

June 28, 2021

Project No. 21457413

**Shawn Tylee, C.E.T., MBA**

Manager Corporate Affairs  
Rankin Construction Inc.  
20 Corporate Park Drive  
Suite 100-101  
St. Catharines, ON,  
L2S 3W2

**CONCEPTUAL SOIL MANAGEMENT PLAN – FORMER HUMBERSTONE SPEEDWAY, 1716 MAIN STREET EAST, PORT COLBORNE, ONTARIO**

Dear Mr. Tylee,

## 1.0 INTRODUCTION

Golder Associates Ltd. ("Golder") is pleased to submit this Conceptual Soil Management Plan ("SMP") to Port Colborne Quarries Inc. ("PCQ"). This Conceptual SMP has been prepared in accordance with the On-Site and Excess Soil Management Regulation 406/19 ("O.Reg 406/19") for a commercial raceway property located at 1716 Main Street East in Port Colborne, Ontario (the "Site"). The general location of the Site is shown on Figure 1.

## 2.0 BACKGROUND

Golder understands that PCQ is the new owner of the commercial raceway property and that preparation of a Phase One ESA report and Conceptual SMP is needed by Niagara Region to support the PCQ planning application requirements for eventual development of the property as a limestone quarry. Golder understands that the property was historically operated as a commercial raceway and that this commercial land use is expected to continue for several years at the Site prior to development of the property by PCQ as a limestone quarry.

Golder prepared a Phase One Environmental Site Assessment ("ESA") report in accordance with Ontario Regulation 153/04 *Records of Site Condition – Part XV.1 of the Act* ("O. Reg. 153/04") for the Site in June 2021. Golder reviewed historical database search records and inspected the physical site conditions to prepare a Phase One ESA report in accordance with O. Reg. 153/04, including identification of potentially contaminating activities ("PCAs") and areas of potential environmental concern ("APECs"). Golder identified seven PCAs and seven APECs at the Site related to the current historical use of the Site. The locations of the APECs requiring investigation are provided on Figure 2.

### 3.0 SCOPE OF WORK

This Conceptual SMP has been prepared based on the findings of the Phase One ESA report and includes the specific reporting items referenced in the On-Site and Excess Soil Management Regulation O. Reg. 406/19. In the future, when operations cease for the commercial raceway property and PCQ is prepared to begin development of the Site as a limestone quarry, there will be an intrusive investigation completed to prepare a Phase Two ESA report at the Site in accordance with Ontario Regulation 153/04, which will be used to update the Final Soil Management Plan such that it is consistent with the On-Site and Excess Soil Management Regulation O. Reg. 406/19 as well as any amendments of the regulation that may be added by the Ministry of Environment, Conservation and Parks ("MECP").

The implementation of the first phase of the On-Site and Excess Soil Management Regulation O. Reg. 406/19 came into effect on January 1, 2021. Owners, planners, and engineers involved in construction activities should be developing plans in compliance with the Regulation and be prepared to take the necessary steps for full phase-in of Regulation O. Reg. 406/19 on January 1, 2022.

Excess soils should be managed in 2021 under the direction of a qualified person (QP) in accordance with best management practices<sup>1</sup> and municipal bylaws applying to the Reuse Site, or in accordance with the imported soil provisions of O.Reg.153/04, if applicable, and consistent with typical practices in the recent past. However, it is advisable to assess excess fill quality at Project Areas (i.e., formerly source sites) in general accordance with the sampling and analysis requirements of the O. Reg. 406/19 Regulation, particularly for larger construction projects that may be active in 2021 and 2022, to the extent that this is commercially acceptable or is driven by the Reuse Site requirements. With the first portion of the Regulation coming into effect on January 1, 2021, including the incorporation of the excess soil quality standards (ESQS)<sup>2</sup>, it is a requirement to compare soil quality results to the ESQS for the purposes of determining acceptable Reuse Sites.

The ESQS are generally more stringent than the current corresponding O. Reg.153/04 site condition standards, with the exception of a few parameters. The Regulation also includes leachate screening levels and ceiling values for excess soil reuse, which are implemented to protect potential sensitive receptors at generic Reuse Sites. In addition, the rules related to soil management and some exemptions from waste approvals for low-risk activities also came into effect on January 1, 2021. This creates new responsibilities for the generator (Project Area) of the excess soil to ensure it meets the applicable standards.

As of January 1, 2022, the planning requirements (i.e., the Project site assessment reporting, sampling and analysis, and notification provisions) will come into effect, along with the formal soil tracking requirements. Additionally, notifications will include filing on a public MECP Registry for excess soil projects and select larger Reuse Sites, unless it is specifically exempted from this requirement. Specific plans for the Project Area, the so-called planning documents, must be posted jointly with the notice, recognizing that several exemptions apply for infrastructure projects. It is generally preferable that the identification, characterization, and planning for re-use of excess soil will need to occur/have occurred much earlier in the development timeline and prior to movement of soil off-Site.

---

<sup>1</sup> Ontario Environment Industry Association, 2021: Best Practices for Qualified Persons for Consideration with O.Reg.406/19: Onsite and Excess Soil Management in Ontario – Version 2, dated January 11, 2021.

<sup>2</sup> MECP, 2020. Rules for Soil Management and Excess Soil Quality Standards. Adopted by reference in O.Reg.406/19 (On-Site and Excess Soil Management) made under the Environmental Protection Act, R.S.O. 1990, c. E.19 (EPA), updated December 8, 2020.

In order to meet the above requirements for the subject Site, Golder has completed the Excess Soil Management planning documents in the following stages.

## 4.0 ASSESSMENT OF PAST USES

As per the new Regulation for management of excess soil that came into effect on January 1, 2021, the reuse sites will be requiring an Assessment of Past Uses. An Assessment of Past Uses is needed to identify areas of potential environmental concern for the Site and the associated contaminants of potential concern. The majority of the technical work for the Assessment of Past Uses at the Site have been completed by Golder in the Phase One ESA report for the commercial raceway property located at 1716 Main Street East in Port Colborne, Ontario. The findings from the Assessment of Past Uses report are provided below.

- At the time of the Site reconnaissance, conducted on May 12, 2021, the Site consisted of a 14.86 hectare irregularly shaped parcel of land developed with a race track, pit area, ticket sales building, main concession building and grand stand, pit concession building and large parking area. There are four stormwater ponds present at the Site and a large berm on the northern portion of the property for noise control. Soil berms are also present within the main racetrack area. The surrounding properties included residential and agricultural land uses;
- Two man-made ponds are present on the northwest portion, and two ponds are present on the northeast portion of the Phase One Property. A large drainage ditch runs along the eastern Site boundary. Lake Erie is located approximately 3 km south of the Site;
- Potable water in the vicinity of the Site is provided by private domestic wells, or is brought in and stored in holding tanks. The EcoLog ERIS database search reported that eight water wells were advanced within the surrounding properties between 1949 and 2016. Seven of these wells were used for domestic purposes and one was abandoned. Static water levels ranged from between 1.22 m and 6.10 m below grade;
- Historically the Site was used for agricultural purposes since prior to 1934. The Site was under development with the Humberstone Speedway racetrack and associated buildings in 1965, which are present to this day. The neighbouring properties consisted of residential and agricultural land uses;
- The following relevant PCAs and contaminants of concern were identified as APECs for the Site:

Area of Potential Environmental Concern <sup>1</sup>	Location of Area of Potential Environmental Concern on Phase One Property	Potentially Contaminating Activity <sup>2</sup>	Location of PCA (on-Site or off-Site)	Contaminants of Potential Concern <sup>3</sup>	Media Potentially Impacted (Groundwater, soil and/or Sediment)
APEC 1 - One AST containing diesel fuel was located just west of the sea container beside the pit area, and was used for fuelling the track maintenance equipment. Staining was noted beneath this AST on the ground surface.	Northwest portion of the Site, west of the sea container	<i>#28 Gasoline and Associated Products Storage in Fixed Tanks</i>	On-Site	PHC/BTEX	Soil and groundwater
APEC 2 - One AST containing gasoline was located just west of the sea container beside the pit area, and was used for fuelling the track maintenance equipment.	Northwest portion of the Site, west of the sea container	<i>#28 Gasoline and Associated Products Storage in Fixed Tanks</i>	On-Site	PHC/BTEX	Soil and groundwater
APEC 3 – The pit area located on the north portion of the Phase One Property, and the parking lot south of the racetrack during overflow times, have been used for vehicle maintenance activities for greater than 60 years. In addition, a release of antifreeze was reported within the pit area. Further, numerous spills and releases have occurred on the main racetrack due to demolition derbies and during races.	North, central and south portions of the Site.	<i>#27 Garages and Maintenance and Repair of Railcars, Marine Vehicles and Aviation Vehicles</i>	On-Site	VOC, PHC/BTEX, metals	Soil and groundwater

Area of Potential Environmental Concern <sup>1</sup>	Location of Area of Potential Environmental Concern on Phase One Property	Potentially Contaminating Activity <sup>2</sup>	Location of PCA (on-Site or off-Site)	Contaminants of Potential Concern <sup>3</sup>	Media Potentially Impacted (Groundwater, soil and/or Sediment)
APEC 4 – Fill materials were encountered in test pits advanced throughout the Site in the 2018 Phase Two ESA report. Several exceedances of the Table 6 Standards for metals were identified within the fill materials. In addition, there may be “road grindings” just north of the pit area and within the parking lot adjacent to the Pit Gate and a portion of the driveway leading to the pit area.	Entire Site	#30. <i>Importation of Fill Material of Unknown Quality</i>	On-Site	OC pesticides, PHC, VOC, BTEX, SVOC, metals, hydride forming metals, B-HWS, cyanide, CrVI, Hg, EC, SAR	Soil
APEC 5 - A soil berm is present on the northern boundary of the Phase One Property. This bermed stockpile is composed of recycled pulp and paper material covered by topsoil, and is characterized by elevated concentrations of arsenic, copper and zinc.	Northern boundary of the Site	#30. <i>Importation of Fill Material of Unknown Quality</i>	On-Site	OC pesticides, PHC, VOC, BTEX, SVOC, metals, hydride forming metals, B-HWS, cyanide, CrVI, Hg, EC, SAR	Soil and groundwater
APEC 6 - Soil berms are present on the central racetrack. Imported soils have been brought to track in order to maintain the track surface.	Central Racetrack	#30. <i>Importation of Fill Material of Unknown Quality</i>	On-Site	OC pesticides, PHC, VOC, BTEX, SVOC, metals, hydride forming metals, B-HWS, cyanide, CrVI, Hg, EC, SAR	Soil

Area of Potential Environmental Concern <sup>1</sup>	Location of Area of Potential Environmental Concern on Phase One Property	Potentially Contaminating Activity <sup>2</sup>	Location of PCA (on-Site or off-Site)	Contaminants of Potential Concern <sup>3</sup>	Media Potentially Impacted (Groundwater, soil and/or Sediment)
APEC 7 - Calcium chloride and water have historically been applied as a dust control measure on the racetrack, the pit areas and on the Site parking lot and roads.	North, central and south portions of the Site.	# Other	On-Site	Ca, Cl, EC, SAR	Soil and groundwater

- No underground utility drawings were provided for review. Underground utilities are inferred to be present across the Site and may include electric and communication systems;
- Soil stratigraphy encountered during the 2018 Phase II ESA test pit excavation program consisted of fill material underlain by a native grey/brown clay material with trace silt, which was underlain by bedrock. Bedrock was encountered at depths ranging from 0.61 m bgs to 1.83 m bgs. Bedrock was observed to consist of shale and/or limestone;
- Regional groundwater flow in the underlying aquifers is typically to the south toward Lake Erie, located 3 km south of the Phase One Property. A large drainage ditch is present adjacent to the east of the Site and runs along the eastern boundary. Therefore, groundwater flow in the vicinity of the Site is anticipated to be in a south to southeast direction. Inferred groundwater flow directions are subject to confirmation with field measurements. Buried utilities and other underground structures can affect local (shallow) groundwater flow conditions; and,
- Depth to groundwater in wells advanced within the vicinity of the Site ranged from 1.22 m to 6.10 m below grade.

Based on the information obtained and reviewed as part of this APU, seven APECs were identified at the Site. Accordingly, a Sampling and Analysis Plan ("SAP") is required to support the movement of Excess Soil at the Site.

## 5.0 SAMPLING AND ANALYSIS PLAN

The findings from the Assessment of Past Uses report have been used to develop the Sampling and Analysis Plan for the Site to address the full range of potential contaminating activities and to identify the Contaminants of Potential Concern that will be submitted for chemical analysis.

Based on a review of the Assessment of Past Uses report for the Site, Golder has developed an environmental investigation program described in detail within the Sampling and Analysis Plan to achieve compliance with O. Reg. 406/19, including sample frequencies, types of sample media requiring chemical analysis, and quality

assurance and quality control methods that will be implemented by Golder during the environmental investigation program. The environmental investigation is summarized below:

Area of Potential Environmental Concern <sup>1</sup>	Location of Area of Potential Environmental Concern on Phase One Property	Contaminants of Potential Concern <sup>3</sup>	Media Potentially Impacted (Groundwater, soil and/or Sediment)	Proposed Boreholes	Proposed Monitoring Wells
APEC 1 – Diesel Fuel AST	Northwest portion of the Site, west of the sea container	PHC/BTEX	Soil and groundwater	BH21-01	MW21-01
APEC 2 – Gasoline AST	Northwest portion of the Site, west of the sea container	PHC/BTEX	Soil and groundwater	BH21-02	MW21-02
APEC 3 – Pit Area, Racetrack and Parking Lots Area	North, central and south portions of the Site.	VOC, PHC/BTEX, metals	Soil and groundwater	BH21-11, BH21-12, BH21-13, BH21-14, BH21-15, BH21-16, BH21-17, BH21-18, BH21-19, BH21-20	MW21-03, MW21-04, MW21-05, MW21-06, MW21-07, MW21-08, MW21-09, MW21-10
APEC 7 - Calcium chloride use on the racetrack, the pit areas and on the Site parking lot and roads.	North, central and south portions of the Site.	Ca, Cl, EC, SAR	Soil and groundwater		
APEC 4 – Fill materials	Entire Site	OC Pesticides, PHC, VOC, BTEX, SVOC, metals, hydride forming metals, B-HWS, cyanide, CrVI, Hg, EC, SAR	Soil	BH21-12, BH21-13, BH21-14, BH21-15, BH21-16, BH21-17, BH21-20, BH21-21, BH21-22, BH21-23, BH21-24, BH21-25	

Area of Potential Environmental Concern <sup>1</sup>	Location of Potential Environmental Concern on Phase One Property	Contaminants of Potential Concern <sup>3</sup>	Media Potentially Impacted (Groundwater, soil and/or Sediment)	Proposed Boreholes	Proposed Monitoring Wells
APEC 5 – Northern Soil Berm	Northern boundary of the Site	OC pesticides, PHC, VOC, BTEX, SVOC, metals, hydride forming metals, B-HWS, cyanide, CrVI, Hg, EC, SAR	Soil and groundwater	BH21-26, BH21-27, BH21-28, BH21-29	MW21-30
APEC 6 – Central Racetrack Soil Berms	Central Racetrack	OC pesticides, PHC, VOC, BTEX, SVOC, metals, hydride forming metals, B-HWS, cyanide, CrVI, Hg, EC, SAR	Soil	BH21-13, BH21-14, BH21-15	MW21-06, MW21-07

The proposed investigation locations are provided on Figure 3.

As this deliverable is a Conceptual SMP, an intrusive Phase Two ESA investigation will not be undertaken at the Site at this point in time. The proposed Conceptual SMP has been prepared based on the findings of the Phase One ESA report. In the future, once operations cease for the commercial raceway property and PCQ is prepared to begin development of the property as a limestone quarry, there will be an intrusive investigation completed to prepare a Phase Two ESA report for the Site in accordance with Ontario Regulation 153/04, which will be used to update the Final Soil Management Plan such that it is consistent with the On-Site and Excess Soil Management Regulation O. Reg. 406/19, as well as any future amendments of the regulations that may be added by the MECP.

This future Phase Two ESA investigation will be conducted in general accordance with Ontario Regulation 153/04 and Golder's Standard Operating Procedures ("SOP") for the purpose of identifying contaminants of potential concern that may be present at concentrations exceeding the relevant regulatory criteria and will include the following activities:

- Golder will retain and supervise an MECP-licensed drilling contractor to advance soil boreholes at the Site to the depths of bedrock refusal;
- Soil samples will be collected to address the sampling requirements in the MECP Soil Rules for Excess Soil Management. It is anticipated that a shallow and deep soil sample will be collected at each borehole location;



- During borehole advancement, representative soil samples will be collected for visual characterization, headspace screening of organic vapour concentrations using a combustible gas detector, and selected worse-case soil samples will be submitted for analysis of identified Contaminants of Potential Concern at the Site, as well as for leachate analysis by the Synthetic Precipitation Leaching Procedure (SPLP) which are needed for comparison to Leachate Screening Levels as outlined in Appendix 2 of the “Rules for Soil Management and Excess Soil Quality Standards” document. These SPLP samples are a requirement for soil sampling programs per O. Reg. 406/19 in order to protect groundwater quality at the reuse site;
- One worse-case soil sample for toxicity characteristic leaching procedure (TCLP) analysis will also be collected and submitted for analysis to characterize the soil for off-site disposal at a landfill (if needed); and
- The soil cuttings associated with the borehole drilling program will be placed in sealed steel drums at the Site until the soil quality characteristics are known, and then the soil spoils will be removed (if necessary) for licensed off-site disposal.

## 6.0 EXCESS SOIL CHARACTERIZATION REPORT

The Site Characterization Report will be prepared as per O. Reg. 406/19 and will include the following:

- Descriptions of the work to be completed including detailed descriptions of methods used for the drilling investigation and soil sampling programs;
- The analytical results for all sampling and analysis programs, the spatial locations for the collected soil samples, and an assessment of the soil quality results for each of the Areas of Potential Environmental Concern at the Site;
- It is anticipated at this time that the analytical results for the soil quality investigation will be compared to the following standards:
  - Table 6 Generic Site Condition Standards for shallow soils in a potable groundwater condition as described in the “Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act”, dated April 15, 2011; and
  - The Table 1 Background Site Condition Standards as described in O. Reg. 406/19 for On-Site and Excess Soil Management.
- Descriptions of soil materials which may be reused within the Site, with or without processing at the Project Area, and which soil materials may be deposited at a Class I management site, or licensed landfill site. PCQ is aware that manufactured soil-berm materials are present at the Site which will require a separate segregation area and environmental quality assessment to determine appropriate off-site disposal or re-use requirements;
- Classification of surplus soil materials at the Site are anticipated to use the following approach:
  - Soil exceeding Table 6 (excluding EC/SAR) is considered to be contaminated and not suitable for reuse on- or off-site;

- Soil exceeding Table 6 only for the EC/SAR standards, but no other parameters is considered to be acceptable for reuse if it is placed under the specific conditions listed in O. Reg. 406/19, including placement within a road allowance. This soil will be identified for segregation and reuse on-site or off-site in acceptable EC/SAR applications;
- Soil meeting the Excess Soil Quality Standards (ESQS) in O. Reg. 406/19. As a minimum, Table 1 will be adopted for evaluation of excess soil quality, as soil meeting this standard is suitable for a wide range of locations. Should exceedances of Table 1 be present, Golder will also consider Table 2.1 through Table 9.1 to identify appropriate types of reuse sites that may be able to receive the excess soil materials. SPLP results will also be considered. This can be used by Contractors to identify a suitable reuse site(s) to receive the excess soil from this project; and
- This approach will maximize the reuse of excess soil and reduce disposal/reuse costs.
- Appendices would be included in the Final Site Characterization Report including the detailed sampling plans, borehole logs and certificates of analysis; and
- Mapping of soils which will identify the locations of the various categories of soil quality types identified for the Site.

## 7.0 EXCESS SOIL DESTINATION REPORT AND SOIL TRACKING SYSTEM

O. Reg. 406/19 identifies additional reports as the so-called Planning Documents other than the reports mentioned above. Preparation of Planning Documents is not mandatory in 2021 but would be required for this project after January 1, 2022. For the purpose of the Conceptual SMP, it would be considered appropriate to prepare a Conceptual Excess Soil Destination Assessment Report as no intrusive sampling data would likely be available during 2021 to identify potential reuse sites or disposal sites for excess soil materials. The following items are the specific reporting requirements for Final Excess Soil Destination Assessment Reports as per O. Reg. 406/19:

- Excess Soil Destination Assessment Report is required to be filed on the MECP registry as of January 1, 2022. This filing is required if construction will occur in 2022 and the construction contract is not in place by 23:59:59 on December 31, 2021. This report should be the responsibility of the contractor's QP as the information to be included is not yet available until a reuse site has been selected. However, this report should be completed as a group collectively between the contractor and their QP, and the Client and Client's QP, as the soil is ultimately owned by the Client and the receiving sites should be verified by the Client's QP. Also, each Reuse site is required to provide, in writing, their intent to accept the soil based on the information provided to them for review; and
- Soil Tracking System – a portion of this requirement came into effect January 1, 2021, while the full formal requirement for soil tracking comes into effect January 1, 2022. Again, this should be the responsibility of the contractor and their QP, once a construction contractor is chosen by the Client for development of the Site.

Since the Excess Soil Destination Assessment Report and the Soil Tracking System deliverables would be completed to support the actual construction project to convert the raceway property to an active quarry operation

in the future, it is considered appropriate to only provide generic descriptions of these deliverables in the 2021 Conceptual SMP provided by Golder for the Site.

## 8.0 CONCLUSIONS

As part of this Conceptual SMP an APU and SAP has been prepared based on the findings from the Phase One ESA report completed by Golder for the Site in June 2021. At the time of the Site reconnaissance, conducted on May 12, 2021, the Site consisted of a 14.86 hectare parcel of land developed with a race track, pit area, ticket sales building, main concession building, grand stand, pit concession building and large parking area. There are four stormwater management ponds present at the Site and a large berm on the northern portion of the property for noise control. The surrounding properties include residential and agricultural land uses. Based on the information obtained and reviewed as part of the Phase One ESA, a total of seven APECs were identified at the Site that require further investigation.

When operations cease at the commercial raceway property and PCQ is prepared to begin development of the property as a limestone quarry, there will be an intrusive investigation completed to prepare a Phase Two ESA report for the Site in accordance with Ontario Regulation 153/04. The Phase Two ESA report will be used to update the Conceptual SMP to a Final SMP for the Site, and the final soil management plan will be used for the development of the property as a limestone quarry. This conceptual SMP includes a description of the future SMP items required by the On-Site and Excess Soil Management Regulation O. Reg. 406/19 including preparation of an Site Characterization Report, an Excess Soil Destination Assessment Report and a Soil Tracking System that will be used for movement of On-Site and Excess Soils at the property.

## 9.0 CLOSING

Please contact the undersigned if there are any questions or if additional information is needed at this time.

Sincerely,

**Golder Associates Ltd.**



Byron Zwiép, B.Sc., P.Geo.  
*Environmental Scientist*



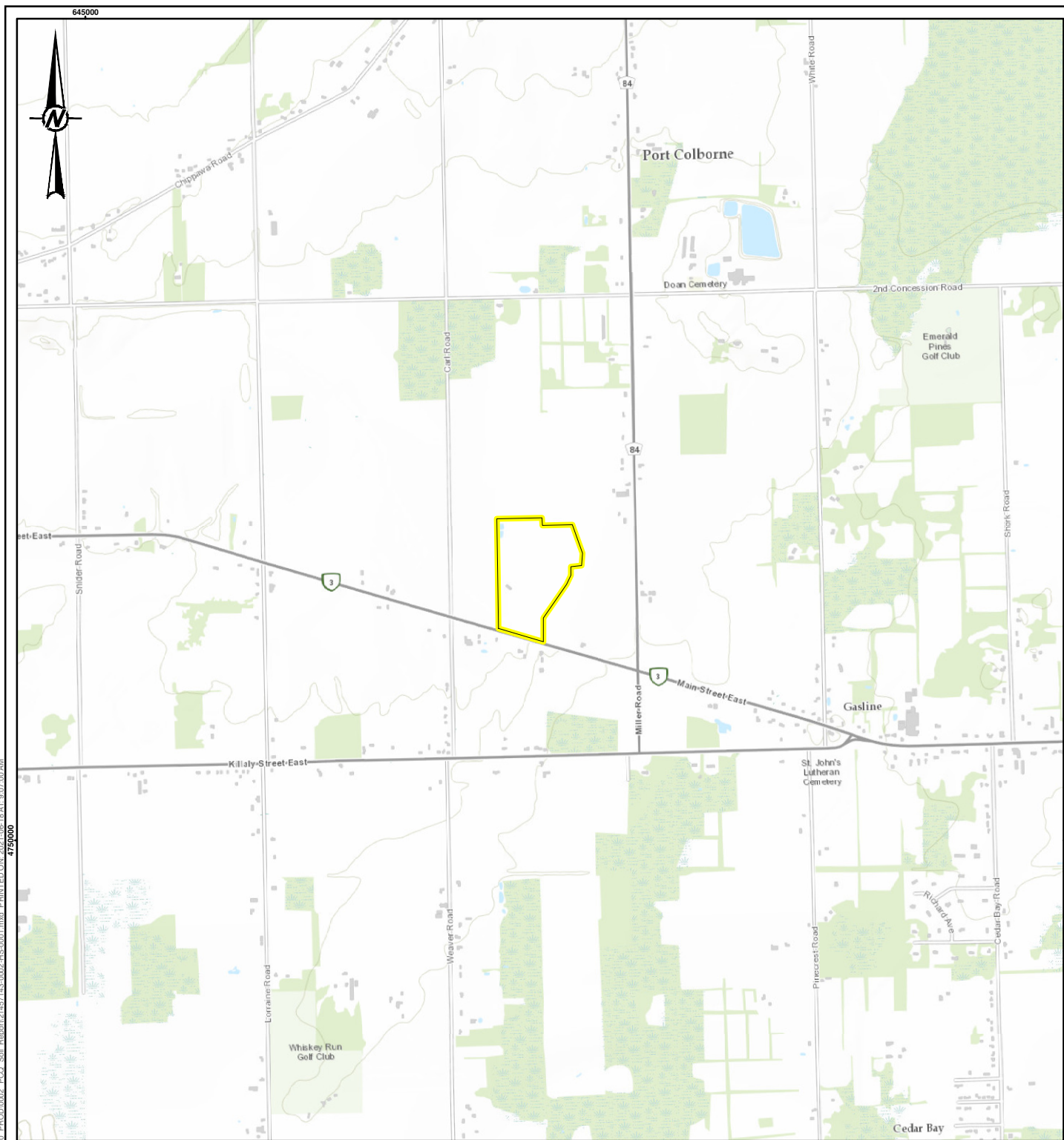
James Cullen, P.Geo., P.Eng., QPESA  
*Senior Environmental Engineer*

BZ/JC/cg

Attachments: Figure 1 – Site Location  
Figure 2 – Areas of Potential Environmental Concern  
Figure 3 – Sampling and Analysis Plan

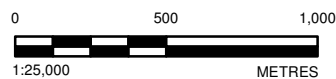
[https://golderassociates.sharepoint.com/sites/142838/project files/6 deliverables/03 conceptual smp/21457143-let-20210618-conceptual soil management plan final .docx](https://golderassociates.sharepoint.com/sites/142838/project%20files/6%20deliverables/03%20conceptual%20smp/21457143-let-20210618-conceptual%20soil%20management%20plan%20final.docx)

\\P:\S:\Clients\Rankin Construction\Port Colborne Main St East - 1716\99 PROJ\21457143-002-HS-0001.mxd PRINTED ON: 2021-06-18 AT: 9:07:00 AM



#### LEGEND

 SITE BOUNDARY



#### NOTE(S)

#### REFERENCE(S)

1. BASE MAP - SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
2. PROJECTION: TRANSVERSE MERCATOR NAD 1983 UTM ZONE 17

CLIENT  
**RANKIN CONSTRUCTION INC.**

PROJECT  
**1716 MAIN STREET EAST, PORT COLBORNE, ONTARIO**

#### TITLE SITE LOCATION

CONSULTANT



**GOLDER**  
MEMBER OF WSP

YYYY-MM-DD 2021-06-18

DESIGNED TZ

PREPARED JT/CGE

REVIEWED BZ

APPROVED ---

PROJECT NO.  
**21457143**

CONTROL  
**0002**

REV.  
**A**

FIGURE  
**1**

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI A

25mm



R:\TH-S\Clients\Rankin Construction\Port Colborne\_Main\_St\_East\_1716\99\_PROD\21457143\43\_PROD\0002\_PCO\_Soil\_Report\21457143\0002-HS-0002.mxd PRINTED ON: 2021-06-18 AT: 9:05:57 AM



LEGEND	
	WATERCOURSE
	SITE BOUNDARY
	WATER BODY
	AREAS OF POTENTIAL ENVIRONMENTAL CONCERN

APEC	AREA OF POTENTIAL ENVIRONMENTAL CONCERN
1	ONE AST CONTAINING DIESEL FUEL WAS LOCATED JUST WEST OF THE SEACAN BESIDE THE PIT AREA, AND WAS USED FOR FUELLING THE TRACK MAINTENANCE EQUIPMENT. STAINING WAS NOTED BENEATH THIS AST ON THE GROUND SURFACE.
2	ONE AST CONTAINING GASOLINE WAS LOCATED JUST WEST OF THE SEACAN BESIDE THE PIT AREA, AND WAS USED FOR FUELLING THE TRACK MAINTENANCE EQUIPMENT.
3	THE PIT AREA LOCATED ON THE NORTH PORTION OF THE PHASE ONE PROPERTY, AND THE PARKING LOT SOUTH OF THE RACETRACK DURING OVERFLOW TIMES, HAVE BEEN USED FOR VEHICLE MAINTENANCE ACTIVITIES FOR GREATER THAN 60 YEARS. IN ADDITION, A RELEASE OF ANTIFREEZE WAS REPORTED WITHIN THE PIT AREA. FURTHER, NUMEROUS SPILLS AND RELEASES HAVE OCCURRED ON THE MAIN RACETRACK DUE TO DEMOLITION DERBYS AND DURING RACES.
4	FILL MATERIALS WERE ENCOUNTERED IN TESTPITS ADVANCED THROUGHOUT THE SITE IN THE 2018 PHASE TWO ESA REPORT. SEVERAL EXCEEDANCES OF THE TABLE 6 STANDARDS FOR METALS WERE IDENTIFIED WITHIN THE FILL MATERIALS. IN ADDITION, THERE MAY BE "ROAD GRINDINGS" JUST NORTH OF THE PIT AREA AND WITHIN THE PARKING LOT ADJACENT TO THE PIT GATE AND A PORTION OF THE DRIVEWAY LEADING TO THE PIT AREA.
5	A SOIL BERM IS PRESENT ON THE NORTHERN BOUNDARY OF THE PHASE ONE PROPERTY. THIS BERMED STOCKPILE IS COMPOSED OF RECYCLED PULP AND PAPER MATERIAL COVERED BY TOP SOIL, AND IS CHARACTERIZED BY ELEVATED CONCENTRATIONS ARSENIC, COPPER AND ZINC.
6	SOIL BERMS ARE PRESENT ON THE CENTRAL RACETRACK. IMPORTED SOLS HAVE BEEN BROUGHT TO TRACK IN ORDER TO MAINTAIN THE TRACK SURFACE.
7	CALCIUM CHLORIDE AND WATER HAVE HISTORICALLY BEEN APPLIED AS A DUST CONTROL MEASURE ON THE RACETRACK, THE PIT AREAS AND ON THE SITE PARKING LOT AND ROADS.



NOTE(S)

REFERENCE(S)  
1. BASE DATA - MNR, 2019  
2. BASE IMAGERY - © 2021 MICROSOFT CORPORATION © 2021 MAXAR © CNES (2021)  
DISTRIBUTION AIRBUS DS  
3. PROJECTION: TRANSVERSE MERCATOR NAD 1983 UTM ZONE 17

CLIENT  
RANKIN CONSTRUCTION INC.

PROJECT  
1716 MAIN STREET EAST, PORT COLBORNE, ONTARIO

TITLE  
AREAS OF POTENTIAL ENVIRONMENTAL CONCERN

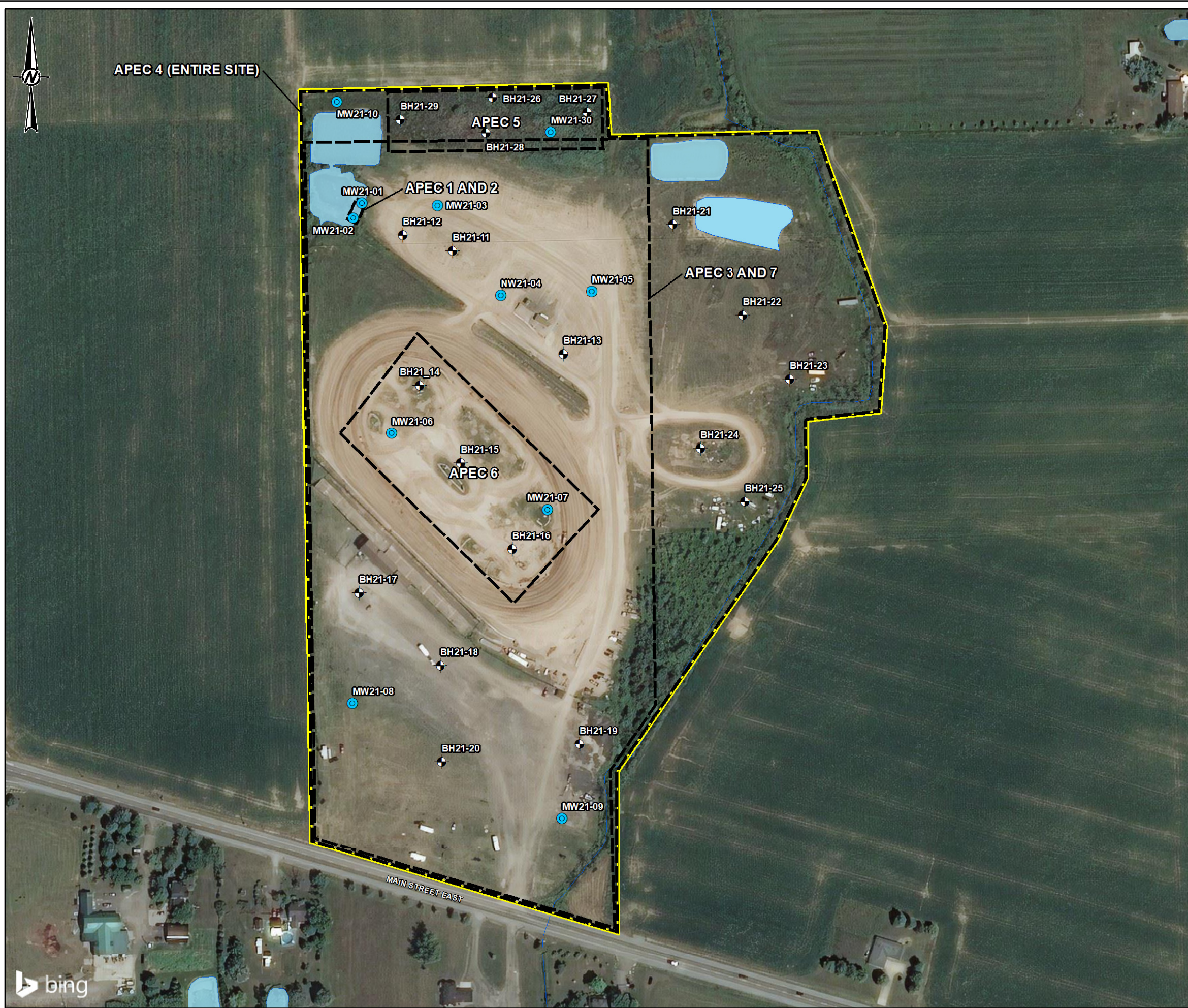
CONSULTANT	YYYY-MM-DD	2021-06-18
DESIGNED	TZ	
PREPARED	JT/CGE	
REVIEWED	BZ	
APPROVED	---	

PROJECT NO.	CONTROL	REV.	FIGURE
21457143	0002	A	2

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



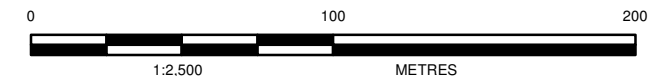
R:\TH-S\Clients\Rankin Construction\Port Colborne\_Main\_St\_East\_171699\_PRC\21457143\_0002\_PCO\_Soil\_Report\21457143\_0002\_PCO\_Soil\_Report.mxd PRINTED ON: 2021-06-18 AT: 9:26:22 AM



#### LEGEND

- PROPOSED BOREHOLE LOCATION
- PROPOSED MONITORING WELL LOCATION
- WATERCOURSE
- SITE BOUNDARY
- WATER BODY
- AREAS OF POTENTIAL ENVIRONMENTAL CONCERN

APEC	AREA OF POTENTIAL ENVIRONMENTAL CONCERN
1	ONE AST CONTAINING DIESEL FUEL WAS LOCATED JUST WEST OF THE SEACAN BESIDE THE PIT AREA, AND WAS USED FOR FUELLING THE TRACK MAINTENANCE EQUIPMENT. STAINING WAS NOTED BENEATH THIS AST ON THE GROUND SURFACE.
2	ONE AST CONTAINING GASOLINE WAS LOCATED JUST WEST OF THE SEACAN BESIDE THE PIT AREA, AND WAS USED FOR FUELLING THE TRACK MAINTENANCE EQUIPMENT.
3	THE PIT AREA LOCATED ON THE NORTH PORTION OF THE PHASE ONE PROPERTY, AND THE PARKING LOT SOUTH OF THE RACETRACK DURING OVERFLOW TIMES, HAVE BEEN USED FOR VEHICLE MAINTENANCE ACTIVITIES FOR GREATER THAN 60 YEARS. IN ADDITION, A RELEASE OF ANTIFREEZE WAS REPORTED WITHIN THE PIT AREA. FURTHER, NUMEROUS SPILLS AND RELEASES HAVE OCCURRED ON THE MAIN RACETRACK DUE TO DEMOLITION DERBYS AND DURING RACES.
4	FILL MATERIALS WERE ENCOUNTERED IN TESTPITS ADVANCED THROUGHOUT THE SITE IN THE 2018 PHASE TWO ESA REPORT. SEVERAL EXCEEDANCES OF THE TABLE 6 STANDARDS FOR METALS WERE IDENTIFIED WITHIN THE FILL MATERIALS. IN ADDITION, THERE MAY BE "ROAD GRINDINGS" JUST NORTH OF THE PIT AREA AND WITHIN THE PARKING LOT ADJACENT TO THE PIT GATE AND A PORTION OF THE DRIVEWAY LEADING TO THE PIT AREA.
5	A SOIL BERM IS PRESENT ON THE NORTHERN BOUNDARY OF THE PHASE ONE PROPERTY. THIS BERMED STOCKPILE IS COMPOSED OF RECYCLED PULP AND PAPER MATERIAL COVERED BY TOP SOIL, AND IS CHARACTERIZED BY ELEVATED CONCENTRATIONS ARSENIC, COPPER AND ZINC.
6	SOIL BERMS ARE PRESENT ON THE CENTRAL RACETRACK. IMPORTED SOILS HAVE BEEN BROUGHT TO TRACK IN ORDER TO MAINTAIN THE TRACK SURFACE.
7	CALCIUM CHLORIDE AND WATER HAVE HISTORICALLY BEEN APPLIED AS A DUST CONTROL MEASURE ON THE RACETRACK, THE PIT AREAS AND ON THE SITE PARKING LOT AND ROADS.



#### NOTE(S)

#### REFERENCE(S)

1. BASE DATA - MNRF, 2019
2. BASE IMAGERY - © 2021 MICROSOFT CORPORATION © 2021 MAXAR © CNES (2021) DISTRIBUTION AIRBUS DS
3. PROJECTION: TRANSVERSE MERCATOR NAD 1983 UTM ZONE 17

#### CLIENT

RANKIN CONSTRUCTION INC.

#### PROJECT

1716 MAIN STREET EAST, PORT COLBORNE, ONTARIO

#### TITLE

SAMPLING AND ANALYSIS PLAN - JUNE 2021

#### CONSULTANT

YYYY-MM-DD 2021-06-18  
DESIGNED TZ  
PREPARED JT/CGE  
REVIEWED BZ  
APPROVED ---

PROJECT NO.  
21457143

CONTROL  
0002

REV.  
A

FIGURE  
3

