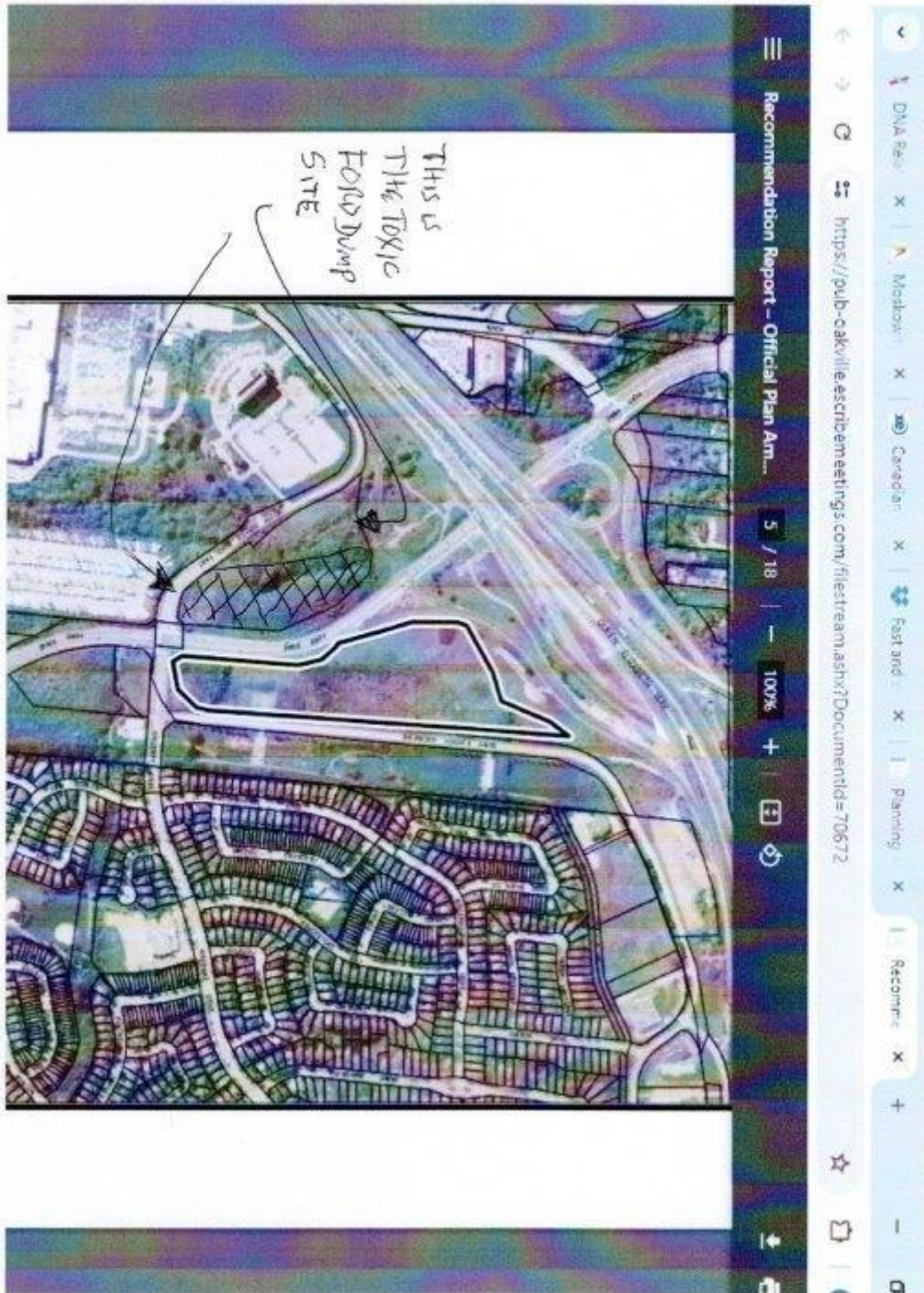


# The Proposed Sherwood Heights Development and the FORD TOXIC DUMP

John





**(A) OAKVILLE'S 3 HIDDEN TOXIC INDUSTRIAL DUMPS, ONE SITS BESIDE SHERWOOD HEIGHTS LESS THAN 100 FEET TO THE South**

**Location of NE Oakville's 3 Hidden, Closed, Untested, Toxic Industrial Dumps**

**Original Oakville Ninth Line Dump (1952)**  
 Onland.ca descr. (Cons 1, Lot 6, 20R19148, 0039, 20R10835)

**Extended Ninth Line Dump (to 1963) onto The Parkway** (provincial public land)  
 This falls on Cons 1, Lot 6, 20R6168, 3567, 2018207  
 20R19147, 20R10863, 20R10341 (Onland.ca)

**New (from 1963 to 1973) Ford Motor Co. Dump**  
 Onland.ca descr. (Cons 2SDS, Lots 4/5, 20R13116, 0456, 20R6050)



**The Old Trafalgar Dump**  
 (on The Parkway, same Onland.ca description, coordinates?)

**Ford Motor Co. HEAD OFFICE**

**(B) <https://www.ontario.ca/page/d-4-land-use-or-near-landfills-and-dumps>**

## **5.2 Land use within 30 metres of a fill area**

### **5.2.1 Operating sites**

No land use may take place within 30 metres of the perimeter of a fill area. This is a minimum distance.

Each operating landfill shall have an on-site operational/maintenance buffer area identified on the Certificate of Approval. This buffer shall be no less than 30 metres; it is normally 60-100 metres.

## **5.3 Land use within 500 metres of a fill area**

The Ministry considers the most significant contaminant discharges and visual problems to be normally within 500 metres of the perimeter of a fill area. Accordingly, the Ministry recommends this distance be used as a study area for land use proposals. Ministry staff shall ensure that the proponent has evaluated the presence and impact of any adverse effects or risks to health and safety and that necessary remedial measures are taken when land use proposals are within this distance. This assessment shall be based on the nature and knowledge of the disposal site, and the nature of land use(s) proposed.

Actual influence areas for the considerations listed in Section 4.1 and 4.2 of this guideline will vary with the individual landfill or dump. Where the actual influence area of a site has been determined to be less than the 500-metre study area set out in this section, the study area for land use proposals can be reduced to coincide with the actual influence area.

## **5.4 Land use beyond 500 metres of a fill area**

Where significant impacts are encountered at or beyond 500 metres, the study area within which an assessment for any change in land use is recommended, shall be extended beyond the 500 metre area set out in Section 5.3. Historical evidence in Ontario has shown that the maximum distance within which adverse effects could be experienced while a landfill is operating is up to 3 kilometres.

In exceptional hydrogeologic situations, such as areas of fractured rock or sand, where it is anticipated that leachate or gas from a non-operating landfill or dump could migrate beyond 500 metres and pose a problem, Ministry staff shall recommend that proponents carry out hydrogeologic and/or engineering studies for land use proposals beyond 500 metres of a fill area (see Section 4.5 for more details).

## **6.3 Municipalities**

The local municipal authority is responsible for ensuring that proponents implement and monitor proper control measures associated with new, sensitive developments. It also shall ensure that periodic inspections of operating landfills and non-operating landfills and dumps for contaminant migration and potential hazards are carried out.

## Schedule 2 - Service Lives -- Secondary Leachate Collection Systems - (Regulation Sections 6 and 10)

### 1000 Year Service Life

1. *A landfilling site's secondary leachate collection system, consisting of perforated collection pipes bedded in a layer of stones with a separating layer above and below the stones, may be assumed to have a service life of 1000 years, starting at the earlier of the mid-point of the site's operating life and the tenth anniversary of the first deposit of waste in the waste fill zone, if the following conditions are met:*
  1. *The pipes must be bedded in a continuous layer of stones that extends completely across the base of the waste fill zone, including the base side slopes, and that has a minimum thickness of 0.3 metres. The stones must have a  $D_{85}$  of not less than 37 millimetres, a  $D_{10}$  of not less than 19 millimetres, a uniformity coefficient ( $D_{60}/D_{10}$ ) of less than 2.0, and, when measured by weight, not more than 1.0 per cent of the stones may pass the US #200 sieve.*
  2. *A suitable geotextile or graded granular separator must be installed between the stone layer and any underlying soil or liner and between the stone layer and any overlying material.*
  3. *The perforated leachate collection pipes must be made of high-density polyethylene (HDPE), with a minimum internal diameter of 150 millimetres and with perforations not less than 12 millimetres in diameter located along and around the pipe so that,*
    - i. *the hydraulic capacity of the perforations can readily accommodate the expected quantity of leachate,*
    - ii. *leachate that enters the pipes can readily flow within the pipes,*
    - iii. *blockage by sedimentation is minimized, and*
    - iv. *the structural integrity of the pipes is maintained.*
  4. *The perforated leachate collection pipes must be bedded in the stones so that there is at least 250 millimetres of stones above the pipes and at least 50 millimetres of stones below the pipes. Local thickening of the layer of stones is acceptable.*
  5. *The perforated leachate collection pipes must be placed across the base of the waste fill zone, excluding the base side slopes, and spaced so that the drainage path before leachate can potentially intercept a collection pipe is not more than 100 metres in length.*
  6. *The leachate collection pipes must have adequate structural integrity to withstand impacts from waste placement and other site operations and to withstand the weight of the waste, cover material and any structures that may be located over them.*
  7. *Leachate collection pipes must be inspected at least annually for the first five years after the initial production of leachate from the secondary leachate collection system and then as often as future inspections indicate to be necessary.*
  8. *Leachate collection pipes must be cleaned whenever an inspection indicates that cleaning is necessary.*
  9. *Leachate must be removed from the collection system in order to avoid obstructions to leachate flows within the system.*

10. *The base of the waste fill zone must be contoured to provide minimum surface grades of 0.5 per cent toward the leachate collection pipes.*
2. *In this Schedule,*
  - a. *D<sub>85</sub> for stones in a stone layer is the stone diameter such that, when measured by weight, 85 per cent of the stones in the layer have a smaller diameter;*
  - b. *D<sub>60</sub> for stones in a stone layer is the stone diameter such that, when measured by weight, 60 per cent of the stones in the layer have a smaller diameter; and*
  - c. *D<sub>10</sub> for stones in a stone layer is the stone diameter such that, when measured by weight, 10 per cent of the stones in the layer have a smaller diameter.*

## Secondary Liner -- 350 Year Service Life

2. *The geomembrane used as part of a landfilling site's secondary liner may be assumed to have a service life of 350 years, starting at the earlier of the midpoint of the site's operating life and the tenth anniversary of the first deposit of waste in the waste fill zone, if all of the conditions set out above for a 150-year service life are met with the following change:*
  1. *The requirement that the geomembrane have a thickness of at least 1.5 millimetres is changed to a requirement that the geomembrane have a thickness of at least 2.0 millimetres.*

## (D) FORD MOTOR CO. EPA Waste sites (Simple internet search, 1000's sites)

### Settlement Addresses Groundwater Cleanup at Ringwood ...



[U.S. Environmental Protection Agency \(.gov\)](https://www.epa.gov/enforcement/settlement-addresses...)  
<https://www.epa.gov/enforcement/settlement-addresses...>

Aug 5, 2020 — Summary of the agreement with **Ford Motor company** for cleanup work at the Ringwood mine site in New Jersey. ... **Landfill** Superfund site in New ...

### Ringwood Mines landfill site

W

[Wikipedia](https://en.wikipedia.org/wiki/Ringwood_Mines_lan...)  
[https://en.wikipedia.org/wiki/Ringwood\\_Mines\\_lan...](https://en.wikipedia.org/wiki/Ringwood_Mines_lan...)

The Ringwood Mines **landfill** site is a 500-acre former iron mining site located in the borough of Ringwood, New Jersey. From 1967 to 1980, the **Ford Motor Company** ...

### Decades After a Plant Closes, Waste Remains



[The New York Times](https://www.nytimes.com/Business/YourMoney)  
<https://www.nytimes.com/Business/YourMoney>

Jul 29, 2007 — STARTING in the late 1960s, **Ford** says it began divesting large portions of the **dump** site in Upper Ringwood. ... **Motor** ... **landfill** areas, including ...



## Latter-Day Paints



Grist.org

<https://grist.org> › article › latter-day-paints

Apr 14, 2007 — Decades ago, **Ford** dumped thousands of tons of toxic paint sludge at a former mining area. The **dump** was declared a Superfund site, [...] Grist ...

## Ford EPA Settlement Will Cost \$21 Million



Ford Authority

<https://fordauthority.com> › 2019 › May

May 7, 2019 — The pollution goes back 50 years when contractors to **Ford Motor Company** began to take toxic paint sludge from the **Ford Mahwah** factory and **dump** ...

## (E) U.S. AUTO INDUSTRY ENVIRONMENTAL EPA TARGETS

WHY IS ONTARIO SO DIFFERENT? Because it has no EPA or any controls

The screenshot shows a web browser window with the URL <https://p2infohouse.org/ref/31/30551.pdf>. The article title is "HAZARDOUS WASTE: THE AUTO INDUSTRY'S \$500 BILLION MESS?". The authors listed are JON LOWELL, STEPHEN E. PLUMB, MARJORIE SORGE, and DREW WINTER. The article discusses the environmental impact of the auto industry, mentioning hazardous waste, Superfund sites, and the cost of cleanup. It also touches upon the environmental movement and the challenges of dealing with hazardous waste in industrial areas. The browser's address bar shows several tabs, including "trihunt ger", "16.04.2023", "John Lee P", "Landfill sta", "D-4 Land", and "Hazardous". The Windows taskbar at the bottom shows the time as 9:36 AM on 5/28/2024, with a temperature of 17°C.

### HAZARDOUS WASTE: THE AUTO INDUSTRY'S \$500 BILLION MESS?

By JON LOWELL  
STEPHEN E. PLUMB  
MARJORIE SORGE  
DREW WINTER

Turning the fragrant, lush farmlands of the American Midwest, Appalachia and the South into sprawling industrial megacomplexes was hardly the goal of 1980s high-profile environmental activists. Neither was leaving vast sections of urban America a wasteland where long lists of potentially productive factories, many auto and supplier-related, stand technically idle because officially closing them would trigger hundreds of millions in mandated cleanup expenses.

And no one in the environmental movement counted on leaving thousands of members of one of the world's most highly skilled work forces, including generations of auto workers, unemployed in a part of the U.S. already committed to heavy industry.

Nor did they expect millions in tax dollars to be spent to train thousands of workers, many for Japanese transplant auto factories, in other largely rural regions where huge factories were unheard of 10 years ago.

But all those things have happened at least partially because "environmentalism" became a sacred cow during the 1980s, and political popularity trampled real-world analysis.

Major successes using government regulation to deal with frequently visible air and water pollution problems have been followed by a legal quagmire aimed at less-visible hazardous waste buried under plant sites or in landfills. Simply defining what constitutes hazardous waste or deciding how much of a health threat a given substance represents to both those in the factory and in surrounding neighborhoods has proven extremely difficult.

By at least one knowledgeable estimate, the cost to clean up hazardous waste for automakers and their suppliers could reach a mind-boggling \$500 billion over time. Put into perspective, that's 10 times the current annual U.S. trade deficit with Japan and it exactly equals President Clinton's deficit-reduction program between now and 1997.

But more than money is involved. "Recently, environmental issues have proven to be a barrier to the redevelopment of obsolete or abandoned plants and parcels of property," says Louis E. Tossi, an environmental attorney with Fuller & Henry in Toledo, OH, who's lobbying for changes in Ohio's environmental laws.

"As a result, some of our best industrial locations will be lost to new development. Ironically, these same environmental barriers to redevelopment can actually inhibit the cleanup of these parcels of property. Most disconcerting is the fact that many of these sites are in our urban areas, which are badly in need of new tax bases and jobs."

### How The Auto Industry Controls Waste

#### CASTING OPERATIONS

#### MACHINING OPERATIONS

## (F) THREE HIDDEN, CLOSED, UNTESTED, TOXIC, INDUSTRIAL WASTE DUMPS IN NE OAKVILLE April 15, 2024 (updated)

I live in NE Oakville. In 2017, I accidentally found three very large, closed and hidden untested toxic industrial waste dumps within ½ mile of my home. These are not passive, inert landfills (MoE's favourite descriptive word). Their names are The Ninth Line Dump, The "old" Trafalgar Dump and the "new" Ford Dump. You won't find them on normal government maps. Ford Motor Co. was the main dumper, all legal with waste disposal methods from the 50's to 70's. I have obtained some test data, research, reports and FOI information to confirm their existence.

### An unusual pattern of denial...

At first, I was told "*all is in order*". Not so as I found out. Here is a partial list of people, government staff, politicians and media that have failed to acknowledge the dangers of these dumps, which leach into the water table. For the past few years Oakville Mayor Rob Burton, Halton Regional Chair Carr, my new MPP Crawford, Environmental advocacy groups (funded by government), Premier Ford, the Ministers of Infrastructure Ontario (IO), Environment (MoE) and others, including all staff, refuse to communicate in any way with me. My detailed 2018 proposal to IO was disregarded, while Premier Ford and Ford Motor Co. each never replied to several formal letters. The local Beaver newspaper (now rightfully defunct) has had the facts for years and did not report them. Neither will The Star, Globe & Mail or The Sun. Basic issues are self-preservation/jobs and protecting Ontario jobs from leaving. No one will visit the large fenced-off sites, respond to my emails and letters, or return my calls. Local (downstream) ratepayer groups do not return calls – NIMBY is hard at work. Oakville council has denied me access many times to make these problems public. Earlier, MoE had written in a 30-day period that "*the dumps do not exist*" and "*we have sampled all of them and there are no issues*" and "*we have contacted the 'owners' who state there is no waste on their properties*".

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Today, 2 dumps sit there full & closed, with benzene, toluene, paint sludge and other carcinogens. Some chemicals show 250 times greater concentrations than government guidelines permit.

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### Some history

MoE misrepresents nearby Joshua's Creek surface water samples as *leachates*; that is misrepresentative and incorrect. The Creek abuts 2 of the dumps. In heavy long-lasting rainstorms it can flow to 30mph with a front measuring 100 feet wide by 2 feet high. These floods will erode the dumps and will be man-made due to overdevelopment of old watersheds. Ownership of the dumps (read *liabilities*) is shared by Oakville, IO (because Oakville secretly allowed illegal dumping on IO's lands) and Ford Motor Co., which was ceded Ontario Concession lands around 1963 when it started its own "new" Ford Dump not 200 yards from its executive offices and 100 feet from Sherwood Heights. This dump was 100% active between 1963 and 1973 when it was closed by dirt and fill. The FOI-obtained title documents are redacted.

This “new” Ford Dump was agreed to be temporary, to be moved to the US for incineration. It sits there today full, with benzene, toluene, paint sludge and other carcinogens in eroding 45-gallon drums. Some rare chemical tests show 250 times greater concentrations than government guidelines permit. In the U.S., the EPA has caused remediation of dozens of similar auto plant dumps. Not here, governments hide them. In fact, IO spent millions from 2010 to 2020 trying to develop the 100-acre Parkway area site with commercial and residential buildings directly on top of two dumps, complete with aesthetic ponds. It worked in secret with Oakville which does not show the dumps, including its own Ninth Line Dump, on its maps. In the late 80’s, MoE wrote that The Ninth Line Dump, Ford’s first, (1953 to 1963) *represented a health hazard to local residents*. Mike Harris is believed to have all but shut down MoE from getting involved in any public controversies after Walkerton (1990) – a posture it continues to maintain. MOE staff never survey or examine these sites. We have no protection.

### **Pending potential disaster**

It gets far worse because of recent overbuilding in North Oakville where 85% of watersheds are being paved over because of the ‘politically inspired’ removal of 100-year storm zoning constraints. The flooding that will occur in Joshua’s Creek will rip through the two Ford dumps and take their contents via East Oakville to Lake Ontario and into our water supply which we share with our US neighbours. Global warming will not be the main cause of flooding. Our council’s greed in expansion to expand the tax base by adulterating/prostituting old development by-laws will be a prime cause.

A \$990 million Class Action (CA) lawsuit named all the above parties as being irresponsible with loose, suspect anti-ecological planning. It was mysteriously withdrawn about a year ago with no explanation provide to citizens. When eroded dump chemicals are mixed with violent storm water runoff via a system of aesthetic but undersized storm water settling ponds, the damages will surpass \$10 billion. The Ontario Insurance Bureau of Canada (IBC) industry lobby is running for the hills with its simultaneous-substitution TV ad campaign “Unflood Ontario” TV campaign. It appears to be anticipating the forthcoming calamity by setting up a defense that says, “*we were not told, government lied*”. Everyone involved loves “Global Warming” because they can hide in there with no direct responsibilities. Quite simply, Ontarians can expect no insurance coverage for man-made “Acts of God”. For this reason, law firms avoid CA lawsuits because their upfront preparation costs are at very high risk. Citizens have no defense when the possible harm caused or pending damages are difficult to comprehend or quantify. So, all levels of government working together have been kicking this problem down the road relying on, while quietly controlling “ineffective” courts.

The IO land was declared “surplus” to development in 2020 because of my relentless efforts to expose the dumps. Nevertheless, the government either is afraid of dealing with the issue – or doesn’t know where or how to begin. What is even more frightening is that there are hundreds of similar dump situations in Ontario, brought to us by generations past that did not have a genuine appreciation of the toxicity and harm they were burying. The 3 Oakville dumps are 20 miles from downtown Toronto and less than 2 miles via Joshua’s Creek from Lake Ontario. Who will help?



## **(F) WHAT I CAN PROVE:**

### **Example 1: Origins**

Consultant reports to Infrastructure Ontario (IO) that a property east of Ninth Line is fine for development, but the abutting (down the water table) property (The Parkway) has a dump on it which *may be hazardous to residents' health* (MoE). This is called The Ninth Line Dump. With full knowledge, IO waits a few years and proceeds to start commercial and residential development of The Parkway (west side of Ninth Line) right on top of the same dump it was told earlier was hazardous. IO even planned a pond on top of the dump. Further, all IO and collaborating Oakville efforts were conducted in secret without any mention of the dump, prior warnings, etc. The Ninth Line Dump is essentially untested. Halton Region only knows of The Ninth Line Dump; the two other dumps are “unknown” and not monitored at all. Legal ownership of the three dumps is spurious, if not unknown.

### **Example 2: Cover Up**

MoE writes in or about 1989 that The Ninth Line Dump at the NE corner of The Parkway may affect the health of residents. In 1997 it tested the same dump just once and found that organic chemical contents run for 100's of times above acceptable limits. Then, consultants strongly recommended further drilling and tests. MoE, and later Halton, refused more testing and, also hid what little test information existed from the public (while knowing IO was going to develop the property). MoE refused to release FOI-requested material.

### **Example 3: Public Lands Dumping**

Oakville allowed dumping on adjacent public lands, beside its Ninth Line Dump, called The Parkway between 1953 and 1963. It expanded its smaller 4-acre Ninth Line Dump secretly; the expanded portion probably received 70% of the total dumped material. All governments must know of this intrusion onto public lands (held in trust by IO now). Yet this has been permitted to be well hidden by all levels. Public maps do not show the dump outlines. There is a major unreported liability of some kind here e.g. a government (Oakville) polluted public lands knowingly and should be held to account. In my estimation when compared to equivalent U.S. EPA operations the liability on this one dump may be \$100 million.

### **Example 4: Hidden Liability**

When The illegally expanded Ninth Line Dump was full and abutting Joshua's Creek it was closed and Ford Motor Co. was “given” or “sold” a parcel of land from the Ontario government's QEW highway concession, again considered public lands (?). No records of this transaction are available. The lands in and around The “new” Ford Dump (Ford Drive and The South Service Road) are surely polluted and untested. This huge mound of a dump was considered temporary to be later removed to Michigan for incineration and treatment. It still sits where it was created. This is a \$100 million secretly created liability.

## **(G) Ministry of Environment – complete denial of waste - letters by junior staff**

### **Example 1**

January 25, 2021

Mr. John Scheel

Email: [johnscheel@cogeco.ca](mailto:johnscheel@cogeco.ca)

Dear Mr. Scheel:

*Thank you for your follow-up emails to Minister Yurek regarding your concerns about the closed Ninth Line Landfill site and two other locations in Oakville where you indicate waste disposal took place. I am pleased to respond on behalf of the Minister.*

*The Ministry of the Environment, Conservation and Parks is committed to ensuring that Ontario has clean and safe air, land and water. Ministry staff conducted extensive follow up in response to your concerns about the three sites in Oakville: the closed Ninth Line landfill, the Ford Motor Company property and the southwestern section of Infrastructure Ontario's property referred to as "the Parkway".*

*With regard to the closed Ninth Line Landfill, water quality monitoring and sampling for environmental contaminants such as methane gas and leachate have been undertaken at this location for many years as part of the Region of Halton's oversight. Ministry technical experts review the monitoring reports as they are received. The ministry's review of the April 2019 report indicates that the leachate concentrations measured in 2018 are low and the site is not adversely impacting surface water within Joshua's Creek. A report detailing the 2019 and 2020 monitoring efforts was received on December 22, 2020 and will undergo a technical review by ministry staff. We will continue to assess the monitoring data as it becomes available.*

*Ministry staff attended the three sites, collected and reviewed historical records, interviewed the property owners and carried out a sampling program in Joshua's Creek to assess for potential impacts to water quality. **The ministry's review of the available information for the Parkway and Ford Motor Company properties does not suggest that waste disposal occurred at these locations.***

The letter, by Lisa Trevisan, Director - Central Region of MECP (Ministry of the Environment, Conservation and Parks) signs off with some niceties (not shown and was sent to representatives of MECP, Oakville's MPP, Stephen Crawford and premier Ford. Its conclusion in yellow above is all that politicians need to dismiss that any dumps even exist as I have proven. Junior employees have little exposure for writing such cast in stone letters which form the base of confidence provided to the public. Everyone can always run from this convenient low-level set-up.

### **Example 2**

**Another email correspondence reads as follows:**

**From:** Hallford, Emily (MECP)

**Sent:** September 17, 2021 1:18 PM

**To:** [johnscheel@cogeco.ca](mailto:johnscheel@cogeco.ca)

**Subject:** MECP File # A-2021-04987, Your Reference # 357-2020-2455

Dear Mr. Scheel,

*The Honorable Premier Ford has asked our ministry to respond on his behalf and the Honorable Minister Piccini has also asked that I respond directly on his behalf to you.*

We wanted to thank you for your emails dated Saturday, September 11 and Sunday, September 12, 2021.

Please allow me to re-iterate that based on the ministry's understanding of your access request, a search will be conducted for the following records:

*"Results of all chemical testing conducted at three closed industrial waste sites in NE Oakville: PT LT 6, CON 1 TRAFALGAR, SOUTH OF DUNDAS STREET, AS IN 430630 EXCEPT PTS 5 & 6, 20R6313, PTS 1,2,3 & 4, 20R10945, PT 1, 20R11025 & EXCEPT PTS 6,9,10 & 11 ON 20R19147 ; S/T 65537, 670472, 780658, 804144, 806457, T W31360 TOWN OF OAKVILLE OR D61100-P61101 – Land – Upper Middle and Ninth Line – CON 1 SDS PT LOT 6 – OAKVILLE."*

As we've previously mentioned to you, *the ministry is pleased to conduct a search for responsive records for the lot and concession information you have provided above. but will not be able to carry out a search for the location described as "the newer Ford Dump at Ford Drive and the South Service Road" as no municipal address or lot and concession information has been provided in respect to this location.* The search (as described above) is currently underway in our program areas.

If you have any further questions regarding this matter, please contact Emily Hallford at 416-399-2472 or [emily.hallford@ontario.ca](mailto:emily.hallford@ontario.ca).

Note that MECP does not know about the "new" Ford Dump and so how could it ever do testing in the past, present or future? This was written to blow me away. Interestingly, Halton Region also does not know of this dump as *"it has no contract to monitor it"*, per Gary Carr, Halton Regional Chair. No one will ask if it exists.

### Example 3

**Here is a terrific letter providing escape to politicians.** My comments are in red. The yellow highlights point out complete misinformation to the public but life blood to lying politicians. The letter has conflicting statements.

October 28, 2020

Mr. John Scheel

Email: [johnscheel@cogeco.ca](mailto:johnscheel@cogeco.ca)

Dear Mr. Scheel:

Your email to Premier Ford regarding your concerns about the closed Ninth Line Landfill located in Oakville and about two other locations near your home *where you allege that historical landfilling operations have occurred* (allege!!!) was forwarded to the Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks. I am pleased to respond to you on behalf of the Minister. The Ninth Line Landfill (N.B. Landfill, not dump) in Oakville is owned by the Town of Oakville and is managed by the Regional Municipality of Halton. This landfill received municipal waste as well as *waste*

from the Ford Motor Company facility for approximately six years until its closure in 1963. (it was 10 years, 12 trucks a day from Ford) I understand that you have concerns about the potential impacts that this site may have on groundwater and surface water within Joshua's Creek.

Halton Region oversees this site on behalf of the Town of Oakville and has been carrying out proactive environmental monitoring and reporting. The most recent monitoring report, dated April 12, 2019, documents the history of leachate (no samples since the 90's), surface water and groundwater sampling conducted at the site. The report has been received and reviewed by ministry staff. The report underwent a technical review by both a groundwater and a surface water expert. Groundwater sampling results indicate leachate concentrations (complete misinformation) are low, and for the most part measured parameters have decreased in concentration between 1999 and 2018. Based on the surface water sampling data, the landfill's impact on the water quality of Joshua's Creek is

negligible. The ministry's technical review identified the need for additional groundwater and leachate monitoring in 2019 and 2020 and seasonal surface water monitoring (three times per year), in 2020 and 2021. The Region and the Town of Oakville have committed to carrying out the additional monitoring. The next report on this work is expected in December 2020.

You also indicated that the waste deposited at the Ninth Line Landfill extends beyond the property line onto the Parkway property to the south. The area where the landfill extends beyond its property lines is clearly identified in the environmental reports. These areas are monitored as part of the ongoing environmental management efforts. Ministry staff notified Infrastructure Ontario about the contamination that exists on their property (so why would IO want to develop the property? This is also an admission to testing on properties that do not exist!).

Environmental monitoring reports and the ministry's review documents are being shared with Infrastructure Ontario (who owes it to the public i.e. confess, don't build).

Page 2.

The ministry has also followed up on your concerns about potential waste landfilling operations that you indicated took place at the Ford Motor Company property and on the Parkway green space property located on the northeast corner (it is the southwest corner) of Upper Middle Road East and Joshua's Creek Drive. We obtained and reviewed historical aerial imagery and attended at the sites to make observations. Ministry staff discussed the concerns with the property owners and gathered more information on the history of the sites. Owners for both properties indicated that they are unaware of any landfilling operations taking place on their property (there is no bigger lie possible).

To determine if these sites are impacting the water quality of Joshua's Creek, in July 2019, the ministry completed a surface water sampling program in which samples were taken upstream and downstream of the two sites. Surface water samples were analyzed for contaminants typically associated with landfilling activities, including ammonia, metals, phenols and volatile organic compounds. The results suggest that the two alleged landfilling sites (nasty attitude from staff who are being pai by me) had no detectable impacts on water quality in the creek.

The ministry's review of the available information does not indicate that waste was buried at those locations, or that the sites are impacting the water quality of Joshua's Creek (this statement is priceless, if not criminal).

Lastly, you raised concerns that the Parkway and the closed Ninth Line Landfill properties will be developed for commercial and residential use. The ministry is currently unaware of plans to develop this land (incredible, it said above that it spoke to IO?). Development of the Ninth Line Landfill property would require extensive environmental work, submission and approval of a risk assessment



and the filing of a Record of Site Condition with the Ministry of the Environment, Conservation and Parks (**what was done was full of holes and misrepresentations**). Should you have questions with regard to plans for future use of the properties, please contact the property owners (**I do and the lands were declared "surplus" without explanation**).

If you have any further questions or concerns, you can contact me via email at [Tina.Dufresne@ontario.ca](mailto:Tina.Dufresne@ontario.ca) or by telephone at 289-242-3934.

Thank you again for writing to share your concerns.

Sincerely,

Tina Dufresne

District Manager, Halton-Peel District

Ministry of the Environment, Conservation and Parks

### (H) Status of DUMP TESTING IN OAKVILLE

I directed my detailed FOI request outlining what chemical test data did and did not exist and it was dismissed by a delays and non-responses. Here was my request (**red items do not exist**).

Name of Dump	Ninth Line Dump	Firestation Dump	Ford Private Dump
Location	NE corner Parkway	SW corner of Parkway	SSR & Ford Drive
Comment	(acquired for Ford)	(403 waste cover)	no paperwork exists
MoE Reported Comments	knew of this dump	"does not exist"	"does not exist"
Infrastructure Ont. planned to build on these dumps	yes	yes	not involved with IO
Ownership/Description	Oakville	Infrastructure Ont	Ford Motor Co ???
Size LxWxH (feet) estimated	400x400x40	400x400x50	700x400x45
Years of operation	1930 to 1963	1953 to 1963	1930 to 1962 min
Year Closed	1963	1963	1963 to 1975? ????
Nature of Waste	industrial (Ford)	industrial (Ford)	residential ?? Ford Motor Exclusive
Lined or unlined	????	????	????
Closed with	????	????	????
Formal Tickets	????	????	????
On site monitors	????	????	????
Legal matters	Oakville vs. Ontario?	Oakville vs. Ontario?	????

**Type of Waste (best estimate)**

residential	maybe	doutbful	original yes, but ??	none
industrial	yes, Ford Motor Co	100% Ford Motor Co	possible	100% Ford Motor Co

**Sampling**

<b>CH4, gases</b>	yes	no	no	no
sampling period	????	????	????	????
last sample taken	????	????	????	????
Findings/Actions	????	????	????	????

<b>Creek Water Samples</b>	yes	no	no	no
sampling period	????	????	????	????
last samples taken	????	????	????	????
Findings/Actions	????	????	????	????

	1 sample in			
<b>Leachates - true/drilled</b>	1997	none	none	none
sampling period	n.a.	n.a.	n.a.	n.a.
last samples taken	n.a.	n.a.	n.a.	n.a.
Findings/Actions	n.a.	n.a.	n.a.	n.a.