

Shantz Station Pit UPDATE

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A newsletter for the community about the proposed Shantz Station Pit

The team of employees and technical experts working on the Shantz Station Pit application for Capital Paving appreciated the opportunity to explain the plans for the proposed pit to members of the local community who attended the Open House on June 26, 2019. Approximately 100 people came to learn more about the proposal.

This first newsletter will address a few of the most common concerns that were raised at the Open House:

STAYING ABOVE THE WATER TABLE

The proposed Shantz Station Pit will be on land that is leased by Capital Paving and owned by the Wagner family, who want to continue farming during and after the pit operations have been completed. Capital will NOT be making a later application to go below the water table. This is a promise we are making to the community.

As a result, water resources in the area – including residential wells – will not be adversely affected by the proposed pit. Hopewell Creek and an adjacent wetland will receive slightly more water than before, since infiltration into the groundwater system will increase. This will have no effect on the ecosystems of these water features.

NO TRUCK TRAFFIC THROUGH THE VILLAGE

Unless there is a project in the village that requires the delivery of aggregates, trucks going to and leaving from the proposed Shantz Station Pit will not travel through the village of Maryhill. The aggregates will be used for infrastructure and other construction projects in the Wellington and Waterloo areas, and will travel south along Shantz Station Road and then east and west along Highway #7.

Almost all of the sand and gravel will be used for Capital's own construction projects which are concentrated in the southwest (Kitchener-Waterloo) and southeast (Guelph) areas where most of the new development projects are located. It would not make sense to haul aggregates to these projects by first travelling north from the pit and through the village of Maryhill.

THE IMPACTS OF DUST

Capital's air quality consulting engineers have studied the possible impacts of dust around the proposed pit in accordance with regulations and guidelines outlined by the



At the community Open House, hydrogeologist Fraser Cummings demonstrated to Woolwich Ward 3 councillor Larry Shantz a model of how water flows through sand and gravel.

Ontario Ministry of the Environment, Conservation and Parks (MECP). The mitigation measures they recommend – such as applying dust suppressants and planting a screen of trees – must ensure that dust levels will remain below ministry guidelines. The ministry itself – as well as experts to be hired by the Township of Woolwich – must be satisfied with the air quality study and the mitigation recommendations for the proposed pit to be approved.

The recommendations are included in the site plan, and the Shantz Station Pit can be fined, prosecuted and even shut down by the Ministry of Natural Resources and Forestry if the site plan requirements are not followed. The MECP can also force a shutdown of the pit if dust levels exceed the ministry's guidelines.

TECHNICAL REVIEWS OF THE SHANTZ STATION PIT PROPOSAL

For the Shantz Station Pit proposal to be approved, the technical studies and site plan will be independently reviewed by technical experts at several governments and government agencies including: the Township of Woolwich; Region of Waterloo; Grand River Conservation Authority; Ministry of Natural Resources and Forestry; Ministry of Environment, Conservation and Parks; and the Ministry of Agriculture, Food and Rural Affairs.

Capital Paving will address other questions and concerns raised by neighbours and share with the community news about the pit application process in subsequent issues of this newsletter.

In the meantime, project manager George Lourenco would be pleased to speak with anyone about the project to provide more information and address any issues they may have. He can be reached at 519-822-4511 ext. 219, shantzstationpit@capitalpaving.on.ca