



(CBM-Caledon Quarry Proposal)

CAART COMMENT SUMMARY TABLE RESPONSE #2 – [KARST]

Please accept the following as feedback from the Caledon Aggregate Review Team (CAART). Fully addressing each comment will expedite the potential for resolution of the consolidated CAART comments and individual agency objections. **Additional comments may be provided once a response has been prepared to the comments raised below and additional information provided.**

Colour Code	Description
	Resolved
	Resolved subject to additional information being provided to CAART Reviewers (e.g., Implementation Guide, Report Addendums)
(no colour)	Response provided, but no further action taken or required by Project Team

	Initial CAART Comments (July 2024)	Page / Section	Applicant Response (Feb 12 2025)	CAART Response (Date)
1.	Why is the rehabilitation lake level lower than the current average water table in the area? Although there is a slurry wall and grouting planned to reduce the hydraulic conductivity, it is expected that a level of hydraulic connection to the area will remain.	Drawing A003	<p>We assume that the reviewer's comment is referring to the rehabilitation water level in the Main Lake.</p> <p>The topography around the Main Area is variable and the rehabilitation water level in the Main Lake will be controlled by a passive outflow structure in order to ensure the water level does not exceed 400 masl, such that there is no risk of overland flooding.</p> <p>Similarly, the maximum rehabilitation water level in the North Lake will be controlled by a passive outflow at an approximate elevation of 399 masl, which will convey any excess water to the Osprey Valley Golf Course irrigation system.</p> <p>The rehabilitation water level elevation of the South Lake is predicted to be 393.5 masl and will be internally contained by the surrounding topography, with no surface water outflow (Section 8.5, Golder 2023). The water level in the South Lake will be in quasi-equilibrium with the surrounding groundwater system.</p> <p>13-Feb-2025</p>	
2.	Section B-B1, Lake levels between the south and main areas are different elevations and are divided by Charleston Sideroad. Based on the pumping test information a Hydraulic K estimates, isn't reasonable to expect a level of hydraulic connection between these features? Please explain the rationale for post extraction Lake water levels on the drawings.	Drawing A003	<p>Once dewatering ceases upon rehabilitation, there will be a hydraulic connection between the lakes in the Main and South Areas of the pit / quarry although the connection will be reduced due to the low permeability material placed along the walls of the pit / quarry as described below.</p> <p>The difference in predicted water levels between the Main and South Lakes upon rehabilitation is due to the compacted low permeability overburden that will be used to rehabilitate the walls of the pit / quarry on the south side of the Main Area and the north side of the South Area. This low permeability material will moderate the degree of hydraulic</p>	

	Initial CAART Comments (July 2024)	Page / Section	Applicant Response (Feb 12 2025)	CAART Response (Date)
			connection between the Main and South Lakes upon rehabilitation (i.e. slow the lateral movement of groundwater from the Main Lake towards the South Lake). The South Lake will have a lower water level than the Main Lake due to the fact that the water table declines moving southeastward from the Main to the South Area. 13-Feb-2025	
3.	Tributary #1 disappears once reaching the water feature west of Phase 4, also not shown in Drawing A003 cross section A-A'. It should be clear how the tributary is connected to the rest of the watershed/surface water systems. From Section 6.8.2 of the Water Report Level 1/2 it is understood that the stream/water course may be seasonal and flow south along the roadside swale for Mississauga Road and terminate in a closed depression. It is recommended that the seasonal route be demarked on applicable Figures or drawings for clarity.	Drawing A001 through A004	This seasonal watercourse route will be demarked on the Site Plan drawings. 13-Feb-2025	