

Town of Caledon Outstanding Public Comments Summary Chart- CBM TEAM Response

No.	Outstanding Comment	Final Recommendation(s) to Address Comment(s)
POLICY AND PROCEDURE		
1.	Are CVC lands crossed prior to the discharge water being received by the Credit River?	There is no direct discharge of surface water planned from the proposed Pit / Quarry operations to the Credit River. Excess water will be transferred from the Quarry’s retention pond to the golf course’s irrigation system. This transfer will be done under an Environmental Compliance Approval (ECA) permit, and the transfer will be monitored for water quality, water temperature, and flows. The golf course will then store that water in its pond system and will use it for irrigation purposes.
2.	The Application fails to demonstrate compatibility with existing and permitted land uses.	Land use compatibility has been assessed through multiple technical reports prepared in connection with the Applications, including studies addressing air quality, noise, blasting, visual, agricultural, natural environment, water, transportation, and socio-economics.
3.	“Sensitive receptors” have been under-defined and future as-of-right uses have not been taken into consideration by the Application	“Sensitive receptor” is defined in the Aggregate Resources of Ontario Provincial Standards as meaning: residences, or facilities where people sleep (nursing homes, hospitals, trailer parks, camping grounds, etc); schools; day care centres. All technical reports prepared by the CBM Team that refer to ‘sensitive receptors’ refer to this definition to guide reporting.
4.	Setbacks should be imposed on the aggregate use and not on third-party lands	Setbacks are built into the proposal. The ARA Site Plans define the extraction limit and incorporate setbacks within the site to ensure minimum ARA setbacks are met or exceeded in all cases.
5.	Blasting quarries meet the definition of noxious use, therefore enhanced separation should be considered.	There is a minimum 150 m setback established through the proposal to all sensitive receptors, whereas the ARA requires min 30 m. Setbacks to all sensitive receptors vary by location. For example, there are much larger setbacks south of the South Area adjacent to Cataract. The Blasting

		Impact Assessment confirms that blasting on-site can be completed safely and meets provincial limits at all adjacent sensitive receptors.
6.	How is the Town dealing with industrial land uses unrelated to the blasting, moving, crushing storage and shipping of bedrock? Such as recycled aggregate storage and processing, concrete batch plant, asphalt batch plant, excess construction field storage and so on?	The proposed implementing ZBL for the CBM proposal seeks the Extractive Industrial (MX) zone for the site. The uses associated with the quarry such as drilling/ blasting/extraction, processing and shipping of aggregate, site preparation with respect to stripping, berm creation and progressive rehabilitation have been considered in assessments completed in the technical studies prepared by the CBM Team. A concrete batching plant and asphalt plant are not part of the proposed operation.
7.	The policies of the Town of Caledon Aggregate Reserve Lands should apply to this application.	Response found on Page 2 of ARA Q&A responses
8.	The current Town of Caledon Zoning By-law does not permit the quarry and should not be permitted to be changed	Response found on Page 2 of ARA Q&A responses
9.	The need for the proposed Caledon Pit/ Quarry is based on existing licensed supply of aggregates and CBM / St. Mary has not disclosed their existing licensed reserves demonstrating the need for this operation.	Response found on Page 3 of ARA Q&A responses
10.	Ontario should use more recycled aggregates instead of relying upon new pits and quarries.	Response found on Page 4 of ARA Q&A responses
11.	Concern regarding the future possibility of an asphalt and concrete plant operated and located on-site.	Response found on Page 4 of ARA Q&A responses
12.	CBM's property located south of Charleston Sideroad is one lot and CBM has inappropriately only included part of the lot within the Aggregate Resources Act and Planning Act applications to reduce the Niagara Escarpment Commission involvement in the application to a commenting agency instead of an approval agency.	Response found on Page 5 of ARA Q&A responses

13.	The proposed application did not consider all of the permitted land uses in the Zoning By-law for surrounding properties and the application could sterilize the ability for these properties to be developed for their highest and best use in accordance with the Zoning By-law	Response found on Page 5 of ARA Q&A responses
14.	The proposed application will prevent landowners' legal right to sever their properties.	Response found on Page 6 of ARA Q&A responses
15.	The application will sterilize the development potential of CBM's lands located within the Minor Urban Centre of Cataract for residential.	Response found on Page 6 of ARA Q&A responses
NATURAL HERITAGE		
16.	Natural heritage features and functions, including habitat functions, on the site and within 120m have not been evaluated/classified accurately.	Applicants are required under the ARA Provincial Standards (MNR 2020) to prepare a Natural Environment Report (NER). The NER is required to identify the designated natural heritage features and areas on, and within 120 m of the Site, as defined in the Provincial Planning Statement (2024) with guidance from supporting technical manuals prepared by the Ministry of Natural Resources (MNR). Where any of these features/areas have been identified, the report identifies and evaluates any negative impacts on the natural features/areas, including their ecological functions, and identifies any proposed preventative, mitigative or remedial measures. The report also identifies if the Site or any of the features/areas are located within a natural heritage system that have been identified by the Town in ecoregions 6E and 7E or by the province as part of a provincial plan.
17.	Impact the application will have on wildlife corridors.	Response found on Page 10 of ARA Q&A responses
18.	Studies assess impacts in isolation rather than cumulatively.	The NER evaluates the potential for cumulative impacts of the proposed quarry where information for the assessment of cumulative impacts is available and relevant to the impact assessment, including groundwater quantity, groundwater users and total groundwater use in the broader subwatershed.

19.	Short term, long term or permanent impacts on the natural environment including wildlife and woodlands.	Response found on Page 6 of ARA Q&A responses
20.	How will it be guaranteed that the proposed ecological habitat will be created during the operation and through rehabilitation. How long will it take before removed habitat is replaced through ecological restoration or rehabilitation.	Response found on Page 7 of ARA Q&A responses
21.	Concern regarding the loss of bat habitat due to the loss of on-site woodlands.	Response found on Page 7 of ARA Q&A responses
22.	Impacts to endangered and threatened species habitat, including birds and amphibians.	Response found on Page 8 of ARA Q&A responses
23.	Noise and blasting will disrupt wildlife in the area.	Response found on Page 8 of ARA Q&A responses
24.	Impact the quarry will have on the Alton Grange environmentally significant property and its ability to provide greenspace for the community.	Response found on Page 9 of ARA Q&A responses
25.	Studies are needed to confirm the amount of carbon that the woodlands proposed for removal sequester compared to the amount the new trees will sequester.	Response found on Page 40 of ARA Q&A responses
SURFACE & GROUNDWATER		
26.	Impacts of dewatering on the overall watershed.	Response found on Page 9 of ARA Q&A responses
27.	Impact the application will have on the insects living in the Credit River downstream of Cataract which are essential to the food web of the river ecosystem.	Response found on page 11 of ARA Q&A responses.
28.	Groundwater discharge flows in the vicinity of the site have not been accurately identified and/or characterized.	Groundwater discharge is discussed in the Water Report, the Water Resources Addendum Report and the Natural Heritage Report. The water management plan for the proposed Pit / Quarry is robust and groundwater discharge flows have been extensively identified, characterized and assessed.

		See the Water Resources Report, Water Resources Addendum Report and Natural Environment Report available at: http://www.cbmcaledonquarry.ca/assessments/index.html
29.	Concern related to dewatering in perpetuity and who is responsible to monitor for long-term water quality and temperature impacts, particularly if landownership changes.	There is a strategic water management system that is in place to mitigate the effects of dewatering the quarry. There will also be a detailed monitoring program in place to ensure that any water taking or discharge of water must be done in accordance with the Ministry of Environment Conservation and Parks.
30.	Climate change effects/factors such as precipitation, recharge, run-off have not been adequately reviewed in the analysis.	Response found on Page 39 of ARA Q&A responses
31.	The proposal to dewater below the water table for several decades will result in an unacceptable impact.	Technical studies have shown that the effects of the proposed Pit / Quarry dewatering of the aquifer can be mitigated and will not have an adverse impact on water users or the natural environment.
32.	Why have the ARA site plans been revised to no longer include water quantity, quality and temperature monitoring of the Credit River?	The Credit River is protected from any adverse effect of the quarry by monitoring upstream. The quality of water in the settling pond will be monitored prior to leaving the Site (including total suspended solids and temperature). Water quality will be permitted by an Environmental Compliance Approval.
33.	Section 4.2 in the PPS states that development and site alterations shall be restricted in or near sensitive surface water features and sensitive groundwater features such that these features and their related hydrological functions will be protected, improved or restored which may require mitigative measures and or alternative development approaches. Is that a target for all the studies that have been done by groundwater experts?	Yes, all technical studies and analysis have been completed to ensure consistency with PPS and conformity with the Greenbelt Plan.
34.	How we will ensure there will be long-term monitoring of the Credit River; who is monitoring and who is reviewing the monitoring?	All water leaving the proposed Pit / Quarry site will be closely monitored and will be required to meet stringent water quality requirements in accordance with the Ministry of Environment, Conservation and Parks regulations. The results will be summarized in an annual report that will

		<p>be submitted to MNR, MECP, Town of Caledon and Credit Valley Conservation Authority.</p> <p>See the Water Resources Report and Aggregate Resources Act Site Plans available at: http://www.cbmcaledonquarry.ca/assessments/index.html</p>
35.	Will freezing temperatures affect the dewatering program? If so, what contingencies are in place?	No, freezing temperatures will not affect the dewatering program.
36.	Are the infiltration trenches economically feasible and can they be adequately maintained?	Yes the infiltration trenches are economically feasible and can be adequately maintained.
37.	Impact dewatering of the quarry will have wetlands and watercourses.	Response found on Page 9 of ARA Q&A responses
38.	Impact to the Brook Trout spawning areas and groundwater upwelling areas that are present in the Credit River to the east of the North Quarry.	Response found on Page 12 of ARA Q&A responses
39.	Impact to fish habitat.	Response found on Page 12 and 13 of ARA Q&A responses
40.	Impacts to the quality and quantity of the Credit River.	Response found on Page 13 of ARA Q&A responses
41.	The golf course doesn't irrigate for several months of the year. During this time what will happen to the water that is being discharged from the quarry.	Response found on Page 13-14 of ARA Q&A responses
42.	Instead of discharging to the Credit River via the golf course is it possible to infiltrate all of the water directly back to the groundwater.	Response found on Page 14 of ARA Q&A responses
43.	Short term and long term impacts to the water temperature of the Credit River	Response found on Page 14 of ARA Q&A responses
44.	Impact of sedimentation / turbidity that will be deposited in surrounding watercourses as a result of the proposed discharge of water from the site.	Response found on Page 14 of ARA Q&A responses
45.	Impact to increase water temperature and decreased levels of dissolved oxygen in surrounding watercourses.	Response found on Page 14 and 15 of ARA Q&A responses

46.	Concern regarding the lack of assessment of climate change including drought and increased storm events.	Response found on Page 16 of ARA Q&A responses
47.	Homes in Cataract are already subject to flooded basement in the spring and the proposed water mitigation system could make things worse.	Response found on Page 16 of ARA Q&A responses
48.	The impact of dewatering the aquifer and the use of untested mitigation measures to protect water resources.	Response found on Page 16 of ARA Q&A responses
49.	Dewatering in areas of karst could result in significant impacts and is not in keeping with the precautionary principle.	Response found on Page 17 of ARA Q&A responses
50.	Based on WSP report the rehabilitation of the quarry will result in less surplus water than existing conditions and this will impact water resources.	Response found on Page 17 of ARA Q&A responses
51.	Dust mitigation allows for chemicals sprays and the impact of the chemicals seeping into the groundwater water have not been considered in the water resources report.	Response found on Page 17 of ARA Q&A responses
52.	There is a need for a sub watershed study to be completed for this area to properly understand potential impacts to the watershed.	Response found on Page 18 of ARA Q&A responses
53.	Impact the application will have on the highly vulnerable aquifer.	Response found on Page 18 of ARA Q&A responses
54.	Impact the application will have on the significant groundwater recharge area.	Response found on Page 18 of ARA Q&A responses
55.	Impact to the surface water flow of intermittent streams at and surrounding the site.	Response found on Page 19 of ARA Q&A responses
56.	The extent of potential groundwater and surface water changes as a result of the application.	Response found on Page 19 of ARA Q&A responses

57.	Potential contamination of the aquifer due to the chemical used in the extraction and processing of aggregate.	Response found on Page 19 of ARA Q&A responses
58.	Impact the application will have on the north shore of Lake Ontario since the water from the site drains to Lake Ontario.	Response found on Page 20 of ARA Q&A responses
59.	Did the model for the dewatering program consider drought conditions?	Response found on Page 23-24 of ARA Q&A responses
WELL IMPACTS		
60.	How does a member of the public ensure blasting won't affect/contaminate wells?	Response found on Page 34 of ARA Q&A responses
61.	Will 23% of all wells in the zone of influence be negatively impacted by the proposal?	As noted in the Water Report Level 1/2 (2023), of the approximately 100 water supply wells evaluated, 15 wells are susceptible to impacts due to their location relative to the predicted zone of influence of the Site, and their relatively shallow well constriction in comparison to other wells in the area. In the event the proposed pit/quarry operations is found to have resulted in an unacceptable impact in water level, in all cases, these wells could be deepened to the depth of other wells in the surrounding area to restore the water supply.. Water supply wells in the area of the quarry will be protected and will be monitored under an Environmental Compliance Approval (ECA) permit.
62.	Is the zone of influence large enough?	The size of the zone of influence is based on the water resources model and appropriate to consider potential impacts from the quarry.
63.	Should CBM be responsible for implementing a drinking water reservoir?	A drinking water reservoir is not required. See response to No. 61 above.
64.	Impacts to private wells on which local residents rely for their drinking water and who is responsible to address potential impacts/contamination.	Response found on Page 21 of ARA Q&A responses
65.	The application predicts that some wells will likely go dry and it has not been demonstrated that these wells	Response found on Page 21-22 of ARA Q&A responses

	can be deepened to maintain the same water quantity and quality.	
66.	The updated water resources report states that fewer wells are likely to be impacted compared to the original water resources report without any explanation.	Response found on Page 22 of ARA Q&A responses
67.	Private wells in Cataract have low yields, are shallow and previous subdivision in Cataract was not approved in part due to an inability to add 40 new wells. Therefore, the Caledon Pit / Quarry poses too much risk that existing wells will go dry.	Response found on Page 22-23 of ARA Q&A responses
68.	Deepening a well in the area will result in water quality that is much poorer compared to existing water quality.	Response found on Page 23 of ARA Q&A responses
69.	Impacts if a potable water supply for a well can't be restored. Replacing a groundwater well with a cistern in not an acceptable solution.	Response found on Page 23 of ARA Q&A responses
70.	Concern that the groundwater water model does not account for extended droughts and the impact this could have on private water wells.	Response found on Page 23 of ARA Q&A responses
AGRICULTURE		
71.	Loss of prime agricultural lands will result in climate and air quality impacts from food being trucked into the Town.	Response found on Page 24-25 of ARA Q&A responses
72.	What fill will be imported on-site?	There is no proposal for fill to be imported on site. The proposed rehabilitation plan has been designed based on a soil balance for the site.
73.	Loss of prime agricultural lands.	Response found on Page 24 of ARA Q&A responses
74.	Impact that blasting, noise, and air quality will on surrounding livestock and horses.	Response found on Page 25 of ARA Q&A responses

75.	How is it concluded that the truck traffic associated with the proposed CBM pit / quarry will not impact the movement of agricultural vehicles / equipment on rural roads.	Response found on Page 25 of ARA Q&A responses
SENSITIVE LAND USES		
76.	How has the zone of influence/setback distance from the subject lands been determined?	The zone of influence and setback distances have been determined based on the requirements of the ARA as well as the recommendations in the various technical reports.
77.	Need to study the actual human impact and mental health factors that the proposed Caledon Pit / Quarry will have people. Sudden and loud noises can trigger post-traumatic stress disorder and cause anxiety.	Response found on Page 26 of ARA Q&A responses
78.	The studies do not include a meaningful review of the surrounding properties including how many people live there, any health issue of residents, what job they have and just simply label the property as a sensitive receptor.	Response found on Page 26 of ARA Q&A responses
79.	Studies fail to demonstrate that “adverse effects” to the environment including human and non-human inhabitants will not occur.	Response found on Page 27 of ARA Q&A responses
80.	Caledon is ranked as the happiest city in Canada and the proposed Caledon Pit / Quarry will impact this.	Response found on Page 27 of ARA Q&A responses
81.	An inadequate study area has been studied for the proposed Caledon Pit / Quarry.	Response found on Page 27 of ARA Q&A responses
82.	The Region of Peel snow storage facility should be considered a sensitive land use and sensitive receptor.	Response found on Page 29 of ARA Q&A responses
83.	Setbacks for the application adjacent to residential uses is not adequate to protect people, particularly considering the potential for flyrock. The operational setback should be at a minimum 1000 m.	Response found on Page 30 of ARA Q&A responses

84.	Sensitive land uses have not adequately been identified. The Gas Station property which includes a residential apartment on-site has not been considered in the Blast Impact Assessment.	Response found on Page 28 of ARA Q&A responses
85.	Impact the application will have on schools in the area.	Response found on Page 30 of ARA Q&A responses
BLASTING		
86.	Is extraction without blasting an option for this quarry?	No, this quarry has been designed to include blasting for the limestone resource, but not the sand and gravel resource that is located on top of the limestone in certain parts of the site.
87.	Separation distances is the only proven tool to prevent adverse impacts from blasting quarries.	No, separation distance is not the only proven tool to prevent adverse impacts from blasting. Blasts can be designed to reduce the impact of blasting as you get closer to a sensitive receptor (e.g. drill holes, collar length and spacing).
88.	Will there be any public notification in regard to blasting? If so, how will the public be notified?	<p>The Site Plans contain the following note:</p> <p><i>The licensee shall establish a blasting notification program for residents within 500 metres. The licensee shall also provide notification to the Town of Caledon Clerk and the Brampton Flying Club at least 24 hours prior to a blast taking place on-site.</i></p> <p>The method of notification is based on the request of the landowner. Notification can occur by way of a phone call, a notice dropped off at the residence or by email. Typically, the public requests notification via email.</p>
89.	Impact of blasting on passengers/vehicles and pedestrians travelling beside the site.	It is common for blasting to occur adjacent to roads or trails and the blasts are designed accordingly to ensure an appropriate safety exclusion zone.
90.	Was the Caledon Ski Club included in the blasting risk assessment?	The Blasting Impact Assessment (BIA) assesses the proposed CBM Caledon Pit/Quarry pursuant to current quarry blasting guidelines published by the MECP (NPC-119). In the BIA, 77 sensitive receptors for the Site were identified and studied, including approximately 43 PORs in

		the Hamlet of Cataract, as depicted in Figure 6 of the BIA as POR 034 to POR 077, inclusive. The Caledon Ski Club is approximately 2.5 km south of the southern limit of the proposed Pit/Quarry and within that, it is approximately 1.8 km south of Cataract. Since all of the sensitive receptors in Cataract were assessed in the BIA, and since it is concluded that blasting operations may be performed in compliance with MECP guidelines, and since Cataract sensitive receptors are closer to the limit of extraction than the Caledon Ski Club, the BIA does not directly assess the Caledon Ski club.
91.	The frequency and duration of blasting at the site.	Response found on Page 31 of ARA Q&A responses
92.	Impact on the flight corridor to and from the Brampton Flying Club due to blasting at the site since flights are not permitted to be over 3000 above ground due to Pearson International and planes typically fly approximately 1200 above the ground. Concern that aircraft could get hit with fly rock or dust could cause engine failure. Concern a forced deviation around the site could cause increased risk on mid-air collisions.	Response found on Page 31 of ARA Q&A responses
93.	Flyrock is a common occurrence of quarry operations, and you can never eliminate the risk thereby posing a health and safety risk.	Response found on Page 31 of ARA Q&A responses
94.	Flyrock calculations are unscientific and unreliable.	Response found on Page 32 of ARA Q&A responses
95.	There are several examples of flyrock worldwide causing death or injury including damage to property highlighting health and safety concerns with blasting.	Response found on Page 32 of ARA Q&A responses
96.	Impact that repeated blasting could have on surrounding structures throughout the life of the proposed quarry, including historic structures that have rubblestone foundations that date to the last 1800s.	Response found on Page 33 of ARA Q&A responses
97.	Impact that blasting will have on the historic farmhouse at 1420 Charleston Sideroad that is owned by CBM.	Response found on Page 34 of ARA Q&A responses

98.	Impact that blasting could have on the gas station (pumps and storage tanks) located at the intersection of Charleston Sideroad Road and Main Street.	Response found on Page 34 of ARA Q&A responses
99.	Impact to wells and septic systems as a result of blasting.	Response found on Page 34 of ARA Q&A responses
100.	Blasting in areas of karst could result in significant impacts and is not in keeping with the precautionary principle.	Response found on Page 35 of ARA Q&A responses
101.	Blasters are not required to be licensed in Ontario.	Response found on Page 35 of ARA Q&A responses
102.	The impact blasting will have on the structural integrity of the bridges on Charleston Sideroad.	Response found on Page 35 of ARA Q&A responses
103.	Impact blasting could have on the natural gas pipeline.	Response found on Page 36 of ARA Q&A responses
NOISE		
104.	Concern regarding noise impacts from the Caledon Pit/Quarry, including the ability to operate the site 24 hours a day, 6 days a week. Hours of operation should be limited to the weekday and no operations beyond 9 am to 5 pm.	Response found on Page 36 of ARA Q&A responses
105.	Concern with the noise from back up-beepers.	Response found on Page 37 of ARA Q&A responses
106.	Noise report should include proposed noise levels for shipping activities at night.	Response found on Page 37 of ARA Q&A responses
107.	The operation should include the requirement for noise monitoring to confirm the predictions from the noise report.	Response found on Page 37 of ARA Q&A responses
108.	Requirement to operate in accordance with Municipal Noise By-laws.	Response found on Page 37 of ARA Q&A responses
AIR QUALITY		
109.	Applicant should provide air quality monitoring data/results from its <u>other</u> operations.	CBM's other aggregate sites do not require detailed on-site air quality monitoring. The air quality monitoring proposed at this site is not

		common and is being completed to respond to concerns from the Town and the surrounding community.
110.	Public health concern due to airborne dust (PM 2.5, PM 10, silica) from the operation and truck emissions.	Response found on Page 38 of ARA Q&A responses
111.	Concern that brush removal is permitted to be burned on-site which will harm air quality.	Response found on Page 38 of ARA Q&A responses
112.	Air quality reports states 95% dust control and dust control should be 100%.	Response found on Page 38 of ARA Q&A responses
113.	The World Health Organization values for air quality should be used instead of provincial standards.	Response found on Page 39 of ARA Q&A responses
114.	This application will negatively impact Caledon's Climate Change Plan.	Response found on Page 39 of ARA Q&A responses
115.	Does the Best Management Practices Plan include measures to cease processing, drilling and blasting if wind speeds exceed 30 km and how will this be implemented and enforced.	Response found on Page 39 of ARA Q&A responses
116.	Monitoring of air quality should occur 24 hours / 7 days a week.	Response found on Page 40 of ARA Q&A responses
117.	Air quality impacts of dust during blasting operations has not been adequately considered.	Response found on Page 40 of ARA Q&A responses
118.	Can electric vehicles be used on-site?	Response found on Page 47 of ARA Q&A responses
VISUAL		
119.	Impact from lights from the operation at night.	Response found on Page 40 of ARA Q&A responses
120.	The application has not provided detailed drawings showing what it will look like during various phases of the operation.	Response found on Page 41 of ARA Q&A responses

121.	Impact of changing the current view of agriculture / woodlands to a berm during operations.	Response found on Page 41 of ARA Q&A responses
122.	Impact of changing the current view of agriculture / woodlands to 3 large lakes following rehabilitation.	Response found on Page 41 of ARA Q&A responses
TRANSPORTATION		
123.	What happens if the Region does not agree to the underground tunnels beneath Charleston Sideroad and Main Street? Where do truck and materials go then?	The Region supports the concept for the tunnels in principle, and they acknowledge that the alternative would be the proposal for additional ‘at grade’ accesses / crossings, which are not preferred by the Region.
124.	The operation of the quarry 24 hours a day will cause significant transportation safety issues.	Response found on Page 42 of ARA Q&A responses
125.	Visitors to the provincial park do not know the roads which increases safety hazards.	Response found on Page 42 of ARA Q&A responses
126.	The traffic data is not accurate as the modelling was completed during the Covid shut down.	Additional traffic counts were completed in June 2023. See Updated Traffic Impact Assessment Report available at: http://www.cbmcaledonquarry.ca/assessments/index.html
127.	Need for a solution to divert truck traffic around Caledon Village. Has a truck by-pass been considered by the applicant and nearby aggregate operators?	Response found on Page 43 of ARA Q&A responses
128.	When there are traffic closures on the Provincial Highway due to an accident where will the trucks heading to the operation be rerouted?	It all depends on where the closure is and what route they are directed to use by emergency services. Trucks are not permitted to use routes where truck traffic is prohibited.
129.	Age of trucks used as part of operations should be considered. Prohibit trucks that are 10 years or older.	Each trucking company that is a vendor in CBM’s system must have safety standards reported through that procurement system. These companies are aware and CBM has very strict trucking standards in place. A lot has to do with the safety of the company (and their record as well). CBM looks at the safety record and the safety inspection reports of the company getting those trucks safety checked. The age of the truck isn’t important; rather it’s that it passes the safety check.

130.	There is approved housing development at/near Erin development which would be impacted by the proposal.	Response found on Page 44 of ARA Q&A responses
131.	What size are the tunnels being proposed under the Regional roads; will they be large enough for truck traffic or just the conveyor belt?	The tunnels would be designed to accommodate internal/private traffic as well as aggregate material via a conveyor or haulage system. The tunnels are proposed to be approximately 7 m in height and 9 m in width.
132.	Who will police the truck traffic to ensure trucks stay on the designated haul routes? Who can a member of the public call if there is an issue?	CBM notifies all truckers of the designated haul route to use when leaving the operation. If there is a violation by a Haul Truck and CBM is made aware of this, CBM would implement their Trucker Safety Protocol which would lead to a truck being prohibited from the site for repeated offences. Members of the public can notify the operation if they see a truck leaving the operation that is not using the designated haul route . The police also have the ability to ticket drivers if they are utilizing roads that truck traffic is prohibited on.
133.	Safety concerns due to an increase in heavy truck traffic in an area with busy transportation routes; new truck traffic will cause further fatalities.	Response found on Page 42 of ARA Q&A responses
134.	The disruption to traffic during the construction of the underpass below the roads to connect the quarry areas.	Response found on Page 42 of ARA Q&A responses
135.	The road condition of Charleston Sideroad and its suitability to add additional trucks, including safety concerns.	Response found on Page 42 of ARA Q&A responses
136.	The adequacy of the bridges on Charleston Sideroad to accommodate additional truck traffic.	Response found on Page 43 of ARA Q&A responses
137.	The capacity of the intersection of Hwy 10 and Charleston Sideroad, including the left turn lane from Hwy 10 to Charleston Sideroad to accommodate additional trucks. Has this intersection been assessed for re-design?	Response found on Page 43 of ARA Q&A responses

138.	The traffic report has not accounted for additional traffic west of the site including new developments in Erin, Osprey Mills Estate, CVC's proposal to bring excess fill to the former Pinchin / Flaherty pits, the TPC complex, tourist traffic, industrial traffic between Caledon and Guelph and the growth project in Caledon to 2051.	Response found on Page 44 of ARA Q&A responses
139.	Impact additional truck traffic will have on school bus routes.	Response found on Page 44 of ARA Q&A responses
140.	Adding another light on Charleston Sideroad will further delay traffic on Charleston Sideroad and the light should prioritize movement of traffic along Charleston Sideroad.	Response found on Page 44 of ARA Q&A responses
141.	Site plan note that requires an agreement with the Region of Peel for the entrance / exit and the road improvements is inappropriate based on the status of the Region and will the relevant agency consider entering into such an agreement.	Response found on Page 45 of ARA Q&A responses
142.	Using only one day of traffic counts on Thursday June 22, 2023, prior to summer vacation traffic is inappropriate to make conclusions related to traffic. The traffic study should use July traffic levels to evaluate traffic impacts due to increase summer / tourist traffic and it is also high construction season.	Response found on Page 45 of ARA Q&A responses
143.	Impact of additional truck traffic on the Village of Alton, Caledon Village and Erin.	Response found on Page 46 of ARA Q&A responses
144.	The increase in truck traffic results in other drivers making illegal and dangerous passing of trucks making the roadway unsafe.	Response found on Page 46 of ARA Q&A responses
145.	The entrance / exit for the operation is not safe based on site sight lines.	Response found on Page 47 of ARA Q&A responses

146.	Additional truck traffic on Charleston Sideroad will impact the ability for emergency vehicles to have timely response to emergencies.	Response found on Page 47 of ARA Q&A responses
147.	Is it feasible to use electric trucks or rail to transport aggregate to market during the lifespan of the proposed CBM Caledon Pit / Quarry.	Response found on Page 47 of ARA Q&A responses
148.	When there are traffic closures on Charleston Sideroad due to an accident where will the trucks from the operation be rerouted?	Response found on Page 48 of ARA Q&A responses
149.	Impacts to cyclist and pedestrians as a result of the additional truck traffic.	Response found on Page 48 of ARA Q&A responses
150.	Impact of additional truck traffic on Highway 10 and the safety / speed of trucks on the hill south of Caledon Village.	Response found on Page 48 of ARA Q&A responses
151.	Trucks from the proposed operation will use McLaren Road as a short cut due to congestion on Charleston Sideroad even though trucks are prohibited to use this road.	Response found on Page 48 of ARA Q&A responses
152.	How will the site be designed to prevent trucks from illegally parking on Charleston Sideroad or other surrounding roads to access the site.	Response found on Page 49 of ARA Q&A responses
ECONOMIC		
153.	Loss of enjoyment of properties near the operation.	The Socio-Economic Assessment (2023) assesses potential socio-economic effects of the proposal and confirms that project activities that may cause nuisance effects will be managed to minimize impacts and to ensure all impacts are within the parameters set by the province, including for air quality, noise, and blasting.
154.	Will the proposed Caledon Pit / Quarry provide any protections to the Town of Caledon or surrounding community?	The Socio-Economic Assessment (2023) confirms that the overall project will provide economic benefits at both the Regional and local levels. The proposed Caledon Pit / Quarry also includes numerous mitigation

		measures on the Aggregate Resources Act site plans to protect the surrounding community.
155.	Has the Village of Caledon been considered in the socio-economic impact analysis as it relates to vibration, noise, traffic, air quality impacts?	Each technical report, including noise, blasting, traffic and air quality, considers potential impacts and provides recommendations to ensure the site is designed to minimize and mitigate to acceptable levels any potential adverse effects from project activities. The Village of Caledon is approximately 2.9 km east of the eastern limit of the proposal and each of the technical reports has confirmed that with the implementation of recommendations contained in each technical report, the site will be operated in accordance with all provincial standards and guidelines and there will not be any negative impacts or potential adverse impacts.
156.	Did the Socio-Economic Impact and Peer Review consider the PPS definition of adverse impacts?	The Socio-Economic Report relies upon the impact assessments completed for noise, blasting and air quality. Those studies have designed the operation to meet provincial standards and where provincial standards are met there are no adverse impacts on adjacent properties.
157.	Concern related to impacts on the TPC Toronto at Osprey Valley golf course.	Impacts on surrounding land uses have been considered including the TPC Toronto at Osprey Valley golf course. Furthermore, there are sensitive receptors located in closer proximity to the Osprey Valley golf course and the operation has been designed to meet provincial standards at these locations.
158.	Property values impact for neighboring properties and properties near the Site and along the haul route.	Response found on Page 50 of ARA Q&A responses
159.	Will the proposed Caledon Pit / Quarry provide any benefit to the Town of Caledon or surrounding community?	Response found on Page 50 of ARA Q&A responses
160.	What benefit does sourcing close to market aggregate have for the Town of Caledon and surrounding area?	Response found on Page 50 of ARA Q&A responses
161.	MPAC needs to make the necessary adjustment to tax rates for surrounding properties if the CBM Caledon Pit / Quarry is approved.	Response found on Page 51 of ARA Q&A responses

162.	Caledon will receive less property tax revenue for the subject site and for surrounding properties as a result of the proposed Caledon Pit / Quarry.	Response found on Page 51 of ARA Q&A responses
163.	The rehabilitated lakes will not provide long term tax revenue to the Town or economic benefits.	Response found on Page 51 of ARA Q&A responses
164.	The application will create a net loss of revenue for the Town of Caledon.	Response found on Page 52 of ARA Q&A responses
165.	Concern related to impacts to Forks of the Credit Provincial Park less than 1 km away from the proposed quarry.	Response found on Page 52 of ARA Q&A responses
166.	Caledon is an area where people have chosen for recreation and tourism, and this will be impacted by the proposed application.	Response found on Page 52 of ARA Q&A responses
167.	Impact to the Bruce Trail and Cataract Rail Trail	Response found on Page 53 of ARA Q&A responses
CBM- GENERAL		
168.	General concern with aggregate operations in the Town remaining in a non-rehabilitated state and where aggregate operations should be considered an interim land use.	Progressive rehabilitation is a requirement under the Aggregate Resources Act. Once an operation gets to a stage where extraction is complete, progressive rehabilitation must occur. Rehabilitation begins as phases are completed.
169.	Will CBM consider third-party annual compliance reporting versus the current provincial requirement to self-report?	CBM currently does utilize third party reporting for the annual Compliance Reporting required by the MNR.
170.	The SAROS report said 35 years of supply-is this quarry needed?	The SAROS report did confirm there is a shortage in close to market high quality crushed stone. The reserves are running out, and Ontario is trying to avoid importing aggregate from further away because there are increased environmental, social, and economic impacts if you're bringing that material in from far away.
171.	CBM/ St. Marys compliance with the Aggregate Resources Act in Ontario for the other sites they operate.	Response found on Page 54 of ARA Q&A responses

172.	The community doesn't have confidence in MNR's ability to properly regulate the proposed Caledon Pit / Quarry.	Response found on Page 54 of ARA Q&A responses
173.	Votorantim Cementos which is the parent company of CBM / St. Marys history related to human rights, health and safety and environmental compliance in Ontario and elsewhere in the world.	Response found on Page 54 of ARA Q&A responses
174.	CBM / St Marys has been secretly purchasing / assembling properties for the Caledon Pit / Quarry since 2003 without giving proper notice to the community about their future intentions.	Response found on Page 55 of ARA Q&A responses
175.	What is the process that CBM / St Marys will follow if it receives a complaint related to the Caledon Pit / Quarry?	Response found on Page 55 of ARA Q&A responses
176.	CBM / St. Marys has no interest in making changes to the application to mitigate community concerns.	Response found on Page 55 of ARA Q&A responses
177.	CBM / St. Mary should be required to post a financial bond to guarantee the protection of surrounding land uses, well restoration, road upgrades and rehabilitation.	Response found on Page 55 of ARA Q&A responses
178.	Foreign companies should not be permitted to extract Ontario's resources and sell them globally.	Response found on Page 56 of ARA Q&A responses
179.	The proposed transfer of land located to the south of the South Quarry should include a clear timeline of when this land will be transferred to a public authority.	Response found on Page 56 of ARA Q&A responses
180.	CBM / St. Marys should provide a copy of their truckers' safety policy.	Response found on Page 57 of ARA Q&A responses
181.	How does CBM/St Marys ensure truckers comply with traffic rules, truck safety and compliance with loading of trucks.	Response found on Page 57 of ARA Q&A responses
182.	How does CBM / St. Marys deal with trucks that do not obey traffic rules off-site (e.g. speeding, using roads not permitted for truck traffic).	Response found on Page 57 of ARA Q&A responses

183.	How does CBM / St. Marys deal with trucks that are not road worthy and are all trucks inspected when they arrive on-site.	Response found on Page 58 of ARA Q&A responses
184.	How will CBM / St. Marys ensure that truck drivers are fully licensed and insured.	Response found on Page 58 of ARA Q&A responses
185.	Experts retained by CBM are not independent or impartial. The studies completed are not credible or adequate and the application should include a comprehensive Third-Party peer review.	Response found on Page 60 of ARA Q&A responses
186.	Engineers and Planners have a statutory duty to protect the health and safety of the public.	Response found on Page 60 of ARA Q&A responses
187.	CBM has not made any commitments on how it will operate the site.	Response found on Page 60 of ARA Q&A responses
188.	The technical reports prepared for the application ignore the rights of surrounding landowners. Testing of wells or placing monitoring devices cannot occur on private property without the consent of the landowner.	Response found on Page 61 of ARA Q&A responses
189.	Concern the quarry will last more than 40 years since the Aggregate Resources Act licences do not have an expiry date and therefore extraction is not an interim use.	Response found on Page 61 of ARA Q&A responses
190.	The requirement for a timely commitment to complete rehabilitation.	Response found on Page 61-62 of ARA Q&A responses
CULTURAL HERITAGE		
191.	Who will be responsible for maintaining these historical buildings/properties adequately, so they remain habitable long-term?	CBM will be responsible for implementing the short term and long term conservation measures to ensure the long term protection and preservation of the historical buildings/properties in accordance with the requirements outlined on the Aggregate Resources Act site plans.
192.	The impact the proposed application will have on historic resources.	Response found on Page 62 of ARA Q&A responses

193.	Proximity and impact to historic hamlets of Cataract, the Town of Alton and Belfountain Village.	Response found on Page 62 of ARA Q&A responses
194.	Impact to the historic area of Coulterville and the farms/ farmsteads that form this area.	Response found on Page 63 of ARA Q&A responses
195.	Concern that the relocation of heritage buildings along Mississauga will result in the loss of the historical context of these structures.	Response found on Page 63 of ARA Q&A responses
196.	The timing for the heritage buildings to be relocated along Mississauga Road and the intended use of the buildings once relocated.	Response found on Page 63 of ARA Q&A responses
197.	Impacts to First Nation communities and their Treaty Rights and the requirement to consult with Indigenous communities.	Response found on Page 64 of ARA Q&A responses
198.	There are still archaeological areas identified for further assessment and the impact on these resources is unknown.	Response found on Page 64 of ARA Q&A responses
199.	The loss of the farmstead / farms with historical connection to James Cameron.	Response found on Page 64 of ARA Q&A responses

Prepared by CBM TEAM May 2026.