

Shantz Station Pit UPDATE

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A newsletter for the community about the proposed Shantz Station Pit

Our first newsletter in July highlighted a few of the common issues raised at the Open House on June 26, 2019. This newsletter will address some other concerns raised by local residents:

WHY AT THIS LOCATION?

Gravel is required for important infrastructure projects in Waterloo and Wellington Counties, such as roads and bridges. It makes environmental and economic sense to source gravel close to those projects – rather than truck it long distances and create unnecessary greenhouse gases and costs.

There is a reasonable deposit of gravel at this location. Much of the land in the Waterloo and Wellington Counties is either already built up – by housing developments for example – or does not have sufficient amounts of aggregates to make extraction worthwhile. There is a long history of aggregate extraction in the Maryhill area. St. John-Kilmarnock School is located on the site of a former gravel pit, and two pits were formerly operating immediately north of the proposed Shantz Station Pit site.

This location also allows for trucks to travel along a Regional Road as a haul route – instead of a local Township Road. Regional Roads are designated and designed for heavy traffic – from trucks and other commercial vehicles, as well as from cars and light duty vehicles.

TRUCK TRAFFIC ON SHANTZ STATION ROAD

A traffic study conducted by Capital's traffic engineering consultants concluded that the existence of the proposed Shantz Station Pit would have a minimal impact on traffic travelling along Shantz Station Road.

In their traffic study conducted in September 2018, the consultants found that along Shantz Station Road, an average of 129 vehicles travelled southbound during peak morning hours, while 85 vehicles went northbound. During peak afternoon hours, an average of 132 vehicles travelled southbound and 114 travelled northbound.

Projections for 2023 without the pit were for 164 vehicles travelling south and 114 going north along Shantz Station Road during morning peak hours. During afternoon peak hours, there would be 156 vehicles travelling southbound and 137 going northbound.

If the Shantz Station Pit was operating at normal capacity in 2023, an average of only 4.6 trucks per hour would be added to the traffic volumes noted above. In the rare instance when the pit was operating at full capacity, the truck traffic would increase to nine trucks per hour.

THE EFFECT OF THE PIT ON PROPERTY VALUES

While some residents have expressed concerns about the effect of the proposed Shantz Station Pit on the value of their nearby properties, a recent comprehensive study has found that property values are not likely to decrease.

Below is a link to the study, which examined the sales of 9,000 properties near pits and quarries in Wellington County from 2002 until 2013.

<https://atrium.lib.uoguelph.ca/xmlui/handle/10214/10903>

Did You Know?

BENEFITS OF THE PROPOSED PIT TO WOOLWICH TOWNSHIP

Aggregate operators are required to have a levy directed to the local municipalities in which they operate, as a way of compensating for the effects of heavy truck traffic on local roads. In 2019, that levy is \$.1232 cents per tonne of aggregate removed annually and flows from aggregate producers to local municipalities through The Ontario Aggregate Resources Corporation.

If the Shantz Station Pit is approved, the annual levy paid to Woolwich Township would be nearly \$31,000, assuming an average sand and gravel extraction of 250,000 tonnes. At the maximum extraction limit of 500,000 tonnes, the Township would receive nearly \$62,000.

The levy from the pit located a few kilometres northeast of Maryhill goes to Township of Guelph/Eramosa, even though trucks travelling to and from that pit use a Woolwich Township road and travel right through the village.

Although Capital Paving's levy would be directed to Woolwich Township, trucks that would travel to and from its pit would not use any Township roads, and instead travel along the Regional Shantz Station Road.

WHAT'S NEXT?

Capital is in the process of reviewing the formal comments about the proposed pit from agencies and members of the public. Over the coming weeks we will be providing detailed responses to the people who sent letters to us and the Ministry of Natural Resources and Forestry.

A public meeting for the Planning Act applications is scheduled for September. The Township of Woolwich will be hosting this meeting and will send notices to people living within a one kilometre radius of the proposed pit.

Project manager George Lourenco would be pleased to speak and/or meet 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

www.shantzstationpit.com