



LPAT Day 3 – May 23, 2019

Day 3 is done and we have a perfect and much appreciated Friday off. A shifting mosaic of residents attended Thursday (THANK YOU!) keeping the CRC attention high. Everyone perks up when it's time for our lawyer Chris Barnett to cross-examine witnesses. We know clarity and elucidating questions are coming. He is building our case piece by interlocking piece, introducing doubt where JDCL professes certainty.

IMPORTANT HOUSEKEEPING UPDATES:

1. **Hearing times are 9:30 to 4:45** unless otherwise advised. There is an hour for lunch at no specified time. There is a morning and an afternoon break.
2. There will **no Hearings on Friday, June 14 and 28.**
3. The **agenda for Monday** is at the end of this report.
4. [Sign in on our roster here.](#)
5. **BRING A CUSHION!** I've forgotten for three days now...

Session Content (This is not a detailed report – just a very simplistic record of activity because of the complexity of the issues, technical analyses and regulatory requirements. Any inaccuracies or opinions are Linda Sword's, not CRC's!!):

1. JDCL traffic engineer, Kim Nystrom, continued his testimony on haul routes. He stated that there would be no off-site queuing of trucks and that no trucks would arrive before opening time. He also foresaw no new traffic issues in Acton. Under cross-examination he acknowledged that he had not taken into account any new commercial/industrial growth in Acton, including the recent addition of the large CanWel Distribution Centre just north of town on Regional Road 25. Much of JDCL's confidence in the haul routes depends on the fact that Highway 7 is a provincial highway with no truck restrictions, although the Town of Halton Hills maintains this road inside town limits. The traffic engineering firm did not take any social impacts into account, having assessed that there would be no significant impact. In cross-examination Chris Barnett clarified that the number of truck trips had increased by 45% between the first JDCL haul route study and a second produced in 2016.
2. Gerry Forbes, Traffic Safety Engineer, testified that he had established a study area in Acton from Elizabeth Street in the west to Tanner Drive in the east. Like Kim Nystrom, he had not assessed any potential social impacts. He had also not assessed the Highway 7 curve at the north end of Acton, or even remarked on a school crossing. He stated that Acton's collision rate is average or lower, it is crowded enough that traffic moves slowly and adding 95% of JDCL trucks on Hwy. 25 south and 10% more on Highway 7 east will not make an appreciable difference, although that didn't take into account trucks returning empty from the east. He also testified that he might recommend reducing the speed limit on Main St. North. He testified that the Ministry of Transportation was focussed on details on lane additions at Hwy. 7 and 6th Line Eramosa and 5th Line Nassagaweya. The Ministry will only look at the haul route details after approval of the re-zoning. Chris Barnett confirmed with Mr. Forbes that JDCL does not therefore have Ministry approval at this time.
3. JDCL Air Quality expert, Brian Sulley described the complex modelling required to assess potential air quality impacts and shape mitigating measures. From his point of view the Hidden Quarry will have no air quality impacts. MOE guidelines set the standards. In cross-examination, Chris Barnett confirmed with Mr. Sully that he had not taken into account the 45% higher number of trucks projected by JDCL's second haul route study. He also said that he had no experience or research on air impacts of pits and quarries on mushroom operations. C. Barnett also confirmed with Mr. Sully that he had not taken into account the air impacts of the initial moving/removal of the overburden, and that he had also not considered that blasting will take place through a layer of dry aggregate materials before hitting underwater bedrock. C. Barnett also asked where all the water to keep dust down on the site and site roads would come from. Mr. Sully said it was not his expertise.

What's on the agenda for tomorrow?

1. Testimony of JDCL's blasting expert, Rob Cyr.
2. Potentially, testimony of JDCL's noise expert, Bob Rimrott