



Public Meeting Feedback Report

Virtual Public Information Session for Proposed Asphalt Plant, Town of Greater Napanee Zoom Webinar, October 14, 2021, 6:30 to 8:30 p.m.

About This Report

The purpose of the Virtual Public Information Session was to provide information about the proposed permanent asphalt plant, to overview the process with respect to approvals required, studies being undertaken and how the plant would be operated and to receive public feedback and answer questions. Technical experts provided information and were available to respond to questions. The meeting was held virtually due to Covid restrictions via a zoom webinar. Live presentations were followed by questions and answers. Participants registered in advance and were able to type questions and comments into a Q and A box and these were read aloud by the independent facilitator.

This report, prepared by the Independent Facilitator Sue Cumming, MCIP RPP, Cumming+Company (cumming1@total.net), includes verbatim questions and comments and responses provided that resulted from the Public Information Session.

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Please also visit Tomlinson's website at <https://tomlinsongroup.com/registration/> to view the video of the public information meeting presentation and to review the technical studies. You may also email questions or comments to planning@tomlinsongroup.com



Public Meeting Feedback Report

Virtual Public Information Session for Proposed Asphalt Plant, Town of Greater Napanee Zoom Webinar, October 14, 2021, 6:30 to 8:30 p.m.

1. About the Virtual Public Information Session

R. W Tomlinson Limited is proposing to establish a permanent asphalt plant next to their Napanee Quarry at 8205 County Road 2. The application to build a permanent asphalt plant requires both municipal and provincial approval. R.W. Tomlinson hosted a virtual public information session on Thursday, October 14, 2021, from 6:30 to 8:30 p.m. The meeting was extended to 9:00 p.m. to provide more time for responding to questions. The public information session was advertised locally in the Napanee Beaver for two weeks prior to the meeting (on September 30, October 7 and October 14).

The purpose of the virtual public information meeting was to:

- Provide additional information on the proposed asphalt plant
- Overview the process with respect to the approvals for the proposed asphalt plant, studies being undertaken and how the plant would be operated.
- Receive public feedback and answer questions

Due to COVID restrictions, the meeting was being hosted by way of an online Webinar. The format included live presentations from representatives from R.W. Tomlinson and Consultants working on the required studies followed by questions and answers (Q and A). Residents registered in advance of the meeting and did not need to download any software to participate. Those who wanted to share a comment or ask questions, were able to do so by typing these into the Q and A question box. These were read aloud by the Independent Facilitator. The names of individuals were not read out. Participants could ask multiple questions.

Residents registered for the meeting via the Tomlinson Website through a Zoom Webinar link. 132 individuals registered for the meeting. 88 connections participated. Some of these may have included more than one individual.

Presenters included:

- **Tomlinson Representatives:** Rob Pierce, Senior Vice President, & Craig Bellinger, Environmental and Land Project Manager
- **Golder Associates Ltd. (Air Quality):** Emily Lau, B.A.Sc., P.Eng, Air Quality Engineer, & Natalie Jones, B.A.Sc., P.Eng, Senior Air Quality Specialist
- **Castleglenn Consultants Inc. (Traffic):** Arthur Gordon, B.A., P. Eng, Principal Engineer
- **Freefield Ltd. (Noise):** Michael Wells, B.Arch, B.Sc, Acoustic Specialist
- **MHBC Planning (Land Use Planning):** Neal DeRuyter, BES, MCIP, RPP, Land Use Planner

Rob Cyr, P.Eng, a representative from Explotech Engineering Ltd. was also available to respond to questions about blasting operations at the existing quarry.

Throughout the Question and Answer period, one hundred and forty-three (143) questions were noted. Thirty-four (34) participants asked at least one question. A number of participants asked multiple questions including one person who asked forty (40) and another who asked twenty-three (23). There were a number of questions which were asked several times. The majority of the questions included in the Q and A were read aloud. For those that were not, these have also been included in the Response Summary. A number of participants made comments, and these are also noted. Several individuals also emailed questions in advance, and these were included.

Following the public meeting, the recording of the presentation and the following technical reports were made available through the Tomlinson website.

- Environmental Impact Assessment (2019 and 2020 Update)
- Traffic Impact Study (Jan 2021)
- Stormwater Management Design Brief (Dec 2020)
- Planning Justification Report (August 2020)
- Acoustic Assessment Report (May 2021)
- Air Quality Impact Assessment (September 2021)
- BMPP for the Control of Fugitive Dust (September 2021)

2. Summary of Comments and Questions Raised

This summary is intended as a record of “What was Heard” - public comments and questions raised at the October 14th Public Information Session. It includes the verbatim questions that were noted in the Q and A and the responses provided. The questions are grouped by topic and numbered for reference purposes. For some responses additional information is included to clarify the response provided. Where Tomlinson undertook to follow-up, this information is also included. Personal identifying information i.e., the name of individuals asking questions is not included in this summary.

Summary Table of What Was Heard – Comments and Questions from Participants

Topic	Questions Noted and Responses Provided
2.1 About the virtual Public Information Meeting and where to get further information	<p>1. How many members of the community are joining us this evening? We are unable to see that information. <i>Response from Facilitator: 88 participants which includes 9 panelists and some representatives from the Town.</i></p> <p>2. Will you be posting the questions that remain unanswered as well as those that are? <i>Response from Facilitator: Yes, the meeting summary and feedback will include all of the questions and comments entered into the Q and A. There are a number of statements made that are public comments that will be noted. We will try to get to as many as possible this evening. Some participants have entered multiple questions and I will read as many of these out as possible. I do want to be fair to everyone and try to read out everyone’s questions. I will also be trying to group questions where possible.</i></p> <p>3. Why don’t you let the audience see all the questions? <i>Response from Facilitator: I will be reading out the questions and including these in the meeting summary and feedback. The webinar format is designed to provide participants with anonymity which is an important feature for ensuring that participants feel comfortable to ask questions and share comments without their names being given out.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.1 About the virtual Public Information Meeting and where to get further information (continued)</p>	<p>4. Where will the recording be posted after the meeting? <i>Response from Facilitator: The recording of the presentation will be made available on the Tomlinson website.</i></p> <p>5. Why are you not considering/reading ALL of the questions that have been submitted? The difficult ones as well as the easy ones? Have you been instructed to ignore/omit questions asked by individuals associated with opposition to the asphalt plant? <i>Response from Facilitator: I don't know who is in opposition to the asphalt plant. I am not aware of that, and it is irrelevant to the question. I am reading all of the questions. I am trying to group them by topic to try to get through them as quickly as possible. I also recognize that in some instances I might have had more than five questions in a row asked by the same person. I may not get to all of the questions in that row by the same person and may skip a few to go down in the Q and A to get to a question asked by other people. Where possible, I will come back to those questions. I assure you I have not been instructed and had I been instructed I would have ignored such instructions. The intent of the meeting tonight is to provide information, to have your questions read aloud and to hopefully be able to answer the questions as best possible. Should we not get to all of the questions this evening, there will be a full list of the questions that I will undertake to do and that will be provided through the Tomlinson website. I hope that my response addresses the question that was asked and appreciate that there is some sensitivity by residents in feeling that they are being filtered and I can assure you that they are not. I am trying to get to all of them and to read them out as succinctly as possible.</i></p> <p>6. Is this presentation available to read for those of us that signed in late? Is there a recording and how can we access it? <i>Response from Facilitator: The recording of the presentation will be made available on the Tomlinson website.</i></p> <p>7. Are the studies available for public review? <i>Response from MHBC Planning: All of the studies have been submitted to the Town and are available from the Town. Tomlinson will also place them on their web site so that they can be easily accessed.</i></p> <p>8. What does Tomlinson have to say about the petition with over 3000 signatures opposed to the plant? <i>Response from Tomlinson: We hope that we are able to answer questions and concerns tonight and to continue to respond to concerns.</i></p>
<p>2.2 About Land Use Planning and Approval process</p>	<p>1. When Tomlinson purchased the Don Hart Quarry, was a Permanent Asphalt Plant part of the plan? And what made Tomlinson believe that rezoning and environmental approvals would be forthcoming for an asphalt plant so close to residential districts and sensitive environmental ecosystems? <i>Response from Tomlinson: When we purchased the Don Hart Quarry, we looked at the Official Plan and noted that in the Official Plan that an asphalt plant was a permitted use in the Plan. We are also aware of business practices and good production methodologies of trying to reduce green house</i></p>

Topic	Questions Noted and Responses Provided
<p>2.2 About Land Use Planning and Approval process (continued)</p>	<p><i>gases and having an asphalt plant at a quarry makes a lot of sense. On top of that we have the ability of having a portable plant there as well and we did that in 2018 so we know that this kind of use can fit in there. Yes, it was certainly on our radar and shortly after we purchased the quarry, we made a deputation to Council about our interests in applying through the zoning for an asphalt plant.</i></p> <p><i>Response from MHBC Planning: From the planning perspective, specifically regarding the Town's Official Plan, is that when you look at the entire municipality, there are very few locations that actually permit an asphalt plant. As we noted in the presentation even within the zoning by-law there are no zones where the use is expressly permitted. With the site that we are looking at right now, this is a site that has a designation that specifically permits an asphalt plant subject to a zoning by-law amendment. So, it is not as simple from a planning perspective to say that there is industrial land elsewhere and that is where an asphalt plant can go because in all likelihood in those cases not only would a rezoning be required but an Official Plan Amendment would be required as well.</i></p> <p>2. Would the zoning be different if this was a new proposal? <i>See answer provided by MHBC Planning for Question 1.</i></p> <p>3. The planning policy is outdated. You are taking advantaged of a grandfathered quarry. <i>The asphalt plant is not proposed within the quarry but adjacent to it. The Town's current Official Plan permits the proposed use. The existing quarry is licensed under the Aggregate Resources Act and is properly zoned in the Town's current Zoning By-law to allow aggregate extraction.</i></p> <p>4. Can you put up a picture of the portable plant (shown on slide 9). Is this what the asphalt plant would look like – it doesn't have a roof or walls. <i>Response from Tomlinson: yes, there is no building. the equipment here is similar to what an asphalt plant would be. There would be a small site office.</i></p> <p>5. Will you listen to the citizens of Napanee if the majority do not want an asphalt plant in the proposed location? <i>Response from Tomlinson: We are holding this meeting to share information and answer questions. We want to proceed with the asphalt plant and will be continuing to seek the approvals submitted. We do understand that there are residents against the plant.</i></p> <p>6. What communications have you had with town council? Do you have any relationships with town council? Have you given any discounts to town projects already? Have you given any discounts to projects in Napanee? <i>Response from Tomlinson: Our communication with Town Council is a matter of public record. Tomlinson gave a presentation shortly after we purchased the quarry and then a year later, we gave another deputation to Council advising that we were going to bring forward an application for an asphalt plant. As we go through this planning process, we are open to being available to update the</i></p>

Topic	Questions Noted and Responses Provided
<p>2.2 About Land Use Planning and Approval process (continued)</p>	<p><i>town and provide responses. Having a close to market supply of both crushed stone and asphalt materials results in a cost-savings for the consumer due to the reduced travel distances.</i></p> <p><i>With respect to the second part of the question, Tomlinson doesn't give discounts but the cost to complete work is less due to the location of the quarry and asphalt plant to Napanee projects which reduces the overall cost of the projects.</i></p> <p>7. Why were only certain homeowners notified of Tomlinson's intention to request the rezoning? Why weren't all residents along Palace Road between Hwy #2 and the 401 notified?</p> <p><i>Response from Tomlinson: Landowners within proximity of the site were directly notified.</i></p> <p><i>For this virtual public information meeting, we provided notice of our meeting house in the Napanee Beaver and online.</i></p> <p>8. Can you point to a small community that has been improved by the establishment of an asphalt plant in its midst? Please be specific.</p> <p><i>Response from Tomlinson: With regard to small communities and bringing asphalt plants there or having a permanent plant, this community may seem small, but it is on 401 and there is great access to many communities around the area that require asphalt including Napanee. As you have seen in the past, we have had our portable plant there and we had it there again this year and the intent is to further have an asphalt plant there for our construction needs and for other companies in Napanee that do driveway paving and sidewalks and parking lots and things like basketball courts. There is a need for asphalt and there is a need in every type of community. Every community has a need for paving and asphalt and the intent is as the community grows there will be a need for more of this type of thing. I can see that this is happening when you look at the planning applications that are in front of Napanee at this time.</i></p> <p><i>Response from MHBC Planning: Land use compatibility is a key tenet of provincial and municipal planning and what we have done with this application and these studies is assess that land use compatibility. The application is now within the hands of the Town to review that information with respect to their policies and determine whether or not this is an appropriate land use and further through the Ministry of the Environment to make a determination as to whether this satisfies the requirements for environmental compliance approval. No one community in Ontario is responsible with shouldering one certain industry, there are going to be transitioning and mixing of uses. The question in this case is whether the assessment of land use compatibility and what has been proposed satisfies those tests and showing how potential impacts are going to be minimized.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.3. About future employment and jobs for the proposed Asphalt Plant</p>	<p>1. In exact terms, what would your proposed asphalt plant provide in terms of: (a) number of new, permanent jobs for current Napanee residents (b) economic benefits to the Town of Greater Napanee, and (c) economic benefits to the average resident of Napanee (d) how many residents have moved to Napanee to seek employment with you in the two years you have operated on the quarry site?</p> <p><i>Response from Tomlinson: The operation of an asphalt plant, typically has 3 full time permanent employees who would work at the plant. There would also be spin-off jobs during construction and during operation i.e., electricians, welders. It is also normal to expect additional spin-off jobs in the construction sectors for the projects that will be undertaken.</i></p> <p><i>With respect to economic benefits for the average resident, not sure how to answer that – what we can suggest is that there would be a new source close to market asphalt for businesses and contractors within the Napanee area and that would hopefully spin down to those doing construction and home improvement projects.</i></p> <p>2. How many new jobs will the plant create for the town of Napanee?</p> <p><i>See response to Question 1.</i></p> <p>3. How many full-time jobs will this create?</p> <p><i>See response to Question 1.</i></p> <p>4. If the proposal goes through, how many jobs will this created at the site? Currently how many employees are employed in Napanee at Tomlinson? Are you committed to hiring locally?</p> <p><i>Response from Tomlinson: Yes, we are committed to hiring locally if they apply, for sure. Number of jobs noted – see response to Question 1.</i></p> <p>5. Can we actually get an answer to how many Napanee residents will secure these positions? People in this area seem to think that there will be a plethora of jobs for local residents. How many of these employees will be guaranteed from this area?</p> <p><i>Response from Tomlinson: We want people from the area because we want local people to live and operate similar to what we have in Ottawa. The people who run our facilities are local, they know the residents, they know people in the town. They have the ability to communicate and give updates on what we are doing. It is definitely in Tomlinson’s best interests to hire local people. We wouldn’t bring people from Ottawa to operate the asphalt plant.</i></p> <p>6. It has been made very clear that this will not result in guaranteed employment opportunities for residents of our specific community, so how this is to benefit us economically is beyond me. As far as I am concerned, the risks outweigh the rewards for everyone except Tomlinson. There is a reason this area is not already zoned as such so take your asphalt plant to a more appropriate location. Residents should not have to sacrifice or assume risk to reduce your business expenses.</p> <p><i>Response from Tomlinson: With respect to the economic benefits and employment, yes, there are direct employment jobs and there are spin-off jobs</i></p>

Topic	Questions Noted and Responses Provided
<p>2.3 About future employment and jobs for the proposed Asphalt Plant (continued)</p>	<p><i>and speaking to our current aggregate customers in the area that this will be a welcome addition, so I think that that people are downplaying the importance of this to the local economy and local contractors as it comes forward. There have been a number of questions asked about employment opportunities, there will be demand for more construction services and I can point to our open positions that are on the Tomlinson website currently we employ a lot of people, and it will be good for the local economy. Again, I do acknowledge that there are a number of people asking questions and have concerns about the proposed operations.</i></p> <p>7. What about an independent benefit-cost analysis? Where is the independent evidence that Tomlinson's proposal would result in a net benefit, rather than a net cost, for the community including environmental and social costs (including property depreciation); i.e., that the proposal would result in the greatest good for the greatest number in the community? All your studies seem to be commissioned by the company and such studies are non-objective by their very nature.</p> <p><i>Response from Tomlinson: We are going through a public process currently and the Town of Napanee is assessing appropriate land use and other parameters that are needed to evaluate an application such as this. We are in the process now.</i></p> <p>8. You stated that you wanted to hire local. Why is it that there are reports of Tomlinson employees filling the Comfort Inn and Suites regularly?</p> <p><i>Employees that work at our portable asphalt plants move around with the portable plant as it moves throughout Ontario. In those cases, the employees would stay at local hotels near the location of the portable plant.</i></p>
<p>2.4 About real estate and property values</p>	<p>1. Studies show that real estate values can decline by as much as 50% when an asphalt plant comes to a small Town. Are you willing to guarantee residential property values (especially within a 2 km. radius) from prior to installation of the asphalt plant? i.e., if a property owner's value before the asphalt plant was \$500,000 and after it was only \$300,000, and the resident needed to sell, would you make up the difference?</p> <p><i>Response from Tomlinson: I am not aware of a decrease in a local real estate market because of an asphalt plant. To suggest that we are going to compensate people is not something that would be typical. I can state that in the market areas of Ottawa where we have asphalt plants sometimes in the not too dissimilar radius, from my own knowledge of the real estate market, the real estate values have not gone down.</i></p> <p>2. Will Tomlinson compensate for the property value decrease that will result from a permanent asphalt plant being located too so close?</p> <p><i>See response provided to question 1</i></p>

Topic	Questions Noted and Responses Provided
<p>2.5 About why this location is being proposed for an asphalt plant</p>	<p>1. There is so much vacant land in Ontario why do you have to put an asphalt plant here of all places!!! <i>Response from Tomlinson: The demand in the market is in Southern Ontario – closer to market to ensure that travel distances are minimized. This doesn't mean that these types of uses are not in Northern Ontario, but these are generally located closer to market and construction demand.</i></p> <p>2. With the obvious negative impact to residents living close to this proposed plant site, myself being one of them, why is this company unwilling to look to other locations that would be more suitable? <i>Response from Tomlinson: See response to Question 1. We do believe that this site is suitable and that an asphalt plant is a compatible use adjacent to and in a quarry.</i></p> <p>3. Why have you not considered a more suitable industrial location for the plant away from residential homes. Example, the goodyear plant area. <i>Response from Tomlinson: Typically, when we are looking at locations for an asphalt plant, we will look at where there is a market demand and secondly where are the materials for the facility. When you take a look at quarries in Ontario, an asphalt plant is something that works quite well there with access directly to those aggregate materials.</i></p> <p><i>Response from MHBC Planning: A really important planning principle is what we call close to market and protecting aggregate resources and ancillary uses such as an asphalt plant. The whole reason behind this is to reduce travel distances to where these resources are needed.</i></p> <p>4. There are already many asphalt plants located within 30 minutes of town. <i>Comment noted.</i> <i>Response from Tomlinson: Additional plants means competitive pricing. We are aware that the closest existing asphalt plants are approximately 25 km from our site.</i></p> <p>5. Why did you not go ahead with your plant in Brockville? There are just as many homes here that would be impacted. <i>Response from Tomlinson: No two sites in Ontario are the same. Unlike Brockville, we own this site and have an existing business operating in Napanee, the quarry, construction crews, and environmental services.</i></p> <p>6. What other sites for a Permanent Asphalt Plant were evaluated by Tomlinson, prior to settling on Napanee? Brockville? <i>Response from Tomlinson: Our site location process is confidential. As noted in Question 2, we believe the Napanee site to be a suitable one.</i></p> <p>7. If Hot-Mix Asphalt is primarily used for paving major roads and highways, please define what projects in Napanee the asphalt from this plant would be destined for? That is, besides County Road 2 and Country Road 5, which presumably will need to be periodically</p>

Topic	Questions Noted and Responses Provided
<p>2.5 About why this location is being proposed for an asphalt plant (continued)</p>	<p>repaved due to the volume of truck traffic to and from your asphalt plant and quarry? <i>Response from Tomlinson: The projects currently are within the radius around Napanee and so these could be in Belleville and to Loyalist Township. Realistically the projects could be any where in the vicinity and surrounding area. Generally, you want to be within 30 minutes or else the asphalt cools and it won't meet spec. for the actual pavement, and it could be a problem and you would have to take it up and redo it. Generally, 30 minutes away is the max.</i></p> <p>8. 30 minutes to get hot asphalt to a site. This puts a lot of pressure on truck drivers to speed on our roadways which they are doing. Would you recommend a young family buy a house in the residential area on Palace Road with 70 trucks an hour speeding through? <i>Comment noted. See also response to Traffic Question #20.</i></p> <p>9. I am really upset and do not want the asphalt plant in Napanee. The uptake in trucks on County 2 causing noise, dust is not the country life I anticipated when I moved here. If I knew about the possibility of asphalt plant, I would not have moved to Napanee. Please find a different location away from residents, farms, rivers. <i>Comment noted</i></p> <p>10. Since the Greater Napanee area is currently well served by asphalt plants in Shannonville, Belleville, Loyalist Twp. and Kingston, and has been for decades, why would Tomlinson think that there is a need to spoil the neighborhood with the acrid smell of a hot mix asphalt plant? <i>Response from Tomlinson: Tomlinson has a construction division in Napanee, a quarry, and has used the portable asphalt plant twice since 2018 when we acquired the Napanee Quarry. As such, there is a business opportunity to expand our operations and introduce a new permanent business such as asphalt production and sales. The addition of the asphalt plant will create more opportunity for the company to work in Napanee and the surrounding area, and directly increase jobs as the company grows.</i></p> <p>11. Does Tomlinson own and/ or operate asphalt plants elsewhere that lies within 1/2 km of a downtown core? If so, please provide location should residents wish to view and inquire. <i>Response from Tomlinson: The closest one that we have would be the Moodie Drive plant. There is a whole residential area that has been developed to the west of the site and existing residents to the east.</i></p> <p>Follow: up comment: You didn't ask my question! Moodie Drive plant is far from a downtown core! How many are within 1/2 km of a downtown core! <i>Response from Tomlinson: We are aware of other asphalt plants in Ontario that operate within closer proximity of residential areas and sensitive uses. The closest house to the proposed asphalt plant is over 400 m away.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.5 About why this location is being proposed for an asphalt plant (continued)</p>	<p>12. Are there other communities in Ontario that have an asphalt plant so close to residential zoned areas for points of comparison? If so, where are they? <i>Response from MHBC Planning: there are asphalt plants and concrete plants all across Ontario. There is no single plant that can be located within southern Ontario that wouldn't be located with proximity to residential uses of some form. I think what we have been talking about today is assessing potential impacts relative to nearby residential areas. Yes, there are other asphalt plants in Ontario that are located in proximity to residential areas.</i></p> <p>13. There is large residential development being built around the Belleville Plant. <i>Response from Tomlinson: There is a residential subdivision located within 500 m of the asphalt plants north of Highway 401 in Belleville.</i></p>
<p>2.6 About the proposed asphalt plant design and operations</p>	<p>1. How would the proposed permanent asphalt plant differ from the temporary plant / quarry which we have already operating at your Napanee Site? Could you provide specifics in terms of: (a) production (b) physical size (c) volume of noise (d) hours of operation (e) volume of traffic, and (f) volume of emissions into the atmosphere and/or surface water? <i>Response from Tomlinson:</i> (a) production – Production rate is similar (b) physical size – the area the plant occupies would be similar (c) volume of noise (Freefield) - the plant would be new, so noise emitted from the plant would need to be assessed as it has been in the acoustic assessment report prepared by Freefield Ltd. (d) hours of operation – hours of operation vary as per the requirement of the paving schedule at the job but paving during the day is typical. (e) volume of traffic, and - (Castleglenn) the portable plant is running about 6 trucks/hr on average, compared to the Traffic report where trucks were based on maximum operation of the plant. (f) volume of emissions into the atmosphere and/or surface water? – (Golder) emissions need to be assessed for the permanent plant proposed to be installed at the site, as such the assessment was done using the permanent plant. The portable plant has its own ECA for air and noise emissions which meets the criteria for operating at the Napanee Quarry.</p> <p>2. What percentage of the gravel produced at the site will be used to produce asphalt? <i>Response from Tomlinson: All the gravel used at the asphalt plant will be from the Napanee Quarry. The quarry also sells gravel to customers for other purposes as well.</i></p> <p>3. How soon does asphalt have to be spread after it is loaded on the truck? <i>Response from Tomlinson: We want to be about 30 minutes away from a job site.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.6 About the proposed asphalt plant design and operations (continued)</p>	<p>4. Slide 24 – Did Tomlinson put in one of these proposals in when they operated a portable asphalt plant? <i>Response from Tomlinson: Slide 24 is the “Air Quality Impact Assessment – Typical MECP Approval Requirements” The portable asphalt plant holds an Environmental Compliance Approval issued by the Ministry of Environment. In order to obtain the ECA, qualified professionals had to conduct an air emissions study and produce a report. As such, yes, the portable plant had to undergo an air emissions study in order to operate at the Napanee Quarry, or for that matter, anywhere in Ontario.</i></p> <p>5. How will Tomlinson ensure that spills in liquid form or aggregates through leaching and the manufacturing of hot-air asphalt will not impact our water? <i>Response from Tomlinson: Groundwork Engineering has been hired to do an analysis on the stormwater and they did a report. Their design takes into account any water that lands in the surface or in within the area where the asphalt plant is proposed. All the water will get treated through a stormwater management pond system and at certain point it gets released through a ditch. We will require an environmental compliance approval for that similar to what we have at the quarry and as such there will be monitoring and testing of the water during periods of discharge.</i></p> <p>6. What is the expected service area that this asphalt plant to provide for? <i>Response from Tomlinson: As referenced in Question 3, the area is generally within 30 minutes from the plant – i.e., Loyalist Township to Belleville.</i></p> <p>7. When is the 60-day limit on the temporary plant up this year? <i>Response from Tomlinson: The portable plant will be operating until the end of November, depending on the paving schedule.</i></p> <p>8. Given the age of this quarry, what is your estimate of the life expectancy of this site, should your hot mix asphalt plant be granted approval? <i>Response from Tomlinson: That is a difficult question because like anything it depends on market demand. With the age of the quarry and production rates, it is hard to say how long it will be depending on the jobs that Tomlinson is awarded in the area, depends on the future life expectancy. At this point, it is too difficult to give an answer that would be meaningful.</i></p>
<p>2.7 About the existing Tomlinson Quarry operations in Napanee</p>	<p>1. What time does the quarry begin operating? Will the quarry operate earlier than 6am? <i>Response from Tomlinson: The existing quarry operations begin at 7 a.m. and generally run to 5 p.m.</i></p> <p>2. Earlier the slide show said operations would commence at 6am. Why is Tomlinson now saying 7 a.m.? <i>Response from Tomlinson: The quarry begins operation at 7 a.m. The proposed asphalt plant would begin operating at 6 a.m. The portable asphalt plant begins operating at 6 a.m. so they can get the asphalt plant ready for production for the day.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.7 About the existing Tomlinson Quarry operations in Napanee (continued)</p>	<p>3. If the operations currently start at the quarry at 7 a.m. and end at 5 p.m., why are we hearing trucks in the quarry outside of those hours? Many mornings I can hear trucks in the quarry at and around 6 a.m. <i>Response from Tomlinson: They start up the generator for the portable asphalt plant at 5:30 a.m. and then other segments of the portable asphalt plant a little bit later. They start loading asphalt into trucks at 6:30 a.m. Sometimes there is maintenance on trucks or other equipment at the quarry that may occur at night. They have to get maintenance done overnight.</i></p> <p>4. So essentially between truck repairs and generator start-ups and manufacturing there will be noise generated all night? <i>Response from Tomlinson: There would not be repairs done every night. This would happen infrequently, and manufacturing does not take place overnight. The operation shuts down at 5 p.m.</i></p> <p>5. I live on Heritage Park Dr, near the cemetery.... the blasts have become increasingly strong, have you done measurements on the "physical" damage to houses etc.? 2 weeks ago, when GNES was called to the site, all windows in my house, plus for the first time, picture frames fell off the walls and shelves. Is this to be expected? Never has "Tomlinson" come by to notify residents of blasting <i>Response from Explotech Engineering: We have been working with Tomlinson at the site. When we are measuring vibrations and impacts from blasts, we measure two different types of effects - ground vibration (foundation and top of house) and also air vibration (air pressure that is generated from the blast). The MOE requires that we monitor all of this, maintain those records and make sure that we are in compliance with the levels that they have established.</i></p> <p><i>The levels that have been established by the Ministry are not below the levels that what we as humans can perceive a blast. So, we are not trying to eliminate that you would be able to notice that a blast happened, we are effectively trying to ensure that there will be no damage to properties. So, at the levels that have been established by the Ministry, there is no risk of damage to adjacent properties. That is our ultimate goal. We cannot eliminate the perception, but we can eliminate the possibility of damage. There are monitoring practices in place and right now we are looking to decrease the nuisance affects of blasting. we are looking at differing option where we can change blast direction, adjust the blast design and by monitoring we can take identify measures and try to implement these to improve the situation.</i></p> <p>6. Will Tomlinson compensate homeowners for foundation issues due to the blasting? <i>Response from Tomlinson: Further to the response in Question 5, it is important to state that Explotech Engineering, has been retained to evaluate concerns about blasting. They have been involved in designing the blasts and monitoring the blasts, all for the purpose of eliminating adverse effects on homes and structures caused by blasting. Tomlinson or any other quarry operator for that matter is required by law to ensure blasts occur within set</i></p>

Topic	Questions Noted and Responses Provided
<p>2.7 About the existing Tomlinson Quarry operations in Napanee (continued)</p>	<p>levels. If exceedances occur which directly results in damage to structures, the quarry operator would then be responsible to mitigate and repair the damage.</p> <p>7. What compromises is Tomlinson willing to make to assure local residents that blasting in and around the fragile water table, ongoing heavy excavations and the already increasing truck traffic throughout Greater Napanee will not disrupt current residential settlement patterns and future residential development to the north and east of Napanee?</p> <p><i>Response from Tomlinson: The quarry is an above water quarry as such groundwater is not encountered in the quarry. Water that discharges from the site is from rain or snow melt. Furthermore, Tomlinson has an extensive spill contingency plan, which ensures products used in the quarry are handled with the proper procedures and measures to prevent spills.</i></p> <p>8. Will you be notifying Emergency Services of future blasts?</p> <p><i>Response from Tomlinson: There is no requirement to notify Emergency Services prior to blasts at the quarry. The blasting is conducted in a safe manner to protect employees on site, residents in the area and their residences.</i></p> <p>9. Why was the blast on Sept 14 the largest I have experienced since living here? When will you be providing the public with seismographic readings and other information about the blasts on September 14th, October 3rd and future blasts?</p> <p><i>Response from Tomlinson: On Sept 14th seismographs were set up on CR 2 and CR 5 (Palace Road). The seismograph readings from this blast were inconclusive and did not register accurate readings. As a result, Tomlinson met with the MECP, Explotech Engineering, and Orica (the blasting company) to ensure that the seismographs were set up correctly and in the proper location. Prior to the blast on Oct 3rd the MECP, Explotech Engineering, and Orica installed seismographs of their own to capture the vibration and pressure caused by blast. The Oct 3rd blast demonstrated compliance with the MECP blasting limits. Tomlinson will continue to notify residents and monitor blasting as per the MECP requirements. If people chose to be part of the blasting notification, we could add them on as they are interested. The only thing that we ask if we know the direction of where you are so that we can assess blasting with respect to complaints or concerns.</i></p> <p>10. Are blasting mats used to prevent fly rock when blasting?</p> <p><i>Response from Explotech Engineering: Blasting mats are great for construction projects when there are 1 to 3 metre depths. With quarries the depth of the blast is greater than 3 metres. We use blasting mats for a trench for a watermain or sewer pipe for example where it is 10 feet deep. A quarry blast could be 40 or 50 feet deep and because of that we don't have the ability to drape that entire area with blasting mats so what we do instead is design the blast to direct the rock in a certain direction. We control how the rock moves during a certain blast. We don't want rock flying up through the air. We want to control how the rock moves. We design the blast to control this. There are some jobs where we use blast mats and some where we do not. It</i></p>

Topic	Questions Noted and Responses Provided
<p>2.7 About the existing Tomlinson Quarry operations in Napanee (continued)</p>	<p><i>depends on certain parameters. For quarries, we do not use blast mats for the reasons noted.</i></p> <p>11. What is the concussive profile of the explosive's used in the quarry and how has this affected the bedrock? <i>Unfortunately, this question is not understood, and a response is not possible. The owner of this question may connect with Tomlinson (planning@tomlinsongroup.com) should they choose to elaborate on their question.</i></p> <p>12. If the Napanee quarry can supply all the required gravel for an asphalt plant, why are there full trucks of gravel heading towards the Tomlinson Quarry in the last couple of weeks, during the operation of the Temporary Asphalt Plant? <i>Response from Tomlinson: There is sand being shipped to the site, and on occasion, specialty gravel is brought to the site for specific asphalt mix designs.</i></p> <p>13. If your application for approval of this hot mix asphalt plant is denied, will you continue your operations in Greater Napanee at the current quarry? <i>Response from Tomlinson: Yes, the operations at the quarry will be continuing.</i></p> <p>14. If the quarry runs out of appropriate quality gravel, will you be continuing to truck in gravel to supply the proposed asphalt plant? <i>Response from Tomlinson: The quarry is not going to run out of rock for many years.</i></p>
<p>2.8 About potential impacts to the natural environment</p>	<p>1. Can you speak about wildlife protections? <i>Response from MHBC Planning: An ecologist undertook an environmental impact study for the site. As part of this work, they assessed wildlife for this site and adjacent lands. The ecologist did not identify any significant species on this site and there are protections in place to ensure adjacent wooded areas are then protected. This study has been reviewed by the Quinte Conservation as well as the municipalities.</i></p> <p>2. There are numerous rainwater runoff streams that go from the quarry to the Napanee river. What contingencies do you have in place to guard against both the diesel fuel contamination from all the heavy machinery and the asphalt chemicals used? <i>Response from Tomlinson: First, with respect to the discharge location of the quarry and asphalt plant, they are different so. For the quarry discharge, Groundwork Engineering was hired to do an analysis on stormwater and completed a technical report. An environmental compliance approval was issued for this use. As described earlier, Tomlinson has an extensive spill contingency plan for the site, which ensures proper handling of liquids. Similarly, we will require the same for the asphalt plant and develop a spill contingency plan as part of that operation. Furthermore, as part of the ECA requirements, monthly water quality monitoring of the surface water will be required.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.8 About potential impacts to the natural environment (continued)</p>	<p>3. With reference to presentation slide 13 - when was this map produced and does it take into consideration the Safe Water Protection Zone</p> <p><i>Response from MHBC Planning: The map on Slide 13 is from the Town's existing Official Plan. Source water protection was taken into account in the application. The proposed asphalt plant site is well removed from the Intake Protection Zone for the Town's backup water supply along the Napanee River. Surface water intake protection zones will be protected, and an Environmental Compliance Approval will be in place to regulate and monitor surface water discharge.</i></p>
<p>2.9 About Air Quality and the Air Quality Impact Assessment</p>	<p>1. Since the folks conducting air quality and noise assessments are paid by Tomlinson, what governing body or certification group assures there is not bias in the findings?</p> <p><i>Response from Golder Associates Ltd: I want to reiterate that we are professional engineers in Ontario. We have had to take an oath that we are going to conduct our practice with ultimate care for the public and for the environment. Yes, Tomlinson does contract us to complete these studies but, at the end of the day, we are bound by our oath as licenced engineers. As much as I might like the individuals and Tomlinson as a client, I am not willing to lose by my licence in support of them or lose my livelihood. I want to make that clear, when studies are backed by professional engineers that you are getting an unbiased study.</i></p> <p><i>Response from MHBC Planning: The other safeguard in place for this application is the fact that all of these studies are being peer reviewed by experts who are similarly qualified and have similar codes of conduct in place. So, it extends beyond what we as professionals are responsible in terms of our credibility and opinions provided and it ensures that our work is also checked for accuracy and completeness.</i></p> <p>2. The proposed site location is across the 401 from our home. Will there be a smell that carries from the plant to our home on Palace Rd?</p> <p><i>Response from Golder Associates Ltd: We looked at naphthalene (this is referenced on slide 15 of the presentation). Naphthalene is an indicator for odorous compounds. The naphthalene criteria is a 10-minute averaging time, so they look at the worst possible concentration over a 10-minute period and the naphthalene predicted concentration that we assessed which is a combination of the existing air quality plus the concentration contributions from the proposed asphalt plant, was less than 3% of the criteria. Tomlinson also has an odour best management practice in place and in that they outline the best management practices that they are planning on carrying out when the plant in operation. The naphthalene concentrations predicted are well below the criteria, therefore it is unlikely that there would be significant odours at that property as a result of the Tomlinson asphalt plant.</i></p> <p><i>In addition, the Ministry has set an odour based 10-minute guideline of 50 micrograms per cubic metre for naphthalene as listed in "Ontario's Ambient Air Quality Criteria" (Ministry 2016). According to the Ministry, odour based 10-minute guidelines are based on the level at which people may detect the odour in short-term exposures (Ministry 2016). The values are based on the</i></p>

Topic	Questions Noted and Responses Provided
<p>2.9 About Air Quality and the Air Quality Impact Assessment (continued)</p>	<p><i>Ministry's review of scientific information about the effects of compounds on health and the environment (Ministry 2016).</i></p> <p>3. What are the dangers of the rock dust that appears after blasts? <i>Response from Golder Associates Ltd: We mentioned that we looked at all size fractions of particulate. We looked at PM10 and PM2.5 which are the smaller size fractions that are most concerning to people as they can pose health impacts and these predicted concentrations were well below the ambient air quality criteria. I would say that there is no danger associated with the dust at the sensitive receptors that we assessed.</i></p> <p>4. Golder mentioned Nitrogen Oxide emissions but there was no mention of Sulfur dioxide. Why? Is the plant fueled by No. 2 fuel oil or NG? While emissions will obviously meet regulated limits, but in simple terms.... will a new resident sitting on their balcony if the new Gibbard development smell the asphalt process? <i>Response from Golder Associates Ltd: We did assess products of combustion including both nitrogen oxide and sulfur dioxide. As a result of our modelling assessment, both of those compounds had predicted concentrations that were below the relevant criteria after the plant was in operation. As for the second part of the question, as was mentioned before, predicted concentrations of naphthalene, a surrogate for odour, were found to be well below the criteria and Tomlinson will have a best management practice plan in place to try to minimize any nuisance odour emissions for the site therefore it is unlikely that receptors off-property, including the Gibbard development, will experience significant odours as a result of the plant.</i></p> <p>5. Please describe how the toxic emanations from the Hot Mix Asphalt will be contained while it is being transferred into the many waiting trucks and/or storage silos. <i>Response from Tomlinson: Whenever asphalt is produced and transferred to the silos, the silos are contained so the odour doesn't come from the silo. There is some odour that would occur whenever the silo releases into the truck to load it. The trucks aren't waiting around on site full and soon as they are filled, they are headed to the job site. There is not really a time when the asphalt is just available to sit, and odour or emissions are travelling off site. It is a small amount; we are talking 16 to 20 tonnes of asphalt in a triaxle. As it is unloaded it comes in contact with air, you might get a smell, but it is minimal and localized.</i></p> <p>6. Could we go back to slide 17 and take a closer look at the actual compounds that are produced. Methodology aside there are several carcinogens listed as well as designated substances, would you agree there is a legitimate concern on the part of residents in terms of fugitive emissions, off gassing, and resulting solid waste disposal. More detail please. <i>Response from Golder Associates Ltd: Not able to comment on solid waste disposal as our study focused on air emissions. However, the compounds that we assess are those typically required by the Ontario Ministry of the Environment when a company is applying for an environmental compliance approval for an asphalt plant. Yes, they do include carcinogens in that list to</i></p>

Topic	Questions Noted and Responses Provided
<p>2.9 About Air Quality and the Air Quality Impact Assessment (continued)</p>	<p><i>be able to ensure that the assessment is looking at these kinds of compounds and whether they are below the relevant air quality criteria that Ontario has set after their own studies of scientific results and that sort of thing. Again, I can say that the assessment that we completed shows that the predicted concentrations are below both the federal and provincial air quality criteria for those compounds.</i></p> <p>7. Will Tomlinson add extra air quality controls to their site to ensure they go above and beyond what is being put into the air by the plant? <i>Response from Golder Associates Ltd: Tomlinson does have best management practices plan in place with procedures to reduce or mitigate any potential nuisance affects from the air emissions.</i></p> <p><i>Response from Tomlinson: We rely on our experts to tell us what we need to do for our emissions control. We look to the experts for that and the Ministry of Environment reviews what is put forward. The question is more is there a minimum that you can do and something above that. If the parameters are close the Ministry reviews those and then we would do what was necessary to reduce and mitigate any nuisance affects.</i></p> <p>8. Will Tomlinson commit to the recommendations from the air Quality report? <i>Response from Tomlinson: Yes. Our intent is to operate the site in full compliance and to limit emissions as best as possible.</i></p> <p>9. Did the air quality assessment take into account the possible effect on livestock? <i>Response from Golder Associates Ltd: The way that the assessment is done we compare to the federal and provincial ambient air quality criteria, and I think that we mentioned earlier that that criterion is developed by the regulators to account for all possible human health and ecological risk that is out there. So, showing that we are below these criteria is taking that into account.</i></p> <p>10. Is 10 minutes acceptable to smell noxious fumes <i>Response from Golder Associates Ltd: It may be that the 10 minutes may have been taken out of context when I mentioned that the criterion for naphthalene is on a 10-minute averaging time. What that is saying is that we have to look at naphthalene in 10-minute increments and we showed that the maximum 10-minute concentration of naphthalene is well below what the criteria is. We are not saying that there is a smell for 10 minutes, we are saying that we are looking at a 10-minute averaging period when we are looking at concentrations.</i></p> <p><i>Refer to the additional information about the Ministry limits in question 2.</i></p> <p>11. Is plant operation efficiency considered in the air quality estimates? Will the proposed plant operate with optimal air quality abatement technologies? <i>Response from Golder Associates Ltd: The way that the estimates are prepared is we use operational parameters provided by Tomlinson and the</i></p>

Topic	Questions Noted and Responses Provided
<p>2.9 About Air Quality and the Air Quality Impact Assessment (continued)</p>	<p><i>regulators provide a methodology on how to estimate what the emission will be, and that methodology is based on studies that were conducted in different time periods. I have to admit that the time periods are pretty far in the past – I think that some of the studies were done in the 1980's or 1990's. To be honest, our emission estimates are probably overestimating what actual emission are especially for newer plants such as the one at Tomlinson. So, to answer your question, the efficiency of the plants nowadays is a lot better than the ones that we hypothetically have to look at when we do our assessments.</i></p> <p>12. Does an Environmental Improvement Certificate typically restrict operations to when wind conditions are favourable?</p> <p><i>Response from Golder and Associated Ltd: The best management practices plan which was developed for dust for the site does have a consideration for reducing operation during high wind conditions. So, yes, it is considered during the operation of the plant.</i></p> <p>13. Are prevailing winds and landscape/geography factored into air quality assessments?</p> <p><i>Response from Golder Associates Ltd: Yes, they are. The dispersion model that is used to predict the off-site concentrations incorporates 5 years of meteorological data as well as site specific topographical information. The model takes the emission estimates that we calculated and runs the emissions through all 5 years of meteorological data to make sure that we catch the worst case conditions. This is done so that we are predicting the worst case concentrations possible at all the off-site receptor locations identified for the assessment.</i></p> <p>14. Why is that neighbouring properties can smell TAR and see dust above Tomlinson while in operation? Despite the testing previously detailed the smell and noise level is drastically affecting quality of life at neighbouring properties.</p> <p><i>Response from Golder Associates Ltd: The air quality assessment is just a prediction of the air quality impacts. So yes, you may still see that there are emissions from the site however the concentrations off-site are not predicted to be above the criteria. There is a possibility that there may be some nuisance odours that are escaping off of the site, but it is important to remember that there are best management practices in place for Tomlinson to use which include continuous improvement to reduce off-site impacts and address complaints.</i></p> <p>15. My husband and I travelled highway 2 this afternoon at 2 p.m., and there were clouds of dust, and the highway was covered with dirt from your driveway. I feel for the residents nearby. That's before expansion.</p> <p><i>Response by Tomlinson: We have hired a sweeping company to look after the road and will ensure that this is reviewed more frequently. We are also paving the entrance to the site to prevent this from happening (this is to occur in November 2021).</i></p>

Topic	Questions Noted and Responses Provided
<p>2.9 About Air Quality and the Air Quality Impact Assessment (continued)</p>	<p>16. On slide 23 - What is involved or what happens in a watering route. Hwy 2 should not have to be watered down. I shouldn't have to wash my car every time I come into town.</p> <p><i>Response from Tomlinson: our intention at the quarry is to use water to apply as dust control as part of our Best Management Plans to control fugitive dust. As well as trucks come out of the site if it is a rainy day, they can track dust and dirt out onto the road. It is the job of our foreman to evaluate that and to ensure that there is no dirt getting onto the road. we generally hire a local sweeping company to basically sweep it off or use water to take mud off the road. Our job is to ensure that dust is not leaving the site. Water is what is typically what is used to maintain dust.</i></p> <p><i>Response from MHBC Planning: There is no proposal to water County Road 2 or Palace Road. The idea here is to water the internal driveway and then to mitigate it to ensure that mud and dust is not tracking out from the site. There is no proposal to be watering the haul route or the 401.</i></p> <p>17. Will Tomlinson pave their own driveway to an appropriate length that would stop dirt and dust coming out to Hwy 2 to ensure Hwy 2 doesn't have to get wet and dirty at any given time?</p> <p><i>Response from Tomlinson: Yes, that is our intent. See response to question 16.</i></p> <p>18. Much care was taken to suggest Asphalt Plants do not use water, could you explain more specifically how water will not be used at the Napanee site because we have just heard watering will be used in dust management. So, will there be a Hydrogeological Impact Assessment of the adjacent properties or the lands nearest the perimeters (points of reception) of the proposed site plan? Can the municipality request such a study?</p> <p><i>Response from Tomlinson: Surface water is collected at the quarry and used for dust control (no groundwater is used). A water truck sprays down the haul roads and can be used to spray aggregate as it is going through the crushing/screen process at the Quarry. Water is not used for dust control at the Asphalt Plant, the asphalt plant has a baghouse/ dust collector with is used to collect dust from the asphalt production process.</i></p> <p>19. There are many Ministry Guidelines that have to be met for a permanent asphalt plant to be allowed at this site. How recent have these guidelines been updated? Considering the location of this proposed plant, shouldn't Tomlinson be looking to be better than what the Ministry of Environment says is acceptable? What assurances are being taken to keep this site as clean as possible.</p> <p><i>Response from Golder Associates Ltd: The Ministry air quality standards were last updated in 2017 or 2018 so that is fairly recent. The Ministry has the right to go through these criteria from time to time to modify the requirements based on the latest science. That is completely up to the Ministry.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.9 About the Air Quality and Air Quality Impact Assessment (continued)</p>	<p>20. Are there studies that recommend to not live within 3 km of an asphalt plant for air quality? I can send you numerous studies that show living within 3 km of an asphalt plant is unhealthy. <i>Response from Golder Associates Ltd: Without a review of the methodology or criteria used in these studies, we are not able to comment on their conclusions.</i></p> <p>21. Will the plant make the air quality worse? I am not asking if it is still within provincial standards? What is your definition of good air quality? How much worse is the air quality due to the plant? <i>Response from Golder Associates Ltd: As stated in the presentation, concentrations below criteria are considered to be indicators of good air quality. Although the plant will contribute to the local air quality, Tomlinson has committed to operate the plant so that the local air quality remains below the ambient air quality criteria as required by the Province.</i></p> <p>22. I did not move to Napanee to live in just barely passing air quality standards. <i>Comment noted.</i></p> <p>23. Why are there scientific studies out there that contradict your conclusions? <i>Response from Golder Associates Ltd: There are scientific studies out there that contradict all conclusions. It is up to the reader to evaluate the validity of the studies by determining if the studies have been peer reviewed and accepted by the relevant scientific community. Golder's assessment was completed following industry standard methodologies that have been used and accepted for both federal and provincial level air quality assessments. The results were compared to the relevant federal and provincial air quality criteria, which is also industry standard practice. In addition, Golder's assessment was peer reviewed and the conclusions were accepted. Without a review of the methodology or criteria used in the other studies, we are not able to comment on their conclusions.</i></p> <p>24. Plain and simple, the plant is in town. We are going to smell it. We don't know why our zoning has to be changed so Tomlinson can make money. We question where the benefit to the community is. <i>Comment noted.</i> <i>Response from Golder Associates Ltd: Tomlinson does have best management practices plan for odour in place with procedures to reduce or mitigate any potential nuisance effects the plant.</i></p> <p>25. Have you ever personally gone out to a Permanent Hot Asphalt Plant, within 400 m of the plant and smelled the air? Observed the opacity of the air? Do your studies consider Newton's First Law, i.e., the Preservation of Matter - the emanations do not disappear just because they are dispersed! <i>Response from Golder Associates Ltd: I have personally gone to more than one asphalt plant. As I was mentioning before, I have done similar studies for other plants and projects for other clients. I have gone to other sites, and I</i></p>

Topic	Questions Noted and Responses Provided
<p>2.9 About the Air Quality and Air Quality Impact Assessment (continued)</p>	<p><i>know that there was even one plant that went to and to be honest I didn't even know it was there. The berms surrounding the site were rather large and you couldn't even see it or smell it either. I mean personally I have had no negative experiences with asphalt plants. with respect to the comment about Newton's First Law and Preservation of Matter, I mentioned earlier that standard practice for us is to use emission calculations that are provided to us by regulatory bodies, and we are bound by those methods to calculate the emissions and that is what we use. A lot of those calculations are from first principles and a lot of them are mass balance calculations. I stand by the studies that we do. I mentioned before that I live in Sudbury and know what it is like to be surrounded by industry, I understand your concerns. I have to say that I definitely stand by the study that we completed. We use a lot of conservative assumptions to make sure that we are looking at worst case scenarios.</i></p> <p>26. Do any of you live within 1 km of an asphalt plant? Would you feel comfortable living 1 km from an asphalt plant? Would you personally consider purchasing a condo at the Gifford Development if the asphalt plant goes forward?</p> <p><i>Response from Golder Associates Ltd: I personally live in Sudbury where there are lots of industrial operations near residential areas. I would have no issue living within 1 km of an asphalt plant. I would purchase a condo in that location because I do stand by the work that we did.</i></p> <p>27. Could someone please address Tomlinson's failure to implement "best practices" to protect surrounding properties, as was the case in Spring Hill? The ladies specifically responsible for the air quality assessment continue to mention "best practices" but without an outside agency holding them accountable, it would appear that "best practices" are not in the best interests of the public.</p> <p><i>Response from Golder Associates Ltd: It was mentioned that the Best Management Practices do become part of the environmental compliance application process. The Ministry is going to review what we say Tomlinson is going to do during operations. It does become part of that permit. The way that it works once the permit is issued is that the local MECP District Office can carry out inspections and work with the facility to ensure that they are meeting all of the conditions of the permit because these documents and the best practices are going to be part of their permit. There is going to be onus on Tomlinson to carry out those best practices and the Ministry at any time could carry out audits and check up on the site.</i></p> <p><i>Response from Tomlinson: As similar to our other sites, we follow best management practices, but we also have a monitoring program on site, and we do hourly and daily checks depending on the weather to ensure that the mitigation measures that we have implemented on site are working. That could be if you set up a berm in a certain location, is it high enough, if you set up a water truck, is it working, is the rate working – those are the types of things that we have to make sure are working. The Ministry could inspect at any time to see if these things are being followed. We have a compliance coordinator who works with Tomlinson, and they are not part of the site, and they go and inspect to make sure that these things are being done regularly.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.9 About the Air Quality and Air Quality Impact Assessment (continued)</p>	<p><i>We do monthly inspections the Company itself does daily inspections and we make sure that these are being done on a regular basis.</i></p> <p>28. How can we as the public, be expected to trust Tomlinson's management to apply best practices when we know from experience and the auditor's report, of their handling of the Spring Hill dump in Osgoode. <i>See response to Question 27.</i></p> <p>29. How far can particulates in the air be carried? Does the modeling around air particulates consider the close proximity to Southview school? <i>Response from Golder Associates Ltd: I am not sure exactly where the public school is but, we would have considered schools, we would have considered any of the sensitive receptors within 1 km plus we put receptors all throughout the Town of Napanee. I assume that the school is within the Town, and it would have been covered by one of our receptor locations.</i></p> <p>30. If precipitation removes particles from the atmosphere ..., where do they go? Right into the river. <i>Comment noted.</i></p> <p>31. So, the company making profits off of the production of asphalt production in our town, is also going to be the overseers of their own responsible compliance to adherence to air quality standards. The same way they were responsible for the Springhill landfill in Osgoode. <i>Response from Golder Associates Ltd: Once an Environmental Compliance Approval is issued for the asphalt plant, the local Ministry of the Environment district office in Kingston is responsible for enforcing the terms of the approval and the implementation of the dust and odour management plans.</i></p>
<p>2.10 About Noise and the Acoustic Assessment</p>	<p>1. How many residents were surveyed for the noise study? Why was I not given input? <i>Response from Freefield Ltd: When we locate worst case points of reception, we look in each direction from the proposed operation and choose the worst case impacted residences in each direction. Compliance at these locations ensures compliance at other nearby or more distant locations. In the noise study (Acoustic Assessment) we included 19 points of reception in the surrounding environment. These are locations that were considered worst-case in each direction from the facility. In selecting these locations, we carried out a site visit and then mapped these locations taking into consideration the number of storeys and exposure to noise from the existing and proposed operation. While the acoustic assessment includes 19 locations with noise predictions presented at each location, the actual assessment considers all residences in the vicinity of the site.</i></p> <p>2. You did not have a receptor at the end of Cardiff Lane ... <i>Response from Freefield Ltd: Cardiff Lane connects to Palace Road. We included a residence located at 528 Palace Road which is in the same direction as the residences on Cardiff Lane but closer to the Tomlinson Site. 528 Palace</i></p>

Topic	Questions Noted and Responses Provided
<p>2.10 About Noise and the Acoustic Assessment (continued)</p>	<p>Road is shown on presentation slide #26. It is POR#13 in the Acoustic Assessment Report. Compliance at this location will ensure compliance at residences located on Cardiff Lane which are in the same direction as POR 13 but at a greater distance.</p> <p>3. Does the background noise evaluated at sensitive receptors include the noise currently generated by Tomlinson activities? Wouldn't it be more objective to evaluate the infringement (crushing noise) vs the ambient noise (traffic noise) levels if Tomlinson were not active at this site?</p> <p><i>Response from Freefield Ltd: The background noise assessment that we carried out does not include noise from Tomlinson's existing or any other industrial operations or urban noise in the environment. We solely looked at traffic noise in the evaluation of the existing ambient noise level. This methodology for determining ambient traffic noise follows Ministry (MECP) guidelines. Considering traffic noise only to determine background noise, which is ignoring other urban noise, is a conservative approach.</i></p> <p><i>Follow-up response from Freefield Ltd: In the assessment, the cumulative impacts of noise from the proposed asphalt plant and the existing quarry were included.</i></p> <p>4. Are MECP sound level limits the same at all times of the day or is there a different limit for overnight hours?</p> <p><i>Response from Freefield Ltd: The MECP set different sound level limits for different times of the day. The daytime period is defined as 7 a.m. to 7 p.m., the evening period is 7 p.m. to 11 p.m., and the nighttime period is 11 p.m. and 7 a.m. More stringent sound level limits apply during the evening and nighttime periods.</i></p> <p>5. It was stated noise barriers must be installed.... will this barrier exist to protect Palace Road as the traffic noise from quarry is now heard significantly?</p> <p><i>Response from Tomlinson: Barriers are shown on slide 31 of the presentation.</i></p> <p><i>Response from Freefield Ltd: The barriers that are required to meet the MECP sound level limits, do not shield in the direction of Palace Road. The sound levels predicted in that direction are well within the Ministry guideline limits and so further barriers or restrictions are not required under the MECP Guidelines. Meeting the MECP sound level limits does not mean that sounds from an industry will be inaudible.</i></p> <p>6. If all the noise receptors are as illustrated in your diagram, what of the impact of the noise from the current operations as far away as 2 km west of the quarry?</p> <p><i>Response from Freefield Ltd: Following the public meeting we analysed noise impacts at a location 2 km directly west of the quarry. Results indicate noise impacts from the existing quarry at this location will be approximately 34.7 dBA during the daytime period and 34 dBA during the nighttime period. These results do not include the mitigating effects of the intervening urban fabric; hence, actual noise impacts are anticipated to be lower. The above predicted sound</i></p>

Topic	Questions Noted and Responses Provided
<p>2.10 About Noise and the Acoustic Assessment (continued)</p>	<p>levels are below the provincial sound level criteria and are anticipated to be well below the existing background sound level in the environment at this location.</p> <p>7. I did not choose to live in Napanee to listen to heavy machinery noise regardless of if it is within provincial standards. <i>Comment noted.</i></p> <p>8. How much additional noise is there? <i>Response from Freefield Ltd: The sound levels presented in the Acoustic assessment report present the calculated sound levels from the existing quarry, the proposed asphalt plant and the cumulative noise from asphalt plant and quarry combined under worst case operating conditions with the required mitigation in place.</i></p> <p><i>When noise from an industrial source is equal to the MECP sound level limits, then the potential for adverse affects from noise have been minimized according to MECP Guideline NPC-300. The mitigation measures proposed for the Tomlinson Site ensure that sound levels from operations are at or below MECP Limits. Our experience is that when noise from an industrial source is equal to or less than the MECP sound level limits, the noise is at a low level which is acceptable to most people.</i></p> <p>9. Noise... If we are disturbed by the blasting noise from the quarry now - at almost 2 km to the west of the quarry - what can we expect from the Permanent Asphalt Plant? <i>Response from Freefield Ltd: Blasting noise is of very short duration and is infrequent. Blasting is assessed to different provincial criteria and is assessed independently of other sources of noise. Sound from operating equipment is not the same as blasting pressure and is not measured as such. Blasting is measured by sound pressure, vs how loud it is.</i></p> <p>10. There is no traffic noise on Cardiff Lane. I now see why you did not put a receptor there as the limit would have been much lower. <i>Response from Freefield Ltd: The sound level limits applied to POR 13 which is in the same direction as Cardiff Lane, but, in a location more exposed to noise from the quarry and asphalt plant, are based on the provincial exclusion sound level limits and were not based on an assessment of background sound from road traffic. Hence, the statement that the sound level limits would be lower is incorrect.</i> <i>Exclusion limits are the lowest sound level limits that can be applied at these locations and times of day according to MECP guidelines.</i></p> <p>11. Slide 30 Why is the explosion itself not considered? <i>Response from Freefield Ltd: Noise from blasting is not included in the assessment of stationary noise impacts. Blasting noise is of very short duration and is infrequent. Blasting is assessed to different provincial criteria and is assessed independently of other sources of noise.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.10 About Noise and the Acoustic Assessment (continued)</p>	<p>12. In a summer day strolling through the downtown, while it is understood noise and emissions will meet regulatory limits.... will I be able to hear it? Again, from the balcony of the new Gibbard development will I hear it! <i>Response from Freefield Ltd: The audibility of a specific noise is dependent on the sound pressure level from the specific source at the persons location, as well as the existing level of background sound in the environment and the individual's subjective response and range of hearing. These levels are anticipated to be significantly below the background sound level in the environment in the downtown area during the daytime period and well below the sound level limits that apply during the nighttime period. The MECP guidelines are aimed at minimizing the potential for adverse affects from noise, however, meeting the guideline limits does not mean that the noise will be inaudible.</i></p> <p>13. It was mentioned that the plant will meet Ministry Guidelines for noise if noise reduction measures are installed. What are these measures? <i>Response from Freefield Ltd: The recommended mitigation measures consist of administrative and physical controls. The administrative controls include speed limits and restrictions on compression braking when operating trucks on-site. The physical controls include noise barriers.</i></p> <p>14. It would appear that Tomlinson is looking simply to meet Ministry requirements and not go above and beyond in any way to reassure residents that our properties and lifestyles will not be negatively impacted. If we're to feel so confident in their ability to follow best practices, then I would expect that the noise barrier would enclose the plant in its entirety. <i>Comment noted.</i></p> <p>15. So essentially between truck repairs and generator start up, and manufacturing, there will be noise generated all night? <i>Response from Tomlinson: While there may be some maintenance on some evenings, this would not be every night.</i></p>
<p>2.11 About Traffic and the Traffic Impact Study</p>	<p>1. Did you take into account that Palace Road is an EDR? 2. Has any consideration been given to the fact that Palace Road is often a detour route for traffic when there are accidents on the 401 between Camden East and Napanee? How does the addition of a truck every 5 minutes help alleviate pressure on the flow of traffic during those times? <i>Response from Castleglenn Consultant Inc.: Yes, we did recognize that Palace Road is an Emergency Detour Route, but this occurs only when an accident, collision or other event results in both lanes of Highway 401 being closed in either direction. This occurs on rare occasion when traffic is diverted from the 401 along this route.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.11 About Traffic and the Traffic Impact Study (continued)</p>	<p>3. The study period during covid lacked including school bus traffic during the time periods you used. How will you attempt to include this traffic component as well as the stop/go nature of the traffic and to include the risk to very young children and parents waiting for the bus to arrive twice daily?</p> <p><i>Response from Castleglenn Consultant Inc.: The laws relating to school buses apply to all vehicles not just trucks. When a school bus stops and flashers are indicated, the motorist following behind the school bus must also stop and cannot go around it. All truck operators are required to follow this rule. The issue of having safe places for where children can wait off the road surface in a safe area is also contingent of proper planning to make sure that children are safe getting on and off the bus. The Stop-Go nature would be something that all individuals that travel this corridor would have to look out for, and be cognizant of, during the school year. As noted during the presentation, we looked at traffic counts that were pre-pandemic and rationalized the information that we collected to make sure that the volumes that we considered were indeed indicative of a non-pandemic timeframe which included bus traffic.</i></p> <p>4. How many combined gravel and asphalt trucks? I have personally witnessed in a 30 mins time frame more than your 12-15 you have outlined in your study.</p> <p><i>Response from Castleglenn Consultant Inc.: It could very well be that what you witnessed is traffic that is generated by other developments other than the Tomlinson site. What our study addressed was the additional traffic that would be added onto the roadway network as a result of the proposed asphalt plant only. There may very well be other additional operators or heavy vehicle users in the area that are using roadways.</i></p> <p>5. Until this summer it was safe to walk on Palace Road with my children to the playground downtown. Will Tomlinson pay for a sidewalk on Palace Rd?</p> <p><i>Response from Tomlinson: If there are traffic improvements that are going to be needed as a direct result of our operation i.e., slip lane then we would pay for these as part of the requirements for the asphalt plant.</i></p> <p><i>Response from Castleglenn Consultant Inc.: The amount of traffic is one additional truck every five minutes during the peak hour of travel demand. The issue and need for a sidewalk is not conditional and needed as a direct impact of this development. This development on its own does not generate sufficient traffic that would warrant the need for a sidewalk. As time goes on and there is additional development in Napanee, then the Town may determine the need for a sidewalk.</i></p> <p>6. Will you pay for the additional road work on Palace Road this will cause by all the additional truck traffic?</p> <p><i>Response from Castleglenn Consultant Inc.: There are no additional roadway improvements found to be necessary along Palace Road as a result of the additional truck traffic caused by the proposed plant.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.11 About Traffic and the Traffic Impact Study (continued)</p>	<p>7. Your trucks speed. They come out of your driveway without looking. I have been hit with gravel from your trucks while jogging on Palace Road.</p> <p><i>Response from Tomlinson: We work with all drivers to our site, those that are employed by Tomlinson and those from other companies to provide education and awareness of the rules of the road. We will take disciplinary action as required.</i></p> <p><i>Response from Castleglenn Consultant Inc.: Excessive speeding is an enforcement issue as is the continued responsibility of all motorists to abide by the rules of the road. It is a municipal responsibility to assure that speed limits are enforced.</i></p> <p><i>Numerous mitigation measures can be implemented to reduce gravel spill-over including refusal to load non-compliant truck drivers, avoiding overloads, wheel washing to reduce dust and mud, prevention of aggregate landing on surfaces other than the box, sweeping before hauling, covering or spraying loads before hauling.</i></p>
	<p>8. Maybe do your traffic study now with actual real heavy machinery from the plant.</p> <p><i>Response from Castleglenn Consultant Inc.: The traffic study was prepared in accordance with applicable requirements as confirmed by the traffic peer reviewer and County of Lennox and Addington.</i></p>
	<p>9. Traffic study from May. We have more traffic in the summer months. Why is that not considered?</p> <p><i>Response from Castleglenn Consultant Inc.: Traffic volumes peak at different times of the year for different lands uses and roadway corridors. Summer-peaks often occur during tourism times for vacation centres, Shopping Centre volumes peak during the Christmas-season and university towns are known to peak during the school year. When engineers are designing roadways the existing and planned adjacent land uses are taken into account as well as the planned function of the roadways. Traditionally during the summer-months we don't have the commuting patterns that we usually have i.e., people are on vacation and there are other impacts like tourist traffic. Generally, in most communities the traffic is lower in the summer, so we look at times during the Fall or Spring to be able to represent the "average" annual traffic on the roadways.</i></p>
	<p>10. You only studied two periods of 2 hours duration on one day in May - how is this even representative of daily traffic?</p> <p><i>Response from Castleglenn Consultant Inc.: The study examined more than just two 2-hour periods. We looked at recorded traffic that was undertaken by the municipality as well counts undertaken during June and July of 2019. In addition, the traffic estimates that we have used to analyze operations are indeed higher than what they actually had measured as they were undertaken during pre-Covid. We also took a look at additional information that was available to us for 2016.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.11 About Traffic and the Traffic Impact Study (continued)</p>	<p>11. Was the traffic study done while Ontario was under a stay-at-home order? The traffic study was adjusted for COVID in the beginning. By using previous data, it may have skewed the numbers. <i>Response from Castleglenn Consultant Inc.: That was one of the critical issues that was examined. The study incorporated adjustment factors to compensate for the 2020 Covid period by comparing the results against pre-Covid time periods. Different sources of information were referenced to make sure that our numbers simulated a traffic situation that took Covid out of the equation. I mentioned as well that we applied a 2% average annual growth rate over and above the pre-Covid traffic volumes that was also taken into account. The actual average annual growth rate in Greater Napanee between 2017 and 2020 was recorded as 1.1%.</i></p> <p>12. Will there be other recommended changes for traffic, including a speed reduction coming into Napanee before the plant entrance, lights at HWY 2 and Palace Road, etc. <i>Response from Castleglenn Consultant Inc.: We did take a look at the existing speed on the roadway with respect to the existing operations that are taking place and we did not see it necessary to reduce the current 80 kilometre posted speed in the vicinity of the access given that we would be putting in a slip lane to accommodate through traffic. Basically, the through traffic would remain much as it is today un-impeded by the actual trucks going in and out of the development.</i></p> <p>13. So basically, children and families should be safe to walk down Palace Road along the side of the road with a transport driving past them by every 5 minutes. <i>Comment noted</i></p> <p>14. What type of safety study was undertaken to assess the impact on pedestrian safety, both for walkers and parents waiting with children to go on or off a bus? <i>Response from Castleglenn Consultant Inc.: The issue of safety is a general one that is applied not only to this particular development that is in front of us today but to all traffic using a corridor in general and you are looking at the roadway in many different aspects and again not just school children and not just cyclists or walkers, it is every usage of the roadway to make sure that it is safe. I don't believe that such a study was undertaken along that corridor. Its worthwhile to have the municipality undertake such a study – for not only this corridor but many of the roadways to determine what measures would be necessary to ensure pedestrian safety. The Traffic Impact Assessment undertaken for this development looked at numbers of vehicles that would be added onto the roadway network as the result of the operation of the asphalt plant. Part of the ongoing review that are done by the municipality is to be able to assure that all of the facilities that that are in place are indeed safe for pedestrians, cyclists and motorists and everyone using the corridor.</i></p> <p>15. Does your traffic study take into account that families use Palace Road to walk with their children to the downtown playground? <i>Response from Castleglenn Consultant Inc.: Palace Road serves many functions. It is one of the few connecting routes to the Hwy 401 corridor and</i></p>

Topic	Questions Noted and Responses Provided
<p>2.11 About Traffic and the Traffic Impact Study (continued)</p>	<p><i>therefore serves as an arterial roadway connecting to the freeway corridor. As such, one can expect higher volumes of through traffic. The local municipality/County have permitted residential development on either side of this corridor and as such is responsible for assuring pedestrian safety along the route as well. The Transportation Master Plan Update County of Lennox Addington (Sept 2014) noted that: "there is a paved shoulder in the rural section of the Palace Road; the addition of a mountable curb allows an asphalt path to be constructed for pedestrians. There is no appreciable difference for pedestrians between an asphalt path and an asphalt shoulder."</i></p> <p>16. People jog on palace road. Have you surveyed residents if they are comfortable with the increased heavy truck traffic? <i>Response from Castleglenn Consultant Inc.: No such user survey was conducted.</i></p> <p>17. How can you call an additional 12 trucks/hour a 'marginal' increase in traffic? <i>Response from Castleglenn Consultant Inc.: Current 2-way traffic volumes along Palace Road are 390 vehicles-per-hour. The addition of 12 trucks, even when their larger size is accounted for, is in the range of 3-to-5 percent. This was deemed to be a marginal increase.</i></p> <p>18. Traffic Study. I'm just east of the plant within 2Km. Traffic was bad enough before Tomlinson started this. It's 80Km for this residential area. This is not safe for our community. If this is being pushed down our throats, the speed limit should at the very least be lowered. <i>Comment noted</i></p> <p>19. Regarding the traffic study, it is mentioned an increase of 2-5% increase in traffic. Is this an increase in vehicles? Clearly, a more useful study would be based on the number of axles on the roadway. Based on axle counts, what is the increase? <i>Response from Castleglenn Consultant Inc.: The percentage that you see on slide 37 with 2 – 3% and 3 to 5% represents the percentage of all vehicles that are currently on the roadway - again not just trucks but basically 2 to 3% of the overall traffic volume during the peak hour is comprised of the impact of the plant upon the roadway. In terms of the using the equivalent of the number of axles on the roadway, the Equivalent Single Axle Loads (ESAL) values are generally used to determine the rate of deterioration on particular roadways and the number of axles is used as a measure of the structural integrity of the roadway and paved surface which is use to determine the wear and tear that is exacted upon a roadway as a result of the vehicle use. In short, the nominal number of trucks being added to the roadway system by this plant do not necessitate an evaluation of the equivalent of single axle loads on the roadway.</i></p> <p>20. Arthur, we count 70 trucks-per-hour going to, and coming from, the quarry now. Your count is very low. <i>Response from Castleglenn Consultant Inc.: Castleglenn would question why the count is so high. Was there a particular operational day where vehicle traffic was very heavy? Was there any construction activity going on when that</i></p>

Topic	Questions Noted and Responses Provided
<p>2.11 About Traffic and the Traffic Impact Study (continued)</p>	<p><i>count was undertaken? Is this normal operation that is currently taking place? To the best of my knowledge, our count was based on the amount of excavated material that is taking place and typical asphalt facilities that are currently in place.</i></p> <p>21. Will we be assured of the trucking operation stops at 5PM? Are they also planning on running our roads all weekend too? <i>Response from Tomlinson: The typical hours of operation for the asphalt plant would be 6 am to 5 pm, 160 days a year. Shipping will mostly occur during the day in line with construction and market demand. Shipping may occur during the night and weekends, but this would be a rare occurrence for specific highway paving projects.</i></p> <p>22. On slide 37, am I to believe that the quarry is to increase production to mitigate truck traffic carrying raw materials for the asphalt plant? <i>Response from Tomlinson: The intent is to use the aggregate from the quarry for the asphalt plant; so, there would be less trucks being hauled in. We don't want to haul material in from out of town, or wherever, to supply the asphalt plant with crushed rock. As a conservative measure what Castleglenn did in their traffic analysis is that they assumed that material would be hauled in and even at that, the proposal does not result in unacceptable traffic impacts. The intent is to use the good quality material that we have at the quarry for the asphalt plant which would result in even lower traffic volumes than Castleglenn had estimated.</i></p> <p>23. If we are considering the worst case scenarios when making decisions that residents will have no recourse to reverse once a decision is made, why is the traffic impact study quoting averages as opposed to the peak times of traffic, such as the summer, particularly since the plant will run from spring to fall. <i>Response from Castleglenn Consultant Inc.: Castleglenn has not quoted "averages". In general, roadways are designed to meet the 85 percentile of traffic demands indicating that 85 percent of the time traffic operations could be considered to be operating efficiently. Just as retail parking lots are not designed to meet the Christmas-time peak demands; (as we would end up with a sea of un-used parking during the year), roads are not constructed to satisfy the absolute worst operational conditions.</i></p> <p>24. What is the survival rate of an individual being hit by a transport versus being hit by a car/truck? <i>Comment noted.</i></p> <p>25. How many trucks will be delivering required sand to your site, and how often? <i>Response from Castleglenn Consultants Inc.: Reference to slide 37 of the presentation - We estimated heading into the plant itself and this is about 5-to-9 vehicles using County Road 2 and 3-to-8 vehicles using Palace Road.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.11 About Traffic and the Traffic Impact Study (continued)</p>	<p>26. Is there an opportunity to create an access to the Palace Road, possibly in the area closer to the 401, which would limit or negate the route of the currently proposed access to the 401 (via Highway 2 to Palace Road to 401)?</p> <p><i>Response from Castleglenn Consultant Inc.: This potential solution was given some thought; however, the municipality/County has permitted residential development to occur all along the entire length of Palace Road. No matter where the connection would be some residents will be impacted. The residents north of wherever the access road would not be spared of the effects, and the resident south would experience vehicle traffic in their rear yards as well. From an operational perspective, the asphalt plant is to be located east of the quarry lanes, so heavy vehicles would be doubling back through the quarry lands to reach the access.</i></p>
<p>2.12 Additional comments heard about the Tomlinson site</p>	<p>1. How many homes are within a 3km distance of the proposed plant? <i>Comments noted</i></p> <p>2. How many residents will be impacted from the decreased air quality, noise and traffic? <i>Comments noted</i></p> <p>3. Do any of you reside in Napanee? <i>Response from MHBC Planning: The presenters this evening do not live in Napanee</i></p> <p>4. I have more of a comment, I currently live in my home for the past 13 years, less than 400 metres from this Tomlinson site, and have had no issues until recently I'd noticed more trucks, traffic, and blasts that is impacting my foundation of my home, the quality of lifestyle because my health is very deteriorated from COPD and my husband recuperating from 2 long battles with cancer and we can't handle the noise and dust which starts very early and does run all night sometimes considering the plant is not even built yet it is very concerning, the damage in my home foundation' is impacting our financial, the smells and pollution is and will impact our health. I do not see how this plant will be suitable for elders and younger community members such as myself and husband. What other options do we have at this point?</p> <p><i>Response from Tomlinson: I am not sure that I would be able to respond directly but I would certainly acknowledge the comment and understand that there is a lot of different information there and pressures that someone is feeling. I can indicate that Tomlinson track record corporately, and I know that there is a lot of angst that is being expressed by a number of people in the community and there are obviously a lot of interested people on this call here, and we are always open to dialogue. If there are things that we can be doing better, then we do want to be part of the Napanee community and Napanee economy on a going forward basis.</i></p>

Topic	Questions Noted and Responses Provided
<p>2.12 Additional comments heard about the Tomlinson site (continued)</p>	<p>5. I object to the Tomlinson Group`s application to amend the Napanee Zoning bylaw, seeking to build a permanent asphalt plant (HMA) on the current temporary site. I object for two reasons: the proposed site is a high-risk industrial development that is too close in proximity to residential settlements and retail / commercial operations in the core of Napanee. The project operations and transportation routes will negatively disrupt citizens wellness, homes and land, this proposal is counter to the current branding and business model. Secondly, the proposed site is a high-risk industrial expansion that threatens vulnerable natural environments, directly to the north and east of the proposed site, as well as local wells, shallow aquifer and the Napanee River. With these objections in mind, I ask then: Will Tomlinson collaboratively create and fund a Community Resolution Mechanism/ Committee made up of necessary stakeholders to address resident concerns and to facilitate the resolution of land use disagreements.</p> <p><i>Comments noted.</i> <i>Response from Tomlinson: With respect to the question, right now in terms of the public process that we are going through, we are dedicated and are carrying through in the public process as established now and open to dialogue including the public meeting that will be taking place with the Greater Napanee Town Council as we move ahead. In terms of the community, we are always interested in open dialogue as we go forward.</i></p> <p>6. I would be interested in having further dialogue with Rob and Craig as time and schedules allow. (From Commenter for Questions 5)</p> <p><i>Response from Facilitator: Please contact Tomlinson should you wish to have further discussion. You can email comments or questions anytime.</i></p> <p>7. What compensation and/or relocation assistance will you be offering to residents whose health, financial welfare and/or enjoyment of life is detrimentally affected by the proposed asphalt plant?</p> <p><i>Response from Tomlinson: The technical studies undertaken are reviewed by the approving authorities as a key measure of minimizing risks to human health from industrial operations. We rely on the standards and recommendations when designing and operating asphalt plants.</i></p>