

Project Name: 5783 Bloomington Road - Site Alteration
Public Comment Response Matrix
Date: August 29, 2025

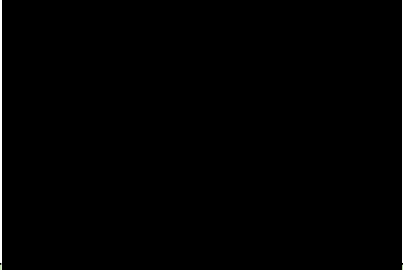
The following document includes Bloomington Soils response to comments received at the public meeting on June 25, 2025 and any written public comments provided to the Town that were provided to Bloomington Soils between June 25, 2025 and August 29, 2025.

Comment #	Concern / Comment	Response	Fill Management Plan
	Traffic		
1	Safety risks for residents and their families from increased truck traffic.	The Transportation Impact Study (TIS) by NexTrans reviewed truck traffic from the proposed fill operations. Trucks will follow designated routes, entering and exiting the site in ways that avoid local residential streets. A temporary signalized intersection and improved lighting at the site entrance will help ensure safe vehicle movements. These measures, along with strict traffic management during operations, are designed to protect residents, pedestrians, and families in the area.	Section 3.15.1 Traffic Impact Study and Appendix G
2	What is Bloomington Rd plan for traffic enforcement?	Bloomington Road is a regional road, and traffic enforcement falls under the authority of York Region and York Regional Police. The SAFMP (Section 4.2, Transportation and Traffic Management) outlines that trucks will use designated routes and follow operational controls to ensure safe movements. Enforcement of speed limits, traffic regulations, and safe truck operations on Bloomington Road is managed by the Region, while on-site staff will ensure compliance with site-specific traffic procedures.	
3	Concern that nearby Hwy 400 housing project will add to traffic	The Hwy 400 housing development, was not considered, as it is outside the scope of this assessment.	
4	Truck traffic safety on Bloomington Rd	Enforcement of speed limits, traffic regulations, and safe truck operations on Bloomington Road is managed by the Region.	
5	Does the maximum daily load of possibly 300 trucks include inbound and outbound trips? Can the road handle it?	The SAFMP and the NexTrans TIS show that the maximum of 300 trucks per day includes both trucks coming into and leaving the site. The study concludes that Bloomington Road can safely handle this volume when trucks follow the designated routes and traffic management measures	Section 3.15.1 Traffic Impact Study and Appendix G
6	How long are the right turn taper lanes and the slip around lanes proposed to be?	The slip-around lane has been removed from the design. The right-turn taper lane at the site entrance is designed in accordance with York Region standards to safely accommodate trucks entering the site. Specific taper length is determined by vehicle design speed and turning requirements.	Section 3.15.1 Traffic Impact Study and Appendix G
7	When was the Transportation Impact Study done by Nextran Consulting? Why haven't the intersection analysis results been used based on the newer version of the Highway Capacity Manual dated 2022?	Nextrans Consulting completed the Traffic Impact Study in April of 2024. HCM 2000 is generally considered acceptable for capacity analysis where newer versions are not available, and York Region's guidelines recommend using HCM 2010. Notwithstanding, the Terms of Reference submitted to the Region before the study stated the use of HCM 2000, and the Region did not object. This correspondence is included as Appendix M of the TIS report.	Please See Appendix G

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8	Suggestion to build internal road to Hwy 48? Can the site have access to Hwy 48 from the south?	A direct connection to Highway 48 from the south is not feasible because Highway 48 is a provincial highway under the jurisdiction of the Ministry of Transportation (MTO). Creating a new access point would require MTO approval, significant design changes, and would introduce new traffic and environmental impacts. It should be further noted that the Applicant does not own property that would allow a connection to Highway 48.	
9	Resident inquired about trucking fees and operator revenues.	Financial matters, including trucking fees or operator revenues, are outside the scope of the SAFMP and are not part of the review or approval process.	
10	Who do the field technicians work for that will monitor the road conditions and recording them every 2 hours?	The road checks are done by the site operator's staff, working under the Site Supervisor. Their job is to inspect Bloomington Road and the site entrance at regular intervals during hauling and address any issues immediately. Record-keeping is documented in the Daily Summary.	Sections 3.15.3 Dust Management, 3.17 Communication and Reporting
11	Why wasn't United Soils included in the TIS since they use Bloomington all day.	The Traffic Impact Study did in fact include the traffic volume generated by United Soils. An existing condition traffic survey was conducted on January 25, 2024 which included vehicle counts on both Bloomington Rd and Ninth Line. During this survey, trucks accessing or leaving United Soils, would have been included in the survey.	Section 3.15.1 Traffic Impact Study
12	The new roundabout at Highway 48 and Bloomington Road has greatly reduced natural breaks in traffic, making left turns onto Bloomington far more hazardous. With the addition of slow, heavy trucks, the risk of collisions and traffic bottlenecks will only increase.	The TIS assessed truck movements using Bloomington Road and concluded that the site's truck traffic can be accommodated safely. While the roundabout may reduce natural breaks in traffic on Highway 48, the TIS found that truck operations will not create traffic or safety issues when the recommended controls are implemented.	Section 3.15.1 Traffic Impact Study
	Berm		
13	Will there be a berm on SW property?	Berms are proposed along the east and south property lines where noise mitigation is required. Berms are not planned around the entire property, as mitigation is only needed in these key areas.	Section 3.15.4 Noise Impacts
14	Can berm be implemented around the property?	Berms are proposed along the east and south property lines where noise mitigation is required. Berms are not planned around the entire property, as mitigation is only needed in these key areas. It should be noted that the Site is bound by a rural property and Bloomington Road, to the west and north, respectively	Section 3.15.4 Noise Impacts
	Soil Quality and Quantity		

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15	Will the soil be inspected to make sure that it is not contaminated? What will the developer do if this occurs?	Soil quality is of utmost concern to the Site owners and operators, recognizing this a significant concern for the public, a Site specific import procedure has been developed that goes above and beyond industry standards. All material brought to the Site will be inspected and tested to ensure it meets the quality criteria as stipulated in the O. Reg 406/19. It should also be reiterated that any material coming to the Site must be preapproved by a Qualified Person that is licensed in the Province of Ontario. If contaminated or non-compliant material is found, it will be rejected or removed from the site, and corrective actions will be taken in accordance with the contingency procedures. This will include removal of the material prior to it being bladed out and incorporated into the grading. For greater certainty, all material will not only be tested prior to authorizing its delivery to the Site, but also on Site to verify authenticity.	Section 4.1 Fill Quality Criteria Section 4.1.1 Fill Quality Evaluation and Assessment Section 4.4 Contingency Plan
16	Concerns about soil testing protocols, citing 5511/5501 Bloomington Rd. as examples of maladministration.	All fill will be tested and documented to meet O. Reg. 406/19 standards. Non-compliant material will be rejected or removed following the Contingency Plan. These measures are designed to prevent issues like those raised at other sites. Please refer to the response of comment 15 for greater detail.	Section 4.1 Fill Quality Criteria Section 4.1.1 Fill Quality Evaluation and Assessment Section 4.4 Contingency Plan
17	Why not keep the site as is? Does Ontario lack agricultural land?	The Site will be restored to historical grades to facilitate productive agricultural use, enhance groundwater protection, and achieve a landform that is uniform and consistent with surrounding areas. Leaving the site in its current condition would not allow these goals to be achieved. Balancing the concerns of the public beside the objectives of the Site owner is of utmost importance which is part in parcel the reason for going above and beyond industry standards as it relates to mitigation measures.	
18	Concerns about the quality of fill being brought onto the site. Risk of contaminated or unregulated fill being dumped on the site.	Soil quality is of utmost concern to the Site owners and operators, recognizing this a significant concern for the public, a Site specific import procedure has been developed that goes above and beyond industry standards. All material brought to the Site will be inspected and tested to ensure it meets the quality criteria as stipulated in the O. Reg 406/19. It should also be reiterated that any material coming to the Site must be preapproved by a Qualified Person that is licensed in the Province of Ontario. If contaminated or non-compliant material is found, it will be rejected or removed from the site, and corrective actions will be taken in accordance with the contingency procedures. This will include removal of the material prior to it being bladed out and incorporated into the grading. For greater certainty, all material will not only be tested prior to authorizing its delivery to the Site, but also on Site to verify authenticity.	Section 4.1 Fill Quality Criteria Section 4.1.1 Fill Quality Evaluation and Assessment Section 4.4 Contingency Plan
19	Will the final fill plan for 5783 Bloomington Rd. will require Council approval.	Yes. The Site Alteration and Fill Management Plan for 5783 Bloomington Road is subject to Council approval as part of the Site Alteration Permit application process.	

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20	Many homes in the vicinity rely entirely on well systems for drinking water. If soil is to be brought into the area, how will the Town ensure that it is properly tested and proven free of any contaminants before being dumped on-site?	All imported soil will be tested and documented in accordance with O.Reg. 406/19 standards under the supervision of a Qualified Person. The Fill Management Plan outlines sampling, record-keeping, and contingency measures to ensure that only compliant material is accepted, protecting nearby private wells. It should be noted that the Town is welcome to review all reports from potential source sites prior to authorization of their shipment to this Site. Please refer to comment 15 for more detail	Section 4.1 Fill Quality Criteria Section 4.1.1 Fill Quality Evaluation and Assessment Section 4.4 Contingency Plan
	Monitoring		
21	Who is currently monitoring MV 201,203 and 205?	At present, no party is conducting ongoing monitoring of MW201, MW203, and MW205. These wells were originally installed by Golder (2011–2012) and were most recently sampled by Stantec in July 2024 in support of the Site Alteration application. If the permit is approved, future monitoring of these wells and additional wells will be carried out under the groundwater monitoring program described in the SAFMP.	Section 3.7 Groundwater Monitoring
	Need for The Site Altercation Permit Area		
22	The claim that the goal is to “restore the land to its original agricultural grade” is a false narrative designed to justify what is ultimately a for-profit operation.	The purpose of this project is not commercial dumping but the regulated restoration of a former gravel pit. This approach follows Town and Conservation Authority policies for pit rehabilitation. While fill placement involves costs and fees, the end use and final grading objectives are agricultural. The fill will be placed under Council approval and strict controls to restore historic grades consistent with surrounding lands.	
23	Do council have the right to refuse an aggregate fill or remove pit?	Yes. Under the Town’s Site Alteration By-law and the Site Alteration Permit process, Council has the authority to approve, refuse, or impose conditions on any aggregate fill placement or pit restoration plan.	
24	Why wasn’t the LSRCA consulted? They also oversee Stouffville along with the TRCA.	The Toronto and Region Conservation Authority (TRCA) has regulatory authority over this Site and was consulted as part of the Site Alteration Permit process. The Lake Simcoe Region Conservation Authority (LSRCA) does not have jurisdiction over this property, so consultation with them was not required.	
25	What is the final land use of the site?	The final land use of the site will be agricultural, restored to historical grades consistent with surrounding farmland.	Section 3.1.1 Site Alteration Purpose/Rationale
26	Is 5783 Bloomington and 5511 Bloomington both owned by 1398493 Ontario Inc./RCG Bloomington?	No, the two municipal addresses 5783 Bloomington and 5511 Bloomington are not both owned by 1398493 Ontario Inc. It should be further noted that 1398493 Ontario has no relation to RCG Bloomington	
27	If the plan is to “just” fill the ponds to rehabilitate & restore the property to farm, eventually houses will be built and we will have lost another green space.	Any future change in land use would require separate approvals, including Council review and compliance with municipal planning policies, ensuring that green space and environmental protections are considered. For a variety of reasons, well outside the scope of this Application, houses and/or subdivisions are not a permitted use within the Site	

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28	The applicant is already violating municipal by-laws by operating a business on residential land. If current zoning isn't respected, how can residents trust this project will follow the site plan or that Town oversight will be effective?	The property at 5783 Bloomington Road is zoned Agricultural (A1), which permits agricultural uses, including crop production and related activities. All fill operations require Council approval, must comply with the Town's Site Alteration By-law, and are subject to mandatory oversight, which forms part of the permit agreement. The Town's oversight includes inspections, review of monitoring reports, and enforcement powers to address any non-compliance.	
	Community		
29	What is the benefit for the community?	The project restores the former gravel pit to safe, productive agricultural land, improving the visual landscape and maintaining open space. It protects soils, groundwater, and neighboring properties, and includes traffic, noise, and environmental controls to reduce impacts on the community, ensuring the area remains safe and enjoyable for residents.	Section 3.1.1 Site Alteration Purpose/Rationale
	Wall Location		
30	Question whether the applicant will build a wall or protective barrier along the east side of 5887 Bloomington, which borders the neighboring property for 200 feet.	The proposed design includes a berm along the east side of the subject site. It has been located and dimensioned to provide effective protection to adjacent residences, including the one in question. No separate wall is proposed, as the berm fulfills the intended protective function.	
31	We have reviewed the materials provided by Bloomington Soils Inc., and found their current proposal, including the aerial view, does not address what they plan to do on the east boundary of 5887 Bloomington Road. This means the dust, noise, and risk management plans fail to address the majority of our property. 	See response to Comment 30 and the figure below. 	
	Prope		
32	value of our home will likely decrease significantly.	The project is designed to improve the landscape and ensure long-term stability. When the work is complete, the site will be returned to an agricultural condition that enhances the surrounding area. It is difficult to speculate on property value through a causal relationship with this project.	
33	Imagine trying to sell with this project in our backyard?	The work is temporary and will be carried out under strict oversight by the Town. Noise, traffic, and environmental controls will be in place throughout the process to minimize disruption.	

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34	For those residents who have bought property overlooking the ponds, have they been misled?	Purchasing property overlooking ponds on neighboring land does not guarantee that conditions on adjacent properties will remain unchanged.	
	Noise		
35	What is the plan to mitigate noise for the remaining 200 feet [REDACTED] [REDACTED]	Please see responses to Comment 30 and 31.	
36	Resident lives near the eastern pond, complained about existing issues with noise and the constant movement of dump trucks on Bloomington Road.	All truck activity related to the site will be managed through the approved Transportation Impact Study and Site Alteration and Fill Management Plan. Trucks will be restricted to designated haul routes, traffic will be monitored, and operations will include noise-reduction protocols such as limiting tailgate banging and restricting unnecessary idling.	
37	Sound concern regarding the tailgate banging.	Site Operator and field operations staff will be responsible for enforcing safe and quiet loading and unloading practices, including minimizing tailgate impacts. Compliance with noise mitigation measures outlined in the SAFMP, along with regular monitoring by site staff, will ensure that operations do not create unnecessary disturbance to nearby residents.	Section 3.15.4 Noise Impacts
38	If we could hear the trucks backing up and the tailgates slamming during the fill of 5511 would a 2.4 m wooden fence stop the noise?	The 2.4 m fence is one part of a broader noise control program and serves as temporary alleviation during the construction of the noise attenuation berm. While no single measure can fully eliminate all truck related noise, the fence will act as a close-to-source barrier to reduce sound reaching nearby homes. It will be combined with other measures, such as site supervision to prevent tailgate slamming, berms, and equipment protocols, as outlined in the SAFMP. Together, these measures will significantly reduce noise compared to past operations. We would also like to take the opportunity to explain that in previous operations at 5511 Bloomington, no noise attenuation systems were installed.	Section 3.15.4 Noise Impacts
39	What are the acoustic barriers made of and have they been proven to stop the noise?	The SAFMP specifies that acoustic barriers along the site's east and south property lines will be constructed as earthen berms meeting a minimum surface density of 20kg/m2, with heights of 7 m along the east and 3 m along the south. These berms, based on noise impact modelling, are effective at reducing noise from truck traffic and site operations for nearby properties.	Section 3.15.4 Noise Impacts
40	Noise level from the trucks banging their tailgates, beeping & with the number of trucks (up to 300/day) that it will take to back fill the ponds, will be unbearable.	The SAFMP includes a multi-layered noise control program. While the theoretical maximum is up to 300 trucks per day, the SAFMP estimates a more realistic volume of 120–200 trucks spread across working hours, which these measures can effectively manage to keep noise levels within regulated limits.	Section 3.15.4 Noise Impacts
41	Vibrations from heavy machinery can damage nearby homes and cause constant noise and disruption. How will the Town assess and mitigate these impacts on surrounding residences?	The SAFMP does not identify vibration as a concern, since activities are limited to earthmoving and truck traffic, not blasting pile driving and engineered compaction, which are typical sources of vibration. To ensure surrounding residents are protected from operational impacts such as noise and disturbance, the Town will require ongoing compliance with the Site Alteration Permit. This will be enforced through inspection, monitoring, and reporting obligations placed on the operator.	Section 3.16 Risk, Incidents and Public Complaints Section 3.17 Communication and Reporting

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	General Safety		
42	Risk Management Plan (RMP)? What is the safety concern for this site?	Key safety concerns are truck movements at the Site entrance and along Bloomington Road, which will be addressed through a signalized intersection, turning lanes designed to York Region standards, improved lighting, and regular inspections of road conditions every two hours by Site staff. Together, these measures provide a high level of safety oversight.	Section 3.16 Risk, Incidents and Public Complaints
43	I've seen how dangerous this stretch already is, adding hundreds of dump trucks will only worsen it. This proposal undermines responsible development and road safety, putting residents, workers, and visitors at risk	We recognize the concern that adding trucks to an already busy stretch of Bloomington Road could worsen traffic conditions. The Transportation Impact Study concluded that Bloomington Road has the capacity to safely handle a maximum of 300 trucks per day, provided they follow the designated haul routes and traffic controls are in place, supplemented with the Bloomington Rd Site intersection improvements.	Section 3.15.1 Traffic Impact Study and Appendix G
44	A Site Alteration Permit should only be approved when the Town, its advisors, and residents are confident that no lasting damage will occur. Approving it without that assurance risks setting a precedent where short-term development outweighs long-term environmental responsibility.	As for broader environmental and community concerns, the Site Alteration Permit process is specifically designed to ensure that no lasting damage occurs. All imported soil will be tested and approved in accordance with provincial standards. Berms and fencing will be installed to control noise, and groundwater monitoring will continue throughout the project. The Town retains the authority to oversee, enforce, and require corrective action at any stage.	
	Environment and Wildlife		
45	Concern that invasive species will be brought into the site	The fill management plan requires all soil to be tested and certified under provincial standards before import. This prevents invasive species and contaminated material from being introduced. The site will also be monitored regularly to ensure compliance.	
46	Resident raised concern that the ponds' dewatering will affect turtles and fish.	Dewatering will be carefully staged under an approved environmental management plan. Wildlife will be relocated under supervision from qualified biologists, and timing restrictions will avoid sensitive breeding periods for turtles and fish.	
47	Species in the ponds, concerned with wildlife?	The two ponds on the site were created when past aggregate pits filled naturally with water. The EIS confirmed they are not wetlands, and fish habitat is limited to common species that are not of conservation concern. TRCA also confirmed these ponds are artificial and not considered regulated fish habitat. Before any work, a provincial license will be obtained to safely relocate fish, turtles, and amphibians from the ponds. This rescue process will be carried out by qualified specialists. Dewatering will follow provincial requirements and permits, with Stantec preparing the detailed plan to ensure the work is done responsibly.	
48	what measures have been placed to protect our wells if they go dry?	Groundwater monitoring wells have been installed and will remain in place throughout operations. If water levels change, mitigation such as supplemental water supply or adjustments to pumping will be implemented immediately.	

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49	5783 Bloomington is expected to remain “primarily” agricultural what else could the property be used for?	The property is designated to remain primarily agricultural. The Site Alteration project restores the land to its original grade, ensuring long-term agricultural viability. No alternative uses are proposed.	
50	GeoProcess Research Inc prepared an Environmental study when was this done?	The environmental study was prepared in compliance with Town and TRCA requirements and is dated January 2025.	See Appendix C
51	we need copies of the missing appendixes A1 to J inclusive that are listed on page 4 of the site alteration and fill management plan dated May 2025. Once we receive the missing appendices, along with the letter from the TRCA sent in October 2024 to the applicant, we will require approximately two months to provide further comments on the proposed landfill operation, which we have identified as potentially detrimental	All requested documentation, including Appendices A1–J and the TRCA letter (October 2024), has been provided to the Town as part of the submission package. The Town controls how the application documents are released and will make them available at its discretion through the public record or upon request.	
52	What is the history on this application?	This site was previously under review by the Town in 2013, when an application proposed using the adjacent property to the west as an entry point for placing excess soil. Following the public consultation stage, the application was put on hold and ultimately did not receive Town approval.	
53	Will the applicant provide a full Environmental Impact Study along with detailed technical reports on topics like groundwater, surface water, and drainage?	A complete EIS, including technical reports on groundwater, surface water, drainage, and soil quality, has been submitted to the Town as part of the application package. The Town manages the release of these documents and will make them available at its discretion, through the public record or upon request.	
54	How can you guarantee that the fill used will be clean and uncontaminated. Is there any governance or oversight in place to monitor the source or quality of fill?	All imported soil must meet Ontario Regulation. Testing is conducted at the source and verified at the receiving site. The Town also has the authority to audit and inspect loads at any time. See comment 15 for further detail	
55	How long will it take to dewater the ponds?	As per the Hydrogeological report, prepared by Stantec Consulting, the estimated time to dewater the ponds is approximately 20 days with expected recharge rates being applied. For further detail please review the Hydrogeological Report in Appendix B	See Appendix B
56	There is no agricultural or environmental reason to fill this pit, only a financial one.	The purpose of this project is not commercial dumping but the regulated restoration of a former gravel pit. This approach follows Town and Conservation Authority policies for pit rehabilitation. While fill placement involves costs and fees, the end use and final grading objectives are agricultural. The fill will be placed under Council approval and strict controls to restore historic grades consistent with surrounding lands.	
57	What fees does the infill of the site generate per load for the Town based on 1.9 million cubic meters of fill if this is approved by council?	Fees can vary site to site and are based on the volume of soil imported rather than a per load basis. The general fees that relate to this type of activity can be found in the Town's fee by-law 2024-144-FI.	
58	I specifically moved to this street for its quiet, natural setting and safe community atmosphere — all of which will be erased by this project.	The approved final land use is agricultural, and this has always been the intended outcome under rehabilitation policies. We understand and respect that many residents value the peaceful, rural character of this area. That is why the project has been designed with strict limits on operating hours, truck traffic routes, dust suppression, and noise mitigation (including acoustic berms and vegetated buffers). The fill activity is temporary, and once completed, the land will be restored to a stable, natural agricultural condition.	

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59	This land is protected under the Oak Ridges Moraine Conservation Plan, which safeguards water quality, headwaters, and biodiversity. The Moraine is a vital resource, providing groundwater and private wells in areas without municipal water.	The project has been reviewed under the Oak Ridges Moraine Conservation Plan to ensure the protection of water quality, groundwater recharge, and biodiversity. The EIS concluded that the proposed fill placement will not alter the function of the site within the Regional Greenlands System, which will continue to serve as a Natural Area Linkage in accordance with the Oak Ridges Moraine Conservation Plan.	See Appendix C
60	Changes to landscapes with ponds, wetlands, and natural drainage can have irreversible effects. These areas recharge groundwater, support wildlife, and help manage water and prevent flooding. Once disrupted, they are rarely fully restorable.	The project site consists of former aggregate pits and artificial waterbodies, not natural wetlands. The EIS and SAFMP conclude that the proposed fill placement and restoration will maintain natural drainage patterns, protect groundwater recharge, and preserve ecological functions. All work will follow regulatory requirements to ensure environmental protection and minimize permanent impacts.	
61	The ponds on this site support wildlife such as frogs, fish, and turtles—an at-risk species in Ontario with protected habitats. Birds also use the area as a flight corridor. Though trees were removed last year for safety, these changes show how fragile the area is and how small actions can lead to larger environmental impacts.	The ponds on the site are former aggregate pits and are not classified as fish habitat. Field studies confirmed that fish are limited to common species, and turtles and amphibians will be relocated as part of a provincially licensed salvage program. Bird movement and other ecological functions have been considered in the EIS, and all work will follow mitigation measures outlined in the SAFMP to minimize environmental impacts.	See Appendix C
	Water Quality		
62	There are no safeguards strong enough to guarantee that every truckload of fill is clean. Even with best efforts, mistakes, negligence, or deliberate misreporting can happen. Is it worth the risk to our drinking water?	The project will follow MECP's strict standards for clean soil. All fill must be pre-tested at the source site and verified before it is brought in. Additional on-site sampling and third-party spot checks will further reduce the risk of unsuitable soil entering. These safeguards are designed to protect local drinking water supplies.	Section 4.1 Fill Quality Criteria Section 4.1.1 Fill Quality Evaluation and Assessment Section 4.4 Contingency Plan
63	Will it change the natural aquifer? Will the soil be inspected to make sure that it is not contaminated? Will our wells run dry? What will the developer do if this occurs?	The aquifer will remain intact, and groundwater flow will continue naturally. Soil will be tested at source sites and monitored at the receiving site to ensure it is clean. Private wells are not expected to be affected, but if issues arise, monitoring programs will provide early detection and corrective actions.	
64	Will Bloomington Soils be responsible for our wells if the water table doesn't come back to pre-alteration levels or if they are contaminated by imported soil? Will our wells run dry? What will the developer do if this occurs?	Yes. The Project Leader will be responsible for meeting all permit conditions, including protecting water resources. If impacts occur, the Town and MECP will enforce corrective measures.	
65	Concern about aquifer protection and safety. Why not to use a clay liner? Will all trucks be tested? Will it change the natural aquifer?	A clay liner was considered and determined to not be required as the pond area will be filled in accordance with the "layer cake" approach described in the Ontario Society of Professional Engineers guidelines (OSPE). This method involves the exclusive use of Table 1 AG soil for all areas up to 1 metre above the prevailing watertable. Truck loads will be tested in accordance with O. Reg 406/19. Source site testing, random on-site verification, and strict tracking protocols will ensure compliance. The above actions will further protect of the natural aquifer.	

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66	The potential impact on nearby private wells and Region's well heads was raised.	The proposal has been reviewed with protection of private wells and municipal well heads as a priority. Hydrogeological assessments confirm that wells will remain safe, with ongoing monitoring to verify this throughout the project. Town Staff and York Region Source Water Protection have all consulted and are aligned on the proposed Site Alteration activities.	
67	Will participation in the private well survey be conducted if the project is endorsed?	Yes. Stantec is proposing to conduct a private well survey of all properties within a 200 metre radius of the Site prior to on-site activities commencing.	Section 3.8 Protection of Water Wells
68	Will Stantec be monitoring and submitting semi-annual reports of the 5 on-site water wells to the MECP?	Stantec will monitor the on-site wells regularly and the Project Leader will provide semi-annual reporting to the Town. The Town, a third-party Qualified Person (Town's Peer Review Consultant) and the Project Leader will conduct an operational review and audit for each report.	Section 3.17.4 Semi-Annual Report
69	Very concerned about potential dewatering or contamination of our private wells and of course increased truck traffic and the safety of our local community residents.	Please see response to dewatering on comment 55, on contamination, comment 17 and truck traffic/safety comment 1	
70	where will the existing pond water be diverted, and how will the redirection will affect local water levels? The loss of the pond could raise the water table	Pond water will be managed under the site's water balance plan. Water will be directed in a controlled manner to maintain stable groundwater and surface water levels, ensuring no negative effect on local wells.	
71	It is my understanding that the ponds are a part of the aquifer flowing SW from the NE corner of Ninth Line & Bloomington, since we are all on well water, how will this affect our drinking water?	Hydrogeological studies confirm that the aquifer flow will not be disrupted. Drinking water wells will remain protected, and the monitoring program will provide assurance that drinking water quality remains unchanged during the duration of the Project. Homeowners are encouraged to participate in the planned private well survey prior to the commencement of Site operations. This will allow all stakeholders to establish baseline water quality at their home.	Please see Appendix B
72	What protections will be in place to prevent leaching into surrounding groundwater and soil, and how will residents be notified if any issues arise?	Only clean, tested soil will be permitted, reducing the risk of leaching. Monitoring wells will detect any changes, and results will be reported to the Town. If issues are identified, residents will be notified and corrective actions taken immediately. For further detail, please refer to comment 15.	
	Air Quality		
73	Concern that over 1 million annual truck trips from regional extraction operations could severely impact local air quality.	Acknowledged. Trucking activity associated with this application is limited in duration and scale compared to regional extraction operations. In addition, a comprehensive dust and air quality management program has been developed, including the use of berms and fencing as windbreaks, regular watering of haul roads, stabilization of exposed surfaces, covering of stockpiles, and the use of rumble plates and mud mats at exits. These measures are designed to minimize dust and air quality impacts from site-related truck traffic.	
74	Corner of 9th Line & Bloomington location relayed concerns with noise, dust, and truck movement	Acknowledged. Please refer to the details on noise mitigation - Comments 36 to 40, for the dust and truck movement - Comment 73.	

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	Traffic		
75	When the prevailing winds are primarily from the North West why is a 2.4 meter fence expected to stop the dust?	The 2.4-metre fence is one element of a broader dust control program and is intended as a temporary measure during the construction of the berm. The primary dust mitigation will be achieved through active measures such as water spraying, covering of loads, and on-site monitoring. The fence complements these measures by reducing ground-level dust migration in the immediate vicinity. Please see further detail in the response to Comment 38.	
76	When was the Air Quality assessment done by SLR consulting? Did it include the impact on health of diesel fumes ?	The Dust Best Management Practice Plan, which contains a component related to air quality, was completed in November 2024. While the report does not speak specifically to diesel fumes, it does acknowledge the impact from air emissions, and provides recommendations for mitigating such impacts.	
77	Will the local regulations regarding noise levels, dust mitigation, or soil testing be enforced?	Yes. Compliance with municipal by-laws and MECP standards is mandatory. Regular inspections and third-party monitoring will be implemented to verify ongoing adherence.	
78	Past dust issues at 5511 Bloomington, where RCG allegedly overfilled beyond the allotment without proper remediation, raise concerns that excess fill may now be pushed onto 5783 Bloomington.	The current proposal set forth by the Applicant is independent of any components at the neighboring 5511 Bloomington Property. Recognizing dust issues were of concern during the filling operation at 5511 Bloomington, the Project Leader for this application is utilizing industry best practices to mitigate any such concerns. Qualified Professionals have provided their opinions on how to achieve this. Measures include, but are not limited to: on site water truck, single and double wall erosion silt fencing, operational practices such as having trucks deposit soil from a lower position. Please see Appendix H Dust Best Management Practice Plan.	Please see Appendix H
79	Concerned about daily emissions from heavy machinery, as prolonged diesel exposure harms respiratory health especially for children and seniors. What safeguards will ensure air quality isn't compromised?	Please see response to Comment 76,	
	Requests		
80	A detailed explanation of the environmental review and soil testing process.	Please see response to Comment 15	
81	Groundwater and well water monitoring and protection plans.	Please see response to Comment 15 and review of SAFMP Section 3.7 Groundwater Monitoring	Section 3.7 Groundwater Monitoring
82	A full traffic safety and mitigation strategy.	Please see response to Comment 1	
83	Air quality control measures and emissions monitoring.	Please see response to Comment 78	
84	A clear accountability framework for enforcement of all project conditions.	Enforcement of project conditions lies within the Town's By-Law Department. Prior to the commencement of Site activities, an Agreement must be entered into between the Town and Project Leader. This Agreement will outline all the conditions of the Site Alteration Permit that the Project Leader will adhere to. As it relates to on Site accountability, please see Section 3.17.1 Roles & Responsibilities of the SAFMP.	Section 3.17.1 Roles & Responsibilities
85	Why aren't the appendices have not been included in support of the plan. Is it possible to receive a complete copy of the application, including the EIS, Natural Heritage, and Hydro G reports? If not, are these available by visiting in person?	Please see response to Comment 51.	

Comment #	Concern / Comment	Response	Fill Management Plan
	Traffic		
86	I'm asking Council to ensure the applicant provides a full Environmental Impact Study, along with detailed technical reports on groundwater, surface water, and drainage. These should be reviewed by qualified experts and made publicly available before any decisions are made.	The EIS was completed along with other reports, such as Hydrogeological, Stormwater Management, Geotechnical and others as prescribed in the Town's Guideline for Site Alteration, all of which are included as appendices to this Application. The EIS and supporting technical reports have been reviewed by Town staff, their qualified 3rd party technical consultant and York Region staff. The release of these documents is controlled by Town staff, please see response to Comment 51	
87	Why hasn't there been signage along Bloomington Rd.	The project is still in the application stage and has not yet been approved. For this reason, construction-related signage has not been installed along Bloomington Road. Should the Site Alteration Permit be granted, the Town will require appropriate signage as part of the operational and traffic management program.	