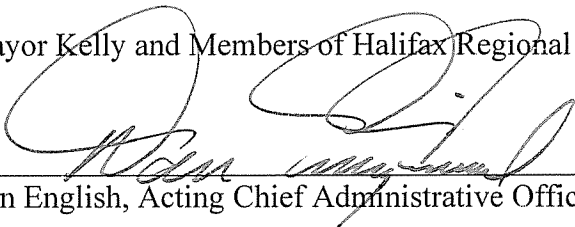


Halifax Regional Council
Public Hearing
September 25, 2002

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


Dan English, Acting Chief Administrative Officer

DATE: September 20, 2002

SUBJECT: **Plan and By-law Amendments: C&D Waste Disposal - Halifax Construction and Debris (C&D) Recycling Ltd. , Antrim/Goff's**

SUPPLEMENTARY REPORT

ORIGIN

- July 16, 2002 Regional Council decided to hold three separate C&D public hearings to consider:
 - ▶ general amendments to all Municipal Planning Strategies and Land Use By-laws; and
 - ▶ two site specific proposals for C&D disposal operations.
- There have been numerous staff reports on both the general C&D amendments and the specific disposal proposals. These reports also dealt with information which is no longer relevant such as policy options and the public participation process. This Supplementary Report gathers together the information from past reports which is relevant to the September 25, 2002 public hearing. No new information is provided. This consolidated report is intended to:
 - ▶ assist in clarifying issues being considered at the September 25th public hearing; and
 - ▶ provide Council and the public with one reference document.

RECOMMENDATION

It is recommended that Council approve the MPS and LUB amendments, as contained in Attachments 1 and 2, to permit Halifax Construction and Debris Recycling Ltd. to establish a C&D disposal facility off Old Guysborough Road as shown on Map 1 attached to this report.

THIS REPORT CONSOLIDATES ALL INFORMATION RELEVANT TO THE SEPTEMBER 25TH PUBLIC HEARING. PLEASE RETAIN THIS REPORT FOR THE PUBLIC HEARING.

SUMMARY

- General land use policies and regulations to regulate the C&D industry were adopted by Regional Council on September 10, 2002. Three new zones were established in HRM's Municipal Planning Strategies and Land Use Bylaws. Existing C&D recycling and transfer operations were rezoned to the appropriate zones.
- There are currently no C&D disposal operations within HRM and none were approved on September 10, 2002. The establishment of one or more C&D disposal sites is critical to the successful implementation of the Solid Waste Resource Management Strategy.
- Before C&D disposal operations can be established sites have to be rezoned to CD-3 (C&D Disposal Zone). This can be done in one of two ways:
 - ▶ If the site complies with the recently adopted MPS policies it can simply be rezoned. Such a decision can be appealed to the Utility Review Board; or
 - ▶ *Council may adopt a site specific amendment to its Municipal Planning Strategy to allow the rezoning. This approach allows Council to rezone sites which fully comply with its MPS, while avoiding the potential delays caused by appeals. It is also recognized that Council may not receive ideal proposals which fully comply with its MPS. This approach therefore also allows Council to rezone sites which do not entirely comply with its current MPS. Such a decision is not appealable.*
- Council chose the second of these processes - the MPS amendment process. Two rezoning applications for C&D disposal sites are being considered. Separate public hearings will be held on each one. Council will then debate their merits and decide whether to rezone one, both, or neither.
- This report evaluates the Halifax C&D Recycling Ltd. proposal for compliance with MPS policy, Land Use By-law provisions, HRM C&D License By-law and provincial requirements.
 - ▶ The Antrim site is consistent with MPS Policy to support C&D operations in areas designated "Mixed Use".
 - ▶ The proposal is capable of complying with the requirements of the CD-3 (C&D Disposal) Zone and no major deficiencies were identified that would exclude the proposal from consideration for Site Plan Approval.
 - ▶ HRM Solid Waste has indicated that the proposal meets the intent of the C&D License By-law, however, additional information is required before a license can be issued.
 - ▶ The Province has indicated there are no specific issues which would prohibit a recommendation on the proposal. The Province will not make a final decision until after the site is rezoned.
- Attached to this report are site-specific MPS and LUB amendments required to rezone the RDM site to CD-3 (C&D Disposal) Zone. *These amendments are the subject of this public hearing.*

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BACKGROUND

C&D Waste Management Strategy

Regional Council's C&D Waste Management Strategy is based upon 4 main objectives:

- i) maximize diversion from the Regional landfill through recycling of construction and demolition debris in keeping with HRM's Solid Waste Resources Strategy;
- ii) increase economic activity and value added processing through recovery of construction and demolition debris;
- iii) provide an opportunity to properly dispose of construction and demolition debris that cannot be recycled; and
- iv) ensure minimal environmental, land use and nuisance impacts from the operation of construction and demolition debris transfer, processing and disposal operations.

Implementation of Regional Council's C&D Waste Management Strategy involves two elements:

- adoption of a C&D Licensing By-law to regulate C&D operations (approved - July 3, 2001); and
- adoption of amendments to all MPS and LUB documents (approved September 10, 2002) to outline how, where and under what conditions such operations will be permitted.

Both elements serve to establish a consistent regulatory framework throughout HRM.

C&D Disposal Sites

The C&D Waste Management Strategy also calls for C&D waste to be managed by the private sector. The strategy envisions that most C&D material will be either reused or recycled. The C&D License Bylaw supports this vision by prohibiting the disposal of materials which can be reused or recycled. This will extend the life of any C&D disposal sites which are established and also reduce the number of sites needed. The Strategy also recognizes that certain materials cannot be reused or recycled and will have to be disposed of by landfill.

There are currently no C&D disposal facilities within HRM. This has contributed to C&D materials being exported illegally¹; large quantities of materials are being stockpiled; and illegal dumping. Without an approved disposal site, C&D stockpiles are likely to increase and illegal dumping will continue.

Additional Approvals

If Council approves a CD-3 rezoning to permit a C&D disposal operation, four additional approvals are still required. These are:

- Development Permits confirming compliance with the CD-3 Zone, including Site Plan Approval, which can be appealed to the Community Council (This process is described in more detail below.);

¹HRM recently adopted bylaws to make exporting of C&D material illegal.

- A license pursuant to the C&D License Bylaw addressing issues such as insurance coverage, operations plans and fire/emergency plans etc.;
- Upon receiving all necessary municipal approvals, an applicant then applies for Provincial Environment staff to review the application; and
- A recommendation is made to the Minister of the Environment and Labour who makes the final decision.

Site Plan Approval

Once rezoned, a proposed C&D disposal site will be required to meet specific and non-negotiable regulations in the CD-3 Zone. These relate to: minimum lot size; setbacks from property lines, dwellings, institutions and watercourses; and maximum lot coverage and building height.

In addition to standard zoning requirements identified above, any proposed C&D disposal operation will be required to submit an application for Site Plan approval. This would entail negotiation with staff to identify detailed site development requirements which then must be complied with. This is a new process which permits a use within a zone subject to site specific evaluation. The process includes provision for public notification of an application and the ability to appeal the application to the local Community Council. Key elements which must be addressed in the Site Plan include: landscaping; screening of stockpiles; location of processing areas and storage containers; and lot grading and drainage considerations.

DISCUSSION OF HALIFAX C&D PROPOSAL AND MPS POLICY

Halifax C&D Proposal

Halifax Construction and Debris Recycling Ltd. wishes to establish a C&D processing and disposal facility on the south side of the intersection of Antrim Road and Old Guysborough Road (Highway 212), near the community of Antrim(see Map 1). The facility will serve primarily as a landfill disposal for C&D residue generated as a byproduct from the company's other C&D facilities at Goodwood (C&D processing facility) and Ross Road (C&D transfer station). The facility will also provide a public drop off area for C&D materials for residents of the area. Consequently, C&D processing will occur as a secondary function.

Halifax C&D intends to transport between 50 to 100 tonnes of C&D residue daily to the site by trailer dump trucks owned by the company. As the Old Guysborough Road is under provincial jurisdiction and is subject to Spring Weight Restrictions, the facility would only be in operation for approximately 176 (8 months @ 22 days/per month) days per year. It has a design lifespan of approximately 18 years.

The property contains a total of 138 acres of forested land. The primary watercourse traversing the property is Kaulback Brook, which flows into East Brook before discharging into Porters Lake. There also appear to be a number of smaller watercourses on the property.

Access to the facility will be from Old Guysborough Road via an existing logging road which will be upgraded to all-weather standards. Materials received will first be weighed, inspected and recorded before being dropped at the processing area for sorting, shipping, and grinding. If large quantities of C&D material are received, they will be transported to the Goodwood facility for processing. During non-operating hours the facility will be gated.

Halifax Construction and Debris Recycling Ltd.would like to have the disposal operation opened for business by the end of 2002.

Municipal Planning Strategy Policies

The subject property falls within the Musquodoboit Valley - Dutch Settlement Plan Area. MPS policy supports C&D operations on lands designated "Mixed Use". The subject property and surrounding area are designated and zoned Mixed Use. The current zoning permits a wide range of residential, commercial, institutional, industrial and resources uses.

Environmental Considerations

The protection of the environment was the major issue raised by residents of the area at Public Information meetings held on this application (Attachments 4 and 5). Local residents rely on wells and septic services and place great value on protecting their natural environment (ie watercourses). Halifax Construction and Debris Recycling Ltd.is currently operating a slate pit rehabilitation project in the area (using certain C&D materials) which has raised concern with residents relative to odours, effluent from the pit, rodents, and the material (compost) used on-site. Consequently, residents of the area expressed serious concerns about the applicant's ability to run the proposed facility properly and protect the natural environment.

The C&D disposal operation requested by Halifax Construction and Demolition Recycling Limited is distinct from a pit rehabilitation project. Although C&D material is to be landfilled at both sites, HRM has influence only on C&D disposal operations. The staff review therefore, focuses only on the proposed C&D disposal operation.

The proponent plans to locate the proposed facility 150 metres from Kaulback Brook, (primary watercourse on the site) and the processing operation 60 metres from the nearest watercourse as shown on Map 1. Staff will require confirmation at the permitting and licensing stage that the operation complies with the setback requirements of the CD-3 Zone and HRM's C&D License By-law, including setbacks from any watercourse and/or flood plains.

The bedrock in the area contains acidic slate which, when exposed, can cause significant environmental impact on watercourses in the immediate area and beyond. Two of the test pits used in determining the location of the disposal site detected bedrock. A geo-technical investigation will be undertaken to confirm the depths of site soils and the location of bedrock, prior to any construction taking place. Any subsequent site development will be subject to measures aimed at avoiding impact to areas of the site where bedrock is detected.

The proposed operation intends to employ a small number of employees. This will require on-site services (water and septic system) to be provided. No system has been proposed to date, but the applicant will be required to obtain approval of any septic system from the Department of the Environment and Labour before permits are issued for the development.

Additional environmental issues are discussed in the section entitled "Provincial Requirements".

Traffic

Another area of concern expressed by local residents relates to potential impact of the proposed facility on the Old Guysborough Road. These concerns relate to the level of traffic generated by the facility relative to existing traffic levels (ie. Dollar Lake Provincial Park and two golf courses) and the Spring Weight Restriction. The applicant has indicated that the facility would generate approximately 2 to 4 trailer dumps trucks per day.

The proposed access road to the development meets the Department of Transportation and Communication sight stopping distances requirements, and the department has indicated that the proposed level of truck traffic would not negatively impact on the Old Guysborough Road.

In addition to the traffic generated by Halifax Construction and Debris trucks, the resident drop-off area will result in increased traffic on Old Guysborough Road. Although the degree of traffic to be generated has not been determined, the applicant intends to restrict the use of the facility to area residents and to discourage use by commercial haulers by imposing high tipping fees.

The proponents are fully aware of the Spring Weight Restriction on the Old Guysborough Road, and have indicated that they do not intend to transport material to and from the site when the weight restriction is in effect.

Site Layout/Location and Buffering

The subject site and surrounding properties are well forested. Halifax C&D Recycling Ltd. propose to establish its facilities near the centre of the property and maintain a 100 metre buffer zone around the site. The proposed buffer area exceeds the minimum area required under HRM's C&D License By-law or the CD-3 Zone (60 metres). The applicant does not intend to remove any vegetation within the buffer zone. Due to the size of the buffer zone and existing vegetation on the property, the proposed operations should be adequately buffered from abutting properties.

The nearest dwelling to the facility is approximately 2 kilometres away. There are approximately 34 dwellings within a 5 kilometre radius of the property. Within the 5 km radius, are Dollar Lake Provincial Park, located 2.5 km to the east, and Clattenburgh Wilderness Area, located approximately 3 km to the south. The Halifax International Airport is located over 8 kilometres west of the site.

The operator will be able to stockpile material within the proposed processing areas. HRM License By-law places restrictions on the size, location, height and duration of stockpile storage. Based on the extent of existing vegetation available on-site, the proposed storage areas should be adequately buffered from adjacent properties.

Appearance

To minimize the impact of the development on surrounding properties, the applicant intends to remove only the existing vegetation required to provide a clear site for the processing and disposal area. This will further reduce the need for additional measures to buffer the use. Retention of vegetation will also reduce the need for landscaping along the front of the property.

Depending on the final elevation of disposal cells, the disposal area could be visible from adjacent properties. Further, a portion of the disposal area could be seen from Old Guysborough Road from the north-east corner to the property. Additional information regarding the above grade height of the disposal cells will be required to determine whether additional buffering will be required. Under the Site Plan Approval process, the applicant will be required to show how the facility will be buffered from the Old Guysborough Road and adjacent properties before permits can be issued. This may result in trees being planted, fencing erected, berms created or the provision of other measures.

Land Use By-law Amendments

(CD-3 Zone)

The Halifax C&D proposal meets the Land Use By-law requirement of the CD-3 (C&D Disposal) Zone.

Site Plan Approval Considerations

The subject site consists of two parcels of land. Under the Site Plan Approval process, the two lots must be consolidated as the process can only be applied to one parcel of land. The applicant has been advised of this and has agreed to consolidate the two parcels of land.

The proposed site plan for the development (ie showing only one lot) has been reviewed by staff and no major deficiencies were identified that would exclude the plan from the process. However, a revised site plan will be required and a site visit will be conducted by staff prior to a recommendation being made on the site plan.

PROVINCIAL REQUIREMENTS

The proposal has been submitted to the Province to review the environmental issues. These issues include water course and water quality impacts. In addition, the Province will be reviewing the proposal with respect to Dollar Lake Provincial Park and the Clattenburgh Wilderness Area. Additional issues which will be examined include aquatic habitat quality, noise, dust, odours and the impact of accidental fire. The maintenance of ecological integrity is the primary Provincial concern for both the Provincial Park and Wilderness Area. A significant site feature which the Province will be looking at will be a waterway on the site which passes through the eastern-most edge of the Clattenburgh Wilderness Area.

In an earlier report which evaluated this proposal, staff indicated that provincial comments had not been provided with respect to the site's proximity to Dollar Lake Provincial Park and Clattenburgh Wilderness area. Staff recommended that this proposal be deferred until the Province provided comments with respect to provincial park and wilderness areas. The Province has since indicated that its interests will be considered at the time provincial approvals are sought and that this will only occur after municipal zoning approval is granted. Consequently, staff have reassessed its earlier recommendation and recommend this application proceed subject to municipal requirements.

The level of information provided by Halifax C&D Recycling to the Province at this point is consistent with a pre-design proposal. It would be premature for Halifax C&D Recycling to go further in its site design at this stage since the Province has indicated that it will not consider the application unless the site receives Municipal approval. If the Municipality approves the rezoning, Halifax C&D Recycling will be compelled to provide additional information for the Province to complete its review. It should be noted that the Province has indicated that there are no specific issues which would preclude the application from receiving a recommendation if all identified issues are addressed.

BUDGET IMPLICATIONS

The majority of the administration and enforcement of C&D operations will be conducted under the C&D License By-law. However, additional resources may be required for land use issues for these activities. The required resources will be determined based upon the number of private C&D facilities located in HRM.

The disposal of C&D materials at the Otter Lake facility will increase operating expenditures, particularly equipment maintenance and replacement and shorten the operating life of each cell and the entire facility, resulting in increased annual capital expenditures for new cell construction.

If no proposal for C&D disposal is approved, C&D wastes will be shipped outside HRM, and HRM would lose Resource Recovery Fund Board diversion credits at an approximate cost of \$15 per tonne.

FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

1. Council may choose to approve the proposed MPS and By-law amendments attached to this report. This is the recommended course of action since the proposal is consistent with the MPS policies and C&D License By-law. Appendices 1 and 2 and Map 1 contain the required amendments to approve the site.
2. Council may choose not to approve the proposed MPS and Bylaw amendments as presented in this report. This is not the recommended course of action for the reasons stated above.
3. Any other alternatives which Council may wish to consider will require additional advice from staff on their implications. In particular the legal implications of public notice and due process will also have to be considered.

ATTACHMENTS

Map 1:	Site Plan for Halifax C&D Recycling Limited - Antrim/Goff's
Attachment 1:	Municipal Planning Strategy Amendments
Attachment 2:	Land Use By-law Amendments
Attachment 3:	Excerpt from Municipal Planning Strategy
Attachment 4:	Minutes of Public Information Meeting - May 6, 2002
Attachment 5:	Minutes of Public Information Meeting - June 6, 2002

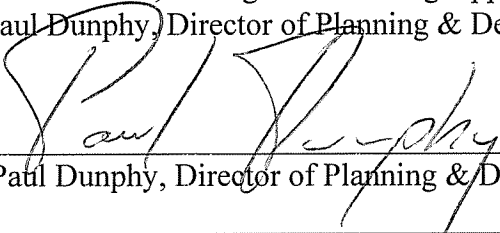
Additional copies of this report, and information on its status, can be obtained by contacting the office of the Municipal Clerk at 490-4210 or Fax 490-4208.

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Report approved by:


Paul Dunphy, Director of Planning & Development Services

**Halifax Construction
and Debris Recycling Ltd.**

Area to be rezoned
to CD-3 -----

[illegible]

ATTACHMENT 1

AMENDMENTS TO THE MUNICIPAL PLANNING STRATEGY
FOR MUSQUODOBOIT VALLEY -DUTCH SETTLEMENT

The Municipal Planning Strategy for Musquodoboit Valley -Dutch Settlement is hereby amended as follows:

1. Insert new preamble and policy immediately following Policy SW-12 as follows:

"Halifax Construction and Debris Recycling Ltd.

Halifax Construction and Debris Recycling Ltd. wants to establish a processing and disposal operation on an area of land located immediately south of the intersection of the Old Guysborough Road and Antrim Road . Due to the size of the site, amount of vegetation, number of dwellings, and that the property is designated and zoned Mixed Use, the site is consistent with the intent of the C&D Waste Manage Strategy to locate C&D facilities in such areas . The facility will assist HRM in implementing it's C&D Waste Management Strategy which encourages operations to maximize the recycling of C&D materials while allowing for the proper disposal of those materials that can't be recycled. Thus, Council support Halifax Construction and Debris Recycling Ltd. proposal for a C&D processing and disposal site off the Old Guysborough Road.

SW-13 Notwithstanding Policy SW-8, Council shall apply the CD-3 Zone to the area of land (PID# 40141210 and 40216293) immediately south of the intersection of Old Guysborough Road and Antrim Road to permit the processing and disposal of C&D materials."

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Halifax Regional Council of Halifax Regional Municipality held on the _____ day of _____, A.D. 2002.

Given under the hand of the Municipal Clerk and under the corporate seal of the said Municipality this _____ day of _____, A.D., 2002.

Vi Carmichael
Municipal Clerk

ATTACHMENT 2

AMENDMENTS TO THE LAND USE BY-LAW
FOR MUSQUODOBOIT VALLEY -DUTCH SETTLEMENT

The Land Use By-law for Musquodoboit Valley -Dutch Settlement is hereby amended as follows:

1. Amending Schedule A (Zoning Map for Musquodoboit Valley-Dutch Settlement Area) of the By-law to rezone the area of land (PID# 40141210 and 40216293) highlighted on Map 2 as "Area to be Rezoned to CD-3" attached to this report from MU (Mixed Use) Zone to CD-3 (Materials Disposal Sites) Zone.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Halifax Regional Council of Halifax Regional Municipality held on the _____ day of _____, A.D. 2002.

Given under the hand of the Municipal Clerk and under the corporate seal of the said Municipality this _____ day of _____, A.D., 2002.

Vi Carmichael
Municipal Clerk

ATTACHMENT 3

EXCERPT FROM MUNICIPAL PLANNING STRATEGY
(Existing Construction and Demolition Policies)

"Construction and Demolition Waste Management Strategy

The key objective of Halifax Regional Municipality's (HRM) Integrated Waste/Resource Management Strategy (IWMS) is to minimize the amount of material going to a municipal landfill. The IWMS comprises a number of components which must be implemented together in order to achieve its objectives.

Of the various components, construction and demolition (C&D) waste is a key component. Construction and demolition materials means materials which are normally used in the construction of buildings, structures, roadways, walls and landscaping features, and includes, but is not limited to, soil, asphalt, brick, concrete, ceramics, porcelain, window glass, mortar, drywall, plaster, cellulose, fiberglass fibres, lumber, wood, asphalt shingles and metals. The combination of strong economic growth and corresponding growth in waste generation has resulted in increased financial pressure on the Municipality. In the interests of the greater public, it is essential that all aspects of the integrated waste management system, especially opportunities to maximize diversion, operate effectively. The IWMS recognizes that, while a significant proportion of C&D waste should be reused or recycled, it is necessary for some of this material to be buried.

On January, 1998 Regional Council approved the following objectives in support of implementing an HRM-wide C&D Waste Management Strategy:

- (i) maximize diversion from landfill through recycling of construction and demolition debris in keeping with the Halifax Regional Municipality Solid Waste Resources Strategy;
- (ii) increase economic activity and value added processing through recovery of construction and demolition debris;
- (iii) provide an opportunity to properly dispose of construction and demolition debris that cannot be recycled; and
- (iv) minimize environmental, land use and nuisance impacts from the operation of construction and demolition debris transfer, processing and disposal operations.

The C&D Strategy is in keeping with the overall objectives of the IWMS. Its implementation requires that municipal planning documents recognize the unique land use requirements of the C&D industry and that a specific Licensing By-law is required to address operational issues. The intent is to provide a comprehensive regulatory framework that is applied fairly and consistently throughout HRM.

HRM discourages processing and disposal of some C&D waste at its landfill. Inert C&D material does not need to be disposed of at the regional landfill site. Generators or haulers of these materials are generally discouraged from utilizing municipal facilities due to comparatively high tipping fees which encourage the use of private recycling or disposal facilities. Hazardous C&D waste materials are not accepted at the landfill or at private recycling or disposal facilities and must be disposed of as set out in provincial legislation.

The following municipal planning policies are intended to support and/or implement key components of HRM's C&D Strategy.

- SW-1 It shall be the intention of Council to initiate an education and public awareness program for builders, home renovators and developers describing best practices for maximizing the amount of C&D materials recycled, reused and/or diverted from municipal landfill.
- SW-2 It shall be the intent of Council to review its construction and procurement practices to ensure that C&D debris materials resulting from municipal construction projects are diverted to appropriate reuse and recycling facilities.
- SW-3 Further to SW-2, Council shall encourage provincial agencies working within HRM to also review their construction and procurement practices to support recycling / reuse of C&D materials.

The C&D industry comprises three types of operations which must be accommodated through land use regulations: C&D transfer stations; C&D processing operations; and C&D disposal operations. These facilities can operate independent of each other or jointly on the same or separate properties.

Operational and compatibility considerations related to C&D facilities require they not be located within residential, community facility , or environmentally sensitive designated areas. To minimize compatibility concerns, the Land Use By-law will permit C&D facilities only in areas designated industrial or resource, where the density of residential development, types of uses permitted, and potential for land use conflicts is minimized. Further, as the potential impact of C&D operations on adjacent lands depends, to a degree, on the type of C&D operation, the Land Use By-law provisions will recognize individual characteristics of the three forms of C&D operations.

- SW-4 It shall be the intention of Council to provide a consistent approach to permitting C&D operations throughout HRM. Further, the Land Use By-law shall clearly define each type of operation and implement measures to minimize the impact of C&D operations on surrounding land uses and watercourses.
- SW-5 It shall be the intention of Council to prohibit C&D operations from establishing in areas designated residential, community facility , or environmentally sensitive .

Operational aspects of the C&D industry can be classified into two categories: operations where materials are transferred and/or processed; and operations which dispose of materials.

Transfer Stations and Processing Facilities

Municipal planning documents adopted or amended prior to 2002 did not recognize C&D transfer stations and processing facilities as unique forms of land use. Instead, land use regulations generally provided for these uses under regulations which apply to other uses such as salvage yards and "industrial" or "processing" operations. This resulted in inconsistency and the creation of an uneven "playing field" for contractors and C&D operators. Additionally, standards were inappropriate in addressing unique siting, land use and other aspects of the C&D industry. In order to ensure consistency, new C&D transfer and processing operations will be

considered by rezoning. This will minimize the impact of such facilities on adjacent land uses and ensure that public consultation forms part of the process for considering new operations. Further, the site plan approval process will be used for all C&D operations to address compatibility issues on a site specific basis.

SW-6 A CD-1 (C&D Transfer Stations) Zone shall be established in the land use by-law. The zone shall permit only C&D transfer stations and shall establish controls on setbacks from adjacent uses, buffering and screening, landscaping, access, and outdoor storage in order to minimize impacts on adjacent uses. Amendments to the schedules of the land use by-law to permit new C&D operations will only be considered where such operations are within the Mixed Use Designation and pursuant to the following criteria:

- (a) safe access to and from the site of the proposed operation shall be obtained from the abutting street or highway and the development shall not cause traffic circulation problems or traffic hazards due to the nature or level of traffic created;
- (b) no operation shall have direct access to a local road, as determined by the Municipality's Traffic and Transportation Services Division and any access road for such operations shall not be provided through lands zoned for residential use;
- (c) sites shall allow for the reasonable separation of the proposed operation from surrounding residential development;
- (d) consideration shall be given to the extent and location of open storage with respect to abutting properties;
- (e) scale and appearance of the proposed operation will not detract from or adversely affect surrounding developments;
- (f) the proposed site layout, including but not limited to landscaping, buildings or structures, access and egress, parking areas, signage, and outdoor storage or display areas, shall be appropriate having regard to the other provisions of this Policy;
- (g) adequate buffering and screening measures, including the use of berms, opaque fencing, and vegetation, shall be provided as a means to reduce any visual and/or noise intrusion to surrounding residential development;
- (h) applicant shall provide a report that addresses the effectiveness of environmental measures used to protect the natural environment (ie watercourse, groundwater, etc.);
- (i) no portion of the operation shall be located within a floodplain (1:100 year event);
- (j) consideration shall be given to the adequacy of onsite or central services; and
- (k) provisions of Policy IM-10

SW-7 A CD-2 (C&D Recycling Operations) Zone shall be established in the land use by-law. The zone shall permit C&D recycling operations and CD-1 zone uses, excluding disposal, and shall establish controls on setbacks from adjacent uses, provide buffering and screening, landscaping measures, regulate access and outdoor storage in order to minimize impact on adjacent uses. Amendments to the schedules of the land use by-law to permit new CD-2 Zone uses shall only be considered where such operations are within the Mixed Use Designation, and pursuant to criteria of Policy SW-6.

C&D Disposal Facilities

In the past, construction and demolition materials were disposed of either through use as general fill material at private sites or through disposal at the regional landfill facility. Respectively, these practices have come under criticism due to concerns about potential environmental impacts associated with disposal at unregulated private facilities and the financial burden associated with disposing of significant amounts of C&D waste at a municipal landfill site which was not designed to accommodate this material.

Past disposal practices have prevented significant amounts of C&D materials from being either reused or recycled and a lack of permitted locations for C&D waste disposal has contributed to illegal dumping on private and Crown land. Historically, there have been no approved locations in HRM where construction and demolition waste can be both conveniently and safely landfilled despite the existence of Provincial regulations which provide sufficient environmental protection.

Under Provincial regulations, businesses which dispose of C&D materials are classified into two categories:

- (a) Facilities which dispose of only inert C&D materials for which Ministerial approval and a permit from the Department of the Environment are not required. Inert materials are defined as "rock (excluding sulphide bearing rock), aggregate, soil, bricks, mortar, concrete, asphalt pavement, porcelain or ceramic materials, trees, brush, limbs, stumps, root balls, organic mat, milled wood that is free of adhesives, coatings or preservatives.
- (b) Facilities which dispose of all types of C&D materials (inert and non-inert) for which Ministerial approval is required. These operations require a permit from the Department of the Environment and Labour in accordance with Provincial "Construction and Demolition Debris Disposal Site Guidelines", to address the design and operational requirements.

Any C&D disposal operation is required to comply with the provisions of HRM's C&D Licensing By-law. The By-law prohibits disposal of materials which can be recycled or reused and will significantly minimize the number of such disposal operations. Neither the C&D License By-law nor provincial regulations prohibit the use of inert materials as fill on individual properties. Consequently, the regulation of C&D disposal facilities through municipal planning documents should focus on land use compatibility issues and locational criteria.

Under the Municipal Government Act, municipalities can regulate where disposal operations are permitted. To address land use compatibility issues, a C&D disposal zone shall be established in the Land Use By-law and disposal sites shall only be considered through the rezoning and site plan approval process.

SW-8 A CD-3 (C&D Disposal) Zone shall be established in the land use by-law. The zone shall permit C&D disposal operations, CD-2 zone uses and establish controls relative to setbacks from adjacent uses, buffering and screening, landscaping, access, and outdoor storage in order to minimize impact on adjacent uses. Amendments to the schedules of the land use by-law to permit new C&D disposal operations shall be considered where such operations are within the Mixed Use Designation and pursuant to the following criteria:

- (a) the applicant shall provide the level of information for a complete C&D disposal operation required by the N.S. Department of the Environment and Labour for approval; and
- (b) those criteria outlined in Policy SW-6.

Site Plan Approval

In order to minimize associated land use concerns all C&D operations shall proceed through the Site Plan Approval process.

SW-9 Further to SW-6, SW-7, and SW-8, C&D operations shall be regulated under a Site Plan Approval Process in order to minimize land use impacts. Siting standards shall be set out in the Land Use By-law to address such items as, but not limited to, screening, access, outdoor storage, maintenance, stormwater management, lighting, signage, and landscaping measures.

Existing C&D Operations

There are a number of existing C&D operations (transfer stations and processing operations) throughout HRM. To recognize these existing operations, applicable zoning shall be applied to reflect the use conducted on these properties in conjunction with the adoption of the amendments.

SW-10 It shall be the intention of Council to recognize existing C&D operations by applying the applicable zone to reflect their existing use.

SW-11 Further to Policy SW-10, any expansion of an existing C&D operation (ie. addition to an existing building, a new building, or a new/change of use) shall be subject to the site plan approval process.

Community Liaison Committee (CLC)

A concern of most communities, relative to C&D disposal operations, is not knowing whether or not the community and environment are being protected. To address these concerns, the N.S. Department of the Environment and Labour has the option to require a Community Liaison Committee in association with disposal operations. HRM supports the establishment of a CLC for C&D disposal operations and wishes to be involved with the committee to provide information on municipal approvals, requirements, and enforcement issues.

SW-12 It shall be the intention of Council to recommend to the N.S. Department of the Environment and Labour that a Community Liaison Committee be established for all C&D disposal operations within HRM."

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Halifax Regional Council of Halifax Regional Municipality held on the __ day of _____, A.D. 2002.

Given under the hand of the Municipal Clerk and under the corporate seal of the said Municipality this _____ day of _____, A.D., 2002.

Vi Carmichael
Municipal Clerk

ATTACHMENT 4

**Minutes of the
Halifax Regional Municipality
Planning and Development Services
Public Information Meeting - Monday, May 6, 2002, Goffs Fire Hall
Project No. 00082 - Halifax Construction and Debris Recycling Ltd.
(Antrim/Goff's)**

STAFF: Jim Bauld, Solid Waste Resources
Kurt Pyle, Planning Services
Connie Moore, Planning Services

**APPLICANTS/
CONSULTANTS:** Dan Chassie, Halifax C&D Recycling
Scott Kyle, Dillon Consulting
Trish Patterson, Dillon Consulting
Peter Dwyer, William Alexander & Associates Ltd.
Jerry Isner, Dillon Consulting

OTHER: Councillor Steve Streach
Councillor Gary Hines
Brooke Taylor, MLA
Bernie Matlock, N.S. Department of Environment and Labour

**MEMBERS OF
THE PUBLIC:** 125 approximately

The meeting commenced at 7:05 p.m.

1. INTRODUCTIONS AND PURPOSE OF MEETING

Jim Bauld introduced members of staff, the applicants and others in attendance. He asked everyone to fill out the circulating sign out sheet with complete mailing addresses. He explained HRM has received three applications for the approval, construction and operation of a construction and demolition waste disposal facility (1) RDM Recycling Ltd. in Harrietsfield, (2) Halifax C&D in Antrim and (3) Metro Construction, off 118 Highway, Dartmouth.

Jim Bauld explained in January 1998, Regional Council advised staff to begin developing a solid waste management strategy for construction and demolition waste. All comments are being recorded and entered into the record. In every application, there are specific issues relative to the community. This proposal is completely separate methodology in terms of approvals from the existing operation down the Old Guysborough Road.

2. C&D WASTE MANAGEMENT STRATEGY - JIM BAULD, SOLID WASTE

Jim Bauld explained that HRM has a integrated solid waste resource management strategy. One component relates to construction and demolition waste which has not been fully addressed. HRM has a very progressive waste management strategy which is well recognized across North America with a

very high participation rate. This process has strongly focused on public participation to implement this strategy as was the overall C&D strategy and overall solid waste management strategy.

Principles for C&D waste management: (1) HRM with respect to requirements for the licensing of the operations relative to the Licensing By-law and Site Plan Approval process; (2) DOE as they are the provincial regulator that also has to give approval for a C&D disposal facility to be constructed. There are strict provincial guidelines and requirements to follow. The principles are consistent with the overall waste management strategy. The maximum reuse and recycling should be encouraged, being all waste organics, C&D, office waste, etc. Disposal is the last resort and in HRM's perspective, should be carried out by the private sector rather than be HRM's responsibility to design, construct and own a C&D disposal facility. C&D materials should be tracked to ensure diversion. We measure materials being demolished at construction sites which are brought to C&D processing or disposal facilities to ensure the material is being recycled and reused rather than disposed. Education, communication and awareness is very important throughout this process. Council has told staff this is a requirement of all processes. Key issues include (1) the need to minimize material going to the landfill, (2) C&D material is using valuable space (said by RDM) which is the residual disposal facility (Otter Lake landfill). Each cell at Otter Lake lasts approximately 3 years and holds about 350,000 tonnes of material. Each cell costs over 11 million dollars to construct. For every ton we can keep out of the cell is a benefit to each taxpayer. If we can defer construction of a cell to every 4 years, it is a reduction in the capital budget for that period. Presently, there is a lack of C&D sites in HRM.

There are currently three major operators (1) Halifax C&D is licensed in the operating of the C&D processing facility in Goodwood, (2) C&D transfer station in the Ross Road area; and (3) RDM Recycling is operating a C&D processing facility in Harrietsfield. There is no approved C&D disposal facility in HRM. The requirement for it has lead to this process. Existing zoning standards for the management of C&D materials and operations (transfer, processing or disposal) need to be enhanced and clarified. There is an uneven playing field for C&D operators. Some exist under various conditions of land use and hours of operation because they existed prior to any common legislation or planning process. Last year, we created a C&D Licensing By-law which was approved by Regional Council and focuses primarily on recycling to ensure disposal is minimized. The By-law establishes operation requirements for C&D processing facility such as hours of operation, material on-site must be recorded, separation distances between stockpiles and other strict requirements related to bonding and insurance. All requirements must be met before HRM will issue a license. It provides for reasonable time limits for existing C&D operations to meet. With respect to stockpiles, it enables existing stockpiles of C&D materials to continue on C&D processing sites until September 30, 2004. Reports with types, quantities of materials received by that individual operator must be summarized and forwarded to HRM staff on a monthly basis. HRM is aware of how much material is being received by each site, what type of material, where it is going, how much is left and if they are meeting the requirements of the by-law.

Administration and Enforcement: Staff anticipate a limited number of recycling and disposal operations. For HRM corporately, it would ideal to have similar operations on either side of the Halifax Harbour. This would guarantee easy access for anyone in the construction and demolition waste industry. One By-law Enforcement Officer in HRM has been assigned to the C&D Licensing By-law to monitor the operation of C&D facilities and make sure they are compliant and meet the conditions of the license. Any changes must be recorded and approved by HRM. They will also be monitored for disposal facilities by DOE. With respect to MPS/LUB amendments, C&D disposal sites are only permitted within specific areas of HRM as-of-right (those that existed prior to amalgamation). There are 18 land use by-law still carried over from the four municipalities. Part of the process is harmonizing the LUBs through the amendments to the MPS. C&D disposal sites are regulated under the Environment Act of the Province, Why should HRM try and duplicate provincial regulations - we won't. Any application

reviewed concurrently simultaneously by HRM staff, Planning & Development, Solid Waste and also DOE, will see if any conditions are met with respect to provincial regulations, municipal regulations and municipal by-laws. It is very important the disposal meets land use compatibility in general locational criteria.

We have to have clear policy support for C&D waste management by amending the MPS/LUBs to establish a level playing field for C&D operations. Many operators obtained approval prior to amalgamation under the operation of a salvage yard. Different zoning approvals and requirements are in place. HRM needs to define various C&D operations, processing, disposal and transfer stations and create standards for each type of operation. Emphasis is on community protection in all cases. We must seek to expand opportunities for C&D recycling operations.

With respect to the strategy implementation, we have an intercity consultation through the Solid Waste Advisory Committee which is a standing committee of Council which began 2 years ago at an open house. Public consultation was done through the Planning Advisory Committees, Community Councils, Watershed Advisory Boards with respect to placement of the C&D strategy. The creation of a C&D Licensing By-law was done last July and approved by Regional Council. Sections underlined are amendments we are recommending for increased enhancement of the by-law for protection purposes. Solid Waste Department is responsible for the licensing of the individual operations.

In 1995, the community stakeholders committee developed the waste management strategy that we have today in HRM with the blue bag recycling, hazardous waste disposal facility, use of separate organic collection and green carts. This was put together in a vision document done through a public process involving approximately 500 citizens over 8-10 months. The document recognizes certain materials as being inert (concrete, brick) that do not require a high disposal standard and technology as required by DOE for engineered landfills. The landfill at Otter Lake is highly engineered. The strategy encourages private sector involvement in the active management of C&D waste materials. It was recognized in 1995 there is a requirement for the proper management of C&D waste materials but it should be done in a different approach and format than the overall waste management strategy.

What is the Issue: In HRM, 340,000 tonnes of waste is generated each year. Approximately 22 percent (75,000 tonnes) is construction and demolition waste. Council approved a process four years ago, leading to a comprehensive construction and demolition waste management strategy. Prior to the by-law being approved last July, there was no requirement for the reuse and recycling of C&D materials. He explained he recently visited a C&D disposal facility outside this region, Colchester and in the Valley which were privately operated. There is no requirement for them to minimize disposal and maximize recycling. There was a lot of material that HRM would not want. Council has concurred and prohibits the placement of material in a C&D disposal facility. We worked with the industry to describe a long list of administrative order saying what cannot go into a C&D License By-law. The strategy consists of two approaches approved by Regional Council (1) adoption of a C&D Licensing By-law last July; and (2) amendments to the MPS/LUBs, all 18 of them, to reflect and create the designation of a C&D waste facility. We are in the process of reviewing three applications for C&D disposal facilities, simultaneously bringing forth to Council, with amendments to MPS/LUBs which would fit and meet the requirements of the disposal facilities. Existing MPS/LUBs did not recognize adequate zoning requirements for C&D operations.

Why adopt these amendments: There is potential for illegal dumping of C&D materials, illegal land filling of C&D materials, in discriminative dumping down back roads (in the business parks and rural areas). This is a general activity across Nova Scotia and outside HRM. Illegal land filling is actually

burial or C&D materials. We do not want C&D disposed of at the Otter Lake facility because of the high design requirements and the high cost of the disposal cells. This is not a good use of taxpayers dollars to fill up this facility with inert materials. The overall waste management strategy is to maximize, reuse and recycling of all materials. The amendments to the operations will be permitted in specifically designed zones for that use only. Land use compatibility measures must be in place.

The approach: The C&D License By-law dictates all C&D operations must be licensed. We surveyed the major C&D operators in HRM and they told us they can recycle a minimum of 60 percent, some as high as 90-95 percent from the demolition of buildings. The legal requirements as described in the by-law this year is 60 percent. The following is identified in the By-law: disposal of certain materials are prohibited, records the tonnage of materials in and out of each site, separation distances to adjacent property lines, separation distances between stockpiles and watercourses, how high a stockpile can be for fire safety issues, how long the stockpiles can remain on the site before it has to be removed, bonding, insurance liability third party, and hours of operation. This information is contained in the by-law for the protection of the community and environment.

In closing, the purpose of tonight's meeting is for HRM staff to provide a background on C&D waste and overall solid waste management in general. Mr. Pyle will speak directly to the issues of the MPS/LUBs. The proponent and consultants will give an overview of what they are proposing. All comments recorded at the three meetings will be summarized in the staff report which staff will be preparing and bringing to the Solid Waste Advisory Committee and Regional Council. He indicated everyone will have the opportunity to ask questions and asked if everyone could state their name and address for the official record. Any questions not answered tonight, we will answer at a later time. Bernie Matlock from DOE is present to answer specific questions regarding the provincial regulations.

3. PROPOSED AMENDMENTS - KURT PYLE, PLANNING SERVICES

Kurt Pyle explained this meeting is taking place because HRM Regional Council initiated a process a number of years ago. Presently, they are looking at amendments to all the MPS/LUBs. In terms of the actual amendments, they will affect every aspect of HRM - from Ecum Secum to Hubbards and everywhere in between. No area will be exempt from standards or requirements.

In terms of the amendments, there are five basic issues we are looking at as follows:

- (1) The existing MPS/LUBs did not envision this type of use existing. As a result, the standards that apply to them are inadequate. Staff are proposing the creation of three zones: CD-1 Zone permits transfer stations which is where C&D material will be taken sorted and removed off site quickly, CD-2 Zone permits processing where materials are brought on site, processing into another product and shipped off site for market, and CD-3 Zone permits disposal, processing and transfer. Within each zone, we have established specific standards. The back page of the information package lists the CD-3 Zone, the page before contain general standards applied to all three zones. Halifax Construction and Debris Recycling Ltd. are requesting the CD-3 in order to permit disposal and processing of C&D material.
- (2) Define the areas where C&D operations should be considered by Council. Staff have recommended to Council they only consider C&D operations in three land use designations: industrial, resource and certain mixed use designations. Staff looked at these three designations because of the types of uses permitted in them and also the location of these areas. In terms of the Musquodoboit Valley-Dutch Settlement Plan Area, staff are recommending to Council that

C&D operations only be considered within a Mixed Use Designation. The subject area is within this Plan Area and is designated Mixed Use.

- (3) Establishment of a rezoning process to evaluate these operations. This allows for the evaluation of new operations through public input and not as as-of-right development. We want to send these operations through a public process and also to establish criteria in which to evaluate them. Criteria - transportation, scale of operation, site layout, on-site services, environmental measures, separation distances, visual appearance, screening, open storage and standard general zoning criteria. All these factors will be looked at when evaluating each and every C&D application.
- (4) C&D requirements to only proceed by site plan approval. This process is new and is permitted under the MGA. It is only very recent that it is an option opened to staff and Council. The process restricts the use of a piece of property based on site criteria. It looks at such features as driveway access, loading and unloading area, processing area, storage containers and potentially trees. When someone applies for a permit to start operating one of these facilities, they have to enter into an agreement with the Municipality with a plan itself that indicates where all these features will be located and how they will be addressed. Until all features are addressed, HRM will not issue a permit. Allow for public input into the process. If a resident in the area does not agree with the decision of staff, they can appeal this decision to Community Council. Community Council has the final word on that issue.
- (5) Recognition of Existing C&D Operations. There are existing C&D operations presently in HRM. This policy recognizes those existing operations. Currently in HRM, we have transfer stations and processing facilities. There are no disposal facilities. We are recommending to Council that we only recognize the processing and transfer stations.

In terms of the proposed amendments to HRM's C&D Licensing By-law based on the consultation process for the proposed amendments to the MPS/LUBs, we found there were deficiencies in the By-law. We want to correct them, therefore, we are requesting to Council to add some new definitions, clarify existing ones and ensure access to the site at all times. We need to address the issues of recycling targets in terms of using inert materials such as brick and concrete as fill as follows: operational plan; enhancing the requirements, sorting pads; enhancing the design to minimize contaminants of the ground, hours of operation based on location, enhancing the separation requirements and also the offenses and penalties under the By-law that we wish to increase.

Proposed Requests: In addition to starting the amendment process, Council has indicated it may consider providing additional rights to existing C&D operations and/or proposed C&D operations as part of the adoption of the strategy. We are here tonight because the proposal by Halifax C&D is a new proposal that does not exist now. Staff are recommending existing operations only. This will be a totally new operation and if Council wishes to address, we have to set specific policies and goals to do that. Since that time, HRM has received three requests (1) RDM Recycling, Harrietsfield, (2) Halifax C&D, Antrim and (3) Metro Construction Limited, Dartmouth. Regional Council has adopted a process in which to evaluate these requests. The requests consist of four things: detailed proposal by the applicant, public information meeting, evaluation of the proposal and comments received by residents of the area and the preparation of a staff report. This staff report will be presented to Council.

A resident asked who picked the Guysborough Road as a possible site?

Kurt Pyle explained the site was not picked. Council has received three applications.

A resident asked where did the applications come from?

Kurt Pyle explained from applicants in the industry? Council said they would consider providing additional rights to existing operations such as RDM Recycling in Harrietsfield which is a processing facility now. They wish to have a disposal facility. Council said it would be willing to look at this request.

A resident asked who owns Metro Construction Limited?

Kurt Pyle noted it is owned by Whebbys. As a result, staff received three requests. We are evaluating the three requests and taking them back to Council. In terms of this request, staff will present a report to Council based on the proposed amendments, proposed License By-law and everything the community has told us and make a recommendation to Regional Council. Council then has three options: set a date for a public hearing to allow people to speak and then make a decision to approve or reject; send staff back for more evaluation; or reject it.

A resident stated the process is a waste of taxpayers money because Metro Construction already has a construction debris site.

Kurt Pyle they do not at this time.

A resident commented he took a truck load of shingles to that site and paid \$50.00. If Whebby's is not operating a disposal facility then the \$50.00 must have gone into HRM's bank account.

Kurt Pyle stated he does not think Wayne Whebby would put money into HRM's bank account! We are here tonight to get input on these requests and for us to take the comments back to Council. Staff is here to listen.

A resident asked what happens if the people in attendance say no to this request. Is it going to be the same as the gun club because we said no to that and they put it in a year later?

4. PRESENTATION OF DEVELOPMENT PROPOSAL - SCOTT KYLE, DILLON CONSULTING

Scott Kyle explained he is a civil engineer and works for Dillon Consulting Ltd. Dillon is a consulting engineering firm for environmental science in Halifax. We do a fair amount of solid waste management work. We are working on behalf of Halifax C&D in terms of the technical issues associated with the site. He referred to the drawing posted around the room and explained that some pre-engineering work has been done to date. We will also spend some time talking about the resident consultation process. Many of you may have been contacted by Eric Fisher. He indicated he met with some residents to discuss the C&D proposal. C&D management in HRM is a large amount of material - 75,000 tonnes per year. A lot of it has been ending up in the back roads because there has not been an effective place to take it. Ever since the tipping fees went up at Otter Lake it has been even more attractive to take it out to a back road.

A resident indicated that Mr. Kyle's presentation is a duplicate of what has already been said. Can we get on with it?

Scott Kyle stated the facility we are talking about tonight is called the Three Corners C&D Management Facility located at the intersection of Antrim and Old Guysborough Road.

A resident expressed we will also be talking about the Antrim garbage dump!

Scott Kyle stated the facility is located within two districts (1 and 2), we have both Councillors here tonight. It consists of two properties, one narrow property with a larger one around the perimeter. It is about 340 acres in total, 138 hectares.

A resident asked if the land has been bought by Halifax C&D?

Scott Kyle indicated it has not and is currently held by another private owner. This site was identified years ago in a previous waste disposal siting exercise. What brings attention to this site is the deposit of clay. There is a fair amount of Lawrencetown till located on the site and it drew the attention of Planners years ago for that reason. It drew Halifax C&D to the site because there is a good deposit of glacial till located on the site. Back in January 2002, there was a letter from Halifax C&D sent to HRM confirming their interest in developing a disposal site at this location. In late January, early February, a test pit program was undertaken on the property. There were 11 test pits installed on the site as shown on the drawings. On the hill itself where we thought the tills were located, underneath we found sulphide barian slates, or acid slates which must be avoided. The soils in fact exceed the requirements developed by DOE for this type of facility. This work was completed in February. The next item started was the resident consultation program with people from the community.

A resident asked if it has already been taken place?

Scott Pyle responded the test pit program has taken place. The next required step to meet HRM's amendment process was to develop a submission document handed into HRM Planning back on April 15. This is essentially a predesign report (Stage 1). A full engineering report and a full environmental report is required later in the process when documents are presented to HRM and DOE for official approval. The detailed studies will occur after the plan amendment is in place. Many of you are familiar with the existing site which is undeveloped at the current time and has been logged over the years. There is an existing site access road onto the site. It straddles Districts 1 and 2 and is a mixed use designation. The nearest resident to the west is 2 km, nearest neighbour is the Dollar Lake Provincial Park about 2 km to the east. In terms of service water, the site discharge is Kaulback Brook which flows north to south, close to East Brook and into Porters Lake which is 14 km to the south of the site. As part of the upcoming analysis work, there has to be a complete surface water assessment done of the site and the surrounding area. The geology and groundwater of the site, monitoring walls have to be installed on the site, soil samples taken and a detail assessment report has to be completed before an approval can be given for construction. This site will deal with C&D debris only. There must be full compliance with the requirements of DOE and HRM. As an Engineer, in terms of this type of facility, DOE and HRM have laid out the rules in significant detail. The site must meet the diversion requirements. You cannot just bring out loads of C&D and dump it in a hole. There are requirements to divert at least 60 percent of what is accepted by a company before the residual can be placed in a landfill. The site at the Antrim intersection is primarily to be a disposal facility, a landfill for these residuals. There will be processing undertaken at the site as well, but it will primarily be a landfill because there are currently none in HRM. Typical materials which will go in the hole are materials which there is no market for and things that cannot be diverted. Concrete can be used for infill and wood can be ground up and used for covering up a surface to prevent erosion. Materials such as carpeting, built up roofing and insulation are the typical types of material you can expect to see going in this landfill. How much waste are we talking

about? The design is based on 50 - 100 tonnes per day. A 75 ton per day average was used for design. That equates to approximately 3 trailer dump truck loads per day.

A resident asked if there are four truck loads, can we stop them from accessing the site?

Scott Kyle stated that you cannot stop them.

A resident noted the road is closed during the Spring of the year.

Scott Kyle stated he pointed out on the slide the number of days of operation per year - 8 months per year. The site will take approximately 75 tonnes of material a day when the spring weight restrictions are not on, 3 - 4 trailer loads per day. The weight restrictions are a key on this road and must be observed. We spoke with Transportation and Public Works and for that reason we will not be able to haul on the road with those full loads during the spring period. A lifespan of 15 - 20 years for this site is the target.

Myra Ross, Elmsdale stated two years ago, there were more than 3 trucks per day travelling this down because one day driving in from Bedford she drove behind three of them. She indicated the stink coming off them would just about knock you dead. Two years ago in September she was up at the mess and the flies and stink were terrible. It was indicated the materials at that site were all construction, however, she disagrees. She explained she was up to the site on Saturday morning and picked up some things she had never seen come out of a building.

Scott Kyle explained there will be discussion regarding the distinction between the slate site (which has had its problems) and what is being proposed. The proposed facility is a basic design with an access road and a weigh scale. All loads coming into the site have to be weighed and reported and the information must be provided to HRM and DOE. There is a public drop off and a processing area for people in the local area that do household renovations that have a load of C&D materials they want to properly handle. This will alleviate them from driving all the way to the city. There is not a major benefit but will prevent it from being dumped on the back roads. The landfill itself has an 18 year footprint based on the layout of the site and the hill it is set on. The overall size of the landfill is 12 acres, 5 hectares when it is totally developed at the end of its life. The material will be buried using an excavator and bulldozer. When an area reaches its final grade, there is a requirement to install a final cap out of soil. Before the site is built, there is a requirement to install monitoring wells on the site to get the background water quality data before you start placing waste in the site. The sedimentation control pond is an important part of the site because all the water from the working area and the exposed area of the site will run into it. It is meant to capture the runoff so the sediment can be released and filtered out before it is discharged to the brook. It is the key monitoring point for the site. There is where DOE knows if the site is being operated properly. Mr.

Mr. Kyle referred to the displayed drawings and pointed out the two green areas. The main buffer zone proposed is a minimum 100 metre setback from the edge of the property. The light green area are portions of the site which we do not need to disturb. We are focused on the deposit of clay which is where the landfill will be located. On the remainder of the site, either the soils are too thin or the topography is not right. The site will not be fenced, in fact, the only site control will be a gate at the entrance to prevent truck traffic after hours. The overall site will still be open for wildlife, hunters, etc. An operation and maintenance manual is very important because it lays out the rules for operating the site and is key part of the approval. It describes the site procedures, monitor reporting requirements and it is usually what environment focuses on when they conduct their inspections and HRM will do the same. There were two items talked about with the local residents. First, was this proposal, the C&D

proposal and the slate site which many of you are here to talk about tonight. We went to Goffs Corner to Wyse Corner, Antrim, Devon, Old Guysborough Road. The four big issues which came out of these discussions: (1) The operator. What is the story on the operator? What is the story on the slate site? (2) Trucking. Can this road take any more trucks? What is the state of the Old Guysborough Road? Is it right to put more heavy trucks on this road? (3) Regulation and control. How can anyone be sure this site will be run properly? (4) Surface and groundwater protection. Everyone values the brooks and the lakes and many people use them for fishing, etc. How can we make sure they are protected and beyond that, what about wells? Everyone out here is on wells. How will the ground water be protected? Who is the operator? The operator is Halifax Construction and Debris Recycling Limited.

It was established in 1995 and they currently have two licensed facilities in HRM - Goodwood and Ross Road. This is Halifax C&D's primary area of work. There have been significant investments to date because this is their business. What about the slate site? The distinction we want to make between the slate site and what is being proposed tonight is the slate site is essentially an experiment - a research and development project. The goal was to take the old slate quarry, which was generating acid runoff from the rock, it knocked all the fish out of Nettle Brook. The federal and provincial government were involved and there was funding provided for by the federal government to look at a way to rehabilitate these old slate pits. They are all over HRM and in many other parts of the Province. The idea was to use gyprock and wood and composting materials to try and rehabilitate this old pit and turn it into a field and plant trees. The concept is basic, the gyprock would raise the PH and buffer the acid runoff from the site. There were lots of challenges, first the odour of the compost and the smell from the soaked drywall. When drywall gets saturated in water, it will generate hydrogen sulphide gas (rotten egg gas).

A resident asked about the third smell, the foolishness they were feeding us.

Scott Kyle stated the other challenge was a black sediment off the site, iron magnenese precipitate that was coming off the site. The big problem was the sense there was garbage delivered to the site. The compost that was delivered to that property was not as expected. It was a low quality compost, lots of oversized materials such as bones and it had not been screened. For that reason visually, it looks like garbage. Ever since the compost was delivered to the site, they have been trying to deal with it. Where are we at now? Clearly the community is very concerned about that site. It has created a lot of nuisance and concern. Halifax C&D has been working with DOE and with the community in terms of what you have told them over the last few weeks. They have put together a plan to install a couple of check dams. This is for the iron magnenese coming off the site. The big work is yet to be done. The major item to be completed is to screen all the compost, take out the oversized materials, spread it properly and get the water out of the lower pit and backfill it properly. The upper pit done a year ago looks reasonable and is under control. It has been backfilled and has grass. The lower pit requires significant work to be done.

Karen LeCain, 2612 Old Guysborough Road asked what not locate this operation in Fall River, in Gary Hines backyard?

Scott Kyle explained that Halifax C&D came forward with this site without any guidance or direction from HRM. HRM put out the call. Private operators are interested in establishing a C&D site within HRM. It could have been anyone which is why the requests are for Harrietsfield, Dartmouth and Antrim areas.

Basil Owen, 3373 Old Guysborough Road asked where are the C&D materials which was supposed to go into the slate pit? How did the other material end up there? If they lied to us once, they can lie to us twice.

Scott Kyle explained there were three materials to go into the slate quarry, gyprock and wood which went into the upper pit and the topping material was to be a combination of compost and soil.

Basil Owen asked if what is there is now, is proposed to go into the second facility?

Scott Kyle responded that was correct, gyprock and wood. The material causing the most concern is the compost that lays around.

Basil Owen stated it is not only the compost but the hospital waste, bones, animal carcass, plastic and everything else on the site. Will this mess up in the new facility?

Scott Kyle explained it is two completely different projects.

Basil Owen said the materials up there now are not dry goods, ie. chicken bones, animal carcass', rats.

Scott Kyle explained those materials were mixed in with the compost. If compost is properly screened and cured, it is good looking material.

Andrew Campbell noted he was at the site when they were hauling in the compost. He explained he has seen 50 - 60 piles of it 20 feet high and there was not one piece of gyprock in it. It was all compost. How do we know this will not go into the other place.

Scott Kyle explained that is not what is being proposed. The intention was to have compost included in the slate site.

Linda Kelly, 900 McMullin Road asked is there only going to be a gate to stop trucks and not a complete enclosure? How do we stop people from dumping waste that is causing rats to come to our homes?

Dave Kelly, 900 McMullin Road commented they have never had rats before and they have lived in this community for 20 years. We now have rats from the so called C&D dump site. What are we supposed to do about that?

Donnie Donner, 855 McMullin Road - rats!

Scott Kyle noted he has heard about the rat issue, heading up more towards the north of the slate quarry. This is under active review and there does have to be something done about it. At the slate site, you have large windrows of low grade compost. Every concern heard tonight relates to those materials. The plastic mixed in it is an example of poorly screened material and the fact you can still see bones in it.

Mike Spencer referred to the operator of the slate site and asked if we are going to allow this to carry on to a larger site? Who will look after the after hours dumping?

Leo Negus, Antrim asked where were the inspectors and environmental people when Mr. Chassie was dumping all this stuff into the dump? It was not suppose to be there. The residents of this community

complained to the politicians until the dumping was stopped. Where was everyone then and where will every one be when this dump starts?

Scott Kyle stated there is a lot of concern about that site. There is a lot of back and forth as to what may have occurred and what has occurred. Over this summer, the goal is to get this site squared away so it is no longer a nuisance to the community and is no longer something to worry about at night.

Leo Negus asked what is going to be done with the rat situation that the people in the area have to deal with? Are the people in the area responsible for looking after it themselves or is Environment going to come out and help. If this site was not put there, we would not have this problem.

Scott Kyle stated Halifax C&D has looked at it as well as DOE in terms of the impacts of the site, odor, runoff, rats because it all has to be addressed.

Mike Spencer indicated it is a little bit too late.

Scott Kyle stated Halifax C&D, DOE and HRM want to work with the community to get it remedied.

Mike Spencer asked if HRM has any other place to put their garbage? Why did HRM want to amalgamate? - to get a bigger area to dump their garbage!!

Scott Kyle stated trucking is a concern because the road is too busy. The new site will generate 2-4 trailer trucks per day. In 1999, DOT did a vehicle count on the road both ways and there was about 1300 vehicles per day on the Old Guysborough Road. Two-four more trucks per day is a very limited increase. It is not a traffic issue but more so a load issue. We do not want to put loads on the road which may tear it up. There is a requirement to abide by provincial weight restrictions like any other truck using this road. There are concerns with the truck drivers themselves and the safety of your children or yourself walking along roadside. Halifax C&D is committed to a responsible driver training program for any drivers bringing loads out to this site. All loads will be covered and they will observe the speed limit. All residents will be provided with a telephone number if you see drivers proceeding in an inappropriate manner.

Rob Tanner, 2371 Old Guysborough Road asked out of the 1300 vehicles, how many are commercial?

Scott Kyle clarified he asked DOT for a traffic count, they did not do truck counts. They only do truck counts at permanent counting stations. When they set up a portable, they just record total vehicle movements. They did not have a breakdown of size of vehicle.

Basil Owen stated if a truck is going by at 100 km an hour, how do we get his name?

Scott Kyle explained everyone will be provided with a number to call. There is only going to be three or four trucks per day. If you know the time and if it was a truck going to that site, that will be enough information.

A resident asked what time of year was the traffic count done?

Scott Kyle responded he would have to consult with Transportation and Public Works. The last official count was done in 1999.

A resident stated the count will double in the summer for the Dollar Lake Provincial Park.

Scott Kyle stated the next big issue is how can we be sure things are done right? Obviously, the concern is at the slate pit. Once the gate swings shut, how can the community be sure of what is going on. The requirements are detailed within the provincial approval and municipal license. Many of the information can be obtained on-line. There is a requirement for monitoring and reporting, bonding. Another safeguard is that HRM takes its waste management strategy quite seriously. They do not want to be embarrassed. They have a 60 million dollar investment at Otter Lake. Waste management as compared to many municipalities in the Atlantic Provinces is taken pretty seriously by the Municipality. There will be local hiring. If people running the facility are from the community, there can be some assurance it is being run properly. People who did not live in the community do not understand the way of life. There is not a lot of jobs associated with this facility (3-4), however, if local people are involved in the operation there is a sense of ownership.

Minnie Creeper, Sunnybrook Manor indicated she lives next door to the shale site. She did not receive notification of this meeting nor did anyone talk to her about the proposal.

Scott Kyle noted they visited approximately 86 homes in the area.

Kurt Pyle asked Mrs. Creeper for clarification if she owned a piece of property up the Antrim Road and how far?

Minnie Creeper responded about a mile and a half.

Kurt Pyle explained we are having this meeting tonight to present the proposal to the community. HRM notified all landowners within 2 km of the site.

Mike Spencer asked which site are you referring to?

Kurt Pyle explained we notified landowners within 2 km of the proposed site.

Mike Spencer stated then HRM is not planning to notify any of the residents which live near the existing Antrim site?

Kurt Pyle indicated we were told by the proponent who they were contacting which was homes. Our concern was to notify the property owners in the immediate area because there are no homes within 2 km.

A resident stated he disagrees because he is a property owner in that area and owns 40 + acres. He explained he was born in 1956 and has been coming to this area since 1957. The only way he found out about this C&D garbage site was because a piece of their garbage landed on this doorstep. He went to the Halifax C&D site when the snow melted with the garbage and asked them what it was? He indicated the dump has screwed up his hunting season and his enjoyment of the woods because there are no deer left in it because of the garbage. There are no birds, rabbits, bears or coyotes because of the smell. He explained he spent \$4000 putting in a field in his backyard so he can enjoy the site of a deer, guess what, no deer.

Miriam LeCain, 2598 Old Guysborough Road asked what is the approximate annual revenue that Halifax C&D is getting from these dumps? What is HRM getting out of this financially? What are the

taxpayers on this road going to get in financial retribution? Are we getting a tax break for all the traffic, smell and garbage in the area?

Dan Chassie, Halifax C&D stated the total revenue coming in will be approximately \$75 to \$115 per ton of material with a cost of \$45 a ton, any difference would be profit. HRM will lose \$16.50 for every ton of material which goes into the cell because they will not get their diversion charge.

Miriam LeCain asked what are the residents getting other than inconvenience?

Dan Chassie stated that decision is up to HRM.

A resident asked what is the total cost that Halifax C&D is going to make per year?

Dan Chassie explained he hopes to make enough money to stay in business and pay his employees. A resident asked how much gyprock will be accepted at the site?

Dan Chassie responded he agreed to a certain km radius which takes in approximately 70 homes. Homeowners will be able to tip for free at his site which equals \$100 per year for each resident.

A resident noted he can haul a half ton truck load to Dartmouth and they charge \$115 per ton.

Dan Chassie explained on his site you will get weighed, dump off, get weighed out and are responsible for paying the difference. There will be 3 to 4 trucks coming to his site per day. He is not encouraging contractors with a lower price to come out here. We want to keep the truck traffic from town to a minimal so it is only coming to the site in Goodwood or Ross Road. This will keep the number of high volume trucks from Halifax to under five trucks per day. If a resident from Musquodoboit Harbour, Gaetz Brook, etc. wants to come to this facility they are welcome to use this road. We do not expect to get a lot of tonnage trucks.

Scott Kyle explained the community liaison committee allows the community formal access the site, records, monitoring reports and takes away the mystery. It allows the community to actually go on the site to see what is going on. This has been used with success at the Otter Lake facility. The citizens in that area were equally concerned when HRM proposed to build a \$60 million garbage, processing facility and landfill. This practice has been done at Colchester and Debert. How will brooks be protected? The design and operating requirements are well defined for this facility. They are limited to types of waste. There is a requirement for regular monitoring and reporting. This site has excellent tills. Providing you get the current owners permission, you can check out what has been left of the test pits. Community involvement helps to ensure the site will be run properly. What are the next steps? Stakeholder consultation is to be continued as we head towards formal design. We expect requests for additional information from HRM Planning. There is a public hearing scheduled for June 11 to look at the amendments throughout HRM. Provided ministerial go ahead is given by mid July, this is when formal design and engineering activities would begin. By mid August, the proposal is to provide a detailed set of engineering drawings and operations manual, hydro geological assessment, surface water assessment. This information will be provided to HRM and DOE for their review. The bonding and insurance requirements have to be met and put forward to both these agencies to scrutinize. If it meets the requirements, the receipt and approval of a license could be in hand by early September. The first day of operation after construction is completed could potentially be the mid part of October. In summary, the facility located at the intersection of Antrim and Old Guysborough Road is currently an undeveloped site used for logging over the years. The proposed use is a C&D landfill, processing facility, 75,000

tonnes per day over an 18 year life. Right now, the pre-design level of assessment is done and is being presented tonight and a report which is in the hands of HRM. A detailed set of engineering and environmental reports still needs to be prepared. Providing everything proceeds, operations by the fall of 2002.

5. QUESTION AND ANSWER PERIOD

Jim Bauld stated there are a lot of issues associated with the pit rehabilitation project. The proposal tonight is for a C&D disposal facility. There are overlaps of issues because the proponent is the same. Tonight we are recording your comments for the new proposal.

Mike Spencer indicated the residents have sat through HRM's presentation and well as the applicant outlining the new garbage dump, however, we want to talk about the Antrim dump.

Patricia Mombourquette, Porters Lake area asked who will be monitoring the groundwater and sediment control that you will be putting in to make sure it does not leach into the brooks and lakes?

Jim Bauld explained the ground water and surface water monitoring program is required by DOE and they must file reports. DOE will determine if the reports are quarterly or biannually. They will provide these reports on a three month basis to DOE showing all the results, chemical analysis, sediment in the brook. They also require a background and baseline analysis to see what is there prior to the test pits. This same program applies to Otter Lake. There are approximately 56 wells at the Otter Lake facility. There are 4 wells around the hazardous waste depot at HRM.

Patricia Mombourquette asked if the reports are available to the public?

Jim Bauld stated they can be available to the public. The format that has been used is through an agency such as the community liaison committee.

Patricia Mombourquette asked if HRM is planning any public information meetings in the Porters Lake area because there is potential runoff down into Porters Lake? Most residents of Porters Lake are not aware of this proposal.

Jim Bauld noted there was not plans for a meeting in that location, however, that request will be taken under advisement.

Patricia Mombourquette indicated she has spoken with many residents in Porters Lake and they were very interested in having a chance to hear about this process. Information has been posted on the community post boxes. They deserve an opportunity because it could potentially affect the flow into the lake. Has a study been done in monitoring the ground water controls that there is no potential damage to the Clattenburg wilderness areas since the East River Brook borders along it?

A resident of Porters Lake asked if we see problems occurring, who do we contact?

Jim Bauld stated there are two regulating agencies, HRM and DOE. Tonight is to hear a proposal, hear concerns and answer questions about the proposal. If this proposal is approved by Council, it is the hope the operator would have a good neighbour policy whereas you could approach them and ask questions. If you do not believe that is satisfactory, you would have to contact HRM or DOE for an independent analysis.

Bob Tanner, 2371 Old Guysborough Road asked what will this proposal do to the property values? Fifty percent of the traffic on this road is commercial. He indicated he has to get his car aligned at least 3 to 6 times per year because of the road. If this proposal is going to happen, the road should be fixed first before you bring in more commercial traffic. The digging near the airport was recently stopped because of contamination of oil and gases. This was stopped only two weeks ago and now we are faced with having the same scenario on either side of us.

Jim Bauld responded truck traffic is on a provincial designated highway.

Bob Tanner commented perhaps it should look like one.

Jim Bauld noted the driving surface of the road should be brought to the attention of the member of the legislature.

Bob Tanner stated he had spoken with the local councillor who indicated something was going to be done. The only thing that happened was a few holes got filled.

Jim Bauld responded with respect to the operation at the airport, he is not aware of what it is but will look into it.

Derrick Smith, 252 Moore Road, Antrim read an excerpt from the Environment Act. "Adverse affect means an affect that appears or damages the environment including adverse affect respecting the health of humans or the reasonable enjoyment or life or property". This project may just do this. The Department of Environment and Labour's business plan states the following: "the mission of the Department of Environment and Labour is to protect and promote the safety of people and property in a healthy environment." I trust that our elected members will take the concerns from tonight and ensure they follow through with them. He indicated he has found an article related to the company called "Pits to Park". One of their statement reads "after much research, after much development and scientific analysis, Halifax C&D Recycling has produced a remediation matrix that provides a solution to this problem." What did they do? Benefits of the Goffs and Wyse Corner. Remediation matrix will contain wood and inert construction materials. This is not true. He indicated he spoke with the person in the department today. There was a law governing this based on their act and it did not occur. Carefully sorted and processed. It has not been and wasn't. Has been developed through extensive testing over many years. Well, what happened. The site has been and will be carefully engineered and designed for proper drainage and restoration to its original site. The program was supposed to turn it into a park. He indicated he spoke with the Minister and the people representing the Municipality, are we going to trust this company once again.

The majority of those in attendance responded "NO"!!!

Scott Miller, 3709 Old Guysborough Road stated he has some questions specifically for Mr. Chassie to answer. What is the black water in the pit?

Dan Chassie responded it is an acid producing pit which brings the metals out of the slate. The high PH water created from the gyprock has brought out the iron and manganese that used to be a dissolved solid into a suspended solid.

Scott Miller asked where is the suspended solid going?

Dan Chassie responded the suspended solid is settling down at the bottom of the canal as it leaves the property.

Scott Miller asked how is the filtration system working today?

Dan Chassie stated it is working very good, however, it is getting clogged at the bottom. The filter is due to be changed next week.

Scott Miller stated that is quite a system. He indicated he has never seen that type of system for drain and filtration except for a road work but not an environmental disaster like that.

Dan Chassie responded you have to be very careful about environmental disasters without scientific evidence.

Scott Miller asked where is the science on this whole thing.

Dan Chassie invited Mr. Miller to his office tomorrow or to DOE and look at the records. DOE has made the company shutdown for over a year and a half because the politicians were concerned as well as DOE.

Scott Miller asked now that the company is starting up, what are you doing?

Dan Chassie responded he has a permit to fix the water, process the compost and finish the site.

Scott Miller asked how far is the brook from the end of the drain?

Dan Chassie indicated it is approximately 90 to 100 feet.

Scott Miller asked what is the colour of the water which is going into the brook?

Dan Chassie responded it is discolored, greyish. He invited Mr. Miller to view the test results at the office.

Scott Miller stated if black water is running into a brook, something is not right.

Dan Chassie stated there is lots being done with the site. He indicated if he does not meet DOE's standards at anytime, the operation will be shutdown and they can make him take the material out.

Scott Miller asked if DOE has seen the filtration system?

Dan Chassie indicated DOE has approved it?

Joe Kilyanek, 290 Murphy Road, Lake Egmont asked what is the time line on the remediation of that site? He indicated he was not notified of this meeting.

Dan Chassie indicated they are hoping to be completed in September. To meet DOE's requirements, it has taken this long to neutralize the site.

Joe Kilyanek asked if a full environmental assessment had been done before the project began?

Dan Chassie stated they did not do a full environment assessment, however, they were required to install 7 monitoring stations. The reports are available at DOE or at this office.

Scott Miller referred to Halifax C&D's updates which read "in the spring of 2000, improperly sorted and immature compost was inadvertently diverted to the site. He asked if that was his project?

Dan Chassie responded it was.

Scott Miller asked Mr. Chassie why he accepted the compost?

Dan Chassie explained it takes 6 months to properly cure compost. It is supposed to meet a guideline. There are currently 2 piles of compost on his site. One pile was correctly processed and still had to be screened. The other pile in the windrows was brought to the site half finished. It was a mistake by HRM, the compost facility, DOE and Halifax C&D. The compost under provincial permit should never have left the compost site. Unfortunately, when it landed on the site and it was evident it became a problem, he received calls from the politicians and the trucks were shut off. It is now considered to be his product and cannot be moved until a permit is issued. We have to deal with the material on site which is what is currently happening.

Mike Spencer asked once the compost mistake was discovered with the plastics, tire and everything else into it, why wasn't it looked after at that point?

Dan Chassie stated it was supposed to arrive without the plastics and oversize materials and which should have been screened out before the material is used. He indicated he has never seen a tire in the compost. The compost is not part of the C&D site. Contrary to what anyone says, there is no compost buried at the site. The compost is all on the surface and monitored by DOE. It is on-site to be screened and used as the organic growth when the project is finished. All the compost on site is only enough to cover the site with 6 inches of compost.

Mike Spencer noted that Brooke Taylor received a video tape when this started. It was delivered by a resident in the neighbourhood. He asked Mr. Taylor what his position is in this matter? He explained that yesterday was a nice sunny day and he planned a BBQ, but the wind was blowing in his direction bringing with it the terrible smell.

Brooke Taylor stated he has heard from a number of people in the audience. He realizes and recognizes it is difficult to talk about the proposed project when in fact we have the slate pit down the road. In December 2, 1999, he was advised to visit the slate pit and entertain a presentation. The presentation was provided by the proponent, Halifax Recycling C&D and its partners. Based the information received at that time, he was advised the remediation matrix would contain wood and inert construction materials. He felt it was implied that after the wood and inert construction material arrived at the scene, for the first few months there was nearly a complaint. He indicated he received calls from residents that they were smelling a terrible odor. People quite a distance away were concerned about the odor. As a consequence, he contacted the proponent and to his credit he agreed to shut the slate pit down from receiving any more compost. He indicated he contacted Bernie Matlock at DOE and was advised it was not topsoil going into the site, it is compost. Some residents explored the site to find it is not just all compost. Since that time, he received a letter dated January 18, 2002, informing him the proponent had requested a rezoning. The proposed site is presently zoned forestry resource and requires a rezoning to C&D.

Kurt Pyle clarified it is currently zoned mixed use and they wish to rezone to CD-3.

Brooke Taylor explained although he realizes it is two separate issues, based on the calls he received, especially over the last two weeks and weekend, people from this community believe that once bitten twice shy. He stated he believes there is a rodent problem associated with the slate pit. Apparently people from Dillon Consulting and DOE went to the site and stated they did not see any burrows although people in the community are saying there is a rodent problem. He stated he has a responsibility to be honest and fess up with his involvement. Based on the presentation he has received, he felt it had merit. The project went afoul when topsoil and or something to promote the after growth was not brought on site. William Alexander and Associates who are working on behalf of Halifax C&D have come over to the legislature and indicated steps are being taken to mitigate the concerns at the shale pit. Based on his experience at the shale pit site, the proponent, HRM and William Alexander and Associates should consider perhaps placing this application on hold until the community is satisfied that their concerns have been addressed. He expressed he felt Halifax C&D did not keep their word on what was going into the site. He is pleased that the site was immediately shut down following his visit and that of ATV television. He expressed his disappointment that DOE lets these projects and the proposed project operate on the honor system. It is the proponent that does the monitoring and analysis' and evaluates these test wells. DOE has a responsibility to work more closely with the proponent so this type of situation does not reoccur. It is his request the application be put on hold. This community has justification to be concerned about this company's credibility and the concerns are understandable based on the shale pit. Although they are two separate issues, the fact of the matter is, until the shale pit is cleaned up, there should not be any more public meetings about this proposal.

Dan Chassie stated he agrees with some of Mr. Taylor's comments 100 percent. He indicated he would like to see 25 more inspectors from DOE so they can be proactive instead of reactive because the compost received at his site was under provincial permit and now it is his responsibility to deal with it. We need more inspectors so that everyone, including myself, can make sure DOE do their job.

Brooke Taylor asked if the residents had not brought their concerns to their politicians, would you have voluntarily shut that operation down.

Mike Spencer stated it was a Sunday afternoon and he was at Leo Negus' house when we received a phone call from Mr. Chassie. He asked us to keep it down because we were causing too much trouble. Mr. Chassie had a \$3 million dollar deal going with DNR to plug up some holes for them and indicated we were going to spoil his chances.

Dan Chassie stated Mr. Spencer is lying.

Leo Negus expressed how dare you in our community accuse our residents of being liars. He stated when he spoke with Mr. Chassie on the telephone, he asked us what our concerns were at that dump site. We stated the problem was the smell and what was going in there. Mr. Chassie stated that this was a test site and there was money in it, a \$3 million dollar contract to DNR, to go to all the open shale pits causing the acidic water to run into the brooks and streams. If this one passes, this is what the company was going to do for DNR, fill in all the old shale pit sites. Mr. Chassie was concerned about the smell only because we were concerned about the smell. He indicated he was going to do everything in his power to stop the smell which is when the open pits were installed. He indicated he does not like being called a liar.

Dan Chassie stated there is no \$3 million dollar contract. The conversation was over an accusation regarding putting material in there. He noted he was going to meet Mr. Spencer and Mr. Negus on site.

Leo Negus indicated he went to the site the next day and was escorted off the property by the dozer operator.

Dan Chassie explained the dozer operator would never do that. We were supposed to meet on the site to take water samples because you did not trust the lab company.

Colin Cox, 2238 Old Guysborough Road commented it is funny how Goffs, Antrim and Meaghers Grant only get together when there is something negative. A lot of negative things happen out here and very seldom anything positive. We do not have much of a recreational area or any facilities whatsoever but there seems to be a sudden interest when there is a dollar to be made. As far as funding, there may not have been a \$3 million dollar contract but there was certainly funding for scientific testing as part of the research and remediation project which was obtained from the federal government through the Industrial Research Assistance Program (IRAP). What was the amount of money given to Halifax C&D from that program?

Dan Chassie stated the IRAP program pays 50 percent of the approved scientific testing equaling \$15,000.

Colin Cox addressed a question to HRM representatives. Based on performance of past work, will this be taken into consideration when these applications go before Council?

Jim Bauld responded C&D waste management by this company, exclusive of the shale pit operation, has been satisfactory for HRM. We are aware of the issues with the shale pit. This company runs a good operation at the transfer station in Westphal and the processing facility in Goodwood. We cannot prejudice the review process because all the information has not been brought forward into a final report by staff to Council.

Colin Cox asked Halifax C&D in reference to HRM, to what degree are they held accountable for any unforeseen environmental problems that may occur after commencement of operation such as contaminants entering the ground water? Is there an insurance policy to compensate residents if this project goes ahead at the conclusion? He commented he carries a million dollar policy on his car and he understands there is a 2 million dollar policy for this project which is not a lot of money considering the amount of residents in the area. Once the ground and the water is permanently polluted, there is no way to clean it up. The insurance policy would only cover the purchase of a Brita water filter. After they closed the site, who was on the hook for it?

Jim Bauld stated the By-law refers to a \$2 million dollar third policy liability insurance. If the feeling of the residents is this is not adequate, we would welcome a suggested higher amount and place it in the records this evening. With respect to bonding, there is a \$50,000 bonding requirement or letter of credit susceptible to the Administrator and to DOE. This only relates to HRM bonding and insurance requirements.

Colin Cox asked if the site is accepted by HRM, there should be enough for each and every resident at least to buy out their property and have them relocated if they want to. No one should be forced to live in a dump or drink poisoned water. We are aware of what happened in Walkerton and in Saskatchewan in reference to water quality. This is currently a perfect environment with a provincial park 2 km away,

young kids swimming in the water and people from Porters Lake. We all drink well water and now they are talking about digging a hole and throwing in garbage. There is arsenic, cyanide, pressured treated lumber, creosote, asbestos. There is the entire Shubenacadie River system which could be affected because the water flows north as well as south. Would you like to drink this stuff? Logging trucks can go in and mow it down because trees grow back but when you get contaminants going into the soil, its permanent. If your furnace tank in your home breaks open, the spill will cost you \$15,000 to clean it up.

Mike Spencer asked if taxpayers are paying for the cleanup of this site? Why wasn't Dan Chassie charged?

Colin Cox asked who will police the site and who will be accountable for policing the site? Is the owner/operator policing the site or will there be an independent person hired.

Bernie Matlock, N.S. Department of Environment and Labour indicated it is great to see community support and concerns. There have been concerns as well as struggles with the slate site. This site was experimental and has had its share of problems. We had a similar project in Lunenburg which is a year or two ahead of this one and is showing some promising signs of reaching stability. We believe with further remedial measures at the slate site that we will see stability also. We are not where we want to be. We want to push the proponent.

A resident referred to the slate site and asked if DOE visited this site or talked with the community about this site. He indicated he found out about this site when he took he kids there skating and noticed it was full of junk. It was a natural pit before this project and now the site is full of rats. He asked if DOE dug into the site to see if there we rat burrows or did you just walk up and look?

Bernie Matlock explained they have had complaints about the site. Each time a complaint is received DOE makes every effort to do an inspection and address the concern. DOE was first informed of the rat problem two weeks ago.

A resident asked if anyone dug to see if there were burrows?

Bernie Matlock advised he was unsure as to how the inspections were conducted. He indicated it was reported to him that the inspection did not find any rats.

A resident noted no one seemed to have been notified of the problems with the test pit. He indicated he spoke with a man who had been driving around handing out letters who told him this was a project which went bad.

Bernie Matlock stated during the application for the existing site (the remediation project) there was some public consultation that occurred with the property. There have been filter issues but from what we have seen on other projects we believe we will see stability.

A resident asked how long will this take?

Bernie Matlock indicated the comments made by Brooke Taylor were very reasonable.

Myra Ross asked if common sense fit into the Environment. When you see chicken bones and rotten meat laying on top of the ground, wouldn't common sense tell you there are rats.

Bernie Matlock indicated the inspectors did not find any rats?

A resident asked after this meeting, when will we know if this other pit is going to be cleaned up or the other one started. By the sounds of things, this community needs legal counsel. This meeting is just a side show. We have serious issues and people are telling us everything is fine. Property values will be going down and there are environmental issues. It sounds like a lawyer should be involved if the community does not get their answers.

Jim Bauld noted the main concerns have been with the acid shale pit and the operator of that facility. Although this is a separate proposal, there are linkages. All comments are being recorded and will be brought to the Solid Waste Committee and onto Regional Council. The Councillors are here and have heard the concerns, as well as the MLA. In his opinion, it is premature for legal counsel.

Myra Ross explained the community does not want to know two weeks down the road that this has all been approved and is going in. We need time to be prepared.

Jim Bauld explained all the comments from the three public meetings will be brought together in a report with the proposed amendments for review by Council. Council will review and determine if it is the best interest to have a public hearing to have the public come forward again and voice their concerns and issues with respect to all three proposal separately.

Kurt Pyle stated in terms of the actual decision being made, Council has not made the decision whether to consider these requests. When the decision is made to proceed, you will be notified as to what will happen (more information, rejection or set a public hearing date). The public hearing is when you want to have your voice heard at Regional Council in Halifax.

Colin Cox asked those in attendance who wants this out here?

Note: There were no show of hands for this proposal!

Scott Miller presented a petition to Brooke Taylor to stop this project. The petition was signed by 387 people against this proposal (see attached).

Brooke Taylor stated the petition is for those opposed to the Halifax C&D Recycling site that is proposed for the vicinity of Antrim and Old Guysborough Road. It reads "we the underlined are against the proposed C&D near the vicinity of the Antrim and Old Guysborough Roads intersection." He pointed out the Councillors will receive a copy. He pointed out to that audience that 10-12 years ago, this community rallied against a PCB incinerator site successfully. This community, lead by Velma Ledwidge, working through HRM Planning and Development, was able to send a company from Toronto back packing. This community has power and the will of the people should not be denied. He suggested that HRM consider the concern of the people by placing this request on hold until the community is satisfied that the shale pit has been completely remediated to their satisfaction.

David Miller, resident of Fall River, explained he has a property within smelling distance of the shale pit. He expressed concern that a few years ago there was an application submitted by Mr. Begg to HRM to operate a place for disposal of construction and demolition material on the same site that Halifax C&D is proposing their facility. At that time, 7 or 8 years ago, the Municipality turned down Mr. Bagg's request. He was not satisfied with this decision and therefore appealed the decision to an appeal board. The appeal turned down this application. This is the same site although there may be less trees or water on it. How can HRM consider another application?

Kurt Pyle explained it was an application by Art Begg for a C&D disposal site on this property around 1995. He indicated he was the planner assigned to the file and recommended rejection at that time. At that time, the documents used to evaluate the request had no criteria or conditions, By-law No. 24 that went back to the 1950s and had no standards. Council felt the document did not provide enough protection for the residents. Since that time, things have changed significantly for the area such as a municipal planning strategy and land use by-law is in place setting different standards and requirements. It is being considered now because we are putting a strategy in place to have those conditions to evaluate all sites.

David Miller commented the ones operating today must be operating on the same regulations that Mr. Begg would have been expected to operate on.

Kurt Pyle explained Mr. Begg's application pre-exceeded even the provincial guidelines for C&D disposal operations and also in terms of the operation that Mr. Chassie operates. RDM Recycling's operation meets a much higher standard than Mr. Begg ever had to meet.

David Miller stated HRM spent \$12 million dollars on the Otter Lake system. When that was being planned, how come there wasn't some arrangements to take care of this on the site so we would not have to scatter things all around the Municipality. It could have been concentrated in one area. This is what was assumed from the publicity at that time. It was to be a state of the art facility that would take ever bit of refuse of the Municipality. Apparently, no one took into consideration that there were things that could not go through the system. We'll cover that later must have been the approach that was taken. What you are trying to do now should have been done several years ago.

Jim Bauld stated there was discussion in 1995-1996 of having Otter Lake taking the compost facilities, mixed waste, construction and demolition waste, hazardous waste, leachate treatment facility and it was decided by Council rather to put all facilities at one site to just have mixed waste go there. Compost facilities would be sited elsewhere and recycling facilities had already been established and was operating. The hazardous waste facility would be elsewhere. Unfortunately, Council and staff did not get to the issue of C&D waste.

David Miller stated there was mention to have sites on both sides of the harbour. If that is being said, why not locate this facility in the Burnside Industrial Park, the same as Miller Composting. It could be policed much better than having everything scattered around. There is one in the business park at Beechville. Antrim is a prime location for a disposal because nobody is going to see it. Years ago if you were going into a town the first thing you would come to is their garbage dump, the next thing was the cemetery. They were bought on the outskirts because no one wanted anything to do with the garbage or the dead people. You want to put this facility in an isolated area because it is out of the way where no one can see it.

Leo Negus referred to the new site with the amount of clay on the top surface with the amount of acid slate underneath. Are you going to excavate the area to take the clay off and get down to the slate to put your compost debris down there?

Scott Kyle explained they do not need to excavate. One of DOE's rules is when you are building a C&D disposal site, not only do you have to have a metre between you and bedrock, you have to be a metre between the waste and the groundwater table. You can only dig a couple of metres before you start hitting the groundwater table. The people using the slate quarry had dug a hole into the slate to mine it out. The hole is what was left when they were done. The idea was to try and rehabilitate the old site.

This request is for a totally different project. This is not a slate rehab project. Materials described for the site is carpet, insulation and built up roofing.

Councillor Gary Hines, District No. 2 explained he has three telephones and everyone has the number but no one invited him to the last two meetings. He is taking responsibility for this meeting tonight because it is a process whereby a wider area than usual when we are delivered with by-laws has been covered and people have been contacted. He appreciates the comments received tonight and the work that staff has done, as well as work by the proponent. He came tonight to listen. The remediation of the site underway should be observed so the community is comfortable Mr. Chassie is trying to do the right thing. He indicated he was a little bit miffed by Mr. Taylor's comments. He put a lot of blame on Mr. Chassie. His government did not take the responsibility they should have taken. Mr. Chassie contacted that government on several occasions trying to do the right thing.

A resident asked Councillor Hines if he had shares in Halifax C&D?

Councillor Hines said he did not have shares.

A resident asked why are you in favour of it?

Councillor Hines indicated he did not speak for or against. He will wait until the process is finished. He has a choice as an elected politician to weigh the issues fairly on behalf of the proponent and the community. He indicated he would make his decision known at the Council session.

A resident asked if Councillor Hines supports the decision to place the request on hold until the slate pit mess is cleaned up.

Councillor Hines stated he would be totally in support of this being put on hold until the mess is cleaned up. He commented on the statement made earlier "why not let Gary Hines put it in his backyard". He explained he does not know why the statement was made because he was not the Councillor when the site went sadly wrong. When he got elected, the first time he was aware of this site being a problem was on February 11. He received a call from William Alexander Associates regarding the site and that they were doing the public process. He requested they do a thorough public process. They did a good job getting the message out to the community. He asked for the courtesy of being able to compile all the information. He is supportive that the remediation site becomes positive and is something the community wants. We have to use the by-law to safely, effectively and positively address the concerns of those who have C&D dumped into their wood lots.

A resident stated everyone in the room made in quite clear we are not in favour of this.

Councillor Hines indicated he also gets phone calls from people who are in favour of it. He stated he will vote with his head when it comes time to vote and will form the opinion from those in the room and the opinions he gets phone calls from.

A resident asked where have you been since you were elected?

Councillor Hines explained he looked at the site with Brooke Taylor in July/August of last year. We also looked at another issue with some of the residents regarding some problems with leachate coming out of another quarry.

A resident asked Councillor Hines to stand behind the community?

Councillor Hines stated he heard the community but is not satisfied until you have taken a look at the positive side of this.

A resident asked what is the positive side of a dump?

Councillor Hines indicated it is not a dump, it is a recycling facility.

Councillor Streach stated he always listens first and speaks last. When Councillor Hines asked him to have the meeting in this district, he indicated the people in this community are courteous and polite and will treat you kind. If you disagree or agree, we all owe each other the same respect. He explained he drives by Mr. Chassie's site often and it is nauseating. Do I want it there? Obviously not in its current state! Do you folks want the new facility? Obviously with the reputation that has rightly or wrongly been portrayed, you do not want it there. He indicated he will take those comments forward. The suggestion was made that Council defer this. It has to be made clear this is a decision of Regional Council, not provincial government. The position Brooke Taylor put forward is, should we defer this. If the site is cleaned up to the community's satisfaction, would you still be objectionable to the C&D site?

A resident stated the community is here tonight because we do not want it.

Councillor Streach stated to defer would not make a difference. If you do not want it then you don't want it. The minutes will record that as it is written.

A resident stated if they get the other site running, in a few years time we will have a city dump.

Councillor Streach noted no one wants a city dump. In listening to the comments tonight, he learned things he did not know. With all due respect to Mr. Chassie and the process, there are questions which require answers. This is a public information meeting, any more information you require or do not require is up to everyone. No decision will be made tonight. In closing, rest assured what you want will be taken forward. You have heard the presentations by Mr. Pyle and Mr. Bauld, the laws are changing and we cannot take material where we want to anymore. If in fact this does not end up going on this site, where do you want to take your C&D material.

A resident commented what is wrong with the other side of the transcanada highway where there is a big car lot. There is all kinds of land with no houses.

A resident stated in an area such as Burnside, what god has made is getting hard to find anywhere and we need to protect it. The city could hold this material without any damage.

Councillor Streach asked Mr. Pyle if Council decides in its wisdom that this is not going to happen, where would another site reasonably close for these people and still be able to suit Mr. Chassie's desire to abide the law. Is Aerotech a site which can be explored?

Kurt Pyle stated in terms of the area we want these facilities to go to, we prefer them in industrial areas. In terms of Burnside, Metro Construction has made a request for a C&D disposal at a site located next to Burnside.

Scott Osmond, demolition contractor from Fall River, property is Porters Lake and Antrim Area, stated you cannot let Metro do what they have done in the past. They made a disgrace of what they have done. It would be absurd to open Metro and let them carry on without making them clean up the mess they have created. He explained he has been involved in this business for several years and watched HRM say wonderful things, the bottom line that HRM does not care where it goes. If it costs them one more nickel, it doesn't matter to them where it goes. There is more than these two sites which will take your debris. There is still a site which operates in Preston. He indicated he knows Mr. Chassie and his reputation. He suggested everyone visit Mr. Chassie's site and see what he does and then go to the other places and see what they do. He is not perfect and is like all of us, he makes mistakes. There is not a politician that will stand up and admit they made a mistake. HRM is extremely guilty for turning a blind eye. He noted you can fax Mr. Matlock at DOE and ask him where you can dump materials legally. Mr. Matlock's office does not know. As far as all the operations going on now, Mr. Chassie has a fine operation.

Councillor Streach asked Mr. Osmond if he would be in favour of this operation?

Scott Osmond stated he does not know what has gone on in the past. There are issues with the one site which has to be dealt with. Mr. Chassie has tried to make amends for the past, he hasn't turned and ran from it. Bob Bagg had a problem in Goodwood and turned around and walked away from it. There is another disaster in Preston which we are all about to clean up because HRM sat on it for years and years. Of all those people, Mr. Chassie handles his operation better than anybody.

A resident asked Mr. Osmond if he has ever dumped materials in Preston?

Scott Osmond replied companies he has worked for have.

A resident referred to HRM's definition of undeveloped land. In your opinion in the city, this land is undeveloped. In our opinion, the land is fully developed and forested. There are land and park that is developed. We do not need any more development.

Councillor Streach thanked Brooke Taylor, Councillor Hines and everyone else for coming. Regardless of which side we find ourselves on in this discussion, we all need to treat each other with respect.

Kurt Pyle stated the information package contains numbers for both HRM Planning Services and Solid Waste. If you have any other questions or wish to add to the record, please contact us.

Councillor Streach stated we have to make abundantly clear, regardless of where the site goes, somewhere down the road, we all have to start doing our part for the environment. We need to work with Mr. Chassie to try and make things better for all of us.

6. ADJOURNMENT

The meeting adjourned at 9:55 p.m.

ATTACHMENT 5

Minutes of the
Halifax Regional Municipality
Planning and Development Services
Public Information Meeting - Thursday, June 6, 2002, O'Connell Drive Elementary School
Project No. 00082 - Halifax Construction and Debris Recycling Ltd.
(Antrim/Goff's)

STAFF: Jim Bauld, Solid Waste Resources
Kurt Pyle, Planning Services
Connie Moore, Planning Services

**APPLICANTS/
CONSULTANTS:** Dan Chassie, Halifax C&D Recycling
Scott Kyle, Dillon Consulting
Patricia Patterson, Dillon Consulting

OTHER: Councillor Steve Adams
Councillor Keith Colwell, Chair
Brooke Taylor, MLA
Bill Dooks, MLA
David Hendesbee, MLA

**MEMBERS OF
THE PUBLIC:** 100 approximately

The meeting commenced at 7:05 p.m.

1. INTRODUCTIONS AND PURPOSE OF MEETING - COUNCILLOR KEITH COLWELL

Councillor Keith Colwell explained this meeting was called to discuss the proposed construction and demolition disposal site at the Old Guysborough Road and Antrim Road. There were a lot of questions asked that he was unable to answer, therefore, he requested that an additional meeting be held in the Porters Lake Community. This evening, the rezoning part of the application will not be discussed because it does not affect this area. We are here to talk about the process, give the Staff an opportunity to discuss what the process is and also from the company's standpoint, the consultants which were hired to give their overview of what is going to transpire under this process. This will be an informal meeting and everyone will be given an opportunity to speak.

Councillor Colwell introduced staff in attendance.

2. C&D WASTE MANAGEMENT STRATEGY - JIM BAULD, SOLID WASTE

Jim Bauld indicated an attendance sheet is being circulated for everyone to sign. He explained HRM has a wide recognition across North America and around the world for a very successful solid waste management program. The program is in place and working well. We are recycling and diverting over 50 percent of our waste that used to go in the landfill. In 1989, over 260,000 tonnes of waste went into the landfill in Sackville. Today, at Otter Lake which the waste residue goes, we are at 135,000 tonnes of waste with 12-15 years later with a population growth of 50,000-60,000 people. One component of

the solid waste system which was recognized in 1994-95 which was never implemented related to construction demolition waste management.

The solid waste management system is an integrated waste resource management system. The hope is everyone is recycling their bottles, can and milk carton in a blue bag which goes to the recycling facility. Organics, food waste, leaf and yard waste, grass, mulch goes into your green cart to a compost facility. If you fail to do that and put food waste, beverage containers in the garbage bag, which is contrary to provincial law, it will go to the landfill. It is integrated so that every time the material goes to the right facility that is desired and is processed daily. If no one participates, we will have failure of our systems. We need everyone's participation on a daily basis.

In 1995, the Citizens Stakeholder Committee (CSC) was formed. This is a group of citizens that was asked to come forward and review how waste management had been conducted in the past in HRM in 1995 and strike a vision document on how waste should be managed in the future. This lead us to where we are today with the green carts, blue bags, etc. Starting last weekend, you can take residential household paint to Enviro Depots for disposal. They recognized in 1995, that certain types of waste do not require disposal at highly technical landfills. The Otter Lake landfill and all new landfills built since 1996 require second generation cells. There is over 2 metres of collection system liners, plastic sheets, bentonite gravel, drainage systems even before the first piece of garbage goes in the landfill. This protects the environment, watercourses, ground water and surface water, etc. The citizens at the time recognized there is a component of the waste stream relating to construction and demolition waste that really is not harmful to the environment if properly managed. The strategy encouraged that private sector involvement be appropriate for these materials. It is not HRM's role to be involved in construction and demolition waste material.

Each year, 75,000 tonnes of construction and demolition waste (C&D) is generated in HRM every time there is a building remodeled, renovated, demolished or constructed. Management of C&D waste should emphasis recycling as we do with all our waste materials. We always want to maximize the reuse and recycling to minimize disposal. Existing zoning standards are inconsistent across the region for C&D waste and need to be clarified, standardized and enhanced because of the involving of the industry over the several years. A lot of entrepreneur are making creative uses of C&D waste. There is three existing processing facilities which were established under 3 existing land use applications, all completely different. There is no uniform playing field for C&D zoning.

Why would we want to adopt a waste management system? Without it, we have potential for illegal dumping in the urban core, industrial parks and in rural areas. It relates to not having a convenient, proper disposal of C&D waste in the immediate area. There is low recycling rates of C&D materials without a waste management strategy to support it. Lost opportunities for employment, job creation, new market developments and lost opportunities for energy savings. For every ton of iron ore extracted out of the ground consumes a considerable amount of electrical energy, water and resources to make one piece of metal. To divert materials away from the Otter Lake landfill. At the Otter Lake landfill, every three years there is a new cell constructed which hold approximately 360,000 tonnes of waste and each cell costs \$11.5 million dollars to construct. For every year we can delay building a new cell, is in the best interest of the taxpayers to defer the capital costs. The strategy was approved by Regional Council in January 1998. What happened between 1998 and today? We have two compost facilities constructed, Otter Lake mixed waste processing disposal facilities, 100,000 green carts, 115,000 mini-bins which is a whole new system.

This consists of two approaches approved by Regional Council: Adoption of a C&D Licensing By-law which was completed last July; and amendments to the Municipal Planning Strategies and Land Use By-laws. We are creating policy consistent across the region which will enable the designation of C&D zones. The By-law establishes specific operational requirements, sets a recycling rate of 60 percent in the year 2002. Sixty percent of all C&D waste received by existing C&D processing facilities (2 licensed processing facilities / 1 licensed transfer station) must recycling 60 percent of material they receive on an annual basis. Submission of monthly records with the tonnes of materials they have received and submit it to HRM. Materials they market would be ground up wood to be used for hog fuel (term used for boilers at Brooklyn Energy in Liverpool or Avondale Nurseries in the Valley), glass can be reused, metal, gyprock and asphalt shingles. Establish separation distances between existing residential properties and property boundaries, height of stockpiles to the safety of the community and safety of the operator. Duration of the stockpile, how long they can be on the property. Bonding requirements - \$50,000 bonding required each year for C&D processing facility and transfer station, bonding by HRM for C&D disposal facility and bonding at a provincial level. Insurance - \$2 million third party liability insurance. Hours of operation - they cannot open on a Sunday or statutory holiday. Prohibits disposal of certain C&D materials. This actually drives the recycling materials. C&D materials that can be recycled, why would we want it to be disposed when it can be reused and turned into a valuable reuse product.

Municipal Planning Strategies and Land Use By-laws. Without a common uniform approach across the region, it is not clear to the industry or the residents as requests come along. Provide clear policy direction. Establishes a level playing field for the industry itself. Address deficiencies in existing zoning standards and enforces and expands opportunities for recycling of C&D materials to maximum the reuse rather than dispose them at a private disposal facility or in HRM's landfill. For every ton of material diverted away from the landfill through reuse, recycling and composting, HRM receives approximately \$15.00 per ton in diversion credit money. The money comes from the nickel you do not get back when you take your beverage containers back to the Enviro Depot. Last year, HRM received a cheque for almost \$3 million dollars from the Resource Recovery Fund, which is the agency the Enviro Depots work for. Each Municipality is rewarded upon performance for the amount of material recycled or composted.

Basil Owen, 3373 Old Guysborough Road asked what will be buried at the disposal site?

Jim Bauld circulated a copy of By-law L-200 to those in attendance. The By-law lists materials which can and cannot be recycled.

3. PROPOSED AMENDMENTS - KURT PYLE, PLANNING SERVICES

Kurt Pyle explained this meeting is taking place because HRM Regional Council initiated a process a number of years ago. Presently, they are looking at amendments to all the MPS/LUBs. In terms of the actual amendments, they will affect every aspect of HRM - from Ecum Secum to Hubbards and everywhere in between. No area will be exempt from standards or requirements. In terms of the amendments, there are five basic issues we are looking at as follows:

- (1) The existing MPS/LUBs did not envision this type of use existing. As a result, the standards that apply to them are inadequate. Staff are proposing the creation of three zones: CD-1 Zone permits transfer stations which is where C&D material will be taken sorted and removed off site quickly, CD-2 Zone permits processing where materials are brought on site, processing into another product and shipped off site for market, and CD-3 Zone permits disposal, processing and transfer. Within each zone, we have established specific standards. The back page of the information package lists the CD-3 Zone, the page before contain general standards applied to all three zones. Halifax Construction and Debris Recycling Ltd. are requesting the CD-3 in order to permit disposal and processing of C&D material.
- (2) Define the areas where C&D operations should be considered by Council. Staff have recommended to Council they only consider C&D operations in three land use designations: industrial, resource and certain mixed use designations. Staff looked at these three designations because of the types of uses permitted in them and also the location of these areas. In terms of the Musquodoboit Valley-Dutch Settlement Plan Area, staff are recommending to Council that C&D operations only be considered within a Mixed Use Designation. The subject area is within this Plan Area and is designated Mixed Use.
- (3) Establishment of a rezoning process to evaluate these operations. This allows for the evaluation of new operations through public input and not as as-of-right development. We want to send these operations through a public process and also to establish criteria in which to evaluate them. Criteria - transportation, scale of operation, site layout, on-site services, environmental measures, separation distances, visual appearance, screening, open storage and standard general zoning criteria. All these factors will be looked at when evaluating each and every C&D application.
- (4) C&D requirements to only proceed by site plan approval. This process is new and is permitted under the MGA. It is only very recent that it is an option opened to staff and Council. The process restricts the use of a piece of property based on site criteria. It looks at such features as driveway access, loading and unloading area, processing area, storage containers and potentially trees. When someone applies for a permit to start operating one of these facilities, they have to enter into an agreement with the Municipality with a plan itself that indicates where all these features will be located and how they will be addressed. Until all features are addressed, HRM will not issue a permit. Allow for public input into the process. If a resident in the area does not agree with the decision of staff, they can appeal this decision to Community Council. Community Council has the final word on that issue.
- (5) Recognition of Existing C&D Operations. There are existing C&D operations presently in HRM. This policy recognizes those existing operations. Currently in HRM, we have transfer stations and processing facilities. There are no disposal facilities. We are recommending to Council that we only recognize the processing and transfer stations.

In terms of the proposed amendments to HRM's C&D Licensing By-law based on the consultation process for the proposed amendments to the MPS/LUBs, we found there were deficiencies in the By-law. We want to correct them, therefore, we are requesting to Council to add some new definitions, clarify existing ones and ensure access to the site at all times. We need to address the issues of recycling targets in terms of using inert materials such as brick and concrete as fill as follows: operational plan; enhancing the requirements, sorting pads; enhancing the design to minimize contaminants of the ground, hours of operation based on location, enhancing the separation requirements and also the offenses and penalties under the By-law that we wish to increase.

Proposed Requests: In addition to starting the amendment process, Council has indicated it may consider providing additional rights to existing C&D operations and/or proposed C&D operations as part of the adoption of the strategy. We are here tonight because the proposal by Halifax C&D is a new proposal that does not exist now. Staff are recommending existing operations only. This will be a totally new operation and if Council wishes to address, we have to set specific policies and goals to do that. Since that time, HRM has received three requests (1) RDM Recycling, Harrietsfield, (2) Halifax C&D, Antrim and (3) Metro Construction Limited, Dartmouth. Regional Council has adopted a process in which to evaluate these requests. The requests consist of four things: detailed proposal by the applicant, public information meeting, evaluation of the proposal and comments received by residents at the Goffs Meeting and this meeting, and the preparation of a staff report. This staff report will be presented to Regional Council. Regional Council has three options, set a public hearing date, defer these requests for evaluation or reject them.

Basil Owens stated the three sites are requesting the CD-3 Zone for disposal facilities. Why is dumping occurring in Harrietsfield?

Kurt Pyle explained the Harrietsfield site already has a C&D processing facility run by RDM Recycling.

Basil Owens asked why is this a proposal if dumping is already happening in Harrietsfield?

Kurt Pyle clarified RDM Recycling is operating a processing facility. They want additional rights to be able to dispose of the materials on their site. They can only process materials on site, sort it and ship it off. They cannot bury on their site currently.

Basil Owens indicated he was confused. He asked how can this be a proposal when Harrietsfield is already by dumped on. This is not a proposal because it is already in operation.

Kurt Pyle explained RDM Recycling is already processing. They are requesting disposal through this process. They are permitted to do processing, they have been and have been doing so for the past five years. They are a C&D processing facility.

A resident pointed out that RDM Recycling is requesting the CD-3 Zone through this process.

Jim Reid, 1144 Antrim Road indicated he has some suggested changes to By-law L-200. We did not receive the information until the meeting at Goffs so we were not able to prepare this information and bring it to that meeting. He asked that this information be provided to Regional Council when they are reviewing the amendments. When we reviewed the proposed By-law, there were areas we felt did not give the residents adequate protection. Clause 2B - the wording "but not limited to" was felt to be a loophole. With this wording, you do not really limit what can be considered C&D waste, what can come to the site and what can be buried. In an earlier slide, it was indicated the site would be for inert materials. When you look at some of the studies that have been done on other projects, they list out the materials that have been delivered. He referenced a study by OCL Services Group that lists materials commonly received at C&D facilities. They list includes paint cans, solvents in cans, tires, TVs, VCRs, flourescent ballasts, fridges, freezers, etc. He asked if the proposed facilities will be receiving these types of materials.

Kurt Pyle stated HRM will not be receiving these materials.

Jim Reid explained the list is from a consultant that suggested these are materials that are received.

Kurt Pyle indicated he agrees in certain areas of the Province. We have seen some of these C&D disposal facilities and they take the full gamete of materials that we feel should not be taken. If you look at the C&D By-law, we define what hazardous material is: terpentine, paint, etc. HRM will not accept these because they are not permitted. We will not accept tires, tire rims, etc. We do not want these materials in this facility.

Jim Reid asked if a list could be provided as to what will and will not be accepted? In the draft amendments, it is not very clear what will and will not be included. When you have the clause "not limited to", what about materials like creosote ties and pressure treated woods. Will they be accepted?

Jim Bauld stated section 10.17 indicates any hazardous materials that may be inadvertently contained in a load which does come in has to be removed from the site within 24 hours. Pressure treated wood, particularly if it is creosote or other treatment process, if it is not deemed hazardous by the N.S. Department of Environment and Labour, who also has another level of approval for a C&D facility. If HRM were to grant approval to one of the three applicants, establish the zoning and go through site plan approval process, this does not mean the site will necessarily be approved. It has to go to the provincial government for approval as well. If the wood is not hazardous as deemed by DOE, it can be accepted, even pressure treated wood. It would have to be tested to see if it is within the range of acceptability. It may be more legalese for the clause "not limited to". Not limited to recognizes that there will always be other materials which may not be captured in the brief definition of the listed items.

Jim Reid indicated he has concerns with creosote materials. First hand experience in New Brunswick, where they had a plant which leaked creosote and they got PAHs in the ground water from it. It was a very expensive cleanup. He refereed to section 5.1, insurance bonding. We do not feel that insurance coverage of \$2 million dollars is adequate to cover the costs associated with possible ground water contamination cleanup. Through our work in investigating this and discussing with provincial departments, it was indicated that because of limited staff they are reactive more so than proactive. Our concern is not we are not going to be dealing with preventative measure but a full scale clean up after the fact. We would propose that \$10 million dollars would be a more appropriate insurance coverage. When you get into a cleanup situation, \$2 million dollars may cover the engineering costs but it certainly will not compensate people. The next issue is with clause 8.2 reports - We would like to have a statement added to ensure that the reports prepared on a monthly basis and sent to the administrator would also be available to the public. We have to know what is coming and going from the site. In this particular proposal, there is reference to a community monitoring group but there should be something in the By-law that says we do have access to the reports. Clause 10.2 of the operational procedures - We feel the wording of this clause do not have enough detail of ground water protection. We would like to add a statement which will ensure us that the bottom of each cell is for disposal of C&D waste is sufficiently impervious and of adequate thickness to ensure leachate does not enter the ground water. The same requirement would apply to settling ponds and the sorting pads. This particular process suggests that one metre of glacial till with a mixture of clay, gravel and boulders would be enough to contain the leachate from entering the ground water. We do not feel this is adequate. He indicated he is not an expert in the field, however, he has some experience with this. It could, if the proper consistency. It is not a consistent mix when it is glacial till. This should be further researched and there should be something in the By-law to ensure it is impervious. Clause 11, subsection 1 and 2 - offenses and penalties - There are two different levels of penalties, \$500 and \$50,000 are the two stated. He could not decipher who the penalties would be issued to and for what offenses. We need some clarification on the two clauses so we can understand which fines apply to which offenses and which apply to the operators of the C&D facility or to the public for illegal dumping. He asked for clarification of the two clauses.

Jim Bauld explained the present wording of the draft and these underlined sections of proposed amendments have not yet been approved by Council. The maximum fine as proposed is \$50,000. He indicated he spoke with the City's solicitor this morning and he has advised that under the MGA, the maximum fine available is \$10,000. The fine had originally been \$5000 and staff recommended due to public input to increase to \$50,000, but the solicitor advised the maximum is \$10,000.

Jim Reid asked if the fine is for the facility?

Jim Bauld explained the fine is for the facility operator/license holder. In the second section, if the license holder wishes to plea guilty, he could do so and pay \$500. It would be up to the solicitor to determine if the severity of the offense would be acceptable for a \$500 fine or go seek to recover higher amounts through a court process.

Jim Reid asked if these points will be brought up to Committee of the Whole? Will the minutes of this meeting be available?

Jim Bauld included they would be available. Jim Bauld pointed out that David Hendsbee, MLA and Brooke Taylor, MLA are in attendance this evening.

4. PRESENTATION OF DEVELOPMENT PROPOSAL - SCOTT KYLE, DILLON CONSULTING

Scott Kyle explained he is a civil engineer with Dillon Consulting and has worked for 14 years primarily in the field of waste management both on the disposal end and the diversion end. Landfill design and recycling and composting strategy developed mostly here in Nova Scotia and the Atlantic Provinces. The focus tonight is the proposed three corners C&D materials management facility.

Background of the Project - Currently in HRM, there are no legitimate permitted disposal facilities for C&D debris. All this material is currently being set out of the Municipality for disposal or being disposed of illegally. This process is supposed to give metro residents a legitimate disposal option founded on the fact that HRM has already set some fairly admirable diversion targets that have to be met by the operators. The proposed facility is called Three Corners and is located on the south side of the intersection at the Old Guysborough Road and the Antrim Road. The property in question consists of two properties held by one private owner. The size of the site is 340 acres/130 hectares. This property was identified a number of years ago as part of previous landfill siting for metro. What drew the planners eye to it back then was the same characteristics which brought us to it. There is a thick deposit of glacial till located on the site which shows up on the geology mapping. In January 2002, Halifax C&D began this process by formally submitting a letter stating their interest in establishing a C&D processing disposal facility at this site. In February 2002, Dillon Consulting was retained by Halifax C&D to initiate a test pit program on the property. The geology mapping shows the soil was promising but the test pit program was required to get some actual data on the soils on the site. There were eleven excavations placed on the site using a hydraulic excavator. We need find the drumlin that we expected of Lawrencetown fill. Underlying the till, is a sulphide bearing acidic slate which is a regional concern and to other parts of Nova Scotia. This is an avoidance criteria. In terms of the overburden materials (tills), they exceed what the Province of Nova Scotia has set for this type of disposal facility. Following the test pit program, the local resident consultation program began. The next step was to prepare a plan amendment submission document which is really the formal pre-design document submitted to HRM Planning. It was provided in mid April. The detailed engineering study are to follow. Following submission of that report, a public information meeting was held in Goffs on May 6, 2002. At that

meeting, we focused on the level of analysis completed thus far, Stage I. Based on what occurs at Council, the next step is Stage II which includes detailed studies that are laid out and submitted in detail in the DOE guidelines as well as the HRM license application requirements.

The Existing Site as it Stands Now - The site is undeveloped and there is an existing access road on the site. This site straddles districts 1 and 2. The designation is mixed use and the nearest residence is 2.3 km west of the site. The nearest neighbour is the Dollar Lake provincial park which is about 2 km to the east.

Existing Site Characteristics - The work done has been at the desktop level in terms of environmental reviews using published data from the Province. In terms of surface water, the site discharge is the Kaulback Brook which flows from north to south. It flows into the East Brook system and ultimately into Porters Lake which is about 14 km to the south of this property. To meet the province's requirements for a formal application, a detailed surface water assessment report includes more detailed reviews of the water system on the site and off the property including fish habitat.

Geology in the Groundwater of the Site - The lawrencetown till is common to this area and the sulphide bearing slates which is the predominant bedrock formation. With the sulphide bearing slates, we have the concern of acid runoff. This leads to a design requirement to avoid or stay away from the bedrock materials. The landfill is founded on the installation of the disposal area within the till. We have the benefit of a thick deposit of till on the site which allows us to stay out of the groundwater, remain high above the ground water which is a safe distance from the acidic slates. Of the proponent of the engineering work to be completed, there will be a detailed hydrogeological assessment of the property which will involve the installation of monitoring wells and the gathering of baseline data (what the ground water was like before the start is actively developed).

Key Design Perimeters - We are talking about C&D debris only as defined in provincial guidelines and in the HRM By-law. We are not talking about garbage, solid waste, hazardous materials or liquid wastes. The site is founded on the notion of full compliance with DOE and HRM stipulations. In terms of this type of initiative, these rules have been well laid out by the regulatory authorities. They are not vague on what they require and are quite definitive. The proposed site at Three Corners is primarily a disposal facility for the reasons talking about earlier because there are no disposal facilities in HRM at the current time. There will be some processing and sorting undertaken on site but primarily the materials arriving on site will be pre-sorted and represent debris that has no diversion potential. Typical residual materials that there are not reliable markets for or reuse opportunities are carpeting, built up roofing and insulation in general. We are looking at 50 - 100 tonnes per day of debris with a 75 ton per day average. This represents 3 trailer dump trucks per day. This debris will be pre-sorted and brought by the Goodwood processing facility and will come in bulkloads. The site will operate mainly within a 8 month window during the winter months. Our target is for a 15-20 year design line which is typical for a waste management facility.

Facility Features - An access road and weigh scale. This will be a controlled access site because we do not want off hour delivery. When the site is in operation, it will be fully staffed. All loads, based on the requirements of HRM and the Province have to be inspected and recorded. There will be a public drop-off and processing area. The public drop-off is mainly a convenience for local residents and also perhaps try to address the issue of illegal dumping which happens in rural areas. The processing area is a working pad for sorting and stockpiling selected materials. The requirements for the design of the landfill are laid out in some detail in DOE's guidelines. We are looking on a 18 year footprint based on the topography of the site and the available land on the site. Use of the Existing Site Till as a Liner

System as defined in provincial guidelines, once again, avoidance of bedrock. The actual landfill footprint of the cell, there will be local area of 5 hectares at the end of the 18 year life and will be developed in increments similar to the Otter Lake facility. The landfill will be based on the notion of controlled burial using an excavator and a bulldozer. Once the landfill cell reaches its final elevation, installation of a soil cap will be placed on top to reduce the amount of infiltration. A ground water monitoring system is required and there is a minimum in the guidelines for 4 monitoring wells. One is upgrading for background and three around the perimeter at the low portion of the site. There will probably be more than four at this site once we begin discussions with DOE. The groundwater monitoring system allows you to collect the important baseline data for comparison of the groundwater monitoring information.

Sedimentation Control Ponds - There is the single point where all the surface water from the site runs to. This is the most important monitoring point for the operation of the facility. Run-off from all disturbed areas including the landfill. The key operating component of it gravity separation and suspended solids. We do not want to impact fisheries habitat through excess amounts of suspended solids entering Kaulback Brook. Discharge criteria are clearly defined in the approval document from DOE.

Buffer Zone - This site is quite large and one of the benefits is that we end up with a fairly significant buffer zone which typically is important for adjacent residents. He referred to a displayed drawing and explained the green area represents the portion of the site which does not require active development. The white area represents the road, the processing area and the landfill at 18 years of development. The dark green area represents a 100 metre setback from the property line. We have tried to indicate that beyond the 100 metres, the light green area, does not require development for this proposal. Essentially, 90 percent of the 130 hectare site is undisturbed. This site is not fenced. The operations and maintenance manual is critical. It is the one document regulators tend to focus on because it contains daily procedures, contingency plans, etc. are defined and this tends to be what you are judged upon. Monitoring and reporting requirements are laid out and is along with the engineering drawings, the key component of the overall approval of the license by HRM.

Local Resident Consultation Program - Four key questions came up as part of the consultation process. We contacted in excess of 80 homes in the Goffs, Antrim and Wyse Corner area. Through the discussions, the following comments were revealed:

- The credibility of the operation which mainly focused on the experiences of the slate site.
- Trucking on the Old Guysborough Road. Can the Old Guysborough Road handle any more traffic. Is it safe to bring more trucks onto this road.
- Regulation and Control. How can local residents and potentially affected residents be assured the site will be run properly.
- Surface and groundwater protection. How do brooks, streams and area wells be adequately protected

The proponent is Halifax Construction and Debris Recycling Limited. Many of you have met the president, Dan Chassie who is actively involved in the operation of the company. The company was established in 1995. They currently have two licensed facilities within HRM (1) Goodwood, main processing operation and (2) Ross Road, transfer station, Dartmouth. To date, Halifax C&D has made significant investments into this area of focus. Mr. Chassie has tried to find diversion opportunities for C&D materials. The slate site is a research and development project that was started in 1999. The focus of the project was to rehabilitate a former slate quarry. When bedrock is exposed and rain water runs

over it, it generates an acidic runoff. The lake system, after the airport was developed, was impacted by this. Many systems have been installed at the airport to try and address the problem. The project was trying to find a practical method to rehabilitate many of these old slate quarries that exist throughout the Province and try to do it by materials currently being placed in landfills. The project involved the federal and provincial governments and focused on the use of gyprock or drywall along with wood to try and raise the PH of the runoff from the pit. The downstream receiving water from the pit was in terms of the PH was very low. It did not support fish life or the life required to have a legitimate fish habitat. The notion was to raise the PH closer to 7 and see if we can bring the fish back to the brook. This was truly an experimental process but one with significant implications. Being a research and development project, there were many challenges. There were issues related to odour both from the drywall materials which became saturated and generated the hydrogen sulphide gas as well as the substandard compost materials which were delivered to the site. There were also an iron manganese, a black and orange particulate, that was generated as part of the process. This is a by product of raising the PH of the water and having the iron manganese come out as a precipitate. This was a troubling visual when you see a brook with black material. The local residents were concerned. Halifax C&D has been working with DOE to address these problems as well as residents. Significant improvements have been made at the site towards bringing the site into a full rehabilitative state. There was an action plan drawn in consultation with DOE which is being laid out over the spring and summer. The goal is by the fall of 2002, the site will finally be in the state which was initially intended. The knowledge gained through some of the challenges which were encountered will now smooth out the bumps for other sites attempted to be rehabilitated throughout Nova Scotia.

Jim Reid stated there were high levels of bacteria coming from the site in the form of coliform and e-coli.

Scott Kyle stated in terms of coliforms, the material around the lower pit which is the one being rehabilitated, is essentially a low grade compost. The allowable criteria for finished compost in Nova Scotia is 1000 counts per gram of material. The provincial regulations states even in finished compost there is an allowable fecal level in that material. At this site, is a large amount of compost materials around the pit which contain coliforms and a certain amount of fecal coliform. What is an allowable level for total fecal coliform. You could extend the same concern to a dairy operation where there is runoff from a field. Fecal is associated with animal excrement which is an issue you run into. What is the allowable level? We are in discussions with DOE what is an allowable level for discharge of this site. Once this is defined and stipulated, an action plan can be laid out. Given the types of materials around the pit, this is not a surprise.

Jim Reid asked if the compost is still being buried at the site?

Scott Kyle stated the compost is being screened and to be used as a top dressing for the site.

Jim Reid explained when he was at the site on May 23, 2002, they were screening the compost and filling the pit with the screened compost.

Scott Kyle indicated he was at the site this week and site a couple of piles of screened material and didn't feel there was any compost actually being buried.

Councillor Colwell asked if the presentation could be finished before the questions and comments begin.

Scott Kyle stated in terms of the road and the traffic, there will be 2-4 trucks per day. A 1999 traffic count in May, there were 1300 vehicles per day on the road both ways. We went to Transportation and Public Works for a formal opinion on traffic. As far as they were concerned, the amount of traffic we were proposing was not a concern. They are concerned with axle load and the weight of the trucks. Halifax C&D is committed to abiding by any provincial weight restrictions including spring weight restrictions placed on the road. There may be times of the year when hauling will not be practical to the site. Halifax C&D has committed to a responsible driver training program. There will not be a large amount of drivers and trucks. The driver training program can be rolled out to those delivering materials to the site. All loads will be covered which is required by provincial law. The speed limits will be observed and in order to provide additional assurance, a telephone number will be provided to all area residents on the trucks, if concerns are noted in terms of trucking arriving at that site.

How can we be assured that things are done right. The requirements in terms of provincial approval and municipal license are well detailed. There are specific requirements for monitoring and reporting and requirements for bonding and insurance. Most importantly, HRM has invested a lot of time and money into what they call a world class system. We expect to have a high degree of scrutiny on the site from HRM and others given it is part of a significant program that HRM is selling to the world.

Issue of Local Hiring - Who better to serve as a set of eyes and ears on the site, then people from the community. There will only be 3 or 4 jobs but the notion of local hiring is something Halifax C&D is committed to.

Legitimate Community Liaison Committee (CLC) - The idea of having public scrutiny at the local level and taking away the mystery by allowing the local community to be part of the operation and see what is happening. The CLC is defined through a formal agreement and they do create a direct link between the community and the proponent. They provide a mechanism for the community to bring forward their concerns and to take away some of the ambiguity and the mystery that sometimes develops with a closed door policy. The Committee is given full access to the site, monitoring reports, documentation or whatever is relevant to the site. There is an active Committee in Truro, one associated with the Otter Lake landfill and one for the Debert hazardous waste transfer station which is a facility which serves as a bulking location.

How will brooks and wells be protected? Operational requirements in the permit and in the approval are well defined. The types of waste is limited in a specific list. There is a requirement for regular monitoring and reporting. This site has the advantage of having ideal hydrogeological characteristics for this type of facility in comparison to the province's guidelines. Avoidance of bedrock - keeping away through good separation between the cell, groundwater and bedrock and involving the community in the operation of the facility.

What is next? There will be continued stakeholder consultation for the near future and if this proposal goes forward, ongoing. We anticipate additional information requests from HRM. Since we submitted the report in April, there have been 2 additional packages of information provided to HRM. A public hearing Council vote is scheduled for June on these proposed amendments. Ideally, a final go ahead from the Province could be given in the middle of July. With the go ahead, full detailed design activity would be done. Following this, there will be submission of the full approval and license application document to the province and HRM. This could happen in mid August if things move along rapidly. This would include the hydrogeological assessment report, surface water assessment report, engineering drawing, operation and maintenance manual and all detailed information the regulators require. There could be an approval or license in September and perhaps construction beginning shortly thereafter.

The first day of operation could be October 2002.

In summary, the site in question is at the intersection of the Old Guysborough and Antrim Roads and is currently undeveloped. We are proposing a C&D processing facility. The amount of materials arriving at the site is 75 tonnes per day over an 18 year life, about three truck trailers a day. The plan amendment document is now complete as well as the pre-design documentation. The detailed

engineering design package is the next step which will be presented to the province and HRM. Should things move along in a speedy manner, start of operation perhaps by fall 2002.

Councillor Colwell stated he will give everyone an opportunity to ask a question and get the answers very clearly. He asked that those asking questions to stand up, state your name and preferably come to the microphone so everyone can hear the question and comments. We will give the appropriate people an opportunity to respond.

5. QUESTION AND ANSWER PERIOD

Basil Owen referred the statement of 75 tonnes per day. At the public information meeting in Goffs, it was indicated there would be 4-5 trucks per day. The number has now gone down to 3 tractor trailer loads which does not include the private companies with half ton trucks, therefore, the 75 tonnes could triple.

Scott Kyle responded this was the same question asked by HRM staff after the first pre-design document was submitted. Halifax C&D, because of the amount invested at the Goodwood site, they really want mixed C&D material being delivered to Goodwood. They do not want them at the Old Guysborough Road site mainly because they do not have the gear. At the Goodwood site are all the facilities, buildings, etc. set up for processing. Halifax C&D has proposed a tipping fee structure that encourages people to go to Goodwood because it will be less. They do not want to double haul these materials by taking mixed loads from Old Guysborough Road to Goodwood for processing and then have it hauled back. They want the mixed loads from local private demolition contractors to be taken to the main processing site.

Basil Owen asked if the trucks will be turned away at the Old Guysborough Road site?

Scott Kyle explained the proposal is to have a tipping fee so high for the mixed material that they will not come. It will make sense for the trucks to go to Goodwood for processing.

Patricia Mombourquette, 1049 Myra Road, Porters Lake thanked people of Antrim prior to the May 6th meeting for posting signs in the Porters Lake area so we were aware of this taken place. Prior to that, residents of Porters Lake were not realizing the effect this could potentially have on us. She thanked Councillor Colwell for following up on the request to have this meeting so the people of Porters Lake could have their comments. At the May 6 meeting, it was an eye opening to what the people of Goffs are dealing with and what they have dealt with thus far with Halifax C&D and the environmental disaster that occurred out there. None of the three parties involved, DOE, HRM or Halifax C&D deny the fact there is a mess that has been created by the company. This is important to the reputation of the company which now wants to have second site in a similar area that could potentially affect more communities. The mess is getting cleaned up which is great, however, it is their responsibility to clean it up because they created it. One of the other players is HRM who reference their world class system. HRM has a lot of pride in their recycling system and their waste management system, however, it is

important for the people to realize the slate site got the way it was because it got bad compost from HRM. It is important to know HRM now has regulations in place to ensure this does not happen out at the slate site again or anywhere else. After the May 6 meeting, she was boggled with the emotion and the situation those people were dealing with, that Mr. Chassie would go back into that community. She referred to the map done by Dillon Consulting, the pointed out that Kaulback Brook runs close to the Clattenburg Wilderness area. The Clattenburg Brook was selected as one of 31 sites in 1998 to be protected by the Province because of the specifications and special things it had, environmental, geological or educational purposes. Kaulback Brooks enters into East Brook which enters into Porters Lake. East Brook runs along the edge of this wilderness area. Dillon Consulting left out the report that East Brook runs through the wilderness area. This will be run off which may or may not be filtered properly and based on C&D's history in Goffs we can question this, the run off will flow into a protected wilderness area. Why was this not mentioned in the report? Will an environmental assessment be done and what is the status and to what level?

In a follow-up submission to HRM, Scott Kyle indicated the Clattenburg Wilderness area was clearly defined as well as other features in proximity of the site. East Brook does form the easternmost boundary of the Clattenburg Wilderness area. The legislation has been reviewed and we are not aware of any regulatory provisions which would prevent someone from a specific development. Anything we do to negatively impact fish habitat, can get us into trouble with the federal government. The Fisheries Act is a significant piece of legislation that we tend to focus our concern on. Notwithstanding the Clattenburg Wilderness which is an important area, we have other regulations which are more applicable to this site than the Wilderness Areas Act. We have not tried to hid the fact the brook runs through a protected area. Halifax C&D is committed to meet all requirements laid out by the regulators. It is the understanding that this type of initiative does not require an environmental assessment.

Kurt Pyle stated the Minister has the ability to require an environmental assessment if he/she wishes to do so. It is not totally excluded.

Scott Kyle pointed out it is not a specific undertaking that triggers a formal environmental assessment.

Patricia Mombourquette indicated she has spoken with DOE and depending on the project, it may or may not be required. She wanted to bring to the people's awareness that they are going to run through a protected wilderness area which is a potential hazardous. It may take the people to request an environmental assessment in order for it to be done. Even if you run into problems at this site, you are running through the waterways and the rivers which are already stressed. This is not guarantee on the affect of this project on the waterways and how long it may take nature to clean itself up. It could be 10-20 years worth of damage that could be done if something goes wrong with this site. Out of 11 test pit sites, 3 of them nit bedrock. Our waterways are stressed enough and we have to get a grip on what we are doing establishing when we are dealing with protected wilderness areas and waterways as far away as 14 km. This company has a reputation and has already created an environmental hazard. We have three players (Halifax C&D, HRM and DOE) that messed up once and now they want to play together again. Unfortunately, as a member of the public, there is no trust with these three players. It is the elected officials who are to protect the citizens and it would be hard to believe they could approve this an go home and sleep at night feeling they protected the citizens.

Jim Reid referred to Section 5.4 of the preliminary study under groundwater monitoring system, it was indicated there would be a collection of groundwater samples by a qualified third party personnel. He asked for clarification on third party personnel? What will they be monitoring for? The shale pit was not be monitored for bacterial runoff.

Scott Kyle explained the reason the provision was put in was historically some operators have tried to take the samples themselves. It raises problems even if it is being done in good faith. Are they trained to take the samples properly by using the correct protocols. Everything has to be done legitimately and the protocols have to be well laid out. The work must be done by an agency recognized by DOE and the person must have adequate training. In terms of what is to be monitored, in the guidelines, it lays out the minimum monitoring requirements for both surface water and ground water. For ground water there is a requirement for monitoring every six months and every year. For surface water the requirement is quarterly and semi-annually. There is a long list that covers metals, organics, PH, flow, etc. DOE can add more materials and increase the frequency.

Jim Reid asked if the records are submitted to DOE?

Scott Kyle stated there is a requirement for routine reporting. Beyond what is to be given to the regulator and HRM, we are suggesting that a citizens committee have access to this information as well.

Patricia Mombourquette pointed out that 3 months is a lot of time for environmental damage to happen. A lot go come wrong in 3 months before somebody looks at the reports. Who knows when the reports land on someones table.

Scott Kyle asked how do people feel samples should be taken? What do you deem as adequate?

Patricia Mombourquette stated she is not a scientist and cannot deem something is adequate but a lot can go wrong in 3 months.

Scott Kyle stated Halifax C&D has proposed more frequent monitoring requirements because of concerns of area residents and those downstream from the site. The proponent is interested in monitoring more frequently than required by the guidelines.

Basil Owen could Dan Chassie's engineer do the monitoring?

Scott Kyle stated the person must be recognized by DOE. This is an issue with monitoring because people will say the person is working with the proponent. This is a legitimate concern. The issue at the end of the day is who will pay for the monitoring. In the old days, DOE used to do this. Due to fiscal challenges at the government level, they put the burden onto the operator. In the past, it was more comfortable to see the reports done by the government, however, they no longer do it.

Patricia Patterson, Environmental Planner, Dillon Consulting stated having experience with the citizens liaison committees that are suggested for this project, the operator can invite someone from the committee to witness the samples being taken.

Jim Reid stated in the proposal it refers to third party personnel.

Scott Kyle stated third party means someone recognized by DOE or not the operator specifically by themselves gathering the samples, doing the analytical work and delivering the report to the province. There are a lot of good environmental consulting companies in metro. Samples must be taken by legitimate, credible agency.

Jim Reid asked if that person could be an employee of Halifax C&D?

Scott Kyle stated Halifax C&D would be paying for the work.

Jim Reid asked if the person will be an employee of the consulting firm or an employee from the C&D facility?

Scott Kyle indicated the employee would be from the consulting firm.

Brooke Taylor, MLA indicated he had the privilege of attending the open house and public meeting in Goffs on May 6, 2002. There were a number of concerns raised at that meeting regarding the existing slate/shale pit. He thanked Halifax C&D for taking the steps to improve the site. He has received several requests from the proponent/consultants to visit the site. Other than a quick drive through, he has not yet taken the consultants up on their offer. He explained he wrote a letter to Jim Bauld on May 13 outlining the concerns residents from the Old Guysborough Road area had regarding the site. There were allegations on roads, gulls, stench, declining property values, water pollution and poor aesthetics. It was his understanding from the residents, that some improvements have been made, however, it is unsure as to the extent. He apologized because he knows it upsets the proponent dearly when we talk about the existing slate/shale pit. We do make the distinction between this proposal which is for a C&D site at the Three Corners area as outlined by illustrations and verbal presentations. One of the concerns on behalf of the residents which have been brought to his attention is that area residents felt, up until May 6, they really did not have time or energy to dedicate, concentrate and focus on this proposal. The problem was the necessary and preoccupation with the slate pit. We have had an opportunity since then to do some homework and background research on this matter. He indicated his concerns are similar to those of Ms. Mombourquette which is the proximity to the watercourses in the area. The homemade maps do not clearly illustrate the Kaulback Brook, East Brook, Clattenburg Brook and the watercourses. We appreciate the cells which will be built and in a perfect world there should not be too much problem. The Town of Stewiacke draws their water from the St. Andrews River and they are trying to designate a watershed area along the St. Andrews River. Under the proposed restrictions and limitations being placing on the St. Andrews River watershed designated area, you would never be permitted to establish a C&D within 100 metres or more. As much as we appreciate what HRM and the proponent is trying to do because it logical to divert materials from the landfill, there must be another more suitable site. No one wants to jeopardize the work and effort gone into the Three Corners site, this is in an environmentally sensitive area. We still have concerns with the slate pit regardless of the improvements that have taken place. We ask the appropriate people, HRM and the proponent, to look at a site which is not in close proximity to the watercourse. All the watercourses ultimately find their way into Porters Lake.

Councillor Colwell stated clearly that this is not HRM's selected site, it is the proponents. HRM is going through an application which has been made. He asked Mr. Taylor to speak with the Minister regarding a full environmental assessment.

Pearl Euloth, 28 Westside Road, Porters Lake indicated this is deja-vous for her. Some years ago, we were in this exact same situation up above Porters Lake where they were proposing a dump around East Lake. The dump is not there because the residents were in faces all the time. She stated she spent many days at County Council looking at the representatives. She didn't hear about this proposal until this week despite reading the papers and watching Regional Council. She asked if it was kept quiet? She explained one of her sons is a engineer and one is a planner so she goes through a great deal of this. Although she may not be educated with a P.Eng degree, she has a little bit of common sense. This is not the place for this sort of facility.

Councillor Colwell indicated he remembers discussion regarding site "H" where a lot of good lobbying was done to prevent it from coming to this area.

Scott Miller, 3709 Old Guysborough Road explained one of the selling points on this entire project is that it will stop illegal dumping. Halifax C&D has a Goodwood site. They accept construction and demolition debris material at that site. He asked how many other sites in HRM accept C&D material at the present time?

Jim Bauld explained there are 3 licensed C&D facilities in HRM. By-law L-200 was approved by Council on July 3. Since then, 3 facilities have been licensed (2 processing facilities - Halifax C&D, Goodwood, RDM Recycling Harrietsfield and 1 transfer - Halifax C&D, Ross Road).

Scott Miller stated it is clear we already have the sites which accept this material to process. How will a landfill stop illegal dumping?

Scott Kyle this location is in a rural area and the others are located in metro. The Old Guysborough Road is well traveled so we felt because of the location and the site disposal allotment for local residents that it would decrease the potential for illegal dumping. It will be easier to handle this material appropriately then having to go into the City to dispose of a load of shingles, drywall, etc. It will take away the temptation for some people who find it easier to pull off onto a back road. Anyone who does hunting or fishing can attest to the fact that the back roads contain shingles, drywall, etc.

Scott Miller stated in other words, Mr. Kyle in indicating that rural people are dumpers. It wouldn't be the people coming in from the City dumping their stuff of course!

Scott Kyle explained he is not trying to draw generalities but by having more facilities located throughout the Municipality reduces the potential.

Scott Miller asked why doesn't the Municipality give us a C&D transfer station like in Middle Musquodoboit for their garbage?

Scott Kyle explained there is a business opportunity for Halifax C&D and HRM is looking for disposal facilities because there are currently none in HRM. Halifax C&D has put forth a concept for a disposal facility. They operate a transfer facility on Ross Road and a processing facility in Goodwood. This is the last part of the C&D management required.

Basil Owen stated that Mr. Kyle is contradicting himself because he just said that any private owner from a construction company could come to the Three Corners site. He is now saying that private owners cannot.

Scott Kyle explained the tipping fees will be too high. Mr. Kyle clarified he was not referring to someone demolishing a school, for example. He was referring to small generators like someone doing a home renovation. If you are local and the material is truly a residential quantity of C&D materials, you can use the Three Corners site. If you are a commercial C&D operator.....

Basil Owen asked how do you know if they are commercial.

Scott Kyle explained there will be hints like a really big truck. If you come in a half ton with a load of drywall or shingles, the distinction can be drawn between a local resident and a major C&D contractor. He referred to the Citizens Liaison Committee. If there are rules to be laid out on who can and cannot bring materials to this site, it can be done. The idea is to keep away the large commercial contractors but still allow the home renovators to have a local place to bring this material.

Basil Owen pointed out that could be anywhere up to 2000 half ton trucks.

Scott Kyle explained there would be limit on load size.

Scott Miller stated it has been said a lot about how this project will benefit our area. How will it benefit our area? Using a quote from Mr. Kyle from the last meeting, Scott Miller stated there is not a major benefit, however, it will prevent the material from being dumped on back roads.

Scott Kyle commented there is no large benefit and he was unaware that he had indicated there would be. We have talked tonight about this site being inappropriate. Where would this site be appropriate - I guess elsewhere! At the end of the day, some community has to serve as host for more than one of this type of facility.

A resident asked why not locate this in an industrial park?

Scott Kyle stated the soil conditions may draw you away from industrial parks. There is not a lot of overburden in Burnside. You are looking for glacial till.

A resident asked if Aerotech Park could be considered?

Scott Kyle stated Aerotech Park does not have the land size or setback requirements which have been laid out in provincial regulations.

Scott Miller asked how many homes did they move several years ago to expropriate land for Aerotech Park? How many acres is in Aerotech Park?

Scott Kyle stated he cannot comment on this. Within 5 km of the Three Corners site there are 34 homes. In terms of keeping the facility relatively distant for social reasons from area residents, this site meets that criteria. It meets the criteria from a geological standpoint because it is located in a natural existing till deposit which is exactly what the Province told us to look for. We are trying to situate this site sensitive to the concerns of the community and the requirements of the Province.

Scott Miller referred to Aerotech Park and indicated there is a sludge lagoon in there. There are three holes in the ground. What were they dug into?

Scott Kyle stated he did not design that site. He indicated he suspects clay which is generally what you make sludge lagoons out of.

Scott Miller asked how much money does Halifax C&D stand to make off this project per year?

Dan Chassie, Halifax C&D explained the testing will be done every 4 weeks which he will lose \$1.50 per ton. If the liner is changed to three metres instead of the one metre, we will lose approximately \$12.00 per ton. If we keep the limits on the trucks as proposed to 75 tonnes per day over 176 days, we expect to make \$45.00 per ton on material arriving to the site.

Scott Miller pointed out this will equal approximately 13000 tonnes per year. If you make \$45.00 per ton, the annual income will be approximately \$600,000 per year. He asked Mr. Chassie why he is sitting in the crowd.

Dan Chassie explained he was listening to the comments.

Basil Owen address HRM. Based on the concerns raised tonight, this is a bad site. The Old Guysborough Road has enough stress on the people living there. We have the airport sludge at one end and the slate pit at the other which needs to be cleaned up. You are now proposing another dump along the Guysborough. Do you think the Old Guysborough Road is a dump! This is a nice community with a nice provincial park. Please consider your proposal and take this elsewhere!

Councillor Colwell indicated very clearly this is not an HRM proposal. This is an application which was made to HRM and the proponent has to meet very strict requirements. Before these regulations were put in place, there were no requirement and the community could have gone to the community, set this thing up and be totally legal with what they did. HRM now has rules in place that prevents those things happening without public meetings, public processes and ensures the environment is protected as best we can in conjunction with DOE.

Basil Owen noted that HRM has the last vote in terms of the go ahead.

Councillor Colwell explained HRM has the last note in terms of licensing and in conjunction with what is recommended by DOE. We have these meetings to get feedback from the community to have the concerns addressed and perhaps not approve this.

Basil Owen asked that the application not be approved. Do not put more stress on this community.

Kathy Reid, 1144 Antrim Road, Milford pointed out Dollar Lake receives 3000-4000 visitors per year. What type of conflicting message are we trying to portray? On one level of municipal engineering, the proposed site is a wonderful out and remote area to dump construction waste. On the provincial level, the tourism industry which has a revenue of \$1.25 billion dollars to promote wilderness, coastal lines, clean picturesque beautiful Nova Scotia. This successful for this industry depends on the healthy clean environment. Due to the fact the C&D site area out and remote, it has been our past experience that the residents of our area have had to police the water and our environment. It appears that HRM Solid Waste Management is not being very respectful and responsible towards our Tourism Industry, Dollar Lake staff, Natural Resources and to the residents. Wouldn't this proposal be more suitable in an industrial park?

Scott Kyle explained these facilities have to go somewhere. We are in proximity to Dollar Lake park which is a concern. We have contacted Natural Resources and are trying to get a formal response. We have forwarded them all the information on the project. Personally, if this facility is run based on the rules laid out provincially and by HRM, this does not have to be a conflicted use with the park. Perhaps some representatives on the Citizens Committee from Natural Resources and Dollar Lake would be a good idea. At the end of the day, one of the sad side affects of living in a society of HRM, we have to

take our waste somewhere. The question comes down to where are we going to take it. We hope if they go some place, that it is a regulated place that is under local regulated scrutiny and is managed properly. This site is taking away the current situation whereby our waste is being hauled to another Municipality which is not responsible. This site is designed, engineered and regulated which is a step forward. There could be another site in metro that another proponent has in mind which is located on a drumlin. When that site is brought forward, there will be a group similar to this one come forward with their concerns and this is legitimate, expected and valid. The question is what do we do with that. Do we take the concerns and adopt them into the design and operation of the site or do we set up a wall. We are proposing to make a cooperative effort and if this site is voted down, there will be some other community which will have to step forward and take this facility on. It will have to go somewhere the same way other unsavory things like sewage treatment plants, municipal solid waste landfills and other offense sites, but at the end of day we have to have them. It is better to have a regulated appropriate facility then turn our heads and go with the status quo.

Jim Bauld stated one of the fundamental principles of solid waste management strategy is we manage the materials we generate. Every material generated within HRM is principle of this whole system and Council approved this in 1996 and was adopted by the previous County of Halifax. We all have the responsibility all individuals and stewards of the environment to manage the material we generate. To export it to another Municipality as some may feel is an option, is not consistent with the overall strategy. The material came from a private facility owned and operated by a private company to this shale pit site. This reflects badly on HRM's waste management system. The compost facility operator was under ministerial order, and has been for the last year appropriately, and that facility is up and operating with a \$2 million investment to make those corrections. It was a private relationship between facility operator/owner and Halifax C&D. The acid shale pit reclamation project/research project really was under the Pits and Quarries Act as a research establishment undertaking. HRM did not have any direct involvement in that at all.

Basil Owen stated this proposal is here because Dan Chassie has a proposed site. He asked if HRM has done any research to find another site? Has anyone else come forward to make a proposal?

Kurt Pyle stated in terms of the other sites, we are evaluating the Harrietsfield and Dartmouth sites. In terms of searching sites for a private industry, we are not. It is up to the private industry to provide the sites to us for evaluation by HRM and DOE. If anyone else wishes to have a C&D disposal site, the request can be made to Council and staff.

Patricia Mombourquette explained everyone appreciates the fact it has to go somewhere. No one wants it in their background and if you go to another community they will yell and scream not in my background either. She asked why are you affecting the waterways? Why are all the sites running off into the water? This site is between a wilderness reserve and a provincial park. There is a meeting on Monday night in Dartmouth and they want to run it off using the canal and potentially affecting Lake Charles. There has to be better science to doing this. It has to go somewhere but potentially damaging the environment is not the way to do this. The other science that is out there is probably very expensive.

Scott Kyle stated science is whatever amount of money you want to spend. We could put in a second generation liner at this site. The tipping fee would be \$130-\$140 per ton. The contractor community would raise their arms and would pass the cost along to homeowners. Residents would come out and complain it is costing them \$5000 to get rid of some drywall. We need something that is environmental and economical. What we are proposing is the same standard or a bit better than the natural landfill standard that was around 5 or 8 years ago. If you go beyond that, you will run into problems related to economics. If this group and other taxpayers of HRM are willing to pay for higher levels of security. We already pay a bit for our solid waste management system to a degree. A lot of people are not thrilled about the green carts because composting is done by many residents on site. If you want to pay more then let your political people know you are willing to pay for additional levels of security. The standard developed by DOE was they tried to reflect the break even point between environmental protection and what people would pay. He indicated he spent some time traveling around Nova Scotia and pointed out there are not too many times you can drive down a road and not see a brook about every kilometer. The setback criteria developed by HRM is 5 times more stringent than the Province. The province's setback requirements is 30 metres from watercourses and HRM's standards is 150 metres. In terms of the number of places in the province you can site a 5 hectare footprint path and be more than 150 metres away from a watercourse on either side, there are not many places. Nova Scotia is pleased with a lot of brooks and streams. From a waste management siting standpoint, we do not have a lot of places that do not have watercourses.

Shelley Rzeffus, 4560 Highway #7, Porters Lake stated with regard to the Ross Road facility, some of the trucks are covered and some are not. You actually dodge debris from the trucks along the highway. She expressed concern for the cleanup along the highway and also the mulching that is done of the ground materials. Is the mulching sold back to HRM? Could that money be used for finding a better landfill site?

Dan Chassie stated there are signs posted at the sites indicating loads can be turned away if not covered. We provide nets for the truckers. If a contractor arrives without a tarp or the load secure, we will turn them away the second time. Residents are the worth haulers because they do not know. He indicated this Saturday he has sponsored the Dartmouth High School Hockey Team and they will go to the Goodwood site from the St. Margarets Bay Road to Mills Drive in Goodwood picking up plastic along the roadway. We have done this for the past 5 years. Typically, on the Goodwood site, we pick up debris from exhibition park to the Irving station and not all the debris is ours. On Ross Road, on Saturdays you may see a kid on the road picking up plastics and debris. We do not get paid for the material going to Otter Lake. We provide a daily cover material to Otter Lake at no charge plus we truck it for free. Other material such as roofing which is attached to old insulation is provided to the West Hants, Lunenburg and Chester landfills.

Shelly Rzeffus asked why are the trucks covered that are coming to the Ross Road site?

Dan Chassie explained the trucks arriving at the site are bringing in materials. We do not do processing at this site just sorting. All the material from the Ross Road site is trucked to Goodwood.

Shelly Rzeffus asked how did the mulch get there?

Dan Chassie stated the wood chip mulch is a berm or barrier between properties.

Shelly Rzeffus indicated she was told that the mulch was being sold.

Dan Chassie commented he wish he could sell it.

Debbie Reid, Myra Road asked if the regulations are now in place?

Councillor Colwell explained HRM is in the process of approving the regulations.

Kurt Pyle explained the C&D License By-law is now in place. The other component to work with the By-law are the amendments to the Municipal Planning Strategies. Those amendments will go in front of Council in July at the earliest.

Debbie Reid asked if this is supposed to be approved and up and running in October?

Kurt Pyle responded that is the schedule of the proponent.

Debbie Reid explained the time line is too fast. There is not enough research done into the impact on water. The upcoming assessments on water should be in place and double and triple checked before anything like this goes ahead. There is too much in jeopardy. There are protected areas, a provincial park and watercourses. We have already been down this road once in this area and we can go down it again.

Cyril Dillman, 3726 Old Guysborough Road indicated he lives a mile back from the proposed site. He suggested located this next to a water supply and not next to houses that depend on well water. The shale pit is a disaster. There will be 3 truck loads per day coming to this site. It was stated that high quality truck driver training would be provided. Why do you need training if there will only be 3 trucks per day? The fumes from the shale pit is going to kill a bunch of truck drivers. There was a man at the site on Saturday who dropped dead on Wednesday from a heart attack. They told him at Imperial Oil, if he smelled anything like rotten egg to get out of there or he would be dead. Imperial Oil gave safety classes and they preached to us about the rotten egg smells.

Scott Kyle clarified that any trucks drivers using the site will be trained. The number of truck drivers has not been specified. In terms of hydrogen sulphide gas, you are right. Anyone taking confined space entry training is told that hydrogen sulphide gas is a carcinogen and can kill you because it is lethal at high enough concentrations. It is also very detectable at very low concentrations. At the slate site, the smell was quite apparent. It was coming from the saturated gyprock material. When this material is wet, it generates a hydrogen sulphide gas. The concentrations that Imperial Oil get as part of their operations is lethal. At this site, they were detectable but not lethal. This site was probably not related to the man who died.

Helen Boutilier, Belnan asked how far is the closest resident from the proposed site?

Scott Kyle stated the closest resident is 2.3 kilometer.

Helen Boutilier clarified her mother lives 1 mile from the site.

Jim Reid stated there was a letter to HRM from Mr. Silver indicating he is going to build a home on a piece of land adjacent to the proposed site.

Kurt Pyle stated Mr. Silver lives in Vancouver. Mr. Silver's intent is to build a house on the adjacent property. He has made his concerns known and we will attach the letter to the official record which will go before Council.

John Blumson, Porters Lake Wilderness Association stated he fought against site "H" several years ago. With regard to the wilderness areas, when Metropolitan Authority proposed the landfill, they suggested in one of their reports that 28,000 acres of wilderness area was left off the map due to a cartographic oversight. He congratulated whoever did the mapping for including those areas. He indicated he has some experience with rezoning. It took almost 2 years to rezone a residential property in the City. He asked how long has the process to rezone this been going on?

Kurt Pyle explained this process began 18-19 months ago in terms of the strategy.

John Blumson pointed out a comment was made that Burnside is not a viable location for a landfill. East Lake was put down the site identified because the only major concern was a flight path. It this is a C&D dump, birds should not be an issue.

Scott Kyle indicated we talked about this being a financially feasible site. HRM and the Province have tried to find these sites on existing till deposits. There is a lot of exposed rock in Burnside and a landfill could be located there. The landfill proposed a liner system (2 metres thick/\$130 m²). You can put a landfill in Burnside, however, it would be very expensive. If you want to build one which is economically sustainable, you end up being drawn to the existing deposits of clay.

John Blumson stated he likes the idea of an industrial park within the City because you talk about distance from watercourse which is irrelevant because you are discharging into a watercourse ultimately. If you contain everything well on your system and coming through your system but ultimately it will hit the river. If it is in an industrial park, it hits the sewer. The easiest solution is to not allow the rezoning to occur in this location. Failing this, someone should contact the Department of Natural Resources regarding Dollar Lake Park and the Department of the Environment regarding the Clattenburg Wilderness area. When the landfill was proposed, the 1800 acres that Metropolitan Authority wanted to use for the landfill also had a report done on it by DNR staff that recommended that anything done in the area, outside the wilderness area, would be detrimental to the wilderness areas.

Scott Miller urged the MLAs to speak with the Environment Minister to get an environmental assessment on this project and to stop any DNR approval. There is an exposed shale pit site in Dollar Lake provincial park. Halifax C&D proposed do to the same project at Dollar Lake Park but were turned down. The Antrim site is not the first remediation project that has happened from Halifax C&D Recycling. The first site was done in Lunenburg which is not a good scene. They are experiencing a lot of the same problems as the Goffs site. Do not be fooled by Halifax C&D.

Councillor Colwell thanked everyone for attending. All the comments have been documented. Some very good points have been brought forward. There will be public hearings with Committee of the Whole and Council itself. He urged anyone with comments to come forth at that time to make sure they are documented.

A resident asked if the Regional Council meetings are published?

Councillor Colwell responded they are published.

A resident asked what is the schedule for this process?

Jim Bauld pointed out that Council takes a four week break in the summer (last two weeks of July/first two weeks of August). This issue will be dealt with before the summer break. A report will be coming to Council on Tuesday with proposed amendments to By-law L-200. With the report, is a notion of motion, to start the formal amendment process of that By-law. This requires publishing a notice in the paper with 2 weeks notification. This process takes three weeks. To bring together the amendments to the By-law and the municipal planning strategy amendments/rezonings, it will be brought to Council July 16 and 17.

Councillor Colwell indicated Council will listen to everyone who comes forward. There is a 5 minute limit for all speakers. It is very important for people to speak to Council. The proponent will get an opportunity to make a presentation as well.

Patricia Mombourquette stated with the late notice, she suggested the community begin a communication process so residents are informed of when the meetings are coming up at Community Council.

Councillor Colwell noted that everyone who signed the attendance sheet with get notification in writing of the public hearing.

6. ADJOURNMENT

The meeting adjourned at 9:35 p.m.