

APPENDIX J
RISK MANAGEMENT MATRIX
5783 BLOOMINGTON RD, TOWN OF STOUFFVILLE, ONTARIO

Risk	Preventative Measure	Recommended Mitigation	Required Follow Up (Notification)
A soil sample is found to contain a target parameter concentration that does not meet the O. Reg 406/19" site condition standard	All potential source sites are to be approved based on the source site acceptance protocol described in Section 4.1 . The gatekeeper is responsible for inspecting the waybill for each vehicle that enters the property. Only vehicles with fill material from a pre-screened and approved source site will be allowed entry. Monitoring wells are installed on the site and sampled at a semi-annual frequency to ensure groundwater remains within O. Reg 406/19" site-specific conditions.	Qualified Person will review the Site operating records to determine whether there are any known circumstances that could have potentially contributed to the reported groundwater impacts and will identify any short-term response actions that can be immediately implemented by the Project Leader to either mitigate the groundwater impact and/or the potential for further groundwater Impact to occur.	Within 30 days of the Project Leader's receipt of the sample data, the Project Leader will submit an incident report to the Town that is prepared by a Qualified Person. The incident report will include: (1) a summary of the relevant groundwater results with comparisons to relevant quality criteria; (2) the relevant findings of the review of the Site operating records; (3) descriptions of the short-term actions (if any) that were implemented by the Project Leader, and, (4) recommendations for any further response actions, including a work plan with an implementation schedule, for review by the Town.
Audit sampling of fill material demonstrates that fill quality does not meet the O. Reg 406/19" site condition standards	All potential source sites to be approved based on the source site acceptance protocol described in Section 4.1 . Gatekeeper is responsible for inspecting the waybill for each vehicle that enters the property. Only vehicles with fill material from a pre-screened and approved source site will be allowed entry.	The Project Leader will suspend further shipments from the source that generated the impacted soils. Source site will be informed to stop sending trucks until an Investigation by a Qualified Person retained by the Project Leader is completed. Complete an assessment of fill quality in the area of the unacceptable audit sample and determine the need for further mitigating actions to prevent a potential adverse effect Remove any unacceptable fill materials from the Site.	Project Leader will ensure that all unacceptable fill has been removed for off-Site disposal or returned to the source site. Complete an incident report. Re-assess the suitability of the source site material if the source site provides additional documentation that is considered satisfactory to the Qualified Person and the Town confirming that unacceptable fill has been removed from the source site and the remaining fill is acceptable.
Evidence of Potential Contamination	Gatekeeper to inspect each vehicle that enters the property. Should there be evidence of potential contamination the gatekeeper will refuse access to the Site.	Should suspect material being placed in the fill area, the material will be marked and the material segregated and removed from the Site.	Conduct confirmatory soil testing in the area of the suspect fill materials to confirm that the remaining fill meets the O. Reg 406/19" site condition standards. Complete an incident report.
Vehicle Arrives with Improper Documentation	Gatekeeper to inspect each vehicle that enters the property.	Refuse Access to the Site.	An incident report will be completed any time a vehicle is refused access to the Site.
Vehicle traffic queuing on Bloomington Rd	Vehicle inspection location is about 50 metres from the entrance, in addition, a dedicated 84 meter right turn lane on the south side of Bloomington Road will be constructed to hold trucks turning into the site, this will have no impact on traffic flow travelling along Bloomington Rd. Should there be delays at the inspection or fill areas the Project Leader will ensure that trucks que along internal Access Road	If truck queuing extends beyond the site dedicated right turn lane on the south side of Bloomington Road, the Project Leader will direct source sites to delay additional truck loads until further notice.	None

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Unstable ground condition during fill placement	Approved fill material will be placed in lifts no greater than one metre in thickness and nominally compacted. The two large ponds on the property will be filled from the sides as dewatering is being performed	Should unstable slopes be created during fill placement the Project Leader will halt fill placement and retain the services of a geotechnical engineer to review the ground conditions. If soil becomes oversaturated the fill material will be left to dry or settle and filling will be moved to other designated areas of the approved fill area.	Daily inspections shall be completed to record the quantity and location of fill placement. Inspections will be included in the monthly, semi & annual operations report. Inspections will include relevant observations of the ground conditions, where necessary.
Damage to the significant woodland	The proposed area of site alteration is not within 300 meters of any significant woodland	Not Applicable	Not Applicable
Traffic and/or Noise Complaint	Potential traffic concerns have been mitigated through three main actions, all stemming from the Traffic Impact Study, prepared by NextTrans Consulting, dated April 2024. (1) Road widening on both sides of Bloomington Rd (2) Maximum allowable number of daily truckloads to the site (3) Limiting the number of trucks permitted during peak hours (i.e 7am-9am and 3pm-5pm). Noise concerns have been mitigated by the measures provided in the Noise Assessment Report, prepared by SLR consulting, dated October 2024, by constructing a 7 meter and 3 meter berm on the eastern and southern portion of the site, respectively	Project Leader to investigate cause of complaint through review daily inspection log and waybills	Project Leader will respond directly to the member of public as per Section 3.16
Mud tracking on Bloomington Rd	• The temporary haul route will consist of one 300 m dirt access road to the east side and one 400 m dirt access gravel road to the west side of the proposed Site area which are highlighted in drawings SC-1 and SC-2 to access the Site Area; • The ultimate access road will be constructed in the Site Area toward the exit to Bloomington Road as illustrated in drawing SC-3. The outbound lane will include the following: - o a rumble plate comprised of metal angled bars spaced 270 millimeters and will consist of two 2.4 m long grids with two 1.2 m long ramps on either end of the grids. The grids and ramps are 3.6 m wide; and, - o 50 m of pavement extending from the rumble place to the Site exit.	Conduct regular inspections of the internal haul route and Bloomington Road. Maintain a power sweeper and water truck at the Site to wash the internal haul route and Bloomington Road as needed. If excessive mud tracking on Bloomington Road occurs, truck traffic will be temporarily halted until further reactive mitigation measures can be implemented.	Monthly operations report that includes daily inspections of the condition of the internal haul road and Bloomington Road documenting any reactive measures undertaken to minimize mud tracking.
Dust complaints	Preventative measures are described in Section 3.15 and APPENDIX H - Dust Best Management Practice Plan	Project Leader to investigate cause of complaint through review daily inspection log and waybills. Water will be applied as a dust suppressant during non-freezing conditions, Any soil stockpiles will be positioned in designated areas with windbreaks. Water will be used as a dust suppressant during high windspeed conditions. Signage will be displayed to avoid vehicle traffic from straying off the maintained haul route and a speed limit of 25 kilometres per hour ("km/h") will be posted to minimize dust	Daily inspections of the internal haul road and documentation of any reactive measures undertaken to address excessive dust emissions. Inspections to be included in the monthly operations report.