

December 23, 2022

Glyn Reedman

Transportation Infrastructure
Durham Region
605 Rossland Road East
Whitby, Ontario
L1N 6A3

Sevin Mohammed, C.E.T.

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Jeff Almeida, Supervisor

Development Approvals
Durham Region
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Dear Mr. Reedman, Mr. Almeida and Mr. Mohammed:

**RE: Response to Traffic Comments from Durham Region and Mayor of Whitchurch-Stouffville
14204 Durham Regional Road 30, Town of Whitchurch-Stouffville – Lafarge Stouffville Pit
MHBC File: 9526HW
Durham Region File: 2021-U-012**

This letter has been prepared in response to the Region of Durham’s letter dated September 26, 2022 and Mayor Iain Lovatt’s comments that were received from Town Staff on May 26, 2022 regarding the proposed site alteration permit application for the property located at 14204 Durham Regional Road 30.

The following table provides a response to each of the comments contained within the Region of Durham’s letter dated **September 26, 2022**.

#	Comment	Comment Response
1.	The resubmission of the Fill Management Plan by Golder Associates is in support of a fill permit application to Whitchurch-Stouffville for the final grading of part of the above site. The Fill Management Plan includes a Traffic Impact Study prepared by TMIG, which has been updated following comments on the 1 st and 2 nd submissions.	Acknowledged. No action required.
2.	The revised Traffic Assessment now includes a functional design for the left-turn lane on Regional	Acknowledged. No action required.

	Road 30, which shows the appropriate approach tapers, deceleration lane and storage lane as per our previous comments. The updated functional design also shows the road widening required for the left-turn lane which will require the widening of the road platform and regrading boulevard, existing entranceways and ditching as necessary.	
3.	All works required to implement the left-turn lane are to be designed and built to Region of Durham standards at 100% Lafarge's cost. To determine the pavement structure required for the road widening, we will require a geotechnical assessment of the existing road structure. This would also determine if the existing asphalt structure is sufficient to accommodate the increased truck volumes.	Acknowledged. A geotechnical assessment will be prepared to obtain information of the existing road structure to determine the pavement structure for the road widening.
4.	As previously noted, the Region will require the applicant to enter into an Entranceway Permit with the Region. The permit will include a number of standard conditions, which will include the need for a mud mat and wheel-washing facilities at the site exit and a refundable \$10,000 deposit.	Can the Region please provide us a copy of the proposed Entranceway Permit for the subject site. Furthermore, the fill management plan does not require a wheel washing facility to be constructed at this site. Lafarge is agreeable to implement a wheel washing facility provided they are given one (1) year from the commencement of the site alteration activities to construct it. Until the wheel wash is constructed, Lafarge would implement the measures in the fill management plan to mitigate track out from the site.
5.	The Region of Durham will be responsible for the approvals of the entrance and roadworks and the applicant will be required to enter into a Servicing Agreement with the Region to construct these road improvements.	Acknowledged. Can the Region please provide the proposed servicing agreement for the subject site.
6.	It is noted in the Traffic Assessment that the left-turn lane meets the MTO warrants in 2028, however the Region will require the left-turn lane to be constructed at this time, as a condition of the entrance permit.	Please note Lafarge is prepared to enter into an agreement with the Region to require this left turn lane to be constructed and it is requested that they are provided one year to complete the construction following the start of site alteration activities commencing on site. This request is made on the basis that Lafarge is currently permitted to ship an unlimited amount of aggregate to and from the site on annual basis.
7.	We met with Whitchurch-Stouffville and Lafarge staff on September 14 th , 2022 to discuss the Region's concerns regarding the increased truck traffic on Regional Highway 47 and Regional Road 21 through Goodwood. As agreed at the meeting, traffic management measures, cost sharing and follow-up studies will be further discussed with Lafarge.	Acknowledged. Following the September 14 th meeting the Region of Durham provided a letter to Lafarge dated September 28 th , 2022 outlining proposed traffic mitigation measures and a cost sharing proposal to address truck traffic through Goodwood. Following the September 28 th letter there has been communication between the Region of Durham and Lafarge to clarify certain items. On December 13 th , 2022 Lafarge confirmed its support in principle to the requested traffic management measures and request for cost sharing. Lafarge has requested a copy of the agreement from the Region of Durham to finalize these items.

8.	The site alteration permit should include a condition that all Region of Durham requirements, financial and otherwise, are satisfied prior to final approval.	<p>Acknowledged. Lafarge is agreeable to add the following conditions to the site alteration permit:</p> <ul style="list-style-type: none"> - Lafarge shall be required to enter into a servicing agreement with the Region of Durham for the required road improvements as outlined in the Traffic Impact Assessment dated July 2022. <p>Lafarge wishes to clarify that these improvements do not need to be completed prior to final approval as they will only be needed in the event that the application is approved by the Town of Whitchurch-Stouffville.</p>
9.	The revised TIS update has addressed our previous comments, and no further resubmissions are required.	Acknowledged. No action required.

On May 26, 2022, the Town of Whitchurch-Stouffville Staff provided the following comment from Mayor Iain Lovatt:

"When I spoke to the proponent about their plans earlier this year, I brought up the need to address traffic concerns at the 10th Line & Bloomington/47 intersection. With the increased truck traffic that this application will bring, dedicated left turn lanes in all directions, or a round about must be addressed. This is already a major bottleneck north/south that will need attention. The proponent was amenable to look at contributing to the costs of upgrading the intersection. I have cc'd the Regions Acting Transportation Commissioner Ann-Marie Carroll on this email so she's in the loop that this application is moving forward. Can we ensure that this is not lost as this moves forward?"

In response to this comment, please note that the Region of Durham has already scheduled to improve Regional Road Highway 47 from York-Durham Line to Goodwood Road between the year 2022 and 2026. These improvements include intersection modifications and a road widening from 2 to 4 lanes as a result of existing and projected traffic on this road. These improvements have already been included in the Region of Durham's Development Charge study (Table E.2) and would not be Lafarge's responsibility to contribute for upgrading this intersection. Please note, Lafarge has been in discussions with the Region of Durham and as an alternative to contributing cost for upgrading this intersection, they are contributing cost towards truck mitigation measures that the Region is implementing through Goodwood.

If you have any questions, please do not hesitate to call.



Brian Zeman, BES, MCIP, RPP
President

cc. Chris Galway, Lafarge Canada Inc.
Jonathan Pauk, MHBC