. Dufferin is looking into approving moving the pit entrance in order to minimize the impact on neighbours on Watts Pond Road.

Question Twenty-Four: I understand you've moved it to the West side of the existing house. Why would you not purchase the house and make that your entrance?

- Answer: We met with the County to establish the best position for the pit entrance. The entrance you are referring to is too close to the bottom of the hill and will disrupt the line of sight. We are East of this property but West of the original entrance, closer to highway 24. We are proposing to move the location and no we have not contemplated buying the house.

Andrea Bourrie explains that Dufferin does not own any trucks; they are all freight brokers that transport Dufferin's material. Dufferin does have a Trucker Safety and Compliance Policy for all trucks on-site, local laws, bylaws, etc. Dufferin does not police the public roads but does expect the truckers to follow Dufferin's policies and works with the authorities on enforcement.

Question Twenty-Five: Will you give them specific outlines for this area?

- Answer: Yes. There is a general policy and one specific to Paris.

Question Twenty-Six: There are programs in place to ensure that they are identified, is this a clear contract for them?

- Answer: Yes. They must abide by our rules. If they do not, there will be repercussions such as being banned from the site, and all other Dufferin sites for the rest of the day.

Andrea Bourrie explains why following the Trucker Policy is important to truckers and the community.

Question Twenty-Seven: Has there been instances in the past where drivers have been reprimanded?

- Answer: Yes.

Andrea Bourrie explains an example at the Dufferin site in Acton.

Andrea Bourrie explains that Dufferin will work with the County to put signage in the area to ensure that the trucks are abiding by the laws and addressing community concerns in the area. Dufferin also ensures that they are continuing to educate truckers in the area on how they must act in the community.

In terms of nuisance, Andrea further explains that Dufferin will use water trucks and sweepers, along with berms in the area to ensure that the dust is reduced in the area. Dufferin is also committed to paving the internal roads to reduce dust. There will be signage to ensure that trucks don't use their compression brakes while in the area.

For spills, Andrea notes that Dufferin sites do not store fuel on site for trucks, other than Dufferin machinery. The only fuel used is for on-site usage. There is a relatively small risk for a spill from a truck, but if there is one, Dufferin has procedures in place to ensure they are cleaned up and reported.

In terms of complaint protocol, Dufferin wants to be made aware of trucker issues happening in the area. It is helpful to inform Dufferin in real time of the issue (license plate and type of truck). If you are unable to do that, give Dufferin as much details as possible; describe the truck, timing, where the truck was located. Dufferin will then work with their dispatch to identify the truck. By informing us, Dufferin will be able to establish any blitz', education sessions, or discipline in the future with the truckers.

Question Twenty-Eight: The fuel that you are storing on-site, are there walls around the fuel?

- Answer: Yes, they are double walled. They are on a concrete pad with a lip at the edge.

Question Twenty-Nine: How many fuel tanks are one site?

- Answer: One. For diesel.

Question Thirty: If I needed to fill my machine on-site (to be used on site), will it spill into the ground? It will be protected, right?

- Answer: Yes, if there was a spill while fueling it will spill onto the pad. Dufferin is continuing to address the communities water concerns. We have already moved the fuel to another area to ensure they are not affecting the WHPA's.

Question Thirty-One: What discussions have you had about the bridge?

- Answer: The Mayor has asked. Our response is that Dufferin is committed to looking at it and establishing if it is feasible to look into this further.

From CAP member:

The 18 kilometers is so far for a truck route. Originally, the gravel land was purchased to go out by rail and now you can't take it by rail, why don't you take it out the right way across the river? You can take it out by the bridge across the Grand with a belt across the river and let your trucks go to highway 403.

Andrea explains that many other approvals need to be completed in order to construct the bridge and Dufferin will need to establish if it is worth moving it forward. It is a challenging suggestion and we are committed to looking at it. Many approval agencies need to come into play, not only the County, the technical solution is not the issue, whether we can get permission to build it is a bigger issue.

Question Thirty-Two: If you use rail, you're reducing greenhouse gases.

- Answer: There are some advantages to moving by rail but the reality in Ontario is that the rail will not move the material as well as trucks. Dufferin is happy to provide some more information on this.

Question Thirty-Three: Can't you just add your material to the rail lines?

- Answer: The current rails do not have the capacity.

Question Thirty-Four: If you take it out by rail, would you put it on a truck?

- Answer: Yes, we still need to get it off the rail and into a truck in order to get it to a job site.

Question Thirty-Five: Any of the aggregate that leaves this pit, does it leave the province?

- Answer: None of Dufferin's aggregate leave Ontario in raw form. The only way it would leave the province is if an external company creates something with the aggregate and shipped it out.

Question Thirty-Six: If there are improvements to Watts Pond Road, will it still be a half load road?

- Answer: Not likely. If Watts Pond is improved it could be used year round. But again, this is the County's decision.

Question Thirty-Seven: Are there any studies associated with the diminishing property values surrounding the pit? Does Dufferin take any responsibility for that?

- Answer: We have not done analysis in Paris specifically, but in other areas, such as quarries where there is blasting. The analysis has found that there may be a perceived impact: about 10% property value difference. A lot of the issue is perception. We have lots of examples, like Milton, where there is no issue.

Question Thirty-Eight: Can you tell us how much the County has asked you pay for?

- Answer: No, because they have only asked us to consider paying for the entire amount. The Mayor has asked us to keep an open mind. We have some estimates for the area, about \$2 million.



Question Thirty-Nine: The original site plan showed that the material was going to be taken out by rail, so how is the site license still accurate if you're not adhering to that?

- Answer: Our understanding from the MNR is that we are still complying as the license references both rail and truck.

Question Forty: Will new traffic lights come out of the MMM report?

- Answer: Yes, if there is a need identified. If there is anything you want Rob to consider, please let us know.

Question Forty-One: When you begin to take water, how do the people work with you if their wells are affected? Is there something people should do to ensure the conditions are being met? Is there a way we can work together to ensure that there is not a (fresh water) tank sitting on my property?

- Answer: If you experience a problem with your well, notify us immediately and we will provide you with water. We will then investigate the issue and establish if it is the Dufferin pit causing the problem. We will mitigate the process to figure what would be best for your issue (wells, tanks, etc). In terms of what you can do now, we are able to come and evaluate your current situation to give you a better understanding of what you can do.

Next Steps

- Dufferin will complete discussions with the County on Watts Pond Road
- Dufferin will complete additional traffic analysis
- Continued dialogue with the County, Conservation Authority, Source Protection, MOE, MNR and community to ensure accurate information and full understanding
- Finished technical work and applies for Permit to Take Water
- Dufferin will continue to liaise with Public - next CAP meeting: September 25, 2012. Will focus on:
 - Operation Timeline
- Dufferin continues to work to address concerns and issues with County and Community

The CAP will be informed of the date, time and location of the public meeting.