

May 19, 2015

Mr. Mayor and Council,

Thank you for this opportunity to address you regarding our quarry application. The zoning bylaw and ARA licence applications have been in process for about two and a half years now.

HIGH QUALITY SIGNIFICANT RESOURCE

To start I would like to remind Council that this site contains the highest quality dolostone in the province and it is a significant resource in the eyes of both the province and the industries that rely on stone for building high strength concrete and structurally sound, high volume roads. Make no mistake that this is an important site in the overall provincial resource and as such, this site has been designated in the County Official Plan as a Mineral Aggregate resource for many years.

OBJECTORS

The ARA license notification and consultation phase is complete and there are a number of outstanding objections that have been filed with us and the MNR. In total there are: 29 residential objectors of which 18 reside in the Township of Guelph Eramosa and 11 reside in Milton. As a note there are no ARA objections from residents in the Town of Halton Hills. There are three agency objections remaining, these being The Region of Halton, the Town of Halton Hills and the Town of Milton, these are perhaps due to the ongoing Haul Route discussions.

AGENCY SIGNOFFS

As you know, a whole battery of technical reports has been submitted to the Township in support of this application. We have hired a team of professionals to provide studies on all factors involved in operating this business in this location. It is important for you to know that it is the opinions of these professionals that informed the original design of the quarry. Some will tell you that these reports are simply there to support the quarry application, but that is incorrect. The studies were done to allow the quarry design to meet all provincial criteria for all receptors. We simply would not have gone forward with an application that did anything less.

These reports have been put out for public and agency review. The project has received signoffs from (the following government review agencies):

- The Ministry of Natural Resources and Forestry
- The Ministry of the Environment and Climate Change
- The Ministry of Transportation
- The Ministry of Culture
- The Grand River Conservation Authority and
- The County of Wellington

These have all been detailed reviews, with the typical to and fro as information is clarified, concerns are addressed through design and ultimately agencies have signed off indicating no concerns. These signoffs from the key agencies should not be taken lightly and you should take **confidence** in our application from the professionals working for these agencies.

PEER REVIEW

The Township of Guelph/Eramosa has also hired a team of professionals to review this application, (and being an expensive undertaking James Dick Construction has been billed for it). This team has been hired by the Township to provide an impartial, professional review of all the various reports. The Township has received signoffs in the following areas:

- Novus Environmental Inc. on Noise and Vibration including Blasting
- R.J Burnside on the Natural Environment
- R.J Burnside on Air Quality
- R.J Burnside on Traffic
- Unterman and Associates on Cultural Heritage and
- Brook McIlroy on Visual Impact

The project has also received signoff on **all** substantive issues on Hydrogeology and we expect a final signoff on all remaining requests in this area once Burnside reviews our latest response. The last remaining requests deal with details such as monitoring frequency, as all major discussion points have now been satisfied.

Burnside is also reviewing issues surrounding the Highway 7 Haul Route where it passes through the Region of Halton, however, it is our belief that Provincial Highway 7 can be used as a matter of right – this is shown through precedents at the OMB, and all routes to be used are designed for moving trucks through the community; whether they carry supplies for the

local grocery stores, lumber, fuel for gas stations or aggregate they all have the right to use these roads. The additional haul route study we performed as a courtesy to Halton and GET shows that the additional traffic on these roads is very small in comparison to existing traffic and no significant impacts are predicted.

The Township's peer review has cost James Dick Construction hundreds of thousands of dollars and has been performed by qualified independent professionals selected by the Township. It has been very thorough and time consuming and it is only right that Council give it the credence it deserves.

The one outstanding study that the Township has done that we have not seen yet is the Economic Impact Study. However, this study is outside the normal suite of studies required to move the application through the Planning Act Process. We are aware of economic analysis and the impacts of our industry. We know the benefits of starting this new business and creating new jobs in these economic times will make a large positive impact to both the local and the provincial economy.

CRC

I would like to briefly comment on the CRC delegations to council that have taken place over the last two years. There have been over 20 of these. We recognized early on that this was not part of the normal public process and that it would be unproductive for us to respond to each presentation at council meetings since it would likely have occupied your important meeting time from doing other business for the Township. At times we have been concerned that some meetings had extended question and answer sessions and pushed the boundaries of the delegation format yet overall Council has done a good job entertaining these presentations while receiving them for information. We were in attendance at most meetings, so that we would better understand the issues being put forth and so we could properly address them. These presentations posed many questions and concerns, **but also have presented much information that is inaccurate and misleading.**

A typical example of this can be found in the last delegation to council on traffic, where Mr. Tripp, on his own, decided that the average truck load of 33 tonnes presented by our Traffic Engineer, Cole Engineering, should actually be 16 metric tonnes. This means that the CRC believes that the Hidden Quarry would have double the trucks than predicted by the professionals. Since the smallest truck in our fleet carries 22 Metric tonnes and for long

distances even this load is too small, the information presented by Mr. Tripp clearly demonstrates a lack of knowledge of the industry and the profession of Traffic Engineering. There was an admission of this in his presentation but you can see from our perspective how the presentation of this erroneous information can be misleading. Undoubtedly there are people opposing the project for the wrong reasons.

Where the CRC has brought forward technical information, this material has been reviewed by our professionals and by your Peer Review team. Where the public concerns have prompted council to request additional review for conservatism we have accommodated this. (added monitors, and additional studies)

Unfortunately, despite council's patience, diligence and our efforts, there seems to be no satisfying the core members of the CRC.

We strongly suggest that Council give the recommendations from the peer reviewers and Public agencies **your prime consideration.**

OMB

The file is now basically at a point where we believe further delays would not benefit either the Township or us, and we have applied to the Ontario Municipal Board to have this application brought before it. We know council will ultimately have to take a position on our application and we hope that the Professional Reports that we have submitted, the Agency sign offs you have received, and the Professional Peer Reviews you have conducted will all lead you to the conclusion to support the application.

Just as a reminder, if Council were to oppose the project, we would have to cease paying for any outstanding peer review costs and any professional services going forward. Council would have to find new professionals that would have contrary evidence and arguments. We would likely call the Township Peer Review team as witnesses at the hearing where they have been supportive of the Application. We believe it would be very difficult and expensive for the town to mount credible opposition to the application at this point given the high degree of professional consensus from all corners.

My final point on this note is that the OMB process is where things start to get very expensive very quickly. While delegations to council are made in a friendly atmosphere, the same

information at an OMB hearing will be subjected to hours of meticulous cross examination by expert lawyers. I witnessed a Board Member council a resident at a hearing once saying, “Cross examination is no picnic”.

We believe council would best represent the public interests and the largely silent majority of GET by supporting the application.

CONCLUSION

We believe that we have acted in good faith and have accommodated additional concerns presented by the public into the project. The Township has completed a thorough, independent and professional peer review that supports the application. We know that a few details and agreements are still to be completed, but in the big picture we have demonstrated that this application has merit and we will make sure this project is a success for both our company and the local Townships. We will continue to work with GET to finalize the details to your satisfaction, and we look forward to your continued support in the final stages of this process.